

the weekday AM peak hour. With implementation of MM 3.8-1, this impact would be reduced to less than significant.

- With the Optimized Flights scenario, there would be insufficient parking with the Proposed Project. With the implementation of the MM 3.8-2, this impact would be reduced to a level of less than significant.

4.3 DESCRIPTION OF ALTERNATIVES CARRIED FORWARD

As previously described in Section 2.0, Project Description, to facilitate the understanding of the reader, the alternatives analysis was presented in the body of the report. The Proposed Project and three alternatives (Alternatives A, B, and C) addressed in Section 3 provide the decisionmakers and public a range in the project intensity. As required by the CEQA Guidelines, one of the three alternatives is a No Project Alternative (Alternative C). This section of the EIR restates the descriptions of the three alternatives addressed in Section 3, documents an alternative that was considered but not carried forward (Alternative D), as well as identifies the environmentally superior alternative. A summary table of the alternatives (Alternatives A, B, and C), including Alternative D (Alternative not carried forward) is provided below in Table 4.3-1.

**TABLE 4.3-1
LONG BEACH AIRPORT PASSENGER TERMINAL IMPROVEMENTS
EIR ALTERNATIVES**

Description	Proposed Project	Alternative A (9/22/03 NOP)	Alternative B (Reduced Facilities)	Alternative C (No Project)	Alternative D ⁹
Holdrooms					
Permanent Space ¹	6,500 sf	6,500 sf	6,500 sf	6,500 sf	6,500 sf
Temporary Space ²	0 sf	0 sf	0 sf	13,150 sf	0 sf
Proposed Additional Space ³	21,171 sf	20,000 sf	17,580 sf	0 sf	0 sf
Subtotal	27,671 sf	26,500 sf	24,080 sf	19,650 sf	6,500 sf
Passenger Security Screening					
Existing	3,900 sf	3,900 sf	3,900 sf	3,900 sf	3,900 sf
Proposed Additional Space	7,000 sf	6,000 sf	5,600 sf	0 sf	0 sf
Subtotal	10,900 sf	9,900 sf	9,500 sf	3,900 sf	3,900 sf
Concession Area					
Permanent Space ¹	5,460 sf	5,460 sf	5,460 sf	5,460 sf	5,460 sf
Proposed Additional Space ³	9,541 sf	8,000 sf	6,400 sf	0 sf	0 sf
Subtotal	15,001 sf	13,460 sf	11,860 sf	5,460 sf	5,460 sf
Baggage Security Screening					
Baggage Security Screening	7,000 sf ⁴	7,000 sf ⁴	7,000 sf ⁴	5,000 sf	0 sf
Baggage Claim Devices					
Passenger Side	510 lf	380 lf	380 lf	226 lf	130 lf
Airline Loading Side	310 lf	250 lf	250 lf	180 lf	90 lf
Subtotal	820 lf	630 lf	630 lf	406 lf	220 lf
Baggage Service Office	900 sf	825 sf	825 sf	0 sf	0 sf
Multi-Purpose Rooms	300 sf	300 sf	300 sf	0 sf	0 sf
Subtotal	1,200 sf	1,125 sf	1,125 sf	0 sf	0 sf
Restrooms (non-secure)					
Permanent Space ¹	1,330 sf	1,330 sf	1,330 sf	1,330 sf	1,330 sf

TABLE 4.3-1 (Continued)
LONG BEACH AIRPORT PASSENGER TERMINAL IMPROVEMENTS
EIR ALTERNATIVES

Description	Proposed Project	Alternative A (9/22/03 NOP)	Alternative B (Reduced Facilities)	Alternative C (No Project)	Alternative D ⁹
Temporary Space ²	0 sf	0 sf	0 sf	0 sf	0 sf
Proposed Additional Space ³	2,000 sf	850 sf	850 sf	0 sf	0 sf
Subtotal	3,330 sf	2,180 sf	2,180 sf	1,330 sf	1,330 sf
Office Space					
TSA					
Temporary Space	3,600 sf	3,600 sf	3,600 sf	3,600 sf	0 sf
Proposed Additional Space	1,591 sf	1,400 sf	0 sf	0 sf	0 sf
Subtotal	5,191 sf	5,000 sf	3,600 sf	3,600 sf	0 sf
Airlines (Operations Offices)					
Permanent Space	2,000 sf	2,000 sf	2,000 sf	2,000 sf	2,000 sf
Temporary Space	0 sf	0 sf	0 sf	0 sf	0 sf
Proposed Additional Space	3,754 sf	5,000 sf	3,000 sf	0 sf	0 sf
Subtotal	5,754 sf	7,000 sf	5,000 sf	2,000 sf	2,000 sf
Airport (Office & Conference)					
Permanent Space	6,970 sf	6,970 sf	6,970 sf	6,970 sf	6,970 sf
Temporary Space	0 sf	0 sf	0 ⁶ sf	0 sf	0 sf
Proposed Additional Space	5,000 sf	10,000 sf	0 sf	0 sf	0 sf
Subtotal	11,970 sf	16,970 sf	6,970 sf	6,970 sf	6,970 sf
Subtotal for Office Space	22,915 sf	28,970 sf	15,570 sf	12,570 sf	8,970 sf
Ticketing Facilities					
Ticket Counter Area (Existing)	1,250 sf	1,250 sf	1,250 sf	1,250 sf	1,250 sf
Proposed Additional Space	680 sf	0 sf	0 sf	0 sf	0 sf
Subtotal	1,930 sf	1,250 sf	1,250 sf	1,250 sf	1,250 sf
Ticket Counter Queuing (Existing)	1,400 sf	1,400 sf	1,400 sf	1,400 sf	1,400 sf
Proposed Additional Space	1,400 sf	0 sf	0 sf	0 sf	0 sf
Subtotal	2,800 sf	1,400 sf	1,400 sf	1,400 sf	1,400 sf
Airline Ticket Office (Existing)	4,360 sf	4,360 sf	4,360 sf	4,360 sf	4,360 sf
Proposed Additional Space	243 sf	0 sf	0 sf	0 sf	0 sf
Subtotal	4,603 sf	4,360 sf	4,360 sf	4,360 sf	4,360 sf
Circulation - Ticketing (Existing)	1,400 sf	1,400 sf	1,400 sf	1,400 sf	1,400 sf
Proposed Additional Space	4,100 sf	0 sf	0 sf	0 sf	0 sf
Subtotal	5,500 sf	1,400 sf	1,400 sf	1,400 sf	1,400 sf
Subtotal for Ticketing Facilities	14,833 sf	8,410 sf	8,410 sf	8,410 sf	8,410 sf
Total	102,850 sf	97,545 sf	79,725 sf	56,320 sf	34,570 sf
Airline Gates and Parking Positions					
Airline Gates	11	11	11	8	8
Aircraft Parking Positions	12 to 14	12 to 14 ⁵	12 to 14	10	10
Vehicular Parking					
Permanent Non-Leased Spaces	2,835	2,835	2,835	2,835	2,835
Leased Spaces	0	0	0	0 ⁸	0

TABLE 4.3-1 (Continued)
LONG BEACH AIRPORT PASSENGER TERMINAL IMPROVEMENTS
EIR ALTERNATIVES

Description	Proposed Project	Alternative A (9/22/03 NOP)	Alternative B (Reduced Facilities)	Alternative C (No Project)	Alternative D ⁹
Proposed Additional Spaces	3,451 ⁷	3,451 ⁷	3,451 ⁷	0	0
Total	6,286	6,286	6,286	2,835	2,835
^{sf} square feet ^{lf} linear feet ¹ Permanent floor space in Airport Terminal Building and permanent 1984 holdroom building ² Temporary floor space in modulars ³ Temporary (modular) space would be replaced with permanent facilities ⁴ The February 8, 2005 City Council action reflected a range of square footage for these areas. The lower end is presented here. Up to 3,000 square feet may be added for a total of 10,000 square feet of new space. ⁵ The September 22, 2003 NOP identified 16 aircraft parking positions. This number was reduced to 12 to 14 by City Council action on February 8, 2005. ⁶ Subsequent to the approval of the alternatives definition by the City Council in February 2005, the Airport has leased office space from Million Air and there are plans to add an additional temporary trailer for security staff. ⁷ The existing leased spaces would be replaced with new parking structure. ⁸ The leases for the parking spaces are short-term leases. Current discussions with Boeing indicate that these spaces would not be available on a long-term basis. ⁹ Represents terminal area as it existed before modulars and parking capacity without leased spaces.					

4.3.1 ALTERNATIVE A

Facility Improvements

This alternative was based on the improvements proposed in the 2003 NOP, with minor modifications. Alternative A assumes the Airport terminal area would be a maximum of 97,545 square feet. The nature of the improvements would generally be the same as the Proposed Project. The distribution of the square footage by use is shown in Table 4.3-1. Compared to the Proposed Project, there are minor reductions in square footage in all except the following categories:

- Baggage security screening would be the same as the Proposed Project.
- No additional space is assumed for ticketing facilities.
- The amount of Airport office space is increased compared to the Proposed Project.

The 2003 NOP assumed 16 aircraft parking spaces. However, the City Council determined in February 2005 that no more than 14 aircraft parking spaces would be evaluated in the EIR; therefore, the 16 aircraft parking spaces presented in the 2003 NOP have been reduced to 14 spaces for evaluation in this EIR. Other aspects of the project, such as the number of gates, aircraft parking and vehicular parking would be the same for Alternative A as for the Proposed Project.

The features described for the Proposed Project, such as modification to the interior of the existing Airport Terminal Building, the relocation of general aviation aircraft to Parcel O, the LEED standards, and application of the Guiding Principles during project design would all apply to Alternative A.

Refer to Table 4.5-1 for a comparison of Alternative A impacts to the Proposed Project.