



# CITY OF LONG BEACH

## DEPARTMENT OF PUBLIC WORKS

333 West Ocean Boulevard • Long Beach, CA 90802 • (562) 570-6383 • FAX (562) 570-6012

February 8, 2005

HONORABLE MAYOR AND CITY COUNCIL

City of Long Beach

California

**SUBJECT:** Approval of Scope of Environmental Impact Report for the Airport Terminal Facilities Project, and Approval of the First Amendment to Bon Terra's Contract for Preparation of the Environmental Impact Report (District 5)

### DISCUSSION

By City Council action on October 21, 2003, the Airport Advisory Commission (AAC) was asked to make a recommendation regarding: 1) what Long Beach Airport terminal facilities improvements should be provided, if any, to accommodate permitted flight activity levels, and 2) the scope of any Environmental Impact Report (EIR), which would be conducted concerning such improvements.

The AAC met 15 times as a "Study Committee" engaging in approximately 50 hours of discussion and taking of public testimony. This resulted in over 250 pages of detailed minutes, which were made available to the community in hard copy and on the Airport's website. Based on this information, the Study Committee developed and approved the following recommendations related to the scope of the EIR:

- The project scope for EIR purposes should consist of the three alternatives shown on Exhibit A (attached) as well as the "no-build alternative" (existing facilities with modulars).
- A phase-in plan for commuter airline related facilities should be developed and assumed in the EIR.
- In addition to the current proposed scope of work, the EIR should include a prospective comprehensive human health risk assessment that would study and report on project-related health risks associated with the facility improvements, 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.

**ADMINISTRATION,  
PLANNING & FACILITIES**  
333 W. Ocean Blvd., 9<sup>th</sup> Floor  
Long Beach, CA 90802  
Ph. (562) 570-6383  
Fax (562) 570-6012

**AIRPORT**  
4100 Donald Douglas Dr.  
Long Beach, CA 90808  
Ph. (562) 570-2600  
Fax (562) 570-2601

**ENGINEERING & STREET  
MAINTENANCE**  
333 W. Ocean Blvd., 9<sup>th</sup> Floor  
Long Beach, CA 90802  
Ph. (562) 570-6634  
Fax (562) 570-6012

**ENVIRONMENTAL  
SERVICES**  
2929 E. Willow Street  
Long Beach, CA 90806  
Ph. (562) 570-2850  
Fax (562) 570-2861

**FLEET SERVICES**  
2600 Temple Avenue  
Long Beach, CA 90806  
Ph. (562) 570-5400  
Fax (562) 570-5414

**TRAFFIC &  
TRANSPORTATION**  
333 W. Ocean Blvd., 10<sup>th</sup> Floor  
Long Beach, CA 90802  
Ph. (562) 570-6331  
Fax (562) 570-7161

The above recommendations were discussed in more detail at the November 9, 2004, and January 4, 2005, study sessions held by the City Council.

In addition the City Council considered at their meeting of February 1<sup>st</sup> the following project alternatives:

- "Alternative 2," as recommended by the AAC, totaling 102,980 square feet, modified to have a maximum of 10 aircraft gates and 12 aircraft parking positions. For EIR purposes only this would be defined as the "Proposed Project."
- The original staff recommendation from the September 2003 Notice of Preparation (NOP) document totaling 97,545 square feet (modified from February 1, 2005 meeting to reflect actual square footage of the original NOP) {Alternative A}.
- A staff generated alternative smaller than the NOP. Based on staff's analysis this would total 79,725 square feet (Alternative B).
- An alternative that makes the existing temporary facilities permanent for a total of 58,320 square feet. This would be defined as the "No Build" alternative in the EIR (modified from the February 1, 2005 meeting to conform with California Environmental Quality Act guidelines, which typically define the "No Build" option as the existing footprint).
- An alternative that would remove the temporary structures currently in use and restore the airport to a pre-2000 condition (Alternative C).

All of the above alternatives are shown on Exhibit B (attached) and labeled "February Council Proposal."

Staff recently met with the City's consultant, Bon Terra, to determine the changes in its current scope of work that would be required to meet the AAC's recommendations and/or the February 1<sup>st</sup> recommendations, and the costs associated with them. It was concluded that due to the change in the description of the proposed project, as well as the amount of time that has elapsed since the issuance of the original "Notice of Preparation" (NOP), the EIR process would need to start over completely, including the issuance of a new NOP and the scheduling of two additional scoping meetings. In addition, Bon Terra would add a new sub-consultant, CDM, who would be tasked with preparing the requested health risk assessment. CDM prepared the health risk assessment for the recent EIR work at both Oakland and Los Angeles airports. The original contract amount was for a not-to-exceed figure of \$400,000. The addition of the health risk assessment, as well as the need to reissue the NOP, conduct additional scoping meetings, and add additional alternatives, will increase Bon Terra's contract by \$375,000 for a total not-to-exceed amount of \$775,000.

Upon approval by the City Council, an NOP would be issued by the City allowing the public a period of 30 days to comment on the proposed scope of work. During this

period, two public scoping meetings will be held. With this input, a draft EIR document will be prepared by the consultant, which will include detailed studies of the identified potential environmental impacts for the proposed project and all alternatives, including the requested health risk assessment. It is anticipated that it will take six months to complete the required studies and draft EIR. The draft EIR will then be released for a 45-day public comment period. The consultant will prepare responses for all the comments received, and the EIR, together with the responses to comments, will be sent to the Planning Commission for certification. It is anticipated that this process will take an additional three months. If the EIR is certified and subsequently appealed, it will be brought before the City Council.

It should be noted that the EIR process is designed to ascertain the environmental impacts of a proposed project. In order to accomplish that task, some design development of the alternatives will be performed in conjunction with drafting the EIR document. For example, in order to determine potential visual impacts, especially as they may relate to the existing historical terminal building, some building elevations will need to be developed for each of the alternatives. This type of information would be made available when the draft EIR is released for public comment. Project design development beyond what is needed to identify the environmental impacts is generally not done as it can lead to the conclusion by the public that the project has been "pre-designed" by the agency prior to a determination of the environmental impacts and public input. Once the environmental impacts of a project have been determined and the EIR process concluded, the agency constructing the project (in this case the City Council) can make a final determination on a specific project and request that detailed plans be brought back on any size project similar to, or smaller than, those included in the EIR for consideration and approval.

This matter was reviewed by Assistant City Attorney Mike Mais on February 2, 2005, and by Budget Management Officer David Wodynski on January 24, 2005.

#### TIMING CONSIDERATIONS

City Council action on this matter is requested on February 8, 2005, to authorize commencement of the EIR for the Airport Terminal Facilities Project.

#### FISCAL IMPACT

The recommended amendment to Bon Terra's contract for preparation of the requested EIR will increase its current contract amount from \$400,000 to \$775,000. An appropriation increase will be required to provide sufficient funds to cover the EIR contract amendment in the Airport Enterprise Fund (EF 320) in the Department of Public Works (PW), and is requested in the recommended actions below.

IT IS RECOMMENDED THAT THE CITY COUNCIL:

- 1A) Authorize the City Manager to proceed with preparation of the Environmental Impact Report for the Airport Terminal Facilities Project as specified by the City Council;

or

- 1B) Authorize the City Manager to proceed with preparation of the Environmental Impact Report for the Airport Terminal Facilities Project as recommended by the Airport Advisory Commission;
- 2) Authorize the City Manager to execute the First Amendment to Agreement No. 28297 to amend the scope of work to include a health risk assessment, and increasing the "not-to-exceed amount" payable to Bon Terra for consulting services for preparation of the Environmental Impact Report for the Airport Terminal Facilities Project by \$375,000, for a total not-to-exceed amount of \$775,000.
- 3) Increase appropriations in the Airport Enterprise Fund (EF 320) and the Department of Public Works (PW) by \$375,000.

Respectfully submitted,



CHRISTINE F. ANDERSEN  
DIRECTOR OF PUBLIC WORKS

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Attachments

APPROVED:

  
  
GERALD R. MILLER  
CITY MANAGER