

CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

H-1

333 W. Ocean Boulevard Long Beach, California 90802 562-570-6194 FAX 562-570-6068

October 14, 2008

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION:

1. Receive supporting documentation into the record, conclude the hearing, deny the appeal and uphold the Planning Commission decision to: 1) Certify Final Environmental Impact Report (No. 30-07); 2) Approve Site Plan Review; 3) Approve Local Coastal Development Permit, and likewise uphold the Planning Commission recommendation to approve an amendment to the General Plan and a Zoning Ordinance amendment at 5119 East Colorado Street for the purpose of constructing the Colorado Lagoon restoration project and Marina Vista Park improvements.
2. Adopt Resolution Re-Certifying Environmental Impact Report (EIR) No. 30-07.
3. Declare Ordinance Amending the Zoning Code definition of Passive Park, Section 21.15.2007, read the first time and laid over to the next regular meeting of the City Council for final reading.
4. Adopt Resolution amending the Local Coastal Plan of the General Plan to revise the text of the Plan as related to the Colorado Lagoon and authorize the Director of Development Services to submit all necessary supporting materials to the California Coastal Commission for its review and approval. (Citywide)

DISCUSSION

The proposed project site comprises 48.61 acres and consists of Colorado Lagoon, Marina Vista Park and a small triangle-shaped area north of Marine Stadium (Exhibit A). The purpose of this project is to restore the site's ecosystem, provide an improved habitat area, provide enhanced recreation facilities, improve water and sediment quality by removing contaminated sediment, improve water circulation, and manage storm water and dry weather runoff.

The proposed project improvements would be implemented in two phases. Phase I – Lagoon: improvements include upgrades to the storm drains, dredging, cleaning of culverts, new landscaping and public recreational improvements.

Phase II - Marina Vista Park: improvements include construction of an open water channel between Colorado Lagoon and Marina Vista Park and two roadway bridges spanning the open channel at Colorado Street and Eliot Street, new restrooms and public recreational improvements (Exhibit B).

A General Plan Text Amendment is required to revise the information related to the Colorado Lagoon in the Resources Management Plan (RMP) of the Local Coastal Plan. The revision is consistent with the goals of the original RMP to improve water quality in the lagoon and preserve the habitat and wildlife. As Colorado Lagoon's water and sediment quality deteriorated over time and as more scientific studies document conditions and develop solutions, the actions to implement the goals are somewhat different. The proposed amendment retains the original goals and updates the actions necessary to achieve those goals.

The amendment to the Zoning Ordinance is to revise the definition of "Passive Park" in Section 21.15.2007. The existing definition is narrow in scope and does not include existing amenities in the lagoon such as restrooms and play equipment. The proposed change will allow play equipment, tables, fire pits, barbecues, public restrooms, landscaped and natural open spaces, habitat reserves, beaches, lakes, streams, lagoons, bays, and Marine Stadium as part of the "passive park" definition.

In summary, the proposed project will improve the water and sediment quality of the lagoon, which will enhance recreational opportunities and potentially lead to a more diverse plant and animal community.

On September 4, 2008, the Planning Commission approved requests for a Site Plan Review and Local Coastal Development Permit, certified Final Environmental Impact Report 30-07, and recommended that the City Council approve an amendment to the Local Coastal Plan of the General Plan and Zoning Code amendment to revise the definition of passive park to allow construction of the Colorado Lagoon and Marina Vista Park projects.

One appeal was filed on September 15, 2008. Issues raised in the appeal include the adequacy of the Environmental Impact Report regarding impacts from construction noise, traffic, truck trips, loss of parking, hazardous soil and air quality (Exhibit C).

This letter was reviewed by Assistant City Attorney Michael Mais on September 26, 2008 and Budget Management Officer Victoria Bell on September 26, 2008.

TIMING CONSIDERATIONS

The Long Beach Municipal Code requires a hearing within 60 days following positive Planning Commission action.

FISCAL IMPACT

The Department of Parks, Recreation, and Marine will finance the expansion of Colorado Lagoon and Marina Vista Park improvements with a Rivers & Mountains Conservancy Grant, State Water Resources Control Board - Clean Beaches Initiative Grant, U.S. Army Corps of Engineers - Habitat Restoration Grant, California Coastal Conservancy, Port of Long Beach, and Friends of Colorado Lagoon - Habitat Restoration. The project will be phased in relation to the funding on hand. The storm water quality improvements and part of the habitat restoration are currently fully funded with the money on hand to proceed with construction. No construction of additional elements of work will be commenced until full funding is obtained. There is no impact to the General Fund.

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,



CRAIG BECK
DIRECTOR OF DEVELOPMENT SERVICES

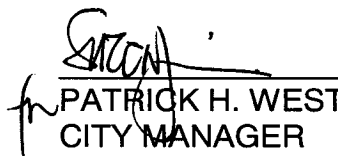
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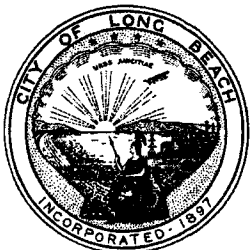
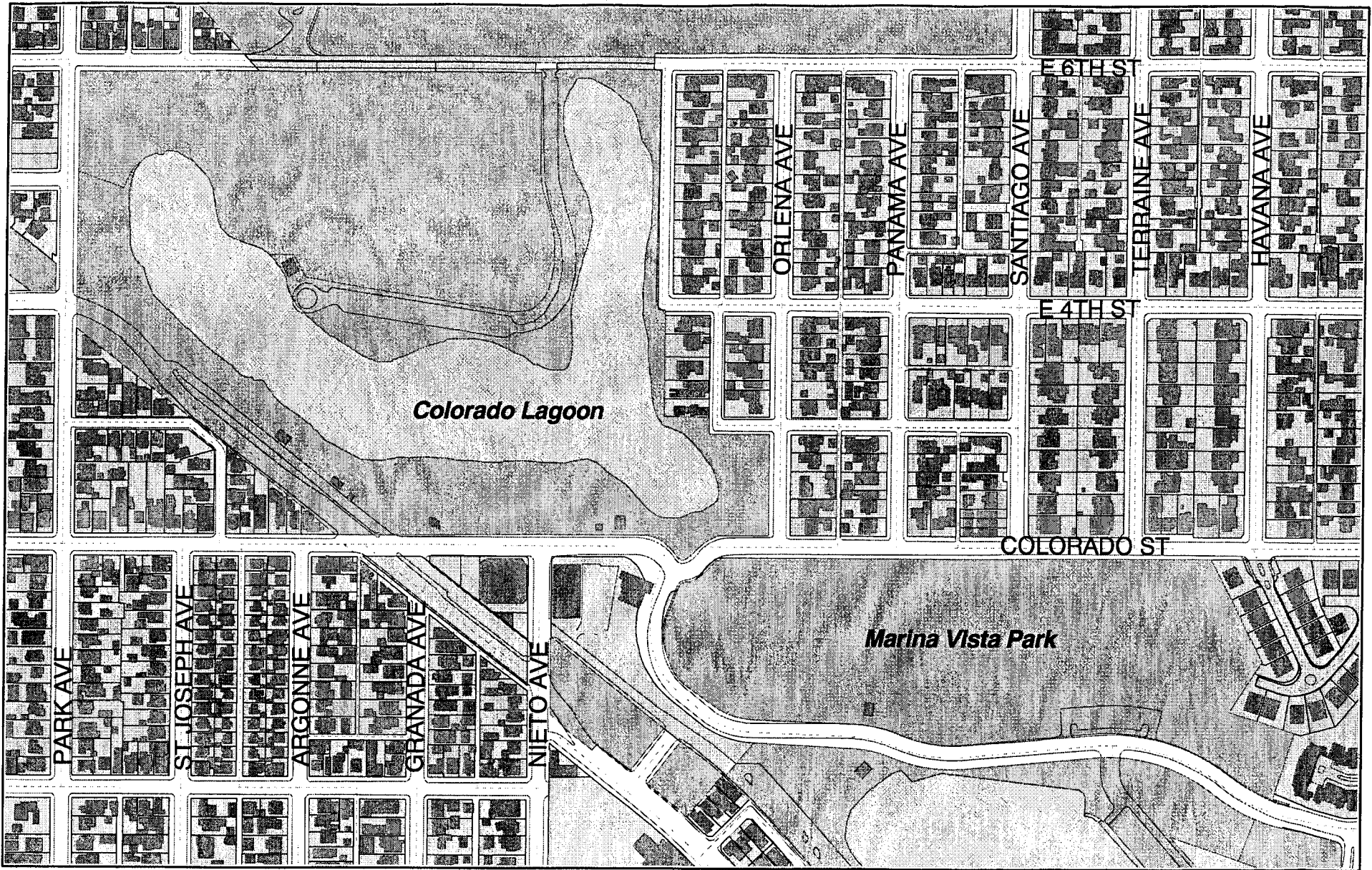
Attachments: Exhibit A - Location Map
Exhibit B - Plans and Photographs App. No. 0807-11
Exhibit C - Appeal Letter
Note - The Environmental Impact Report was provided in an earlier transmittal dated September 30, 2008

City Council Resolution Certifying the EIR
City Council Zoning Ordinance Amendment
City Council General Plan Resolution

APPROVED:

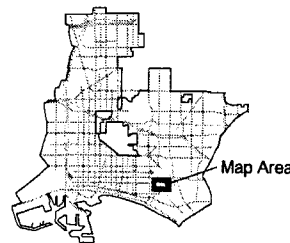


PATRICK H. WEST
CITY MANAGER



SUBJECT PROPERTY:

5119 E. Colorado St.
 Application No. 0807-11
 Council District 3
 Zone: P and PD-1



200 0 200 400 Feet



Scale = 1:4,500

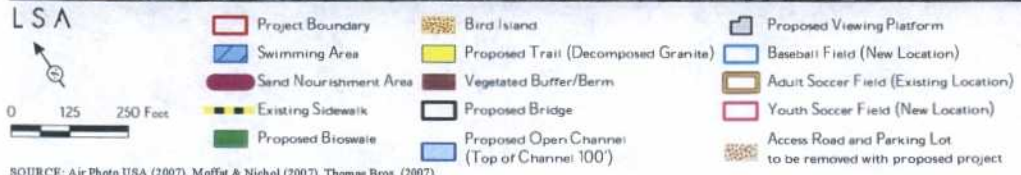


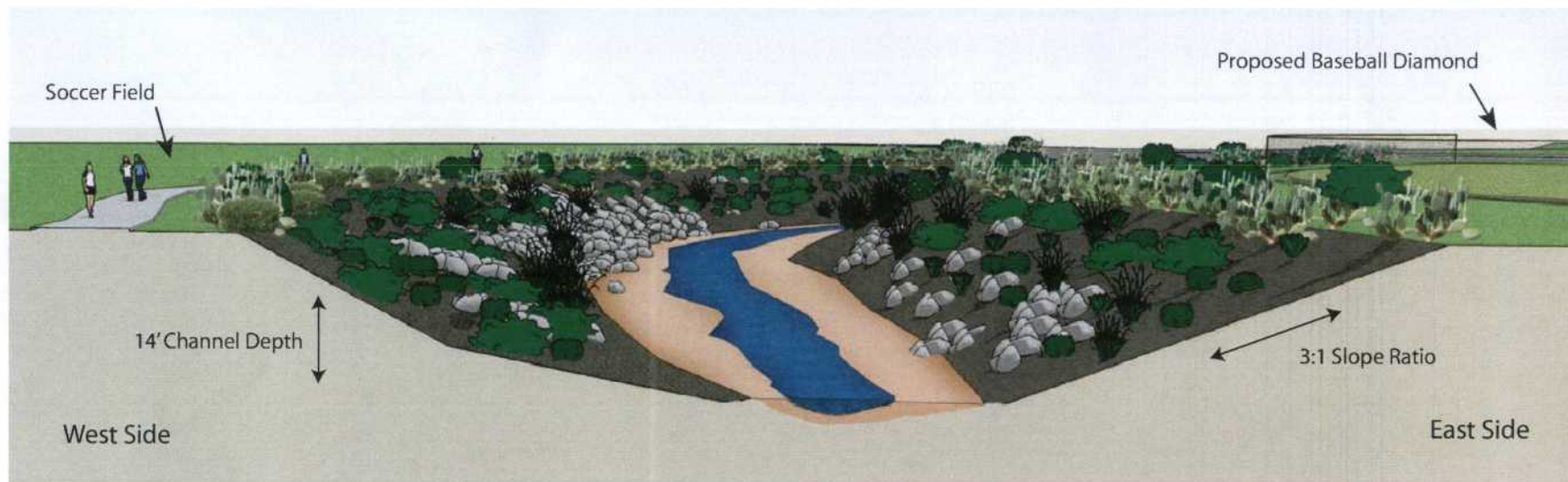
FIGURE 3.6

SOURCE: Air Photo USA (2007), Moffat & Nichol (2007), Thomas Bros. (2007).
 I:\CL\B0702\GIS\PropRecreation.mxd (5/6/2008)

Colorado Lagoon Restoration Project
 Proposed Recreation Components

Exhibit B

Open Channel Profile
With contouring of slopes and varying widths.



Looking Toward Marine Stadium

LSA

FIGURE 3.3

Colorado lagoon Restoration Project
Open Channel Profile Oblique Angle



CITY OF LONG BEACH

Department of Development Services

333 West Ocean Blvd., 5th Floor Long Beach, CA 90802 (562) 570-6194 FAX (562) 570-6068

PLANNING BUREAU/COMMUNITY DESIGN & DEVELOPMENT DIVISION

APPLICATION FOR APPEAL

An appeal is hereby made to Your Honorable Body from the decision of the

<input type="checkbox"/> Zoning Administrator	on the <u>4</u> day of <u>SEPT</u> , 20 <u>08</u>
<input checked="" type="checkbox"/> Planning Commission	
<input type="checkbox"/> Cultural Heritage Commission	
<input type="checkbox"/> Site Plan Review Committee	

Appellant(s): KERRIE ALEY

Project Address: COLORADO LAGOON # MARINA VISTA PARK

Project Description: 0807 -11

Reasons for Appeal: SEE ATTACHED LETTER

Your appellant herein respectfully requests that Your Honorable Body reject the decision and

<input type="checkbox"/> Approve	this application.
<input checked="" type="checkbox"/> Deny	

Appellant(s) Contact Information

	Appellant 1	Appellant 2	Appellant 3
Name:	<u>KERRIE ALEY</u>		
Address:	<u>PO BOX 41217</u>		
City/ZIP:	<u>LONG BEACH, 90803</u>		
Phone:	<u>(562) 212-0961</u>		
Signature:	<u>KJA</u>		

(Staff Use Only Below This Line)

Received by: LF Case No.: 0807-11 Date of Appeal: 9/15/08

Materials Required: Plans Photographs Special Materials

Fee: \$50 Fee Paid Date of Appeal Hearing: _____

Kerrie Aley
PO Box412217
Long Beach, CA 90803

September 15, 2008

City of Long Beach
333 W. Ocean Blvd
Long Beach, CA 90803

Re: Colorado Lagoon & Marina Vista Park EIR Appeal

Approximately six years ago, I was one of many who wrote to the *LA County Public Works* Termino Avenue Drain Project (TADP) engineer and requested that they pursue another way to improve storm water runoff, one that would not further degrade the water quality of the Colorado Lagoon. I am in support of the Colorado Lagoon Restoration Project and commend the City and the *Friends of Colorado Lagoon* for working hard for improvements to natural habitat, public recreation, and water quality.

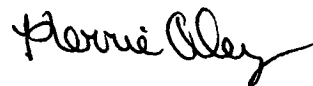
In the same way that the TADP project was rejected then improved, I am appealing this EIR, Statement of Overriding Conditions, and Local Coastal Permit because I believe that the EIR must be revised to consider all significant environmental impacts to residential home/schools/streets. Upon further study, new mitigation measures can be added which will reduce the construction impact of the Colorado Lagoon and Marina Vista Park on residents and schoolchildren. The public must be given an opportunity to review the construction plan prior to approval of the EIR, to assess whether adequate mitigation has been made for over 5,000 semi-trailer truck trips down one residential street (Park Avenue), loss of parking, construction noise exceeding 85 db, hazardous soil, and air quality impacts of the project.

In addition to my written concerns about this EIR (**Kerrie Aley Attachment 1**), I have also included five other letters, which share my concerns about traffic, parking, noise impacts and/or mitigation of this project:

Attachment 2 CA Dept. of Transportation-Cumulative impact
Attachment 3 City of LB Parks & Recreation Commission- Parking
Attachment 4 Steve Creech- Traffic & Mitigation
Attachment 5 Long Beach Unified School District- Noise
Attachment 6 Park Avenue Residents- Traffic

As you may be aware I have been active in the community as a researcher, organizer, and as an advocate for solutions to the traffic/parking problems in my neighborhood.

Thank you for your time and consideration of this matter,



Kerrie Aley
(562)212-0461

Kerrie Aley
PO Box 41217
Long Beach, CA 90803
September 4, 2008

City of Long Beach
333 W. Ocean Blvd.
Long Beach, CA 90802

Re: Planning Commission Hearing
0807-11 Colorado Lagoon & Marina Vista Park
Colorado Lagoon Restoration Project State Clearinghouse No. 2007111034

Please include this written statement to the comments heard at today's Planning Commission hearing on the Colorado Lagoon/Marina Vista Park project.

Approval of the Final EIR for the Colorado Lagoon & Marina Vista Park, the Statement of Overriding Conditions and Local Coastal Permit should be denied on three primary grounds:

- (I) The EIR does not describe the project's environmental setting accurately.
- (II) The EIR does not adequately consider the project's significant cumulative impacts. The EIR incorrectly fails to distinguish the duration of impact –uses the measure of short-term impact for conditions, which are temporary but will exist for many years next to immobile sensitive receptors.
- (III) Proposed mitigation for the project and cumulative significant environmental impacts (traffic, noise, air quality) have not been adequately described or do not exist and feasible alternative mitigation measure have not been considered.

I. The EIR does not describe the project's environmental setting accurately.

- a) The truck haul route on Park@6th to 7th does not show the complete route. EIR shows route starting at edge of golf course at Park/6th. Project staging or stockpile areas are not contiguous to the route shown. EIR does not describe which residential roads the construction trucks or haul trucks will use to the staging or stockpile areas. Assess points to the site are not described.
- b) The EIR fails to describe the adjacent land use, poor condition of street pavement, existing traffic level of service and local street traffic control.
- c) The EIR uses only approximate traffic volumes on impacted residential streets adjacent to project site. No traffic study has been conducted for this project. The EIRs analysis of the projects construction impact or mitigation is inadequate.

The EIR states, "The City does not have existing LOS information for the local streets serving the project area. However, the City Traffic Engineer has stated that existing traffic volumes on the local roads adjacent to the Lagoon area are higher than many residential/park areas due to the existing roadway network and other physical constraints such as the waters of Marine Stadium and Alamitos Bay and the bridges that cross Alamitos Bay." "Due to the existing discontinuous street network in the southeastern portion of Long Beach, most traffic destined to or from Belmont Park, Belmont Shore, and portions of Belmont Heights are funneled through Park Avenue to East 7th Street. East Appian Way also provides a secondary route to and from Belmont Park and Naples because it has a bridge over Alamitos Bay and connects to PCH".

In the past, the City of Long Beach has used a standard of an increase of 50 cars per hour or degraded safety conditions as a standard for significant impact. Is the City now claiming that it has no standard to determine whether a project's traffic impact is significant on residential streets?

The EIR states "Mitigation Measure TR-1, which requires implementation of a construction management plan, has been included to reduce the impact of construction traffic on the local circulation system to less than significant."

How can the City claim that it is reducing the impact of construction traffic on residential streets to less than significant when- it has made no determination of the impact, uses no measure for determination of significant impact, and mitigates the impact with unwritten construction traffic plans?

The EIR fails to consider adjacent land use or residential street capacity limits. The EIR makes no determination of level of service for residential streets when clearly vehicle volumes on Park Avenue between 7th and 4th currently exceed its design capacity by at least 50%. Other Cities use a standard of significant impact for as little as an additional one car per hour on residential streets that have traffic volumes that exceed their design capacity. By most other City's standards, the traffic conditions on Park between 4th and 7th would be a level F (severely affected by existing traffic volumes).

The EIR fails to note that Park Avenue currently has signs posted prohibiting the trucks over 3 tons yet is intended as a major construction truck haul route. The EIR fails to note the high incidence of accidents at 7th/Park intersection and the non-standard oblique intersection configuration. The EIR fails to describe the narrow width of Park Avenue or homeowner's driveways. The EIR fails to note the exceptionally high number of accidents occurring on Park between 7th and 4th, the high incidence of truck accidents and accident injury rates. The EIR fails to note prior organized complaints from Park Avenue residents about existing excessive speeding, difficulty in accessing property due to traffic congestion, commercial trucks, noise, or the dangerous traffic conditions, which result in as many as two accidents a day at Park & 6th and the number of vehicles landing on residential front lawns after accidents. The EIR fails to note traffic calming mitigation proposed by City traffic consultant on this segment of road (1991 Belmont Heights Traffic Mitigation) and the City's failure to implement the plan. The City fails to note recent resident's request for additional traffic calming.

d) The EIR does not adequately address the impact of construction traffic, road closures on residential street traffic safety or diminished access to adjacent homes or coastal resources.

e) The EIR does not mention the truck haul route affect on the public's use of the Class II Bikeway on Park Avenue.

(II) The EIR does not adequately consider the project's cumulative impacts. The Final EIR is defective in assessing cumulative impacts in a number of ways: Data is both inaccurate and inadequate, thus the EIR inaccurately and inadequately describes cumulative impacts resulting in an underestimation of potentially significant impacts.

If the lead agency approves the project, it must find that each significant impact will be mitigated below the level of significance where feasible.

a. EIR does not adequately describe the cumulative impact of the Termino Avenue Drain project (TADP).

This EIR states, "The construction activity for the proposed project and construction of the TADP in the vicinity of and at the project site may occur at the same time. TADP construction workers and equipment and haul vehicles working in the vicinity of the proposed project may utilize the same haul route. When combined, these projects have the potential to contribute to short-term construction traffic impacts."

The EIR predicts that 5420 truck trips will be required over the course of 30 months. The EIR does not include the TADP construction traffic, which will last from 18-24 months. For example as part of the of Termino Ave drain project the Marine Stadium box conduits and outfall structure, would require 30 concrete truck deliveries daily, 120 trip loads of demolition debris, require 40 truck trips of excavated soil per day. This additional traffic is not considered in the EIR even though the TADP may happen at the same time.

The EIR fails to consider the City of Long Beach's standard measure of significant impact of 50 cars per hour or degraded traffic safety on residential streets. This EIR has no measure of the impact on the project or area traffic patterns on residential streets if Appian or Park is closed for Termino drain construction.

The EIR does not consider the fact that the construction staging for the TADP is to be located (P&E right-of-way) directly across from the street from the Colorado Lagoon construction staging and hazardous waste/soil excavation stockpile (Park/4th, Appian). The EIR does not state how long the staging or stockpile at Park/Appian (4th) will exist.

If construction for both projects occur at the same time Park Avenue homeowners living near Park/4th(Appian) will be severely impacted by both the TADP staging areas on the P&E right-a-way AND Colorado Lagoon construction staging, hazardous waste/soil excavation stockpiles. The EIR's mitigation is inadequate for residents whose health and safety may be negatively affected by dredging machines, construction vehicles and heavy machinery operating, and 80-100 diesel tractor trailer trips per day hauling building material, debris, excavated soil/hazardous waste within a few hundred feet of their homes. The impact on these residents is neither sort-term or insignificant.

c. The EIR fails to consider the impact of other cumulative impacts of probable construction projects such as the Belmont Pier/Pool/Granada Landing construction, Belmont Shore 2nd street alley repairs, Marine Stadium Fence, and planned Toledo Avenue roadway repairs.

d. The EIR fails to consider the significant cumulative traffic impact of the areas special events at Marine Stadium and on 2nd street which now draw between 3,000 and 50,000 people into the area with no event traffic mitigation. These regular special events use nearby residential streets, Marine Stadium, Mar Vista Park, the P&E right-away, and Colorado Lagoon area both for parking and as a route to these events. Specific event which should be considered in the EIR are Circle Boat Races, Dragon Boat, Rowing Competition, 2nd street Xmas Parade, Naples Boat Parade, Car Show, Dog Parade, Stroll and Savor, Sea Festival Pier Granada Landing promotions, Belmont Pool Swimming events, Marine Stadium Farmers Market and the Long Beach Marathon. The EIR fails to address the impact of construction street closures on event traffic patterns and parking.

e. The EIR attempts to take mitigation credit for both the City of Long Beach and the TADP EIR construction staging and traffic control plans. Neither plan exists nor have mitigation measures been determined.

The EIR states that "However, with implementation of Mitigation Measure TR-1 and those mitigation measures included in the TADP Draft Environmental Impact Report (DEIR), cumulative impacts would be reduced. The mitigation measures included in the TADP DEIR include implementation of a traffic control plan and restricting construction on East 7th Street to weekends while requiring a minimum of the Lagoon, and Phase 1 and/or Phase 2 of the Colorado Lagoon Restoration project both be under construction at the same time, implementation of Mitigation Measure TR-2 is warranted to ensure coordination between City of Long Beach and Los Angeles County construction activities."

The EIR states "Mitigation Measure TR-1, which requires implementation of a construction management plan, has been included to reduce the impact of construction traffic on the local circulation system to less than significant."

The EIR provides no evidence that a construction management or traffic plan can mitigate the traffic problems to less than significant. The TADP EIR fails to identify the construction or haul routes and includes no local street traffic analysis.

TADP EIR- "To minimize construction impacts, a construction staging and traffic plan would be prepared by the County prior to construction. To the degree possible, staging of construction equipment and construction employee parking would occur on-site, thus eliminating the impacts along adjacent city streets. The plan would include, but is not limited to, hours of construction (limit to off-peak hours), identification of haul routes, and potential off-site parking/staging areas. All roads would maintain two-way traffic (i.e., at least one lane in each direction) during the construction phase.

f. The EIR fails to consider the cumulative air pollution of other projects, including the TADP project.

g. The EIR fails to consider the cumulative noise impact from TADP haul trucks on residences living less than 25 ft from routes. EIR states that noise level from haul trucks will be 86 db at 50ft and "Increase in traffic flow on roads due to construction traffic is expected to be small". Park Avenue currently restricts truck traffic to less than 3 tons. EIR states that haul trips could be 16 trucks per hour + TPDP project impact of 4 per hour could result in a truck passing a home every 3 minutes. Since truck noise is much louder than passenger vehicles, and most homes are located less than 50 ft away from street the loud truck noise will intrude into homes for over 30 months creating a noise problem that is neither short term or insignificant. The EIR fails to describe or mitigate the interior noise increase in adjacent homes from the truck haul route.

h. The City wrongly describes this project, which will last at least 2 ½ years (6 days a week for 11 hours per day) as having short-term impact on those residents living 25-300 feet away from the truck haul route, construction staging, and hazardous soil stockpile. The City fails to consider the extended duration of the noise, traffic, and air quality problems from other construction projects such as the TADP.

III. Proposed mitigation for the project and cumulative significant environmental effects (traffic, noise, and air quality) have not been adequately described or do not exist and feasible alternative mitigation measure have not been considered.

(a) The project proposes to add thousands of construction and haul trucks into an already congested severely traffic impacted coastal suburban residential neighborhood. The City's EIR promises traffic mitigation consisting of two unwritten construction plans to mitigate unknown impacts below the level of significance. A promise of unspecified mitigation clearly does not meet the requirements of CEQA or ensure safety for residents.

(b) The following is a list of feasible mitigation that this EIR fails to consider:

- a. All property owners within 300 feet of the proposed Colorado Lagoon/Marina Vista Park shall be notified, in writing, of the proposed construction schedule or public hearing on the project. Contact information for questions or to report air quality, noise, or traffic violations shall be provided, including phone numbers for the Long Beach Public Works inspector, City Traffic Engineer, Special Events Coordinator and Police Traffic Department. The notification, by standard mail, shall be delivered at least two weeks prior to the start of each phase of construction. A complaint tracking and corrective action reporting system shall be put in place and the public shall have access to documents.
- b. Lower speed limit to 15 mph on Park 4th-7th and other residential streets during construction period.
- c. Double speeding fines in construction zones on impacted residential streets.
- d. Install speed table on Park Avenue near 6th street as proposed by the City's traffic consultants in 1991 (Belmont Heights Traffic Mitigation Study), and again in November 2008 by Park residents.
- e. Install dynamic "slow down signs" or additional traffic calming measures on all impacted residential streets.
- f. Prohibit Park Avenue southbound right turn onto 4th and 4th northbound left onto Park.
- g. No construction haul traffic allowed on Saturdays. Similar to TADP construction hours.
- h. No construction truck haul traffic allowed at peak hours (7-9 am and 5-7 pm).
- i. Required off site shuttle buses for all special events.
- j. Require publically published suggested travel routes to mitigate both event and construction traffic.
- k. Require detour signs for both event and construction traffic.
- l. Require that all open storage piles shall have water applied once per hour or shall be covered to prevent fugitive dust plumes beyond the project boundary. Require continuous wetting of soil/or air while loading onto haul trucks.
- m. Mitigate project impact by adding park landscaping on P&E right away and constructing off street bike connector path from 6th to Appian. Improve visual view off Park by removing fencing after project completion. Provide funding and City to work with community to design/build a Belmont Heights community sign on P&E right-away park at corner of Park/4th.
- n. Require that Park Avenue be paved before and after construction period. Require quarterly inspection of pavement and street control markings and make repairs as needed.
- o. Require that the project contractor provide a plan, for approval by the City of Long Beach, demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20-25 percent NOX reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. (Similar to TADP requirement)
- p. Require public vetting of the proposed construction traffic plans and mitigation prior to approval of this EIR.
- q. Require quarterly public hearings on effectiveness of mitigation on traffic, parking, noise, and air quality. Quarterly publically publish mitigation monitoring report and obtain documented public input on projects impact.
- r. Require that construction materials shall not be stored in contact with the soil.
- s. Require twice daily cleaning of streets adjacent to project staging or stockpiles whether or not dirt is "visible.
- t. Post signs temporarily eliminate bike route on Park Avenue.
- u. Require both noise and air quality monitoring on residential property with 100 feet of project. Require additional mitigation if levels exceed EIR predictions.
- v. Evaluate whether dredging soil can be removed using a water route rather than haul trucks.

Sincerely,



Kerrie Aley
(562)212-0461

December 7, 2007

Ms. Angela Reynolds
Planning Officer
City of Long Beach Department of Planning and Building
333 W. Ocean Blvd., 5th Floor
Long Beach, CA 90803

Re: Colorado Lagoon Restoration NOP

cc: Councilman Delong,
Dennis Eschen Department of Parks, Recreation and Marine

Dear Ms. Reynolds:

I am writing this letter in response to the Notice of Preparation being circulated on the project to upgrade the Colorado lagoon and adjacent habitat and recreation areas. I have the following suggestions:

- Integrate the Colorado Lagoon restoration plan with the proposed park/open space improvements on the P&E right-away between Park Avenue and Ximeno (Termino Avenue Drain Project).
- Consider adding a landscaped Class 1 Bike path starting at 6th and Federation continuing on the eastern side of Park Avenue down Appian to Colorado.
- Consider adding historic cultural elements to both the design of the Colorado Lagoon and P&E right of way park improvements.

The impact of traffic congestion is negatively affecting the stability of the residential neighborhood on Park Avenue between 7th and 4th. Both homeowners and renters have told me that traffic is destroying their quality of life and sense of safety.

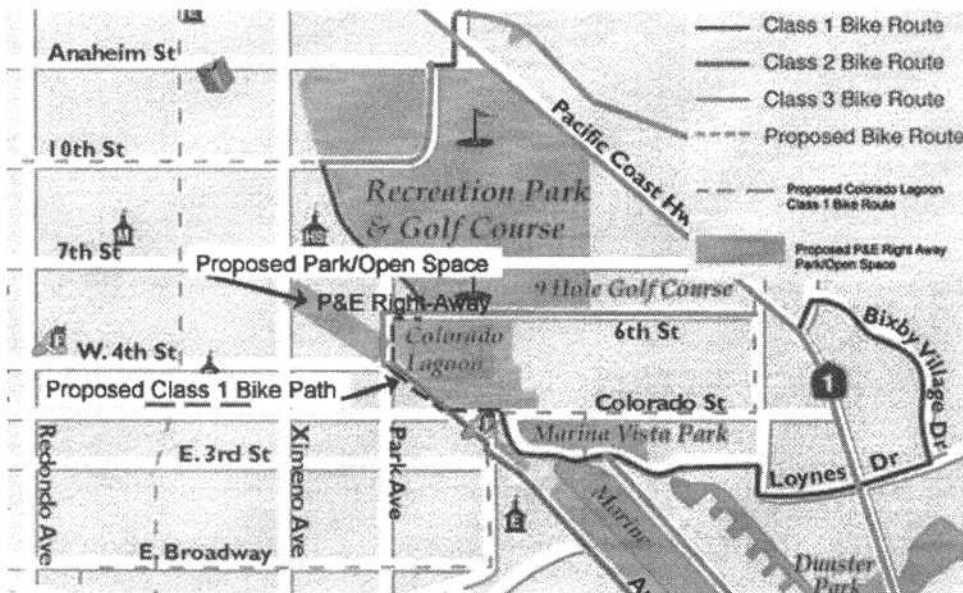
These residents's have spent 1000's of dollars installing sound proof windows and in repairing automobile accident damage. Landlords have told me they are having problems keeping tenants for any period of time because of the traffic. Many residents are talking about moving if the environment does not improve. A few residents have made me aware of drug and crime problems moving eastwards down 4th street and north on Park Avenue. The poor ingress and egress at the new Starbucks center at Park/7th has created an unsolvable problem with illegal turns, accidents, and residential driveway turn-arounds. The Quiznos sandwich shop has already gone out of business.

Park Avenue is a very public entryway into Belmont Heights, Alamitos Heights, Belmont Park, Belmont Shore, and the 2nd street Belmont Shore business district. I recently heard City Manager Patrick West say that "It's easier to fix business districts than residential neighborhoods."

Please consider my proposed changes which add scenic vistas and amenities on Park Avenue as investments in the stability of the neighborhood.

P&E right away Park/Class 1 Bike Path-

I have spoken with many residents on Park Avenue between 7th and 4th and they are enthusiastic and supportive of park/open space improvements at the P&E right-away (Termino Drain Project), a landscaped Class 1 Bike path connection from 6th @ Federation (adjacent to the golf course) down the eastern side of Park to Appian to Colorado, the removal of the iron fence and naturalized open scenic vistas from the Colorado Lagoon to the P&E right away.



Historic Cultural Element- There is an opportunity to incorporate historic cultural elements in the improvements to the P&E right away and the Colorado Lagoon. I have attached map from the early 1920's showing plans for Recreation Park.

It is my understanding that "Minnie" the 67 foot 1897 whale skeleton was displayed at the Colorado Lagoon. Perhaps the vacant land which was the P&E right away and carried the Red Car line could be named after a historic entity. While many of the 1920's Recreation Park improvements were never realized the attached map could provide a starting point for the incorporation of Long Beach historic cultural elements along with a naturalized ecological habitat.

I spoke with Stan Poe, the President of Long Beach Heritage at length about the history of Recreation Park, Colorado Lagoon, Marine Stadium, and residential developments. Mr. Poe has done extensive research on the San Gabriel River Improvement Company and has a lot of good information that could be used to add a historical cultural element to the design of the both the Colorado Lagoon and P&E right away recreation areas.

Regards,

Kerrie Aley
kerriealey@verizon.net

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF REGIONAL PLANNING
AND PUBLIC TRANSPORTATION
IGR/CEQA BRANCH
100 SOUTH MAIN STREET
LOS ANGELES, CA 90012
PHONE (213) 897- 6696
FAX (213) 897-1337



*Flex your power!
Be energy efficient!*

July 2, 2008

Mr. Craig Chalfant
Department of Development Service
333 W. Ocean Boulevard 5th Floor
Long Beach, CA 90802

Re: Colorado Lagoon Restoration Project
IGR/CEQA No. 080604/EA
Vic. LA-710-PM 6.384

Dear Mr. Chalfant:

Thank you for including the California Department of Transportation in the review process for the proposed Colorado Lagoon water body, adjacent habitat and recreation area improvement project. The proposed project would implement water quality and sediment quality improvements, habitat improvements, and recreation improvements. Specific proposed improvements include an open channel through Marina Vista Park connecting the Lagoon to Marine Stadium, dredging the Lagoon, native landscaping, and removal of the north parking lot.

S-3-1

This proposed project is located some distance from Interstate 710 (I-710) right-of-way. We do not expect project approval to result in a direct, adverse impact to existing State transportation facilities. However, our concern with "cumulative" traffic impacts resulting from continued development in this area remains.



S-3-2

We would like to remind you that any transportation of heavy construction equipment and/or materials which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. We recommend that large size truck trips be limited to off-peak commute periods.

S-3-3

If you have any questions regarding our comments, please call project coordinator Zeron Jefferson at (213) 897 – 1333 or Elmer Alvarez at (213) 897-6696 and please refer to our record number 080604/EA.

Sincerely,

Elmer Alvarez
IGR/CEQA Senior Transportation Planner
Caltrans, District 7

cc: Scott Morgan, State Clearinghouse

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

S-3-1

The comment is introductory and generally describes the proposed project. The comment does not contain any substantive statements or questions about the Draft EIR or the analysis therein. Therefore, no further response is necessary.

S-3-2

The comment states that because the proposed project is located some distance from Interstate 710 (I-710), direct adverse impacts are not anticipated. However, the comment states concern about cumulative traffic impacts from continued development in the project area.

As described in Section 4.12.5 of the Draft EIR, the proposed project would retain the existing recreation and open space uses of the project site, and no intensification of uses would occur. Any change in park attendance and patterns of use are expected to be negligible as a result of project implementation. Therefore, traffic levels resulting from operation of the proposed project are not anticipated to change as a result of the proposed project, and little to no contribution to cumulative operational traffic impacts would occur. This includes impacts related to existing State transportation facilities.

Also as described in Section 4.12.4 of the Draft EIR, the proposed project includes transporting both construction and disposal material, which includes use of the following State transportation facilities: Interstate 605 (I-605), Interstate 5 (I-5), Interstate 405 (I-405), and I-710. As shown in Table 4.12.C, construction activities related to the proposed project are anticipated to total 32 p.m. peak-hour short-term trips, which would represent a negligible increase in traffic levels on the relevant interstate freeways. In addition, most truck trips would occur during the day, when traffic levels are lower than during peak commute times. Therefore, construction of the proposed project would not cause an increase in traffic that is substantial in relation to the existing traffic load of the State transportation facilities. In addition, construction traffic effects are temporary, and the number of construction workers and truck trips would vary depending on specific construction activities. Further, to ensure that cumulative construction-related traffic impacts are less than significant, the Draft EIR (Mitigation Measure TR-1) requires implementation of a construction traffic management plan to minimize construction effects on traffic.

S-3-3

The comment states that construction activities that require the use of oversized-transport vehicles on State highways require a Caltrans transportation permit and that it is recommended to limit large-size truck trips to off-peak commute periods. The City of Long Beach will adhere to all regulations regarding use of State highways, including securing all permits, if necessary, for transportation of material and equipment. It is not anticipated that the use of oversize transport vehicles will be required for the Lagoon project. Also, as described in Response to Comment S-1-2, most truck trips would occur during the day during off-peak commute periods. The comment

does not contain any substantive statements or questions about the Draft EIR or the analysis therein. Therefore, no further response is necessary.

DATE: July 10, 2008
TO: Craig Chalfant, Senior Planner
FROM: Dennis Eschen, Manager, Planning and Development Bureau
SUBJECT: Colorado Lagoon Restoration EIR

On June 19, 2008, the City of Long Beach Parks and Recreation Commission (P&RC) in their monthly public meeting reviewed the Draft Environmental Impact Report for the Colorado Lagoon Restoration. The P&RC voted to recommend that the Planning Commission certify the document subject to inclusion of the following comments:

L-1-1

- The channel connecting the Colorado Lagoon and Marine Stadium divides Marina Vista Park. This will inconvenience park patrons wishing to use both sections of the park. Thus, a pedestrian bridge over channel should be added to the project construction plans.

L-1-2

- Improved water quality in Colorado Lagoon is likely to make it more attractive to users. Parking counts that are adequate for the current level of use may not be sufficient for future use. Parking availability should be monitored annually and contingency plans developed for increasing parking availability should be included into the project.

L-1-3

- As part of the land of Marina Vista Park will be removed and converted into water area, the P&RC would like to believe the EIR should include a discussion of why the removal of park land area does not trigger the Parks in Perpetuity City Charter provision that requires two to one replacement of park land converted to non-park use.

L-1-4

The P&R Commission thanks you for the opportunity to comment on the Draft EIR.

CITY OF LONG BEACH PARKS AND RECREATION COMMISSION

L-1-1

The comment is introductory and states that the City of Long Beach Parks and Recreation Commission has reviewed the Draft EIR for the Colorado Lagoon Restoration Project. The comment states that the Parks and Recreation Commission voted to recommend that the Planning Commission certify the EIR subject to inclusion of comments, which are detailed in Responses to Comments L-1-2 through L-1-4 below. The comment does not contain any specific statements or questions about the Draft EIR or the analysis therein; therefore, no further response is necessary.

L-1-2

The comment states that the open channel connecting the Lagoon to Marine Stadium would divide Marina Vista Park, which would inconvenience park patrons wishing to use both sections of the park. Therefore, the comment states that a pedestrian bridge over the channel should be added to the proposed project.

As described on page 3-9 of the Draft EIR and evaluated in Section 4.11.5, Recreation, the proposed project includes constructing two vehicular bridges with pedestrian and bicycle facilities over the open channel at East Colorado Street and East Eliot Street in order to maintain existing circulation. The two bridges would both be approximately at grade and would be approximately 160 ft in length and approximately 45 ft in width. It is anticipated that each bridge would include two 12 ft lanes, two 5 ft sidewalks, and an 8 ft wide bike path on one side. The distance between the two bridges is approximately 600 ft. The pedestrians in Marina Vista Park could walk to the proposed bridges at East Colorado Street or East Eliot Street to access the sidewalk and cross the open channel to reach the opposite side of the park. The proposed project does not include any additional crossings over the open channel. This suggestion will be made available for consideration by the decision-makers as part of their determination regarding the proposed project. Although the pedestrian bridge is not included in the project description at this time and, therefore, funding sources for such an improvement have not been identified, the proposed project components and design do not preclude the construction of such a facility at a later date. The pedestrian bridge is contemplated for an area where there are no known sensitive resources and is not expected to result in significant adverse impacts. If the proposal is pursued in the future, it would be subject to additional engineering analysis. The comment does not contain any substantive statements or questions about the Draft EIR or the analysis therein; therefore, no further response is necessary.

L-1-3

The comment states that improved water quality in the Lagoon is likely to make it more attractive to users and that parking availability should be monitored annually and contingency plans for increasing parking should be included in the project.



As detailed in Sections 4.11, Recreation, and 4.12, Traffic and Circulation, in addition to the north shore parking lot (which would be removed with the proposed project), parking for Lagoon use is also provided by a parking lot on the southwest shore along Appian Way, which includes 56 parking spaces, and by on-street parking on East 6th Street to the north of the Lagoon and on East Colorado Street south of the Lagoon. The parking lot bound by East Colorado Street, East Appian Way, and Nieto Avenue is also utilized for Lagoon parking; however, it is not reserved for Lagoon use. After implementation of the proposed project, the maximum parking demand of Lagoon use is anticipated to be approximately 38 spaces. The parking lot on the southwest shore can accommodate this demand while providing 18 surplus parking spaces. In addition, parking will remain available on East 6th Street, East Colorado Street, and at the Nieto Avenue parking lot. The parking locations along the southern shore of the Lagoon are appropriate, as a large portion of the existing recreational use of the Lagoon is on the south shore, which is also the location of the swimming area. As a result, removal of the north parking lot will not cause a parking deficiency, overcrowding of the remaining parking areas, or other adverse impacts. Therefore, based on the analysis within the Draft EIR, a contingency plan for additional parking would not be necessary. However, this suggestion will be made available for consideration by the decision-makers as part of their determination regarding the proposed project.

The City Department of Parks, Recreation, and Marine (applicant) will commit to monitoring use of parking areas for the Lagoon and on the closest residential streets to the Lagoon during the summer months, according to a survey protocol developed and/or approved by the City traffic engineer. This commitment, while not required to reduce a significant impact (since no significant impacts to parking were identified in the Draft EIR), will be incorporated into the Mitigation Monitoring and Reporting Program to ensure and track compliance. In addition, the City Department of Parks, Recreation, and Marine will provide an annual report to the Parks and Recreation Commission on the progress of the Lagoon improvements and potential effects to the neighborhood from construction and operation of the project.

L-1-4

The comment states that the Draft EIR should include a discussion of why the proposed project does not trigger the Parks in Perpetuity City Charter provision that requires two-to-one replacement of park land. The Parks in Perpetuity City Charter provision (Section 905 of the City Charter) states:

“The City Council shall by ordinance adopt zoning and other regulations for the proper use and protection of parks, plazas, beaches, golf courses, playgrounds, recreation facilities, and other recreation areas in the City.

Notwithstanding any other provisions of this Charter to the contrary, those areas that have been dedicated or designated as public park or recreation areas of the City shall not be sold or otherwise alienated unless first authorized or later ratified by an affirmative vote of a majority of the qualified electors of the City voting at an election for such purpose; except that the City Council may sell or alienate public parks or recreation areas, or any portions thereof, if, after a public hearing, and the approval of the Parks and Recreation Commission, the City Council determines that said park or recreation areas will be replaced by other dedicated or

June 19th, 2008

Mr. Craig Chalfant
Department of Development Services
City of Long Beach
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Reference: Colorado Lagoon Restoration Project Enhancements

Dear Craig:

It was a pleasure meeting you at the Colorado Lagoon Public Outreach Meeting last night at the Council District Three Field Office. Your presentation of the Draft Environmental Impact Report for the Colorado Lagoon Restoration Project was very professional and highly informative.

P-6-1

I would like to suggest two (2) simple enhancements to the Project for your consideration:

- 1) Integrating a landscaped Class 1 Bike Path along 6th Street from the northern access point to the Lagoon trails near Monrovia Avenue west to Park Avenue and continuing along the eastern side of Park Avenue down Appian Way to Colorado Avenue.
- 2) Integrating a clearly marked pedestrian crossing on the north and south legs of the intersection of Park Avenue and 6th Street.

Although technically outside the boundary of the Project, a Class 1 Bike Path as described above would encourage Colorado Lagoon visitors to choose cycling for access to the proposed trailheads at the North Arm of the Lagoon and alleviate parking demands along 6th Street. Bicycle parking racks could be provided as well for secure cycle storage.

P-6-2

Although a Bike Path currently exists along the eastern side of Park Avenue it is only rarely utilized by the most valiant of cyclists due to the speed and volume of traffic along Park Avenue between 4th Street and 7th Street (particularly at peak AM and PM hours when the Level of Service reaches an F grade).

In the interest of insuring their personal safety, the vast majority of recreational cyclists currently using this essentially unmarked Bike Path instead choose to utilize sidewalks along Park Avenue which creates a conflict with pedestrians.

The existing iron fence could simply be relocated a few feet eastward (or removed entirely) to accommodate this enhancement to the Restoration Project. Both cyclists and pedestrians would then be able to enjoy panoramic vistas of the Lagoon from Park Avenue and Appian Way with less concern for their personal safety as a result of decreased proximity to high volumes of vehicular traffic exceeding the posted 25 MPH speed limit.

Integration of a landscaped Class 1 Bike Path would also possibly have a "calming" effect on traffic along the heavily traveled corridors of both Park Avenue and Appian Way resulting in decreased speeds.



A significant amount of pedestrian traffic currently crosses Park Avenue at 6th Street to access both the Colorado Lagoon and Recreation Park. Morning and evening joggers, residents walking their dogs, students from nearby schools taking field trips or participating in physical education activities all choose to cross Park Avenue at the intersection of 6th Street.

Since Park Avenue essentially serves as a minor arterial for cross-town traffic during peak AM and PM hours and this coincides with peak recreational pedestrian access to both the Colorado Lagoon and Recreation Park, a conflict arises since rush-hour commuters show little, if any, regard for pedestrians and cyclists along Park Avenue.

Both during and after Restoration of the Colorado Lagoon, demand for pedestrian access will increase since people will be increasingly curious to monitor progress of the Project and enjoy it more often once it is complete. Installation of a pedestrian crosswalk at the intersection of Park Avenue & 6th Street will enhance their safety while possibly having a "calming" effect on traffic along Park Avenue resulting in decreased speeds and increased observation of the right-of-way of both pedestrians and cyclists by motorists.

I will be absolutely thrilled to see the Colorado Lagoon Restoration Project move forward in as timely a manner as possible and respectfully submit these two (2) simple enhancements for your consideration to compliment the grand and ambitious scope of the Project.

Thank you again for an outstanding presentation on the Project, Craig, and best of luck negotiating your way through the Public Comment Period. You and your colleagues are to be commended for reaching out to the community regarding the impact of this landmark Project and your efforts are greatly appreciated.

Good Day!

Steve Creech
Chairman, Traffic & Infrastructure Committee
Alamitos Heights Improvement Association Board of Directors
616 Park Avenue
Long Beach, CA 90814-1812
(562) 439-7843
s_creech@verizon.net

cc: Third District Councilman Gary Delong



P-6-2

P-6-3



BUSINESS DEPARTMENT - Business Services
Facilities Development & Planning Branch
Donald K. Allen Building Services Facility
2425 Webster Ave., Long Beach, CA 90810
(562) 997-7550 Fax (562) 595-8644

July 10, 2008

Via US Mail
Via Facsimile

City of Long Beach
Department of Development Services
333 West Ocean Boulevard, 5th Floor
Long Beach, California 90802
Attention: Craig Chalfant
(562) 570-6368
Fax (562) 570-6068

Re: Comments on the Draft EIR for the Colorado Lagoon Restoration Project, Long Beach, California

Dear Mr. Chalfant:

The Long Beach Unified School District (LBUSD or District) appreciates the opportunity to comment on the proposed Colorado Lagoon Restoration Project (Project) Draft Environmental Impact Report (DEIR) released May, 2008 by the City of Long Beach (City).

BACKGROUND

In addition to establishing high standards of academic excellence for its students, LBUSD is committed to providing a safe environment and school facilities for its students and staff. Thus, the District's primary concern in its review of the DEIR is to distinguish the environmental impacts which must be properly addressed, analyzed, and mitigated to assure an environment conducive to learning.

The District is pleased to support the goals of the proposed Project, which include improved water quality and recreational opportunities for Colorado Lagoon. The District submitted a comment letter, dated December 7, 2008, in response to the Notice of Preparation (NOP)/Initial Study (IS) for the proposed Project. The NOP comment letter offered input to the scope and content of the environmental analysis to be included in the DEIR. We appreciate that the DEIR addresses, in part, the District's written comments on the NOP, and we understand that the City has documented a range of proposed mitigation measures in response to its environmental analysis of the project. However, the District is concerned that the DEIR does not adequately address potential noise impacts on nearby schools that would result from project construction activities.

R-3-1

Mary Stanton District 1 Member	Felton Williams District 2 President	Michael Ellis District 3 Member	Jon Meyer District 4 Vice President	David Barton District 5 Member
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OVERVIEW OF THE DISTRICT'S CONCERNS

Noise Impacts

The District notes that the DEIR fails to fully analyze the noise impacts to two LBUSD schools (Rogers Middle School [MS] and Lowell Elementary School [ES]). In particular, the DEIR does not address the fact that pile driving and other activities associated with construction of the proposed Project's open channel, vehicular bridges over the open channel, and/or viewing platform in the lagoon apparently would result in noise levels that exceed significance thresholds for exterior noise at one, and possibly both, of these schools. We make this observation based on our analysis of the construction noise levels estimated in the DEIR, the significance thresholds relied on by the DEIR (City of Long Beach Noise Control Ordinance, daytime residential exterior noise standard of 70 dBA L_{max}), and the distance between the proposed construction and the referenced schools. Accordingly, we request that the final EIR (FEIR) include analysis and documentation of noise impacts on Rogers MS and Lowell ES. More detailed comments regarding noise impacts on schools are provided in the "Specific Comments" section of this letter.

R-3-2

Sensitive Receptors

The DEIR identifies selected "*Sensitive Land Uses in the Project Vicinity*" that "...are considered more sensitive to noise than others." The DEIR states that "*The sensitive land uses within the vicinity of the proposed project include the existing residences to the west, south, and northeast, Marina Vista Park to the east, the north and south Colorado Lagoon (Lagoon) beaches, an on-site preschool, and a recreational park golf course. These land uses are located within 50 to 100 ft of the on-site construction areas.*" [See page 4.9-3 of the DEIR Volume I, and page 23 of the DEIR Appendix H]. However, the DEIR fails to identify as sensitive receptors the two LBUSD schools located closest to the project boundary and proposed construction activities: Rogers MS and Lowell ES. These two schools are sensitive receptors and should be identified as such in the final EIR.

SPECIFIC COMMENTS

Proximity of Schools

Rogers MS and Lowell ES are the two LBUSD school facilities located closest to the project area boundary, and the schools that are most likely to be impacted by noise from the project, and by the lead agency's action. Each school's address, and the school's distance and direction from the Project boundary and proposed pile driving activities (and associated project feature), is listed below.

- Rogers Middle School (MS): 365 Monrovia Avenue, Long Beach, CA 90803; 365 feet southwest from the Project boundary; 575 feet west-southwest from proposed pile driving activities (open channel and Eliot St. bridge).
- Lowell Elementary School (ES): 5201 E. Broadway Long Beach, CA 90803; 1,000 feet southwest from the Project boundary and proposed pile driving activities (open channel and Eliot St. bridge).

R-3-3

Noise Impacts

Based on our review of the project alternatives, we believe that Rogers MS, and possibly Lowell ES, may be significantly and adversely impacted by noise from the project depending on: 1) which of

R-3-4

the alternatives is selected, 2) the distance between the school and the construction activity, and 3) the timing and characteristics of the noise generating activities.

The proposed Project includes construction of an open channel, two bridges over the open channel, and a viewing platform (see Figure 4.9.1 of the DEIR). Each of these activities involves pile driving. Pile driving will be the noisiest activity on the project site, generating an estimated 93 dBA L_{max} at a distance of 50 ft. Other "standard" construction equipment used on the project site, such as loaders and backhoes, would generate approximately 86 dBA L_{max} at a distance of 50 ft.

Noise levels decrease with increasing distance from the source. The DEIR indicates that sensitive land uses located within 315 ft of the standard construction equipment and 706 ft of the pile driving would be exposed to noise levels in excess of the City's daytime residential exterior noise standard of 70 dBA L_{max} . Thus, pile driving and other construction activities yield significant noise impacts within a radius of 315 feet and 706 feet, respectively, of sensitive receptors. The DEIR's identification of sensitive receptors includes an "on-site" pre-school, nearby residential developments, and open space land uses (e.g., beaches and parks).

The DEIR fails to note that Rogers MS is within 365 feet of the project boundary and 575 feet from the construction area for the proposed Eliot St. bridge over the proposed open channel (based on Google Earth). Accordingly, Rogers MS apparently would be subject to significant noise impacts because it is located within 575 feet from pile driving activities, which is closer than the distance threshold that defines significant impacts (706 feet). Lowell ES is located approximately 1,000 feet from the project boundary and proposed pile driving activity (Eliot St bridge and open channel) and, thus, just outside the distance threshold for significant noise impacts.

The District requests that the Final EIR include Rogers MS and Lowell ES in the analysis and documentation of noise impacts on sensitive receptors, and to determine whether, and to what extent, either school is subject to significant noise impacts from the Project and propose appropriate mitigation measures for impacts to the schools.

When identifying the potential noise and vibration impacts that may occur from the Project (including to sensitive receptors at the school sites), and determining corresponding mitigation measures, the FEIR should use the actual separation distances between the noise source and the school sites. The FEIR should consider the impacts of the Project's construction phase on school learning activities for both outdoor and indoor environments, including noise from pile driving, other construction activities, and multiple construction vehicles and equipment and excessive ground borne vibration or ground borne noise levels.

Mitigation

The FEIR should identify and evaluate appropriate and feasible mitigation measures to reduce the noise and vibration impacts from the construction phase of the Project on sensitive receptors, including the LBUSD schools. The FEIR should consider whether certain phases of construction could be completed when schools are not in session (i.e., summer) to reduce the Project's noise and vibration impacts. In addition, the District requests that the analysis and mitigation measures consider the school hours of operation which are Monday through Friday 7:00 am to 4:00 pm, and testing periods during the school year for the aforementioned schools to avoid potentially significant noise and vibration impacts during these time periods.

Other potential mitigation measures to reduce noise impacts include, but are not limited to, using best available noise control techniques on all equipment and trucks; placing stationary equipment as

far from sensitive receptors as possible; temporary sound barriers around construction areas to inhibit transmission of noise to sensitive receptors; and the supervision of an acoustical consultant.

Timing of Noise Generating Activities

Based on our review to date of the proposed alternatives and the DEIR analysis, the District is concerned that our ability to fully understand the impacts to schools is limited by the absence of definitive information about construction activities at this time, including with respect to the schedule for pile driving and other noise generating activities and their potential impacts during the hours of school operation. We understand from the DEIR that the City proposes to hold future public meetings to discuss the schedule and timing for specific construction activities and hereby request formal notification of any such public meetings.

R-3-5

CONCLUSION

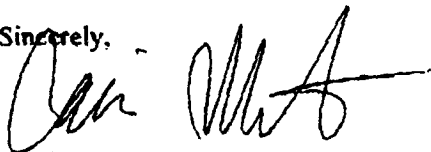
In summary, the District believes the goals of the proposed Project (improved water quality and recreation opportunities) are laudable. However, we believe the DEIR does not adequately analyze and address the sensitive receptors represented by schools and school children, especially with respect to noise impacts from construction activities. The District would like the opportunity to discuss, with the City, ways to minimize noise impacts to our schools from the project construction activities. In addition, the District reserves its right to supplement and provide additional comments in the future- in the event that the City were to extend the comment period or if new information was discovered.

R-3-6

The District appreciates the opportunity to participate in this process. We look forward to working with the City in a continuing review and assessment of project impacts, and the development and implementation of effective mitigation.

If you have any questions, please feel free to contact me at (562) 997-7550.

Sincerely,



Carri Matsumoto
Executive Director
Facilities Development & Planning Branch
Long Beach Unified School District

CM:KHR

cc: Chris Steinhauser - LBUSD Superintendent of Schools
Kim Stallings - LBUSD Chief Business & Financial Officer
Karl Rodenbaugh - The Planning Center

LONG BEACH UNIFIED SCHOOL DISTRICT

R-3-1

The comment is introductory and includes a statement expressing an opinion in support of the goals of the proposed project. The comment requests additional information regarding potential noise impacts of the project on nearby schools. Please see responses below.

R-3-2

The comment specifically requests additional information regarding the noise impacts to Rogers Middle School (MS) and Lowell Elementary School (ES). The comment states that the impacts to these schools was not analyzed in the Draft EIR. The noise analysis was based on the distance from on-site noise sources to the closest sensitive receptors, which include the on-site preschool and recreational areas and off-site residences. The LBUSD schools are sensitive receptors; however, they are not the closest sensitive receptors to the proposed construction activity. The noise analysis is focused on the maximum or most severe noise impacts that would result, and therefore, specifically identifies the closest sensitive receptors to the location of the loudest proposed construction activity. However, the analysis and information disclosed in the Draft EIR is also applicable to the two closest schools, which are also sensitive receptors of the proposed project.

Please note that there are no changes to the existing recreation uses on the project site and no new sources of noise from the operation and use of the Lagoon and Marina Vista Park. All potential noise effects of the project are short-term impacts related to construction activity.

R-3-3

The comment provides the distance between the Rogers MS and Lowell ES to the project site. The City concurs with this information.

R-3-4

The comment expresses an opinion that Rogers MS is, and Lowell ES may be, significantly and adversely impacted by noise depending upon which alternative is selected, the distance between the school and the construction activity, and the timing and characteristics of the noise-generating activities. The comment also includes information from the Draft EIR regarding the greatest noise-generating construction activity (pile driving) and the fact that noise levels decrease with increasing distance from the source.

The Colorado Lagoon Draft EIR evaluated the potential construction noise impacts on the sensitive land uses adjacent to the proposed construction areas. These land uses include the on-site preschool and beaches, a recreational golf course, Marina Vista Park, and residences. These sensitive land uses would be located within 50 to 100 ft of the construction activities and would be exposed to construction noise levels of up to 93 dBA L_{max} . As stated in the comments, the

Rogers MS and Lowell ES are located 575 to 1,000 ft from the proposed pile driving locations and would be exposed to noise levels of up to 72 and 67 dBA L_{max} , respectively. The 72 dBA L_{max} noise level at Rogers MS would exceed the City of Long Beach's 70 dBA L_{max} exterior noise standard for sensitive land uses. This noise level would be similar to noise levels that currently exist when a truck passes the school on Appian Way.

R-3-5

The comment requests that all appropriate and feasible mitigation measures be applied to reduce the noise and vibration impacts from construction. Implementation of the following mitigation measures included in the Draft EIR would reduce the construction noise impacts at the school sites:

- NOI-2** During all site excavation and grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards, as documented in construction plans and verified by the City Building Official.
- NOI-3** The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site, as documented in construction plans and verified by the City Building Official.

In addition, mitigation has been included in the Draft EIR to ensure that affected property owners are provided with specific and updated information regarding the construction schedule, including the dates, times, duration, and location of specific construction activity. It is the City's intent to work with the local residents and the Long Beach Unified School District (LBUSD) to refine the construction schedule as feasible to reduce adverse impacts to sensitive on-site and off-site land uses. See mitigation measure NOI-6 below.

- NOI-6** Prior to issuance of a grading permit, the Director of Parks, Recreation, and Marine shall hold a community pre-construction meeting, in concert with the Construction Contractor, to provide information regarding the construction schedule. The construction schedule information shall include the duration of each construction activity and the specific location, days, frequency, and duration of the pile driving that will occur during both Phase 1 and Phase 2 of the project construction. Public notification of this meeting shall be done in the same manner as the Notice of Availability mailings for this Draft Environmental Impact Report (EIR).

The City is not able to commit to a construction schedule that excludes construction activity during the school year because of other scheduling factors. For example, the dredging of the Lagoon and the excavation of the channel would need to be coordinated with the dry weather months and Spring tides. The City is committed to refining the construction schedule overall and timing of specific construction activities within the schedule to minimize disruption to the schools, recreation uses, and other sensitive receptors.

The Draft EIR concludes that due to the distance between construction activities and the existing sensitive receptors, project construction activities would result in a significant noise impact to

sensitive receptors. It is noted that the sensitive receptors include Rogers MS in addition to the on-site preschool and beaches, a recreational golf course, Marina Vista Park, and residences. Lowell ES is not significantly affected by construction noise.

The significant noise impact would be intermittent and temporary. Construction-related, short-term noise levels would be higher than existing ambient noise levels in the project area but would no longer occur once construction of the project is completed. The City of Long Beach Municipal Code allows elevated construction-related noise levels as long as the construction activities are limited to the hours specified. Adherence to the City's noise regulations and implementation of Mitigation Measures NOI-1 through NOI-5 would reduce construction noise impacts to sensitive receptors; however, the construction noise impacts would remain significant and unavoidable. Measure NOI-6 provides for community notification and input to the final construction schedule, and reflects the City's commitment to minimize the disruption to educational and recreational uses near the project site and to residents in the adjoining neighborhood. This Response to Comments document is a component of the Final EIR for the Colorado Lagoon restoration project. Therefore, the information contained in the comment letter and in this response is incorporated into the Final EIR.

R-3-6

The comment states that the Draft EIR does not adequately analyze the impacts to the schools. Please see Responses to Comments R-3-2 through R-3-5 for clarifying information regarding the effects to the schools.

The letter concludes with support for the goals of the proposed project but with a request to discuss with the City way to minimize noise impacts to the schools. The City welcomes an ongoing dialogue with LBUSD regarding the project construction schedule and the opportunity to identify means to minimize adverse effects. The appropriate City contact to discuss future meetings regarding project implementation is Eric Lopez in the City's Department of Community Development, Project Development Bureau, at (562) 570-5690.

10/26/06

Gary DeLong
Long Beach City Council District 3
340 Nieto Avenue
Long Beach, California 90814

Copy: Christine F. Anderson-Director Public Works
Dave Roseman-Traffic Engineering

Re: Park Avenue Traffic Accidents

The purpose of this letter is to make you aware of the dangerous traffic conditions that currently exist on Park Avenue. I am requesting that Park Avenue's speed limit be reduced to 25 mph and that the street traffic control be changed to improve the safety of our residential neighborhood.

The following is a summary of an analysis of Park Avenue accident and injury rates.
The stretch of road is Park Avenue between 7th street and Livingston.
A description of how I derived these figures has been attached to this letter.

A. Park Avenue Accident Rate is 260% higher than State Average

- The 2003 Long Beach Traffic survey set the speed limit at 30 mph based on the "roadside characteristics". Actual vehicle speed are **34 mph (50thile), 38 mph (85thile) to 50 mph.**
- The 2003 Traffic survey actual accident rate of 6.21 accidents per million vehicle mile (MVM) is **200%** higher than the statewide expected accident rate of 3.05 MVM.
The accident rate using a 10 years time average time frame of accidents is 7.9 MVM (Park between 4th & Livingston) more than **260%** higher than the statewide expected accident rate of 3.05 MVM.
Because of the higher volume of traffic on Park between 7th and 4th the accident rate is 6.0 MVM or **197%** higher than the expected rate.

B. The severity of accidents on Park Avenue is unacceptable for a residential street.

- **33%** of accidents involve injuries. The injury rate per M VMT accident is **430%** (7th-5th St) to **163%** (4th-Livingston) higher than the California expected motor vehicle injury rate of 92.1 M MTM (this includes all CA road including highways and arterial streets).
- **25%** of accidents involve residential parked cars.
- **6.5%** of accidents involve "fixed objects" other than cars.
- **5%** of accidents involve pedestrians or bicyclists.
- **70%** of all accidents were so severe that the vehicles require towing.
- **25%** of accidents were caused by trucks weighing over 3 tons (Includes pick-up/panel trucks, pick-up/panel trucks with trailers, semi-tractor trailers). Park Avenue has a problem with large trucks and 10-14 ton semi-trailers cutting through to 2nd Street.
- Vehicles involved in accidents are regularly leaving the roadway and landing on sidewalks and residential front yards due to the narrowness of Park Avenue.

C. Park Avenue's accidents are caused by roadway conditions not readily apparent to drivers.

Detrimental roadway conditions specific to Park Avenue are:

- Intermittent driveways whose line of sight is blocked by roadside parking.
- Inadequate intersection line of sight at Park @ Vista. (steep grade at hill and corner view)
- Inadequate and irregular traffic gap spacing for vehicles and pedestrians entering Park Avenue.
- Large variations in vehicle speeds caused by-
 - a) Higher vehicle speeds caused by bundling from traffic control lights at 7th, 4th and Livingston
 - b) Slower vehicles entering Park from driveways, roadside parking and cross streets.
 - c) Conflicts caused by pedestrian, bicyclists, and driveways and roadside parked cars.
 - d) Excessive vehicle speed from cross town cut through traffic from 7th, downtown Ocean Avenue and 2nd street avoiding arterial road congestion.
- Misaligned intersections at Park @7th street and @4th street and narrow width reduce the margin of error for turning and collision avoidance.

D. Requested Park Avenue Traffic Control Changes

- **Reduce speed limit to 25 mph.**
(Park Avenue is already zoned for 25 mph between Anaheim and 7th and Livingston and Ocean. Neighboring streets such as 2nd street, Livingston, Broadway and Xiemenno are also zoned at 25 mph.)
- **Install a Radar 25 mph speed sign southbound on Park near 7th.**
- **Re-evaluate location of fixed speed limit signs.**
- **Install "No Trucks" sign on Park @4th, "No Trucks" on 7th street visible to vehicles turning left and right onto Park Avenue.**
- **Install "Pedestrian Crossing" signs on Park at 7th, Vista, and Livingston.**
- **Install "Uncontrolled Intersection" signs on Park at Vista, Shaw, 5th, and 6th streets.**
- **Paint "No Passing" line on hill near Vista.**
- **Improve median at Park & 7th to eliminate U turns out of Starbucks.**
- **Improve signal coordination between lights at 7th and 4th to reduce speeding between lights.**
- **Improve traffic flow on arterial streets to reduce cut through traffic on Park Avenue.**
- **Scheduled Police enforcement of Park Avenue until speed on Park is reduced and accident rate drops.**
- **Restrict traffic volume on Park Avenue.**

Expected accidents are directly related to volume. The City should add traffic controls and roadway changes to avoid any traffic volume increases on Park Avenue.

Just last week Park Avenue had two accidents at 6th street in two days. Both accidents resulted in vehicles leaving the roadway and crossing over onto sidewalks. (See attached photos). I can provide many other anecdotal stories of vehicles colliding onto Park Avenue resident's property. A few years ago a neighbor's college age daughter and friend were nearly pinned to the garage door when a vehicle left the road and slammed into their car pushing it forward on their driveway. Another neighbor had his car sideswiped twice one year. At the corner of Park & Vista one neighbor has had his fence hit four times by collisions. There is an elderly woman near Park & 6th who was recently hit backing out of her driveway and is now terrified to leave her property. The vehicle accident speed, frequency, and close proximity to our homes are alarming.

The City's Traffic Engineering department has been aware of the accident rates and our concerns for years but no changes have been made to Park Avenue. I hope that this historical accident information will provide adequate motivation for the City to make the necessary traffic control changes on Park Avenue.

The reduction of the speed limit to 25 mph on Park Avenue will require a traffic study and approval by the City Council to change the Municipal Code. I have not distributed the Park Avenue's accident statistics to the entire neighborhood. I would rather work with the City to quickly resolve the traffic safety problem and avoid deepening Long Beach's already acrimonious relationship with residents.

If necessary I will organize a Park Avenue residents meeting, draft a petition, and bring this issue to the City Council. Please advise me within two weeks as to what course of action the City would like to take regarding this letter.

Thank you for your time and consideration in this matter.

Regards,

Kerrie Aley
279 Park Avenue
Long Beach, CA 90803

Park Avenue Accident Analysis

1. LB Park Avenue Traffic Survey (4th and Livingston) 2003

Actual Accident Rate 6.21 per MVM, Expected Accident Rate 3.05 per MVM/2001

I was unable to obtain the LB Park Avenue Traffic Survey (7th and 4th) from the City Attorney so I used 3.05 per MVM/2001.

2. California Expected Injury Rate-

Used CHP 2004 rate of 92.10 persons injured for every 100 million vehicle miles of travel.

3. California Highway Patrol SWITRS Collision database Park Avenue (1995 to 2006)

I did not use the partial year 2006. I omitted all accidents at 7th/Park where the accident direction was either East or West. The average actual accident rate was calculated using years 1999 to 2005.

Note that the 2003 Traffic Study used accidents from the years 2000,2001,2002.

For some reason 2000 had 50% less accidents than the 10 year average and 60% less than the peak year.

The injuries, the collision objects, and vehicle types were calculated using this data.

The CHP SWITRS data is attached.

Total accidents on Park (1995-2005)= 189- 9(accidents in year 2006) -41(accidents at 7th & Park in East West direction)= 139

Accidents (7th to 4th)= 26 (accidents at 7th and Park in North South direction) + 34 (7th to 4th)= 60

Accidents (4th to Livingston)=79

4. Vehicle miles MVM

I calculated the expected accident rate per million mile traveled by using the following Map Quest distances.

Park (4th to Livingston) .61 miles.

Park (7th to 4th) 100% of the accidents occurred between Park (7th to 5th) so I used .14 mile

5. Traffic Volumes

I was unable to obtain traffic volumes from the City Attorney so I used estimated values of 12,000 vehicle per day Park (7th to 4th) and 7,000 per day Park (4th to Livingston).

This number was estimated by using from traffic volumes in a neighbors copy of a draft 1995 Belmont Heights traffic study and compared with a recent City EIR.

Traffic Calming Meeting (11/8/07)

Agenda



- I. Introductions
- II. Goal- *"Improve the traffic safety and the quality of life on Park Avenue and our entire neighborhood."*
- III. Status of current Traffic Calming Efforts
 - A. City of Long Beach Public Works-2006 Park Avenue Traffic Safety Enhancements
 - B. Park/Vista Pedestrian Crosswalk Survey and Citizen's Petition
 - C. Education/Enforcement
 - D. Tot Lot
 - E. Starbucks Center
 - F. Cut-Through Trucks
- IV. Neighborhood Traffic Survey Results
- V. Park Avenue Traffic Problems
 - A. Park Avenue Speed Profile
 - B. Park Avenue Accident Clusters
- VI. Proposed Park Avenue Traffic Calming
 - A. Traffic Calming A Priority
 - B. Proposed Street Traffic Control Improvements
- VII. Special Events Coordination
- VIII. City Growth-SEADIP, General Plan Update, Mobility Update
- IX. Summary/Public Comment

Contacts:

Councilman Gary DeLong email 3rdDistrict@longbeach.gov (562) 570-8756 **Belmont Heights Community Association** www.mybelmontheights.org
www.ci.long-beach.ca.us/district3/

LB Traffic www.ci.long-beach.ca.us/pw/traffic/ (562) 570-6383 **Belmont Shores Residents Association** www.shoreresidents.org

Dave Roseman Chief Traffic Engineer **Alamitos Heights Community Association** www.ahia.info/

Abdollah Ansari Manager Traffic/Transportation Bureau **Kerrie Aley** email kerriealey@verizon.net (562)212-0461 (Park Avenue)
Steve Creech email speedshoplb@yahoo.com (Park Avenue)

LB Advance Planning www.ci.long-beach.ca.us/plan/pb

Mark Hungerford Community Planner (562) 570-6439

III. A. LB Public Works- 2006 Park Avenue Traffic Safety Enhancements

AREA	IMPROVEMENT/ENHANCEMENT	SCHEDULE /STATUS	BUDGETED
PARK AVENUE BETWEEN 7th STREET & LIVINGSTON DRIVE			
Park Ave	Traffic study for speed limit reduction.	Summer of 2007	Yes
Park Ave	Install new speed signs.	Existing 30mph speed signage is adequate for enforcement. Should the speed limit be reduced as per the pending study new speed limit signs would be installed	NA
Park Ave	Restripe centerline & install reflective raised pavement markers	Work Order Issued / Anticipated Completion 12/31/2006	Yes
Park Ave	Repaint faded red zones	Work Order Issued / Anticipated Completion 12/31/2006	Yes
PARK AVENUE & 7th STREET			
7 th Street	Median-paint extension & double lines	Work Order Issued /Anticipated Completion 12/31/2006	Yes
7 th Street	Install one-way sign near "Starbucks" driveway	Work Order Issued /Anticipated Completion 12/31/2006	Yes
7 th Street	Repaint yellow median nose and replace damaged marker	Work Order Issued /Anticipated Completion 12/31/2006	Yes
7 th Street	Extend red zone near 665 Park	Work Order Issued /Anticipated Completion 12/31/2006	Yes
7 th Street	Install radar speed signs.	Park Avenue is an excellent candidate for radar speed signs both in the southbound and northbound directions. The City Traffic Engineer is supportive of the deployment of such devices on Park Avenue / no further study required.	No Staff is exploring funding options
PARK AVENUE & 6th STREET			
6 th Street	Add north & southbound "uncontrolled intersection" signs.	Work Order Issued /Anticipated Completion 12/31/2006	Yes
6 th Street	Extend red zones on the southeast corner.	Work Order Issued /Anticipated Completion 12/31/2006	Yes
PARK AVENUE & 4th STREET			
4 th Street	Install a "No Truck" sign	Under investigation	Yes
PARK AVENUE & 3rd STREET			
3 rd Street	Replace Street Name Signs	Work Order Issued /Anticipated Completion 6/31/2007	Yes
3 rd Street	Install missing red zone on northeast corner	Work Order Issued /Anticipated Completion 12/31/2006	Yes
PARK AVENUE & VISTA STREET			
Vista	Traffic safety analysis for possible installation of a pedestrian crosswalk or other traffic control measures.	Awaiting pedestrian count data / Anticipated decision on this matter in early Winter of 2007	Yes
Vista	Replace Street Name Signs	Work Order Issued /Anticipated Completion 6/31/2007	Yes
Vista	Paint crosswalk/install pedestrian signs (Contingent on study)	None	NA
PARK AVENUE & BROADWAY			
Broadway	Paint pavement "25 mph Slow" Contingent on speed reduction to 25 mph	None	NA
Broadway	Replace Street Name Signs	Work Order Issued /Anticipated Completion 6/31/2007	Yes
PARK AVENUE & SHAW STREET			
Shaw	Replace Street Name Signs	Work Order Issued /Anticipated Completion 6/31/2007	Yes
Shaw	Replace Stop Signs	Work Order Issued /Anticipated Completion 12/31/2006	Yes

III. B. Park/Vista Pedestrian Survey and Citizen's Petition

- On December 2 2006 residents counted **587 pedestrians** crossing at the intersection of Park/Vista between 3:00-6:00 pm prior to the Belmont Shore Xmas Parade. No Police traffic control or support was provided at this unmarked intersection. Residents began acting as crossing guards after a number of pedestrians were nearly hit by cars circling the neighborhood looking for parade parking.
- In 3 hours residents were able to obtain **149** signatures on a Citizen's Petition supporting a crosswalk at Park/Vista and a speed reduction to 25 mph.

III. C. Education- Traffic Safety

- Park Residents are now working with three local groups, Alamos Heights Improvement Association (Park-7th - 4th), Belmont Heights Community Association, and the Belmont Shore Resident's Association (Park Livingston-Ocean) to discuss neighborhood traffic issues.
- Park residents wrote letters to Grunion Gazette letters to editor and Spit & Argue club ("Traffic Safety Can Be Fun! ") to raise awareness of neighborhood traffic safety.
- City Council/Planning- Two Park Residents filed appeals opposing Planning Commission approval of Seaport Marina Project at 2nd /PCH (425 condos/170,000 sq. feet of retail). Park residents have met with Councilman DeLong and other Council members to raise awareness of Park Avenue, our neighborhood and South-East City traffic issues. Many more Park residents have attended SEADIP land use plan update meetings.
- Residents have written letters to LB Special Events requesting coordination/input, enforcement and planning for 2nd Street, Marine Stadium, and Citywide events affecting residential neighborhood traffic volumes.

III. C. Enforcement- Long Beach Police

Park Residents have stayed in contact with Long Beach Police to discuss speeding and other traffic issues. Police have stepped up enforcement and brought Radar Speed Trailer to increase awareness about speeding.

III. D- Livingston Park Tot Lot

- Proposal to move Tot Lot and add additional Belmont Shore business parking on playground property and alleys was dropped. Note that this parking lot and alley parking was proposed with no traffic study or adequate resident input.
- Special Thanks to all residents who attended the Lowell Tot Lot meeting and those who have contributed money for the renovation of the Tot Lot.
- Park residents are now attending/monitoring the Belmont Shore Parking Commission meetings.
- Communication is needed between Belmont Shore Business Association, business property owners, and residents north of 2nd street.
- Park resident is working on Tot Lot Committee.
- Community Meeting on Tot Lot playground design will be scheduled the last week of November. Fundraising still needed to meet goal of \$150,000. (\$80,000 raised)

III. E. Current Project- Starbucks Center

Park Avenue residents have met with Starbucks local and regional management to discuss traffic issues at the Starbucks Center.

As a result of this meeting Starbucks has agreed to work with Park residents to improve the number of illegal turns, parking and other problems.

A sign similar to the one shown below has been posted on the front counter of the 7th/Park Starbucks.

Other issues are center driveway width, employee parking, trash pick-up and litter.

Be Aware.....Be Safe.....Be Courteous

Please help **Starbucks** contribute positively to our Park Avenue Neighborhood:

Entry

- Please comply with posted traffic signs prohibiting left turns entering our parking lot from Northbound Park Avenue.

Exit

- Please comply with posted traffic signs prohibiting U-turns exiting our parking lot to proceed Northbound on Park Avenue.

Short Term Parking (Green Zone) is available on 7th street for Eastbound customers. Please refrain from temporarily parking in Red Zones or leaving your vehicle blocking sidewalks and driveways on Park Avenue.

Travel at a Safe Speed and watch out for Pedestrians and Cyclists.

Be Considerate of our Neighbors

- Please refrain from parking in or using the private driveways of Park Avenue residents to perform U-turns.
- Avoid unnecessary car alarm and horn noise.
- Please dispose of all trash appropriately in waste bins.

Your cooperation in following these simple guidelines is appreciated!



Be Aware.....Be Safe.....Be Courteous

The Residents of Park Avenue in collaboration with Starbucks Management

III. F. Ongoing Project- Cut-Through Trucks

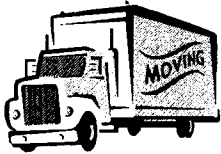
Effort is continuing to limit the number of semi-tractor trailer and other large heavy trucks from using Park Avenue to service 2nd street and downtown businesses.

Status-

Oct. 2007 **Harbor Distributing (Corona Light Semi-Tractor Trailer)**- Ongoing effort to eliminate the problem. Numerous phone calls to Harbor Distributing Operations Manager would temporarily eliminate the problem and the truck would reappear when the driver was changed. Wrote to Harbor Distributing management and asked that the company to change their operating procedures to make sure the problem was finally solved. Received phone call back from Operations Manager stating that the driver was suspended for 3 days and that all drivers were told that "Park Avenue does not exist a possible route for their trucks". Received a follow-up phone call from Vice President of Sales restating Harbor Distribution's commitment to correct the truck cut-through problem.

September 2007 **Papa Johns Pizza**- Recent problem with truck using Park between 7th/4th and turning on Appian/4th to service restaurants. Wrote letter to Papa John's. Received two phone calls from Papa John's Pizza to inform me that the driver was identified and the problem would be corrected.

October 2007 Ongoing problem with two Armor Car Companies-**Brinks and SecTran**. Phone calls to Operations Management result in a temporary change in route but after 6-12 months problem re-occur. Have followed up with letters to Brinks and SecTran.



Park Avenue Residents- How you can help to reduce truck cut-through traffic

If you see a non-local delivery truck (i.e. fuel, food service, office service etc., convention service etc.) which is cutting-through our neighborhood write down the following information. (Exclude all trucks delivering to residential homes.)

Name on truck. _____
CA Truck number _____ and/or Company Truck Number _____
and/or CA License Plate Number _____
Approximate Size of Truck _____ i.e. Big Box Truck, Semi-Trailer
Time Seen _____ Location and Direction Traveling (N or S and cross street) _____

Name of Business Truck is servicing (if available) _____
Email to Kerrie Aley KerrieAley@verizon.net_or call me @ (562)212-0461



IV. Park Avenue Neighborhood Traffic Survey-

Traffic surveys were handed out to residents living on Park Avenue between 7th and 2nd streets. We also canvassed houses located on cross streets adjacent to Park. An interested resident on 3rd street decided to hand out additional surveys on 3rd street east of Park to Nieto. We received a total of 89 completed traffic surveys. The approximate location of each returned survey is shown on the map to the left.

Questions contained in Neighborhood Traffic Survey-

1. Would you agree or disagree with this statement: *There is little my neighbors and I can do to solve traffic problems in our neighborhood.*
 - Agree Disagree Unsure No response
2. In the past year, how would describe the volume of traffic in your neighborhood?
 - Increased Decreased Same Don't Know No response
3. In general, from a traffic safety perspective, would you say your street has become a better place to live in the last few years, a worse place, or is it about the same?
 - Better Worse Same No response
4. What is your biggest concern regarding safety when driving about in your neighborhood?
 - Speeding vehicles Red Light/Stop Sign violators Drivers who fail to yield
 - Inattentive Drivers Traffic Congestion People taking short-cuts through neighborhood
 - Ability to park safely Don't Know No response
5. What is your biggest concern regarding safety when walking in your neighborhood?
 - Speeding vehicles Red Light/Stop Sign violators Drivers who fail to yield
 - Inattentive Drivers Traffic Congestion People taking short-cuts through neighborhood
 - Ability to cross the street safely Don't Know No response
6. In the past six months how many times have you seen a police officer enforcing traffic laws in your neighborhood?
 - None Once Twice Numerous Times Don't Know No response
7. Based on your observations and experience is there a street or intersection in Belmont Heights that you believe needs additional traffic enforcement?
8. Based on your observations and experience is there a street or intersection in Belmont Heights that you believe needs additional traffic controls (signals, signs, markings, curb zones, etc.)?
9. Of the following traffic control measures which would you consider most effective?
 - Enforcement (Police Presence & Warnings) Traffic Controls (Street Redesign)
 - Education (both Driver and Pedestrian) Community Monitoring (Traffic Watch)
10. Have you contacted a person or agency regarding traffic safety in you neighborhood?
 - Yes No

If so, was any demonstrable action taken to your knowledge? Yes No
11. Length of residence in Long Beach: _____years and on your street: _____years?
12. Please attach another sheet with any additional written suggestions or comments you might have to this survey.

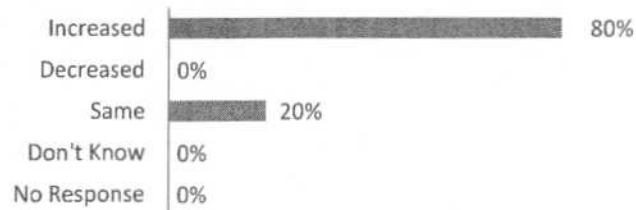
IV. Park Avenue Neighborhood Traffic Survey Results

1. I would agree or disagree with this statement: *There is little my neighbors and I can do to solve traffic problems in our neighborhood.*



200 blk Park (35)	14% Agree	83% Disagree	3% Unsure	0% No response
300-600 blk Park (29)	14% Agree	69% Disagree	17% Unsure	0% No response
E-W Park (25)	36% Agree	36% Disagree	24% Unsure	4% No response
Total (89)	24% Agree	68% Disagree	16% Unsure	2% No response

2. In the past year, how would you describe the volume of traffic in you neighborhood?



200 blk Park (35)	65% Increased	0% Decreased	32% Same	0% Don't Know	3% No response
300-600 blk Park (29)	76% Increased	0% Decreased	24% Same	0% Don't Know	0% No response
E-W Park (25)	84% Increased	0% Decreased	16% Same	0% Don't Know	0% No response
Total (89)	67% Increased	0% Decreased	32% Same	0% Don't Know	1% No response

Park Ave. Residents believe that they can improve neighborhood traffic problems.

Fact: Most major Cities have established Traffic Calming Programs which have been shown to be effective in lowering both vehicle speeds & accident rates. These programs make use of 3 traffic engineering principles- ***Education, Engineering, and Enforcement.***

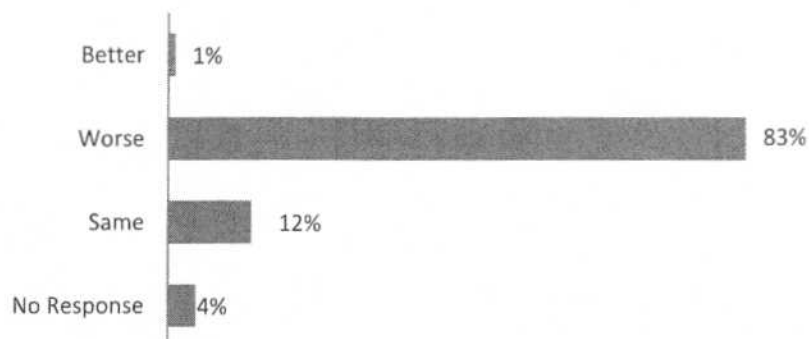
Park Ave. Residents perceive that traffic volumes in their neighborhood are increasing

Fact: The number of vehicles on Park between 7th & 4th has increased 17% in 6 years (1995-2001). 2nd Street special events have increased greatly in size and frequency with current attendance at 60,000 (car show), 70,000 (Christmas Parade), Stroll and Savor (5,000) and new events such as the Halloween Dog Show, Circle Boat Races, and Dragon Boats impacting our residential streets.

Further everyday congestion on arterial roads will encourage even more traffic to use residential streets if no engineered measures are taken to protect neighborhoods.

IV. Park Avenue Neighborhood Traffic Survey Results

3. In general, from a traffic safety perspective, would you say your street has become a better place to live in the last few years, a worse place, or is it about the same?



200 blk Park (35)	3% Better	80% Worse	17% Same	10% No response
300-600 blk Park (29)	0% Better	93% Worse	7% Same	0% No response
E-W Park (25)	0% Better	80% Worse	20% Same	0% No response
Total (89)	1% Better	83% Worse	12% Same	4% No response

Most Park Avenue residents believe that their street has become a worse place to live in the last few years.

Fact: Long time residents who have lived on Park Avenue for more than a decade and up to forty years feel that their street has become a worse place to live.

Length of residency on Park Avenue

200 blk Park	20 years
300-600 blk Park	15 years
E-W Park	12 years
Average	16 years

Vehicle speeds on Park Avenue and neighboring residential streets have been increasing with an 85th % speed on Park of 38 mph. During the same time speeds on 2nd street have been lowered with street redesign/signals on 2nd street resulting in an 85th percentile vehicle speed of 26 mph.

With volumes and speeds increasing the number and severity of accidents have reached a point where Park's accident rates is 2 to 4 times the expected state accident rate. Vehicle volumes and speeds are impacting resident's ability to safely access their properties and pedestrian comfort in walking in our neighborhood. High volume/speed traffic increases the frequency of broadside accidents and injuries to nearby residents.

IV. Park Avenue Neighborhood Traffic Survey Results

4. What is your biggest concern regarding safety when driving about in your neighborhood?

200 blk Park	31 Speeding vehicles	12 Red Light/Stop Sign violators	14 Drivers who fail to yield	9 Inattentive Drivers	9 Traffic Congestion	7 People taking short-cuts through neighborhood	10 Ability to park safely	0 Don't Know	0 No response
300-600 blk Park	23 Speeding vehicles	11 Red Light/Stop Sign violators	13 Drivers who fail to yield	13 Inattentive Drivers	11 Traffic Congestion	7 People taking short-cuts through neighborhood	10 Ability to park safely	0 Don't Know	0 No response
E-W Park	31 Speeding vehicles	12 Red Light/Stop Sign violators	14 Drivers who fail to yield	9 Inattentive Drivers	9 Traffic Congestion	7 People taking short-cuts through neighborhood	11 Ability to park safely	0 Don't Know	0 No response
Total	85 Speeding vehicles	35 Red Light/Stop Sign violators	31 Drivers who fail to yield	31 Inattentive Drivers	29 Traffic Congestion	21 People taking short-cuts through neighborhood	31 Ability to park safely	0 Don't Know	0 No response

Note- Residents selected more than 1 issue.

Driver safety traffic survey concerns .

- 1. Speeding vehicles**
- 2. Red Light/Stop Sign Violators**
- 3. Drivers who fail to yield.**
- 4. Inattentive Drivers**
- 5. Ability to park safely**
- 6. Traffic Congestion**
- 7. People taking shortcuts through neighborhood.**

IV. Park Avenue Neighborhood Traffic Survey Results

5. What is your biggest concern regarding safety when walking in your neighborhood?

200 blk Park	23 Speeding vehicles	12 Red Light/Stop Sign violators	9 Drivers who fail to yield	11 Inattentive Drivers	4 Traffic Congestion	4 People taking short-cuts through neighborhood	13 Ability to park safely	0 Don't Know	1 No response
300-600 blk Park	19 Speeding vehicles	6 Red Light/Stop Sign violators	9 Drivers who fail to yield	8 Inattentive Drivers	7 Traffic Congestion	3 People taking short-cuts through neighborhood	9 Ability to park safely	0 Don't Know	2 No response
E-W Park	18 Speeding vehicles	8 Red Light/Stop Sign violators	7 Drivers who fail to yield	7 Inattentive Drivers	3 Traffic Congestion	5 People taking short-cuts through neighborhood	9 Ability to park safely	0 Don't Know	0 No response
Total	60 Speeding vehicles	26 Red Light/Stop Sign violators	25 Drivers who fail to yield	26 Inattentive Drivers	14 Traffic Congestion	11 People taking short-cuts through neighborhood	31 Ability to park safely	0 Don't Know	0 No response

Note- Residents selected more than 1 issue.

Pedestrian safety traffic survey concerns

- 1. Speeding vehicles**
- 2. Ability to park safely**
- 3. Red Light/Stop Sign Violators**
- 4. Inattentive Drivers**
- 5. Drivers who fail to yield.**
- 6. Traffic Congestion**
- 7. People taking shortcuts through neighborhood.**

IV. Park Avenue Neighborhood Traffic Survey Results

6. In the past six months how many times have you seen a police officer enforcing traffic laws in your neighborhood?

200 blk Park	19 None	4 Once	6 Twice	4 Numerous Times	1 Don't Know	0 No response
300-600 blk Park	14 None	4 Once	6 Twice	4 Numerous Times	0 Don't Know	1 No response
E-W Park	21 None	2 Once	1 Twice	1 Numerous Times	0 Don't Know	0 No response
Total	54 None	10 Once	7 Twice	8 Numerous Times	1 Don't Know	1 No response

7. Based on your observations and experience is there a street or intersection in Belmont Heights that you believe needs additional traffic enforcement?

200 blk Park-	Park (1), Park/Vista (8), Livingston/Toledo (2), Park/7 th (1), Park/Shaw (4), Park/Broadway(9), Park/Livingston(3)
300-600 blk Park	Park/3rd (1), 7 th /Termino (1), 7 th /Park (5), Park/Colorado (4), Park/6 th (5), Park/3 rd (1), Park/4 th (1) , Park/Anaheim (1)
E-W Park	Park/Vista (3), Nieto-Termino (1), 3 rd /Park (1), Vista (1), 3 rd (1), 3 rd /Argonne (2), Park/Broadway (1), 6 th /Park (1), Livingston/Argonne (1), Park/Colorado (1), 3 rd (Park-Nieto) (1), 3 rd /St Joseph (1)

8. Based on your observations and experience is there a street or intersection in Belmont Heights that you believe needs additional traffic controls (signals, signs, markings, curb zones, etc.)?

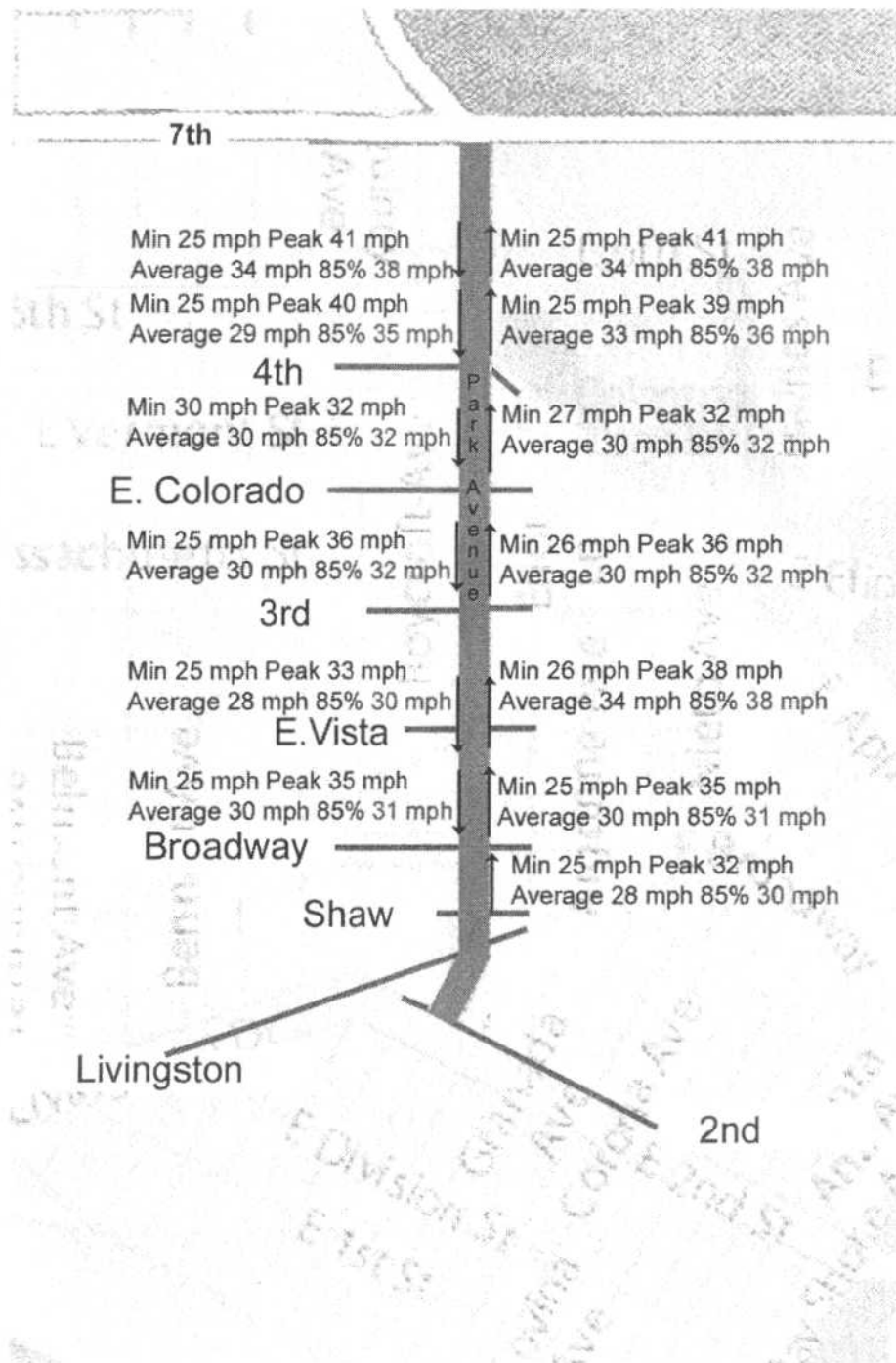
200 blk Park-	Xiemeno/Vista (1), Park/Vista (18), Park/Shaw (3), Park/Broadway (1), Park/3 rd (13)
300-600 blk Park	Park/ Vista (2), Xiemeno/3 rd (1), 7 th /Park (1), Park/6 th (2), Park/3 rd (1), Xiemeno/Broadway (1), Park/3rd (1), Vista/Xiemeno
E-W Park	Park/Vista (3), 3 rd (Nieto-Termino) (1), 3 rd /Park (1), Vista (1), 3 rd (1), 3 rd /Argonne (2), Park/Broadway (1), 6 th /Park (1)
Livingston/Argonne(1), Park/Colorado, 3 rd (Park-Nieto), 3 rd /St Joseph,	

9. Of the following traffic control measures which would you consider most effective?

200 blk Park	6 Enforcement	19 Traffic Controls	2 Education	2 Community Monitoring
300-600 blk Park	16 Enforcement	19 Traffic Controls	1 Education	1 Community Monitoring
E-W Park	14 Enforcement	11 Traffic Controls	0 Education	0 Community Monitoring
Total	36 Enforcement	49 Traffic Controls	3 Education	3 Community Monitoring

10. Have you contacted a person or agency regarding traffic safety in you neighborhood?

200 blk Park	17 Yes	20 No	Action Taken	3 Yes	14 No
300-600 blk Park	8 Yes	20 No	Action Taken	3 Yes	5 No
E-W Park	6 Yes	7 No	Action taken	2 Yes	13 No
Total	31 Yes	47No	Action Take	7 Yes	22 No



V. Park Avenue Speed Profile



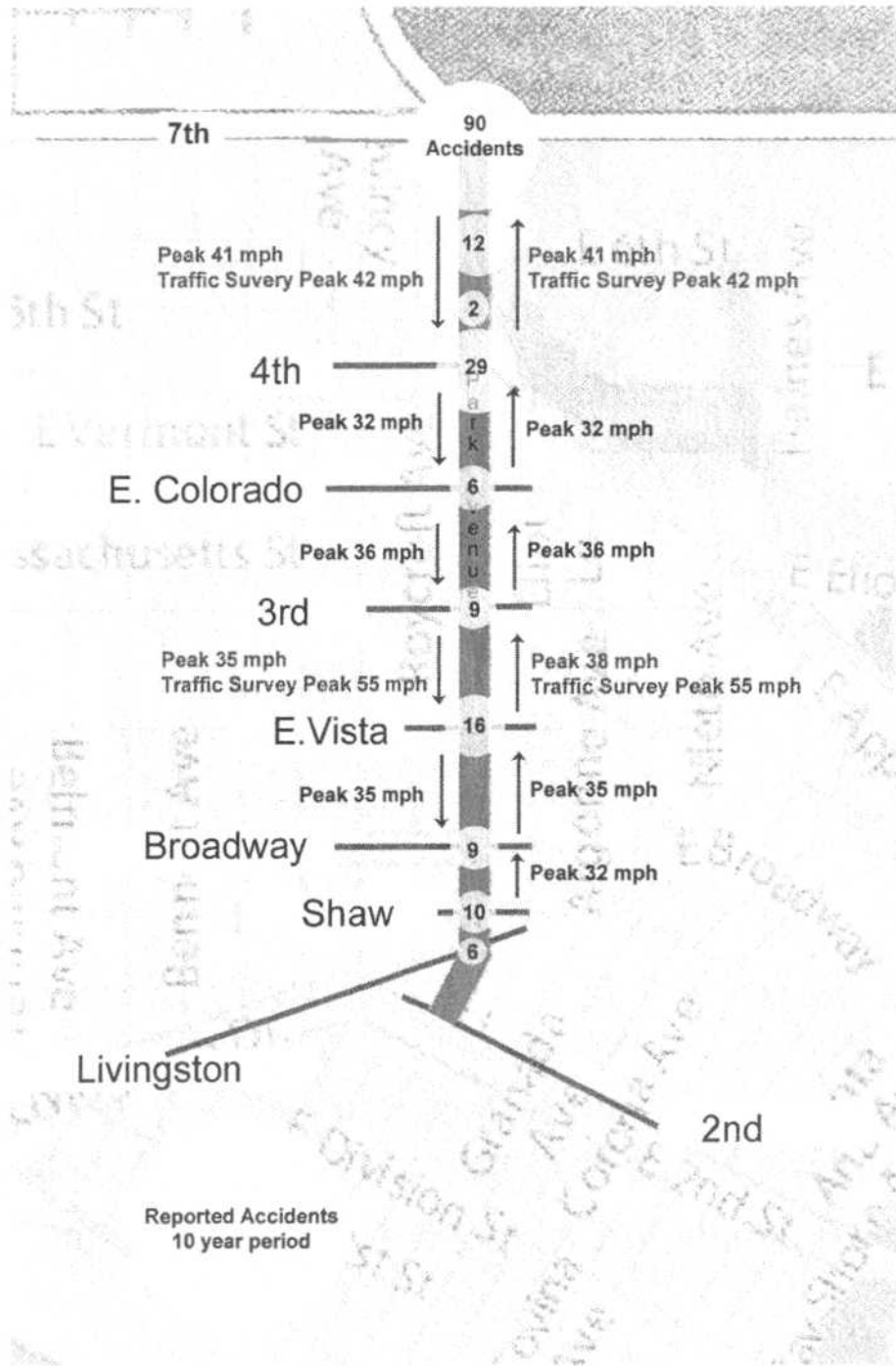
On Saturday morning September 8 2007 Park residents measured vehicle speeds at various places on Park Avenue to develop a speed profile of our residential street. The locations chosen were midsections between stop lights/signs so that free flow speeds were measured.

Speeding was evident throughout Park Avenue.

The segments with the highest speed were between 4th and 7th and between 3rd and Broadway

Park Avenue's peak speeds were measured at the intersection of Park and Vista (38 mph). The City's Traffic Surveys have measured speeds as high as 55 mph at this intersection.

Frequent rolling stops were seen at Park/Colorado and Park/3rd. Excessive vehicle accelerations were observed at 7th onto Park, at Park/4th, near Park/Vista, and on the grade between Vista and Broadway. Slower cross traffic vehicles are forced to abruptly accelerate to enter mainstream traffic speed.



V. Park Avenue Accident Clusters

189 Park Avenue accidents were reported to LB Police between 1995 and 2005. The State of California estimates the reporting rate to be only 20-40% of all accidents.

On the average the total number accidents reported for 1 year at PCH/2nd is 10 on a major arterial road.

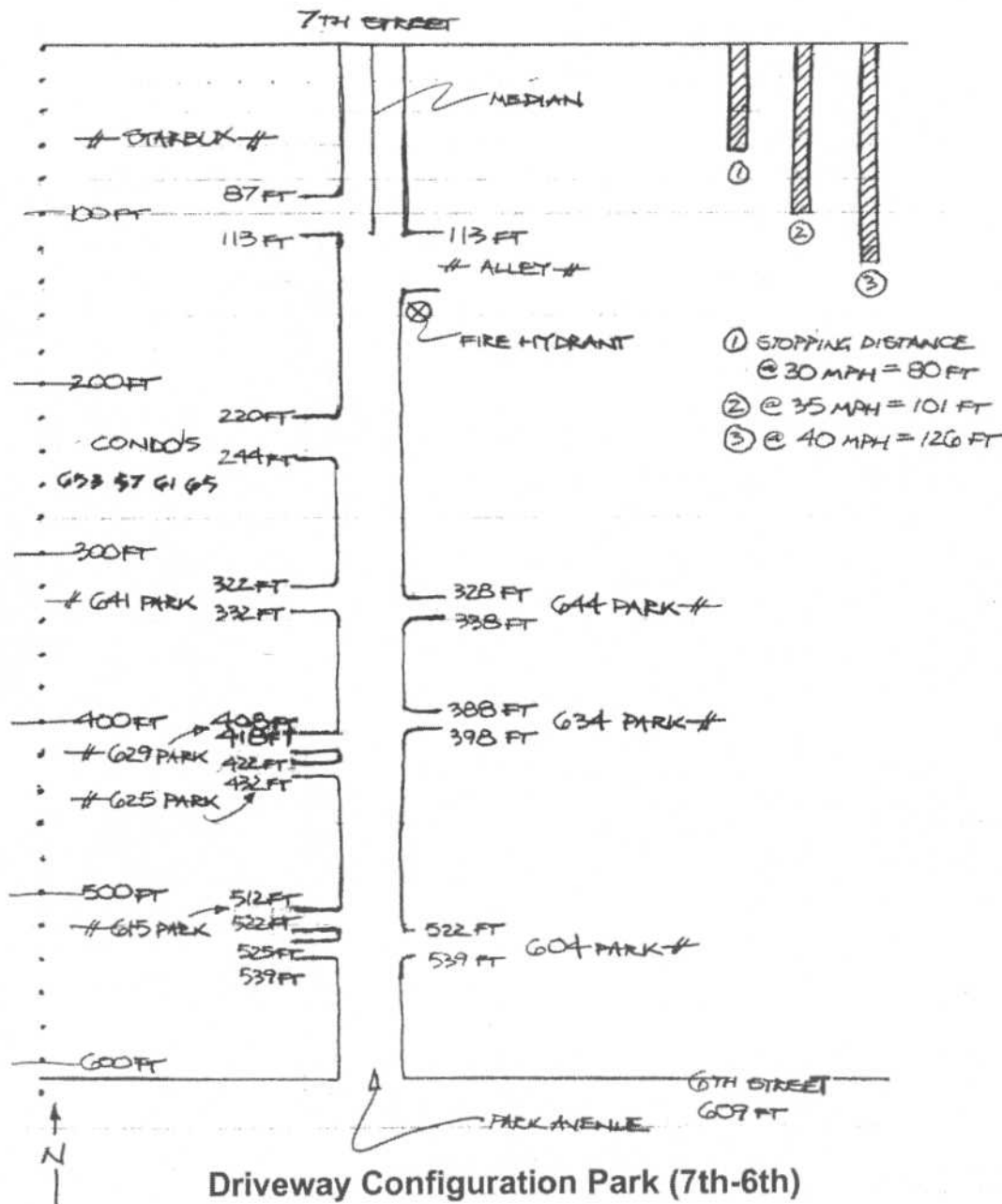
Park Avenue, a residential collector street averages 18 accidents per year with a high injury rate.

The peak speed measured on the street at Park/Vista is 55 mph at Park/Vista. Accidents are more frequent on street segments where higher speeds were measured.

In 2003 the expected accident rate per million vehicle miles for Park between 7th and 4th was 3.05 MVM, the actual accident rate was 10.92 per MVM (358% higher than statewide rates)

In 2003 the expected accident rate per million vehicle miles for Park between 4th and Livingston was 3.05 MVM, the actual accident rate was 6.21 MVM (or 204% higher than the statewide rate.)

With growing traffic volumes the number of accidents and the exposure of property damage and injuries to residents increase proportionally.



Driveway Configuration Park (7th-6th)

V. Park Avenue Traffic Conflicts Driveways, Alleys, and Uncontrolled Intersections

Park Avenue's daily traffic volume (4th-7th) exceeds the City of San Diego's maximum design capacity by 160% for residential collector streets. Long Beach has no design standard to limit the amount of traffic on residential streets.

On Park (7th and 4th) over 1,100 cars per hour travel past homes during the morning commute rush hour. There are 19.4 cars per minute traveling at speeds between (25-38 mph). 1 car passes every 3.09 seconds. A car needs 80-186 ft to safely stop if the driver is paying attention. Because of the density of street parking visibility is very limited for drivers backing into traffic (100-150 ft). Broadside accidents result in a higher number of injuries to victims. At these speeds inadequate gap spacing is available for resident's to safely access their property or for oncoming drivers to recognize the conflict, slow, and stop in time to avoid an accident.

On Park between 7th and 6th (609 ft) there are 11 cross traffic conflicts- (9) residential driveways, (1) Starbucks Center driveway and (1) unmarked alley. Prevailing speeds of traffic do not allow adequate stopping distances for drivers to react to slow moving cross traffic at driveways, alleys(2), and uncontrolled intersections ((4) 6th, 5th, Vista, and Shaw).

The unmarked intersection at Park/Vista has a poor line of sight for cars and pedestrians because of the grade of the hill. Shaw is another unmarked intersection. Park@ 6th, 5th, Vista, Shaw do not have North-South stop signs. The only uncontrolled intersection sign was recently installed at 6th. Park's residential driveways are not readily visible to drivers and are irregularly spaced.

VI Traffic Calming Proposal A. Park Avenue- Priority

Long Beach has no Traffic Calming Program:
City Of Livermore, California – 2 lane roads
Minimum Criteria and Prioritization Criteria :
Speed – 85th percentile speed (critical speed) is at least 33 mph [Park Avenue 38 mph]

Volume – Average daily traffic is at least 1000 vehicles
The prioritization scoring criteria allows 35 maximum points.

Park Avenue Traffic Calming Priority Score-

Speed

- 85% Speed 8pts
- Speeding 1pt

Volume

- Volume 10 pts
- Accidents 5 pts

Fronting Homes

- Fronting Homes 5 pts
- Pedestrians 5 pts

32pts out of a possible 35 pts
TRAFFIC CALMING
HIGH PRIORITY!

85 th percentile speed (critical speed)	Points
34 mph	2
35 mph	4
36 mph	6
37 mph or more	8 maximum [Park 8 pts]
85 th percentile speed (critical speed)	Points
8 mph or more above posted speed limit	1 [Park 1 pts]
10 mph or more above posted speed limit	2 maximum

Volume (Average Daily Traffic)

Local Street	Minor Collector Street	Major Collector Street	Points
1000 – 1100	2000 – 2200	3000 – 3400	1
1101 – 1200	2201 – 2400	3401 – 3800	2
1201 – 1300	2401 – 2600	3801 – 4200	3
1301 – 1400	2601 – 2800	4201 – 4600	4
1401 – 1500	2801 – 3000	4601 – 5000	5
1501 – 1600	3001 – 3200	5001 – 5400	6
1601 – 1700	3201 – 3400	5401 – 5800	7
1701 – 1800	3401 – 3600	5801 – 6200	8
1801 – 1900	3601 – 3800	6201 – 6600	9
1901 and above	3801 and above	6601 and above	10 maximum [Park 10 pts]

Accident History - One point per accident susceptible to correction by traffic calming device, using the average annual accidents over past 3 years (5 points maximum) [Park 5 pts]

Fronting Homes

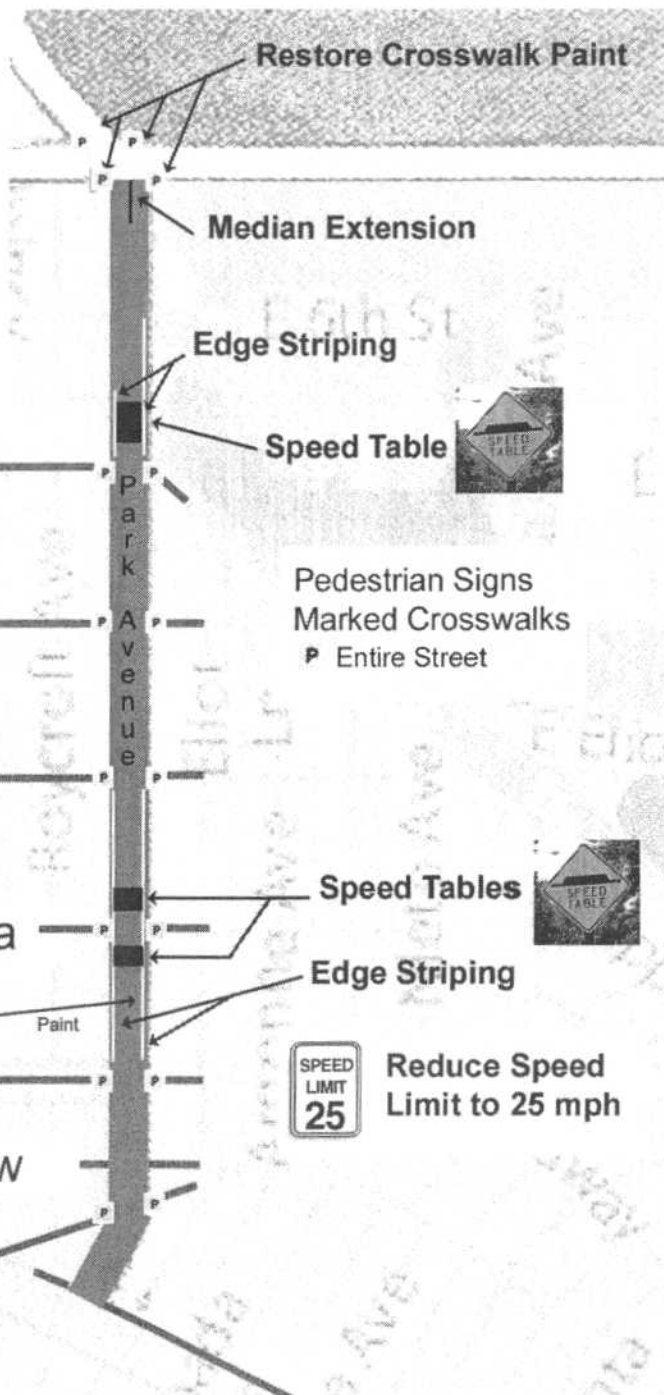
Percentage of the street that has fronting homes	Points
25% or less	0
25 - 40 %	1
41 - 60%	2
61 - 75%	3 [Park 3 pts]
76 – 90%	4
91 – 100%	5 maximum

Pedestrian Generators (such as parks, schools, public facilities, not including homes)*

Number of pedestrian generators within neighborhood boundary 1pt per Pedestrian Generator	Points (5pt maximum) [Park 8 pts/5 pts max] 3 Schools 3pts, 1 Playground 1pt 1 Colorado Lagoon 1 pt Golf Course 1 pt, 2 nd Street 1 pt



Park Avenue
Traffic
Calming



X. Traffic Calming

B. Proposed Street Traffic Control Improvements

1. Reduce speed limit to 25 mph. The speed limit on Park Avenue is already 25 mph between Anaheim & 7th and Ocean & Livingston.
2. Improve pedestrian crossings at 4th, Colorado, 3rd, Vista, Broadway, and Livingston. Install pedestrian signs and cross walks. Marked crosswalks may decrease the number of rolling stops at stop signs. Restore Park/7th intersection, pedestrian crosswalks.
3. Add street edge striping to visually narrow the roadway to encourage slower driving.
4. Add speed tables at 4th (between 6th and 4th) and Park/Vista. Incorporate speed tables into crosswalk design at Park/Vista.
5. Extend median at Park/7th to eliminate illegal U-turns/left turns at Starbuck center.
6. Paint "Slow Down" on north bound lane on grade between Broadway and Vista.

VII. Special Events Coordination

- **City Special Events permit traffic/parking plan sign-off by community groups.**
- **2nd Street Business sponsored employee off site shuttle parking for Car Show and Xmas Parade.**
- **Police event traffic control for affected neighborhoods.**
- **Dog Halloween Parade moved or downsized.**
- **Moratorium on new 2nd street events and use of Livingston Park for large attendance special events or staging.**
- **Marine Stadium event (Dragon Boat, Circle Boats) traffic/parking off site (shuttle buses).
No overflow parking on residential streets. No on site ticket sales and attendance limited to stadium parking.**

VII. City Growth-

- **General Plan Update-Long Beach 2030**
- **South East Area Development Improvement Plan (SEADIP)- Community input meetings starting November2007.**
- **Mobility (Transportation Plan)Update**



203 Argonne, Ste B #140
Long Beach, CA 90803-1777
(562) 261-9058

www.coloradolagoon.org
email: friends@coloradolagoon.org

Friends of Colorado Lagoon

A coalition of concerned citizens working to preserve and restore Colorado Lagoon

Honorable Mayor and City Council
333 W Ocean Blvd
Long Beach, CA 90802

September 25, 2008

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Eric Zahn

Norman Zoref

Honorable Mayor and City Council,

Re: Colorado Lagoon Restoration EIR and the Open Channel

One of the key elements of the Colorado Lagoon Restoration is rebuilding the original open channel connecting Colorado Lagoon to Marine Stadium and to the Pacific Ocean. The channel was filled in and replaced with a 1000-foot underground culvert almost 50 years ago when the state was planning a freeway through this part of town. Though the freeway was never built, the culvert remained and has significantly restricted tidal flushing to Colorado Lagoon ever since, resulting in unsafe water quality for people and marine life.

The open channel will significantly enhance water quality and restore marine habitat. This fact has enabled the City to secure millions of dollars in grant funding with promises of millions more. It is the restoration of marine habitat through reconnecting the open channel that dramatically increases our chances of securing funding to complete the work. An alternative to the open channel would be the construction a parallel underground culvert; however, checking with funding agencies reveals a very high improbability of funding this option. The lack of funds would effectively negate any chance of restoring tidal flushing to Colorado Lagoon and jeopardize the entire restoration effort.

Additionally, the \$3.8M awarded the City of Long Beach from State Water Clean Beaches Initiative (CBI) must be used before September 2010, when the fund is scheduled to sunset. These funds are to be used to divert to the sewer the contaminated low water flows from four major storm drains emptying into Colorado Lagoon. These funds also serve as matching funds for pursuing other grants. If approval of the EIR is delayed, we could lose all of that money, which would kill the project.

Benefits of restoring the open channel between the Colorado Lagoon and Marine Stadium:

- Restoration of full tidal flushing for Colorado Lagoon will yield safe and clean water.
- The project includes significant improvements to Marina Vista Park:
 - New Sports Facilities - The existing sports fields will be reconfigured and new facilities installed (no loss of established fields), providing an opportunity to address long-standing issues with poor soil/grass conditions, which are a safety hazard.
 - New and Safer Bathrooms for Marina Vista Park – the project will provide funding for badly needed new bathroom facilities that are safer and preferred by the LB Police.

Tax ID number:
33-0968096



Friends of Colorado Lagoon

A coalition of concerned citizens working to preserve and restore Colorado Lagoon

- New Recreational Opportunities – to include walking paths, bird watching, observing marine life, and possibly kayaking.
- Environmental Education Opportunities – With more than 5,000 school children attending schools within walking distance of the Lagoon and Marina Vista Park, the restoration of an open channel will be used as an environmental education classroom, helping our local schools meet their curriculum requirements.
- Increased Property Values in our Community – As designed, the open channel will beautify the park and enhance a unique urban wetland that is currently degraded and un-safe.
- Restoration of Marine Habitat – The open channel will restore marine habitat that was lost when the original channel was filled. It will enhance the biological diversity and health of organisms, such as eelgrass and juvenile halibut, by delivering needed nutrients and larvae (or young animals) from the ocean.

The open channel, like other aspects of the Colorado Lagoon Restoration, was first suggested at a public meeting held more than four years ago. Since then, it has been through many public reviews, a Restoration Feasibility Study, and a detailed Environmental Assessment, which culminated in the Environmental Impact Report (EIR) that is now before the City Council. This EIR has taken into account all impacts associated with the project and is recommending that the open channel be a part of the project. Within the last month, there have been two stated positions opposing the restoration. One formal appeal focuses on noise and traffic impacts related to the construction period. FOCL supports minimizing these impacts, however, most improvement efforts, like street repairs, create some temporary noise and traffic impacts. This is a reality of urban life. Even more recently, a group has formed protesting that the open channel will reduce grass areas for soccer practice. FOCL does support looking for ways to increase park space but not at the expense of the entire project. While there are always pros and cons to projects, we believe the survival and completion of the restoration is in the greater good.

Friends of Colorado Lagoon have been working for more than 10 years to bring improvement to our community. We have accumulated thousands of hours of volunteer work, repeatedly met with city, county, state and federal officials, successfully lobbied for millions of dollars in funding, and worked tirelessly to promote and enable environmental education. We fully support the project as envisioned by the public many years ago and now expressed in the EIR.

Friends of Colorado Lagoon welcomes any comments or questions. Contact us at friends@coloradolagoon.org.

Sincerely

Ray Thorn, President
Friends of Colorado Lagoon

OFFICE OF THE CITY ATTORNEY
ROBERT E. SHANNON, City Attorney
333 West Ocean Boulevard, 11th Floor
Long Beach, CA 90802-4664

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ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE
CITY OF LONG BEACH AMENDING THE LONG BEACH
MUNICIPAL CODE BY AMENDING SECTION 21.15.2007
RELATING TO THE DEFINITION OF PASSIVE PARK

The City Council of the City of Long Beach ordains as follows:

Section 1. Section 21.15.2007 of the Long Beach Municipal Code is amended to read as follows:

“Passive Park” means a plot of land that is landscaped, maintained as open space, serves a neighborhood, and is used as an informal gathering place for relaxation and play. Passive Park includes, but is not limited to, parquets, urban oases, and small space sites. Permitted improvements and features include, but are not limited to, walking paths, sitting areas, play equipment, tables, fire pits, barbecues, public restrooms, landscaped and natural open spaces, habitat reserves, beaches, lakes, streams, lagoons, bays, and Marine Stadium.

Section 2. The City Clerk shall certify to the passage of this ordinance by the City Council and cause it to be posted in three conspicuous places in the City of Long Beach, and it shall take effect on the thirty-first day after it is approved by the Mayor.

I hereby certify that the foregoing ordinance was adopted by the City Council of the City of Long Beach at its meeting of _____, 2008, by the following vote:

OFFICE OF THE CITY ATTORNEY
ROBERT E. SHANNON, City Attorney
333 West Ocean Boulevard, 11th Floor
Long Beach, CA 90802-4664

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Ayes: Councilmembers:

Noes: Councilmembers:

Absent: Councilmembers:

City Clerk

Approved: _____

Mayor