

RTIP ID# (*required*) SCAG015

TCWG Consideration Date February 25, 2014

Project Description (*clearly describe project*)

The City of Long Beach (City) proposes to develop Alamitos Park and associated roadway improvements at and surrounding the intersection of Martin Luther King Jr. (MLK) Avenue and 7th Street, within the southwestern portion of the City. The portion of the project site where park improvements are proposed involves the MLK Avenue right-of-way (ROW), between 6th Street and 7th Street. As part of the project, this segment of MLK Avenue would be maintained as public ROW but would be converted to a park land use.

The project also includes roadway improvements along 6th Street, 7th Street, Alamitos Avenue, and MLK Avenue. Generally, roadway improvements would occur on 6th Street between Alamitos Avenue to the east and approximately 75 feet west of Linden Avenue to the west. Improvements along 7th Street would occur from approximately 150 feet east of Alamitos Avenue to the east to approximately 90 feet west of Atlantic Avenue to the west. Improvements along Alamitos Avenue would extend from approximately 150 feet north of 7th Street to the north to Cereza Way to the south. Improvements along MLK Avenue would occur from 6th Street on the south to approximately 100 feet north of 10th Street to the north; refer to Exhibit 1 (Project Site).

The proposed improvements on 6th Street, 7th Street, Alamitos Avenue, and MLK Avenue would include roadway, landscaping, drainage, utility relocation, traffic signal, signage, striping, and parking improvements as follows:

- **6th Street.** 6th Street would be decoupled from MLK Avenue and reconfigured from its current one-way (eastbound) three-lane operation to allow for two-way traffic (one lane in each direction) east of Atlantic Avenue. A new intersection at Alamitos Avenue would realign 6th Street such that the new configuration will provide connectivity to 6th Street east of Alamitos Avenue. Ancillary improvements along 6th Street would include updated signage and roadway/crosswalk striping and 39 diagonal parking spaces along the northern side of 6th Street.
- **7th Street.** 7th Street would be decoupled from MLK Avenue and reconfigured from its current one-way (westbound) three-lane operation to allow for two-way traffic (two lanes in each direction) east of Atlantic Avenue. Dedicated left-turn pockets would be provided at Atlantic Avenue (southbound only), Lime Avenue (northbound and southbound), Olive Avenue (northbound and southbound), Washington Place (northbound only), MLK Avenue (northbound only), and Alamitos Avenue (northbound and southbound). Ancillary improvements along 7th Street would include updated signage and roadway/crosswalk striping. Existing storm water catch basins within MLK Avenue would be relocated to 7th Street.
- **Alamitos Avenue.** The westerly side of Alamitos Avenue would be improved with a sidewalk along the proposed Alamitos Park frontage and St. Anthony School. Ancillary improvements would also include the addition of landscaping and restriping of crosswalks.
- **MLK Avenue.** As noted above, implementation of Alamitos Park would require the removal of roadway pavement and parkway improvements along existing MLK Avenue between 6th Street and 7th Street. Ancillary improvements along MLK Avenue would include updated signage and roadway striping. A total of 47 diagonal parking spaces would be provided along MLK Avenue between 7th Street and 10th Street.
- **Traffic Signal Improvements.** Traffic signal improvements associated with the roadway widening and circulation improvements described above would be required at the following intersections:
 - 7th Street at Alamitos Avenue (modified signal);
 - 7th Street at MLK Avenue (modified and reoriented signal);
 - 7th Street at Olive Avenue (modified signal);
 - 7th Street at Atlantic Avenue (modified signal);
 - 6th Street at Alamitos Avenue (modified and reoriented signal);
 - 6th Street at Olive Avenue (modified signal);
 - 6th Street at Lime Avenue (modified signal); and
 - 6th Street at Atlantic Avenue (modified signal).

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Type of Project (use Table 1 on instruction sheet) Change to existing regionally significant street.				
County Los Angeles County		Narrative Location/Route & Postmiles The intersection of Martin Luther King Jr. (MLK) Avenue and 7 th Street in the City of Long Beach		
Caltrans Projects – EA# HSIPL-5108(151) (Federal Project Number)				
Lead Agency: City of Long Beach				
Contact Person Meredith Elguira		Phone# 562/570-6293	Fax# 562/570-6501	Email Meredith.Elguira@longbeach.gov
Hot Spot Pollutant of Concern (check one or both) PM2.5 X PM10 X				
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)				
X	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction
Other				
Scheduled Date of Federal Action: March 2014				
NEPA Assignment – Project Type (check appropriate box)				
Exempt		X	Section 326 – Categorical Exemption	
Section 327 – Non-Categorical Exemption				
Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON
Start	6/2013	10/2013	N/A	4/2014
End	3/2014	3/2014	N/A	11/2014
Project Purpose and Need (Summary): (attach additional sheets as necessary)				
<p>The City has identified the intersections of MLK/Alamitos Avenues with 6th7th Streets as a safety problem through a citywide analysis of intersections with high collision rates. In downtown Long Beach, MLK Avenue and Alamitos Avenue intersect the one way couplets of 6th Street and 7th Street, creating complicated intersections which have resulted in injury collisions.</p> <p>The intersection of 7th Street and MLK Avenue has a high number of collisions as compared to other intersections in Long Beach. Citywide, the intersection ranked second in terms of most collisions between January 1, 2005 and September 1, 2010. A total of 159 total collisions were reported and 29 resulted in injuries, of which one was severe and two were moderately severe. 89 percent of the total collisions and 90 percent of injury collisions at this intersection involved at least one vehicle traveling north. The most common crash pattern at this intersection was broadside collisions with 107 crashes. Of the broadside collisions that occurred, 24 resulted in injuries.</p> <p>Additionally, the intersection of 7th Street and Alamitos Avenue had 32 reported collisions between January 1, 2005 and September 1, 2010, of which seven resulted in injuries. Two of the 32 collisions involved bicyclists and two involved pedestrians. At this intersection, sideswipes made up the highest number of collisions with 10 collisions, followed by broadsides at 7 collisions.</p> <p>Overall, there were a combined total of 201 collisions at the intersections of 7th Street and MLK/Alamitos Avenues, with 31 resulting in injuries. The most common collision type was broadside, followed by sideswipe. The most common injury collision types were those involving bicyclists and pedestrians. Two vehicle/pedestrians and three vehicle/bike collisions resulted in injuries.</p> <p>St. Anthony High School is located along 7th Street, one block west of MLK Avenue. High numbers of students access the school through the intersections identified above. Reducing crashes would improve the safety for students walking, biking or driving to school.</p>				

The proposed project is intended to address the patterns of broadside and northbound vehicular crashes at 7th Street and MLK Avenue, in addition to collisions involving bicyclists and pedestrians. The purpose of the project is to enhance the safety of drivers, bicyclists, and pedestrians by simplifying the complicated intersection geometry in the project area through the removal of MLK Avenue south of 7th Street, intersection improvements, and conversion of one-way streets to two-way streets.

The proposed project has been incorporated on the Approved Project List (Cycle 4) of the California Department of Transportation’s (Caltrans) Highway Safety Improvement Program (HSIP). The HSIP was established with the goal of achieving a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.

In addition to the traffic safety concerns identified above, the City has identified the project area as deficient in park space. There is no parkland within a 0.5-mile radius of the project site. The project would provide substantial benefits to the community’s health and quality of life through the provision of recreational opportunities. The City is generally built-out, with no large parcels of open space remaining for park facilities. Thus, the opportunity to build a park within the existing MLK Avenue ROW is an important priority for the City.

Surrounding Land Use/Traffic Generators (especially effect on diesel traffic)

The proposed project is located within City of Long Beach and is immediately surrounded by commercial and residential uses. The project does not involve any designated truck routes. Diesel truck traffic makes up one percent of the total traffic volumes within the project limits. The proposed project would improve traffic safety by simplifying the complicated intersection geometry in the project area through the removal of MLK Avenue south of 7th Street, intersection improvements, and conversion of one-way streets to two-way streets (6th Street and 7th Street between Atlantic Avenue and MLK Avenue/Alamitos Avenue).

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The project would provide improvements to Alamitos Park and associated roadway at and surrounding the intersection of Martin Luther King Jr. (MLK) Avenue and 7th Street. The project also includes roadway improvements along 6th Street, 7th Street, Alamitos Avenue, and MLK Avenue. As opening year traffic data is not available, Table 1 (Existing [2012] and Existing With Project ADT) depicts the existing traffic volumes along 7th Street, 6th Street, Atlantic Avenue, Lime Avenue, Olive Avenue, Martin Luther King Jr. Avenue, and Alamitos Avenue within the project limit. As shown in Table 1, 7th Street, east of Alamitos Avenue, has an existing traffic volume of 24,985 average daily traffic (ADT), which includes truck volumes of 250 ADT. This is the maximum ADT within the project limit. The percentage of trucks along the project limit is 1 percent, which is below the national average of eight percent¹ and equates to substantially less than 10,000 vehicles. Roadway segment ADT would not increase with implementation of the project.

**Table 1
Existing (2012) and Existing With Project ADT**

Roadway	Existing (2012)			Existing With Project		
	ADT	% Trucks	# Trucks	ADT	% Trucks	# Trucks
7th Street						
West of Atlantic Ave.	14,020	1%	140	14,210	1%	142
Atlantic Ave.to Lime Ave.	14,175	1%	142	19,545	1%	195
Lime Ave. to Olive Ave.	14,075	1%	141	19,410	1%	194
Olive Ave.to Martin Luther King Jr. Ave.	14,520	1%	145	19,485	1%	195
Martin Luther King Jr. Ave. to Alamitos Ave.	21,385	1%	214	19,365	1%	194
East of Alamitos Ave.	24,985	1%	250	24,000	1%	240

¹ Federal Highway Administration, *Highway Statistics 2004*, March 2006.

**Table 1 (continued)
Existing (2012) and Existing With Project ADT**

Roadway	Existing (2012)			Existing With Project		
	ADT	% Trucks	# Trucks	ADT	% Trucks	# Trucks
6th Street						
West of Atlantic Ave.	9,420	1%	94	8,935	1%	89
Atlantic Ave. to Lime Ave.	9,425	1%	94	5,360	1%	54
Lime Ave. to Olive Ave.	9,575	1%	96	4,370	1%	44
Olive Ave. to Alamitos Ave.	9,670	1%	97	3,085	1%	31
East of Alamitos Ave.	1,110	1%	11	1,245	1%	12
Atlantic Avenue						
South of 6 th Street	8,440	1%	84	9,810	1%	98
6 th Street to 7 th Street	8,345	1%	83	14,735	1%	147
North of 7 th Street	8,340	1%	83	9,120	1%	91
Lime Avenue						
South of 6 th Street	1,300	1%	13	1,750	1%	18
6 th Street to 7 th Street	1,300	1%	13	2,365	1%	24
North of 7 th Street	1,300	1%	13	1,925	1%	19
Olive Avenue						
South of 6 th Street	1,600	1%	16	2,100	1%	21
6 th Street to 7 th Street	1,500	1%	15	2,630	1%	26
North of 7 th Street	1,500	1%	15	1,800	1%	18
Martin Luther King Jr. Avenue						
South of 6 th Street	1,700	1%	17	N/A ¹	N/A ¹	N/A ¹
6 th Street to 7 th Street	10,265	1%	103	N/A ¹	N/A ¹	N/A ¹
North of 7 th Street	3,580	1%	36	2,100	1%	21
Alamitos Avenue						
South of 6 th Street	14,415	1%	144	14,415	1%	144
6 th Street to 7 th Street	14,405	1%	144	14,405	1%	144
North of 7 th Street	11,990	1%	120	11,990	1%	120
N/A = Not Applicable						
Notes:						
1. The project proposes to close these segments of Martin Luther King Jr. Avenue						
Source: RBF Consulting, <i>Alamitos Park Traffic Analysis</i> , November 29, 2013 and the City of Long Beach Public Works Department.						

Table 2 (Existing Plus Project Conditions AM & PM Peak Hour Intersection LOS) summarizes existing with project conditions a.m. peak hour and p.m. peak hour LOS of the study intersections assuming forecast existing plus project conditions study intersection and roadway geometry.

**Table 2
Existing Plus Project Conditions
AM & PM Peak Hour Intersection LOS**

Study Intersection	Existing Conditions (2012)		Existing Plus Project Conditions		Change in V/C		Significant Impact?
	V/C – (Delay) – LOS		V/C – (Delay) – LOS		AM Peak Hour	PM Peak Hour	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour			
Atlantic Avenue / 7 th Street	0.71 – (N/A) – C	0.50 – (N/A) – A	0.39 – (N/A) – A	0.58 – (N/A) – A	-0.32	0.08	No
Atlantic Avenue / 6 th Street	0.43 – (N/A) – A	0.57 – (N/A) – A	0.48 – (N/A) – A	0.64 – (N/A) – B	0.05	0.07	No
Lime Avenue / 7 th Street *	N/A – (OVRFL) – F	N/A – (29.4) – D	0.78 – (N/A) – C	0.56 – (N/A) – A	N/A	N/A	No
Lime Avenue / 6 th Street	0.31 – (N/A) – A	0.45 – (N/A) – A	0.35 – (N/A) – A	0.45 – (N/A) – A	0.04	0.00	No
Olive Avenue / 7 th Street	0.57 – (N/A) – A	0.40 – (N/A) – A	0.79 – (N/A) – C	0.54 – (N/A) – A	0.22	0.14	No
Olive Avenue / 6 th Street	0.33 – (N/A) – A	0.45 – (N/A) – A	0.37 – (N/A) – A	0.44 – (N/A) – A	0.04	-0.01	No
MLK Jr. Avenue / 7 th Street	0.31 – (N/A) – A	0.53 – (N/A) – A	0.76 – (N/A) – C	0.50 – (N/A) – A	0.45	-0.03	No
MLK Jr. Avenue / 6 th Street	0.36 – (N/A) – A	0.52 – (N/A) – A	N/A	N/A	N/A	N/A	No
Alamitos Avenue / 7 th Street	0.90 – (N/A) – D	0.92 – (N/A) – E	0.89 – (N/A) – D	0.90 – (N/A) – D	-0.01	-0.02	No
Alamitos Avenue / 6 th Street	0.41 – (N/A) – A	0.51 – (N/A) – A	0.56 – (N/A) – A	0.67 – (N/A) – B	0.15	0.16	No

Notes: V/C = volume to capacity ratio. N/A = not applicable; * = Analyzed as unsignalized study intersection for existing conditions; OVRFL = Overflow Deficient operation shown in **bold**

Source: RBF Consulting, *Alamitos Park Traffic Analysis*, November 29, 2013 and the City of Long Beach Public Works Department.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Table 3 (Forecast [2035] Without Project and Forecast [2035] With Project ADT) depicts the traffic volumes along 7th Street, 6th Street, Atlantic Avenue, Lime Avenue, Olive Avenue, Martin Luther King Jr. Avenue, and Alamitos Avenue. As shown in Table 3, traffic volumes within the project limits are well below 125,000 vehicles daily. There are two criteria to identify a “significant volume of diesel traffic,” which include facilities with greater than 125,000 ADT and eight percent or more of said traffic volumes (i.e., approximately 10,000 vehicles or more). The percentage of trucks along this corridor would be 1 percent, which is below the national average of eight percent² and equates to substantially less than 10,000 vehicles.

**Table 3
Forecast (2035) Without Project and Forecast (2035) With Project ADT**

Roadway	Forecast (2035) Without Project			Forecast (2035) With Project		
	ADT	% Trucks	# Trucks	ADT	% Trucks	# Trucks
7th Street						
West of Atlantic Ave.	16,270	1%	163	16,485	1%	165
Atlantic Ave. to Lime Ave.	16,445	1%	164	22,680	1%	227
Lime Ave. to Olive Ave.	16,325	1%	163	22,515	1%	225
Olive Ave. to Martin Luther King Jr. Ave.	16,855	1%	169	22,590	1%	226
Martin Luther King Jr. Ave. to Alamitos Ave.	24,805	1%	248	22,465	1%	225
East of Alamitos Ave.	28,980	1%	290	27,845	1%	278

² Ibid.

Table 3 (continued)
Forecast (2035) Without Project and Forecast (2035) With Project ADT

Roadway	Forecast (2035) Without Project			Forecast (2035) With Project		
	ADT	% Trucks	# Trucks	ADT	% Trucks	# Trucks
6th Street						
West of Atlantic Ave.	10,920	1%	109	10,365	1%	104
Atlantic Ave. to Lime Ave.	10,935	1%	109	6,210	1%	62
Lime Ave. to Olive Ave.	11,105	1%	111	5,060	1%	51
Olive Ave. to Alamitos Ave.	11,220	1%	112	3,585	1%	36
East of Alamitos Ave.	1,290	1%	13	1,450	1%	15
Atlantic Avenue						
South of 6 th Street	9,795	1%	98	11,380	1%	114
6 th Street to 7 th Street	9,680	1%	97	17,095	1%	171
North of 7 th Street	9,675	1%	97	10,585	1%	106
Lime Avenue						
South of 6 th Street	1,505	1%	15	2,020	1%	20
6 th Street to 7 th Street	1,505	1%	15	2,735	1%	27
North of 7 th Street	1,620	1%	16	2,225	1%	22
Olive Avenue						
South of 6 th Street	1,860	1%	19	2,445	1%	24
6 th Street to 7 th Street	1,740	1%	17	3,070	1%	31
North of 7 th Street	1,740	1%	17	2,080	1%	21
Martin Luther King Jr. Avenue						
South of 6 th Street	1,970	1%	20	N/A ¹	N/A ¹	N/A ¹
6 th Street to 7 th Street	11,905	1%	119	N/A ¹	N/A ¹	N/A ¹
North of 7 th Street	4,145	1%	41	2,430	1%	24
Alamitos Avenue						
South of 6 th Street	16,720	1%	167	16,765	1%	168
6 th Street to 7 th Street	16,710	1%	167	18,435	1%	184
North of 7 th Street	13,905	1%	139	14,165	1%	142
N/A = Not Applicable						
Notes:						
1. The project proposes to close these segments of Martin Luther King Jr. Avenue						
Source: RBF Consulting, Alamitos Park Traffic Analysis, November 29, 2013 and the City of Long Beach Public Works Department.						

Additionally, Table 4 (Forecast Long Range Plus Project Conditions AM & PM Peak Hour Intersection LOS) summarizes forecast long range with project conditions a.m. peak hour and p.m. peak hour LOS of the study intersections assuming forecast existing plus project conditions study intersection and roadway geometry.

**Table 4
Forecast Long Range Plus Project Conditions
AM & PM Peak Hour Intersection LOS**

Study Intersection	Forecast Long Range Without Project Conditions		Forecast Long Range With Project Conditions		Change in V/C		Significant Impact?
	V/C – (Delay) – LOS		V/C – (Delay) – LOS		AM Peak Hour	PM Peak Hour	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour			
Atlantic Avenue / 7 th Street	0.81 – (N/A) – D	0.56 – (N/A) – A	0.43 – (N/A) – A	0.65 – (N/A) – B	-0.38	0.09	No
Atlantic Avenue / 6 th Street	0.48 – (N/A) – A	0.65 – (N/A) – B	0.55 – (N/A) – A	0.72 – (N/A) – C	0.07	0.07	No
Lime Avenue / 7 th Street *	N/A – (OVRFL) – F	N/A – (48.2) – E	0.89 – (N/A) – D	0.63 – (N/A) – B	N/A	N/A	No
Lime Avenue / 6 th Street	0.35 – (N/A) – A	0.51 – (N/A) – A	0.39 – (N/A) – A	0.51 – (N/A) – A	0.04	0.00	No
Olive Avenue / 7 th Street	0.64 – (N/A) – B	0.45 – (N/A) – A	0.89 – (N/A) – D	0.61 – (N/A) – B	0.25	0.16	No
Olive Avenue / 6 th Street	0.36 – (N/A) – A	0.50 – (N/A) – A	0.41 – (N/A) – A	0.50 – (N/A) – A	0.05	0.00	No
MLK Jr. Avenue / 7 th Street	0.34 – (N/A) – A	0.60 – (N/A) – A	0.87 – (N/A) – D	0.56 – (N/A) – A	0.53	-0.04	No
MLK Jr. Avenue / 6 th Street	0.40 – (N/A) – A	0.58 – (N/A) – A	N/A	N/A	N/A	N/A	No
Alamitos Avenue / 7 th Street	1.03 – (N/A) – F	1.05 – (N/A) – F	1.02 – (N/A) – F	1.03 – (N/A) – F	-0.01	-0.02	No
Alamitos Avenue / 6 th Street	0.46 – (N/A) – A	0.58 – (N/A) – A	0.64 – (N/A) – B	0.76 – (N/A) – C	0.18	0.18	No

Notes: V/C = volume to capacity ratio. N/A = not applicable; * = Currently unsignalized study intersection for without project scenario; OVRFL = Overflow Deficient operation shown in **bold**

Source: RBF Consulting, *Alamitos Park Traffic Analysis*, November 29, 2013 and the City of Long Beach Public Works Department.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

See Above.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

See Above.

Describe potential traffic redistribution effects of congestion relief (impact on other facilities)

The City has identified the intersections of MLK/Alamitos Avenues with 6th/7th Streets as a safety problem through a citywide analysis of intersections with high collision rates. The purpose of the project is to enhance the safety of drivers, bicyclists, and pedestrians by simplifying the complicated intersection geometry in the project area through the removal of MLK Avenue south of 7th Street, intersection improvements, and conversion of one-way streets to two-way streets. The proposed project is intended to address the patterns of broadside and northbound vehicular crashes at 7th Street and MLK Avenue, in addition to collisions involving bicyclists and pedestrians.

As depicted in Table 1 and Table 3, implementation of the project would result in an increase in traffic on 7th Street (between Atlantic Avenue and MLK Avenue) due to the restriping and lane addition. Traffic would also slightly increase on Atlantic Avenue, Olive Avenue, and Alamitos Avenue between 6th and 7th Streets. However, 6th Street (between Atlantic Avenue and Alamitos Avenue) would experience a decrease in traffic volumes due to the proposed elimination of a through lane. As the proposed safety improvements would convert of one-way streets to two-way streets, traffic would be redistributed to along these roadways. Table 1 and Table 3 also indicate that the roadway segments that are not affected by the one-way conversion (e.g., 6th and 7th Streets west of Atlantic Avenue and east of Alamitos Avenue; as well as Atlantic Avenue, Lime Avenue, and Olive Avenue north of 7th Street and south of 6th Street, etc.) would experience a nominal change in traffic volume. Additionally, as

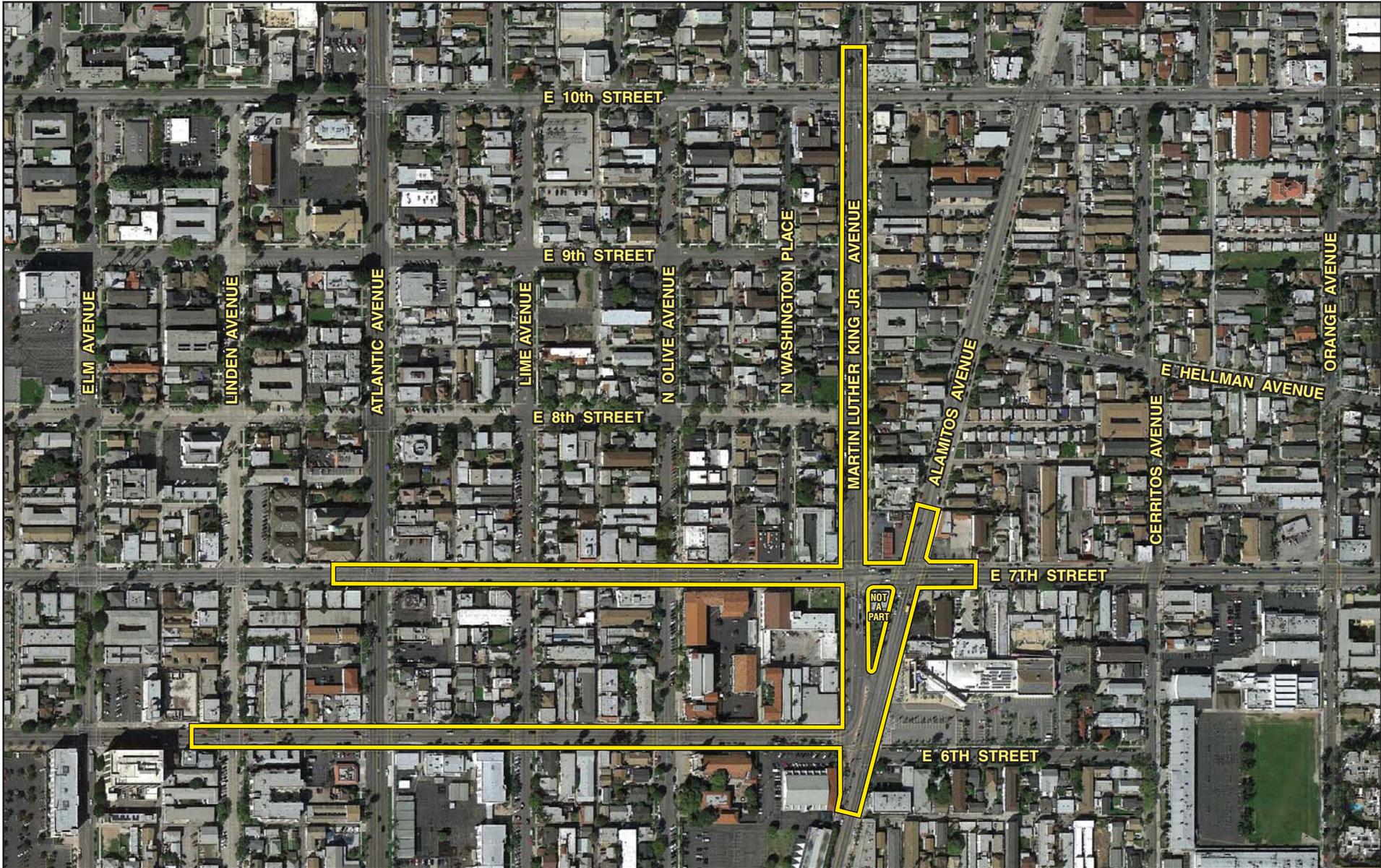
depicted in Table 2 and Table 4, implementation of the proposed project would reduce congestion and generally improve LOS.

Comments/Explanation/Details (*attach additional sheets as necessary*)

The proposed project would not conflict with an applicable plan, policy, or regulation of an agency with jurisdiction over the project. The proposed project is also consistent with Southern California Association of Governments (SCAG) Federal Transportation Improvement Program (FTIP) (FTIP ID SGAG015) and is intended to meet the traffic needs in the area based on local land use plans.

Per the criteria under 40 CFR 93.123(b)(1), the proposed project does not qualify as project of local air quality concern (POAQC). The proposed project is not a new or expanded highway project that would have a significant number or increase in the number of diesel vehicles. Traffic volumes at and surrounding the intersection of Martin Luther King Jr. (MLK) Avenue and 7th Street are well below 125,000 vehicles daily and the percentage of trucks along these sections is one percent, which is below the national average of eight percent. The project also would not increase the percentage of heavy trucks in the study area. Therefore, implementation of the proposed project would not cause a significant increase of diesel vehicles (trucks).

Based on the information provided above, the proposed project would not introduce significant amounts of diesel truck traffic, would not generate additional diesel truck traffic above levels anticipated without implementation of the project, and is in compliance with the FTIP. Therefore, the project meets the Clean Air Act requirements and is not a project of air quality concern under 40 CFR 93.123(b)(1).



 - Project Boundary

NOT TO SCALE



11/13 • JN 132291

ALAMITOS PARK PROJECT
Project Site

Exhibit 1