## INITIAL STUDY

**Project Title:**
Oregon Park

**Lead agency name and address:**
Long Beach Planning Commission
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 90802

**Contact person and phone number:**
Steven Valdez
562-570-6571

**Project location:**
4951 Oregon Avenue, Long Beach, CA 90805

**Project Sponsor's name and contact information:**
City of Long Beach-Department of Park, Recreation and Marine
Attn: Anna Mendiola
2760 Studebaker Road
Long Beach, CA 90815

**General Plan:**

Current:
Land Use Designation (LUD) #1: Single Family
Single-family residential lifestyles with higher dwelling unit densities than are permitted in LUD #1 (Single-Family District).

Proposed:
Land Use Designation (LUD) #11: Open Space and Park District
Areas of land or water those are essentially unimproved and largely devoted to an undeveloped or unconstructed type of land use.

**Zoning:**

Current:
I: Institutional District
The Institutional (I) district is established to create, preserve and enhance areas for public and institutional land uses and to provide restrictions to minimize the effect of such uses on surrounding uses.

Proposed:
P: Park District

The preservation of "publicly owned natural and open areas for active and passive public use for recreational, cultural and community activities."

**Description of project:**

The proposed Oregon Park project would include the development of a vacant 3.3-acre lot. Proposed improvements would include a regulation soccer field with lights, a tot lot, group picnic area, a walking path, and pre-fabricated restrooms. A total of 42 parking spaces would be added and a portion of the public right of way and Los Angeles flood channel would be landscaped with drought tolerant trees and shrubs.

Requested entitlements for this project include a General Plan Amendment and Zone Change. In addition, Mitigated Negative Declaration 04-10 has been prepared under the requirements of the California Environmental Quality Act.

**Public agencies whose approval is required:**

Long Beach Planning Commission
Long Beach City Council

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages:

| | | |
|---|---|---|
| _X_ Aesthetics | ___ Hazards & Hazardous Materials | ___ Public Services |
| ___ Agricultural Resources | _X_ Hydrology / Water Quality | ___ Recreation |
| ___ Air Quality | ___ Land Use / Planning | ___ Transportation |
| ___ Biological Resources | ___ Mineral Resources | ___ Utilities |
| ___ Cultural Resources | _X_ Noise | ___ Mandatory Findings |
| ___ Geology / Soils | ___ Population / Housing | of Significance |

**DETERMINATION:**

On the basis of this initial evaluation:

___ I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

_X_ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

___ I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.

___ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

___ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIAVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Steven Valdez
Planner

May 26, 2010
Date

## EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parenthesis following each question. A " No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evident that an effect may be significant. IF there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration; Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect

from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross-referenced.

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063©(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effect were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less that Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the check list references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) The significance criteria or threshold. If any, used to evaluate each question; and
   b) The mitigation measure identified, if any, to reduce the impact to less than significance.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **I. AESTHETICS** -- Would the project: | | | | |
| a) Have a substantial adverse effect on a scenic vista? | ☐ | ☐ | ☑ | ☐ |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | ☐ | ☐ | ☐ | ☑ |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | ☐ | ☐ | ☑ | ☐ |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | ☐ | ☑ | ☐ | ☐ |
| **II. AGRICULTURE RESOURCES:** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project: | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | ☐ | ☐ | ☐ | ☑ |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☐ | ☐ | ☑ |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | ☐ | ☐ | ☐ | ☑ |
| **III. AIR QUALITY** -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project: | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ☐ | ☑ |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | ☐ | ☐ | ☑ | ☐ |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | ☐ | ☐ | ☑ | ☐ |
| d) Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☐ | ☑ | ☐ |
| e) Create objectionable odors affecting a substantial number of people? | ☐ | ☐ | ☑ | ☐ |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **IV. BIOLOGICAL RESOURCES** -- Would the project: | | | | |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☐ | ☑ |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | ☐ | ☐ | ☐ | ☑ |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | ☐ | ☐ | ☐ | ☑ |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | ☐ | ☐ | ☐ | ☑ |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☐ | ☐ | ☐ | ☑ |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | ☐ | ☐ | ☐ | ☑ |
| **V. CULTURAL RESOURCES** -- Would the project: | | | | |
| a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? | ☐ | ☐ | ☐ | ☑ |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? | ☐ | ☐ | ☐ | ☑ |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | ☐ | ☐ | ☐ | ☑ |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | ☐ | ☐ | ☐ | ☑ |
| **VI. GEOLOGY AND SOILS** -- Would the project: | | | | |
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | ☐ | ☐ | ☑ | ☐ |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a | ☐ | ☐ | ☑ | ☐ |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| known fault? Refer to Division of Mines and Geology Special Publication 42. | | | | |
| ii) Strong seismic ground shaking? | ☐ | ☐ | ☑ | ☐ |
| iii) Seismic-related ground failure, including liquefaction? | ☐ | ☐ | ☑ | ☐ |
| iv) Landslides? | ☐ | ☐ | ☐ | ☑ |
| b) Result in substantial soil erosion or the loss of topsoil? | ☐ | ☐ | ☑ | ☐ |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | ☐ | ☐ | ☑ | ☐ |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | ☐ | ☐ | ☐ | ☑ |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | ☐ | ☐ | ☐ | ☑ |
| **VII. HAZARDS AND HAZARDOUS MATERIALS** -- Would the project: | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☐ | ☐ | ☑ |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | ☐ | ☐ | ☐ | ☑ |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ☑ | ☐ |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | ☐ | ☐ | ☐ | ☑ |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | ☐ | ☐ | ☐ | ☑ |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | ☐ | ☐ | ☐ | ☑ |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☐ | ☑ |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to | ☐ | ☐ | ☐ | ☑ |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| urbanized areas or where residences are intermixed with wildlands? | | | | |
| **VIII. HYDROLOGY AND WATER QUALITY** -- Would the project: | | | | |
| a) Violate any water quality standards or waste discharge requirements? | ☐ | ☑ | ☐ | ☐ |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | ☐ | ☐ | ☑ | ☐ |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | ☐ | ☐ | ☑ | ☐ |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | ☐ | ☐ | ☑ | ☐ |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide | ☐ | ☐ | ☐ | ☑ |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| substantial additional sources of polluted runoff? | | | | |
| f) Otherwise substantially degrade water quality? | ☐ | ☐ | ☑ | ☐ |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | ☐ | ☐ | ☐ | ☑ |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | ☐ | ☐ | ☐ | ☑ |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | ☐ | ☐ | ☐ | ☑ |
| j) Inundation by seiche, tsunami, or mudflow? | ☐ | ☐ | ☐ | ☑ |
| **IX. LAND USE AND PLANNING** -- Would the project: | | | | |
| a) Physically divide an established community? | ☐ | ☐ | ☑ | ☐ |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☐ | ☑ | ☐ |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | ☐ | ☐ | ☐ | ☑ |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **X. MINERAL RESOURCES** -- Would the project: | | | | |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | ☐ | ☐ | ☐ | ☑ |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | ☐ | ☐ | ☐ | ☑ |
| **XI. NOISE** -- Would the project result in: | | | | |
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☐ | ☑ | ☐ | ☐ |
| b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels? | ☐ | ☑ | ☐ | ☐ |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | ☐ | ☐ | ☑ | ☐ |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | ☐ | ☐ | ☑ | ☐ |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within | ☐ | ☐ | ☐ | ☑ |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | | | | |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☐ | ☑ |
| **XII. POPULATION AND HOUSING** - - Would the project: | | | | |
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | ☐ | ☐ | ☐ | ☑ |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ☑ |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ☑ |
| **XIII. PUBLIC SERVICES** | | | | |
| a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in | | | | |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | |
| Fire protection? | ☐ | ☐ | ☑ | ☐ |
| Police protection? | ☐ | ☐ | ☑ | ☐ |
| Schools? | ☐ | ☐ | ☑ | ☐ |
| Parks? | ☐ | ☐ | ☑ | ☐ |
| Other public facilities? | ☐ | ☐ | ☐ | ☑ |

## XIV. RECREATION

| | | | | |
|---|---|---|---|---|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | ☐ | ☐ | ☐ | ☑ |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | ☐ | ☐ | ☑ | ☐ |

## XV. TRANSPORTATION / TRAFFIC

-- Would the project:

| | | | | |
|---|---|---|---|---|
| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to | ☐ | ☐ | ☑ | ☐ |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| capacity ratio on roads, or congestion at intersections)? | | | | |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | ☐ | ☐ | ☐ | ☑ |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | ☐ | ☐ | ☐ | ☑ |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | ☐ | ☐ | ☑ | ☐ |
| e) Result in inadequate emergency access? | ☐ | ☐ | ☐ | ☑ |
| f) Result in inadequate parking capacity? | ☐ | ☐ | ☑ | ☐ |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | ☐ | ☐ | ☐ | ☑ |
| **XVI. UTILITIES AND SERVICE SYSTEMS** -- Would the project: | | | | |
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | ☐ | ☐ | ☐ | ☑ |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the | ☐ | ☐ | ☐ | ☑ |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| construction of which could cause significant environmental effects? | | | | |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | ☐ | ☐ | ☐ | ☑ |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | ☐ | ☐ | ☐ | ☑ |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments? | ☐ | ☐ | ☐ | ☑ |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs? | ☐ | ☐ | ☐ | ☑ |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | ☐ | ☐ | ☐ | ☑ |
| **XVII. MANDATORY FINDINGS OF SIGNIFICANCE** | | | | |
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or | ☐ | ☐ | ☐ | ☑ |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | | | | |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | ☐ | ☐ | ☐ | ☑ |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | ☐ | ☐ | ☐ | ☑ |

## DISCUSSION OF ENVIRONMENTAL IMPACTS

## I. AESTHETICS

**a. Would the project have a substantial adverse effect on a scenic vista?**

No Impact.

The proposed neighborhood park is located on the south west corner of Del Amo Blvd and Oregon Avenue, adjacent to the Los Angeles River Bed, single family homes, a trailer park and a public bike path. The proposed park will be located on a lot formerly occupied by a church, but which is currently vacant. The proposed 3-acre park would consist of a soccer field with lights, a tot lot, picnic areas, and a walking path.

Although the appearance of the area would be altered, the proposed playground area, picnic area, parking lot and landscaping areas would be low-lying and not figure to impede any existing scenic vistas. As a result, no impact would be anticipated for this issue.

**b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

No Impact.

The proposed park is not located near any state scenic highways. As such, the project would have no impact upon natural scenic resources.

**c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?**

Less Than Significant Impact.

Because the three-acre site is currently undeveloped, construction of any new project would result in a potential for significant impacts to the area's visual character and overall quality. However, given the area's mixture of land uses and the site's current barren condition, the project's proposed public park may result in a more aesthetically-pleasing environment. A less than significant impact would result.

**d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

Less Than Significant Impact With Mitigation Incorporated.

Although the project site is located in an urban area with existing nighttime light sources, the proposed park, including the proposed parking lot and the addition of a lighted soccer field, could potentially create new adverse sources of light. The following mitigation measure is included to ensure that the proposed project will not adversely affect adjacent properties when it comes to light and/or glare issues:

**I-1** Prior to the issuance of any building permits, the applicant shall demonstrate on the final project plans that all exterior lighting fixtures and light standards shall be shielded and shall be located and installed to prevent spillover of light onto the surrounding properties and roadways.

With mitigation incorporated, new sources of light and glare would create a less than significant impact on day and nighttime views in the area.

## II. AGRICULTURE RESOURCES

No Impact. (for a, b and c)

The project site is located in an urban setting and there are no agricultural zones within the vicinity of the project. Development of the proposed project would have no effect upon agricultural resources within the City of Long Beach or any other neighboring city or county.

## III. AIR QUALITY

The South Coast Air Basin is subject to possibly some of the worst air pollution in the country, attributable mainly to its topography, climate, meteorological conditions, a large population base, and highly dispersed urban land use patterns.

Air quality conditions are primarily affected by the rate and location of pollutant emissions and by climatic conditions that influence the movement and dispersion of pollutants. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local and regional topography, provide the links between air pollutant emissions and air quality.

The South Coast Air Basin generally has a limited capability to disperse air contaminants because of its low wind speeds and persistent temperature inversions. In the Long Beach area, predominantly daily winds consist of morning onshore airflow from the southwest at a mean speed of 7.3 miles per hour and afternoon and evening offshore airflow

from the northwest at 0.2 to 4.7 miles per hour with little variability between seasons. Summer wind speeds average slightly higher than winter wind speeds. The prevailing winds carry air contaminants northward and then eastward over Whittier, Covina, Pomona and Riverside.

The majority of pollutants normally found in the Los Angeles County atmosphere originate from automobile exhausts as unburned hydrocarbons, carbon monoxide, oxides of nitrogen and other materials. Of the five major pollutant types (carbon monoxide, nitrogen oxides, reactive organic gases, sulfur oxides, and particulates), only sulfur oxide emissions are dominated by sources other than automobile exhaust.

**a. Would the project conflict with or obstruct implementation of the applicable Air Quality Attainment Plan?**

No Impact.

The Southern California Association of Governments (SCAG) has determined that if a project is consistent with the growth forecasts for the sub region in which it is located, it is consistent with the Air Quality Management Plan (AQMP) and regional emissions are mitigated by the control strategy specified in the AQMP. By the year 2010, preliminary population projections by the Southern California Association of Governments (SCAG) indicate that Long Beach will grow by 27,680+ residents, or six percent, to a population of 491,000+.

The project is within the growth forecasts for the sub region and is consistent with the Air Quality Management Plan (AQMP). In addition, the project is consistent with the goals of the City of Long Beach Air Quality Element that call for achieving air quality improvements in a manner that continues economic growth.

**b. Would the project violate any air quality standard or contribute to an existing or projected air quality violation?**

Less than Significant Impact with Mitigation Incorporated.

The California Air Resources Board regulates mobile emissions and oversees the activities of county Air Pollution Control Districts (APCDs) and regional Air Quality Management Districts (AQMDs) in California. To determine whether a project generates sufficient quantities of air pollution to be considered significant, the SCAQMD adopted maximum thresholds of significance for mobile and stationary producers in the South Coast Air Basin (SCAB), (i.e., cars, trucks, buses and energy consumption).

Implementing URBEMIS 2007 Version 9.2, Local Significance Thresholds (LSTs) for Source Receptor Area (SRA) Zone No. 4 - South Coastal L.A. County, were used for NOx, CO, $PM_{10}$ and $PM_{2.5}$. A 2-acre project site and a 25-meter receptor distance from the site boundary were the basis for the thresholds used in accordance with the SCAQMD LST Tables C-1 to C-6.

The most current information regarding construction activities and equipment for the proposed project was obtained from the project applicant.

**SCAQMD Significance Thresholds – SRA No. 4 for a 3.3-acre site with a 25-meter receptor distance from the site boundary**

| Pollutant | Construction Thresholds (lbs/day) | Operational Thresholds (lbs/day) |
|---|---|---|
| NOx | 66 | 66 |
| CO | 827 | 827 |
| $PM_{10}$ | 7 | 2 |
| $PM_{2.5}$ | 5 | 1 |

Construction emissions would be limited because the lot is currently vacant and the proposed structure pre-fabricated. All improvements would stem from efforts related to the construction of the proposed parking lot and landscaping. Construction emissions were based on an 12-month time period and were estimated using the URBEMIS 9.2.4 software. The estimated results are:

**Table 2. Construction Emissions**

| | ROG | $NO_x$ | CO | $PM_{10}$ |
|---|---|---|---|---|
| Construction Emissions | .02 | .17 | .10 | .10 |
| AQMD Thresholds | 75 | 66 | 827 | 7 |
| Exceeds Thresholds | No | No | No | No |

The primary long-term emission source from the proposed project would be vehicles driven by visitors to the park.

A secondary source of operational emissions would be the consumption of natural gas in the use of landscape maintenance equipment. Estimated

operational (vehicle) emissions from the project are listed in the table below. The source of these estimates was the URBEMIS 9.2.4 software. Based upon the estimates, the proposed project would not exceed threshold levels for mobile emissions.

**Table 3: Operation Emissions**

| | ROG | $NO_x$ | CO | $PM_{10}$ |
|---|---|---|---|---|
| Project Emissions | 0 | 0.07 | 0.02 | 0.00 |
| AQMD Thresholds | 55 | 66 | 827 | 2 |
| Exceeds Thresholds | No | No | No | No |

The requirements of South Coast Air Quality Management District Rule 403 will reduce the construction-related impacts to levels below significance.

As required, all construction activities that are capable of generating fugitive dust are required to implement dust control measures during each phase of project development to reduce the amount of particulate matter entrained in the ambient air. They include the following:

- Application of soil stabilizers to inactive construction areas.
- Quick replacement of ground cover in disturbed areas (as applicable).
- Watering of exposed surfaces twice daily.
- Watering of all unpaved haul roads three times daily.
- Covering all stockpiles with tarp.
- Reduction of vehicle speed on unpaved roads.
- Post sign on-site limiting traffic to 15 miles per hour or less.
- Sweep streets adjacent to the project site at the end of the day if visible soil material is carried over to adjacent roads.
- Cover or have water applied to the exposed surface of all trucks hauling dirt, sand, soil, or other loose materials prior to leaving the site to prevent dust from impacting the surrounding areas.

Compliance with these measures would put construction and operational emissions below thresholds put in place by the AQMD, and thus a less than significant impact is anticipated.

**c. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality**

**standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

Less than Significant Impact.

Please see III (b) above for discussion.

**d. Would the project expose sensitive receptors to substantial pollutant concentrations?**

Less Than Significant Impact.

The CEQA Air Quality Handbook defines sensitive receptors as children, athletes, elderly and sick individuals that are more susceptible to the effects of air pollution than the population at large. Though the completed project would figure to be inhabited by large numbers of the sensitive receptors mentioned above, the resulting increase in landscaped open space would not be anticipated to produce levels of any pollutant concentration that could affect these receptors.

**e. Would the project create objectionable odors affecting a substantial number of people?**

Less Than Significant Impact.

The owner(s) of the property would be required to comply with City requirements applicable to the maintenance of trash areas to minimize potential odors, including the storage of refuse and frequency of refuse collection at the site.

IV. BIOLOGICAL RESOURCES

No Impact. (for a, b, c, d, e and f)

There is no evidence of rare or sensitive species (as listed in Title 14 of the California Code of Regulations or Title 50 of the Federal Code of Regulations) on or near the site, which is currently devoid of any live vegetation. A comprehensive landscape plan for the new development would be installed after completion of the new construction. In addition, off-site street trees would be planted as required by Public Works.

The proposed site is not located in a protected wetlands area. Also, the development of the proposed project would not be anticipated to interfere with the migratory movement of any wildlife species. The biological habitat and species diversity in the neighborhood is limited to that typically found in highly populated and urbanized Southern California beach

communities. No adverse impacts would be anticipated to biological resources.

## V. CULTURAL RESOURCES

No Impact. (for a, b, c and d)

There is some evidence to indicate that primitive people inhabited portions of what is now the city of Long Beach as early as 5,000 to 2,000 B.C. Much of the remains and artifacts of these ancient people were destroyed during the first century of the city's development. The remaining archaeological sites are predominantly located in the southeast sector of the city. No adverse impacts are anticipated to cultural resources.

**a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section §15064.5?**

The project site does not include any historical resources on the surface. The proposed project would not be anticipated to have a negative impact on any historical resource.

**b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section §15064.5?**

The project site is located outside the area of the City expected to have a higher probability of latent artifacts. The proposed Oregon Park improvements would not involve excavation and therefore would not be expected to affect or destroy any archaeological resource

**c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Please see V. (b) above for discussion.

**d. Would the project disturb any human remains, including those interred outside of formal cemeteries?**

Please see V. (b) above for discussion.

## VI. GEOLOGY AND SOILS

**a. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**

**i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

Less Than Significant Impact.

According to Plate 2 of the Seismic Safety Element of the General Plan, no faults are known to pass beneath the project site and the neighborhood is outside of the Alquist-Priolo Special Study Zone. The most significant fault system in the project site's vicinity is the Newport-Inglewood fault zone. Because faults do exist in the City, "No Impact" would not be an appropriate response, but a less than significant impact could be anticipated.

**ii) Strong seismic ground shaking?**

Less Than Significant Impact.

The relative close proximity of the Newport-Inglewood Fault could create substantial ground shaking at the proposed site if a seismic event occurred along the fault. However, there are numerous variables that determine the level of damage to a specific location. Given these variables, it is not possible to determine the level of damage that may occur on the site during a seismic event. Given the scope of the project – the park and related low-lying hardscape improvements - a less than significant impact would be anticipated.

**iii) Seismic-related ground failure, including Liquefaction?**

Less Than Significant Impact.

Based on potential levels of ground shaking during an earthquake, existing ground water conditions, and existing subsurface soil conditions, the Seismic Safety Element has marked the project area as a location with significant liquefaction potential. Given the low-lying nature of the proposed improvements to be made to Oregon Park, the affects of liquefaction damage would figure to be less than significant.

**iv) Landslides?**

No Impact.

Per the Seismic Safety Element, the project site is outside the area where landslides would be anticipated to occur. Additionally, the project site and

surrounding area are of generally flat topography. Therefore, no impact would be expected.

**b. Would the project result in substantial soil erosion or the loss of topsoil?**

Less Than Significant Impact.

Due to the relatively flat topography of the project site and the low-lying nature of proposed physical improvements to the park, minimal soil erosion could be expected to occur, creating a less than significant impact.

**c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**

Less Than Significant Impact.

According to Table 4 and Plate 3 of the Seismic Safety Element, the project site is located on soil that is sandy and clayey alluvium overlying gasper and recent aquifers. The site is also located in an area of generally flat topography where slope stability problems are minimal. The site is not considered to be unstable and, as a result, the proposed project would be anticipated to have a less than significant impact in this regard.

**d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

No Impact.

Please see VI. (c) above for discussion.

**e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?**

No Impact.

Sewers are in place in the vicinity of the project site. The use of septic tanks or an alternative waste water disposal system would not be necessary and no impact would be anticipated.

## VII. HAZARDS AND HAZARDOUS MATERIALS

**a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

No Impact.

The proposed neighborhood park would be predominantly flat, with hardscape and landscape improvements. The function of the completed project would not involve the transport, use or disposal of hazardous materials. Therefore the project would not be anticipated to create a hazard to the public or the environment via the use, transport or disposal of hazardous materials.

**b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

No Impact.

The proposed project would be a land use that would not involve the storage and/or usage of hazardous materials. A scenario where such materials would be released into the environment would be unlikely. A "no impact" response is warranted.

**c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one quarter-mile of an existing or proposed school?**

Less Than Significant Impact.

The proposed project is across the street from the Lindsey Academy Magnet School. During construction, equipment at the project site would emit some emissions. However, as required by law, such equipment would have devices in place to control the amount of emissions emitted. The function of the proposed project would not involve handling any hazardous materials, therefore impacts figure to be less than significant.

**d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

No Impact.

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. The Cortese List does not list the project site as a location that is contaminated with hazardous materials.

**e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

No Impact.

The site of the proposed project is not located within an airport land use plan.

**f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

No Impact.

The site of the proposed project is not located within the vicinity of any private airstrip.

**g. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

No Impact.

The proposed project neighborhood park has frontage on two streets, including Del Amo Blvd, a Major Arterial. The project would be required to comply with all current Fire and Health and Safety codes and would be required by code to have posted evacuation routes to be utilized in the event of an emergency. As designed, the project would not be expected to impair the implementation of or physically interfere with an emergency evacuation plan or with any adopted emergency response plan.

**h. Would the project expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?**

No Impact.

The project site is located within an urbanized setting void of any wild lands. As such, the project would not be expected to expose people or structures to risk of loss, injury, or death.

## VIII. HYDROLOGY AND WATER QUALITY

The most recent Flood Hazard Map designating potential flood zones was adopted by the Flood Insurance Administration in Setember 2006. It was based on projected inundation limits for breach of the Hansen Dam and that of the Whittier Narrows Dam, as well as the 100-year flood as delineated by the U.S. Army Corps of Engineers.

**a. Would the project violate any water quality standards or waste discharge requirements?**

Less Than Significant Impact With Mitigation Incorporated.

Because development and operation of the proposed project would involve the discharge of water into the system, the potential exists for violation of wastewater discharge standards. The proposed project would be required to comply with all state and federal requirements pertaining to the preservation of water quality. It would also be necessary for the applicant to practice Best Management Practices during development of the proposed project. To ensure that the storm drain system is protected, the following mitigation measures shall apply:

**VIII-1** Prior to the release of the grading permit, the applicant shall prepare and submit a Storm Drain Master Plan to identify all storm run-off and methods of proposed discharge. The Plan shall be approved by all impacted agencies.

**VIII-2** Prior to the release of any grading or building permit, the project plans shall include a narrative discussion of the rationale used for selecting or rejecting BMPs. The project architect or engineer of record, or authorized qualified designee, shall sign a statement on the plans to the effect: "As the architect/engineer of record, I have selected appropriate BMPs to effectively minimize the negative impacts of this project's construction activities on storm water quality. The project owner and contractor are aware that the selected BMPs must be installed, monitored and maintained to ensure their effectiveness. The BMPs not selected for implementation are redundant or deemed not applicable to the proposed construction activities."
(Source: Section 18.95.050 of the Long Beach Municipal Code).

**b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

Less Than Significant Impact.

The proposed project would be constructed in an urban setting with water systems in place that were designed to accommodate development. The park and accessory building would not be expected to substantially deplete or interfere with the recharge of groundwater supplies.

**c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?**

Less Than Significant Impact.

The proposed project would involve some grading and the installation of open turf areas and hardscape. The project site's drainage pattern would be altered and a new drainage plan would be required as part of project approvals. With a revised drainage plan in place, the alterations would not significantly effect the area with regards to erosion and/or siltation.

**d. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-or off-site?**

Less Than Significant Impact.

As stated, although the drainage pattern of the project site would be altered, no river or stream would be affected. The proposed project would be constructed with drainage infrastructure in place to avoid a situation where runoff would result in flooding or upset.

**e. Would the project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?**

No Impact.

The runoff contributed by the proposed project would not be anticipated to exceed the capacity of the storm water drainage system. No impact would be expected.

**f. Would the project otherwise degrade water quality?**

Less Than Significant Impact.

During construction and operation, the project would be expected to comply with all laws and code requirements relative to maintaining water quality. The project would not be expected to significantly impact or degrade water quality.

**g. Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

No Impact.

According to the Plate 10 of the Seismic Safety Element, the project site is located outside of the 100-year flood hazard area. Therefore, there would be no impact.

**h. Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

No Impact.

Please see VIII (g) above for explanation.

**i. Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**

No Impact.

The project site is not located where flooding impacts would be negligible, nor is it located within proximity of a levee or dam.

**j. Would the project result in inundation by seiche, tsunami or mudflow?**

No Impact.

Per Plate 11 of the Seismic Safety Element, the project site is outside the area that would be susceptible to tsunami run up. Given the site's flat topography, it would also not be susceptible to seiche or mudflow.

## IX. LAND USE AND PLANNING

**a. Would the project physically divide an established community?**

Less Than Significant Impact.

The project site is located on one contiguous parcel in the Institutional Zoning District. As part of the proposal, the park would be rezoned to P (Park District). As the Del Amo Blvd corridor is a mixture of commercial and residential uses, the proposed development would not create a physical divide within the area's established community.

**b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

Less Than Significant Impact.

The project under review would require a General Plan Amendment to change the project site's Land Use District (LUD) from LUD #1 (Single Family Homes) to LUD #11 (Open Space and Park District), and a Zone Change from I to P.

The entitlement package would not be anticipated to have a significant impact upon, or conflict with, the applicable land use regulations.

**c. Would the project conflict with any applicable habitat conservation plan or natural communities conservation plan?**

No Impact.

There are no specific habitat conservation plans or natural communities conservation plans within the proximity of the proposed site. Therefore the answer to this question would be "No Impact."

## X. MINERAL RESOURCES

Historically, the primary mineral resource within the City of Long Beach has been oil. However, oil extraction operations have diminished over the last century as the resource has become depleted. Today, oil extraction

continues but on a greatly reduced scale in comparison to that which occurred in the past. The proposed site does not contain any oil extraction operations and development of the proposed project would not be anticipated to have a negative impact on this resource. There are no other known mineral resources on the site that could be negatively impacted by development.

**a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

No Impact.

The project site is located in an urbanized setting. Development of the proposed project would not impact or result in the loss of availability of any known mineral resource.

**b. Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

No Impact.

Please see X (a) above for discussion.

## XI. NOISE

Noise is defined as unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Measuring noise levels involves intensity, frequency, and duration, as well as time of occurrence.

Some land uses are considered more sensitive to ambient noise levels than other uses, due to the amount of noise exposure and the types of activities involved. Residences, motels, hotels, schools, libraries, churches, nursing homes, auditoriums, parks and outdoor recreation areas are generally more sensitive to noise than are commercial and industrial land uses.

The City of Long Beach uses the State Noise/Land Use Compatibility Standards, which suggest a desirable exterior noise exposure at 65 dBA CNEL for sensitive land uses such as residences. Less sensitive commercial and industrial uses may be compatible with ambient noise levels up to 70 dBA. The City of Long Beach has an adopted Noise Ordinance that sets exterior and interior noise standards.

**a. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?**

**b. Would the project result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?**

Less Than Significant Impact With Mitigation Incorporated.

During the construction period, the project may cause temporary increases in the ambient noise levels and expose persons to periodic ground borne noise or vibration. While such noise would be typical for a development project, construction activities must conform to the City of Long Beach Noise Ordinance when it takes place. The following mitigation measure is included to ensure that all parties will be familiar with the Noise Ordinance standards:

**XI-1** Any person(s) associated with the proposed project shall only operate or permit the operation of any tools or equipment used for site preparation, construction or any other related building activity that produces loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity between the following hours:

| | | | |
|---|---|---|---|
| **Weekdays** | 7:00am to 7:00pm | **Sundays** | No work permitted |
| **Saturdays** | 9:00am to 6:00pm | **Holidays** | No work permitted. |

The only exception shall be if the Building Official gives authorization for emergency work at the project site.

**c. Would the project create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

Less Than Significant Impact.

The project is located on the corner of Del Amo Blvd and Oregon Avenue, an arterial that generates a considerable amount of ambient noise. The proposed project has the potential to permanently increase the level of ambient noise in the area - particularly on weekends - though the increase would not be substantial and thus wouldn't require mitigation.

**d. Would the project create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

Less than Significant Impact.

Development of the proposed project would involve temporary noise typically associated construction activities. Once the proposed project is completed, noise levels created by the project would be expected to be non-disruptive and typical of an open space recreational venue.

**e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

No Impact.

The proposed project is not located within any airport land use plan.

**f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area excessive noise levels?**

No Impact:

The proposed project is not located within the vicinity of a private airstrip.

## XII. POPULATION AND HOUSING

The City of Long Beach is the second largest city in Los Angeles County and the fifth largest in California. At the time of the 2000 Census, Long Beach had a population of 461,522, which presented a 7.5 percent increase from the 1990 Census. According to the 2000 Census, there were 163,088 housing units in Long Beach, with a citywide vacancy rate of 6.32 percent. The current City population estimate (as of January 1st, 2008) by the State Department of Finance is 492,642.

**a. Would the project induce substantial population growth in an area, either directly or indirectly?**

No Impact.

The proposed neighborhood park would increase the amount of open space parkland, to support an existing built-out section of the City.

Therefore, the project would have no impact upon increasing the population of the neighborhood.

**b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

No Impact.

The project site currently sits vacant, thus there would be no displacement of existing residents and, therefore, no impact.

**c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

No Impact.

Please see XIII (b) above for explanation.

## XIII. PUBLIC SERVICES

Fire protection would be provided by the Long Beach Fire Department. The Department has 23 in-city stations. The Department is divided into Fire Prevention, Fire Suppression, Bureau of Instruction, and the Bureau of Technical Services. The Fire Department is accountable for medical, paramedic, and other first aid rescue calls from the community.

Police protection would be provided by the Long Beach Police Department. The Department is divided into the Patrol, Traffic, Detective, Juvenile, Vice, Community, Jail, Records, and Administration Sections. The City is divided into four Patrol Divisions; East, West, North and South.

The City of Long Beach is served by the Long Beach Unified School District, which also serves the city of Signal Hill and a large portion of the city of Lakewood. The District has been operating at or over capacity during the past decade.

**Would the proposed project have an adverse impact upon any of the following public services:**

**a. Fire protection?**

Less Than Significant Impact.

Oregon Park would be plan checked and inspected by the Fire Department to ensure compliance with all applicable Fire code

requirements. In addition, the completed project would undergo periodic inspections by the Fire Department as necessary. As a result, the proposed project would not be expected to have an adverse impact upon Fire services.

**b. Police protection?**

Less Than Significant Impact.

The proposed project would be served by the Police Department's North Division. During review of the proposed project, the Police Department provided written input to the applicant regarding security lighting, fencing, landscaping, and video surveillance. The proposed project would not be anticipated to have an adverse impact upon Police services.

**c. Schools?**

Less Than Significant Impact.

The new open space would not be expected to have an adverse impact on the area's schools. Instead, the proposed park would likely have a positive impact on the health of the students who live and attend school in the region.

**d. Parks?**

Less Than Significant Impact.

The new regional park would be anticipated to have a positive impact on the overall park system and the neighborhood as a whole.

**e. Other public facilities?**

No Impact.

No other public facilities have been identified that would be adversely impacted by the proposed project.

## XIV. RECREATION

**a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

No Impact.

The proposed project would introduce new open space acreage and related amenities for general public use. The new neighborhood park would not be anticipated to place an increased burden on the City's existing recreational facilities.

**b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

Less Than Significant Impact.

The proposed neighborhood park and related amenities would be considered an increase in area recreational facilities, though it is unlikely that this would cause a significant adverse physical impact on the environment.

## XV. TRANSPORTATION/TRAFFIC

Significant growth in Long Beach over the past three decades has generated an increase in the number of cars and trucks on the City's roadways. Through planning and proper traffic improvement efforts, the safe and efficient movement of people and goods would not be encumbered by increased travel demands.

**a. Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?**

Less than Significant Impact.

The proposed project would be the development of a new neighborhood park and related upgrades. While the project does have the likelihood of increasing vehicle trips in the area, the number of new trips anticipated to be generated by the proposed land use would not exceed the capabilities of surrounding streets and intersections or create a significant impact. The increase would be anticipated to be less than significant.

**b. Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?**

No Impact.

While the project does have the likelihood of increasing vehicle trips in the area, the number of new trips anticipated to be generated by the proposed land use would not exceed the capabilities of surrounding streets and intersections or create a significant impact.

**c. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

No Impact.

The proposed project would have no impact upon air traffic patterns and would be unrelated to air traffic in general.

**d. Would the project substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

Less Than Significant Impact.

The project site is located along the south side of Del Amo Blvd between Wardlow Road, the Los Angeles River Bed to the west, and a trailer park to the south. The design of the park would be reviewed by the City's Zoning Staff and the City's Traffic Engineer and any issues relating to the project would be accessed prior to the issuance of building permits to ensure that any impact would be less than significant.

**e. Would the project result in inadequate emergency access?**

No Impact.

During preliminary review and plan check, the Fire Department and Police Department would give input into the vehicular and pedestrian accesses for the proposed project. With the incorporation of their input, the project would not be expected to result in inadequate emergency access.

**f. Would the project result in inadequate parking capacity?**

Less Than Significant Impact.

The proposed park would include the construction of an accessory parking lot consisting of 42 new parking stalls. According to the Long Beach Municipal Code, passive areas are parked at 2 spaces per acre and active areas at 1 space per 1,000 square feet of gross lot area. The park is mainly passive park areas, but has the potential for two 90' x 180' soccer fields, which would require a total of 34 parking spaces.

Given the context of the project site – situated in a predominantly residential area of low-density structures – it is anticipated that many visitors to the park would come by a mode of transportation other than the automobile. As such, the proposed park would not result in an inadequate supply of public parking given that 42 parking spaces are proposed. Therefore a less than significant impact is expected.

**g. Would the project conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

No Impact:

Aside from the potential for increased usage of local bus stops, particularly those along Del Amo Blvd in the park's vicinity, the proposed project would have no impact on any policies supporting alternative transportation.

## XVI. UTILITIES AND SERVICE SYSTEMS

**Would the project:**

**a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

**b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**d) Have sufficient water supplies available to serve the project from existing entitlement and resources, or are new or expanded entitlement needed?**

**e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

**g) Comply with federal, state, and local statutes and regulations related to solid waste?**

No Impact (for a, b, c, d, e, f and g).

The proposed project would not be expected to place an undue burden on any utility or service system. The proposed regional park would be developed in an urbanized setting with utilities and services already in place. With regard to "g," the proposed project would be required to comply with all the statutes and regulations related to solid waste.

## XVII. MANDATORY FINDINGS OF SIGNIFICANCE

**a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

No Impact.

The proposed project would not threaten the environment through the harm of fish, wildlife, or plant life. Rather, the proposed regional park would figure to improve the quality of the local environment, as it would include multiple species of trees and shrubs around the perimeter of the park and park improvements. In addition, the added turf, trees, and shrubs would create nesting opportunities for wildlife species. As such, a "no impact" response is appropriate.

**b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

No Impact.

The proposed project would be developed in a predominantly residential section of the City that would benefit from the additional public open space

and recreational amenities. The park would not be a land use which would have significant cumulative effects on the environment.

**c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

No Impact.

The proposed project would not be anticipated to produce environmental effects that would cause substantial adverse effects to human life. There would be no impact.

**MITIGATION MONITORING PLAN**
**Oregon Park**
**4951 Oregon Avenue**

## I. AESTHETICS

**I-1** Prior to the issuance of any building permits, the applicant shall demonstrate on the final project plans that all exterior lighting fixtures and light standards shall be shielded and shall be located and installed to prevent spillover of light onto the surrounding properties and roadways.

TIMING: Prior to issuance of building permits
ENFORCEMENT: Development Services Department

## VIII. HYDROLOGY AND WATER QUALITY

**VIII-1** Prior to the release of the grading permit, the applicant shall prepare and submit a Storm Drain Master Plan to identify all storm run-off and methods of proposed discharge. The Plan shall be approved by all impacted agencies.

TIMING: Prior to issuance of grading permit
ENFORCEMENT: Development Services Department

**VIII-2** Prior to the release of any grading or building permit, the project plans shall include a narrative discussion of the rationale used for selecting or rejecting BMPs. The project architect or engineer of record, or authorized qualified designee, shall sign a statement on the plans to the effect: "As the architect/engineer of record, I have selected appropriate BMPs to effectively minimize the negative impacts of this project's construction activities on storm water quality. The project owner and contractor are aware that the selected BMPs must be installed, monitored and maintained to ensure their effectiveness. The BMPs not selected for implementation are redundant or deemed not applicable to the proposed construction activities."
(Source: Section 18.95.050 of the Long Beach Municipal Code).

TIMING: Prior to issuance of grading and building permits
ENFORCEMENT: Development Services Department

## XI. NOISE

**XI-1** Any person(s) associated with the proposed project shall only operate or permit the operation of any tools or equipment used for site preparation, construction or any other related building activity that produces loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity between the following hours:

| | | | |
|---|---|---|---|
| **Weekdays** | 7:00am to 7:00pm | **Sundays** | No work permitted |
| **Saturdays** | 9:00am to 6:00pm | **Holidays** | No work permitted. |

The only exception shall be if the Building Official gives authorization for emergency work at the project site.

TIMING: During all phases of project construction
ENFORCEMENT: Development Services Department

**LIST OF PEOPLE CONSULTED:**
Jeffrey Winklepleck, Planner, City of Long Beach
Dave Roseman, Traffic Engineer, City of Long Beach
Sean Daugherty, Fire Department, City of Long Beach

**REFERENCES:**
State of California Environmental Quality Act Guidelines
City of Long Beach General Plan (Land Use Element, Seismic Safety Element)
City of Long Beach Municipal Code (Title 21: Zoning Regulations)
California Code of Regulations (Title 14: Natural Resources)
California Department of Toxic Substances Control (Envirostar)

**ATTACHMENTS:**
A. Site Plan
B. Vicinity Map of Project Site

**5/27/2010 12:18:59 PM**

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Documents and Settings\stvalde\Desktop\oregon park.urb924

Project Name: Oregon Park

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

**5/27/2010 12:19:00 PM**

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2011 TOTALS (tons/year unmitigated) | 0.02 | 0.17 | 0.10 | 0.00 | 0.09 | 0.01 | 0.10 | 0.02 | 0.01 | 0.03 | 17.26 |
| 2011 TOTALS (tons/year mitigated) | 0.02 | 0.17 | 0.10 | 0.00 | 0.02 | 0.01 | 0.03 | 0.01 | 0.01 | 0.01 | 17.26 |
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 73.24 | 14.28 | 67.59 | 73.20 | 14.28 | 54.45 | 0.00 |

AREA SOURCE EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (tons/year, unmitigated) | 0.02 | 0.00 | 0.28 | 0.00 | 0.00 | 0.00 | 0.51 |
| TOTALS (tons/year, mitigated) | 0.02 | 0.00 | 0.28 | 0.00 | 0.00 | 0.00 | 0.51 |
| Percent Reduction | 0.00 | NaN | 0.00 | NaN | NaN | NaN | 0.00 |

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (tons/year, unmitigated) | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 2.62 |
| TOTALS (tons/year, mitigated) | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 2.62 |
| Percent Reduction | NaN | NaN | 0.00 | NaN | NaN | NaN | 0.00 |

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (tons/year, unmitigated) | 0.02 | 0.00 | 0.30 | 0.00 | 0.00 | 0.00 | 3.13 |
| TOTALS (tons/year, mitigated) | 0.02 | 0.00 | 0.30 | 0.00 | 0.00 | 0.00 | 3.13 |
| Percent Reduction | 0.00 | NaN | 0.00 | NaN | NaN | NaN | 0.00 |

**5/27/2010 12:19:00 PM**

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CC |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2011 | 0.02 | 0.17 | 0.10 | 0.00 | 0.09 | 0.01 | 0.10 | 0.02 | 0.01 | 0.03 | 17.2 |
| Fine Grading 01/10/2011-01/24/2011 | 0.02 | 0.13 | 0.07 | 0.00 | 0.09 | 0.01 | 0.10 | 0.02 | 0.01 | 0.02 | 13.0 |
| Fine Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.09 | 0.02 | 0.00 | 0.02 | 0.0 |
| Fine Grading Off Road Diesel | 0.02 | 0.13 | 0.07 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 12.3 |
| Fine Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0 |
| Fine Grading Worker Trips | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.6 |
| Asphalt 02/01/2011-02/08/2011 | 0.01 | 0.04 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 4.2 |
| Paving Off-Gas | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0 |
| Paving Off Road Diesel | 0.01 | 0.03 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.9 |
| Paving On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.6 |
| Paving Worker Trips | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.6 |

Phase Assumptions

Phase: Fine Grading 1/10/2011 - 1/24/2011 - Default Fine Site Grading/Excavation Description

Total Acres Disturbed: 3.3

Maximum Daily Acreage Disturbed: 0.82

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

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1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 2/1/2011 - 2/8/2011 - Default Paving Description

Acres to be Paved: 0.82

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Mitigated

| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2011 | 0.02 | 0.17 | 0.10 | 0.00 | 0.02 | 0.01 | 0.03 | 0.01 | 0.01 | 0.01 | 17.2 |
| Fine Grading 01/10/2011-01/24/2011 | 0.02 | 0.13 | 0.07 | 0.00 | 0.02 | 0.01 | 0.03 | 0.01 | 0.01 | 0.01 | 13.0 |
| Fine Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.02 | 0.01 | 0.00 | 0.01 | 0.0 |
| Fine Grading Off Road Diesel | 0.02 | 0.13 | 0.07 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 12.3 |
| Fine Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0 |
| Fine Grading Worker Trips | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.6 |
| Asphalt 02/01/2011-02/08/2011 | 0.01 | 0.04 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 4.2 |
| Paving Off-Gas | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0 |
| Paving Off Road Diesel | 0.01 | 0.03 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.9 |
| Paving On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.6 |
| Paving Worker Trips | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.6 |

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 1/10/2011 - 1/24/2011 - Default Fine Site Grading/Excavation Description

For Soil Stablizing Measures, the Apply soil stabilizers to inactive areas mitigation reduces emissions by:

PM10: 84% PM25: 84%

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

The following mitigation measures apply to Phase: Paving 2/1/2011 - 2/8/2011 - Default Paving Description

For Rollers, the Diesel Particulate Filter (DPF) 1st Tier mitigation reduces emissions by:

PM10: 85% PM25: 85%

For Tractors/Loaders/Backhoes, the Diesel Particulate Filter (DPF) 1st Tier mitigation reduces emissions by:

PM10: 85% PM25: 85%

**5/27/2010 12:19:00 PM**

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

| Source | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| Natural Gas | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hearth | | | | | | | |
| Landscape | 0.02 | 0.00 | 0.28 | 0.00 | 0.00 | 0.00 | 0.51 |
| Consumer Products | | | | | | | |
| Architectural Coatings | 0.00 | | | | | | |
| TOTALS (tons/year, unmitigated) | 0.02 | 0.00 | 0.28 | 0.00 | 0.00 | 0.00 | 0.51 |

Area Source Mitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Mitigated

| Source | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| Natural Gas | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hearth | | | | | | | |
| Landscape | 0.02 | 0.00 | 0.28 | 0.00 | 0.00 | 0.00 | 0.51 |
| Consumer Products | | | | | | | |
| Architectural Coatings | 0.00 | | | | | | |
| TOTALS (tons/year, mitigated) | 0.02 | 0.00 | 0.28 | 0.00 | 0.00 | 0.00 | 0.51 |

Area Source Mitigation Measures Selected

| Mitigation Description | Percent Reduction |
|---|---|

Area Source Changes to Defaults

**5/27/2010 12:19:00 PM**

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

| Source | ROG | NOX | CO | SO2 | PM10 | PM25 | CO2 |
|---|---|---|---|---|---|---|---|
| City park | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 2.62 |
| TOTALS (tons/year, unmitigated) | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 2.62 |

Operational Mitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Mitigated

| Source | ROG | NOX | CO | SO2 | PM10 | PM25 | CO2 |
|---|---|---|---|---|---|---|---|
| City park | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 2.62 |
| TOTALS (tons/year, mitigated) | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 2.62 |

Operational Mitigation Options Selected

Residential Mitigation Measures

Nonresidential Mitigation Measures

Non-Residential Local-Serving Retail Mitigation

---

Percent Reduction in Trips is 0%

Inputs Selected:

The Presence of Local-Serving Retail checkbox was NOT selected.

Non-Residential Pedestrian/Bicycle Friendliness Mitigation

---

Percent Reduction in Trips is 0%

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Nonresidential Mitigation Measures

Inputs Selected:

The Number of Intersections per Square Mile is 0

The Percent of Streets with Sidewalks on One Side is 0%

The Percent of Streets with Sidewalks on Both Sides is 0%

The Percent of Arterials/Collectors with Bike Lanes or where Suitable,

Direct Parallel Routes Exist is 0%

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2011 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

| Land Use Type | Acreage | Trip Rate | Unit Type | No. Units | Total Trips | Total VMT |
|---|---|---|---|---|---|---|
| City park | | 1.59 | acres | 1.00 | 1.59 | 14.44 |
| | | | | | 1.59 | 14.44 |

Vehicle Fleet Mix

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---|---|---|---|---|
| Light Auto | 51.6 | 0.8 | 99.0 | 0.2 |
| Light Truck < 3750 lbs | 7.3 | 2.7 | 94.6 | 2.7 |
| Light Truck 3751-5750 lbs | 23.0 | 0.4 | 99.6 | 0.0 |
| Med Truck 5751-8500 lbs | 10.6 | 0.9 | 99.1 | 0.0 |

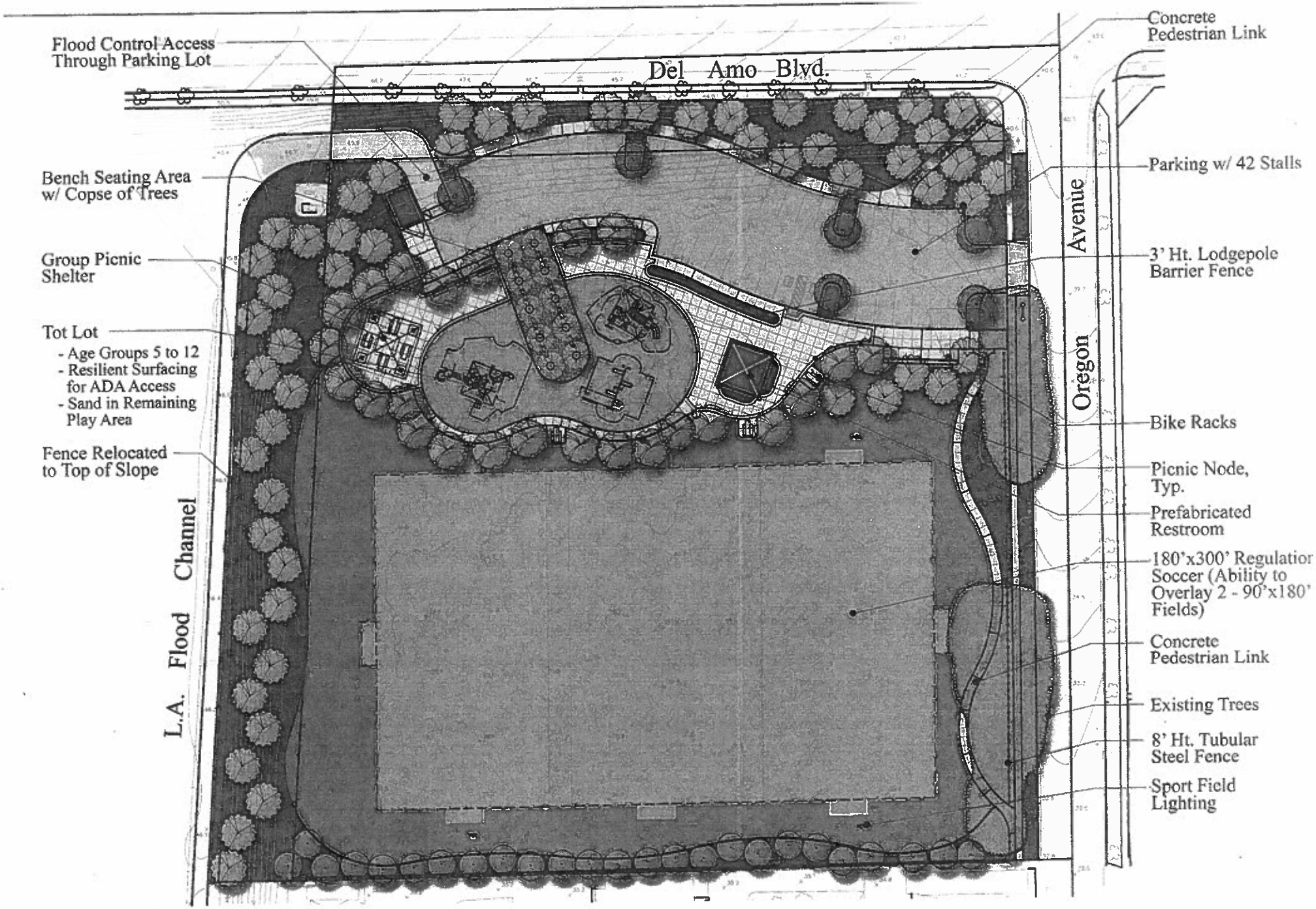
Vehicle Fleet Mix

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---|---|---|---|---|
| Lite-Heavy Truck 8501-10,000 lbs | 1.6 | 0.0 | 81.2 | 18.8 |
| Lite-Heavy Truck 10,001-14,000 lbs | 0.5 | 0.0 | 60.0 | 40.0 |
| Med-Heavy Truck 14,001-33,000 lbs | 0.9 | 0.0 | 22.2 | 77.8 |
| Heavy-Heavy Truck 33,001-60,000 lbs | 0.5 | 0.0 | 0.0 | 100.0 |
| Other Bus | 0.1 | 0.0 | 0.0 | 100.0 |
| Urban Bus | 0.1 | 0.0 | 0.0 | 100.0 |
| Motorcycle | 2.8 | 64.3 | 35.7 | 0.0 |
| School Bus | 0.1 | 0.0 | 0.0 | 100.0 |
| Motor Home | 0.9 | 0.0 | 88.9 | 11.1 |

Travel Conditions

| | Residential | | | Commercial | | |
|---|---|---|---|---|---|---|
| | Home-Work | Home-Shop | Home-Other | Commute | Non-Work | Customer |
| Urban Trip Length (miles) | 12.7 | 7.0 | 9.5 | 13.3 | 7.4 | 8.9 |
| Rural Trip Length (miles) | 17.6 | 12.1 | 14.9 | 15.4 | 9.6 | 12.6 |
| Trip speeds (mph) | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 |
| % of Trips - Residential | 32.9 | 18.0 | 49.1 | | | |
| % of Trips - Commercial (by land use) | | | | | | |
| City park | | | | 5.0 | 2.5 | 92.5 |

Operational Changes to Defaults




01-28-10

RJM DESIGN GROUP INC.

PRELIMINARY LANDSCAPE PLA

OREGON PARK IMPROVEMENT

CITY OF LONG BEACH, CALIFORNI