

~~R-22~~

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Date: February 1, 2005

To: Honorable Mayor and City Councilmembers

From: Patrick O'Donnell, 4<sup>th</sup> District Councilmember *POD*  
Rae Gabelich, 8<sup>th</sup> District Councilmember *RG*

Subject: **Neighborhood and Stakeholder Protection Plan**

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### Background

Our airport is unique and requires more than a standardized approach. A modernization plan for Long Beach Airport needs to not only address the size of the terminal, but also ways in which we can protect the integrity of our neighborhoods impacted most by airport operations, a plan to better protect our Noise Ordinance which limits the number of flights, opportunities to preserve the historical significance of the terminal and equally important, maintaining the transparency of this process in which the City Council, staff and the community have been working together and will continue to work.

In the spirit of a unique approach to a modernization plan for Long Beach Airport, we request Council to direct staff to prepare and deliver to Council:

#### A Neighborhood and Stakeholder Protection Plan

- A. A report from the City Attorney outlining all legal options available to protect and defend the City's Noise Ordinance as related to all current facilities and proposed modernization;
- B. Develop a policy that includes criteria and thresholds for mitigating impacts to schools, churches and homes that may include, but are not limited to, windows, sound proofing, air-conditioning or buy out programs;
- C. Agreements between the City and all existing and future air carriers and commuter flights that should the City decide to modernize Long Beach Airport, each will fund or participate in financing, all up front costs related to modernization of terminal facilities; and
- D. Production of rough elevations (overhead and ground views) and artist conceptual drawings that can be shared with the community within 30 days. The purpose of which would be to provide visuals for both the Council and the public to review – not for formal inclusion in the final EIR.

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**Recommended Council Action**

We move to direct staff to prepare and deliver to Council said Neighborhood and Stakeholder Protection Plan.



*City of Long Beach*  
*Working Together to Serve*

*Memorandum*  
*Councilmember*  
*Patrick O'Donnell*  
*4<sup>th</sup> District*


**R-22**

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Date: February 1, 2005

To: Honorable Mayor O'Neill and Councilmembers

Cc: Honorable Robert Shannon

From: Councilmember Patrick O'Donnell 

Subject: Feb. 1 Agenda Item No. 22 – Neighborhood and Stakeholder Protection Plan

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Pursuant to counsel I've received from City Attorney Bob Shannon regarding the Feb. 1 agenda item number 22 entitled "Neighborhood and Stakeholder Protection Plan," I respectfully request that you consider striking sub-item A from the original proposal:

"A report from the City Attorney outlining all legal options available to protect and defend the City's Noise Ordinance as related to all current facilities and proposed modernization."

Thank you for your consideration.

**City of Long Beach**  
**GUIDING PRINCIPLES FOR LONG BEACH AIRPORT**  
*(January 25, 2005)*

PURPOSE

The purpose of the Guiding Principles for Long Beach Airport is to provide elected officials, management and staff with guidelines for making future decisions.

1. ENVIRONMENT

Identify and minimize cumulative toxic pollutants and aircraft noise in neighborhoods and other affected areas.

2. PUBLIC INVOLVEMENT

Improve public involvement in Long Beach Airport operations and infrastructure projects that impact the community.

3. HEALTH

Identify and minimize the cumulative impacts from Long Beach Airport that adversely affect the health of our community.

4. SAFETY

Promote a safe facility that recognizes the inherent risks associated with locating an airport in an urban area.

5. LAND USE

Support an environment that attracts and retains airport related businesses that serve the traveling public and that is compatible with the needs of the surrounding community.

6. MITIGATION

Identify mitigation measures that address the negative impacts of the airport and airport related activities to surrounding communities including homes, schools and businesses.

7. FINANCIAL IMPACT

Financial plans for airport improvements should include appropriate contributions from airport users to minimize the City's exposure to a fluctuating industry.

8. LEGISLATION

Establish a community-government partnership by taking a proactive position on understanding, preserving, protecting and defending the city of Long Beach noise ordinance.

9. AIRPORT MARKETING EFFORTS

The Airport shall not actively engage in marketing efforts to fill any airline slots without specific policy direction.

10. AIRPORT IMPROVEMENTS

Ensure that any improvements to Long Beach Airport will preserve those neighborhoods negatively impacted by airport activity, protect the existing noise ordinance, support the financial self-sufficiency of the airport, and provide measurable economic benefits to the City, its residents and businesses, while protecting residents and local businesses.

Transportation and Infrastructure Committee Meeting  
May 31, 2005  
Neighborhood and Stakeholder Protection Plan

Long Beach Alliance Comments

Thank you for giving me the opportunity to speak on behalf of the Long Beach Alliance. We all recognize the Long Beach Airport is critical to our cities economic strength and over the years we have been able to balance the economic benefits with our neighborhoods quality of life through our unique noise ordinance. An ordinance that is one of this nations strictest.

And with this unique right comes unique responsibilities and challenges – protecting the ordinance and maximizing our airport as an asset that provides economic benefit to the entire city. It is time our city proactively manage the airport and not apologize or be defensive of its role in the community.

That is what the airport improvement project is all about – striking the right balance between protecting those aspects about the current operation that we value, including the restrictions on the number of daily flights, while also making sure that our airport is safe, secure, convenient and a comfortable point of travel.

It is within this framework that the Alliance has chosen to address the four points in this committees agenda.

First, the request for a report from the City Attorney on legal options to defend the existing flight ordinance.

The Long Beach Alliance has stated repeatedly and emphatically that we are strongly supportive of our City's current noise

ordinance and thus we wonder from whom is the protection being sought. Why would valuable resources be wasted on defending something that, to our knowledge, is not under attack? We do not want and would not support the introduction of more flights into the Long Beach Airport beyond those permitted in the current ordinance.

Indeed, one of the primary reasons for the establishment of the Alliance was to combat the false impression among many members of the community that improving our airport would lead to more flights.

As Asst. City Attorney Mais noted in a Sept. 13, 2004 memo "the purpose of the proposed project is to accommodate the passengers who will come to the Long Beach Airport under the currently permitted flights...The project does not contemplate the creation of a new regulatory scheme."

It should be a cause for grave concern to this committee and the council that so many residents of our city have been led to believe otherwise when it is known to be simply false.

So while the Alliance supports the intent of the Council's directive to the City Attorney to explore avenues for further protecting our existing noise ordinance we believe that this should be coupled with a vigorous effort on the part of the Council to join us in finally recognizing that the improvements need to be completed and that this project does not threaten the ordinance.

It is up to the Council and all responsible civic leaders to help dispel these notions and to take a leadership role in balancing all of the stakeholders' interest.

Similarly, the Alliance is in full support of the principle behind item number two. We strongly believe that the interest of neighborhoods surrounding the airport must be protected and we

are supportive of any reasonable measure to attain this end as long as those measure do not threaten the integrity of the noise ordinance.

But again it is critical that the residents living in these areas clearly understand that these mitigation measures should no way be tied to the improvement of the commercial terminal.

It is up to all of us and this council to do everything we can to reach out to the entire city, and most importantly to the neighborhoods around the airport, to reassure residents that the improvement project will not mean more flights.

Regarding the third point-financing for the airport improvement-the Alliance position could not be clearer-we have always stated our belief that funding must come from the airport tenants and those that use the airport-and importantly, that the improvements not be funded using taxpayer money or through any new tax on city residents. We are supportive of a process through which the city enters into negotiations with the air carriers to work out the financing details and would encourage those alternatives to be discussed without delay.

In general principal we believe that it is critical for the City to work to establish a stronger relationship with our air carriers at our airport.

The Alliance is proud to count Jet Blue Airways as one of our members. We believe that JetBlues record of good corporate citizenship provides a solid foundation for moving forward in a spirit of partnership on the issue of funding, and on the entire airport improvement project.

Finally, the issue of an artist rendering of the proposed airport improvement.



We strongly support the development of this rendering to the extent that it can serve to allay many fears that have been generated over the past few months of acrimonious and often misleading rhetoric.

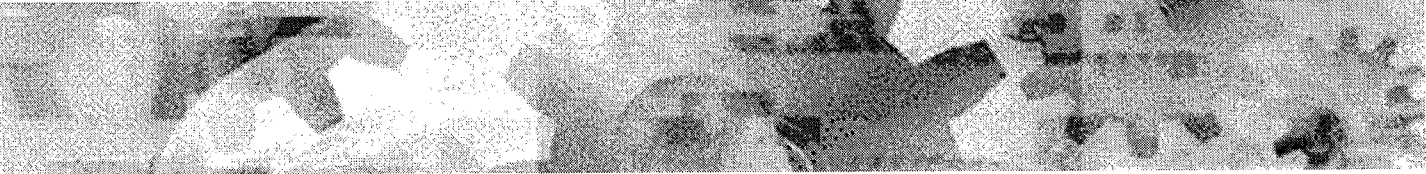
We are confident that once people have a chance to see with their own eyes what is envisioned-that this is not a plan to make our airport into LAX; that this is not a plan to destroy the historic look and feel of our airport; that this is not a plan to supersize anything-the residents of Long Beach will rally behind this project.

Given the importance we place on this artist rendering, we feel it is absolutely critical that the job be done right and we look forward to participating in that process.

While we recognize that this rendering will not have official status in the EIR, the fact remains that this will be peoples first opportunity to get a visual sense of what the improved airport will look like.

Therefore, we propose that the artist rendering should only proceed on the basis of input from all stakeholders, including the Airport Advisory Committee, The air carriers at the Long Beach Airport, as well as community leaders who have been actively engaged in this project.

It is our sincere hope that by working together in a collaborative spirit we can use this opportunity to crystallize a common vision for the future of the airport-and on the basis of that vision we can finally get past the rhetoric and move forward together as a united community toward the completion of this vital project.



**City of Long Beach  
Transportation &  
Infrastructure  
Committee Meeting**

**Tuesday, May 31, 2005  
4 p.m.**



# Purpose of Guiding Principles

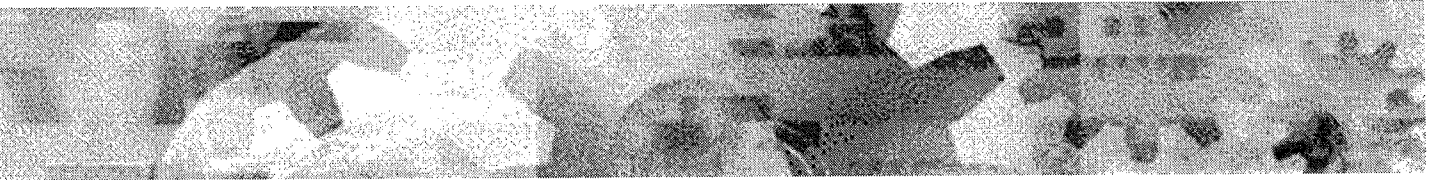
★ To provide elected officials, management and staff with a framework for making future decisions.

- ★ *Adopted by the Transportation & Infrastructure Committee on January 25, 2005*
- ★ *Adopted by the City Council on February 1, 2005*

# Guiding Principles

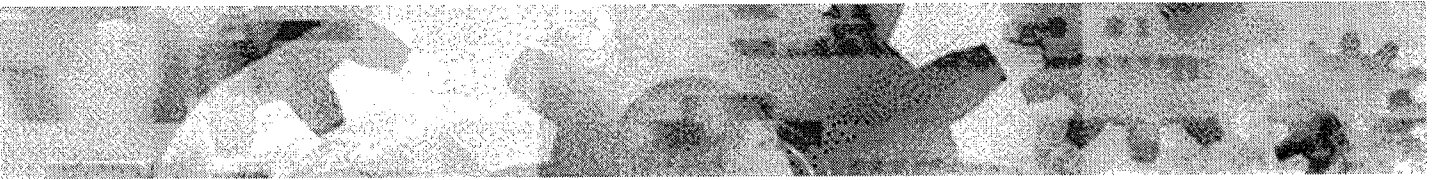
★ Environment: Identify and minimize cumulative exposure to toxic pollutants and aircraft noise in neighborhoods and other affected areas.

★ Public Involvement: Improve public involvement in Long Beach Airport operations and infrastructure projects that impact the community.



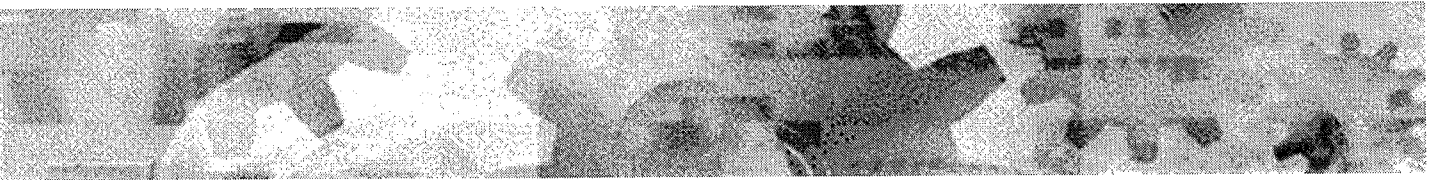
# Guiding Principles

- ✱ Health: Identify and minimize the cumulative impacts from Long Beach Airport that adversely affect the health of our community.
- ✱ Safety: Promote a safe facility that recognizes the inherent risks associated with locating an airport in an urban area.



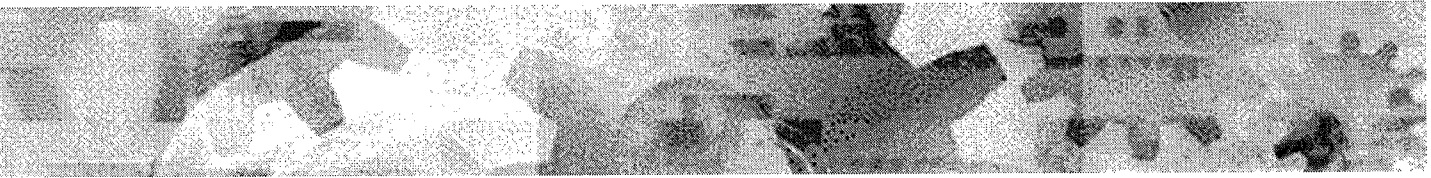
# Guiding Principles

- ✱ Land Use: Support an environment that attracts and retains airport related businesses that serve the traveling public and that is compatible with the needs of the surrounding community.
- ✱ Mitigation: Identify mitigation measures that address the negative impacts of the airport and airport related activities to surrounding communities, including homes, schools and businesses.



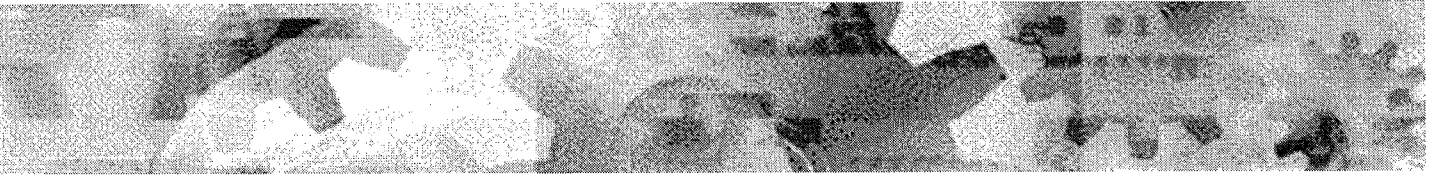
# Guiding Principles

- ✱ Financial Impact: Financial plans for airport improvements should include appropriate contributions from airport users to minimize the City's exposure to a fluctuating industry.  
Legislation: Establish a community - government partnership by taking a proactive position on understanding, preserving, protecting and defending the City of Long Beach noise ordinance.

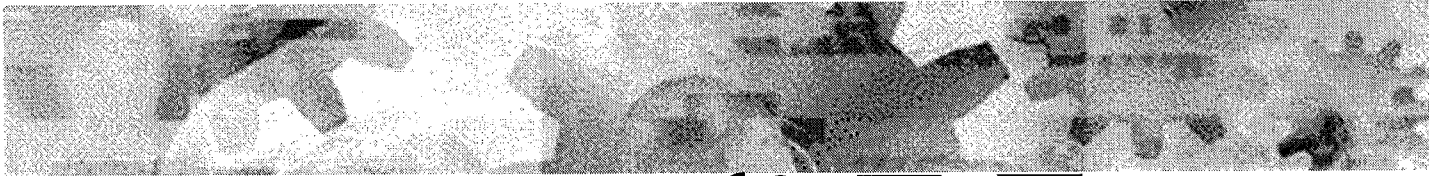


# Guiding Principles

- ✱ Airport Marketing Efforts: The Airport shall not actively engage in marketing efforts to fill any airline slots without specific policy direction.
- ✱ Airport Improvements: Ensure that any improvements to Long Beach Airport will preserve those neighborhoods negatively impacted by airport activity, protect the existing noise ordinance, support the financial self-sufficiency of the airport, and provide economic benefits to the City, its residents and businesses, while protecting residents and local businesses.







# **DISCUSSION:**

## **Neighborhood and Stakeholder Protection Plan**