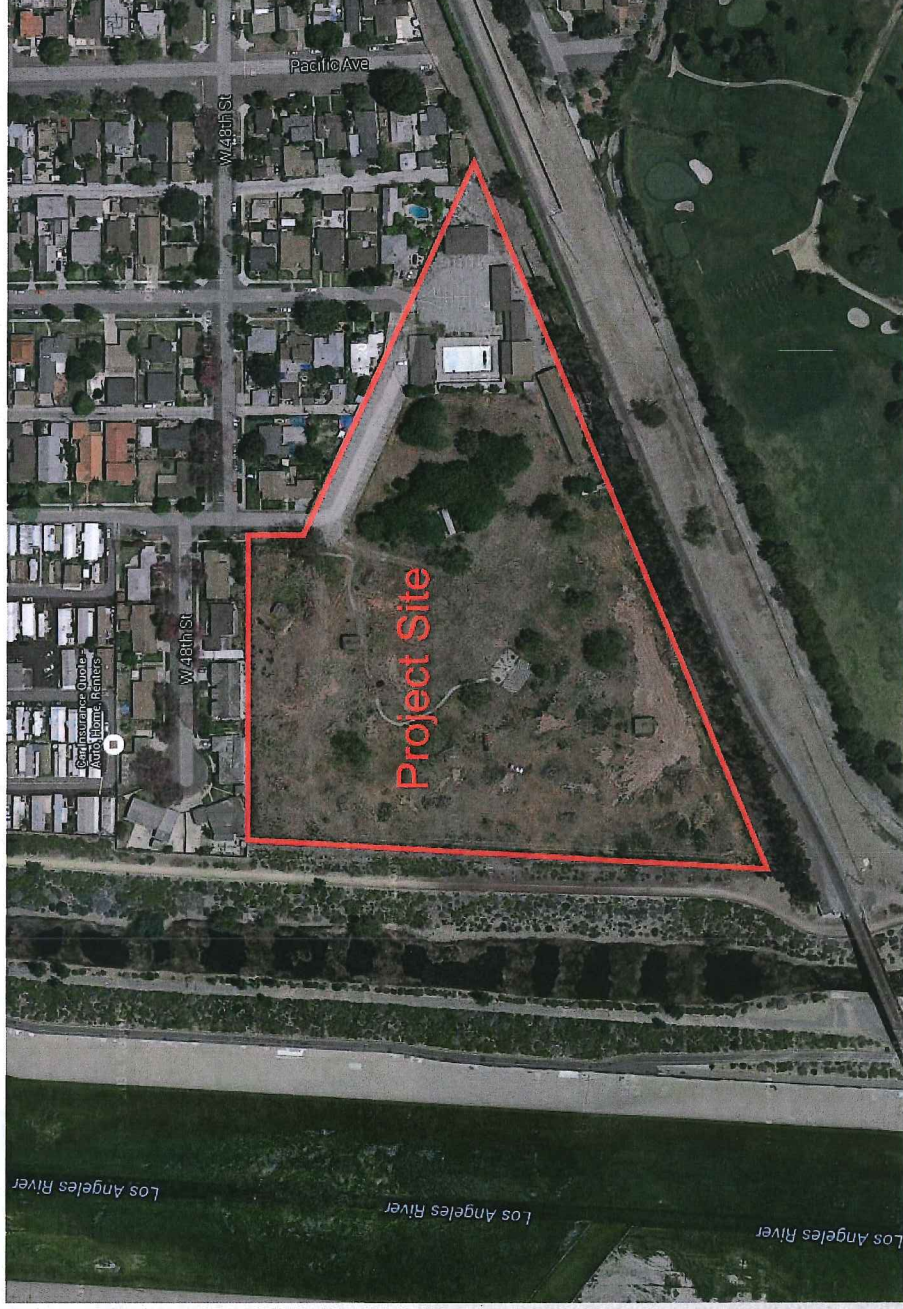


Riverwalk Project
131-Single-Family-Dwelling Subdivision
Case No. 1406-12A
November 10, 2015

Long Beach City Council

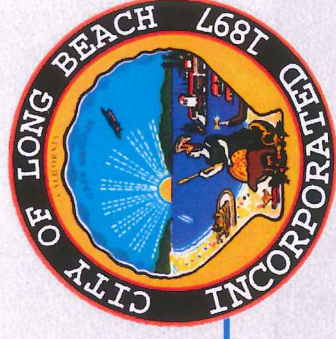
Project Site

The project is located at 4747 Daisy Ave., site of the former Will J. Reid Boy Scout Camp, currently vacant, undeveloped land. Site is 10.56 acres in area.



Project Description

- 131 new detached single-family dwellings.
- Each home between 2,100 and 2,900 square feet.
- Individual ownership lots between 2,405 and 6,329 sq. ft., 3,218 average.
- Houses will be two and three stories.
- Project includes a 15,000-sq. ft. recreation center with a pool, bathroom and shower facilities, covered lounge, and community room.
- Additional recreation space includes a 6,300-sq. ft. turf area adjacent to recreation center, and a 6,600-sq. ft. pocket park in the northern portion of the site.



Site Plan



PROJECT SUMMARY:
 TOTAL AREA OF SITE: 12.12 ACRES
 TOTAL AREA OF IMPROVEMENTS: 7.4 ACRES
 TOTAL AREA OF OPEN SPACE: 4.72 ACRES
 TOTAL AREA OF PARKING: 4.22 ACRES
 TOTAL AREA OF LANDSCAPE: 4.22 ACRES
 TOTAL AREA OF UTILITIES: 0.18 ACRES
 TOTAL AREA OF OTHER: 0.18 ACRES

PLAN SUMMARY:
 UNIT TYPE: 30 UNITS
 UNIT TYPE: 20 UNITS
 UNIT TYPE: 10 UNITS
 UNIT TYPE: 5 UNITS
 UNIT TYPE: 2 UNITS
 UNIT TYPE: 1 UNIT

PARKING SUMMARY:
 TOTAL: 40
 TYPE: 20
 TYPE: 20

INTEGRAL
 CONCEPTUAL ARCHITECTURAL SITE PLAN

RIVER WALK
 LONG BEACH, CA

CITY OF LONG BEACH 1681 INCORPORATED

Recreation Center



CONCEPTUAL LANDSCAPE PLAN
- REC CENTER - L-2



RIVER WALK
LONG BEACH, CA

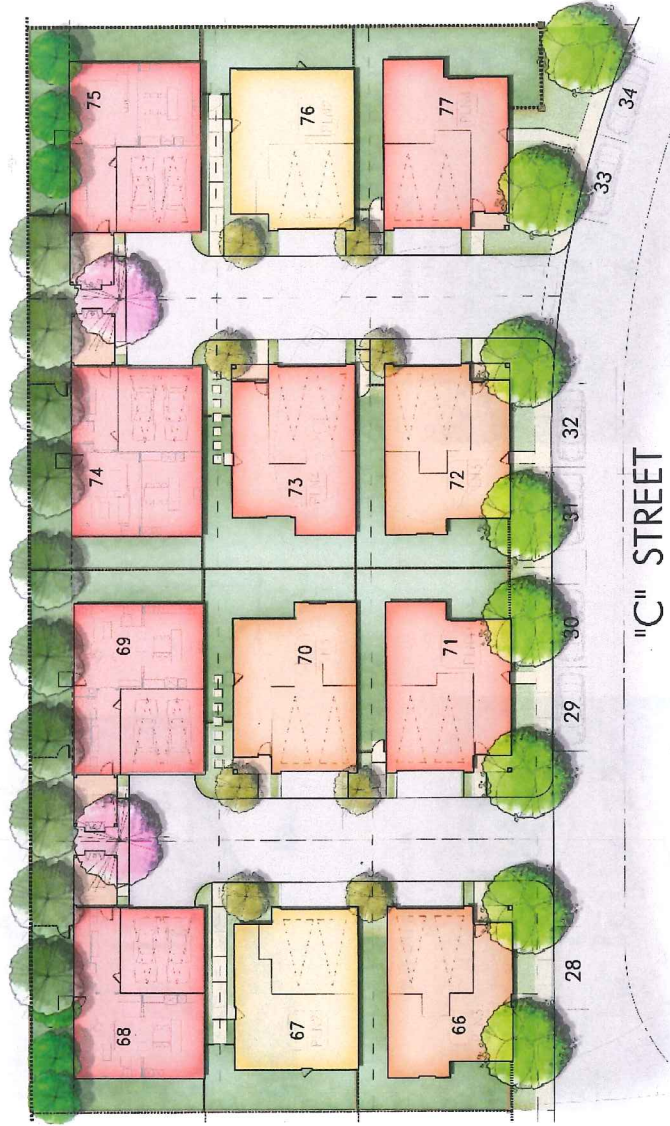


Project Description

- All streets and drives within the development will be privately owned and maintained.
- Each house is provided with a two-car garage.
- Guest parking will be provided on the main circulation road within the project site, and will accommodate 40 guest parking spaces, which is 7 more than required by code.
- Guest parking will not be for the use of residents' vehicles or trailers.
- Parking will be managed and enforced by the Homeowners' Association.
- Project is not expected to result in visitor parking or resident parking of third vehicles in the adjacent neighborhood.



Enlarged Site Plan



TYPICAL PLOT PLAN

RIVER WALK
LONG BEACH, CA
90805-3578



TYPICAL PLOT PLAN
SP-3



Sample Elevations – Two Story Plan



PLAN 1
SPANISH BUNGALOW

12'-11" | 27'-0"



PLAN 1
SPANISH RUSTIC

12'-1" | 27'-0"



PLAN 1
SPANISH COLONIAL

12'-5" | 28'-0"

INTEGRAL ARCHITECTURE
ARCHITECTS INC.

URBAN PLANNING
ARCHITECTS INC.

RIVER WALK
LONG BEACH, CA
UNIVERSITY CITY

PLAN 1 FRONT ELEVATIONS

A-5

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Sample Elevations – Three Story Plan



PLAN 2
SPANISH BUNGALOW
(STANDARD)



PLAN 2
SPANISH RUSTIC
(STANDARD)



PLAN 2
SPANISH COLONIAL
(STANDARD)

INTEGRAL
ARCHITECTURAL
DESIGN

URBAN
ARTNA
ARCHITECTURAL
DESIGN

RIVER WALK
LONG BEACH, CA
DATE: 05-20-22
SCALE: 1/8" = 1'-0"

PLAN 2 FRONT ELEVATIONS STANDARD

SCALE: 1/8" = 1'-0"

PREPARED BY: INTEGRAL ARCHITECTURAL DESIGN
DATE: 05-20-22

CITY OF LONG BEACH, CA
PROJECT NO.: A-8



Required Entitlements

- EIR Certification
- General Plan Amendment from LUD No. 11 to LUD No. 3A for Riverwalk site
- General Plan Amendment from LUD No. 1 to LUD No. 11 for Oregon Park site
- Zoning Code Amendment to create PUD ordinance
- Zone Change from I (Institutional) to RP-13 (Residential PUD, 13 DU/ac) for Riverwalk site
- Zone Change from I (Institutional) to P (Park) at Oregon Park site
- Site Plan Review
- Vesting Tentative Tract Map
- Development Agreement



Planned Unit Development (PUD) Ordinance

- Creation of new PUD ordinance to allow flexibility in development for large, undeveloped parcels of land (tonight's action is site specific, though).
- Allows configurations and densities that are not accommodated by traditional zoning districts – similar to Spinnaker Bay development in District 3, which was developed with similar development standards
- Achieves higher-quality development than would be obtained through traditional single-family subdivisions
- Zoning symbol “RP” with numerical value designates density. e.g., “RP-13” means 13 dwelling units per acre (DU/ac).



Development Agreement

- Preserves development standards and fees at time of DA approval
- Requires certain off-site improvements to be constructed by the developer, including:
 - New traffic signal at Oregon Ave. and Del Amo Blvd.
 - Street, sidewalk, and parkway improvements to the immediate neighborhood.
 - Developer will construct "Oregon Park" - a new City park located at Del Amo Blvd and Oregon Ave.
 - Developer will provide a \$100,000 neighborhood traffic impact mitigation fund.
- Developer must post a performance bond (115% of total costs) to protect the City's interests and ensure off-site improvements will be completed.



Conditions of Approval

The following conditions of approval will require the developer to provide neighborhood and street improvements in conjunction with the project:

- A construction management plan to manage construction traffic.
- A new 8'-0" tall block wall around the project, replacing the existing residential fencing abutting the site.
- Adjacent streets and sidewalks will be brought up to full ADA compliance, including curb ramps.
- Completion of the terminations of Daisy and Oregon Avenues, with full curb, gutter, sidewalk, and parkway on each from 48th St to project site.
- Repair and replacement of sidewalks, curb, and gutter on Oregon and Daisy Avenues.
- Grind and overlay, or slurry (as determined by City) 48th St. between Oregon and Long Beach Boulevard.
- Slurry (or grind/overlay if appropriate) Pacific Avenue from railroad embankment to Del Amo.
- Slurry (or grind/overlay if appropriate) 49th Street from Oregon to LBB.
- New street trees and ground cover adjacent to the project site.



Environmental Impact Report (EIR)

- Notice of Preparation (NOP) 30-day review period started on September 4, 2014 and ended on October 3, 2014.
- Two Scoping Meetings held during NOP review period, on September 24, 2014 and September 30, 2014, to further solicit public comment on the scope and content of the EIR.
- Draft EIR 45-day review period started on May 5, 2015 and ended on June 18, 2015.



Final EIR

- The City received 23 separate written comments on the Draft EIR during this review period. These written comments and the City's written responses to these comments are provided in the Final EIR.
- This Final EIR also includes the Draft EIR text with minor edits based on public comments and the Mitigation Monitoring and Reporting Program.
- The Final EIR determined that the project, in compliance with all recommended mitigation measures, would not result in any significant adverse environmental impacts.



The EIR Process

**City prepares
IS-NOP**

**City solicits input on
the scope of EIR
content**

City prepares Draft EIR

**City solicits input on
the Draft EIR**

**City files
Notice of Completion
and DEIR availability**

**City responds to
comments, prepares
Final EIR**

**City prepares Findings,
certifies FEIR**

**City makes decision on
the project**



Project's Environmental Impacts

- No Class I (Significant and Unavoidable) impacts
- Class II (Significant but Mitigable) impacts in the following impact areas:
 - Air Quality
 - Biological Resources
 - Cultural Resources
 - Geology and Soils
 - Land Use and Planning
 - Noise and Vibration
 - Utilities and Service Systems



Class II Impacts (Significant but Mitigable)

- **Air Quality**
 - Construction Emissions
- **Biological Resources**
 - Special Status Species (Nesting Bats and Birds)
- **Cultural Resources**
 - Archaeological Resources
 - Paleontological Remains and Fossils
- **Geology and Soils**
 - Liquefaction and Settlement
- **Land Use and Planning**
 - Local Policy Consistency
- **Noise**
 - Interior Noise in Proposed Residences
- **Utilities and Service Systems**
 - Wastewater Infrastructure



Opportunities for Public Comment

- Initial Study/NOP Public Circulation: 9/4/14–10/3/14
- Public Scoping Meeting #1: 9/24/14
- Public Scoping Meeting #2: 9/30/14
- Draft EIR Public Circulation: 5/5/15–6/18/15
- Planning Commission Study Session: 5/21/15
- Planning Commission Hearing: 10/15/15
- City Council Hearing: 11/10/15 (tonight)



Community Concerns

- **Traffic**
- **Air Quality**
- **Land Use and Zoning Changes**
- **Noise**
- **Parking**
- **Soil Stability and Seismic Hazards**



Traffic

- **Construction Traffic**
 - Rough Grading Phase would generate 236 daily trips
 - Building Construction phase would generate 54 peak hour trips
 - Project will not exceed LOS thresholds (delay, intersection capacity) at local intersections or local street segments
 - Construction Management Plan required as a condition of approval to properly manage any neighborhood construction traffic impacts



Traffic

- **Operational Traffic**
 - 98 a.m. peak hour trips and 131 p.m. peak hour trips
 - Project will not exceed applicable LOS thresholds (delay, intersection capacity) at local intersections or local street segments
 - Increase in traffic on local streets
 - Ten roadway segments analyzed in the EIR, mostly segments of Daisy Avenue and 48th Street, would not have significant impacts. All roadway segments would maintain acceptable traffic volumes with the addition of project traffic volumes



Air Quality

- Emissions were modelled using the CalEEMod air quality model, which is the standard model used in Southern California.
- Project construction would generate air pollutants, but Mitigation Measures AQ-1(a) and AQ-1(b) would reduce these emissions to below applicable thresholds of significance (less than significant).
- Operational emissions would be less than significant.



Noise

- Construction noise would be temporary and would only occur during daytime hours, in compliance with the City's Noise Ordinance.
- Operational traffic noise would not exceed thresholds of significance established by the Federal Transportation Administration, which compare project-generated traffic noise to existing traffic noise.
- Other operational noise would be typical of residential uses and subject to the City's Noise Ordinance.



Parking

- The EIR recommends a Construction Management Plan that would require all construction-related parking and staging of vehicles to be kept out of adjacent public roadways/residential streets and to occur on-site.
- The proposed project would include 302 parking spaces: 262 private garage parking spaces (a two-car garage for each home) and 40 on-street guest parking spaces located along the development's internal streets.



Soil Stability and Geologic Hazards

- There is no surface trace of the Newport-Inglewood Fault on the project site.
- There is no record of the site ever having been used as a landfill.
- The potential for soil settlement was identified on the project site, requiring mitigation.



Soil Stability Mitigation Measures

- GEO-2(a): Requires all excavation to a depth of four feet below existing grade or two feet below the bottoms of structural footings, whichever is deeper.
- GEO-2(b): Requires all building foundation systems to use either a post-tensioned or strengthened conventional concrete foundation.
- These measures would adequately reduce any soil stability impacts, including impacts from underground debris, to a less than significant level.



Alternatives

Per CEQA, an EIR is required to examine a reasonable range of project alternatives that would attain most of the project basic objectives but avoid or substantially reduce any significant environmental impacts.

The EIR considered four alternatives to the project proposal:

- No Project Alternative
- Reduced Density Alternative
- Alternate Site Alternative
- Revised Access Alternative



Planning Commission Review

- The Planning Commission reviewed this project at a Study Session on May 21, 2015.
- The Planning Commission held a public hearing on October 15, 2015 and recommended that City Council certify the EIR and approve the requested entitlements.



Recommendation

Staff recommends that the City Council receive supporting documentation into the record, conclude the public hearing, and:

- Adopt resolution certifying EIR 01-15,
- Adopt resolution amending the Land Use Element of the General Plan from LUD #11 to LUD #3A for the Riverwalk site;
- Adopt resolution amending the Land Use Element of the General Plan from LUD #1 to LUD #11 for the Oregon Park site, and consider Negative Declaration ND-04-10;
- Declare ordinance for the Zone Change from I to RP-13 for the Riverwalk site;
- Declare ordinance for the Zone Change from I to P for the Oregon Park site;
- Declare ordinance approving a Development Agreement;
- Approve Vesting Tentative Tract Map and Site Plan Review;
- Declare ordinance for Transportation Improvement Fee credit;
- Declare ordinance for Parks and Recreation Facilities Fee credit;
- Declare ordinance for Zoning Amendment creating the PUD Ordinance.

