

2003/2004 Annual Report

**Airport Advisory Commission
City of Long Beach**

January 20, 2005

Background

- **The purpose of this communication is to provide the Long Beach Mayor and Members of the City Council with a summary of the Airport Advisory Commission activities during the reporting period July 2003 – December 2004 (this year extended through the end of 2004 to accommodate the year long Commission effort to respond to the City Council’s “Terminal facilities” referral), and to provide recommendations regarding the Commission’s future operation pursuant to Section 2.18.090 (9) of the Long Beach Municipal Code.**

Commission Role

- **Pursuant to City Code, the role of the Airport Advisory Commission is generally to:**
 - **Consult with and advise the City Council in formulating City policies regarding the development and operation of the Long Beach Airport.**
 - **Study, analyze, for the purpose of evaluation and recommendation of policy, problems which have been referred to it by the City Council. This could include, among other topics, rates/fees, lease issues, and standards of service.**

Officers and Meetings

- **During the 7/03 – 12/04 reporting period, Officers were:**
 - Ron Salk (Chair 7/03-6/04)**
 - Alan Fox (Vice-Chair 7/03-6/04)**

(Ron Salk also Chaired the Terminal Improvements Study Committee 12/03-11/04)

 - Alan Fox (Chair 7/04-Current)**
 - Ron Salk (Vice-Chair 7/04-Current)**

- **Seventeen regular Commission meetings, fifteen Terminal/EIR Study Committee meetings, and one special meeting regarding Douglas Park were held, with two at the Long Beach Marriott Hotel, one at the Petroleum Club, and fifteen meetings at the Long Beach Energy Department Auditorium.**

- **All meetings were duly noticed and open to the public.**

Attendance

- The Commissioner attendance for the reporting period is as follows:
- Two Study Committee meetings held in January, February, May, and September

✓ =REGULAR ATTENDANCE A=ABSENT AE=ABSENT EXCUSED SC=STUDY COMMITTEE DP=DOUGLAS PARK

	J U L Y 2003	A U G	S E P T	O C T	N O V	D E C	J A N 15 th 29 th 2004	F E B 19 th 26 th	M A R	A P R	M A Y 20 th 27 th	J U N E
BRUCE ALTON	✓	✓	AE	✓	✓	✓ (SC)	✓ ✓ SC	✓ ✓ SC	✓ ✓ SC	✓ ✓ SC	✓ ✓ DP ✓ SC	✓ ✓ SC
BERNARD CLEVER	✓	✓	AE	✓	✓	✓ (SC)	✓ ✓ SC	✓ SC	✓ SC	✓ SC	✓ ✓ DP ✓ SC	✓ ✓ SC
ALAN FOX	✓	✓	✓	✓	✓	✓ (SC)	✓ ✓ SC	✓ ✓ SC	✓ ✓ SC	✓ ✓ SC	✓ ✓ DP ✓ SC	✓ ✓ SC
DOUGLAS HAUBERT	✓	✓	✓	✓	✓	✓ (SC)	✓ ✓ SC	✓ ✓ SC	✓ ✓ SC	✓ ✓ SC	✓ ✓ DP ✓ SC	✓ ✓ SC
BOB LUSKIN	✓	✓	✓	✓	✓	✓ (SC)	✓ ✓ SC	✓ ✓ SC	✓ ✓ SC	✓ ✓ SC	✓ ✓ DP ✓ SC	✓ ✓ SC
RON SALK	✓	✓	✓	✓	✓	✓ (SC)	✓ ✓ SC	✓ ✓ SC	✓ ✓ SC	✓ ✓ SC	✓ ✓ DP ✓ SC	✓ ✓ SC
CAROL SOCCIO	✓	✓	✓	✓	✓	✓ (SC)	✓ ✓ SC	✓ ✓ SC	✓ ✓ SC	✓ ✓ SC	✓ ✓ DP ✓ SC	✓ ✓ SC
DON TEMPLE	✓	✓	✓	✓	✓	✓ (SC)	✓ ✓ SC	✓ ✓ SC	✓ ✓ SC	✓ ✓ SC	✓ ✓ DP ✓ SC	✓ ✓ SC
DEBORAH VEADY	✓	✓	AE	✓	✓	✓ (SC)	✓ ✓ SC	✓ ✓ SC	✓ ✓ SC	✓ ✓ SC	✓ ✓ DP ✓ SC	✓ ✓ SC

Attendance

- The Commissioner attendance for the reporting period is as follows:
- There were two meetings held in January, February, May, and September

✓ =REGULAR ATTENDANCE A=ABSENT AE=ABSENT EXCUSED SC=STUDY COMMITTEE DP=DOUGLAS PARK

	J U L Y 2004	A U G	S E P T 16TH	S E P T 30TH	O C T	N O V	D E C						
BRUCE ALTON	✓ ✓ SC	AE	✓ ✓ SC	✓ ✓ SC	✓ ✓ SC	✓ ✓ SC	D						
BERNARD CLEVER	✓ ✓ SC	✓	✓ ✓ SC	AE	✓ ✓ SC	AE							
ALAN FOX	✓ ✓ SC	✓	✓ ✓ SC	✓ ✓ SC	✓ ✓ SC	AE	A						
DOUGLAS HAUBERT	✓ ✓ SC	✓	✓ ✓ SC	✓ ✓ SC	✓ ✓ SC	AE							
BOB LUSKIN	✓ ✓ SC	✓	✓ ✓ SC	✓ ✓ SC	✓ ✓ SC	✓ ✓ SC	R						
RON SALK	✓ ✓ SC	AE	✓ ✓ SC	✓ ✓ SC	✓ ✓ SC	✓ ✓ SC							
CAROL SOCCIO	✓ ✓ SC	✓	✓ ✓ SC	✓ ✓ SC	✓ ✓ SC	✓ ✓ SC	K						
DON TEMPLE	✓ ✓ SC	✓	✓ ✓ SC	✓ ✓ SC	✓ ✓ SC	✓ ✓ SC							
DEBORAH VEADY	✓ ✓ SC	✓	✓ ✓ SC	AE	✓ ✓ SC	✓ ✓ SC							

Significant Efforts and Actions July 2003/December 2004

- **The Commission reviewed and provided input to the Airport's 2004 Business Plan Focus Elements.**
- **The Commissioners filed Statements of Economic Interest required under law.**
- **The Commission received non-confidential City Attorney briefings on the provisions of the Brown Act, and avoiding legal conflicts of interest under California Political Reform Act.**

Significant Efforts and Actions July 2003/December 2004 (Cont)

- **The Commission monitored land use issues such as Boeing's Douglas Park, and reviewed Douglas Park reports and staff presentations regarding concept development status, EIR development, and attended a variety of neighborhood meetings focused on or including land use issues such as Douglas Park. Included in this effort was a special meeting devoted to Douglas Park issues, on May 27, 2004.**
- **The Commission adopted a position regarding the Douglas Park project, which was to support the project with the exception of the residential component, and forwarded that recommendation to the City Council and Planning Commission.**
- **The Commission received reports and briefings regarding leasing/property management issues, including Parcels J and X.**

Significant Efforts and Actions July 2003/December 2004 (Cont)

- **The Commission received briefings on the Airport's runway safety initiatives including the joint Final Approach Runway Occupancy Signal (FAROS) effort with the FAA.**
- **The Commission received updates from staff and TSA regarding airport security dynamics and protocols.**
- **The Commission received a City budget briefing by Assistant City Manager Chris Shippey, and a "Voice Your Choice II" presentation by City Manager's representative Desiree Gooch.**
- **The Commission was given updates regarding the Skylinks Golf Course renovation by Parks, Recreation, and Marine staff, in anticipation of being able to hold Commission meetings in Skylinks facilities during 2005.**

Significant Efforts and Actions July 2003/December 2004 (Cont)

- **The Commission kept current on the Runway 12/30 Rehabilitation Project status and public outreach efforts.**
- **The Commission made efforts to review existing internal operating protocols.**
- **The Commission was briefed on airline flight slot dynamics, and reviewed the two annual airline noise budget reports which were presented to the City Council during the reporting period.**
- **The Commission received several briefings on preparation for the Aircraft Owners and Pilots Association "AOPA EXPO 2004" event, which took place in October of 2004, and several Commissioners attended the event.**

Significant Efforts and Actions July 2003/December 2004 (Cont)

- **The Commission received briefings on the Terminal Concession RFQ process and results.**
- **The Commission was briefed and received status updates on the proposed SkyTrak flight track monitoring system.**
- **The Commission continued its liaison efforts with the Airport tenant/user based Aviation Noise Abatement Committee.**

Significant Efforts and Actions July 2003/December 2004 (Cont)

- **By Long Beach City Council action on October 21, 2003, the Airport Advisory Commission was asked to give due consideration to what Long Beach Airport terminal facilities should be provided, if any, to accommodate permitted activity levels, and to the scope of any EIR which would be conducted concerning such improvements, and what studies outside of the EIR process should be conducted, if any, to identify Airport impacts on the community.**

The Airport Advisory Commission (AAC) took this very seriously. The AAC met 15 times as a "Study Committee" of the whole Commission, engaged in approximately 50 hours of discussion and taking of testimony, which resulted in over 250 pages of detailed minutes, and were made available to the community in hard copy and on the Airport's website. The Study Committee meetings were in addition to the regular monthly meetings of the AAC.

The Commission's final action in fulfillment of this referral was at the November 18, 2004 meeting, and the Commission's formal response was transmitted to the Mayor and City Council by letter dated December 15, 2004, which is included as an appendix to this Annual Report.

Recommendations for the Future

- **Your Airport Advisory Commission appreciates the opportunity to serve the citizens of Long Beach. The Airport is an important part of Long Beach, from both an historic standpoint and also the current and future air transportation of its residents and accompanying economic benefits to the City. It is also important that the Airport maintain its compatibility with the surrounding community, in fulfillment of the City's 2010 Strategic Plan. The Commission sees ongoing benefits from its continuing involvement in fulfillment of its mission as prescribed by City Code.**
- **As it has in the past, the Commission will continue to interface with the Mayor and Councilmembers, to share its views and what it has learned. We encourage your Honorable Mayor and City Council to rely on our resources of knowledge and inter-organizational contacts, through formal and informal referral of issues.**

Recommendations for the Future (continued)

- **The Commission looks forward to working with the City and its representatives over the coming year(s), and hopes to continue to actively engage the public through our outreach efforts, including Airport users on issues such as minimum standards, land use/development requirements, environmental regulations, and special events.**
- **2010 Strategic Plan Airport components, including regional aviation issues and Airport strategic land use planning, should require active monitoring and review, and probable Commission involvement in the future.**
- **The Commission suggested, as part of its recommendations regarding Terminal facilities and related studies, that the Commission be provided with follow-up responsibilities in the areas of 1) development of a phasing plan for commuter airline-related improvements, and 2) review of Terminal facilities improvements, in conjunction with the Cultural Heritage Commission, to ensure that improvements are in keeping with the Airport's unique history and architecture. The Commission looks forward to working with the City Council in this regard.**

Costs/Staff Support

- **Out of pocket costs incurred by the Airport Enterprise Fund for Commission support are limited to those expended for refreshments at scheduled public meetings, an amount estimated to be \$1,100 for the calendar year.**

- **Staff from the Airport Bureau who regularly attended Commission meetings during this period were:**
 - **Chris Kunze, Airport Manager**
 - **Dottie Jones, Airport Secretary**
 - **Lonnie Mitchell, Operations Officer**
 - **Sharon Diggs-Jackson, Public Affairs Officer**
 - **Christine Edwards, Special Projects**
 - **Ken Ashmore, Operations Specialist**
 - **Dennis Rambeau, Operations Specialist**

**Appendix
to
Airport Advisory Commission
2003/2004
Annual Report**

**Memo to the Mayor and Members of the City
Council "Airport Terminal Facilities Referral to
Airport Advisory Commission" (See Attached)**



Date: December 15, 2004
To: *RM* Gerald R. Miller, City Manager
From: *CAF* Christine F. Andersen, Director of Public Works
For: Mayor and Members of the City Council
Subject: Airport Terminal Facilities Referral to Airport Advisory Commission

The Airport Advisory Commission (AAC) at their November 18, 2004 meeting, completed recommendations to the City Council regarding items referred to them on October 21, 2003. The items referred to them, by the City Council, for generation of recommendations back to the City Council were:

1. For purposes of conducting an Environmental Impact Report (EIR), what additional terminal facilities should be provided, if any, to accommodate permitted activity levels?
2. What should be the scope of the EIR, which would be conducted concerning such potential improvements?
3. What studies outside of the terminal facilities EIR should be conducted to identify airport and other impacts on the community?

The attached transmittal document from the AAC Chair Alan Fox and the AAC Terminal Facilities Study Committee Chair Ron Salk contains the Commission's recommendations regarding the three issues noted above.

It is our intent to work with the Commission and Study Committee Chairs to facilitate a formal presentation of these recommendations by way of a City Council Study Session at 2:00 p.m., on Tuesday, January 4, 2005. As a follow-up action item, we intend to request City Council's authorization on February 1, 2005, to proceed with a Terminal facilities EIR, based on the Commission's recommended project and their additional downsized alternatives.

If you have any questions regarding this item, please contact me at extension 6643 or Airport Manager Chris Kunze at extension 2605.

CFS:CK:lc
P:\ccmem\fy04-05\mayor\Transmittal AAC recommendations1215

Attachment



CITY OF LONG BEACH
CITY HALL
LONG BEACH, CALIFORNIA

December 15, 2004

HONORABLE MAYOR AND CITY COUNCIL
CITY OF LONG BEACH
CALIFORNIA

SUBJECT: Airport Terminal Facilities Referral to Airport Advisory Commission

By Long Beach City Council action on October 21, 2003, the Airport Advisory Commission was asked to give due consideration to what Long Beach Airport terminal facilities should be provided, if any, to accommodate permitted activity levels, and to the scope of any EIR which would be conducted concerning such improvements, and what studies outside of the EIR process should be conducted, if any, to identify Airport impacts on the community

The Airport Advisory Commission (AAC) took this very seriously. The AAC met 15 times as a "Study Committee" of the whole Commission, engaged in approximately 50 hours of discussion and taking of testimony, which resulted in over 250 pages of detailed minutes, and were made available to the community in hard copy and on the Airport's website. The Study Committee meetings were in addition to the regular monthly meetings of the AAC.

The Commission has developed and approved recommendations, for your Council's consideration, on the three matters which were requested:

Issue #1 Identification of proposed terminal improvements project for the purpose of conducting an EIR

Action/Recommendation to City Council (September 16, 2004, vote 6-3):

"Authorize the Chair to transmit the following terminal facilities project scope recommendations to the City Council for purposes of conducting an EIR only. The scope of the terminal improvements proposed project for EIR purposes should be the recommended proposed passenger terminal improvements presented to the Commission at the June 17, 2004 meeting. It is recommended that a phase-in plan for commuter airline related facilities be developed, and that the Commission be tasked to generate a recommended protocol for aligning commuter slot allocation with available capacity. The actual design of terminal improvements is critical to ensuring facilities that are in keeping with the Airport's unique history and architecture, and as such, it is recommended that the Airport Advisory Commission and the Cultural Heritage

HONORABLE MAYOR AND CITY COUNCIL

December 15, 2004

Page 2

Commission jointly establish a design review and input process which allows for timely progress, while at the same time results in a product of which the Long Beach community can be proud".

The recommended terminal facilities project scope for EIR purposes is detailed in the attachment, along with the Guiding Principles, which are a part of the project scope recommendations.

Issue #2 Scope of the EIR for review of the proposed terminal improvements project

Action/Recommendation to City Council (September 30, 2004, vote 7-0 [2 absent]):

"The Airport Advisory Commission recommend to the City Council that the Environmental Impact Report (EIR) prepared in connection with the proposed terminal enhancement project include a prospective comprehensive human health risk assessment that would study and report on project related health risks associated with the facility expansion, including the health risks associated with the possible addition of the twenty-five (25) available commuter slots as well as a reasonable number of additional flights potentially available as supplemental air carrier slots".

Issue #3 Other studies which should be conducted, if any, other than the terminal facilities EIR

Action/Recommendation to City Council (October 21, 2004, vote 6-2 [1 absent]):

"Support the following efforts:

1. moving forward with a citywide retrospective human health risk assessment information compilation currently being undertaken by the Department of Health & Human Services,
2. moving forward with an Airport related human health risk assessment, as will be made available as part of the Douglas Park project,
3. moving forward with an Airport related residential real estate value analysis,
4. moving forward with an Airport economic impact analysis."

In addition, on November 18, 2004, by a vote of 6-1 (2 absent), the following "Defining Memorandum" was approved, to support and give further content definition to the October 21st recommendation:

"The Long Beach Airport Advisory Commission further recommends to the City Council, in addition to the substance of the previously described vote and accompanying recommendations, that a full, citywide health risk assessment be performed separate and apart from and in addition to the human health risk assessment being recommended as part of the environmental impact report connected with the proposed

HONORABLE MAYOR AND CITY COUNCIL

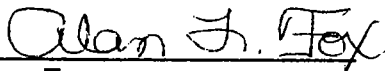
December 15, 2004

Page 3

terminal improvements. It is the Commission's belief, especially in light of the presentations, remarks, and community input provided to the Commission over the past eleven months, that a full, prospective, citywide health risk assessment is needed and should be undertaken at the present time. Such assessment should include the cumulative environmental impact of the Port of Long Beach, adjacent freeways including the 710 freeway, the Airport, and local industry, among other components of the City, on the health of the City's residents, should indicate both citywide and also local and district/neighborhood impacts where appropriate, and should give consideration to the results of the currently in-process collection of human health risk data by the City's Department of Health and Human Services."

The Airport Advisory Commission appreciates the opportunity to be of support to the City Council and citizens of Long Beach. We appreciate the efforts of all the participants in this process over the past year, and sincerely hope that the City Council will adopt and move forward expeditiously with the recommendations contained herein.

Yours truly,



Alan Fox
Chair
Airport Advisory Commission



Ron Salk
Chair
Airport Terminal Facilities Study Committee
Airport Advisory Commission

AF:RS:dcj
P:\ccltrs\fy0405\Dec\AAC Referral to CC

Attachment

**RECOMMENDED
LONG BEACH AIRPORT
TERMINAL IMPROVEMENTS**

JUNE 17, 2004

Table of Contents

- ❖ Introduction
- ❖ Guiding Principles
- ❖ Recommended Passenger Security and Support Facilities
- ❖ Recommended Passenger Amenities
- ❖ Recommended Passenger Processing Facilities
- ❖ Recommended Aircraft Accommodation Capacity
- ❖ Recommended Public and Employee Parking Facilities
- ❖ Airport Advisory Commission Recommended Actions

Introduction

By Long Beach City Council action on October 21, 2003, as part of agenda item #24, the Airport Advisory Commission was asked to give due consideration to what Long Beach Airport terminal facilities should be provided, if any, to accommodate permitted activity levels, and to the scope of any EIR which would be conducted concerning such improvements, and what studies outside of the EIR process should be conducted, if any, to identify Airport impacts on the community.

Your Commission is to be commended for the depth and breadth of consideration since receipt of this request by the City Council. Ten public meetings have been held, specifically to gather input from all perspectives, totaling approximately 28 hours of meeting time, and generating over 180 pages of detailed minutes for use by the Commission and public.

The following report and recommendations are meant to provide your Commission with City staff recommendations regarding necessary terminal facilities. These recommendations give consideration to the testimony provided during the meetings to-date, and also weigh heavily on the recommendations of the City's consultant HNTB, which applied recognized industry standards to the various terminal functional areas, and in some cases recommended less than the standard based on the Airport's efficiencies and lack of available space (see HNTB Passenger Activity Forecast, Facility Requirements Analysis, and Consultant Recommendations, May 14, 2004). The first section of this report covers "Guiding Principles", which form the basis for specific facility recommendations, and which reflect the input of many individuals and organizations, to which thanks are given for their time and points of view.

This report and recommendations is aimed solely at terminal facility needs, and it is recognized that your Commission will still need to address EIR and other studies scope(s) at future meetings.

Guiding Principles

- These guiding principles are only meant to apply to terminal facility sizing. Following policy direction regarding project sizing, and appropriate environmental review, design efforts will determine specific cost efficient layout, and a layout which conforms to these guiding principles.
- Staff recommended terminal improvements are meant to reasonably accommodate 41 commercial airline and 25 commuter airline flights, as permitted by the City's Airport Noise compatibility Ordinance, based on accepted industry design guidelines, and downsized where necessary based on the lack of available area.
- Staff recommended terminal improvements are meant to support the direction in the City's 2010 Strategic Plan:
 1. "Expand Long Beach Airport business opportunities, but only within existing noise ordinances" (Goal 3: Balance business growth and neighborhood needs).
 2. "Develop a strategy for land use at the Airport that maximizes the economic return to the community" (Goal 1: Encourage business development based on our strengths).
- Staff recommended terminal improvements are designed to:
 1. Be perceived as a gateway to Long Beach.
 2. Be perceived by the community in general as an asset of which they are proud.
 3. Supportive of protecting the close-in neighborhood's environment, by appropriately sizing of the facilities.
 4. Be supportive of and add to the defensibility of the City's Airport access and noise control protocols, through reasonable accommodation of permitted activity.

Guiding Principles (con't)

- Base security and related facility sizing on industry standards, where applicable.
- Circulation and concessions space will be designed, and measures taken (e.g. possible mitigation measure stipulations, City Council resolutions, approval qualifications, modification to Airport Rules & Regulations, etc.), so that such space is not converted to departure lounge area.
- Other than airline, TSA, and Airport operations offices specifically requiring direct access to the airline aircraft parking ramp as an integral and necessary part of their function, all new office area provided as part of the Terminal Improvements shall be separated from the airline parking ramp.
- Terminal capacity is most directly governed by “enplanement/deplanement usable” aircraft parking positions. As such, parking positions will be limited to 16, which accommodates no more than the peak hour forecast arrivals/departures plus one spare aircraft (existing JetBlue, which is used effectively to mitigate late departures), and plus one position for off-schedule arrivals/departures.
- Holdroom, gate and aircraft parking positions addressing the 945,876 forecast commuter passengers (22% of total) will be phased, and not made available until commuter slots are allocated (protocol to be established).
- Improvements will only be constructed given a financial plan providing for full amortization of investment with no GP Fund impact.
- Any facilities, which are provided over and above existing permanent facilities, will in all appropriate circumstances be themed to trade on LGB and the City’s history, and create an ambiance of which the community will be proud.

Guiding Principles (con't)

- During the actual design phase of any facilities, public input should be encouraged – especially regarding historical architectural conformity/theming – and as such it is recommended that the Airport Advisory Commission work with the Cultural Heritage Commission and staff to develop such a review and protocol.
- Terminal area vehicular parking should be sized to accommodate airline and commuter passenger and Terminal area employee and business needs, so that the current and future need for off-site parking for these uses, in neighboring areas, is mitigated. On-site parking enhances air quality, reduces neighborhood impacts and maximizes revenue to the Airport Enterprise Fund.

Passenger Security and Support Facilities

Security

Since 9/11 and resulting federal takeover of passenger and baggage screening functions, space resources allocated to these functions has been a significant issue at all commercial airports. TSA has installed an "interim solution" at LGB. The baggage screening is currently weather protected by tents, and operates very labor intensive machinery, which ultimately will be replaced by more efficient, mechanized alternatives requiring weatherproof structures. Passenger screening operations are required to use portions of passenger holdrooms because of inadequate security screening and queuing area.

Staff recommendations for this functional area are based on HNTB recommendations, which use TSA existing standards as a basis.

Office

Office space needs were defined by HNTB based on industry standards for similar activity airports. Current terminal office facilities are severely constrained due to the existing historical Terminal building space limitations. JetBlue Airways, American Airlines, and TSA rely on a combination of off-site and modular structures to provide significant portions of their office space. Airport Bureau security/operations staff is currently reviewing the potential of using the unused, original control tower on top of the terminal building, to accommodate some of the multi-agency security needs of today, which are seriously disadvantaged today based on very inadequate areas for their functions (see Appendix 1 for delineation of office space functions).

Staff recommendations support those of HNTB, however, also take into consideration the concern of some, that office space which is not required to have direct air carrier ramp access, be provided in a location which does not permit it to be converted in the future to airline passenger processing uses.

Restrooms (non-secure)

The current "pre-screening" restroom availability is way under standard according to industry norms, and is heavily utilized by TSA, airline, ground transportation providers, and other staff. Staff recommended area is based on HNTB recommendations.

Passenger Amenities

Concession Facilities

Although an upstairs restaurant and downstairs terminal gift and snack shop currently exist, overloaded downstairs facilities often seriously impact passenger circulation, and the “post-security screening” concession facilities are no more than portable kiosks with very limited offerings, due to space constraints within the two rented modular holdroom structures. HNTB recommendations, which staff supports, are based on industry standards, and give consideration to the fact that LGB has the greatest average stage length of any airport of its size in the mainland U.S. (average trip length exceeds 1,500 miles – see Appendix 2). Because of this, there is a strong demand for post-screening substantive food/beverage offerings, especially given the lack of full service offerings on-board airline flights at LGB and industry-wide.

Passenger Processing

(Exclusive of Security)

Holdrooms

Primary components of holdrooms are departure lounges (seating areas), circulation, and restrooms. HNTB's recommendations identified circulation requirements, which are necessary for passenger movement not only to gates but also when deplaning arriving aircraft. Based on size constraints of current rented modular structures, adequate circulation has not been delineated and maintained. HNTB's recommendations also identified industry standard restroom capacity, which is currently undersized within the holdrooms, especially given the long average haul length of arriving flights and resultant passenger needs/priorities upon arrival.

Circulation and restroom needs aside, HNTB's recommended holdroom sizing provides for basically the same area per passenger as exists today (see Appendix 3), when applied to the forecast scenario. As such, staff concurs with HNTB recommendations for holdroom area. However, given concerns expressed during presentations about capacity versus existing demand, staff recommends building the commuter passenger related capacity (~22%) only after some appropriate (to be determined) level of commuter demand has been actualized, in other words, a phased development (see Appendix 4).

Ticketing

Airline ticketing space at LGB does not meet standard industry guidelines. During departure peaks, significant public dwelling and circulation problems exist, without the 22% forecast commuter increment.

HNTB's recommendations do not achieve industry standards, given the realities of the current terminal building physical constraints. Staff supports these recommendations however, given the airlines' current and future projected use of electronic ticketing, given the potential to convert some additional in-terminal areas (e.g., existing gift shop area) into ticketing functions, and also given the potential to locate some ticketing functions within new proposed facilities.

Passenger Processing

(Exclusive of Security)
(Con't)

Opportunities to relocate ticketing facility needs by using areas other than the current central ticket lobby should be examined, in order to explore the possibility of recovering certain historical mosaic tile centerpieces adjacent to and under existing ticket counter areas and other historic features, while at the same time relieving ticketing area congestion.

Baggage Claim & Baggage Claim Service Office

Staff recommends using industry standards, as identified by HNTB, for the peak month, average day forecast utilizing expected aircraft types and load factors. It should be noted that LGB's very high average flight stage length tends to generate passengers with greater than average baggage requirements, which could yield some baggage claim lineal footage deficiencies during peak arrival times.

Aircraft Gates

HNTB's gate forecasts are based on peak month, average day, peak hour demand for 41 commercial airline and 25 commuter flights. Staff supports this recommendation, however, would include the three commuter demand-derived gates in the phase 2 construction scope.

Aircraft Accommodation

Aircraft Parking Positions

HNTB recommends provision of 16 aircraft parking positions, versus the 10 currently available. 16 parking positions were available and used during the late 1980s and early 1990s when LGB last had 41 airline and some commuter flights. Based on the HNTB peak month, average day, peak hour forecast, the need for parking positions is identified as 10 for airline aircraft and 4 for commuter aircraft. One additional parking position is identified as necessary for JetBlue's existing spare (standby) aircraft which was positioned at LGB to help reduce late night, delayed departures, and a second additional parking position is identified as necessary to accommodate off-schedule flights, so as not to further delay late arrivals and departures. It is noted that LGB airlines have the best on-time record in the U.S. regarding arrivals and departures at Long Beach - primarily due to curfew requirements and the availability of stand-by aircraft - however, approximately 10% of all flights are more than 15 minutes off-schedule (see Appendix 5).

Based on these considerations, staff supports the HNTB recommendations. However, as with commuter related holdroom capacity, staff recommends that the 4 commuter aircraft parking positions be programmed for Phase 2.

Public and Employee Parking Facilities

Existing Parking Layout

	<u>Capacity</u>
Lot A – Enclosed Garage	1,045
Lot B – Short Term	65
Lot B – Long Term	313
Lot C – Long Term	601
Lot C – Employee	591
Lot D – (Remote-Mo. to Mo. Lease from Boeing)	2,104
Rental Car (Onsite)	216
TOTAL	4,935

Recommended Parking Layout

	<u>Capacity</u>
Lot A – Existing Enclosed Garage	
-Short Term	849
-Rental Car	227
Lot B – New Enclosed Garage	
-Accessible	50
-Employee	462
-Long Term	3,488
Lot C - Current On-grade parking (available for future development)	880
Lot D – New Short Term Metered Transit Center	330
TOTAL	6,286

Since the initial parking demand study by IPD, Inc., August of 2001, several factors have arisen which are contributing to increased future demand for parking:

- passenger demand forecast increment of 400,000 annual passengers, based on HNTB June, 2004 report.

Public and Employee Parking Facilities (Con't)

- Establishment of crew bases for JetBlue Airways and American Airlines, partially in response to the need to limit the number of late night delayed flights.
- Adjacent tenant MillionAir permitted to operate valet parking until the City has adequate capacity to have its own parking management company operate valet services. MillionAir valet capacity = 250 vehicles.
- Expressed need by car rentals for significantly more on-Airport space based on their growth and based on the excess vehicular travel necessary to shuttle vehicles from off-site locations.

This incremental identified demand will be satisfied as much as practicable within the 880 on-grade parking spaces in the Lot C area nearest to the Airport entrance at Lakewood Blvd. and Donald Douglas Drive. Future development of this site, then, would need to allocate structured space to accommodate whatever portion of the existing 880 vehicle capacity is needed for Terminal related uses, as well as whatever needs were created by the proposed new use, subject to necessary zoning and environmental reviews/approvals

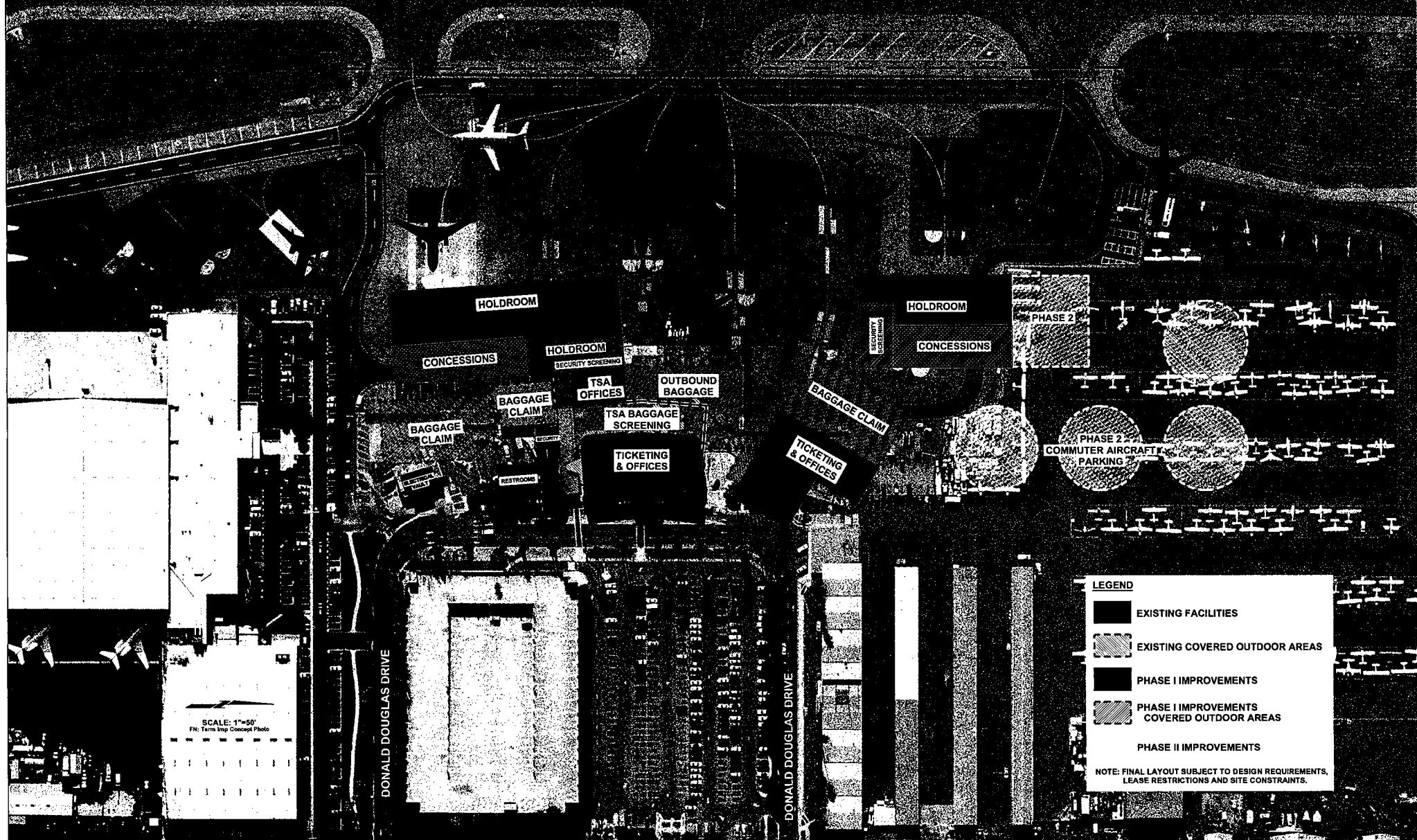
LONG BEACH AIRPORT
Passenger Terminal Improvement Recommendations
June 17, 2004

Description All figures in square foot-sq. ft. unless noted lineal-lin. ft.	Staff Recommendation				
	Current Total Facilities (temp & perm)	* Recommended Additional Facilities	Phase 1 Commercial Service	Phase 2 Commuter Service	Total Recommendation
Passenger Security Screening	5,900	4,100	10,000		10,000
Baggage Security Screening	5,000 (temporary)	10,000	10,000		10,000
Office Space					
TSA	(remote temp.) 3,600	13,500	13,500		13,500
Airlines (Ops. Offices)	(remote temp.) 2,000	10,000	10,000		10,000
Airport (offices and conference)		6,970	5,000		11,970
Total	12,570	28,500	35,470		35,470
Multi-purpose rooms	0	300	300		300
Restrooms (non-secure)	1,330	2,000	3,330		3,330 (note 5)
Subtotal Security Sq. Ft.	24,800				
Subtotal Permanent Only	14,200	44,900	59,100		59,100
Passenger Amenities					
Concession Areas Total	5,460	20,000	25,460		25,460
Passenger Processing					
Holdrooms					
Departure lounges	12,850	14,750	16,500	2,850	19,350 (note 1)
Circulation	4,350	8,500	8,190	1,410	9,600 (note 2)
Restrooms	2,450	3,200	3,600	400	4,000 (note 3)
Total	19,650 (includes 13,150 temp sq ft)	26,450	28,290	4,660	32,950
Ticketing Facilities					
Ticket counter area	1,250	680	1,594	336	1,930
Ticket counter queuing	1,400	1,400	2,320	480	2,800
Airline Ticket Office (ATO)	4,360	243	3,803	800	4,603
Circulation -- ticketing	1,400	4,100	4,540	960	5,500
Total	8,410	6,423	12,257	2,576	14,833
Baggage Service Office	0	900	900		900
Subtotal Passenger Sq. Ft.	28,060				
Subtotal Permanent Only	14,910	33,773	41,447	7,236	48,683
GRAND TOTAL SQ. FT.	58,320	98,673	126,007	7,236	133,243
Total Remaining Permanent	34,570	98,673			133,243
Baggage Claim Devices					
Passenger side	226 lin. ft.	510 lin. ft.	510 lin. ft.		510 lin. ft.
Airline loading side	180 lin. ft.	310 lin. ft.	310 lin. ft.		310 lin. ft.
Total (lin. ft. not included total)	406 lin. ft.	820 lin. ft.	820 lin. ft.		820 lin. ft. (note 4)
Aircraft Gates	8	11	8	3	11 (note 6)
Aircraft Parking Positions	10	16	12	4	16 (note 7)
Seating Accommodations					
On-Site	2,831				6,286
Off-Site	2,104				0
Total	4,935	1,251	1,251		6,286
* Includes replacement of existing temporary facilities.			Annual Commercial Passengers 3,309,287	Annual Commuter Passengers 946,870	Annual Total Passengers 4,256,157

Notes:

- Based on departure lounge sizes as follows: 2 B757 @ 2,250 sq. ft.; 5 A320 @ 2,050 sq. ft.; 1 B737-700 @ 1,750 sq. ft.; and 3 CRJ-700 @ 950 sq. ft.; minus 4,600 sq. ft. of existing holdroom building departure lounge.
- Based on a circulation corridor approximately 500 feet long with an average width of 20 feet, along one side of the departure lounges; minus 1,100 sq. ft. of existing holdroom building circulation area.
- Based on two sets of Men/Women restrooms, each set approximately 1,600 square feet including janitor closets and vestibules; these restrooms supplement the existing 800 sq. ft. of restrooms in the existing holdroom building.
- Based on a probable split baggage claim configuration (2 claim units on the south side and 2 claim units on the north side) rather than a consolidated baggage claim area (3 claim units on the south side) assumed in the calculated facility requirements.
- Based on two sets of Men/Women restrooms, each set approximately 1,000 square feet including janitor closets and vestibules; these supplement existing 1,300 sq. ft. of non-secure restrooms.
- Based on 2 B757-size positions; 6 A320 or B737-size positions; and 3 regional jet positions.
- Based on 4 B757-size positions; 8 A320 or B737-size positions; and 4 regional jet positions.

LONG BEACH



SCALE: 1"=50'
PH: Term Imp Concept Photo

LEGEND

- EXISTING FACILITIES
- EXISTING COVERED OUTDOOR AREAS
- PHASE I IMPROVEMENTS
- PHASE I IMPROVEMENTS COVERED OUTDOOR AREAS
- PHASE II IMPROVEMENTS

NOTE: FINAL LAYOUT SUBJECT TO DESIGN REQUIREMENTS, LEASE RESTRICTIONS AND SITE CONSTRAINTS.

CONCEPT ALTERNATIVE FOR TERMINAL IMPROVEMENTS