Kindly place this letter with written testimony file!
LW

7885 E. Garner Street
Long Beach, CA 90808
May 30, 2006

Long Beach City Council
c/o Jackie Kell, 5th District Councilperson
City of Long Beach
333 W. Ocean Boulevard
Long Beach, CA 90802

Dear Councilperson Kell,

The coming City Council consideration of the final EIR for the modernization of the Long Beach Airport Terminal is a critical matter for the entire City. Our airport is a significant asset for our City at large and demands a decision that considers all factors. The economic vitality of our city is at a critical crossroads with the loss of the Boeing 717 program and the looming loss of the C-17 program, too. But, the Douglas Park project offers a significant opportunity that demands very careful planning. The success of Douglas Park is very much tied to the vitality of the commercial airport operation. Long Beach has a tremendous opportunity with both of these projects coming together. We can not afford to "blow" the economic possibilities by failing to make decisions that benefit the entire community. The vocal Hush2 group does not represent the entire city and its narrow views are not shared by the community at large. Our Long Beach airport is vital to our community and its economic possibilities.

The Long Beach community worked together to gain the FAA accepted Noise Ordinance. The Noise Ordinance protects the homeowners most affected by the commercial aircraft. But, our airport is merely managed by the City; in reality, it is a Federal controlled operation. The City of Long Beach must be a good steward of the airport or the FAA may become disenchanted with our bumbling management. We recall when the local Tidelands Oil Properties were taken over by the State of California for reasons of poor City management. LBG could also be taken over by the FAA and its level of operation could be raised to that of the John Wayne Airport. We have heard people of authority say this to us. This would be a loss for all Long Beachers.

Community people that we speak with support the EIR and are troubled with the long-overdue modernization of our airport terminal and commercial airport operations. A reasonable person knows that with modernization comes more efficient, effective and environmentally sound practices. The modernization project must fulfill the "Spirit of the Noise Ordinance" by allowing the terminal to serve the permitted number of flights. We expect that you in your role as 5th District Councilperson will lead the Council to approve this project and its EIR. Afterall, our airport and the Douglas Park projects are in the 5th District. Finally, the well-being of the 5th District is tied to the well-being of the entire City.

Respectfully,

Loyd and Ginnie Wilcox

CITY OF LONG B
DEPARTMENT OF PLANNING & BUIL
333 W. Ocean Boulevard Long Beach, CA 90802 (562) 570-6

CH-2
Attachment #1

May 4, 2006

CHAIRMAN AND PLANNING COMMISSIONERS
City of Long Beach
California

SUBJECT: The Long Beach Terminal Area Improvement Project, Certification of Environmental Impact Report (State Clearinghouse No. 200309112), Resolution with a Statement of Overriding Considerations and Site Plan Review to allow the consolidation of existing uses at the existing Long Beach Airport terminal building and construction of a new parking structure. (Council District 5)

LOCATION: 4100 Donald Douglas Drive

APPLICANT: Chris Kunze, Airport Bureau Manager
City of Long Beach
4100 Donald Douglas Drive
Long Beach, CA 90808

RECOMMENDATION

1. Certify Environmental Impact Report FEIR 37-03 and Adopt a Resolution with a Statement of Overriding Considerations and Mitigation Monitoring Plan; and

2. Approve the Site Plan Review, Subject to Conditions.

REASONS FOR RECOMMENDATION

1. The project, as conditioned, is consistent with the intent of the Land Use Element of the General Plan by providing a design that can serve to save time and energy in transportation and communications, simplify and shorten transactions of goods and services, vitalize the site and give it more importance in the urban structure of the City; and

2. The proposed project, as designed, will maximize the safety and security of passengers, visitors and tenants by adhering to Transportation Security Administration, FAA, and all applicable State and local standards.

3. The proposed project, as conditioned, will maintain and enhance the current character of the Airport Terminal Building as a Long Beach Cultural Heritage Landmark by creating an environment in which the design of the new facilities respect the architectural/aesthetic character of the existing terminal.

BACKGROUND

The Long Beach Airport has been in existence since 1923. The existing terminal was built in 1941 and served approximately 25,000 annual commercial airline passengers. In 1984, a new concourse area and pre-boarding lounge were constructed immediately south of the existing terminal building. These improvements provided capacity for the level of passengers using the facility at that time, better accessibility for disabled patrons, improved mobility in the passenger screening process and improved ticketing and check-in processing of airport users.

Between August 2001 and 2004, the number of annual passengers increased from 600,000 to almost 3,000,000. The existing facilities were not designed to accommodate this increased level of usage. To assist with managing the growth, two temporary passenger holdrooms, temporary remote parking and a new baggage claim area were constructed.

The objective of the proposed project is to provide airport terminal facilities to adequately accommodate the minimum number of flights provided for in the Airport Noise Compatibility Ordinance (41 daily commercial carrier flights and 25 daily commuter flights) as well as the number of passengers served by those flights. To meet this objective, the project must provide for the following:

- Maximize safety and security of passengers, visitors and tenants by adhering to Transportation Security Administration, FAA, and all applicable State and local standards.

- Ensure that project sizing and design of the improvements is in keeping with the parameters of the adopted Airport Noise Compatibility Ordinance.

- Maintain and enhance the current character of the Airport Terminal Building as a Long Beach Cultural Heritage Landmark by creating an environment in which the design of the new facilities respect the architectural/aesthetic character of the existing terminal.

- Provide uncomplicated, operationally and energy-efficient, value-driven design within a plan that can be developed in incremental stages.

PROJECT DESCRIPTION

The proposed project consists primarily of the consolidation of existing uses into a terminal building with a total of 102,850 square feet and construction of a new 4,000 space parking structure. The total work scope will consist of a combination of new terminal facilities, new parking structure, adjacent satellite yard development, existing terminal optimization, existing parking structure modifications and new/existing paving/roadway reconstruction and modifications.

The following is a summary of the zoning, general plan and land uses around the site:

	ZONING	GENERAL PLAN	LAND USE
Project Site	PD-12, IG	LUD#7 – Mixed Uses	Airport Related
North	IG	LUD#7 – Mixed Uses	Airport Related
South	IG,PR	LUD#7 – Mixed Used	Airport Related, Freeway
East	P	LUD#11 – Open Space/Parks	Golf Course
West	IG	LUD#7- Mixed Uses	Airport Related

Facilities Improvements:

The proposed project provides improvements to the existing Airport Terminal and related facilities at the Airport in order to accommodate the level of activity at the Airport consistent with operational limitations of the Airport Noise Compatibility Ordinance and the 1995 Settlement agreement. Generally, those improvements include the following:

Holdrooms

Currently, the Airport holdrooms (or passenger waiting areas) are comprised of both the 1984 permanent holdroom and temporary modular structures. As part of the proposed project, the 13,150 square feet of temporary holdroom currently being provided through the use of modular buildings would be replaced with 21,171 square feet of new permanent floor space. This, combined with the existing approximately 6,500 square feet of permanent holdroom, would result in a total of 27,671 square feet of holdroom to accommodate the existing and projected passenger levels. This is a net increase of 8,021 square feet.

Passenger Security Screening

The security screening of passengers would be designed to meet the requirements of the Transportation Security Administration (TSA) for serving the passengers resulting from the minimum number of flights allowed by the Airport Noise Compatibility Ordinance. Currently, there is 3,900 square feet of passenger security screening area. With the proposed project, there would be an additional 7,000 square feet devoted to passenger security screening for a total of 10,900 square feet.

Concession Area

Expanded concession areas are proposed as an adjunct to the new holdroom area and in the baggage claim area/public circulation areas to serve the anticipated number of passengers. Currently, there are 5,460 square feet of concessions at the Airport. The proposed project would add an additional 9,541 square feet for this purpose. This would result in a total of approximately 15,000 square feet for concessions.

Baggage Security Screening

Currently, the Airport does not provide any structure for conducting baggage screening. Since 2003, it has been done under a canopy directly behind or west of the terminal building outside the south holdroom area. The TSA has indicated that this open-air situation is not sufficient because of the sensitivity of the equipment being used. The Proposed Project would provide a 7,000-square foot structure for security screening of baggage. This structure would house the explosive detection equipment and would include in-line baggage conveyors.

Baggage Claim Devices

The Airport has 226 linear feet of passenger side baggage claim devices and 180 linear feet for airline loading. The proposed baggage claim area would provide a total of 510 linear feet for passenger side baggage claim and 310 linear feet for airline baggage loading, for a total of 820 linear feet of baggage claim devices. The baggage claim would be similar to the existing conditions, in that they would be open air, but covered with a roof or canopy.

Baggage Service Office and Multi-Purpose Room

The Airport does not have a baggage service office or sufficient meeting room space. The proposed project would allocate a total of 1,200 square feet for these uses. This would be comprised of 900 square feet for a baggage service office and 300 square feet for a multipurpose room. This area would provide a holding place for unclaimed bags, bags that were misdirected, or for reporting lost baggage. The multipurpose room provides on-site meeting space for shift briefings, training, and other meetings for Airport and tenant staff whose job duties do not allow them to leave the terminal area.

Restrooms

Currently, the Airport has 1,330 square feet of restroom area in non-secure portions of the Airport terminal area. As part of the project, there would be an increase of 2,000 square feet in restrooms in non-secure area, for a total of 3,330 square feet of restroom areas.

Office Space for Security, Airport, and Airline Support Staff

Office space, to serve the needs of the TSA, the airlines and Airport administration, would be provided within the proposed Airport terminal area improvements. Request for space from the TSA and the airlines are 30,000, and 10,000 square feet, respectively. Though the project would not provide additional space at the requested levels, additional square footage to meet space requirements for functions that need to be in the immediate terminal area or adjacent to the ramp (as opposed to general office space), as well as those of Airport staff, has been incorporated into the project. The office space would fall into three categories: TSA, Airlines Operation offices, and Airport administration office and conference area.

TSA currently occupies 3,600 square feet in a temporary modular building. This would be replaced with permanent facilities and augmented with an additional 1,590 square feet, for a total of approximately 5,200 square feet.

Airline operation offices are currently housed in approximately 2,000 square feet within the Airport terminal area. Other existing airport offices and conference areas provide an additional 6,970 square feet. After modifications, the total for all offices and conference areas would be approximately 22,900 square feet.

Ticketing Facilities

Expansion of the existing ticketing facilities is also proposed to accommodate the existing demand at the Airport. The ticketing facilities can be broken into four categories: (1) ticket counter area, (2) ticket counter queuing area, (3) airline ticket office, and (4) circulation area for the ticketing area.

Ticket counter area is proposed to increase by 680 square feet from 1,250 to 1,930 square feet. Ticket counter queuing area is proposed to increase from 1,400 to 2,800 square feet. The airline ticket office area is proposed to increase from 4,360 square feet to 4,603 square feet. Circulation area for the ticketing counter area is proposed to increase by 4,100 square feet from 1,400 to 5,500 square feet. Overall, the combined space for ticketing operations (i.e., all four categories) at the Airport terminal area would increase 6,423 square feet from the current 8,410 square feet to approximately 14,800 square feet.

Airline Gates

The Airport currently has 8 aircraft gates for the boarding, loading and unloading of aircraft. With the Proposed Project this would be increased to 11 gates. At Long Beach Airport, the term "gates" is used to identify the doors in the holdrooms that are used for passenger boarding. Jetways, which provide direct access from the Airport terminal area to the aircraft, are not proposed; in addition, they are not possible given that jetways require a second story to allow access and the proposed project provides only one story holdroom.

Aircraft Parking Positions

The Airport currently has 10 aircraft parking positions. The EIR addresses increasing the number of aircraft parking positions from 10 to as many as 14 aircraft parking positions. This increase would result in the take-back of property currently leased to Million Air and used for general aviation "tie-down" parking and valet parking. This area is located north of the existing Airport Terminal Building. It is estimated that approximately 4.2 acres would be required, resulting in the displacement of approximately 70 general aviation aircraft and the removal of a small building currently used for office space, TSA, and general aviation support.

The general aviation aircraft displaced from the Million Air site would be relocated to a new tiedown area south of Runway 12-30, known as Parcel O (see attached site plan). Parcel O is a seven-acre site; however the narrow "panhandle" portion of the parcel would not be developed. Only about six acres would be developed for aircraft parking. This would

require clearing and paving of Parcel O and installation of security equipment. When improvements are completed the 70 displaced general aviation aircraft could be accommodated in this location. This use is consistent with the *Long Beach Airport Development Areas* map dated March 25, 2003.

Vehicular Parking

Vehicular parking at the Airport is currently available both on site (surface lots and parking structure) and off site in parking lots leased by the Airport from Boeing (Lot D). There are currently 2,835 permanent parking spaces at the Airport and approximately 2,100 spaces that are leased on a month-to-month basis. The project proposes construction of a new parking structure which, combined with the existing parking structure and surface parking, would provide a total of 6,286 spaces. This would eliminate the need for the off-site leased parking spaces. The project will provide 1,351 spaces above the existing number of spaces currently available for Airport use.

Proposed improvements include a new parking structure, on-site roadway modifications, and architectural modifications to the existing parking structure. The new parking structure would be designed for an estimated 4,000 spaces and would be constructed east of the existing parking structure in the area currently used for surface parking. The precise number of parking spaces would be refined during the design of the structure. The structure would be approximately 40 to 50 feet in height. Approximately 20 percent of the structure would provide four levels of parking, with the remainder providing five levels of parking. The structure's location will require roadway improvements involving the relocation of the east side of the Donald Douglas Drive loop.

With the construction of the parking structure, the Airport parking spaces currently leased from Boeing (Lot D) will no longer be needed for Airport use. Approximately 1,000 parking spaces will be impacted during the construction of the parking structure. To accommodate the temporary loss of parking during construction, temporary surface parking could be provided in a new lot on Parcel O at the south end of Runway 12-30 if necessary. Approximately 5.5 acres would be used for this temporary vehicle parking. Upon completion of the parking structure, this area would no longer be used for temporary vehicular parking and would be converted to provide replacement tie-down area for general aviation aircraft as discussed above.

Proposed modifications to the existing parking structure would include façade improvements to match the appearance of the new parking structure and complement the architecture of the Terminal Building. The façades of the Terminal Building and parking structures would provide a unified appearance and enhance the aesthetics of the terminal area and the Airport Terminal Building's identification as a Cultural Heritage Landmark. Other improvements to the parking structure include replacement of the existing elevator, modifications to the entrances and exits, offices for the parking management company, and offices and public counters for the car rental agencies, along with vehicle preparation and return vehicle parking areas. Proposed modifications to remaining surface lots would include modified access points, refencing, restriping, and signage.

Traffic and Pedestrian Circulation Improvements

Proposed improvements would include the extension of the south side of the Donald Douglas Drive loop to exit onto Lakewood Boulevard and the addition and/or modifications of signage, lighting, and pavement markings to aid in the safe movement of vehicular and pedestrian traffic through the facilities. Also proposed are additional and/or modified walkways, some of which would be covered by canopies, on the public side of the terminal building, connecting the parking lots to the Airport Terminal Building.

Historic Preservation:

The Long Beach Airport Terminal is a City of Long Beach Landmark. An historical assessment and impacts discussion for the proposed terminal improvements was conducted and is incorporated with the EIR. The study determined that there were impacts to the historic resource however, these impacts would be reduced to a level less than significant subject to implementation of the mitigation measures. To ensure that the mitigation measures are properly implemented, the historic aspects of the proposed project are required to be overseen and approved by the City's Historic Preservation Officer.

ENTITLEMENT SUMMARY

Site Plan Review

The Long Beach Municipal Code requires Site Plan Review for all new construction projects on City land with a building floor area of 500 square feet or greater. The proposed Site Plan Review for terminal improvement project is conceptual in nature. Therefore, the Applicant shall re-submit the specific design of the project buildings for Site Plan Review.

ENVIRONMENTAL SUMMARY

A Final Environmental Impact Report (FEIR) has been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA) and the Guidelines for Implementation of the CEQA, in order to analyze and disclose the potential impacts of the project. Impacts studied but determined to be less than significant, or mitigated to below a level of significance include Aesthetics, Air Quality and Human Health Risk Assessment, Cultural Resources, Hazards and Hazardous Materials, Land Use and Relevant Planning, Noise, Public Services, and Transportation and Circulation. A Mitigation Monitoring Program For Long Beach Airport Terminal Area Improvement Project has been prepared that identifies measures to reduce the impacts of the proposed project to the greatest extent possible. Please note that these measures are also incorporated in the attached conditions of approval.

The following impacts have been identified in the FEIR as significant unavoidable effects that cannot be mitigated to below the level of significance:

- Air quality: Construction (short term)

Project-related construction activities would result in a significant short-term, construction-related air quality impact nor Nox and VOC, which would contribute to an existing air quality violation.

- Air quality: Cumulative (long term)

Construction-related air emission would contribute to significant short-term cumulative Air Quality impacts.

A Statement of Overriding Considerations has been prepared for those impacts that cannot be reduced to a less than significant level. This Statement is included in the attached Resolution of the Planning Commission containing findings and determinations relative to the certification of the FEIR and adoption of a Mitigation Monitoring and Reporting Program.

CURRENT ACTION REQUESTED

The current action requested is as follows:

1. Certification of the Environmental Impact Report;

2. Adopt a Resolution with a Statement of Overriding Considerations and Mitigation Monitoring Plan; and

3. Approve the Site Plan Review, subject to conditions.

Such requests may be granted only when favorable findings, as specified in Section 20.12.100 and Chapter 21.25 (Zoning Regulations), are made. These findings and staff analysis are presented for consideration, adoption and incorporation into the record of proceedings:

SITE PLAN REVIEW FINDINGS

A. THE DESIGN IS HARMONIOUS, CONSISTENT, AND COMPLETE WITHIN ITSELF AND COMPATIBLE WITH NEIGHBORING STRUCTURES AND THE COMMUNITY IN, WHICH IT IS LOCATED.

This Site Plan Review request is for the Long Beach Airport Terminal area improvement project. The project will consolidate a number of temporary structures and the specific design of the new structures will be reviewed by both City staff and the Planning Commission to ensure the design will be harmonious, consistent and complete within itself and compatible with the neighboring structures and the community.

B. THE DESIGN CONFORMS TO THE LONG BEACH AIRPORT TERMINAL PLANNED DEVELOPMENT PLAN (PD-12).

The project conforms to the standards identified in the Long Beach Airport Terminal Planned Development Plan (PD-12) including the requirement that the line of site from Donald Douglas Drive to the Airport Terminal is not disrupted.

C. THE DESIGN WILL NOT REMOVE SIGNIFICANT MATURE TREES OR STREET TREES UNLESS ALTERNATE DESIGN IS FEASIBLE.

The design will not remove significant mature trees. Any street trees removed as a result of the proposed project shall be replaced in accordance to the City's Street Tree Ordinance.

PUBLIC HEARING NOTICE

A total of 750 Public Hearing Notices were mailed on April 18, 2006 to all owners of properties within a 300-foot radius of the project site, all interested parties, and the elected representative of the 5th Council District.

REDEVELOPMENT REVIEW

The project site is not located in a Redevelopment Project Area.

ENVIRONMENTAL REVIEW

Attached is a comment letter from the County of Los Angeles Fire Department. The letter was received after the close of comment period that ended on January 30, 2006 and could not be included in the FEIR. However, staff sent the County of Los Angeles Fire Department a copy of the FEIR.

According to the guidelines to the implement the California Environmental Quality Act, Final Environmental Impact Report (EIR 37-03)(State Clearinghouse No. 200309112) is forwarded to the Planning Commission for consideration.

CONCLUSION

The project, as proposed, represents the preferred alternative as identified in the FEIR. After the Planning Commission's review, the project will be presented to the City Council for consideration. If the City Council approves the Terminal Improvement Project, regardless of the ultimate scope, the Planning Commission will have the opportunity to review the specific design of the approved structures.

Therefore, staff recommends that the Planning Commission approve the project as presented.

IT IS RECOMMENDED THAT THE PLANNING COMMISSION:

1. Certify Environmental Impact Report EIR 37-03 and adopt a Resolution with a Statement of Overriding Considerations and Mitigation Monitoring Plan; and
2. Approve the Site Plan Review, subject to conditions.

Respectfully submitted,

SUZANNE M. FRICK
DIRECTOR OF PLANNING AND BUILDING

By: _____ for
JEFF WINKLEPLECK
PLANNER V

Approved: _____ for
GREG CARPENTER
BUREAU MANAGER

CB:jw

Attachments:

1. Conditions of Approval
2. Location Map
3. Resolution Certifying the EIR, Adopting the Statement of Overriding Considerations and Adopting the Mitigation Monitoring Program
4. Plans and exhibits

Final EIR 37-03 (previously delivered)

SITE PLAN REVIEW

CONDITIONS OF APPROVAL
Case No. 0602-14
Date: May 11, 2006

1. These conditions are related to the approval of the Long Beach Airport Terminal improvement project which includes consolidation of existing uses into 46,530 square feet of new building at existing terminal building (total area of terminal building with consolidation will be 102,850 square feet) and construction of a new 279,300 square foot parking structure. All work will consist of a combination of new terminal facilities, new parking structure, adjacent satellite yard development, existing terminal optimization, existing parking structure modifications and new/existing paving/roadway reconstruction and modifications.

2. This approval shall be invalid if the owner(s) and/or applicant(s) have failed to return written acknowledgment of their acceptance of the conditions of approval on the *Conditions of Approval Acknowledgment Form* supplied by the Planning Bureau. This acknowledgment must be submitted within 30 days from the effective date of approval (final action date or, if in the appealable area of the Coastal Zone, 21 days after the local final action date). Prior to the issuance of a building permit, the applicant shall submit a revised set of plans reflecting all of the design changes set forth in the conditions of approval to the satisfaction of the Zoning Administrator.

3. If, for any reason, there is a violation of any of the conditions of this permit or if the use/operation is found to be detrimental to the surrounding community, including public health, safety or general welfare, environmental quality or quality of life, such shall cause the City to initiate revocation and termination procedures of all rights granted herewith.

4. In the event of transfer of ownership of the property involved in this application, the new owner shall be fully informed of the permitted use and development of said property as set forth by this permit together with all conditions, which are a part thereof. These specific requirements must be recorded with all title conveyance documents at time of closing escrow.

5. All conditions of approval and mitigation measures must be printed verbatim on all plans submitted for plan review to the Planning and Building Department. These conditions must be printed on the site plan or a subsequent reference page.

6. After the City Council approves an Airport Terminal Improvement Project, the applicant shall submit for Site Plan Review for all of the proposed structures on the site.

7. The Director of Planning and Building is authorized to make minor modifications to the approved design plans or to any of the conditions of approval if such modifications shall not significantly change/alter the approved design/project. Any major modifications shall be reviewed by the Site Plan Review Committee or Planning Commission, respectively.

8. Site development, including landscaping, shall conform to the approved plans on file in the Department of Planning and Building. At least one set of approved plans containing Planning, Building, Fire, and, if applicable, Redevelopment and Health Department stamps shall be maintained at the job site, at all times for reference purposes during construction and final inspection.

9. Prior to the issuance of a building permit, the applicant must depict all utility apparatus, such as, but not limited to, backflow devices and Edison transformers, on both the site plan and the landscape plan. These devices shall not be located in any front, side or rear yard area that is adjacent to a public street. Furthermore, this equipment shall be properly screened by landscaping or any other screening method approved by the Director of Planning and Building.

10. Any graffiti found on site must be removed within 24 hours of its appearance.

11. All parking areas serving the site shall provide appropriate security lighting with light and glare shields so as to avoid any light intrusion onto adjacent or abutting residential buildings or neighborhoods pursuant to Section 21.41.259.

12. Energy conserving equipment, lighting and construction features shall be utilized where applicable.

13. All rooftop mechanical equipment shall be fully screened from public view including all areas, as able, within the sports park. Said screening must be architecturally compatible with the building (concession/restaurant, administration building, etc.) in terms of theme, materials, colors and textures. If the screening is not specifically designed into the building, a rooftop mechanical equipment plan must be submitted showing screening and must be approved by the Director of Planning and Building prior to the issuance of a building permit.

14. Adequately sized trash enclosure(s) shall be designed and provided for this project as per Section 21.46.080 of the Long Beach Municipal Code. The designated trash area shall not abut a street or public walkway and shall be placed at an inconspicuous location on the lot.

15. Separate building permits are required for signs, fences, retaining walls, trash enclosures, flagpoles, pole-mounted yard lighting foundations and planters.

16. Approval of this development project is expressly conditioned upon payment (prior to building permit issuance or prior to Certificate of Occupancy, as

specified in the applicable Ordinance or Resolution for the specific fee) of impact fees, connection fees and other similar fees based upon additional facilities needed to accommodate new development at established City service level standards, including, but not limited to, sewer capacity charges, Park Fees and Transportation Impact Fees.

17. The applicant shall file a separate plan check submittal to the Long Beach Fire Department for their review and approval prior to the issuance of a building permit.

18. All structures shall conform to the Long Beach Building Code requirements. Notwithstanding this subject permit, all other permits from the Building Bureau must be secured.

19. Prior to City approval of any plans, the applicant shall submit architectural, landscaping and lighting drawings for the review and approval of the Long Beach Police Department for their determination of compliance with Police Department security recommendations. For additional information, contact Mike Weber at (562) 570-5805.

20. Demolition, site preparation, and construction activities are limited to the following (except for the pouring of concrete which may occur as needed):

    a. Weekdays and federal holidays: 7:00 a.m. to 7:00 p.m.;
    b. Saturday: 9:00 a.m. - 6:00 p.m.; and
    c. Sundays: not allowed.

21. Prior to the issuance of any building permit, the applicant shall submit complete landscape and irrigation plans of the proposed landscaping for the review and approval of the Director of Planning and Building. Irrigation and landscape design shall be for moderate to drought tolerant plants. All new trees, shrubs, vines, and ground cover shall be identified and the size, quantity and location shown on the plans.

22. The Applicant shall construct all improvements needed to provide full ADA accessibility compliance within the public right-of-way to the satisfaction of the Director of Public Works. If a dedication of additional right-of-way is necessary to satisfy ADA requirements, the additional right-of-way shall be provided.

23. Demolition and reconstruction of curb and gutter, driveways, sidewalks, wheelchair ramps, roadway and alley pavements, removal and relocation of utilities, traffic signal installations and modifications, traffic striping and signing, street tree removals and plantings in the public right-of-way, shall be performed under Public Works street improvement permit. Permits to perform work within the public right-of-way must be obtained from the Public Works counter, 10th Floor of City Hall, 333 W. Ocean Boulevard, telephone (562) 570-6784.

24. All work within the public-right-of-way shall be performed by a contractor holding a valid State of California contractor's license and City of Long Beach Business License sufficient to qualify the contractor to do the work. The contractor shall have on file with the City Engineer Certification of General Liability Insurance and an endorsement evidencing minimum limits of required general liability insurance.

25. The Applicant shall be responsible for the maintenance, repair and replacement of public right-of-way during construction until final inspection by the City. Any public right-of-way improvements found damaged by the construction activities shall be repaired or replaced by the Applicant to the satisfaction of the Director of Public Works.

26. After completion of any required public right-of-way improvements, the Applicant or project representative shall contact the Engineering Bureau to initiate the process of clearing any Public Works holds attached to the development project. Contact Jorge M. Magana, Civil Engineering Associate, at (562) 570-6678.

27. Prior to approving an engineering plan, all projects greater than 1 acre in size must demonstrate coverage under the State Construction General NPDES Permit. To meet this requirement, the applicant must submit a copy of the letter from the State Water Resources Control Board acknowledging receipt of the Notice of Intent (NOI) and a certification from the Applicant or engineer that a Storm Water Pollution Prevention Plan (SWPPP) has been prepared. Should you have any questions regarding the State Construction General NPDES Permit, or wish to obtain an application, please call the State Regional Board office at (213) 266-7500 or visit their website for complete instructions at www.waterboards.ca.gov/stormwtr/construction.html. Left click on the Construction General Permit 99-08-DWQ link.

28. The Applicant shall replace all traffic signs and mounting poles damaged or misplaced as result of construction activities to the satisfaction of the City Traffic Engineer.

29. The Applicant shall repaint all traffic markings obliterated or defaced by construction activities to the satisfaction of the City Traffic Engineer.

30. The applicant shall defend, indemnify, and hold harmless the City of Long Beach, its agents, officers, and employees from any claim, action, or proceeding against the City of Long Beach or its agents, officers, or employees brought to attack, set aside, void, or annul an approval of the City of Long Beach, its advisory agencies, commissions, or legislative body concerning this project. The City of Long Beach will promptly notify the applicant of any such claim, action, or proceeding against the City of Long Beach and will cooperate fully in the defense. If the City of Long Beach fails to promptly notify the applicant of any

such claim, action or proceeding or fails to cooperate fully in the defense, the applicant shall not, thereafter, be responsible to defend, indemnify, or hold harmless the City of Long Beach.

31. The applicant shall comply with the mitigation measures (MM) and special conditions (SC) as specified in the Mitigation Monitoring and Reporting Program of EIR 37-03 for the Long Beach Airport Terminal Area Improvement project as listed below:

PRECONSTRUCTION STAGE

Aesthetics:

SC 3.1-1 Prior to building plan approval, the Planning Commission shall ensure that all development complies with the development standards and design guidelines contained in Ordinance No. C-7496, *Development and Use Standards for the Long Beach Airport Terminal Planned Development Plan (PD-12).*

SC 3.1-2 Prior to building plan approval, the Cultural Heritage Commission shall ensure that any new construction proposed adjacent to the Terminal Building or attached onto it shall comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic buildings, and more specifically, the Secretary of the Interior's Standards for Rehabilitation (Standards).

SC 3.1-3 Prior to building plan approval, the Cultural Heritage Commission shall ensure that all development shall comply with the May 7, 1990 MOU adopted by the City Council and Cultural Heritage Commission providing guidelines for future environmental review of the Airport Terminal Building (the MOU is contained in Appendix B of the EIR).

MM 3.1-3 Prior to building plan approval, the Planning Commission shall ensure that all exterior lighting be designed and located as to avoid intrusive effects on the runway operations, so as not to result in an air safety hazard. Low-intensity street lighting and low-intensity exterior lighting shall be used throughout the development to the extent feasible. Lighting fixtures shall use shielding, if necessary to prevent spill lighting on adjacent off-site uses

MM 3.1-4 Prior to building plan approval, the Planning Commission shall ensure that all development projects use reflective glass that is less than 20 percent and all other materials used on exterior buildings and structures shall be selected with attention to minimizing reflective glare.

Air quality and human health assessment:

SC 3.2-3 In support of PDF 3.2-1, requiring the design and construction of the terminal improvements to meet LEED standards, all new and substantially modified buildings shall meet California Title 24 Energy Efficiency standards for water heating, space heating, and cooling to the extent feasible.

SC 3.2-4 All new and modified point source facilities (e.g., utility equipment, fuel storage and dispensing) shall obtain all required permits from the SCAQMD. To obtain these permits, the facilities will need to include Best Available Control Technology (BACT) that reduces emissions of criteria pollutants.

SC 3.2-5 In support of PDF 3.2-1 and to conserve energy, require that all exterior lighting use color-corrected low sodium lighting.

MM 3.2-11 During project design, the architect shall provide that all fixtures used for lighting exterior common areas are regulated by automatic devices to turn off lights when they are not needed.

MM 3.2-12 As part of the air carrier ramp design, the City of Long Beach shall incorporate electric charging station infrastructure to support operation of electric GSE and other on-airport vehicles.

MM 3.2-13 As part of the air carrier ramp design, preconditioned air and 400 Hz power from electric units (or electric power grid) will incorporate provisions at the commercial passenger aircraft parking positions to allow aircraft pilots the ability to plug in at the gate and turn off the APU.

Cultural resources:

SC 3.3-3 In compliance with Chapter 2.63 of the Municipal Code no permits for the alteration, remodel, enlarging, or improvements to the Airport Terminal, shall be issued prior to review by the Cultural Heritage Commission and issuance by the Commission of a certificate of appropriateness.

MM 3.3-1 If the proposed Airport Terminal improvements are to be connected to the original 1941 structure, then the project architect shall design the connection between the new structure and the existing Airport Terminal Building so that it is attached beneath the existing cornice, to be consistent with the Streamline Moderne design.

MM 3.3-2 If during final design, new windows are required in the existing Airport Terminal Building, the project architect shall ensure that window treatments reference the style of the original Airport Terminal windows, which are very specific to the Airport Terminal. The use of the window

wall, as seen on the northwest and southwest corner, shall be used as an example.

MM 3.3-3 If during the final design, window replacement is proposed for the original Airport Terminal Building, then the new window(s) shall replicate the original style of fenestration. If the original windows

that are currently missing from the building are still extant, then those windows shall be returned to their original location, if feasible.

MM 3.3-4 If during final design, new doorframes in the Airport Terminal Building are proposed, then the project architect shall reference the style of the original doorframes located on the east and south facades of the original Airport Terminal Building for the new doorway(s).

MM 3.3-5 The City of Long Beach, Public Works Director or designee shall stipulate in the Plans and specifications that exterior material should be compatible in type, color and finish to the existing material used on the Airport Terminal Building. Testing should be done to determine original colors, if necessary. Implementation of this mitigation measure will be at the direction of the Cultural Heritage Commission.

MM 3.3-6 If during final design, the shelter/ticketing areas are proposed on either side of the existing 1941 Airport Terminal Building, then the project architect shall scale down the proposed design. This could be accomplished with a lower profile, possibly with a flat roof that fits in visually with the horizontal nature of the architectural style of the terminal. The manner in which this mitigation measure will be implemented shall be reviewed by the Cultural Heritage Commission as part of the issuance of the certificate of appropriateness.

Hazards and hazardous waste:

SC 3.4-2 The Contractor shall develop a Storm Water Pollution Prevention Plan (SWPPP) to minimize potential short-term significant hazardous materials impacts associated with construction activities.

SC 3.4-4 The Airport shall comply with the Airport Industrial National Pollutant Discharge Elimination System (NPDES) permit (CAS000001/WDID 4B19S004985). Construction activities that disturb more than one acre shall abide by the State issued State Water Resources Control Board Order 99-08 General Permit CAS000002. As part of this process, the Airport would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP).

SC 3.4-5 Construction of the Proposed Project shall be in compliance with local and State construction and building requirements and regulations, including

the Uniform Building Code.

MM 3.4-1 Prior to the initiation of demolition/construction, the Contractor shall develop an approved Health and Safety Contingency Plan (HSCP) in the event that unanticipated/unknown environmental contaminants are encountered during construction. The plan shall be developed to protect workers, safeguard the environment, and meet the requirements of the CCR, Title 8, General Industry Safety Orders – Control of Hazardous Substances. The Plan shall include measures for handling any unknown wastes or suspect materials discovered during construction by the Contractor, which he/she believes may involve hazardous waste or hazardous materials.

Public services:

SC 3.7-1 Prior to the initiation of construction activities, the City's contractor shall prepare a Traffic Control Plan to ensure that adequate emergency access is maintained at the Airport during construction. As part of the Traffic Control Plan the contractor shall alert emergency and security service providers of the construction activities for each phase of construction. The Traffic Control Plan shall be submitted to the City Traffic Engineer for approval.

SC 3.7-2 During project design, the facility improvements shall adhere to TSA, Federal Aviation Administration (FAA), and all applicable standards including City of Long Beach fire code, building code, and safety code. Long Beach Fire Department shall review and approve design plans as part of the site plan review and building permit processes.

MM 3.7-2 Prior to initiation of any modifications to the airfield side, the contractor shall provide a Construction Phasing Implementation Plan, meeting the approval of the Airport Manager. The Plan shall demonstrate how construction activities will be conducted and that all applicable FAA airfield safety requirements are being met. In addition, the contractor shall prepare a safety plan and participate in on-going weekly safety meetings during construction.

DEMOLITION STAGE

Aesthetics:

MM 3.1-1 During construction activities, the construction contractor shall ensure that construction materials and equipment staging areas be located away from existing residential uses and, when feasible, appropriate screening (i.e., temporary fencing with opaque material) shall be used to buffer views of the construction site.

MM 3.1-2 During construction activities, the construction contractor shall ensure that temporary construction-related security lighting shall be arranged so that direct rays will not shine on or produce glare for adjacent street traffic and residential uses. The light fixtures specified for the Project design must comply with the standard of the Illuminating Engineering Society for full cutoff capability.

Air quality and human health risk assessment:

SC 3.2-1 During construction of the Proposed Project, the City and its contractors will be required to comply with regional rules, which would assist in reducing short-term air pollutant emissions. SCAQMD Rule 402 requires that air pollutant emissions should not create a nuisance off-site. SCAQMD Rule 403 requires that fugitive dust be controlled with the best available control measures so the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. Two options are presented in Rule 403; monitoring of particulate concentrations or active control. Monitoring involves a sampling network around the project with no additional control measures unless specified concentrations are exceeded. The active control option does not require any monitoring, but requires that a list of measures be implemented starting with the first day of construction.

Rule 403 requires that "A person conducting active operations within the boundaries of the South Coast Air Basin shall utilize one or more of the applicable best available control measures to minimize fugitive dust emissions from each fugitive dust source type which is part of the active operation." Rule 403 also requires that the construction activities "shall not cause or allow PM_{10} levels to exceed 50 micrograms per cubic meter when determined by simultaneous sampling, as the difference between upwind and down wind sample." A project is exempt from the monitoring requirement "if the dust control actions, as specified in Table 2 are implemented on a routine basis for each applicable fugitive dust source type." (Table 2 from Rule 403 is presented at the end of this MMRP as Table 1.) Under high wind conditions (*i.e.*, when wind gusts exceed 25 miles per hour) additional control measures are required, and "the required control measures for high wind conditions are implemented for each applicable fugitive dust source type, as specified in Table 1." (Table 1 from Rule 403 is presented at the end of this MMRP as Table 2.) Monitoring of particulate concentrations does not reduce fugitive dust emissions; therefore, to minimize fugitive dust emissions the construction activities will utilize the measures presented in Table 2 and Table 1 (Tables 1 and 2 in Rule 403) rather than the monitoring option of SCAQMD Rule 403.

Further, Rule 403 requires that the project shall "prevent or remove within

one hour the track-out of bulk material onto public paved roadways as a result of their operations." Alternatively, the project can "take at least one of the actions listed in Table 3." (Table 3 from Rule 403 is presented at the end of this MMRP as Table 3.) In addition, the project would be required to "prevent the track-out of bulk material onto public paved roadways as a result of their operations and remove such material at anytime track-out extends for a cumulative distance of greater than 50 feet on to any paved public road during active operations; and remove all visible roadway dust tracked-out upon public paved roadways as a result of active operations at the conclusion of each work day when active operations cease.

SC 3.2-2 In support of PDF 3.2-1, requiring the design and construction of the terminal improvements to meet LEED standards, building materials, architectural coatings and cleaning solvents shall comply with all applicable SCAQMD rules and regulations.

MM 3.2-1 The contract specifications shall require and the City shall enforce general contractors to ensure that all equipment is properly tuned and maintained in accordance with manufacturers' specifications.

MM 3.2-2 The contract specifications shall require and the City shall enforce general contractors to maintain and operate construction equipment so as to minimize exhaust emissions. During construction, engines on trucks and vehicles in loading and unloading queues will be turned off when not in use, to reduce vehicle emissions. Construction activities should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

MM 3.2-3 The contract specifications shall require and the City shall enforce general contractors sweep streets as needed during construction, but not more frequently than hourly, if visible soil material has been carried onto adjacent public roads.

MM 3.2-4 The contract specifications shall require and the City shall enforce general contractors to visually inspect construction equipment prior to leaving the site; loose dirt shall be washed off with wheel washers as necessary.

MM 3.2-5 During construction, the City shall coordinate with the contractor to maximize the ability to power construction activity utilizing electricity from power poles rather than temporary diesel or gasoline power generators, to the extent possible.

MM 3.2-6 The contract specifications shall require that all on-site mobile equipment used during construction shall be powered by alternative fuel sources (i.e., methanol, natural gas, propane, or butane) where feasible.

MM 3.2-7 During construction, the City shall provide a location and require the contractor to store all construction equipment used in the project construction within the project site (away from adjacent residential areas) to reduce the impact on the roadway system and the resultant air emissions.

On-site construction equipment staging areas and construction worker parking lots shall be located on either paved surfaces or unpaved surfaces that are periodically treated with non-toxic soil stabilizers.

MM 3.2-8 The contract specifications shall require and the City shall enforce the contractor to schedule all deliveries related to construction activities that affect traffic flow during off-peak hours (e.g., 10:00 a.m. and 3:00 p.m.) and deliveries shall be coordinated to achieve consolidated truck trips. When traffic flow is impacted by the movement of construction materials and/or equipment, temporary traffic controls shall be provided to improve traffic flow (e.g., flag person).

MM 3.2-9 The contract specifications shall require all on-site heavy-duty construction equipment shall be equipped with diesel particulate traps to the extent that this equipment is available at the time the contracts are awarded.

MM 3.2-10 The construction specifications shall require and the City shall enforce that emulsified diesel fuel be used in diesel-fueled construction equipment that is not equipped with diesel particulate traps to reduce NO_X emissions.

The use of emulsified diesel fuel in construction equipment is assumed to reduce construction equipment NO_X emissions by 15 to 20 percent (CARB 2004). Applying the lower end of that range to the peak daily NO_X emissions from construction equipment would reduce NO_X emissions by approximately 70 lbs/day to a peak day NO_X emission inventory for construction of 424 lbs/day. This level would still be above the significance threshold. VOC emissions would also remain significant and unavoidable.

Hazards and hazardous wastes:

SC 3.4-3 The Airport Terminal Building is known to contain ACMs. The applicant shall comply with notification and asbestos removal procedures outlined in SCAQMD Rule 1403 to reduce asbestos-related health issues.

MM 3.4-2 Prior to the demolition of any on-site building or portion of any on-site building constructed prior to 1973, the City shall screen the buildings for lead-based paint. If lead-based paint is identified, remediation measures shall be developed in accordance with all applicable federal, State, and local regulatory requirements.

MM 3.4-3 During demolition and excavation activities and during preparation of the geotechnical study in the design phase, the City shall have a qualified inspector onsite to inspect and sample the soil for contaminants. If observations during demolition activities indicate that site soil is affected by contaminants, demolition work should be stopped in the area involved until an analysis of the soil conditions can be performed and additional recommendations evaluated and performed as necessary.

MM 3.4-5 Prior to demolition of any facilities at Million Air, the applicant shall test for asbestos containing materials. Should ACM or ACP be found, the applicant shall comply with notification and asbestos removal procedures outlined in SCAQMD Rule 1403 to reduce asbestos related health risks.

MM 3.4-6 The City Engineer, or his designee, shall verify that every contractor transporting or handling hazardous materials and/or wastes during project implementation has permits and licenses from all relative health and regulatory agencies to operate and properly manifest all hazardous or California regulated material.

MM 3.4-7 Prior to initiating construction activities, the contractor shall verify the locations of underground pipelines in the terminal area, ramp, and parking areas. Appropriate precautions shall be taken to ensure that pipelines are not disturbed or are properly relocated during construction.

Noise:

SC 3.6-2 The contractor shall comply with the City of Long Beach Noise Ordinance pertaining to limitations on construction activities, as outlined in Exhibit 3.6-12 of the EIR, to the extent feasible while minimizing any potential conflicts with aviation activities.

MM 3.6-1 The City shall conduct noise measurements during any night construction on Parcel O where such construction involves the use of heavy construction equipment such as front loaders, tractors, graders, paving machines, jackhammers or similar devices. Such measurements shall be made near the homes located directly across Clark Avenue from Parcel O. If any night measurement exceeds the limits specified in Sections 8.80.150 and 8.80.160 of the Long Beach Municipal Code as a result of the construction activity, the operation shall be terminated until such time that a construction noise mitigation plan can be put into effect that will result in compliance with the night time noise limits. Note that in the case where ambient noise levels exceed the noise limits specified in Section 8.80.160, the allowable noise exposure standard shall be increased per Section 8.80.150 [C] of the Municipal Code to reflect ambient levels.

Traffic and circulation:

SC 3.8-1 As part of contract specification, the Airport shall require all construction trucks to access the Airport terminal area via the I-605 to I-405 and Lakewood Boulevard. Should oversized-transport vehicles accessing the Project site use a State highway, a Caltrans transportation permit will be required. Construction vehicles accessing Parcel O shall use this route and access the construction site off of Clark Avenue or Willow Street.

GRADING STAGE

Aesthetics:

MM 3.1-1 During construction activities, the construction contractor shall ensure that *construction materials and equipment staging areas* be located away from existing residential uses and, when feasible, appropriate screening (i.e., temporary fencing with opaque material) shall be used to buffer views of the construction site.

MM 3.1-2 During construction activities, the construction contractor shall ensure that temporary construction-related security lighting shall be arranged so that direct rays will not shine on or produce glare for adjacent street traffic and residential uses. The light fixtures specified for the Project design must comply with the standard of the Illuminating Engineering Society for full cutoff capability.

Air quality and human health risk assessment:

SC 3.2-1 During construction of the Proposed Project, the City and its contractors will be required to comply with regional rules, which would assist in reducing short-term air pollutant emissions. SCAQMD Rule 402 requires that air pollutant emissions should not create a nuisance off-site. SCAQMD Rule 403 requires that fugitive dust be controlled with the best available control measures so the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. Two options are presented in Rule 403; monitoring of particulate concentrations or active control. Monitoring involves a sampling network around the project with no additional control measures unless specified concentrations are exceeded. The active control option does not require any monitoring, but requires that a list of measures be implemented starting with the first day of construction.

Rule 403 requires that "A person conducting active operations within the boundaries of the South Coast Air Basin shall utilize one or more of the applicable best available control measures to minimize fugitive dust emissions from each fugitive dust source type which is part of the active operation." Rule 403 also requires that the construction activities "shall not

cause or allow PM_{10} levels to exceed 50 micrograms per cubic meter when determined by simultaneous sampling, as the difference between upwind and down wind sample." A project is exempt from the monitoring requirement "if the dust control actions, as specified in Table 2 are implemented on a routine basis for each applicable fugitive dust source type." (Table 2 from Rule 403 is presented at the end of this MMRP as Table 1.) Under high wind conditions (*i.e.*, when wind gusts exceed 25 miles per hour) additional control measures are required, and "the required control measures for high wind conditions are implemented for each applicable fugitive dust source type, as specified in Table 1." (Table 1 from Rule 403 is presented at the end of this MMRP as Table 2. Monitoring of particulate concentrations does not reduce fugitive dust emissions; therefore, to minimize fugitive dust emissions the construction activities will utilize the measures presented in Table 2 and Table 1 (Tables 1 and 2 in Rule 403) rather than the monitoring option of SCAQMD Rule 403.

Further, Rule 403 requires that the project shall "prevent or remove within one hour the track-out of bulk material onto public paved roadways as a result of their operations." Alternatively, the project can "take at least one of the actions listed in Table 3." (Table 3 from Rule 403 is presented at the end of this MMRP as Table 3.) In addition, the project would be required to "prevent the track-out of bulk material onto public paved roadways as a result of their operations and remove such material at anytime track-out extends for a cumulative distance of greater than 50 feet on to any paved public road during active operations; and remove all visible roadway dust tracked-out upon public paved roadways as a result of active operations at the conclusion of each work day when active operations cease.

SC 3.2-2 In support of PDF 3.2-1, requiring the design and construction of the terminal improvements to meet LEED standards, building materials, architectural coatings and cleaning solvents shall comply with all applicable SCAQMD rules and regulations.

MM 3.2-1 The contract specifications shall require and the City shall enforce general contractors to ensure that all equipment is properly tuned and maintained in accordance with manufacturers' specifications.

MM 3.2-2 The contract specifications shall require and the City shall enforce general contractors to maintain and operate construction equipment so as to minimize exhaust emissions. During construction, engines on trucks and vehicles in loading and unloading queues will be turned off when not in use, to reduce vehicle emissions. Construction activities should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

MM 3.2-3 The contract specifications shall require and the City shall enforce general contractors sweep streets as needed during construction, but not more frequently than hourly, if visible soil material has been carried onto adjacent public roads.

MM 3.2-4 The contract specifications shall require and the City shall enforce general contractors to visually inspect construction equipment prior to leaving the site; loose dirt shall be washed off with wheel washers as necessary.

MM 3.2-5 During construction, the City shall coordinate with the contractor to maximize the ability to power construction activity utilizing electricity from power poles rather than temporary diesel or gasoline power generators, to the extent possible.

MM 3.2-6 The contract specifications shall require that all on-site mobile equipment used during construction shall be powered by alternative fuel sources (i.e., methanol, natural gas, propane, or butane) where feasible.

MM 3.2-7 During construction, the City shall provide a location and require the contractor to store all construction equipment used in the project construction within the project site (away from adjacent residential areas) to reduce the impact on the roadway system and the resultant air emissions.

On-site construction equipment staging areas and construction worker parking lots shall be located on either paved surfaces or unpaved surfaces that are periodically treated with non-toxic soil stabilizers.

MM 3.2-8 The contract specifications shall require and the City shall enforce the contractor to schedule all deliveries related to construction activities that affect traffic flow during off-peak hours (e.g., 10:00 a.m. and 3:00 p.m.) and deliveries shall be coordinated to achieve consolidated truck trips. When traffic flow is impacted by the movement of construction materials and/or equipment, temporary traffic controls shall be provided to improve traffic flow (e.g., flag person).

MM 3.2-9 The contract specifications shall require all on-site heavy-duty construction equipment shall be equipped with diesel particulate traps to the extent that this equipment is available at the time the contracts are awarded.

MM 3.2-10 The construction specifications shall require and the City shall enforce that emulsified diesel fuel be used in diesel-fueled construction equipment that is not equipped with diesel particulate traps to reduce NO_X emissions.

The use of emulsified diesel fuel in construction equipment is assumed to reduce construction equipment NO_X emissions by 15 to 20 percent (CARB 2004). Applying the lower end of that range to the peak daily NO_X emissions from construction equipment would reduce NO_X emissions by

approximately 70 lbs/day to a peak day NO_X emission inventory for construction of 424 lbs/day. This level would still be above the significance threshold. VOC emissions would also remain significant and unavoidable.

Cultural resources:

SC 3.3-1 Should any archaeological resources be uncovered during grading or excavation activities, these activities shall be diverted to a part of the site away from the find, and a qualified archaeologist shall be contracted by the contractor to: (1) ascertain the significance of the resource; (2) establish protocol with the project applicant to protect such resources; (3) ascertain the presence of additional resources; and (4) provide additional monitoring of the site, if deemed appropriate. If human remains are discovered on the site, the Los Angeles County Coroner shall be contacted to examine the remains, and the provisions of Section 15064.5(3) of the CEQA Guidelines shall be followed.

SC 3.3-2 If human remains are encountered during ground-disturbing activities, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition of the materials pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC). The NAHC will determine and notify a Most Likely Descendent (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The descendent must complete the inspection within 24 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

SC 3.3-4 Should any paleontological resources be uncovered during grading or excavation activities, the construction contractor shall divert activities to a part of the site away from the find, and a qualified paleontologist shall be contracted by the contractor to: (1) ascertain the significance of the resource; (2) establish protocol with the project applicant to protect such resources; (3) ascertain the presence of additional resources; and (4) provide additional monitoring of the site, if deemed appropriate. If human remains are discovered on the site, the Los Angeles County Coroner shall be contacted to examine the remains, and the provisions of Section 15064.5(3) of the CEQA Guidelines shall be followed.

Hazards and hazardous wastes:

MM 3.4-6 The City Engineer, or his designee, shall verify that every contractor transporting or handling hazardous materials and/or wastes during project

implementation has permits and licenses from all relative health and regulatory agencies to operate and properly manifest all hazardous or California regulated material.

MM 3.4-7 Prior to initiating construction activities, the contractor shall verify the locations of underground pipelines in the terminal area, ramp, and parking areas. Appropriate precautions shall be taken to ensure that pipelines are not disturbed or are properly relocated during construction.

MM 3.4-8 Prior to issuance of grading permits, the applicant shall test the soil for aerially deposited lead and dichloro-diphenyl-trichloroethane (DDT). As a result of soil testing, should aerially deposited lead or DDT be found in quantities that exceed acceptable thresholds, the applicant shall develop a remediation program to dispose of soil material properly.

Noise:

SC 3.6-2 The contractor shall comply with the City of Long Beach Noise Ordinance pertaining to limitations on construction activities, as outlined in Exhibit 3.6-12 of the EIR, to the extent feasible while minimizing any potential conflicts with aviation activities.

MM 3.6-1 The City shall conduct noise measurements during any night construction on Parcel O where such construction involves the use of heavy construction equipment such as front loaders, tractors, graders, paving machines, jackhammers or similar devices. Such measurements shall be made near the homes located directly across Clark Avenue from Parcel O. If any night measurement exceeds the limits specified in Sections 8.80.150 and 8.80.160 of the Long Beach Municipal Code as a result of the construction activity, the operation shall be terminated until such time that a construction noise mitigation plan can be put into effect that will result in compliance with the night time noise limits. Note that in the case where ambient noise levels exceed the noise limits specified in Section 8.80.160, the allowable noise exposure standard shall be increased per Section 8.80.150 [C] of the Municipal Code to reflect ambient levels.

Traffic and circulation:

SC 3.8-1 As part of contract specification, the Airport shall require all construction trucks to access the Airport terminal area via the I-605 to I-405 and Lakewood Boulevard. Should oversized-transport vehicles accessing the Project site use a State highway, a Caltrans transportation permit will be required. Construction vehicles accessing Parcel O shall use this route and access the construction site off of Clark Avenue or Willow Street.

CONSTRUCTION STAGE

Aesthetics:

MM 3.1-1 During construction activities, the construction contractor shall ensure that construction materials and equipment staging areas be located away from existing residential uses and, when feasible, appropriate screening (i.e., temporary fencing with opaque material) shall be used to buffer views of the construction site.

MM 3.1-2 During construction activities, the construction contractor shall ensure that temporary construction-related security lighting shall be arranged so that direct rays will not shine on or produce glare for adjacent street traffic and residential uses. The light fixtures specified for the Project design must comply with the standard of the Illuminating Engineering Society for full cutoff capability.

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The use of emulsified diesel fuel in construction equipment is assumed to reduce construction equipment NO_X emissions by 15 to 20 percent (CARB 2004). Applying the lower end of that range to the peak daily NO_X emissions from construction equipment would reduce NO_X emissions by approximately 70 lbs/day to a peak day NO_X emission inventory for construction of 424 lbs/day. This level would still be above the significance threshold. VOC emissions would also remain significant and unavoidable.

MM 3.2-10a During construction of the Proposed Project, the City and its contractors shall be required to comply with the following provisions, where feasible, to reduce construction NOx and VOC emissions:

- Provide on-site lunch trucks/facilities during construction to reduce off-site worker vehicle trips.

- Prohibit construction vehicles idling in excess of five minutes to be consistent with State law.

- Suspend use of all construction equipment during a first-stage smog alert.

Designate a person who will ensure implementation of the proposed mitigation measures through direct inspection and investigation of complaints. The City or the contractor shall provide a telephone number that residents may call should they have complaints regarding construction nuisance.

Hazards and hazardous wastes:

SC 3.4-5 Construction of the Proposed Project shall be in compliance with local and State construction and building requirements and regulations, including the Uniform Building Code.

MM 3.4-4 As part of the contract specification, a haul route, which could include Willow Street, shall be designated by the City Engineer, or his designee. During construction, the City Engineer, or his designee shall instruct every contractor that no hazardous or acutely hazardous materials may be transported onto the Airport via Willow Street to avoid potential impacts within one-quarter mile of the Alpert Jewish Community Center, where school programs are conducted.

MM 3.4-6 The City Engineer, or his designee, shall verify that every contractor transporting or handling hazardous materials and/or wastes during project implementation has permits and licenses from all relative health and regulatory agencies to operate and properly manifest all hazardous or California regulated material.

MM 3.4-7 Prior to initiating construction activities, the contractor shall verify the locations of underground pipelines in the terminal area, ramp, and parking areas. Appropriate precautions shall be taken to ensure that pipelines are not disturbed or are properly relocated during construction.

Noise:

SC 3.6-2 The contractor shall comply with the City of Long Beach Noise Ordinance pertaining to limitations on construction activities, as outlined in Exhibit 3.6-12 of the EIR, to the extent feasible while minimizing any potential conflicts with aviation activities.

MM 3.6-1 The City shall conduct noise measurements during any night construction on Parcel O where such construction involves the use of heavy construction equipment such as front loaders, tractors, graders, paving machines, jackhammers or similar devices. Such measurements shall be made near the homes located directly across Clark Avenue from Parcel O. If any night measurement exceeds the limits specified in Sections 8.80.150 and 8.80.160 of the Long Beach Municipal Code as a result of the construction activity, the operation shall be terminated until such time that a construction noise mitigation plan can be put into effect that will result in compliance with the night time noise limits. Note that in the case where ambient noise levels exceed the noise limits specified in Section 8.80.160, the allowable noise exposure standard shall be increased per Section 8.80.150 [C] of the Municipal Code to reflect ambient levels.

Public services:

MM 3.7-1 During construction activities, the relocation or modification of TSA facilities shall be coordinated with TSA to ensure that there is no compromise to TSA functions that would adversely affect TSA's ability to perform its passenger and baggage securing screening activities.

MM 3.7-2 Prior to initiation of any modifications to the airfield side, the contractor shall provide a Construction Phasing Implementation Plan, meeting the approval of the Airport Manager. The Plan shall demonstrate how construction activities will be conducted and that all applicable FAA airfield safety requirements are being met. In addition, the contractor shall prepare a safety plan and participate in on-going weekly safety meetings during construction.

Traffic and circulation:

SC 3.8-1 As part of contract specification, the Airport shall require all construction trucks to access the Airport terminal area via the I-605 to I-405 and Lakewood Boulevard. Should oversized-transport vehicles accessing the Project site use a State highway, a Caltrans transportation permit will be required. Construction vehicles accessing Parcel O shall use this route and access the construction site off of Clark Avenue or Willow Street.

POST CONSTRUCTION STAGE

Air quality and human health risk assessment:

MM 3.2-14 The City shall require the use of ultra-low sulfur diesel for diesel-fueled equipment that are not readily convertible to electrical power on all future lease and operational agreements for air carriers.

MM 3.2-15 Through its lease language with them, the City of Long Beach shall require the airlines to comply with the South Coast GSE MOU signed by the airlines and CARB in December 2002, or replacement agreements and/or regulations. Through the implementation of MM 3.2-12 and MM 3.2-13 (see Design section above), the Airport will design the infrastructure necessary to assist airlines in complying with the GSE MOU. The GSE MOU includes provisions for retrofitting diesel GSE with particulate traps where feasible. Therefore, compliance with the GSE MOU would reduce PM_{10} and $PM_{2.5}$ impacts as well as NO_X and VOC emissions.

The mitigated criteria pollutant emission inventories associated with installing preconditioned air, 400 Hz power, and electric battery chargers would reduce APU CO emissions by 61 and APU NO_X emissions by 57 percent in 2011 and 2020. GSE CO emissions would be reduced by 97 percent in 2011; and GSE NO_X emissions would be reduced by 55 percent in 2011 and 40 percent in 2020.

Comparing the mitigated Project criteria pollutant incremental inventories to the operational emission thresholds indicates that the mitigated inventories of all pollutants except NO_X would be below the *significance* thresholds in 2011 and 2020.

Noise:

SC 3.6-1 The Airport Noise Compatibility Ordinance would apply to continued operations at the Airport. All future operations would need to be consistent with the provisions of the ordinance.

ON-GOING

Air quality and human health risk assessment:

MM 3.2-16 As the City purchases new vehicles or equipment serving the Airport, staff shall consider the purchase of low or zero-emission technology, such as the use of CNG or any other clean fuel technology available.

Hazards and hazardous waste:

SC 3.4-1 The Proposed Project and any additional flights associated with optimize flight operations would be required to comply with the provisions of the *Long Beach Airport Certification Manual* and *Long Beach Airport Rules and Regulations* pertaining to the handling, use, and disposal of hazardous materials and hazardous wastes.

Noise:

MM 3.6-2 Within 24 months of certification of the EIR, the Airport Manager shall develop a land use compatibility program addressing existing and future aviation noise levels. The program shall be an ongoing voluntary program that will provide noise attenuation and be available to all residential units within the 65 CNEL contour and schools within the 60 CNEL contour based on the contours published for Long Beach Airport for the previous calendar year (Quarterly Report for 12 month Period Ending December 31). In exchange for sound insulation treatment, the owners of the property will provide the City of Long Beach a avigation easement over said property. The program shall identify (1) methods of providing noise attenuation; (2) funding sources for the improvements; (3) methods for establishing priorities for implementing the improvements; and (4) an installation agreement. The land use compatibility program will be administered by the City of Long Beach, Airport Bureau.

OPTIMIZED FLIGHT SCENARIO

Traffic and circulation:

The two impacted intersections along Lakewood Boulevard at Spring and Willow Streets are currently built out to the maximum feasible configuration. Additional improvements would require extensive right of way purchases that would impact several local businesses. Discussions with City staff indicate that no further lane additions are feasible at these two intersections. However, as discussed in Section 3.8 of the EIR, the impacts to these intersections under the Existing Plus Optimized Flights scenario are not expected until at a substantial number of the additional flights and associated passengers are added. For the Spring Street at Lakewood Boulevard intersection, the intersection would reach LOS E when approximately 375 additional AM peak hour trips or an increase of 3,500 Average Day-Peak Month (ADPM) passengers (45 percent of the total added) over 2005 conditions. At the Willow Street and Lakewood Boulevard intersection, the intersection currently operates at LOS E, and would exceed the 0.02 Volume-Capacity Ratio (V/C) impact threshold when approximately 675 additional AM peak hour trips or 6,340 additional ADPM passengers occur. Currently, the ADPM is 9,246 passengers. Therefore, impacts would be expected if the ADPM level reached 12,746 passengers.

Though the Spring Street/Lakewood Boulevard intersection would still operate at a deficient level of service in the 2020, this is not an impact of the Proposed Project or the Optimized Flights scenario. Elsewhere the improvements associated with the Douglas Park would accommodate the additional demand associated with the Optimized Flights scenario. The improvements for Douglas

Park include various Adaptive Traffic Control System measures, which are expected to increase the saturation flow rate by 10 percent to 1,760 vehicles per hour. While these improvements are expected, they are not currently programmed in any capital improvement program; therefore, their implementation cannot be relied upon to mitigate

the impacts of the Existing with Optimized Flights scenario. Though the Optimized Flights are not a component of the Proposed Project, it is recommended that the following mitigation measure be adopted should the air carriers make the necessary adjustments to qualify for additional flight.

MM 3.8-1 In conjunction with the allocation of additional flights in accordance with the Airport Noise Compatibility Ordinance (Optimized Flights) the City shall develop a traffic monitoring program when the ADPM passenger levels reach 12,700. The traffic monitoring program shall evaluate the LOS at the Spring Street and Lakewood Boulevard and the Willow Street and Lakewood Boulevard intersections. If deficient LOS is identified, the City of Long Beach shall develop and implement a mitigation program that includes transportation management control measures to enhance the efficiency of traffic movement. Post implementation monitoring shall be required to ensure that sufficient capacity enhancement have been provided to accommodate the traffic associated with the increased passenger levels. If no deficiency in LOS is identified, the traffic monitoring of the key intersections shall be conducted on an annual basis or until such time as the improvements provided for as part of the Douglas Park project are implemented.

MM 3.8-2 In conjunction with the allocation of additional flights in accordance with the Airport Noise Compatibility Ordinance (Optimized Flights) when the annual passenger levels reach 4.2 Million Annual Passengers (MAP) the Airport Manager shall identify and develop additional on-site parking opportunities. This may include development of an additional parking structure within the Airport Entrance area. Implementation of the identified improvements would require separate documentation pursuant to CEQA.

Applicable SCAQMD Rules:

TABLE 1
FUGITIVE DUST CONTROL ACTIONS FOR EXEMPTION TO MONITORING
(RULE 403 TABLE 2)

Source Category	Control Actions
Earth-moving (except construction cutting and filling areas, and mining operations)	(1a) Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D-2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the USEPA. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations each subsequent four-hour period of active operations; OR (1a-1) For any earth-moving which is more than 100 feet from all property lines, conduct watering as necessary to prevent visible dust emissions from exceeding 100 feet in length in any direction.
Earth-moving: Construction *fill areas*	(1b) Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D-2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the USEPA. For areas which have an optimum moisture content for compaction of less than 12 percent, as determined by ASTM Method 1557 or other equivalent method approved by the Executive Officer and the California Air Resources Board and the USEPA, complete the compaction process as expeditiously as possible after achieving at least 70 percent of the optimum soil moisture content. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations during each subsequent four-hour period of active operations.
Earth-moving: Construction cut areas and mining operations	(1c) Conduct watering as necessary to prevent visible emissions from extending more than 100 feet beyond the active cut or mining area unless the area is inaccessible to watering vehicles due to slope conditions or other safety factors.
Disturbed surface areas (except completed grading areas)	(2a/b) Apply dust suppression in sufficient quantity and frequency to maintain a stabilized surface. Any areas which cannot be stabilized, as evidenced by wind driven fugitive dust must have an application of water at least twice per day to at least 80 percent of the unstabilized area.
Disturbed surface areas: Completed grading areas	(2c) Apply chemical stabilizers within five working days of grading completion; OR (2d) Take actions (3a) or (3c) specified for inactive disturbed surface areas
Inactive disturbed surface areas	(3a) Apply water to at least 80 percent of all inactive disturbed surface areas on a daily basis when there is evidence of wind driven fugitive dust, excluding any areas which are inaccessible to watering vehicles due to excessive slope or other safety conditions; OR (3b) Apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface; OR (3c) Establish a vegetative ground cover within 21 days after active operations have ceased. Ground cover must be of sufficient density to expose less than 30 percent of unstabilized ground within 90 days of planting, and at all times thereafter; OR (3d) Utilize any combination of control actions (3a), (3b), and (3c) such that, in total, these actions apply to all inactive disturbed surface areas.
Unpaved Roads	(4a) Water all roads used for any vehicular traffic at least once per every two hours of active operations; OR (4b) Water all roads used for any vehicular traffic once daily and restrict vehicle speeds to 15 miles per hour; OR (4c) Apply a chemical stabilizer to all unpaved road surfaces in sufficient quantity and frequency to maintain a stabilized surface.
Open storage piles	(5a) Apply chemical stabilizers; OR (5b) Apply water to at least 80 percent of the surface area of all open storage piles on a daily basis when there is evidence of wind driven fugitive dust; OR (5c) Install temporary coverings; OR (5d) Install a three-sided enclosure with walls with no more than 50 percent porosity which extends, at a minimum, to the top of the pile.
All Categories	(6a) Any other control measures approved by the Executive Officer and the USEPA as equivalent to the methods specified in Table 2 may be used.

TABLE 2
REQUIRED BEST AVAILABLE CONTROL MEASURES
(SCAQMD RULE 403, TABLE 1)

Control Measure	Guidance
Backfilling	
01-1 Stabilize backfill material when not actively handling; and 01-2 Stabilize backfill material during handling; and 01-3 Stabilize soil at completion of activity.	• Mix backfill soil with water prior to moving • Dedicate water truck or high capacity hose to backfilling equipment • Empty loader bucket slowly so that no dust plumes are generated • Minimize drop height from loader bucket
Clearing and Grubbing	
02-1 Maintain stability of soil through pre-watering of site prior to clearing and grubbing; and 02-2 Stabilize soil during clearing and grubbing activities; and 02-3 Stabilize soil immediately after clearing and grubbing activities.	• Maintain live perennial vegetation where possible • Apply water in sufficient quantity to prevent generation of dust plumes
Clearing Forms	
03-1 Use water spray to clear forms; or 03-2 Use sweeping and water spray to clear forms; or 03-3 Use vacuum system to clear forms.	• Use of high pressure air to clear forms may cause exceedance of Rule requirements
Crushing	
04-1 Stabilize surface soils prior to operation of support equipment; and 04-2 Stabilize material after crushing.	• Follow permit conditions for crushing equipment • Pre-water material prior to loading into crusher • Monitor crusher emissions opacity • Apply water to crushed material to prevent dust plumes
Cut and Fill	
05-1 Pre-water soils prior to cut and fill activities; and 05-2 Stabilize soil during and after cut and fill activities.	• For large sites, pre-water with sprinklers or water trucks and allow time for penetration • Use water trucks/pulls to water soils to depth of cut prior to subsequent cuts
Demolition – Mechanical/Manual	
06-1 Stabilize wind erodible surfaces to reduce dust; and 06-2 Stabilize surface soil where support equipment and vehicles will operate; and 06-3 Stabilize loose soil and demolition debris; and 06-4 Comply with AQMD Rule 1403.	• Apply water in sufficient quantities to prevent the generation of visible dust plumes
Disturbed Soil	
07-1 Stabilize disturbed soil throughout the construction site; and 07-02 Stabilize disturbed soil between structures	• Limit vehicular traffic and disturbances on soils where possible • If interior block walls are planned, install as early as possible • Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes
Earth-Moving Activities	

Control Measure		Guidance
08-1	Pre-apply water to depth of proposed cuts; and	• Grade each project phase separately, timed to coincide with construction phase • Upwind fencing can prevent material movement on site • Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes
08-2	Re-apply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction; and	
08-3	Stabilize soils once earth-moving activities are complete.	
Importing/Exporting of Bulk Materials		
09-1	Stabilize material while loading to reduce fugitive dust emissions; and	• Use tarps or other suitable enclosures on haul trucks • Check belly-dump truck seals regularly and remove any trapped rocks to prevent spillage • Comply with track-out prevention/mitigation requirements • Provide water while loading and unloading to reduce visible dust plumes
09-2	Maintain at least six inches of freeboard on haul vehicles; and	
09-3	Stabilize material while transporting to reduce fugitive dust emissions; and	
09-4	Stabilize material while unloading to reduce fugitive dust emissions; and	
09-5	Comply with Vehicle Code Section 23114.	
Landscaping		
10-1	Stabilize soils, materials, slopes	• Apply water to materials to stabilize, maintain materials in a crusted condition • Maintain effective cover over materials • Stabilize sloping surfaces using soil binders until vegetation or ground cover can effectively stabilize the slopes • Hydroseed prior to rain season
Road Shoulder Maintenance		
11-1	Apply water to unpaved shoulders prior to clearing; and	• Installation of curbing and/or paving of road shoulders can reduce recurring maintenance costs • Use of chemical dust suppressants can inhibit vegetation growth and reduce future road shoulder maintenance costs
11-2	Apply chemical dust suppressants and/or washed gravel to maintain a stabilized surface after completing road shoulder maintenance.	
Screening		
12-1	Pre-water material prior to screening; and	• Dedicate water truck or high capacity hose to screening operation • Drop material through the screen slowly and minimize drop height • Install wind barrier with a porosity of no more than 50% upwind of screen to the height of the drop point
12-2	Limit fugitive dust emissions to opacity and plume length standards; and	
12-3	Stabilize material immediately after screening.	
Staging Areas		
13-1	Stabilize staging areas during use; and	• Limit size of staging area • Limit vehicle speeds to 15 miles per hour • Limit number and size of staging area entrances/exists
13-2	Stabilize staging area soils at project completion.	
Stockpiles/Bulk Material Handling		
14-1	Stabilize stockpiled materials.	• Add or remove material from the downwind portion of the storage pile • Maintain storage piles to avoid steep sides or faces
14-2	Stockpiles within 100 yards of off-site occupied buildings must not be greater than eight feet in height; or must have a road bladed to the top to allow water truck access or must have an operational water irrigation system that is capable of complete stockpile coverage.	

Control Measure	Guidance
Traffic Areas for Construction Activities	
15-1 Stabilize all off-road traffic and parking areas; and 15-2 Stabilize all haul routes; and 15-3 Direct construction traffic over established haul routes.	• Apply gravel/paving to all haul routes as soon as possible to all future roadway areas • Barriers can be used to ensure vehicles are only used on established parking areas/haul routes
Trenching	
16-1 Stabilize surface soils where trencher or excavator and support equipment will operate; and 16.2 Stabilize soils at the completion of trenching activities.	• Pre-watering of soils prior to trenching is an effective preventive measure. • For deep trenching activities, pre-trench to 18 inches, soak soils via the pre-trench and resume trenching • Washing mud and soils from equipment at the conclusion of trenching activities to prevent crusting and drying of soil on equipment
Truck Loading	
17-1 Pre-water material prior to loading; and 17.2 Ensure that freeboard exceeds six inches (CVC 23114)	• Empty loader bucket such that no visible dust plumes are created • Ensure that the loader bucket is close to the truck to minimize drop height while loading
Turf Overseeding	
18-1 Apply sufficient water immediately prior to conducting turf vacuuming activities to meet opacity and plume length standards; and 18-2 Cover haul vehicles prior to exiting the site.	• Haul waste material immediately off-site
Unpaved Roads/Parking Lots	
19-1 Stabilize soils to meet the applicable performance standards; and 19-2 Limit vehicular travel to established unpaved roads (haul routes) and unpaved parking lots.	• Restricting vehicular access to established unpaved travel paths and parking lots can reduce stabilization requirements
Vacant Land	
20-1 In instances where vacant lots are 0.10 acre or larger and have a cumulative area of 500 square feet or more that are driven over and/or used by motor vehicles and/or off-road vehicles, prevent motor vehicle and/or off-road vehicle trespassing, parking and/or access by installing barriers, curbs, fences, gates, posts, signs, shrubs, trees or other effective control measures.	

TABLE 3
TRACK OUT CONTROL OPTIONS

(1)	Pave or apply chemical stabilization at sufficient concentration and frequency to maintain a stabilized surface starting from the point of intersection with the public paved surface, and extending for a centerline distance of at least 100 feet and a width of at least 20 feet.
(2)	Pave from the point of intersection with the public paved road surface, and extending for a centerline distance of at least 25 feet and a width of at least 20 feet, and install a track-out control device immediately adjacent to the paved surface such that exiting vehicles do not travel on any unpaved road surface after passing through the track-out control device.
(3)	Any other control measures approved by the Executive Officer and the USEPA as equivalent to the methods specified in Table 3 may be used.

32. This approval an all development rights (Site Plan Review) hereunder shall terminate three years from the effective date (final action date or, if in the appealable area of the Coastal Zone, 21 days after the local final action date) of this permit unless construction is commenced or a time extension is granted, based on a written and approved request submitted prior to the expiration of the three year period as provided in Section 21.21.406 of the Long Beach Municipal Code.

33. Prior to design development of the project, the applicant shall return to the Planning Commission for a study session, to discuss design direction for the entire project.

RESOLUTION NO. R-1131

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LONG BEACH CERTIFYING THAT: (i) THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE LONG BEACH AIRPORT TERMINAL AREA IMPROVEMENT PROJECT NO. 37-03 (SCH# 200309112) HAS BEEN COMPLETED IN ACCORDANCE WITH THE PROVISIONS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND STATE AND LOCAL GUIDELINES AND MAKING CERTAIN FINDINGS AND DETERMINATIONS RELATIVE THERETO; (ii) ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS; AND (iii) ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM

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WHEREAS, the City of Long Beach ("City") has proposed certain improvements to the existing terminal building and related facilities ("terminal") at the Long Beach Municipal Airport in order to accommodate recent increases in flight activity at the Airport consistent with the operational limitations of the City's Airport Noise Compatibility Ordinance ("Project");

WHEREAS, the Project includes a conceptual site plan review and construction or development of, among other things, holdrooms, concession area, passenger security area, baggage security area, baggage claim devices, restrooms, office space, ticketing facilities and airline gates totaling approximately 102,850 square feet together with aircraft parking positions, vehicular parking structure and traffic and pedestrian circulation areas;

WHEREAS, the City began an evaluation of the proposed project in September 2003 by issuing a Notice of Preparation (NOP) followed by a thirty (30) day

comment period together with public scoping meetings held on October 11 and October 1[illegible] 2003;

WHEREAS, recognizing the intense public interest in the proposed terminal improvements and related facilities, the City Council referred the scope of the project to the City's Airport Advisory Commission (AAC) in November 2003, after which the AAC held 15 public meetings from November 2003 through July 2004 to consider recommendations on the scope of possible Airport improvements, and to advise the City Council on certain issues regarding the scope of the project, Environmental Impact Report (EIR), and technical studies to be prepared for inclusion in the EIR;

WHEREAS, on February 1 and February 8, 2005, the City Council considered the recommendations made by the AAC in connection with the terminal improvement project and directed that a second NOP be prepared and circulated for public comment;

WHEREAS, the second NOP was prepared and circulated between April 14 2005 and May 16, 2005, and further public scoping meetings were held on April 28 and May 7, 2005, after which a Draft Environmental Impact Report (DEIR) was prepared and circulated between November 7, 2005 and January 30, 2006, for an eighty-four (84) day public review and comment period;

WHEREAS, a series of public meetings to discuss the proposed Project, and receive comments related thereto, were held on November 29, 2005, December 3, 2005 and December 5, 2005, and a joint study session between the Long Beach Planning Commission and the Long Beach Cultural Heritage Commission was held on December 15, 2005 to further discuss the proposed Project;

WHEREAS, implementation and construction of the Project constitutes a "project" as defined by CEQA, Public Resources Code sections 21000 *et seq.*, and the City is the Lead Agency for the Project under CEQA;

WHEREAS, it was determined during the initial processing of the Project that it could have potentially significant effects on the environment, requiring the preparation

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of an EIR;

WHEREAS, the City prepared full and complete responses to the comments received on the DEIR and distributed the responses in accordance with Public Resources Code section 21092.5;

WHEREAS, the Planning Commission has reviewed and considered the information and the comments to the DEIR and the responses thereto, and the Final Environmental Impact Report ("FEIR") at two duly noticed Planning Commission meetings held on May 4, 2006 and May 11, 2006, at which time evidence, both written and oral, was presented to and considered by the Planning Commission;

WHEREAS, the Planning Commission has read and considered all environmental documentation comprising the FEIR, including the comments and the responses to comments and errata included in the FEIR, and has determined that the FEIR considers all potentially significant environmental impacts of the Project and is complete and adequate and fully complies with all requirements of CEQA;

WHEREAS, the Planning Commission has evaluated and considered all significant impacts, mitigation measures, and project alternatives identified in the FEIR;

WHEREAS, CEQA and the State CEQA Guidelines provide that no public agency shall approve or carry out a project for which an EIR has been completed which has identified one or more significant effects of the project, unless the public agency makes written findings for each of the significant effects, accompanied by a statement of facts supporting each finding. The possible findings are: (i) Changes or alterations have been required in or incorporated into the project which avoid or substantially lessen the significant environmental effects as identified in the EIR; (ii) Such changes or alterations are within the responsibility and jurisdiction of another public agency, which can and should adopt them; or (iii) Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or project alternatives identified in the EIR;

WHEREAS, CEQA and the State CEQA Guidelines require that where the decision of a public agency allows the occurrence of significant environmental effects that

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are identified in the EIR but are not mitigated to a level of insignificance, that the pub' agency state in writing the reasons to support its action based on the EIR and/or other information in the record; and

WHEREAS, it is the policy of the City, in accordance with the provisions of CEQA and the State CEQA Guidelines, not to approve a project unless (i) all significant environmental impacts have been avoided or substantially lessened to the extent feasible, and (ii) any remaining unavoidable significant impacts are outweighed by specific economic, legal, social, technological, or other benefits of the project, and therefore considered "acceptable" under State CEQA Guidelines section 15093.

NOW, THEREFORE, the Planning Commission of the City of Long Beach does hereby find, determine and resolve:

Section 1. All of the above recitals are true and correct and are incorporated herein as though fully set forth.

Sec. 2. The FEIR has been completed in compliance with CEQA and th State CEQA Guidelines.

Sec. 3. The FEIR, which reflects the Planning Commission's independent judgment and analysis, is hereby adopted, approved, and certified as complete and adequate under CEQA.

Sec. 4. Pursuant to Public Resources Code section 21081 and State CEQA Guidelines section 15091, the Planning Commission has reviewed and hereby adopts the CEQA Findings and Statement of Facts as shown on the attached Exhibit "A" entitled "CEQA Findings, Facts in Support of Findings for Final Environmental Impact Report No. 37-03," which document is incorporated herein by reference as though set forth in full.

Sec. 5. Although the FEIR identifies certain significant environmental effects that would result if the Project is approved, most environmental effects can feasibly be avoided or mitigated and will be avoided or mitigated by the imposition of mitigation measures included with the FEIR. Pursuant to Public Resources Code section 21081.6, the Planning Commission has reviewed and hereby adopts the Mitigation Monitoring and

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Reporting Program ("MMRP") as shown on the attached Exhibit "B", which document is incorporated herein by reference as though set forth in full, together with any adopted corrections or modifications thereto, and also adds an additional mitigation measure as follows: "The Applicant shall provide an on-site mitigation monitor at all times during the construction of the project;" and further finds that the mitigation measures identified in the FEIR and added at the Planning Commission meeting are feasible, and specifically makes each mitigation measure a condition of project approval.

Sec. 6. Pursuant to State CEQA Guidelines section 15091(e), the record of proceedings relating to this matter has been made available to the public at, among other places, the Department of Planning and Building, 333 West Ocean Boulevard, 7th Floor, Long Beach, California, and is, and has been, available for review during normal business hours.

Sec. 7. The information provided in the various staff reports submitted in connection with the Project, the corrections and modifications to the DEIR and FEIR made in response to comments which was not previously re-circulated, and the evidence presented in written and oral testimony at the public hearing do not represent significant new information so as to require re-circulation of the EIR pursuant to the Public Resources Code.

Sec. 8. Pursuant to Public Resources Code section 21081(b) and Guidelines section 15093, the Planning Commission has balanced the benefits of the proposed Project against the unavoidable adverse impacts associated with Project related construction activities that will result in significant short-term air quality impacts for NO_x and VOC and has adopted all feasible mitigation measures with respect to these impacts. The Planning Commission also has examined alternatives to the proposed Project, none of which both meet the Project objectives and is environmentally superior to the proposed Project. The Planning Commission, after balancing the specific economic, legal, social, technological and other benefits of the proposed Project, has determined that the unavoidable environmental risks and impacts identified above may be considered

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"acceptable" due to the following specific considerations which outweigh and override th unavoidable, potentially adverse environmental impacts of the proposed Project. Each of the separate benefits of the proposed Project, as stated herein, is determined to be, unto itself, and independent of the other Project benefits, a basis for overriding all unavoidable adverse environmental impacts identified in the Findings and in the DEIR. Accordingly, the Planning Commission approves and adopts the following "Statement of Overriding Considerations," finding that:

(a) The Project will provide improved facilities to better enable the Transportation Security Administration (TSA) to conduct the required security screening of passengers and baggage pursuant to the Aviation and Transportation Security Act.

(b) The Project will allow the incorporation of improvements to the air carrier ramp that will allow the electrification of the ground support equipment, which will result in a long-term reduction of air emissions.

(c) By constructing the necessary infrastructure at the Airport, the City will be assisting the airlines in their ability to comply with the South Coast Ground Service Equipment (GSE) MOU signed by the airlines and the California Air Resources Board.

(d) The Proposed Project provides an increased number of aircraft parking positions resulting in less congestion on the air carrier ramp and allowing aircraft to connect to GSE, thereby minimizing the amount of idling time while waiting for access to a gate. The increased number of aircraft parking positions and gates will also allow more efficient departures during peak hours. This will potentially reduce the number of delayed flights.

(e) The Proposed Project incorporates a voluntary land use compatibility program that would address existing and future land uses that are inconsistent with State noise standards.

(f) The Proposed Project will enable the Long Beach Airport to provide

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adequate facilities for the minimum number of flights and associated passenger levels consistent with the City's Airport Noise Compatibility Ordinance.

(g) The improvements will be designed to maintain and enhance the historic characteristics of the Airport Terminal Building by incorporating components of the original design and potentially restoring features, such as mosaic floor tiles.

(h) The Proposed Project will enhance safety within the Terminal Building by relieving overcrowding. This will better enable the City of Long Beach to meet applicable local, State, and federal standards including the City's fire, building, and safety codes.

(i) The Proposed Project will eliminate the dependence on offsite leased parking. The long-term availability of the leased parking is uncertain due to the month-to month lease for the offsite parking lot. Loss of this offsite parking will result in insufficient parking onsite, especially during peak travel periods. Without adequate parking there would be an increase in trips generated by the Airport and overall vehicle miles traveled. The onsite parking also provides an incremental benefit to local traffic circulation and long-term air quality.

(j) Implementation of the Proposed Project allows the Airport to better meet operational needs by providing sufficient office space, meeting rooms, and a baggage hold room. These facilities allow staff from the airlines, TSA, and the Airport to conduct functions that need to be in the immediate terminal area or adjacent to the ramp.

(k) The increased concession areas will provide the traveler with greater amenities at the Airport and would increase revenue to the City through additional lease areas.

Sec. 9. The Project as described and studied in the DEIR is the

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environmentally superior alternative in that it minimizes impacts to the environment to th maximum extent practicable while achieving all of the basic objectives of the Project.

Sec. 10. This resolution shall take effect immediately upon its adoption by the Planning Commission, and the Planning Commission Secretary shall certify to the vote adopting this resolution.

I hereby certify that the foregoing resolution was adopted by the Planning Commission of the City of Long Beach at its meeting of May 11, 2006, by the following vote:

Ayes: Commissioners: Leslie Gentile, Matthew Jenkins, Mitchell Rouse, Charles Greenberg, Morton Stuhlbarg, Nick Sramek

Noes: Commissioners:

Absent: Commissioners: Charles Winn

Secretary

MJM:kjm 4/27/06; 5/12/06 #05-05467
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CEQA FINDINGS, FACTS IN SUPPORT OF FINDINGS
FOR FINAL ENVIRONMENTAL IMPACT REPORT No. 37-03

1.0 INTRODUCTION

1.1 Statutory Requirements for Findings

The California Environmental Quality Act (CEQA), (Public Resources Code § 21081) and the CEQA Guidelines ("the Guidelines") (14 Cal. Code Regs. § 15901) require that no public agency approve or carry out a project for which an Environmental Impact Report (EIR) has been certified which identifies one or more significant effects of the project on the environment unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale of each finding. The possible findings, which must be supported by substantial evidence in the record, are:

(1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

(2) Changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

(3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

For those significant effects that cannot be mitigated to below a level of significance, the public agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.

In addition, CEQA requires a public agency to make a finding that the EIR reflects the public agency's independent review and judgment. In accordance with the provisions of CEQA and the Guidelines, the Long Beach Planning Commission ("the Commission") expressly finds that the Final Environmental Impact Report, Final EIR 37-03 (SCH No. 200309112), for Long Beach Airport (LGB) Terminal Area Improvement Project reflects the Commission's independent review and judgment.

Final EIR 37-03 identifies significant or potentially significant environmental effects prior to and after mitigation which may occur as a result of approval of the Proposed Project. In accordance with the provisions of CEQA and the Guidelines, the Commission adopts these Findings as part of its certification of Final EIR 37-03.

In conjunction with its adoption of these Findings, the Commission has reviewed and considered a substantial amount of material including, but not limited to, the following:

a. Draft EIR 37-03 and all appendices and technical reports thereto;

b. Comments and Responses to Comments on Draft EIR 37-03, including a list of all persons, organizations, and public agencies commenting;

c. Transmittal packages to the Long Beach Planning Commission;

d. Minutes of the Long Beach Planning Commission meetings;

e. Planning Commission Resolution Nos. 06-XX adopted on May 4, 2006;

Exhibit "A"

f. All attachments and documents incorporated by reference identified in items a. through e. above.

1.2 Organization/Format of Findings

In compliance with the statutory requirements, the Findings are organized as follows:

(1) Effects found not to be significant;

(2) Effects which were determined to have been mitigated to below a level of significance;

(3) Significant effects that cannot be mitigated to below the level of significance;

(4) Cumulative effects determined not to be significant;

(5) Significant cumulative effects;

(6) Feasibility of project alternatives;

(7) Optimized Flights; and

(8) Statement of Overriding Considerations.

Each of these categories is accompanied by: a discussion of significant effects; project design features, standard conditions and regulations, and mitigation measures relevant to the specific effects being considered; Findings; and facts in support of those Findings.

1.3 EIR Process

EIR 37-03 was prepared as a Project EIR pursuant to CEQA and the CEQA Guidelines. The City has taken steps to encourage the public to participate in the environmental process. An Initial Study was prepared to focus the environmental resources to be analyzed in the EIR. The City prepared a Notice of Preparation (NOP) pursuant to section 15082 of the CEQA Guidelines requesting input from agencies and the public regarding the appropriate scope of the EIR. The NOP was posted on the City's website and circulated for a 30-day public review period on September 22, 2003. The review period was closed on October 23, 2003. Public scoping meetings were held to solicit public input on October 11 and October 16, 2003. The meetings were held at the Long Beach Energy Department Auditorium on Spring Street in Long Beach. Notices of the scoping meetings were published in five local publications. Approximately 100 people attended the Saturday (October 11) scoping meeting and approximately 200 people attended the Thursday (October 16) scoping meeting. In addition, the City received 251 responses to the NOP (a combination of letters, postcards, and emails).

Recognizing the intense public interest, the City Council referred the scope of project and the scope of the EIR to the Airport Advisory Commission (AAC) for consideration. Though not part of the formal EIR scoping process, the AAC held 15 meetings, open to the public, from November 2003 through July 2004 to consider recommendations on possible Airport improvements and to advise on certain issues regarding scoping of the EIR. The AAC made recommendations regarding the project and technical studies to be prepared for the EIR. The City Council considered these recommendations on February 1 and February 8, 2005. As a result of this process, changes were made to the proposed improvements that would constitute the Proposed Project and be addressed in the EIR.

A new NOP, reflecting the project, as defined by the City Council, was prepared to solicit input on the scope of the EIR. The NOP was distributed to 84 agencies, individuals, and groups on April 14, 2005, for a 32-day review period. In addition, a notice that the NOP was available and

posted on the City website was mailed to 274 individuals. The comment period on the NOP closed on May 16, 2005. Scoping meetings were held at the Long Beach Department of Energy Auditorium on Spring Street on Thursday, April 28 and Saturday, May 7, 2005. Notice for these meetings was included on the NOP and published in six local publications. Approximately 59 people attended the April 28, 2005, scoping meeting and approximately 78 people attended the May 7, 2005, scoping meeting. In addition, the City received 80 responses to the NOP (a combination of letters, postcards, and emails).

The Draft EIR was circulated for an 84-day public review and comment period beginning November 7, 2005, and ending January 30, 2006. The Draft EIR was made available through a number of sources. Paper copies of the document or compact disks with the electronic files of the document were sent to 200 public agencies and individuals. In addition, the document was posted on the City's website and sent to the local libraries. Copies of the document were at each of the 12 Long Beach libraries and the main libraries in the Cities of Lakewood and Signal Hill. Notices of Availability of the document were sent to 160 members of the public and published in 6 local publications.

A series of public meetings were held to provide the public an overview of the findings of the Draft EIR, as well as to take testimony on the document. The public meetings were held on November 29, 2005, at The Grand; December 3, 2005, in the City Council Chambers; and December 5, 2005, at the Petroleum Club in Long Beach. In addition, a joint workshop with the Long Beach Planning Commission and the Long Beach Cultural Heritage Commission was held on December 15, 2005. Public testimony was also taken at the workshop. During the public review period a total of 215 written comments were received (a combination of letters, comment cards, and emails) on the Draft EIR. Written responses to comments were prepared for all written comments received, as well as to the comments raised in public testimony at the four public meetings. Copies of the comments received, as well as the written responses to comments were sent to each of the commenting agencies and posted on the City's website. Notices of Availability of the Responses to Comments were sent to 665 public agencies and members of the public.

The Final EIR was sent to the Long Beach Planning Commission for certification of compliance with CEQA.

1.4 Effects Not Evaluated in the EIR

The Initial Study determined there would be no significant effect for several topical areas. Therefore, these issues do not warrant further evaluation in the EIR. These topical areas are identified below.

Aesthetics – The project is not located within the viewshed of a designated scenic vista or state scenic highway. The project would not impact any trees or rock outcroppings. However, other aesthetic considerations were evaluated as part of the EIR.

Agricultural Resources – The Proposed Project would not result in any impacts to farmlands listed as "Prime," "Unique," or of "Statewide Importance" based on the *2002 Los Angeles County Important Farmland Map* prepared by the Department of Conservation.

Biological Resources – The proposed Airport improvements would be constructed on a portion of the Airport that is currently developed/paved to support airport-associated activities. The project would not have any direct impact on biological resources because it would not result in the removal of any sensitive habitat or impact any sensitive species. The project would not change the type of operations or operational procedures at the Airport; therefore, the project would not result in substantial interference with the movement of wildlife or migration of birds.

Geology and Soils – The area of the proposed improvements is relatively flat and, with the exception of Parcel O, is currently covered by an impervious surface. Construction activities would expose the underlying soils; however, the overall area exposed would be limited. The project site would not be prone to geotechnical constraints such as slope instability, landslides, or liquefaction. Additionally, a recent geotechnical survey conducted by the City of Long Beach for the existing parking structure at the Airport concluded that the potential for the site to be significantly impacted by earthquakes, seismic ground shaking, liquefaction, landslides, substantial soil erosion, or unstable or expansive soil is limited. No septic tanks are proposed as part of the project.

Hazards and Hazardous Materials – The project would not result in a significant hazard from the transport of hazardous materials, nor would the project alter the Airport's practices regarding the handling of hazardous materials, fueling, or other maintenance or operational procedures. The project is consistent with the provisions of the Airport Land Use Plan. The project would not alter or interfere with an adopted emergency response plan or emergency evacuation plan. The project site is not located in an area subject to wildland fires.

Hydrology and Water Quality – The Proposed Project would not result in a substantial increase in impervious soil or result in increased runoff. Only development of Parcel O would result in the increase of impervious area. This development would not alter the existing drainage pattern of the site or affect the quality or quantity of the groundwater table. Compliance with the applicable permits issued pursuant to the Federal Clean Water Act would address the long-term water quality issues associated with the Proposed Project.

Land Use and Planning –The Proposed Project would not result in any direct impacts to an established community because all improvements would occur on site. There is not an adopted habitat conservation plan or natural community conservation plan adopted for the project area.

Mineral Resources – The project site has not been identified by the California Division of Mines and Geology (CDMG) as having mineral commodities in sufficient quantities to be mined commercially.

Population and Housing – The Proposed Project would not result in the displacement of housing or a large number of people. The Proposed Project would not result in increased flight levels or substantially increase employment levels that would result in an increased demand for housing in the area.

Public Services – The project would not increase the demand on public schools, parks, or other public services because it would not result in a population increase in the project area.

Recreation – The project would not generate any increase in population or provide development that would result in increased usage of existing neighborhood and regional parks. There would not be any physical deterioration to existing recreation facilities due to the project.

Utilities and Service Systems – Though the project would be expected to have an incremental increase in water demand and wastewater production because there would be additional facilities, this would only result in slight increases in peak flow rates. The overall increases would not be substantial enough to require expansion of existing facilities. As part of a routine plan check, a Fire Flow Test may be required, though based on discussion with the Long Beach Water Department, the 12-inch water main in Lakewood Boulevard would have sufficient capacity to provide necessary water supply to meet demand.

The project would have the potential to increase the amount of solid waste both through construction and operation of the new facilities. Though the number of passengers would be consistent for each of the project alternatives, it is reasonable to assume that additional waste would be generated with the new facilities because there would be increased concessions and

better facilities where passengers may be more inclined to use the concession areas. However, this incremental increase would not be expected to result in a significant impact. The City of Long Beach has developed programs to divert the amount of refuse that is sent to landfills through waste reduction, recycling, and business and government source reduction programs. Additionally, a standard specification in all City contracts requires that the contractor recycle such construction wastes so these materials are not disposed of in landfills.

1.5 Location and Custodian of Documents

Section 7.0, References, of the Draft EIR contains a list of all references used in preparation of the environmental analysis. Much of the reference materials are located at the City of Long Beach Department of Planning and Building, which serves as the custodian of the documents constituting the record of proceedings upon which the City of Long Beach has based its decision related to the project. The contact for this material is:

Ms. Angela Reynolds
City of Long Beach Department of Planning and Building
333 West Ocean Boulevard
Long Beach, California 90802
(562) 570-6354

References not available at the City of Long Beach, Department of Building and Planning, are available at BonTerra Consulting, Inc. and are available for review by appointment. The contact information is:

Ms. Kathleen Brady
BonTerra Consulting
151 Kalmus Drive, Suite E-200
Costa Mesa, California 92626
(714) 444-9199

1.6 Mitigation Monitoring and Reporting Plan

As required by Public Resources Code (PRC) § 21081.6, the City of Long Beach, in adopting these findings, also adopts the project Mitigation Monitoring and Reporting Program (MMRP). The MMRP is designed to ensure that, during implementation of the project, the City and other responsible parties will comply with the adopted mitigation measures, summarized within these findings, as well as in the Draft EIR, Section 6.0, Summary of Mitigation Measures. The mitigation program identified to reduce potential project impacts consists of project design features, standard conditions and requirements, and mitigation measures. These components, which are described below, are all included within the MMRP.

- **Project Design Features** – Project Design Features (PDFs) are specific design elements proposed by the project applicant and are incorporated into the project to prevent the occurrence of, or reduce the significance of, potential environmental effects. Because PDFs have been incorporated into the project, they do not constitute mitigation measures as defined by CEQA. However, PDFs are identified in the mitigation section for each topical issue to ensure that they are included in the mitigation monitoring program to be developed for, and implemented as a part of, the Proposed Project.

- **Standard Conditions and Requirements** – Standard conditions and requirements are based on local, state, or federal regulations or laws that are frequently required independently of CEQA review. They also serve to offset or prevent specific impacts. Typical standard conditions and requirements include compliance with the provisions of the Uniform Building Code (UBC), South Coast Air Quality Management District Rules (SCAQMD), local agency fee programs, etc. Additional conditions may be imposed on the project by government agencies during the approval process, as appropriate.

- **Mitigation Measures** – Where a potentially significant environmental effect has been identified and is not reduced to a level considered less than significant through the application of PDFs and standard conditions and requirements, project-specific mitigation measures have been recommended.

The City of Long Beach hereby finds that the Mitigation Monitoring Program meets the requirements of Section 21081.6 of the Public Resources Code by providing a monitoring program designed to ensure compliance during project implementation with mitigation measures adopted by the City of Long Beach.

2.0 DESCRIPTION OF PROJECT PROPOSED FOR APPROVAL

2.1 Introduction

2.1.1 Physical Facilities and Passenger Levels

The Long Beach Airport has been in existence since 1923. Presently, the Airport covers 1,166 acres and has 5 runways, the longest being 10,000 feet. The Airport serves commercial carriers, general aviation, and air cargo. The area surrounding the Airport is a mix of commercial, industrial, and residential development.

The existing Airport Terminal Building was built in 1941 for DC-3 aircraft and served approximately 25,000 annual commercial airline passengers. In 1984 a new concourse area and pre-boarding lounge were constructed immediately south of the existing Airport Terminal Building to provide capacity for 15 daily flights; better accessibility for patrons with disabilities; improved mobility in the passenger screening process; and improved ticketing and check-in processing of Airport users. At the time, the Airport was serving approximately 1.1 million annual passengers (MAP). The aircraft flown were predominately the MD-80 and B737.

Between August 2001 and 2003, the number of passengers using the Airport increased from 600,000 to almost 3.0 MAP. This increase was predominately due to an increase in the number of commercial flights; however, the aircraft size and load factors have also increased over the past two decades. Because existing facilities were not adequate to accommodate this level of activity, the Airport constructed a temporary holdroom, a temporary remote parking lot, and a new baggage claim area in 2002. A second temporary holdroom was added in 2003.

2.1.2 Regulatory Setting

In 1981, the City of Long Beach adopted a noise control ordinance affecting the Airport which limited the number of air carrier flights at the Airport to 15 flights per day and required the use of quieter aircraft. The purpose of the ordinance was to reduce the "cumulative" noise generated by the Airport. The ordinance was challenged by the commercial airlines in federal court. Following an injunction by the court, the City formed a task force and prepared an Airport Noise Compatibility Program, pursuant to Federal Aviation Administration (FAA) regulations.

In an effort to resolve the protracted litigation, the City and the airlines entered into a stipulated settlement agreement. Under the settlement, the City Council would adopt a new Airport Noise Compatibility Ordinance. This was enacted as Chapter 16.43 of the Municipal Code and permits

air carriers to operate a minimum of 41 airline flights per day while commuter carriers are permitted to operate a minimum of 25 flights per day. There are provisions in the Airport Noise Compatibility Ordinance allowing the number of flights to be increased if the air carrier flights and commuter flights operate below their respective Community Noise Equivalent Level (CNEL) limits.

In 1990, while the City's appeal to the Ninth Circuit Court of Appeals was pending, Congress passed the Airport Noise and Capacity Act (ANCA), which limited an airport operator's right to control Stage 3 aircraft. Included within the ANCA legislation is a "grandfather" provision which permits the City to continue to enforce the flight and noise restrictions that are contained in the Airport Noise Compatibility Ordinance (Chapter 16.43). In May 2003, the FAA reaffirmed the "grandfather" status of the Airport Noise Compatibility Ordinance under ANCA.

2.2 Project Description

The Proposed Project provides improvements to the existing Airport Terminal Building and related facilities in order to accommodate recent increases in flight activity at the Airport consistent with operational limitations of the Airport Noise Compatibility Ordinance and the 1995 Settlement Agreement. The Proposed Project includes construction of, or alteration to, the 13 areas listed below:

- Holdrooms
- Concession Area
- Passenger Security Screening
- Baggage Security Screening
- Baggage Claim Devices
- Baggage Service Office
- Restrooms
- Office Space
- Ticketing Facilities
- Airline Gates
- Aircraft Parking Positions
- Vehicular Parking
- Traffic and Pedestrian Circulation

The terminal area improvements are being designed to accommodate the demand based on the minimum requirements of the Airport Noise Compatibility Ordinance. This would include the 41 airline flights and 25 commuter flights, passengers associated with those flights, and security requirements imposed by the Transportation Security Administration (TSA). The 41 airline and 25 commuter flights provided for in the Ordinance would result in approximately 4.2 MAP being served at the Airport. Considering all improvements, the size of the Airport terminal space would increase from 56,320 square feet to 102,850 square feet. The terminal area would be designed to ensure improvements are compatible with the existing historic Airport Terminal Building and would not compromise the historic integrity of the building. The guiding principles for the project design include: (1) the May 7, 1990, Memorandum of Understanding (MOU) by the Neighborhood and Historic Preservation Officer for the City of Long Beach, which provides guidelines for future environmental review of the Airport Terminal Building. The MOU includes as an attachment the Secretary of the Interior's Standards for Rehabilitation of Historic Buildings; (2) the Development and Use Standards for the Long Beach Airport Terminal Planned Development Plan Ordinance adopted by the City Council on September 2, 1997; and (3) a Memorandum of Considerations for new construction prepared by PCR dated June 22, 2005. These documents are included in Appendix B of the EIR. Additionally, there is a commitment to construct the new facilities to meet high standards for energy efficiency and environmental design consistent with the LEED standards.

In addition to new construction and the removal of the temporary modular buildings that have been brought in to provide additional holdroom space, modifications to the interior of the Airport Terminal Building would be required to maximize efficiency of the floor space. This would include relocation of ticketing and concession areas and opening the center of the Airport Terminal Building to the proposed new holdroom area. Covered open areas would also be provided. The preliminary concept plan shows covered areas for the baggage make-up area (where the airlines receive screened bags from TSA, which are then sorted and loaded onto baggage carts), the baggage claim area, ticketing and queuing, and an area for "meeters and greeters." These areas would have a roof structure but not side enclosures. Precise uses would be determined during project design. Additional space will be added according to Table 2-1 below.

TABLE 2-1
LONG BEACH AIRPORT PASSENGER TERMINAL AREA IMPROVEMENTS
EIR ALTERNATIVES

Description	Proposed Project	Existing Conditions
Holdrooms		
Permanent Space[1]	6,500 sf	6,500 sf
Temporary Space[2]	0 sf	13,150 sf
Proposed Additional Space[3]	21,171 sf	0 sf
Subtotal	27,671 sf	19,650 sf
Passenger Security Screening		
Existing	3,900 sf	3,900 sf
Proposed Additional Space	7,000 sf	0 sf
Subtotal	10,900 sf	3,900 sf
Concession Area		
Permanent Space[1]	5,460 sf	5,460 sf
Proposed Additional Space[3]	9,541 sf	0 sf
Subtotal	15,001 sf	5,460 sf
Baggage Security Screening		
Baggage Security Screening	7,000 sf[4]	5,000 sf
Baggage Claim Devices		
Passenger Side	510 lf	226 lf
Airline Loading Side	310 lf	180 lf
Subtotal	820 lf	406 lf
Baggage Service Office	900 sf	0 sf
Multi-Purpose Rooms	300 sf	0 sf
Subtotal	1,200 sf	0 sf
Restrooms (non-secure)		
Permanent Space[1]	1,330 sf	1,330 sf
Temporary Space[2]	0 sf	0 sf
Proposed Additional Space[3]	2,000 sf	0 sf
Subtotal	3,330 sf	1,330 sf
Office Space		
TSA		
Temporary Space	3,600 sf	3,600 sf
Proposed Additional Space	1,590 sf	0 sf
Subtotal	5,191 sf	3,600 sf
Airlines (Operations Offices)		
Permanent Space	2,000 sf	2,000 sf
Temporary Space	0 sf	0 sf

Description	Proposed Project	Existing Conditions
Proposed Additional Space	3,754 sf	0 sf
Subtotal	5,754 sf	2,000 sf
Airport (Office & Conference)		
Permanent Space	6,970 sf	6,970 sf
Temporary Space	0 sf	0 sf
Proposed Additional Space	5,000 sf	0 sf
Subtotal	11,970 sf	6,970 sf
Subtotal for Office Space	22,915 sf	12,570 sf
Ticketing Facilities		
Ticket Counter Area (Existing)	1,250 sf	1,250 sf
Proposed Additional Space	680 sf	0 sf
Subtotal	1,930 sf	1,250 sf
Ticket Counter Queuing (Existing)	1,400 sf	1,400 sf
Proposed Additional Space	1,400 sf	0 sf
Subtotal	2,800 sf	1,400 sf
Airline Ticket Office (Existing)	4,360 sf	4,360 sf
Proposed Additional Space	243 sf	0 sf
Subtotal	4,603 sf	4,360 sf
Circulation - Ticketing (Existing)	1,400 sf	1,400 sf
Proposed Additional Space	4,100 sf	0 sf
Subtotal	5,500 sf	1,400 sf
Subtotal for Ticketing Facilities	14,833 sf	8,410 sf
Total	**102,850 sf**	**56,320 sf**
Airline Gates and Parking Positions		
Airline Gates	11	8
Aircraft Parking Positions	12 to 14	10
Vehicular Parking		
Permanent Non-Leased Spaces	2,835	2,835
Leased Spaces	0	0[6]
Proposed Additional Spaces	3,451[5]	0
Total	**6,286**	**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 existing leased spaces would be replaced with new parking structure.
6 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.

2.3 Project Objectives

The key objective of the Proposed Project is to provide Airport terminal facilities to adequately accommodate the minimum number of flights provided for in the Airport Noise Compatibility Ordinance and the number of passengers served by those flights. To meet this objective, the project design must provide for the following:

- Maximize safety and security of passengers, visitors, and tenants by adhering to TSA, FAA, and all other applicable state and local standards including the City's fire, building, and safety codes.

- Ensure that project sizing and design of the improvements is in keeping with the parameters of the adopted Airport Noise Compatibility Ordinance.

- Maintain and enhance the current character of the Airport Terminal Building as a Long Beach Cultural Heritage Landmark by creating an environment in which the design of the new facilities respects the architectural and aesthetic character of the existing Airport Terminal Building.

- Provide uncomplicated, operationally, and energy-efficient, value-driven design within a plan that can be developed in incremental stages.

3.0 EFFECTS DETERMINED NOT TO BE SIGNIFICANT

This section of the findings summarizes the potential effects found not to be significant upon implementation of the Proposed Project. The summary of the environmental effects found not to be significant is based on the environmental analysis provided in the Final EIR, Section 3.0 (Environmental Setting, Impacts, and Mitigation Measures).

3.1 Aesthetics

The Final EIR found that implementation of the Project would result in certain significant aesthetic impacts, which are addressed in Sections 4.1 (mitigable impacts), below. However, certain visual impacts evaluated in the Final EIR were found to be insignificant due to specific design attributes and/or features of the Project. The following paragraphs identify and describe those aesthetic impacts determined to be insignificant following evaluation.

3.1.1 Finding: Implementation of the Project would not result in aesthetics impacts associated with the below-mentioned threshold.

- *Inconsistent with applicable plans and policies as set forth by the General Plan, Zoning Ordinance and Planned Development Ordinance.*

3.1.2 Facts in Support of Finding: The Final EIR evaluated the potential for inconsistencies with applicable plans and policies and determined there would not be significant impacts because the following project design features and standard conditions had been incorporated into the project design:

PDF 3.1-1 The Guiding Principals have been used in the development of the conceptual design plan. As part of final design, the requirements outlined in these documents, which are named below, would provide guidance to protect the historic integrity of the existing terminal. This also serves to ensure a unified appearance and enhance the aesthetics of the terminal area. The Guiding Principals include: (1) May 7, 1990, memorandum of understanding (MOU) by the Neighborhood and Historic Preservation Officer for the City of Long Beach providing guidelines for future environmental review of the Airport Terminal Building; (2) Secretary of the Interior's standards for rehabilitation of historic buildings;(3) Development and Use Standards for the Long Beach Airport Terminal Planned Development Plan Ordinance adopted by the City Council on September 2, 1997; (4) the City's Cultural Heritage Ordinance (Chapter 2.63 of the Municipal Code); and (5) a memorandum on considerations for new construction prepared by PCR (June 22, 2005). These documents all provide guidance on development standards for terminal area improvements and are included in Appendix B.

SC 3.1-1 Prior to building plan approval, the Planning Commission shall ensure that all development complies with the development standards and design guidelines

contained in Ordinance No. C-7496, *Development and Use Standards for the Long Beach Airport Terminal Planned Development Plan (PD-12).*

SC 3.1-2 Prior to building plan approval, the Cultural Heritage Commission shall ensure that any new construction proposed adjacent to the Terminal Building or attached onto it shall comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic buildings, and more specifically, the Secretary of the Interior's Standards for Rehabilitation (Standards).

SC 3.1-3 Prior to building plan approval, the Cultural Heritage Commission shall ensure that all development shall comply with the May 7, 1990 MOU adopted by the City Council and Cultural Heritage Commission providing guidelines for future environmental review of the Airport Terminal Building (the MOU is contained in Appendix B).

3.2 Air Quality and Human Health Risk Assessment

The Final EIR found that implementation of the Project would result in certain significant air quality and human health risk impacts, which are addressed in Sections 4.2 (mitigable impacts) and Section 5.1 (mitigable impacts), below. However, certain air quality and human health risk impacts evaluated in the Final EIR were found to be insignificant due to specific design attributes and/or features of the Project. Though not identified as significant impacts, the Final EIR also recommended mitigation measures that would allow the potential impacts to be reduced even further. The following paragraphs identify and describe those air quality and human health risk impacts determined to be insignificant following evaluation.

3.2.1 Finding: Implementation of the Proposed Project would not result in air quality and human health risk impacts associated with the below-mentioned thresholds.

- *Construction emissions for the other criteria pollutants (CO, PM_{10}, and $PM_{2.5}$) in excess of standards established by the South Coast Air Quality Management District.*
- *Expose of receptors to substantial pollutant concentrations.*
- *Result in an incremental (future alternative compared to 2005 Baseline) cancer risk greater than 10 in one million (1 x 10-5) or a hazard greater than one for residents, school children, and off-airport workers.*
- *Exceed occupational standards developed or adopted by Cal/OSHA for airport workers.*
- *Conflict with or obstruct implementation of the applicable air quality plan.*

3.2.2 Facts in Support of Finding: The Final EIR evaluated the potential for air quality and human health risks and determined there would not be significant impacts in the above-stated categories because the Proposed Project would not result in any additional flights or passengers; as a result, it would not alter the operating characteristics of the Airport. Compared to the existing baseline, the Proposed Project would not result in increased air emissions or cancer risk. The Proposed Project would provide beneficial air quality effects because project design features have been incorporated into the Proposed Project which would reduce emissions associated with aircraft operations and ground support equipment. Standard conditions would also apply that would reduce potential air emissions. These measures are outlined below:

PDF 3.2-1 As part of project design, the City of Long Beach shall ensure the terminal area improvements are designed and constructed to meets LEED specifications.

SC 3.2-2 In support of PDF 3.2-1, requiring the design and construction of the terminal improvements to meet LEED standards, building materials, architectural coatings and cleaning solvents shall comply with all applicable SCAQMD rules and regulations.

SC 3.2-3 In support of PDF 3.2-1, requiring the design and construction of the terminal improvements to meet LEED standards, all new and substantially modified buildings shall meet California Title 24 Energy Efficiency standards for water heating, space heating and cooling, to the extent feasible.

SC 3.2-4 All new and modified point source facilities (e.g., utility equipment, fuel storage and dispensing) shall obtain all required permits from the SCAQMD. To obtain these permits, the facilities will need to include Best Available Control Technology (BACT) that reduces emissions of criteria pollutants.

SC 3.2-5 In support of PDF 3.2-1 and to conserve energy, require that all exterior lighting use color-corrected low sodium lighting.

MM 3.2-3 The contract specifications shall require and the City shall enforce general contractors sweep streets as needed during construction, but not more frequently than hourly, if visible soil material has been carried onto adjacent public roads.

MM 3.2-4 The contract specifications shall require and the City shall enforce general contractors to visually inspect construction equipment prior to leaving the site; loose dirt shall be washed off with wheel washers as necessary.

MM 3.2-11 During project design, the architect shall provide that all fixtures used for lighting exterior common areas are regulated by automatic devices to turn off lights when they are not needed.

MM 3.2-12 As part of the air carrier ramp design, the City of Long Beach shall incorporate electric charging stations infrastructure to support operation of electric GSE and other on-airport vehicles.

MM 3.2-13 As part of the air carrier ramp design, preconditioned air and 400 Hz power from electric units (or electric power grid) will incorporate provisions at the commercial passenger aircraft parking positions to allow aircraft pilots the ability to plug in at the gate and turn off the APU.

MM 3.2-14 The City shall require the use of ultra-low sulfur diesel for diesel-fueled equipment that are not readily convertible to electrical power on all future lease and operational agreements for air carriers.

3.3 Cultural Resources

The Final EIR found that implementation of the Project would result in certain significant cultural resources impacts, which are addressed in Sections 4.2 (mitigable impacts), below. However, certain cultural resource impacts evaluated in the Final EIR were found to be insignificant due to lack of known or anticipated resources on the project site, specific design attributes and/or features of the Project. The following paragraphs identify and describe those cultural resources impacts determined to be insignificant following evaluation.

3.3.1 Finding: Implementation of the Proposed Project would not result in Cultural Resources impacts associated with the below-mentioned thresholds.

- *Grading and construction activities that would result in a substantial adverse change in the significance of an archaeological resource determined to be "unique" or "historic."*

- *Results in the direct or indirect destruction of a unique or important paleontological resource or site.*

3.3.2 Facts in Support of Finding: The Final EIR evaluated the potential for cultural resources impacts and determined that impacts for the above-stated categories would be less than significant because the results of the record search indicate that there are no previously recorded archeological sites within a one-mile radius of the project site and there are no recorded vertebrate fossil localities within the Proposed Project boundaries. Potential for impact to resources of this nature are very low, especially given the disturbed nature of the project site. Additionally, standard conditions for construction projects, which are outlined below, would apply in the event resources are inadvertently discovered during construction.

SC 3.3-1 Should any archaeological resources be uncovered during grading or excavation activities, these activities shall be diverted to a part of the site away from the find, and a qualified archaeologist shall be contracted by the contractor to: (1) ascertain the significance of the resource; (2) establish protocol with the project applicant to protect such resources; (3) ascertain the presence of additional resources; and (4) provide additional monitoring of the site, if deemed appropriate. If human remains are discovered on the site, the Los Angeles County Coroner shall be contacted to examine the remains, and the provisions of Section 15064.5(3) of the CEQA Guidelines shall be followed.

SC 3.3-2 If human remains are encountered during ground-disturbing activities, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition of the materials pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC). The NAHC will determine and notify a Most Likely Descendent (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The descendent must complete the inspection within 24 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

SC 3.3-4 Should any paleontological resources be uncovered during grading or excavation activities, the construction contractor shall divert activities to a part of the site away from the find, and a qualified paleontologist shall be contracted by the contractor to: (1) ascertain the significance of the resource; (2) establish protocol with the project applicant to protect such resources; (3) ascertain the presence of additional resources; and (4) provide additional monitoring of the site, if deemed appropriate. If human remains are discovered on the site, the Los Angeles County Coroner shall be contacted to examine the remains, and the provisions of Section 15064.5(3) of the CEQA Guidelines shall be followed.

3.4 Hazards and Hazardous Materials

The Final EIR found that implementation of the Project would result in certain significant impacts associated with hazards and hazardous materials, which are addressed in Sections 4.3 (mitigable impacts), below. However, certain potential impacts evaluated in the Final EIR were found to be insignificant due to site conditions, specific design attributes, and/or features of the Project. The following paragraphs identify and describe those hazards and hazardous materials impacts determined to be insignificant following evaluation.

3.4.1 Finding: Implementation of the Proposed Project would not result in hazards and hazardous materials impacts associated with the below-mentioned thresholds.

- *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and as a result would create a significant hazard to the public or to the environment.*

- *Be inconsistent with the applicable goals, objectives and requirements of the City of Long Beach Public Safety Element or Strategic Plan 2010.*

3.4.2 Facts in Support of Finding: The Final EIR evaluated the potential for impacts associated with hazards and hazardous materials and determined that impacts for the above-stated categories would be less than significant for the following reasons:

- The Proposed Project would not be constructed in an area with a site identified on the Cortese List and those locations on the Cortese List in proximity to the Proposed Project site have been identified and remediated in accordance with State and local standards.

- The City has achieved on-going compliance with Industrial and Construction National Pollutant Discharge Elimination System (NPDES) permits for the Airport. In addition, the City conducts tenant education programs as part of its Industrial Permit.

- Since adoption of the Public Safety Element in 1975, actions have been taken to remove incompatible uses from the Airport area. Additionally, new underground storage tanks installed to replace older tanks have been designed with state-of-the-art spill and leak mitigation, tank integrity monitoring, and secondary containment systems.

In addition, project design features and standard conditions, which are outlined below, would apply to the projects. Though not a significant impact, the Final EIR also recommended a mitigation measure that would further help to reduce impacts associated with hazards and hazardous materials.

PDF 3.4-1 The proposed terminal improvements would be constructed in a manner consistent with LEED standards certification requirements to, among other things, minimize potential hazards and hazardous waste impacts.

SC 3.4-1 The Proposed Project and any additional flights associated with optimize flight operations would be required to comply with the provisions of the *Long Beach Airport Certification Manual* and *Long Beach Airport Rules and Regulations* pertaining to the handling, use, and disposal of hazardous materials and hazardous wastes.

SC 3.4-2 The Contractor shall develop a SWPPP to minimize potential short-term significant hazardous materials impacts associated with construction activities.

SC 3.4-4 The Airport shall comply with the Airport Industrial NPDES permit (CAS000001/ WDID 4B19S004985). Construction activities that disturbs more than one acre shall abide by the State issued State Water Resources Control Board Order 99-08 General Permit CAS000002. As part of this process, the Airport would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP).

SC 3.4-5 Construction of the Proposed Project shall be in compliance with local and State construction and building requirements and regulations, including the Uniform Building Code.

MM 3.4-3 During demolition and excavation activities and during preparation of the geotechnical study in the design phase, the City shall have a qualified inspector onsite to inspect and sample the soil for contaminants. If observations during demolition activities indicate that site soil is affected by contaminants, demolition work should be stopped in the area involved until an analysis of the soil conditions can be performed and additional recommendations evaluated and performed as necessary.

MM 3.4-6 The City Engineer, or his designee, shall verify that every contractor transporting or handling hazardous materials and/or wastes during project implementation has permits and licenses from all relative health and regulatory agencies to operate and properly manifest all hazardous or California regulated material.

MM 3.4-7 Prior to initiating construction activities, the contractor shall verify the locations of underground pipelines in the terminal area, ramp, and parking areas. Appropriate precautions shall be taken to ensure that pipelines are not disturbed or are properly relocated during construction.

3.5 Land Use and Relevant Planning

3.5.1 Finding: Implementation of the Proposed Project would not result in land use and relevant planning impacts associated with the below-mentioned thresholds.

- *Conflict with applicable land use plans, policies or programs of an agency with jurisdiction that were adopted for the purpose of avoiding or mitigating an environmental effect.*
- *Conflict with the policies of the Southern California Association of Government's (SCAG's) Regional Comprehensive Plan and Guide (RCP&G).*
- *Inconsistent with the applicable goals, objectives, and requirements of the City of Long Beach General Plan and its Elements, Zoning Ordinance and the Planned Development Ordinance and Strategic Plan.*
- *Displacement or induced airport land use beyond the Airport boundary.*

3.5.2 Facts in Support of Finding: Implementation of the Proposed Project would not conflict with the applicable land use plans, policies, or programs adopted by the City of Long Beach, SCAG, and the FAA. The Proposed Project is consistent with the provisions of the General Plan, applicable zoning, the Airport Noise Compatibility Ordinance, the Long Beach Strategic Plan 2010, SCAG's Regional Comprehensive Plan and Guide, and FAA Part 77.

3.6 Noise

The Final EIR found that implementation of the Project would result in certain significant noise impacts, which are addressed in Sections 4.4 (mitigable impacts), below. However, certain of the noise impacts evaluated in the Final EIR were found to be insignificant due to site conditions, specific design attributes, and/or features of the Project. The following paragraphs identify and describe those noise impacts determined to be insignificant following evaluation.

3.6.1 Finding: Implementation of the Proposed Project would not result in significant noise impacts associated with the below-mentioned thresholds.

- *Exposure of persons to or generation of noise levels in excess of standards established in the General Plan, Airport Noise Compatibility Ordinance, and applicable standards of State and Federal Agencies.*

- *A substantial permanent increase in ambient noise levels in the project vicinity above levels which exist without the project.*

3.6.2 Facts in Support of Finding: The Final EIR found that when compared to existing conditions, the Proposed Project would not result in noise levels in excess of the applicable standards for the Airport. Fifteen residential units are currently within the 65 to 70 CNEL contour. These units are exposed to noise levels in excess of applicable state standards; however, these impacts are not a result of the implementation of the improvements outlined as part of the Proposed Project. The operation of the Airport Terminal improvements would not increase the number of units exposed to noise levels in excess of state or federal standards. Therefore, the operation of the Airport Terminal improvements would not result in any impacts associated with these thresholds.

Parcel O long-term use would be as a tie-down and hangar area for general aviation aircraft. Activity in this area would primarily be the taxiing of aircraft to and from the tie-down area to the runways. The closest point of this tie-down area to the homes across Clark Avenue is about 1,000 feet. At the nearest homes across Clark Avenue, the noise levels estimated are a maximum noise level 51 dBA (thrust necessary to overcome inertia) and a taxiing noise level of 48 dBA. These operations would meet the requirements of the Long Beach Noise Ordinance.

The EIR identified the following standard condition which would apply to the Proposed Project and would serve to protect against significant noise impacts.

SC 3.6-1 The Airport Noise Compatibility Ordinance would apply to continued operations at the Airport. All future operations would need to be consistent with the provisions of the ordinance.

Additionally, the Final EIR recommended a mitigation measure designed to address existing aviation noise that affects homes within the 65 CNEL contour. These impacts are not project-related but are an existing condition. Though mitigation is not required because there is not a nexus between the impact and the Proposed Project, the EIR recommended that the City of Long Beach adopt the following mitigation measure to address the noise impact associated with the flight levels permitted under the Airport Noise Compatibility Ordinance.

MM 3.6-2 Within 24 months of certification of the EIR, the Airport Manager shall develop a land use compatibility program addressing existing and future aviation noise levels. The program shall be an ongoing voluntary program that will provide noise attenuation and be available to all residential units within the 65 CNEL contour and schools within the 60 CNEL contour based on the contours published for Long Beach Airport for the previous calendar year (Quarterly Report for 12 month

Period Ending December 31). In exchange for sound insulation treatment, the owners of the property will provide the City of Long Beach an avigation easement over said property. The program shall identify (1) methods of providing noise attenuation; (2) funding sources for the improvements; (3) methods for establishing priorities for implementing the improvements; and (4) an installation agreement. The land use compatibility program will be administered by the City of Long Beach, Airport Bureau.

3.7 Public Services

3.7.1 Finding: Implementation of the Proposed Project would not result in public services impacts associated with the below-mentioned thresholds.

- *Inconsistency with the policies of the General Plan pertaining to public services related to the Airport.*
- *Substantial increase in demand for public service at the Airport, which cannot be met by existing staffing.*
- *Inadequate emergency access at the Airport.*
- *Inadequate security as determined by TSA.*
- *Conflict with Airport and FAA standards and regulations.*
- *Result in an air or ground safety hazard.*

3.7.2 Facts in Support of Finding: Construction of the Proposed Project would not result in the intrusion of safety hazards at the Airport. All construction activities would comply with standard City and FAA construction requirements. City standard conditions require the contractor to submit plans to the Police and Fire Departments prior to initiating work to ensure sufficient access is provided and safety standards are met at all times. With implementation of this standard condition, there would be no impacts.

The design of all facilities would implement applicable City and Uniform Building Codes, as well as TSA requirements. Implementation of these design standards would ensure that the structures meet the requirements for emergency access and fire suppression requirements (i.e., sprinkler systems). The Proposed Project would conform to the policies and intent of the *General Plan Public Safety Element* in that it would provide a more secure environment for the screening of baggage and passengers. Improvements would reduce the possibility of safety hazards related to overcrowding.

Staffing levels of Airport security, police, fire, and TSA are based on the number of passengers and flights at the Airport, and not the facilities themselves. Based on discussion with service providers, the EIR determined the new facilities would not result in a substantial increase in demand for fire or police service at the Long Beach Airport.

The following project design feature, standard conditions, and mitigation measures for public services would apply to the Proposed Project.

PDF 3.7-1 The Proposed Project and the build scenarios include a number of features that would enhance public safety and security at the Airport. These features would reduce overcrowding and provide an expanded baggage screening area, which would also be enclosed to protect sensitive screening equipment.

SC 3.7-1 Prior to the initiation of construction activities, the City's contractor shall prepare a Traffic Control Plan to ensure that adequate emergency access is maintained at the Airport during construction. As part of the Traffic Control Plan the contractor shall alert emergency and security service providers of the construction activities for each phase of construction. The Traffic Control Plan shall be submitted to the City Traffic Engineer for approval.

SC 3.7-2 During project design, the facility improvements shall adhere to TSA, FAA, and all applicable standards including City of Long Beach fire code, building code, and safety code. Long Beach Fire Department shall review and approve design plans as part of the site plan review and building permit processes.

MM 3.7-1 During construction activities, the relocation or modification of TSA facilities shall be coordinated with TSA to ensure that there is no compromise to the TSA function that would adversely affect TSA's ability to perform its passenger and baggage security screening activities.

MM 3.7-2 Prior to initiation of any modifications to the airfield side, the contractor shall provide a Construction Phasing Implementation Plan, meeting the approval of the Airport Manager. The Plan shall demonstrate how construction activities will be conducted and that all applicable FAA airfield safety requirements are being met. In addition, the contractor shall prepare a safety plan and participate in on-going weekly safety meetings during construction.

3.8 Transportation and Circulation

3.8.1 Finding: Implementation of the Proposed Project would not result in any transportation and circulation impacts.

3.8.2 Facts in Support of Finding: Construction workers would generate approximately 50 peak hour trips during the most active construction period. The workers would generate approximately 50 trips during the morning peak-hour (50 in and 0 out) and 50 trips during the afternoon peak-hour (0 in and 50 out), with all workers parking on site. The construction-related truck trips that occur while the peak numbers of employees are present would be minimal, with construction materials being delivered in the off-peak hours. Due to the minimal number of trips being generated, no significant impacts are anticipated and no mitigation measures are required. However, SC 3.7-1 would require the contractor to prepare a Traffic Control Plan to ensure adequate emergency access is maintained at the Airport during construction.

Under the "Existing Plus Proposed Project" scenario, there would not be any additional trips because no additional flights or other attractions would be provided. The number of trips is associated with the number of passengers and flight levels. As a result, the expected traffic volumes associated with the "Existing Plus Proposed Project" scenario would be generally the same as existing conditions. This scenario would not create an undesirable peak hour level of service (LOS) at any key intersections. The Proposed Project would not alter the travel routes currently used by Airport patrons.

The following project design features and standard conditions would apply to the Proposed Project and would minimize traffic at the Airport.

PDF 3.8-1 A component of the Proposed Project is the provision of a new parking structure that would accommodate 4,000 vehicles.

PDF 3.8-2 The project would also include the extension of the south side of the Donald Douglas Drive loop to exit onto Lakewood Boulevard, with eastbound right turn only to southbound access on to Lakewood Boulevard.

PDF 3.8-3 With the construction of the parking structure existing surface parking would be displaced. To address potential parking demand during construction, Parcel O would be developed to serve parking demand not met by existing facilities.

SC 3.8-1 As part of contract specification, the Airport shall require all construction trucks to access the Airport terminal area via the I-605 to I-405 and Lakewood Boulevard. Should oversized-transport vehicles accessing the Project site use a State highway, a Caltrans transportation permit will be required. Construction vehicles accessing Parcel O shall use this route and access the construction site off of Clark Avenue or Willow Street.

4.0 EFFECTS DETERMINED TO BE MITIGATED TO BELOW A LEVEL OF SIGNIFICANCE

The following section sets forth the effects of the Proposed Project, as approved, determined to be mitigated to below a level of significance, and identifies one or more of the required findings that states facts in support of those findings with respect to each effect.

4.1 Aesthetics

4.1.1 Significant Effects: When compared to existing conditions, the Proposed Project has the potential to result in the following aesthetic impacts that were identified as significant or potentially significant impacts:

- The Proposed Project would alter views of the project site during construction activities, potentially resulting in short-term aesthetic impacts. Implementation of MM 3.1-1 and MM 3.1-2 would reduce impacts to a less-than-significant level.

- The Proposed Project would result in construction activities and expansion of the terminal facilities. This could result in light and glare impacts associated with security lighting and light emanating from the proposed improvements. The short-term and long-term light and glare impacts would be reduced to a less-than-significant level with implementation of MM 3.1-2 through MM 3.1-4.

4.1.2 Finding: The Planning Commission adopts the following Finding:

- *Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment*

4.1.3 Facts in Support of Finding: The significant impacts associated with Aesthetics can be mitigated to a level considered less than significant with implementation of the following mitigation.

MM 3.1-1 During construction activities, the construction contractor shall ensure that construction materials and equipment staging areas be located away from existing residential uses and, when feasible, appropriate screening (i.e., temporary fencing with opaque material) shall be used to buffer views of the construction site.

MM 3.1-2 During construction activities, the construction contractor shall ensure that temporary construction-related security lighting shall be arranged so that direct rays will not shine on or produce glare for adjacent street traffic and residential uses. The light fixtures specified for the Project design must comply with the standard of the Illuminating Engineering Society for full cutoff capability.

MM 3.1-3 Prior to building plan approval, the Planning Commission shall ensure that all exterior lighting be designed and located as to avoid intrusive effects on the runway operations, so as not to result in an air safety hazard. Low-intensity street lighting and low-intensity exterior lighting shall be used throughout the development to the extent feasible. Lighting fixtures shall use shielding, if necessary to prevent spill lighting on adjacent off-site uses.

MM 3.1-4 Prior to building plan approval, the Planning Commission shall ensure that all development projects use reflective glass that is less than 20 percent and all other materials used on exterior buildings and structures shall be selected with attention to minimizing reflective glare.

4.2 Cultural Resources

4.2.1 Significant Effects: The Proposed Project would result in alterations to a designated historical landmark that would be considered significant. Development of the Proposed Project is consistent with the Guiding Principles (Appendix B), and implementation of Mitigation Measures MM 3.3-1 through MM 3.3-6 and Standard Condition SC 3.3-3 would reduce potentially significant impacts to a level considered less than significant.

4.2.2 Finding: The Planning Commission adopts the following CEQA Finding:

- *Changes or alterations have been required in, or incorporated into, the project that mitigate or avoid the significant effects on the environment.*

4.2.3 Facts in Support of Finding: The EIR found that the above Significant Effects regarding Cultural Resources would be mitigated to a level considered less than significant if the mitigation program below is implemented.

PDF 3.3-1 The Guiding Principals have been used in the development of the conceptual design plan. As part of final design, the requirements outlined in these documents, which are named below, would provide guidance to protect the historic integrity of the existing terminal. The Guiding Principals include: (1) May 7, 1990, memorandum of understanding (MOU) by the Neighborhood and Historic Preservation Officer for the City of Long Beach providing guidelines for future environmental review of the Airport Terminal Building; (2) Secretary of the Interior's standards for rehabilitation of historic buildings; (3) Development and Use Standards for the Long Beach Airport Terminal Planned Development Plan Ordinance adopted by the City Council on September 2, 1997; (4) the City's Cultural Heritage Ordinance (Chapter 2.63 of the Municipal Code); and (5) a memorandum on considerations for new construction prepared by PCR (June 22, 2005). These documents all provide guidance on development standards for terminal area improvements and are included in Appendix B of the EIR.

SC 3.3-3 In compliance with Chapter 2.63 of the Municipal Code no permits for the alteration, remodel, enlarging, or improvements to the Airport Terminal, shall be issued prior to review by the Cultural Heritage Commission and issuance by the Commission of a Certificate of Appropriateness.

MM 3.3-1 If the proposed Airport Terminal improvements are to be connected to the original 1941 structure, then the project architect shall design the connection between the new structure and the existing Airport Terminal Building so that it is attached beneath the existing cornice, to be consistent with the Streamline Moderne design.

MM 3.3-2 If during final design, new windows are required in the existing Airport Terminal Building, the project architect shall ensure that window treatments reference the style of the original Airport Terminal windows, which are very specific to the Airport Terminal. The use of the window wall, as seen on the northwest and southwest corner, shall be used as an example.

MM 3.3-3 If during the final design, window replacement is proposed for the original Airport Terminal Building, then the new window(s) shall replicate the original style of fenestration. If the original windows that are currently missing from the building are still extant, then those windows shall be returned to their original location, if feasible.

MM 3.3-4 If during final design, new doorframes in the Airport Terminal Building are proposed, then the project architect shall reference the style of the original doorframes located on the east and south facades of the original Airport Terminal Building for the new doorway(s).

MM 3.3-5 The City of Long Beach, Public Works Director or designee shall stipulate in the plans and specifications that exterior material should be compatible in type, color and finish to the existing material used on the Airport Terminal Building. Testing should be done to determine original colors, if necessary. Implementation of this mitigation measure will be at the direction of the Cultural Heritage Commission.

MM 3.3-6 If during final design, the shelter/ticketing areas are proposed on either side of the existing 1941 Airport Terminal Building, then the project architect shall scale down the proposed design. This could be accomplished with a lower profile, possibly with a flat roof that fits in visually with the horizontal nature of the architectural style of the terminal. The manner in which this mitigation measure will be implemented shall be reviewed by the Cultural Heritage Commission as part of the issuance of the Certificate of Appropriateness.

4.3 Hazards and Hazardous Materials

4.3.1 Significant Effects: When compared to existing conditions, the Proposed Project has the potential to result in significant impacts associated with hazards and hazardous materials. These impacts, which are listed below, would be mitigated to a level considered to be less than significant with the implementation of standard conditions and mitigation measures.

- During construction, asbestos-containing materials could be disturbed and introduced into the environment. This impact would be reduced to a level considered to be less than significant with implementation of SC 3.4-3, MM 3.4-1, and MM 3.4-5.

- During construction, lead-based paint could be introduced into the environment. This impact would be reduced to a level considered to be less than significant with implementation of MM 3.4-1 and MM 3.4-2.

- During grading activities at Parcel O, aerially deposited lead could be introduced into the environment. This impact would be reduced to a level considered to be less than significant with the implementation of MM 3.4-1 and MM 3.4-8.

- During grading activities at Parcel O, DDT could be introduced into the environment. This impact would be reduced to a level considered to be less than significant with the implementation of MM 3.4-1 and MM 3.4-8.

4.3.2 Finding: The Planning Commission adopts the following CEQA Finding:

- *Changes or alterations have been required in, or incorporated into, the project that mitigate or avoid the significant effects on the environment.*

4.3.3 Facts in Support of Finding: The EIR evaluated the following areas and found that the potential effects from Hazards and Hazardous Wastes could be mitigated to a level considered less than significant with adoption of the mitigation program described below.

SC 3.4-3 The Airport Terminal Building is known to contain asbestos containing materials (ACM). The applicant shall comply with notification and asbestos removal procedures outlined in SCAQMD Rule 1403 to reduce asbestos-related health issues.

MM 3.4-1 Prior to the initiation of demolition/construction, the Contractor shall develop an approved Health and Safety Contingency Plan (HSCP) in the event that unanticipated/unknown environmental contaminants are encountered during construction. The plan shall be developed to protect workers, safeguard the environment, and meet the requirements of the CCR, Title 8, General Industry Safety Orders – Control of Hazardous Substances. The Plan shall include measures for handling any unknown wastes or suspect materials discovered during construction by the Contractor, which he/she believes may involve hazardous waste or hazardous materials.

The HSCP should be prepared as a supplemental to the Contractor's Site-Specific Health and Safety Plan, which should be prepared to meet the requirements of CCR Title 8, Construction Safety Orders.

MM 3.4-2 Prior to the demolition of any on-site building or portion of any on-site building constructed prior to 1973, the City shall screen the buildings for lead-based paint. If lead-based paint is identified, mitigation shall be developed in accordance with all applicable federal, State, and local regulatory requirements.

MM 3.4-4 As part of the contract specification, a haul route, which could include Willow Street, shall be designated by the City Engineer, or his designee. During construction, the City Engineer, or his designee shall instruct every contractor that no hazardous or acutely hazardous materials may be transported onto the Airport via Willow Street to avoid potential impacts within one-quarter mile of the Alpert Jewish Community Center, where school programs are conducted.

MM 3.4-5 Prior to demolition of any facilities at Million Air, the applicant shall test for asbestos containing materials. Should ACM or asbestos concrete pipe be found, the applicant shall comply with notification and asbestos removal procedures outlined in SCAQMD Rule 1403 to reduce asbestos related health risks.

MM 3.4-8 Prior to issuance of grading permits, the applicant shall test the soil for aerially deposited lead and dichloro-diphenyl-trichloroethane (DDT). As a result of soil testing, should aerially deposited lead or DDT be found in quantities that exceed

acceptable thresholds, the applicant shall develop a remediation program to dispose of soil material properly.

4.4 Noise

4.5.1 Significant Effect: Night construction activity on Parcel O may result in noise levels in excess of the noise levels specified in the Long Beach Noise Ordinance if heavy construction equipment associated with grading and paving are used. This impact would be reduced to a level considered to be less than significant with the implementation of Mitigation Measure 3.6-1.

4.5.2 Finding: The Planning Commission adopts the following CEQA Finding:

- *Changes or alterations have been required in, or incorporated into, the project that mitigate or avoid the significant effects on the environment.*

4.5.3 Facts in Support of Finding: According to the EIR, implementation of the following standard condition and mitigation measure would mitigate the noise impact to a level considered to be less than significant:

SC 3.6-2 The contractor shall comply with the City of Long Beach Noise Ordinance pertaining to limitations on construction activities, as outlined in Exhibit 3.6-12 of the EIR, to the extent feasible while minimizing any potential conflicts with aviation activities.

MM 3.6-1 The City shall conduct noise measurements during any night construction on Parcel O where such construction involves the use of heavy construction equipment such as front loaders, tractors, graders, paving machines, jackhammers, or similar devices. Such measurements shall be made near the homes located directly across Clark Avenue from Parcel O. If any night measurement exceeds the limits specified in Sections 8.80.150 and 8.80.160 of the Long Beach Municipal Code as a result of the construction activity, the operation shall be terminated until such time that a construction noise mitigation plan can be put into effect that will result in compliance with the night time noise limits. Note that in the case where ambient noise levels exceed the noise limits specified in Section 8.80.160, the allowable noise exposure standard shall be increased per Section 8.80.150 [C] of the Municipal Code to reflect ambient levels.

5.0 SIGNIFICANT EFFECTS THAT CANNOT BE MITIGATED TO BELOW THE LEVEL OF SIGNIFICANCE

The following section sets forth the significant unavoidable effects of the project, as approved. With respect to each effect, it identifies one or more of the required findings, states facts in support of those findings and, as appropriate, refers to the City's Statement of Overriding Considerations.

5.1 Air Quality

5.1.1 Significant Effect: Project-related construction activities would result in a significant short-term, construction-related air quality impact for NO_X and VOC, which would contribute to an existing air quality violation.

The EIR identifies temporary air quality impacts that would result from project construction activities that would violate ambient air quality standards and would contribute substantially to an existing or projected air quality violation. Construction equipment and construction worker

vehicles would emit air pollutants. Fugitive dust would be generated during demolition and construction activities in the terminal and parking areas. Peak construction day emissions would exceed Southern California Air Quality Management District's (SCAQMD) thresholds of significance for NO_X and VOC. When combined in the presence of sunlight, VOCs react with NO_X to form ozone, a criteria pollutant for which the Southern California Air Basin (SCAB) is in non-attainment. Consequently, project-related construction activities would contribute to an existing air quality violation. It should be noted that these impacts would be short-term, occurring only during construction of the Proposed Project and would not result in the violation of any ambient air quality standard.

5.1.2 Findings: The Planning Commission adopts the following CEQA Findings:

- *Changes or alterations have been required in, or incorporated into, the project that mitigate or avoid the significant effects on the environment.*

- *Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the Environmental Impact Report.*

5.1.3 Facts in Support of Findings: The following facts or mitigation measures indicate that the identified significant effects of the project have been reduced or avoided to the extent feasible. Although changes and alterations were incorporated into project design, and mitigation measures have been adopted to substantially avoid or mitigate significant environmental effects, the short-term construction Air Quality impacts remain significant and unmitigable. Pursuant to Section 15091(a)(3) of the Guidelines, there are no feasible measures that would mitigate the impacts to below a level of significance. As described in the Statement of Overriding Considerations, however, the Planning Commission has determined that the significant effects are acceptable because of the specified overriding economic, legal, social, technological, and other considerations.

The mitigation program below is adopted and incorporated as part of the project to minimize the air quality impacts associated with the Proposed Project.

SC 3.2-1 During construction of the Proposed Project, the City and its contractors will be required to comply with regional rules, which would assist in reducing short-term air pollutant emissions. SCAQMD Rule 402 requires that air pollutant emissions should not create a nuisance off-site. SCAQMD Rule 403 requires that fugitive dust be controlled with the best available control measures so the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. Two options are presented in Rule 403; monitoring of particulate concentrations or active control. Monitoring involves a sampling network around the project with no additional control measures unless specified concentrations are exceeded. The active control option does not require any monitoring, but requires that a list of measures be implemented starting with the first day of construction.

Rule 403 requires that "A person conducting active operations within the boundaries of the South Coast Air Basin shall utilize one or more of the applicable best available control measures to minimize fugitive dust emissions from each fugitive dust source type which is part of the active operation." Rule 403 also requires that the construction activities "shall not cause or allow PM_{10} levels to exceed 50 micrograms per cubic meter when determined by simultaneous sampling, as the difference between upwind and down wind sample." A project is exempt from the monitoring requirement "if the dust control actions, as specified in Table 2 are implemented on a routine basis for each

applicable fugitive dust source type." Table 2 from Rule 403 is presented below as Table 5-1. Under high wind conditions (i.e., when wind gusts exceed 25 miles per hour) additional control measures are required, and "the required control measures for high wind conditions are implemented for each applicable fugitive dust source type, as specified in Table 1." Table 1 from Rule 403 is presented below as Table 5-2. Monitoring of particulate concentrations does not reduce fugitive dust emissions; therefore, to minimize fugitive dust emissions the construction activities will utilize the measures presented in Table 5-2 and Table 5-1 (Tables 1 and 2 in Rule 403) rather than the monitoring option of SCAQMD Rule 403.

Further, Rule 403 requires that the project shall "prevent or remove within one hour the track-out of bulk material onto public paved roadways as a result of their operations." Alternatively, the project can "take at least one of the actions listed in Table 3." Table 3 from Rule 403 is presented below as Table 5-3. In addition, the project would be required to "prevent the track-out of bulk material onto public paved roadways as a result of their operations and remove such material at anytime track-out extends for a cumulative distance of greater than 50 feet on to any paved public road during active operations; and remove all visible roadway dust tracked-out upon public paved roadways as a result of active operations at the conclusion of each work day when active operations cease.

TABLE 5-1
FUGITIVE DUST CONTROL ACTIONS FOR EXEMPTION TO MONITORING
(RULE 403 TABLE 2)

Source Category	Control Actions
Earth-moving (except construction cutting and filling areas, and mining operations)	(1a) Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D-2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the USEPA. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations each subsequent four-hour period of active operations; OR (1a-1) For any earth-moving which is more than 100 feet from all property lines, conduct watering as necessary to prevent visible dust emissions from exceeding 100 feet in length in any direction.
Earth-moving: Construction fill areas	(1b) Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D-2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the USEPA. For areas which have an optimum moisture content for compaction of less than 12 percent, as determined by ASTM Method 1557 or other equivalent method approved by the Executive Officer and the California Air Resources Board and the USEPA, complete the compaction process as expeditiously as possible after achieving at least 70 percent of the optimum soil moisture content. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations during each subsequent four-hour period of active operations.
Earth-moving: Construction cut areas and mining operations	(1c) Conduct watering as necessary to prevent visible emissions from extending more than 100 feet beyond the active cut or mining area unless the area is inaccessible to watering vehicles due to slope conditions or other safety factors.
Disturbed surface areas (except completed grading areas)	(2a/b) Apply dust suppression in sufficient quantity and frequency to maintain a stabilized surface. Any areas which cannot be stabilized, as evidenced by wind driven fugitive dust must have an application of water at least twice per day to at least 80 percent of the unstabilized area.
Disturbed surface areas: Completed grading areas	(2c) Apply chemical stabilizers within five working days of grading completion; OR (2d) Take actions (3a) or (3c) specified for inactive disturbed surface areas
Inactive disturbed surface areas	(3a) Apply water to at least 80 percent of all inactive disturbed surface areas on a daily basis when there is evidence of wind driven fugitive dust, excluding any areas which are inaccessible to watering vehicles due to excessive slope or other safety conditions; OR

Source Category	Control Actions
	(3b) Apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface; OR (3c) Establish a vegetative ground cover within 21 days after active operations have ceased. Ground cover must be of sufficient density to expose less than 30 percent of unstabilized ground within 90 days of planting, and at all times thereafter; OR (3d) Utilize any combination of control actions (3a), (3b), and (3c) such that, in total, these actions apply to all inactive disturbed surface areas.
Unpaved Roads	(4a) Water all roads used for any vehicular traffic at least once per every two hours of active operations; OR (4b) Water all roads used for any vehicular traffic once daily and restrict vehicle speeds to 15 miles per hour; OR•(4c) Apply a chemical stabilizer to all unpaved road surfaces in sufficient quantity and frequency to maintain a stabilized surface.
Open storage piles	(5a) Apply chemical stabilizers; OR (5b) Apply water to at least 80 percent of the surface area of all open storage piles on a daily basis when there is evidence of wind driven fugitive dust; OR (5c) Install temporary coverings; OR (5d) Install a three-sided enclosure with walls with no more than 50 percent porosity which extends, at a minimum, to the top of the pile.
All Categories	(6a) Any other control measures approved by the Executive Officer and the USEPA as equivalent to the methods specified in Table 2 may be used.

TABLE 5-2
REQUIRED BEST AVAILABLE CONTROL MEASURES
(SCAQMD RULE 403, TABLE 1)

Control Measure	Guidance
Backfilling	
01-1 Stabilize backfill material when not actively handling; and 01-2 Stabilize backfill material during handling; and 01-3 Stabilize soil at completion of activity.	• Mix backfill soil with water prior to moving • Dedicate water truck or high capacity hose to backfilling equipment • Empty loader bucket slowly so that no dust plumes are generated • Minimize drop height from loader bucket
Clearing and Grubbing	
02-1 Maintain stability of soil through pre-watering of site prior to clearing and grubbing; and 02-2 Stabilize soil during clearing and grubbing activities; and 02-3 Stabilize soil immediately after clearing and grubbing activities.	• Maintain live perennial vegetation where possible • Apply water in sufficient quantity to prevent generation of dust plumes
Clearing Forms	
03-1 Use water spray to clear forms; or 03-2 Use sweeping and water spray to clear forms; or 03-3 Use vacuum system to clear forms.	• Use of high pressure air to clear forms may cause exceedance of Rule requirements
Crushing	
04-1 Stabilize surface soils prior to operation of support equipment; and 04-2 Stabilize material after crushing.	• Follow permit conditions for crushing equipment • Pre-water material prior to loading into crusher • Monitor crusher emissions opacity • Apply water to crushed material to prevent dust plumes
Cut and Fill	
05-1 Pre-water soils prior to cut and fill activities; and 05-2 Stabilize soil during and after cut and fill activities.	• For large sites, pre-water with sprinklers or water trucks and allow time for penetration • Use water trucks/pulls to water soils to depth of cut prior to subsequent cuts
Demolition – Mechanical/Manual	
06-1 Stabilize wind erodible surfaces to reduce dust; and 06-2 Stabilize surface soil where support equipment and vehicles will operate; and 06-3 Stabilize loose soil and demolition debris; and 06-4 Comply with AQMD Rule 1403.	• Apply water in sufficient quantities to prevent the generation of visible dust plumes
Disturbed Soil	
07-1 Stabilize disturbed soil throughout the construction site; and 07-02 Stabilize disturbed soil between structures	• Limit vehicular traffic and disturbances on soils where possible • If interior block walls are planned, install as early as possible • Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes
Earth-Moving Activities	
08-1 Pre-apply water to depth of proposed cuts; and 08-2 Re-apply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction; and 08-3 Stabilize soils once earth-moving activities are complete.	• Grade each project phase separately, timed to coincide with construction phase • Upwind fencing can prevent material movement on site • Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes
Importing/Exporting of Bulk Materials	

Control Measure	Guidance
09-1 Stabilize material while loading to reduce fugitive dust emissions; and 09-2 Maintain at least six inches of freeboard on haul vehicles; and 09-3 Stabilize material while transporting to reduce fugitive dust emissions; and 09-4 Stabilize material while unloading to reduce fugitive dust emissions; and 09-5 Comply with Vehicle Code Section 23114.	• Use tarps or other suitable enclosures on haul trucks • Check belly-dump truck seals regularly and remove any trapped rocks to prevent spillage • Comply with track-out prevention/mitigation requirements • Provide water while loading and unloading to reduce visible dust plumes
Landscaping	
10-1 Stabilize soils, materials, slopes	• Apply water to materials to stabilize, maintain materials in a crusted condition • Maintain effective cover over materials • Stabilize sloping surfaces using soil binders until vegetation or ground cover can effectively stabilize the slopes • Hydroseed prior to rain season
Road Shoulder Maintenance	
11-1 Apply water to unpaved shoulders prior to clearing; and 11-2 Apply chemical dust suppressants and/or washed gravel to maintain a stabilized surface after completing road shoulder maintenance.	• Installation of curbing and/or paving of road shoulders can reduce recurring maintenance costs • Use of chemical dust suppressants can inhibit vegetation growth and reduce future road shoulder maintenance costs
Screening	
12-1 Pre-water material prior to screening; and 12-2 Limit fugitive dust emissions to opacity and plume length standards; and 12-3 Stabilize material immediately after screening.	• Dedicate water truck or high capacity hose to screening operation • Drop material through the screen slowly and minimize drop height • Install wind barrier with a porosity of no more than 50% upwind of screen to the height of the drop point
Staging Areas	
13-1 Stabilize staging areas during use; and 13-2 Stabilize staging area soils at project completion.	• Limit size of staging area • Limit vehicle speeds to 15 miles per hour • Limit number and size of staging area entrances/exists
Stockpiles/Bulk Material Handling	
14-1 Stabilize stockpiled materials. 14-2 Stockpiles within 100 yards of off-site occupied buildings must not be greater than eight feet in height; or must have a road bladed to the top to allow water truck access or must have an operational water irrigation system that is capable of complete stockpile coverage.	• Add or remove material from the downwind portion of the storage pile • Maintain storage piles to avoid steep sides or faces
Traffic Areas for Construction Activities	
15-1 Stabilize all off-road traffic and parking areas; and 15-2 Stabilize all haul routes; and 15-3 Direct construction traffic over established haul routes.	• Apply gravel/paving to all haul routes as soon as possible to all future roadway areas • Barriers can be used to ensure vehicles are only used on established parking areas/haul routes
Trenching	
16-1 Stabilize surface soils where trencher or excavator and support equipment will operate; and 16.2 Stabilize soils at the completion of trenching activities.	• Pre-watering of soils prior to trenching is an effective preventive measure. • For deep trenching activities, pre-trench to 18 inches, soak soils via the pre-trench and resume trenching • Washing mud and soils from equipment at the conclusion of trenching activities to prevent crusting and drying of soil on equipment
Truck Loading	

Control Measure	Guidance
17-1 Pre-water material prior to loading; and 17.2 Ensure that freeboard exceeds six inches (CVC 23114)	• Empty loader bucket such that no visible dust plumes are created • Ensure that the loader bucket is close to the truck to minimize drop height while loading
Turf Overseeding	
18-1 Apply sufficient water immediately prior to conducting turf vacuuming activities to meet opacity and plume length standards; and 18-2 Cover haul vehicles prior to exiting the site.	• Haul waste material immediately off-site
Unpaved Roads/Parking Lots	
19-1 Stabilize soils to meet the applicable performance standards; and 19-2 Limit vehicular travel to established unpaved roads (haul routes) and unpaved parking lots.	• Restricting vehicular access to established unpaved travel paths and parking lots can reduce stabilization requirements
Vacant Land	
20-1 In instances where vacant lots are 0.10 acre or larger and have a cumulative area of 500 square feet or more that are driven over and/or used by motor vehicles and/or off-road vehicles, prevent motor vehicle and/or off-road vehicle trespassing, parking and/or access by installing barriers, curbs, fences, gates, posts, signs, shrubs, trees or other effective control measures.	

TABLE 5-3
TRACK OUT CONTROL OPTIONS

(1)	Pave or apply chemical stabilization at sufficient concentration and frequency to maintain a stabilized surface starting from the point of intersection with the public paved surface, and extending for a centerline distance of at least 100 feet and a width of at least 20 feet.
(2)	Pave from the point of intersection with the public paved road surface, and extending for a centerline distance of at least 25 feet and a width of at least 20 feet, and install a track-out control device immediately adjacent to the paved surface such that exiting vehicles do not travel on any unpaved road surface after passing through the track-out control device.
(3)	Any other control measures approved by the Executive Officer and the USEPA as equivalent to the methods specified in Table 3 may be used.

MM 3.2-1 The contract specifications shall require and the City shall enforce general contractors to ensure that all equipment is properly tuned and maintained in accordance with manufacturers' specifications.

MM 3.2-2 The contract specifications shall require and the City shall enforce general contractors to maintain and operate construction equipment so as to minimize exhaust emissions. During construction, engines on trucks and vehicles in loading and unloading queues will be turned off when not in use, to reduce vehicle emissions. Construction activities should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

MM 3.2-5 During construction, the City shall coordinate with the contractor to maximize the ability to power construction activity utilizing electricity from power poles rather than temporary diesel or gasoline power generators, to the extent possible.

MM 3.2-6 The contract specifications shall require that all on-site mobile equipment used during construction shall be powered by alternative fuel sources (i.e., methanol, natural gas, propane, or butane) where feasible.

MM 3.2-7 During construction, the City shall provide a location and require the contractor to store all construction equipment used in the project construction within the project site (away from adjacent residential areas) to reduce the impact on the roadway system and the resultant air emissions.

On-site construction equipment staging areas and construction worker parking lots shall be located on either paved surfaces or unpaved surfaces that are periodically treated with non-toxic soil stabilizers.

MM 3.2-9 The contract specifications shall require all on-site heavy-duty construction equipment shall be equipped with diesel particulate traps to the extent that this equipment is available at the time the contracts are awarded.

MM 3.2-10 The construction specifications shall require and the City shall enforce that emulsified diesel fuel be used in diesel-fueled construction equipment that is not equipped with diesel particulate traps to reduce NO_X emissions.

MM 3.2-10a During construction of the Proposed Project, the City and its contractors shall be required to comply with the following provisions, where feasible, to reduce construction NO_X and VOC emissions:

- Provide on-site lunch trucks/facilities during construction to reduce off-site worker vehicle trips.
- Prohibit construction vehicles idling in excess of five minutes to be consistent with State law.
- Suspend use of all construction equipment during a first-stage smog alert.
- Designate a person who will ensure implementation of the proposed mitigation measures through direct inspection and investigation of complaints. The City or the contractor shall provide a telephone number that residents may call should they have complaints regarding construction nuisance.

MM 3.2-10b During construction of the Proposed Project, the City and its contractors shall be required to comply with the following provisions, where feasible, to reduce construction VOC emissions:

- Use zero VOC content architectural coatings on buildings.
- Restrict the number of gallons of coatings used per day.
- Encourage water-based coatings or other low-emitting alternatives.
- Paint contractors should use hand applications instead of spray guns.

MM 3.2-17 The City will require street cleaning of Douglas Drive with a vacuum type street sweeper at least once per week. The vacuum sweeper will make sufficient circuits through the terminal area to vacuum the entire street surface (not just the gutter area) to reduce fugitive PM emissions from re-entrained road dust. Douglas Drive between Lakewood Boulevard and the Long Beach Airport terminal (including the loop in front of the terminal and return) shall be cleaned in this manner. The anticipated future exit road back to Lakewood Boulevard would also be cleaned in this manner.

The range of potential control efficiencies for this mitigation measure is from approximately 10 percent to 50 percent.[1,2] It is anticipated that a 75 percent reduction would be needed to reduce the peak incremental PM_{10} concentration below the significance threshold; therefore, PM_{10} concentrations would remain significant after implementation of this mitigation measure.

6.0 CUMULATIVE IMPACTS

The cumulative impacts analysis evaluated the potential impacts to the environment that could be associated with implementation of the Proposed Project in concert with the cumulative projects and projected growth for the region. To provide a comprehensive evaluation of the potential cumulative impacts for the Long Beach Airport Terminal Improvements project, the cumulative impacts analyses contained in the EIR consider the General Plan and regional growth assumptions for the project study area, as well as specific projects (hereafter referred to as "specific projects"). The specific projects were cumulative projects identified for the Douglas Park EIR, which was updated with projects identified by the Cities of Signal Hill and Lakewood. The listings of the specific projects were included in Appendix H of the FEIR. The planning horizon year used for the cumulative analysis is year 2020.

6.1 Cumulative Effects Determined Not to Be Significant

This section of the findings summarizes the potential effects found not to be significant upon implementation of the Proposed Project. The summary of the environmental effects found not to be significant is based on the environmental analysis provided in the EIR, Section 5.0, Long Term Implications of the Proposed Project. The project is anticipated to result in the following impacts that are not significant:

6.1.1 Aesthetic Cumulative Impacts

Finding: Implementation of the Proposed Project would not result in any significant, cumulative Aesthetic Impacts.

Facts in Support of Finding: The Proposed Project, because of its location, would not be within the same viewshed as other development projects within the area. The improvements within the terminal area are set within the Airport Entrance area, and the Parcel O improvements are along the southern portion of the Airport limits. There are no other development projects being considered which would substantially alter view of these areas. When considered on a broader scale, the combining of these projects would also not change the community character. The project site is already completely developed and is located in an urbanized area. Therefore, the Proposed Project, in combination with other known projects, would not substantially change the developed environment, nor would they degrade the existing visual character of the area.

6.1.2 Cultural Resources Cumulative Impacts

Finding: Implementation of the Proposed Project would not result in any significant, Cumulative Cultural resources Impacts.

Facts in Support of Finding: Given the nature of the impact associated with the Proposed Project, there are no reasonably anticipated projects that would contribute to a cumulative impact on the Terminal Building as a historical resource. Additionally, the Terminal Building is

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[1] Cowherd, C., P. Englehart, G.E. Muleski, J.S. Kinsey, and K.D. Rosbury, 1990. Control of Fugitive and Hazardous Dusts, Noyes Data Corporation, Park Ridge, NJ. p.21.

[2] "Improvement of Specific Emission Factors (BACM Project No. 1) Final Report," by Midwest Research Institute for SCAQMD, Diamond Bar, CA, March 29, 1996.

the only designated historical landmark within the project vicinity. Therefore, the Proposed Project is not contributing to cumulative modifications of designated historical landmarks in the project vicinity.

6.1.3 Hazardous and Hazardous Materials Cumulative Impacts

Finding: Implementation of the Proposed Project would not result in any significant, cumulative Hazards and Hazardous Materials impacts.

Facts in Support of Finding: Given the age of the development within the area surrounding the Airport, it is likely that future projects may result in impacts similar in nature to the impacts identified for the Proposed Project. Although cumulative projects, such as Douglas Park, also have potential impacts associated with hazardous materials, the environmental concerns associated with hazardous materials are site specific. Each project is required to address any issues related to hazardous materials or wastes. Federal, state, and local regulations require mitigation to protect against site contamination by hazardous materials. Therefore, there would be no cumulative hazardous materials impacts.

6.1.4 Land Use and Relevant Planning Cumulative Impacts

Finding: Implementation of the Proposed Project would not result in any significant, cumulative Land Use and Relevant Planning impacts.

Facts in Support of Finding: Compared to existing conditions, the Proposed Project would not result in any off-site impacts. Given the very use-specific nature of the Proposed Project (on airport development) other specific projects identified would not contribute impacts similar in nature which would result in cumulative impacts either on or off airport property. No significant cumulative Land Use impacts would occur.

6.2.5 Noise Cumulative Impacts

Finding: Implementation of the Proposed Project would not result in any significant cumulative noise impacts.

Facts in Support of Finding: The Proposed Project would potentially result in night construction activity on Parcel O. If heavy construction equipment associated with grading and paving are used during nighttime hours, it may result in noise levels in excess of the noise levels specified in the Long Beach Noise Ordinance. There are no other specific projects that have been identified that would contribute to this potential impact, thereby resulting in a significant cumulative impact. Additionally, there are no other specific projects or regional projections that would result in additive noise levels associated with aircraft noise. Though not related to the Proposed Project, there would continue to be sensitive land uses within the 65 CNEL contour from the Airport. The Proposed Project does recommend the development of a Land Use Compatibility Program that would address this existing noise condition. Therefore, there would be no significant cumulative impact.

6.2.6 Public Services Cumulative Impacts

Finding: Implementation of the Proposed Project would not result in any significant cumulative Public Services impacts.

Facts in Support of Finding: The nature of the Proposed Project differentiates it from other specific projects or development that may occur because of growth within the region. The needs of the Airport are distinct with regards to security and fire protection. The Airport provides these services on site. The services on site would not respond to emergencies within the community.

Therefore, cumulative projects and growth would not contribute to the same type of demand as the Proposed Project. Therefore, there would be no significant cumulative impact.

6.2.7 Transportation and Circulation Cumulative Impacts

Finding: Implementation of the Proposed Project would not result in any significant, cumulative Transportation and Circulation impacts.

Facts in Support of Finding: The traffic model used for calculating the 2020 Proposed Project impacts utilizes the growth assumptions adopted by SCAG, as well as traffic associated with the other specific projects. These long-range projections account for potential cumulative impacts. The analysis indicates there would not be a cumulative impact in 2020. Additionally, the Proposed Project would only contribute a minimal amount of additional traffic to the roadway network. There would be no significant cumulative impacts.

6.2 Significant Cumulative Effects That Cannot Be Mitigated to Below a Level of Significance

6.2.1 Air Quality Cumulative Impacts

Significant Effects: Construction-related air emissions would contribute to significant short-term, cumulative Air Quality impacts.

Findings: The Planning Commission adopts the following CEQA Findings:

- *Changes or alterations have been required in, or incorporated into, the project that mitigate or avoid the significant effects on the environment.*

- *Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the Environmental Impact Report.*

Facts in Support of Findings: The Douglas Park project is immediately north of the Airport. According to the Douglas Park EIR (City of Long Beach 2004), construction emissions of carbon monoxide (CO), VOC, NO_X, and particulate matter (PM_{10}) were significant. The location of the Douglas Park project is considered to be in close enough proximity to the Proposed Project that the emissions would combine. It is also reasonable to assume that the timing of the Proposed Project and Douglas Park would occur simultaneously. Therefore, it is rational to assume that in addition to significant project-related construction Air Quality impacts, there would be significant cumulative construction Air Quality impacts. Though both projects would be required to implement a mitigation program to reduce the construction emissions, the impacts would remain significant and unavoidable.

The identified significant effects of the Project have been reduced or avoided to the extent feasible through the implementation of the mitigation measures that have been adopted and incorporated into the Proposed Project, as outlined in Section 5.1.1 of these Findings. However, the impacts cannot be feasibly mitigated to below a level of significance. The remaining significant effects are acceptable because of the specified overriding economic, legal, social, technological, and other considerations described in the Statement of Overriding Considerations.

7.0 FEASIBILITY OF PROJECT ALTERNATIVES

7.1 Introduction

Per Section 15126.6(a) of the CEQA Guidelines:

> An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.

As described in the Draft EIR, Section 2.4, Project History, the City conducted an extensive scoping process the scope of the project and the analysis to develop in the EIR. Through that process, a range of alternatives were identified and the Proposed Project was selected. Each of the identified alternatives would provide reduced terminal improvements. The EIR compared and contrasted the potential environmental impacts of the alternatives.

Because the Proposed Project will result in some significant unavoidable environmental effects, as outlined above, the City must consider the feasibility of environmentally superior alternatives to the project. In taking action on the Proposed Project, the City must evaluate whether such alternatives could avoid or substantially lessen the significant unavoidable environmental effects. If the City of Long Beach finds that the project alternatives are not feasible, it must, before approving the project, adopt findings including a Statement of Overriding Considerations with regard to the project which set forth the factors that warrant approval of the project despite the existence of adverse environmental impacts. The EIR must focus its alternatives analysis on alternatives that "could feasibly attain most of the basic objectives of the project". However, the CEQA Guidelines also require an EIR to examine alternatives "capable of avoiding or lessening" environmental effects even if these alternatives "would impede to some degree the attainment of the project objectives or would be more costly." (Guidelines §15126.6[b].)

CEQA provides the following definition of the term "feasible" as it applies to the findings requirement: "'Feasible' means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." PRC §21081 provides, in part:

> ...[N]o public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless both the following occur: (a) The public agency makes one or more of the following findings with respect to each significant effect:
>
> ...
>
> (3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly-trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

The concept of "feasibility," therefore, as it applies to findings, involves a balancing of various economic, environmental, social, legal, and technological factors.[3]

These findings contrast and compare the alternatives, where appropriate, to show that the selection of the project, while still resulting in significant environmental impacts, has substantial environmental, planning, fiscal, and other benefits. In rejecting certain alternatives, the City has examined both the environmental impacts and the project objectives and weighed the ability of the various alternatives to meet the objectives. The City of Long Beach finds, after due consideration of a reasonable range of alternatives (as set forth in the EIR and below), that the Proposed Project best attains a balance between improved passenger service at Long Beach Airport, protects against local environmental impacts, and best meets the approved objectives with the least environmental impact.

7.1 Alternative A

This alternative was based on the improvements proposed in the 2003 NOP, with minor modifications. Alternative A assumes the terminal facility would be a maximum of 97,545 square feet. The nature of the improvements would generally be the same as the proposed project, though compared to the proposed project, there are minor reductions in square footage in all except the following:

- 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 14 for evaluation in the 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 7-1 below for a comparison of Alternative A impacts to the Proposed Project. Further description of these impacts can be found in Section 3.0 of the EIR. This alternative represents an approximately five percent decrease in floor area. This alternative would not reduce the unavoidable Air Quality impact to a level considered less than significant. With Alternative A the peak day construction would be the same as with the Proposed Project. As a result, the impact would remain significant and unavoidable. This alternative would generally meet all the project objectives; however, the ability to meet the ticketing demands of the 4.2 MAP would be less than the Proposed Project because no additional capacity is being provided for this use. This scenario was found to be a feasible alternative, but was not selected because it was not environmentally superior to the Proposed Project.

7.2 Alternative B

[3] See PRC §21061.1; CEQA Guidelines § 15364; SB 919 (which amends PRC 21081 (c). See, also, the following court cases *City of Goleta Valley vs. Board of Supervisors* (1990) 52 Cal. 3d 553,554–566; *City of Del Mar vs. City of San Diego* (1982) 133 Cal. App.3d 401, 415–417.

This alternative further reduces the size of the terminal facilities. This alternative assumes the terminal facility would be a maximum of 79,725 square feet. Similar to Alternative A, the nature of the improvements would generally be the same, though reduced in size compared to the Proposed Project, with the following exceptions:

- Baggage security screening would be the same as the Proposed Project.
- No additional space is assumed for ticketing facilities.
- No additional airport office space is assumed as part of this alternative.

Other aspects of the project, such as the number of gates, aircraft parking, and vehicular parking would be the same for Alternative B 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 B.

This alternative would represent an approximately 22 percent decrease in square footage compared to the Proposed Project. The EIR findings determined the impacts associated with this alternative would be very similar to those associated with the Proposed Project. Refer to Table 7-1 for a comparison of Alternative B impacts to the Proposed Project. Further description of these impacts can be found in Section 3.0 of the EIR.

This alternative would not reduce the unavoidable Air Quality impact to a level considered less than significant. With Alternative B the peak day construction would be the same as with the Proposed Project. As a result, the impact would remain significant and unavoidable. This alternative would meet the project objectives as effectively as the Proposed Project. Sizing recommendations done by HNTB as part of the project scoping process, identified size parameters for various uses based on industry standards and code requirements. The reduction of approximately 23,000 square feet would fall below the sizing parameters. Additionally, this alternative does not provide for additional airport office space, a need identified by the airport, the airlines, and TSA. Additionally, this alternative would also have limitations in its ability to meet the ticketing demands of the 4.2 MAP because there is no new space allocation for this use. This scenario was found to be a feasible alternative, but was not selected because it was not environmentally superior to the Proposed Project.

7.3 Alternative C (No Project Alternative)

Alternative C represents the No Project Alternative, which assumes that no new facilities would be provided at the Airport. The temporary holdrooms provided at the Airport would remain in place. The terminal, including holdrooms, would be a total of 56,320 square feet. The airline gates would be limited to the eight that currently exist. A total of ten aircraft parking spaces would be provided at the Airport. The parking would be limited to the parking available on site. This would include the existing parking structure and surface parking. The spaces that are currently leased off site would not be available because of the short-term nature of the leases. Based on recent discussions, Boeing has indicated the leases would not be available on a long-term basis. Since no new vehicular parking spaces would be provided, this alternative would have a net loss of approximately 2,100 parking spaces compared to current conditions.

Refer to Table 7-1 for a comparison of Alternative C impacts to the Proposed Project. Further description of these impacts can be found in Section 3.0 of the EIR. This alternative would eliminate all the construction-related impacts, including the significant, unavoidable impact on Air Quality. However, this alternative would not have any of the benefits of the Proposed Project, such as the long-term air quality benefits associated with electrification of the ground support equipment (GSE).

Another consideration when selecting the environmentally superior alternative is the consideration on the number of aircraft parking positions. The Proposed Project was evaluated with 14 parking positions. The project description identifies between 12 and 14 parking positions. However, the reduction to 12 parking positions would potentially result in an increase in air quality emissions. Based on Department of Transportation data, approximately 15 percent of the arrivals at the Airport are late. When aircraft arrive late during peak hours, there would not be an available parking position at the terminal. As a result, the aircraft would need to wait until a position becomes available. In those cases the overall air emissions would increase from aircraft idling. The Proposed Project does not result in substantially greater impacts than the other build alternatives. Therefore, the Proposed Project is the environmentally superior alternative.

TABL 1
COMPARISON OF IMPACTS BY ALTERNATIVE

Impacts	Proposed Project	Alternative A	Alternative B	Alternative C (No Project)
Aesthetics				
The Proposed Project would alter views of the project site during construction activities, potentially resulting in short-term aesthetic impacts in the vicinity of the terminal.	Mitigated to less than significant	Impacts similar in nature. Also, mitigated to less than significant.	Impacts similar in nature. Also, mitigated to less than significant.	No Impact
The Proposed Project would result in construction activities and expansion of the terminal facilities. This could result in light and glare impacts associated with security lighting and light emanating from the proposed improvements.	Mitigated to less than significant	Impacts similar in nature. Also, mitigated to less than significant.	Impacts similar in nature. Also, mitigated to less than significant.	No Impact
Air Quality and Human Health Risk Assessment				
Project-related construction activities would result in a significant short-term construction-related air quality impact for NO_X and VOC.	Significant and unavoidable	Impacts similar in nature because the type of construction activities would be the same. Also, significant and unavoidable.	Impacts similar in nature because the type of construction activities would be the same. Also, significant and unavoidable.	No Impact
Cultural Resources				
The Proposed Project would result in alterations to a designated historical landmark.	Mitigated to less than significant	Impacts similar in nature. Also, mitigated to less than significant.	Impacts similar in nature. Also, mitigated to less than significant.	No Impact
Hazards and Hazardous Materials				
During construction, asbestos-containing materials could be disturbed and introduced into the environment.	Mitigated to less than significant	Impacts similar in nature. Also, mitigated to less than significant.	Impacts similar in nature. Also, mitigated to less than significant.	No impact.
During construction, lead-based paint could be introduced into the environment.	Mitigated to less than significant	Impacts similar in nature. Also, mitigated to less than significant.	Impacts similar in nature. Also, mitigated to less than significant.	No impact.
During grading activities at Parcel O, aerially-deposited lead could be introduced into the environment.	Mitigated to less than significant	Impacts similar in nature. Also, mitigated to less than significant.	Impacts similar in nature. Also, mitigated to less than significant.	No impact.
During grading activities at Parcel O, DDT could be introduced into the environment.	Mitigated to less than significant	Impacts similar in nature. Also, mitigated to less than significant.	Impacts similar in nature. Also, mitigated to less than significant.	No impact.
During construction, hazardous materials could be transported onto the Airport along established haul routes, including Willow Street.	Mitigated to less than significant	Impacts similar in nature. Also, mitigated to less than significant.	Impacts similar in nature. Also, mitigated to less than significant.	No impact.
Land Use and Relevant Planning				
No significant land use and relevant planning impacts were identified in conjunction with the Proposed Project or any of the alternatives.	No Impact.	No Impact.	No Impact.	No Impact.

Impacts	Proposed Project	Alternative A	Alternative B	Alternative C (No Project)
Noise				
No significant impacts were identified. All the alternatives would comply with the Airport Noise Compatibility Ordinance.	No impact; however, a land use compatibility program is proposed to address those sensitive uses currently within the 65 CNEL contour.	No impact; however, a land use compatibility program is proposed to address those sensitive uses currently within the 65 CNEL contour.	No impact; however, a land use compatibility program is proposed to address those sensitive uses currently within the 65 CNEL contour.	No impact; however, no mitigation is proposed with the No Project Alternative.
Night construction activity on Parcel O may result in noise levels in excess of the noise levels specified in the Long Beach Noise Ordinance if heavy construction equipment associated with grading and paving are used.	Mitigated to less than significant.	Impacts similar in nature. Also, mitigated to less than significant.	Impacts similar in nature. Also, mitigated to less than significant.	No impact.
Public Services				
No impacts were identified. The project would have beneficial effects of providing additional capacity for security. Service issues associated with overcrowding would be reduced.	Beneficial	Beneficial	Beneficial	Overcrowding would continue. Based on current flight levels this would be adverse but not significant.
Transportation and Circulation				
No significant traffic impacts were identified for the existing plus project scenario.	No Impact.	No Impact.	No Impact.	No Impact.
There would be insufficient parking at the Airport to service the projected number of passengers.	This would not apply to the Proposed Project, but would be applicable to the Optimized Flights scenario. Mitigated to less than significant	Impacts similar in nature. This impact would only apply to the Optimized Flights scenario. Mitigated to less than significant.	Impacts similar in nature. This impact would only apply to the Optimized Flights scenario. Mitigated to less than significant.	Impacts would be substantially greater because no additional parking is proposed and the current leased parking would not be available in the 2020 timeframe. This would apply to with and without Optimized Flights. This would be a significant unavoidable impact.

8.0 OPTIMIZED FLIGHTS

The Planning Commission adopts the finding described below:

The Airport Noise Compatibility Ordinance, which became part of the *Long BeachMunicipal Code* (LBMC) in 1995, has provisions to increase the number of flights over the minimum 41 commercial flights and 25 commuter flights provided that the flights can be added without airlines or commuters exceeding their allocated portion of the CNEL noise budget based on the baseline years 1989 to 1990. The air carrier and commuter noise budget assessment is conducted annually based on the October 1 through September 30 timeframe, with City Council action required on or before November 15 of each year. Effective dates for any incremental flight increases would be January 1 of the following year.

Additionally flights would only be feasible if the airlines optimized their flight operations through methods such as using quieter aircraft and reducing the number of late night operations. To date, this has never been accomplished at the Airport. Implementation of the terminal area improvements is not a criteria for the Optimized Flights, and the Proposed Project would not facilitate the airlines in meeting the required noise reduction. The City Council directed that the EIR also addressed the potential impacts associated with an increase in the number of flights, as well as the full utilization of the minimum 25 commuter flights.

The purpose of this analysis was to respond to the community's request for information on what the impacts associated with an increase in the number of flights would be. There was a component of the community that requested an evaluation of flight levels if the Airport Noise Compatibility Ordinance was revoked. Revocation of the Ordinance was deemed to be too speculative since there was no indication that any of the parties involved were interested in such an action. The City Council has continued to voice support of the Ordinance; the airlines operating at the Airport have voiced support of the Ordinance; and the FAA has reaffirmed the Airport's "grandfathered" status pursuant to the Airport Noise Capacity Act (ANCA). Therefore, an analysis that assumed optimization of flights within the parameters of the Airport Noise Compatibility Ordinance provided the most sound approach in providing the type of evaluation the community requested. Though an increase in the number of flights is allowable under the Airport Noise Compatibility Ordinance regardless of any action on this project, it would not be considered a readily foreseeable action because the airlines have not ever met the criteria for increasing the number of flights.

The assumptions used to develop this analysis were based on realistic assumptions about the fleet and time of operation as opposed to an idealized fleet, such as assuming no night operations. The analysis assumed: (1) each airline would continue to operate in its current markets; (2) each airline would use the quietest aircraft currently in its fleet or on order; (3) each airline would reduce their night operations by 50 percent from 2004 levels; and (4) all new flights would be distributed throughout the day according to the present distribution of flights with reduced night operations. Under optimal conditions, which have never been achieved at the Airport, the estimated number of increased flights would range between 7 and 11 flights. For analysis purposes, an addition of 11 air carrier flights was used. The 25 commuter flights would fill the commuter budget; there is not a foreseeable scenario in which additional commuter flights could be allocated under the budget. The City would not have any discretion on allowing the flights if the conditions outlined in the Airport Noise Compatibility Ordinance are met.

The analysis of the 52 (41 plus 11) air carrier flights and the 25 commuter flights would result in additional impacts beyond those that would occur with the minimum flight levels allowed under the Airport Noise Compatibility Ordinance. Though not project-related impacts, the EIR identified the potential impacts and made recommendations on potential mitigation measures. The additional impact associated with the Optimized Flights Scenario would include:

- Incremental air quality emissions with the Optimized Flights would exceed SCAQMD's PM_{10} concentration threshold due to associated GSE and vehicular traffic activity; contribute substantially to an existing air quality violation; and expose sensitive receptors to significant PM_{10} concentrations. Implementation of the mitigation program presented in Section 3.2.3 would reduce these impacts, but not to a level considered less than significant.

- Air quality emissions with the Optimized Flights would exceed SCAQMD's thresholds of significance for CO and NO_X. The mitigation program presented in Section 3.2.3 would reduce the CO impacts to a level considered less than significant. NO_X emissions would remain significant even after implementation of the mitigation program.

- The Optimized Flights Scenario has the potential to induce airport land uses beyond the Airport boundary. Specifically, the increased flight levels would require additional vehicular parking beyond the levels provided by the Proposed Project. This impact is associated with the Optimized Flights Scenario and not the Proposed Project. Mitigation measure MM 3.8-2 would reduce this impact to a level considered less than significant.

- The Existing Plus Optimized Flights scenario would result in significant impacts at the Spring Street/Lakewood Boulevard and the Willow Street/Lakewood Boulevard intersections during the weekday a.m. peak hour. With the implementation of MM 3.8-1, this impact would be reduced to a less-than-significant level.

- With the Optimized Flights Scenario, there would be insufficient parking to accommodate the additional passenger levels. With the implementation of MM 3.8-2, this impact would be reduced to a level considered less than significant.

This information has been provided to the Planning Commission for informational purposes only. No action is recommended or required pertaining to the Optimized Flights Scenario.

MITIGATION MONITORING AND REPORTING PROGRAM FOR LONG BEACH AIRPORT TERMINAL AREA IMPROVEMENT PROJECT

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared in accordance with Public Resources Code Section 21081.6, which requires a Lead or Responsible Agency that approves or carries out a project where an EIR has identified significant environmental effects to "adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." The City of Long Beach is the Lead Agency for the proposed project.

This MMRP is designed to monitor implementation of all feasible mitigation measures (MM) as identified in the Draft Environmental Impact Report (EIR) for the Long Beach Terminal Area Improvement Project. Each mitigation measure is listed and categorized by topic, with an accompanying discussion of the following:

- The **Monitoring Phase**, or the phase of the project during which the mitigation measure should be monitored (i.e., pre-construction, construction, or post-construction);
- The **Enforcement Agency** (i.e., the agency with the authority to enforce the mitigation measure); and
- The **Monitoring Agency** (i.e., the agency to which mitigation reports involving feasibility, compliance, implementation, and development operation are made).

The entity responsible for the implementation of all mitigation measures shall be the City of Long Beach, Planning and Building Department unless otherwise noted.

To more easily facilitate implementation of the MMP, the mitigation measures are roughly organized in stages associated with construction. Several of the mitigation measures would apply to more than one stage of construction. To facilitate the monitoring at each phase, these measures have been duplicated in each of the applicable stages. The categories and descriptions are as follows:

- **Pre-Construction** – This stage includes all aspects of design, including design of buildings (both interior and exterior) and design of construction practices (*e.g.,* haul routes, Safety Plans, permits).
- **Demolition** – This includes measures which must be addressed immediately before or during demolition activities.
- **Grading** – This includes measures which must be addressed immediately before or during grading activities.
- **Construction** – This includes measures which must be addressed immediately before or during construction activities.
- **Post-Construction** – This stage describes measures which can only be addressed once construction has terminated and the building is in use.
- **On-Going** – This includes ongoing activities.
- **Optimized Flights Scenario** – This includes measures not associated with the proposed project.

Exhibit "B"

The Mitigation Program identified to reduce potential project impacts consists of: Project Design Features (PDF); Standard Conditions and Requirements (SC); and Mitigation Measures (MM). The numbering of these items in the MMRP is generally consistent with the numbering provided in the EIR, with the following exceptions:

Old Number	New Number
SC 3.4-4	MM 3.4-5
SC 3.4-5	MM 3.4-6
SC 3.4-6	SC 3.4-4
SC 3.4-7	SC 3.4-5
SC 3.4-8	MM 3.4-7
SC 3.4-9	MM3.4-8
SC 3.7-3	MM 3.7-1
SC 3.7-4	MM 3.7-2

It should also be noted that several new mitigation measures were added in response to comments received on the Draft EIR. Specifically, the following mitigation measures, which are included herein, were added: MM 3.2-10a, MM 3.2-10b, MM 3.2-16, and MM 3.2-17.

The components of the mitigation program are described below.

- **Project Design Features** – PDFs are specific design elements proposed by the project applicant and incorporated into the project to prevent the occurrence of, or reduce the significance of, potential environmental effects. Because PDFs have been incorporated into the project, they do not constitute mitigation measures as defined by California Environmental Quality Act (CEQA). However, PDFs are identified in the mitigation section for each topical issue to ensure that they are included in the mitigation monitoring program (MMP) to be developed for, and implemented as a part of, the proposed project.

- **Standard Conditions and Requirements** – Standard conditions and requirements are based on local, state, or federal regulations or laws that are frequently required independently of CEQA review. They also serve to offset or prevent specific impacts. Typical standard conditions and requirements include compliance with the provisions of the Uniform Building Code, South Coast Air Quality Management District Rules, local agency fee programs, etc. Additional conditions may be imposed on the project by government agencies during the approval process, as appropriate.

- **Mitigation Measures** – Where a potentially significant environmental effect has been identified and is not reduced to a level considered less than significant through the application of PDFs and standard conditions and requirements, project-specific mitigation measures have been recommended.

LIST OF ACRONYMS

The following are acronyms used in the Mitigation Monitoring and Reporting Program:

ACMs	Asbestos Containing Materials
ACP	Asbestos Concrete Pipe
ADPM	Average Day-Peak Month
APU	Auxiliary Power Unit
BACT	Best Available Control Technology
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
DDT	dichloro-diphenyl-trichloroethane
EIR	Environmental Impact Report
FAA	Federal Aviation Administration
GSE	Ground Support Equipment
HSCP	Health and Safety Contingency Plan
Hz	Hertz
LEED	Leadership in Energy and Environmental Design
LOS	Level of Service
MLD	Most Likely Descendent
MM	Mitigation Measure
MMP	Mitigation Monitoring Program
MMRP	Mitigation Monitoring and Reporting Program
MOU	Memorandum of Understanding
NO_X	Oxides of Nitrogen
PDF	Project Design Feature
PM_{10}	Respirable particulate matter less than 10 micrometers in diameter
SCAQMD	South Coast Air Quality Management District
SC	Standard Conditions and Requirements
SWPPP	Stormwater Pollution Prevention Program
SWRCB	State Water Resources Control Board
TSA	Transportation Security Administration
USEPA	United States Environmental Protection Agency
V/C	Volume to Capacity (Ratio)
VOC	Volatile Organic Compound

Aesthetics

Project Design Features

PDF 3.1-1 The Guiding Principles have been used in the development of the conceptual design plan. As part of final design, the requirements outlined in these documents, which are named below, would provide guidance to protect the historic integrity of the existing terminal. This also serves to ensure a unified appearance and enhance the aesthetics of the terminal area. The Guiding Principles include: (1) May 7, 1990, memorandum of understanding (MOU) by the Neighborhood and Historic Preservation Officer for the City of Long Beach providing guidelines for future environmental review of the Airport Terminal Building; (2) Secretary of the Interior's standards for rehabilitation of historic buildings; (3) Development and Use Standards for the Long Beach Airport Terminal Planned Development Plan Ordinance adopted by the City Council on September 2, 1997; (4) the City's Cultural Heritage Ordinance (Chapter 2.63 of the Municipal Code); and (5) a memorandum on considerations for new construction prepared by PCR (June 22, 2005). These documents all provide guidance on development standards for terminal area improvements and are included in Appendix B of the EIR.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Planning and Building Department
- **Monitoring Agency:** City of Long Beach Planning and Building Department
- **Action Indicating Compliance:** Site Plan review/issuance of building permits.

Standard Conditions and Requirements

SC 3.1-1 Prior to building plan approval, the Planning Commission shall ensure that all development complies with the development standards and design guidelines contained in Ordinance No. C-7496, *Development and Use Standards for the Long Beach Airport Terminal Planned Development Plan (PD-12).*

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Planning and Building Department
- **Monitoring Agency:** City of Long Beach Planning Commission
- **Action Indicating Compliance:** Site Plan review/issuance of building permits.

SC 3.1-2 Prior to building plan approval, the Cultural Heritage Commission shall ensure that any new construction proposed adjacent to the Terminal Building or attached onto it shall comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating,

Restoring, and Reconstructing Historic buildings, and more specifically, the Secretary of the Interior's Standards for Rehabilitation (Standards).

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach, Planning and Building Department
- **Monitoring Agency:** City of Long Beach, Cultural Heritage Commission
- **Action Indicating Compliance:** Issuance of Certificate of Appropriateness.

SC 3.1-3 Prior to building plan approval, the Cultural Heritage Commission shall ensure that all development shall comply with the May 7, 1990 MOU adopted by the City Council and Cultural Heritage Commission providing guidelines for future environmental review of the Airport Terminal Building (the MOU is contained in Appendix B of the EIR).

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach, Planning and Building Department
- **Monitoring Agency:** City of Long Beach, Cultural Heritage Commission
- **Action Indicating Compliance:** Issuance of Certificate of Appropriateness.

Mitigation Measures

MM 3.1-3 Prior to building plan approval, the Planning Commission shall ensure that all exterior lighting be designed and located as to avoid intrusive effects on the runway operations, so as not to result in an air safety hazard. Low-intensity street lighting and low-intensity exterior lighting shall be used throughout the development to the extent feasible. Lighting fixtures shall use shielding, if necessary to prevent spill lighting on adjacent off-site uses.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Planning and Building Department
- **Monitoring Agency:** City of Long Beach Planning Commission
- **Action Indicating Compliance:** Site Plan review/issuance of building permits

MM 3.1-4 Prior to building plan approval, the Planning Commission shall ensure that all development projects use reflective glass that is less than 20 percent and all other materials used on exterior buildings and structures shall be selected with attention to minimizing reflective glare.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Planning and Building Department

- **Monitoring Agency:** City of Long Beach Planning Commission
- **Action Indicating Compliance:** Site Plan review/issuance of building permits.

Air Quality and Human Health Risk Assessment

Project Design Features

PDF 3.2-1 As part of project design, the City of Long Beach shall ensure the terminal area improvements are designed and constructed to meet Leadership in Energy and Environmental Design (LEED) specifications.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Planning and Building Department
- **Monitoring Agency:** City of Long Beach Planning and Building Department
- **Action Indicating Compliance:** Site Plan review/issuance of building permits.

Standard Conditions and Requirements

SC 3.2-3 In support of PDF 3.2-1, requiring the design and construction of the terminal improvements to meet LEED standards, all new and substantially modified buildings shall meet California Title 24 Energy Efficiency standards for water heating, space heating, and cooling to the extent feasible.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Planning and Building Department
- **Monitoring Agency:** City of Long Beach Planning and Building Department
- **Action Indicating Compliance:** Site Plan review/issuance of building permits.

SC 3.2-4 All new and modified point source facilities (e.g., utility equipment, fuel storage and dispensing) shall obtain all required permits from the South Coast Air Quality Management District (SCAQMD). To obtain these permits, the facilities will need to include Best Available Control Technology (BACT) that reduces emissions of criteria pollutants.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** South Coast Air Quality Management District
- **Monitoring Agency:** City of Long Beach Planning and Building Department
- **Action Indicating Compliance:** proof of BACT use/Site Plan review/ issuance of permits.

SC 3.2-5 In support of PDF 3.2-1 and to conserve energy, require that all exterior lighting use color-corrected low sodium lighting.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Planning and Building Department
- **Monitoring Agency:** City of Long Beach Planning and Building Department
- **Action Indicating Compliance:** Site Plan review. Issuance of building permits.

Mitigation Measures

MM 3.2-11 During project design, the architect shall provide that all fixtures used for lighting exterior common areas are regulated by automatic devices to turn off lights when they are not needed.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Planning and Building Department
- **Monitoring Agency:** City of Long Beach Planning and Building Department
- **Action Indicating Compliance:** Site Plan review. Issuance of building permits.

MM 3.2-12 As part of the air carrier ramp design, the City of Long Beach shall incorporate electric charging station infrastructure to support operation of electric Ground Support Equipment (GSE) and other on-airport vehicles.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Public Works Department
- **Monitoring Agency:** City of Long Beach Planning and Building Department
- **Action Indicating Compliance:** Site Plan review. Issuance of building permits.

MM 3.2-13 As part of the air carrier ramp design, preconditioned air and 400 Hertz (Hz) power from electric units (or electric power grid) will incorporate provisions at the commercial passenger aircraft parking positions to allow aircraft pilots the ability to plug in at the gate and turn off the auxiliary power unit (APU).

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Public Works Department
- **Monitoring Agency:** City of Long Beach Planning and Building Department

- **Action Indicating Compliance:** Site Plan review. Issuance of building permits.

Cultural Resources

Project Design Features

PDF 3.3-1 The Guiding Principles have been used in the development of the conceptual design plan. As part of final design, the requirements outlined in these documents, which are named below, would provide guidance to protect the historic integrity of the existing terminal. The Guiding Principles include: (1) May 7, 1990, MOU by the Neighborhood and Historic Preservation Officer for the City of Long Beach providing guidelines for future environmental review of the Airport Terminal Building; (2) Secretary of the Interior's standards for rehabilitation of historic buildings; (3) Development and Use Standards for the Long Beach Airport Terminal Planned Development Plan Ordinance adopted by the City Council on September 2, 1997; (4) the City's Cultural Heritage Ordinance (Chapter 2.63 of the Municipal Code); and (5) a memorandum on considerations for new construction prepared by PCR (June 22, 2005). These documents all provide guidance on development standards for terminal area improvements and are included in Appendix B of the EIR.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Planning and Building Department
- **Monitoring Agency:** City of Long Beach Cultural Heritage Commission
- **Action Indicating Compliance:** Site Plan review/Issuance of a certificate of appropriateness by the Cultural Heritage Commission.

Standard Conditions and Requirements

SC 3.3-3 In compliance with Chapter 2.63 of the Municipal Code no permits for the alteration, remodel, enlarging, or improvements to the Airport Terminal, shall be issued prior to review by the Cultural Heritage Commission and issuance by the Commission of a certificate of appropriateness.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach, Cultural Heritage Commission
- **Monitoring Agency:** City of Long Beach, Planning and Building Department
- **Action Indicating Compliance:** Site plan approval. Issuance of certificate of appropriateness. Issuance of permits.

Mitigation Measures

It was determined that, prior to mitigation, the proposed terminal area improvements conceptual design has the potential to cause a substantial adverse change, as per Section 15064.5(b) of the CEQA Guidelines, in the significance of the Long Beach Airport Terminal Building because physical characteristics that convey the historical significance of the resource would be

materially altered in a manner that may not meet the Secretary's Standards. Those specific design concepts that have been identified as potentially adverse have corresponding mitigation measures as explained in the list below. If during the final design phase these specific design plans are not selected, then the associated mitigation measures would not be necessary. The applicability of these measures would be determined through design review by the Cultural Heritage Commission and issuance by the Commission of a certificate of appropriateness, as outlined in Chapter 2.63 of the Municipal Code (SC 3.3-3). Additionally, other design measures may be recommended by the Cultural Heritage Commission through the design review process, which would be required prior to issuance of a certificate of appropriateness.

MM 3.3-1 If the proposed Airport Terminal improvements are to be connected to the original 1941 structure, then the project architect shall design the connection between the new structure and the existing Airport Terminal Building so that it is attached beneath the existing cornice, to be consistent with the Streamline Moderne design.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Planning and Building Department
- **Monitoring Agency:** City of Long Beach Planning and Building Department
- **Action Indicating Compliance:** Site Plan review. Issuance of a certificate of appropriateness by the Cultural Heritage Commission.

MM 3.3-2 If during final design, new windows are required in the existing Airport Terminal Building, the project architect shall ensure that window treatments reference the style of the original Airport Terminal windows, which are very specific to the Airport Terminal. The use of the window wall, as seen on the northwest and southwest corner, shall be used as an example.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Planning and Building Department
- **Monitoring Agency:** City of Long Beach Planning and Building Department
- **Action Indicating Compliance:** Site Plan review/Issuance of a certificate of appropriateness by the Cultural Heritage Commission

MM 3.3-3 If during the final design, window replacement is proposed for the original Airport Terminal Building, then the new window(s) shall replicate the original style of fenestration. If the original windows that are currently missing from the building are still extant, then those windows shall be returned to their original location, if feasible.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Planning and Building Department

- **Monitoring Agency:** City of Long Beach Planning and Building Department

- **Action Indicating Compliance:** Site Plan review. Issuance of a certificate of appropriateness by the Cultural Heritage Commission.

MM 3.3-4 If during final design, new doorframes in the Airport Terminal Building are proposed, then the project architect shall reference the style of the original doorframes located on the east and south facades of the original Airport Terminal Building for the new doorway(s).

- **Monitoring Phase:** Pre-construction

- **Enforcement Agency:** City of Long Beach Planning and Building Department

- **Monitoring Agency:** City of Long Beach Cultural Heritage Commission

- **Action Indicating Compliance:** Site Plan review. Issuance of a certificate of appropriateness by the Cultural Heritage Commission.

MM 3.3-5 The City of Long Beach, Public Works Director or designee shall stipulate in the Plans and specifications that exterior material should be compatible in type, color and finish to the existing material used on the Airport Terminal Building. Testing should be done to determine original colors, if necessary. Implementation of this mitigation measure will be at the direction of the Cultural Heritage Commission.

- **Monitoring Phase:** Pre-construction

- **Enforcement Agency:** City of Long Beach Public Works Department

- **Monitoring Agency:** City of Long Beach Planning and Building Department

- **Action Indicating Compliance:** Site Plan review. Issuance of a certificate of appropriateness by the Cultural Heritage Commission.

MM 3.3-6 If during final design, the shelter/ticketing areas are proposed on either side of the existing 1941 Airport Terminal Building, then the project architect shall scale down the proposed design. This could be accomplished with a lower profile, possibly with a flat roof that fits in visually with the horizontal nature of the architectural style of the terminal. The manner in which this mitigation measure will be implemented shall be reviewed by the Cultural Heritage Commission as part of the issuance of the certificate of appropriateness.

- **Monitoring Phase:** Pre-construction

- **Enforcement Agency:** City of Long Beach Planning and Building Department

- **Monitoring Agency:** City of Long Beach Planning and Building Department

- **Action Indicating Compliance:** Site Plan review. Issuance of a certificate of appropriateness by the Cultural Heritage Commission.

Hazards and Hazardous Wastes

Standard Conditions and Requirements

SC 3.4-2 The Contractor shall develop a Storm Water Pollution Prevention Plan (SWPPP) to minimize potential short-term significant hazardous materials impacts associated with construction activities.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Public Works Department
- **Monitoring Agency:** State Water Resources Control Board (SWRCB)
- **Action Indicating Compliance:** A completed SWPPP submitted to SWRCB.

SC 3.4-4 The Airport shall comply with the Airport Industrial National Pollutant Discharge Elimination System permit (CAS000001/WDID 4B19S004985). Construction activities that disturb more than one acre shall abide by the State issued State Water Resources Control Board Order 99-08 General Permit CAS000002. As part of this process, the Airport would be required to prepare a Storm Water Pollution Prevention Plan.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Public Works Department
- **Monitoring Agency:** State Water Resources Control Board
- **Action Indicating Compliance:** A completed SWPPP submitted to SWRCB/issuance of permit.

SC 3.4-5 Construction of the Proposed Project shall be in compliance with local and State construction and building requirements and regulations, including the Uniform Building Code.

- **Monitoring Phase:** Pre-Construction/Construction
- **Enforcement Agency:** City of Long Beach, Planning and Building Department
- **Monitoring Agency:** City of Long Beach, Planning and Building Department
- **Action Indicating Compliance:** Approval of Development Plans. Site inspections.

Mitigation Measures

MM 3.4-1 Prior to the initiation of demolition/construction, the Contractor shall develop an approved Health and Safety Contingency Plan (HSCP) in the event that unanticipated/unknown environmental contaminants are encountered during construction. The plan shall be developed to protect workers, safeguard the environment, and meet the requirements of the California Code of Regulations (CCR), Title 8, General Industry Safety Orders – Control of Hazardous

Substances. The Plan shall include measures for handling any unknown wastes or suspect materials discovered during construction by the Contractor, which he/she believes may involve hazardous waste or hazardous materials.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Planning and Building Department
- **Monitoring Agency:** City of Long Beach Planning and Building Department
- **Action Indicating Compliance:** A completed HSCP. Issuance of Notice to Proceed for construction.

Public Services

Project Design Features

PDF 3.7-1 The Proposed Project and the build scenarios include a number of features that would enhance public safety and security at the Airport. These features, which include new holdrooms, concession areas, passenger and baggage security screening facilities, baggage claim devices, baggage service office, restrooms, office space, and ticketing facilities, would reduce overcrowding and provide an expanded baggage screening area, which would also be enclosed to protect sensitive screening equipment.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach, Planning and Building Department
- **Monitoring Agency:** City of Long Beach, Planning and Building Department
- **Action Indicating Compliance:** Site Plan review. Issuance of permit.

Standard Conditions and Requirements

SC 3.7-1 Prior to the initiation of construction activities, the City's contractor shall prepare a Traffic Control Plan to ensure that adequate emergency access is maintained at the Airport during construction. As part of the Traffic Control Plan the contractor shall alert emergency and security service providers of the construction activities for each phase of construction. The Traffic Control Plan shall be submitted to the City Traffic Engineer for approval.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Acceptance of an approved Traffic Control Plan.

SC 3.7-2 During project design, the facility improvements shall adhere to Transportation Security Administration (TSA), Federal Aviation Administration (FAA), and all applicable standards including City of Long Beach fire code, building code, and safety code. Long Beach Fire Department shall review and approve design plans as part of the site plan review and building permit processes.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach, Planning and Building Department.
- **Monitoring Agency:** City of Long Beach, Airport Bureau and City of Long Beach Fire Department
- **Action Indicating Compliance:** Site Plan review. Issuance of permit.

MM 3.7-2 Prior to initiation of any modifications to the airfield side, the contractor shall provide a Construction Phasing Implementation Plan, meeting the approval of the Airport Manager. The Plan shall demonstrate how construction activities will be conducted and that all applicable FAA airfield safety requirements are being met. In addition, the contractor shall prepare a safety plan and participate in on-going weekly safety meetings during construction.

- **Monitoring Phase:** Pre-construction/Construction
- **Enforcement Agency:** City of Long Beach, Airport Bureau
- **Monitoring Agency:** City of Long Beach, Airport Bureau
- **Action Indicating Compliance:** Acceptance of an approved Construction Phasing Implementation Plan and an approved Safety Plan.

Traffic and Circulation

Project Design Features

PDF 3.8-1 A component of the Proposed Project is the provision of a new parking structure that would accommodate 4,000 vehicles.

- **Monitoring Phase:** Pre-construction/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Planning and Building Department
- **Action Indicating Compliance:** Design and construction of a parking structure.

PDF 3.8-2 The project would also include the extension of the south side of the Donald Douglas Drive loop to exit onto Lakewood Boulevard, with eastbound right turn only to southbound access on to Lakewood Boulevard.

- **Monitoring Phase:** Pre-construction/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department

- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Design and extension of Douglas Drive loop; eastbound right turn to southbound access onto Lakewood Boulevard.

PDF 3.8-3 With the construction of the parking structure existing surface parking would be displaced. To address potential parking demand during construction, Parcel O would be developed to serve parking demand not met by existing facilities.

- **Monitoring Phase:** Pre-construction/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Development of Parcel O to accommodate displaced vehicle parking during construction of the parking structure and Terminal improvements. Compliance can also be accomplished by leasing existing unused parking spaces from Boeing (requires a signed lease agreement).

Aesthetics

Mitigation Measures

MM 3.1-1 During construction activities, the construction contractor shall ensure that construction materials and equipment staging areas be located away from existing residential uses and, when feasible, appropriate screening (i.e., temporary fencing with opaque material) shall be used to buffer views of the construction site.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Placement of staging area to be approved prior to building commencement. Inclusion of requirement in contract specifications.

MM 3.1-2 During construction activities, the construction contractor shall ensure that temporary construction-related security lighting shall be arranged so that direct rays will not shine on or produce glare for adjacent street traffic and residential uses. The light fixtures specified for the Project design must comply with the standard of the Illuminating Engineering Society for full cutoff capability.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Approval of construction staging plans.

Air Quality and Human Health Risk Assessment

Standard Conditions and Requirements

SC 3.2-1 During construction of the Proposed Project, the City and its contractors will be required to comply with regional rules, which would assist in reducing short-term air pollutant emissions. SCAQMD Rule 402 requires that air pollutant emissions should not create a nuisance off-site. SCAQMD Rule 403 requires that fugitive dust be controlled with the best available control measures so the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. Two options are presented in Rule 403; monitoring of particulate concentrations or active control. Monitoring involves a sampling network around the project with no additional control measures unless specified concentrations are exceeded. The active control option does not require any monitoring, but requires that a list of measures be implemented starting with the first day of construction.

Rule 403 requires that "A person conducting active operations within the boundaries of the South Coast Air Basin shall utilize one or more of the

applicable best available control measures to minimize fugitive dust emissions from each fugitive dust source type which is part of the active operation." Rule 403 also requires that the construction activities "shall not cause or allow PM_{10} levels to exceed 50 micrograms per cubic meter when determined by simultaneous sampling, as the difference between upwind and down wind sample." A project is exempt from the monitoring requirement "if the dust control actions, as specified in Table 2 are implemented on a routine basis for each applicable fugitive dust source type." (Table 2 from Rule 403 is presented at the end of this MMRP as Table 1.) Under high wind conditions (i.e., when wind gusts exceed 25 miles per hour) additional control measures are required, and "the required control measures for high wind conditions are implemented for each applicable fugitive dust source type, as specified in Table 1." (Table 1 from Rule 403 is presented at the end of this MMRP as Table 2.) Monitoring of particulate concentrations does not reduce fugitive dust emissions; therefore, to minimize fugitive dust emissions the construction activities will utilize the measures presented in Table 2 and Table 1 (Tables 1 and 2 in Rule 403) rather than the monitoring option of SCAQMD Rule 403.

Further, Rule 403 requires that the project shall "prevent or remove within one hour the track-out of bulk material onto public paved roadways as a result of their operations." Alternatively, the project can "take at least one of the actions listed in Table 3." (Table 3 from Rule 403 is presented at the end of this MMRP as Table 3.) In addition, the project would be required to "prevent the track-out of bulk material onto public paved roadways as a result of their operations and remove such material at anytime track-out extends for a cumulative distance of greater than 50 feet on to any paved public road during active operations; and remove all visible roadway dust tracked-out upon public paved roadways as a result of active operations at the conclusion of each work day when active operations cease.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Site inspections.

SC 3.2-2 In support of PDF 3.2-1, requiring the design and construction of the terminal improvements to meet LEED standards, building materials, architectural coatings and cleaning solvents shall comply with all applicable SCAQMD rules and regulations.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirements in contract specifications. Field Inspections.

Mitigation Measures

The follow mitigation measures are grouped because the enforcement agency, monitoring agency, and actions indicating compliance are the same for all.

MM 3.2-1 The contract specifications shall require and the City shall enforce general contractors to ensure that all equipment is properly tuned and maintained in accordance with manufacturers' specifications.

MM 3.2-2 The contract specifications shall require and the City shall enforce general contractors to maintain and operate construction equipment so as to minimize exhaust emissions. During construction, engines on trucks and vehicles in loading and unloading queues will be turned off when not in use, to reduce vehicle emissions. Construction activities should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

MM 3.2-3 The contract specifications shall require and the City shall enforce general contractors sweep streets as needed during construction, but not more frequently than hourly, if visible soil material has been carried onto adjacent public roads.

MM 3.2-4 The contract specifications shall require and the City shall enforce general contractors to visually inspect construction equipment prior to leaving the site; loose dirt shall be washed off with wheel washers as necessary.

MM 3.2-5 During construction, the City shall coordinate with the contractor to maximize the ability to power construction activity utilizing electricity from power poles rather than temporary diesel or gasoline power generators, to the extent possible.

MM 3.2-6 The contract specifications shall require that all on-site mobile equipment used during construction shall be powered by alternative fuel sources (i.e., methanol, natural gas, propane, or butane) where feasible.

MM 3.2-7 During construction, the City shall provide a location and require the contractor to store all construction equipment used in the project construction within the project site (away from adjacent residential areas) to reduce the impact on the roadway system and the resultant air emissions.

On-site construction equipment staging areas and construction worker parking lots shall be located on either paved surfaces or unpaved surfaces that are periodically treated with non-toxic soil stabilizers.

MM 3.2-8 The contract specifications shall require and the City shall enforce the contractor to schedule all deliveries related to construction activities that affect traffic flow during off-peak hours (e.g., 10:00 a.m. and 3:00 p.m.) and deliveries shall be coordinated to achieve consolidated truck trips. When traffic flow is impacted by the movement of construction materials and/or equipment, temporary traffic controls shall be provided to improve traffic flow (e.g., flag person).

MM 3.2-9 The contract specifications shall require all on-site heavy-duty construction equipment shall be equipped with diesel particulate traps to the extent that this equipment is available at the time the contracts are awarded.

MM 3.2-10 The construction specifications shall require and the City shall enforce that emulsified diesel fuel be used in diesel-fueled construction equipment that is not equipped with diesel particulate traps to reduce NO_X emissions.

The use of emulsified diesel fuel in construction equipment is assumed to reduce construction equipment NO_X emissions by 15 to 20 percent (CARB 2004). Applying the lower end of that range to the peak daily NO_X emissions from construction equipment would reduce NO_X emissions by approximately 70 lbs/day to a peak day NO_X emission inventory for construction of 424 lbs/day. This level would still be above the significance threshold. Volatile Organic Compound (VOC) emissions would also remain significant and unavoidable.

MM 3.2-10a During construction of the Proposed Project, the City and its contractors shall be required to comply with the following provisions, where feasible, to reduce construction NO_X and VOC emissions:

- Provide on-site lunch trucks/facilities during construction to reduce off-site worker vehicle trips.
- Prohibit construction vehicles idling in excess of five minutes to be consistent with State law.
- Suspend use of all construction equipment during a first-stage smog alert.
- Designate a person who will ensure implementation of the proposed mitigation measures through direct inspection and investigation of complaints. The City or the contractor shall provide a telephone number that residents may call should they have complaints regarding construction nuisance.

MM 3.2-17 The City will require street cleaning of Douglas Drive with a vacuum type street sweeper at least once per week. The vacuum sweeper will make sufficient circuits through the terminal area to vacuum the entire street surface (not just the gutter area) to reduce fugitive PM emissions from re-entrained road dust. Douglas Drive between Lakewood Boulevard and the Long Beach Airport terminal (including the loop in front of the terminal and return) shall be cleaned in this manner. The anticipated future exit road back to Lakewood Boulevard would also be cleaned in this manner.

The range of potential control efficiencies for this mitigation measure is from approximately 10 percent to 50 percent.[1,2] It is anticipated that a 75 percent reduction would be needed to reduce the peak incremental PM_{10} concentration below the significance threshold; therefore, PM_{10} concentrations would remain significant after implementation of this mitigation measure.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirements in contract specifications. Site inspections.

[1] Cowherd, C., P. Englehart, G.E. Muleski, J.S. Kinsey, and K.D. Rosbury, 1990. Control of Fugitive and Hazardous Dusts, Noyes Data Corporation, Park Ridge, NJ. p.21.

[2] "Improvement of Specific Emission Factors (BACM Project No. 1) Final Report," by Midwest Research Institute for SCAQMD, Diamond Bar, CA, March 29, 1996.

Hazards and Hazardous Wastes

Project Design Features

PDF 3.4-1 The proposed terminal improvements would be constructed in a manner consistent with LEED standards certification requirements to, among other things, minimize potential hazards and hazardous waste impacts.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Site inspections.

Standard Conditions and Requirements

SC 3.4-3 The Airport Terminal Building is known to contain asbestos concrete materials (ACMs). The applicant shall comply with notification and asbestos removal procedures outlined in SCAQMD Rule 1403 to reduce asbestos-related health issues.

- **Monitoring Phase:** Demolition
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Report summarizing the findings and submitted to the City and SCAQMD, which includes a description of mitigation measures which will be taken to remove the ACMs (if applicable). Notification measures as described in SCAQMD Rule 1403.

Mitigation Measures

MM 3.4-2 Prior to the demolition of any on-site building or portion of any on-site building constructed prior to 1973, the City shall screen the buildings for lead-based paint. If lead-based paint is identified, remediation measures shall be developed in accordance with all applicable federal, State, and local regulatory requirements.

- **Monitoring Phase:** Demolition
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Report summarizing the findings and identification of remediation measures, if necessary. Inclusion in contractor specifications, if applicable.

MM 3.4-3 During demolition and excavation activities and during preparation of the geotechnical study in the design phase, the City shall have a qualified inspector onsite to inspect and sample the soil for contaminants. If observations during demolition activities indicate that site soil is affected by contaminants, demolition work should be stopped in the area involved until an analysis of the soil

conditions can be performed and additional recommendations evaluated and performed as necessary.

- **Monitoring Phase:** Demolition
- **Enforcement Agency:** City of Long Beach Public Works Department
- **Monitoring Agency:** City of Long Beach Public Works Department
- **Action Indicating Compliance:** A completed geotechnical study. Issuance of permits.

MM 3.4-5 Prior to demolition of any facilities at Million Air, the applicant shall test for asbestos containing materials. Should ACM or asbestos concrete pipe (ACP) be found, the applicant shall comply with notification and asbestos removal procedures outlined in SCAQMD Rule 1403 to reduce asbestos related health risks.

- **Monitoring Phase:** Demolition
- **Enforcement Agency:** City of Long Beach, Planning and Building Department
- **Monitoring Agency:** City of Long Beach, Planning and Building Department
- **Action Indicating Compliance:** Report summarizing the findings and submitted to the City and SCAQMD, which includes a description of mitigation measures which will be taken to remove the ACM or ACP (if applicable). Notification measures as described in SCAQMD Rule 1403.

MM 3.4-6 The City Engineer, or his designee, shall verify that every contractor transporting or handling hazardous materials and/or wastes during project implementation has permits and licenses from all relative health and regulatory agencies to operate and properly manifest all hazardous or California regulated material.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach Public Works Department
- **Monitoring Agency:** City of Long Beach Public Works Department
- **Action Indicating Compliance:** Proof that appropriate permits and licenses have been obtained; display of manifests.

MM 3.4-7 Prior to initiating construction activities, the contractor shall verify the locations of underground pipelines in the terminal area, ramp, and parking areas. Appropriate precautions shall be taken to ensure that pipelines are not disturbed or are properly relocated during construction.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department

- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Site inspections.

Noise

Standard Conditions and Requirements

SC 3.6-2 The contractor shall comply with the City of Long Beach Noise Ordinance pertaining to limitations on construction activities, as outlined in Exhibit 3.6-12 of the EIR, to the extent feasible while minimizing any potential conflicts with aviation activities.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Adherence to the construction hours and requirements specified in the City's Noise Ordinance or permission from City work outside of those hours.

Mitigation Measures

MM 3.6-1 The City shall conduct noise measurements during any night construction on Parcel O where such construction involves the use of heavy construction equipment such as front loaders, tractors, graders, paving machines, jackhammers or similar devices. Such measurements shall be made near the homes located directly across Clark Avenue from Parcel O. If any night measurement exceeds the limits specified in Sections 8.80.150 and 8.80.160 of the Long Beach Municipal Code as a result of the construction activity, the operation shall be terminated until such time that a construction noise mitigation plan can be put into effect that will result in compliance with the night time noise limits. Note that in the case where ambient noise levels exceed the noise limits specified in Section 8.80.160, the allowable noise exposure standard shall be increased per Section 8.80.150 [C] of the Municipal Code to reflect ambient levels.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Reports summarizing the findings of the noise measurements, if heavy construction equipment as defined above is used on during night construction on Parcel O. Preparation of a construction noise mitigation plan (if applicable).

Traffic and Circulation

Standard Conditions and Requirements

SC 3.8-1 As part of contract specification, the Airport shall require all construction trucks to access the Airport terminal area via the I-605 to I-405 and Lakewood Boulevard. Should oversized-transport vehicles accessing the Project site use a State

highway, a Caltrans transportation permit will be required. Construction vehicles accessing Parcel O shall use this route and access the construction site off of Clark Avenue or Willow Street.

Monitoring Phase: Demolition/Grading/Construction

- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Site inspections.

Aesthetics

Mitigation Measures

MM 3.1-1 During construction activities, the construction contractor shall ensure that construction materials and equipment staging areas be located away from existing residential uses and, when feasible, appropriate screening (i.e., temporary fencing with opaque material) shall be used to buffer views of the construction site.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Planning and Building Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Placement of staging area to be approved prior to building commencement. Inclusion of requirement in contract specifications.

MM 3.1-2 During construction activities, the construction contractor shall ensure that temporary construction-related security lighting shall be arranged so that direct rays will not shine on or produce glare for adjacent street traffic and residential uses. The light fixtures specified for the Project design must comply with the standard of the Illuminating Engineering Society for full cutoff capability.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Approval of construction staging plans.

Air Quality and Human Health Risk Assessment

Standard Conditions and Requirements

SC 3.2-1 During construction of the Proposed Project, the City and its contractors will be required to comply with regional rules, which would assist in reducing short-term air pollutant emissions. SCAQMD Rule 402 requires that air pollutant emissions should not create a nuisance off-site. SCAQMD Rule 403 requires that fugitive dust be controlled with the best available control measures so the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. Two options are presented in Rule 403; monitoring of particulate concentrations or active control. Monitoring involves a sampling network around the project with no additional control measures unless specified concentrations are exceeded. The active control option does not require any monitoring, but requires that a list of measures be implemented starting with the first day of construction.

Rule 403 requires that "A person conducting active operations within the boundaries of the South Coast Air Basin shall utilize one or more of the applicable best available control measures to minimize fugitive dust emissions from each fugitive dust source type which is part of the active operation." Rule 403 also requires that the construction activities "shall not cause or allow PM_{10} levels to exceed 50 micrograms per cubic meter when determined by simultaneous sampling, as the difference between upwind and down wind sample." A project is exempt from the monitoring requirement "if the dust control actions, as specified in Table 2 are implemented on a routine basis for each applicable fugitive dust source type." (Table 2 from Rule 403 is presented at the end of this MMRP as Table 1.) Under high wind conditions (i.e., when wind gusts exceed 25 miles per hour) additional control measures are required, and "the required control measures for high wind conditions are implemented for each applicable fugitive dust source type, as specified in Table 1." (Table 1 from Rule 403 is presented at the end of this MMRP as Table 2. Monitoring of particulate concentrations does not reduce fugitive dust emissions; therefore, to minimize fugitive dust emissions the construction activities will utilize the measures presented in Table 2 and Table 1 (Tables 1 and 2 in Rule 403) rather than the monitoring option of SCAQMD Rule 403.

Further, Rule 403 requires that the project shall "prevent or remove within one hour the track-out of bulk material onto public paved roadways as a result of their operations." Alternatively, the project can "take at least one of the actions listed in Table 3." (Table 3 from Rule 403 is presented at the end of this MMRP as Table 3.) In addition, the project would be required to "prevent the track-out of bulk material onto public paved roadways as a result of their operations and remove such material at anytime track-out extends for a cumulative distance of greater than 50 feet on to any paved public road during active operations; and remove all visible roadway dust tracked-out upon public paved roadways as a result of active operations at the conclusion of each work day when active operations cease.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** South Coast Air Quality Management District
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Site inspections.

SC 3.2-2 In support of PDF 3.2-1, requiring the design and construction of the terminal improvements to meet LEED standards, building materials, architectural coatings and cleaning solvents shall comply with all applicable SCAQMD rules and regulations.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Field Inspections.

Mitigation Measures

The follow mitigation measures are grouped because the enforcement agency, monitoring agency, and actions indicating compliance are the same for all.

MM 3.2-1 The contract specifications shall require and the City shall enforce general contractors to ensure that all equipment is properly tuned and maintained in accordance with manufacturers' specifications.

MM 3.2-2 The contract specifications shall require and the City shall enforce general contractors to maintain and operate construction equipment so as to minimize exhaust emissions. During construction, engines on trucks and vehicles in loading and unloading queues will be turned off when not in use, to reduce vehicle emissions. Construction activities should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

MM 3.2-3 The contract specifications shall require and the City shall enforce general contractors sweep streets as needed during construction, but not more frequently than hourly, if visible soil material has been carried onto adjacent public roads.

MM 3.2-4 The contract specifications shall require and the City shall enforce general contractors to visually inspect construction equipment prior to leaving the site; loose dirt shall be washed off with wheel washers as necessary.

MM 3.2-5 During construction, the City shall coordinate with the contractor to maximize the ability to power construction activity utilizing electricity from power poles rather than temporary diesel or gasoline power generators, to the extent possible.

MM 3.2-6 The contract specifications shall require that all on-site mobile equipment used during construction shall be powered by alternative fuel sources (i.e., methanol, natural gas, propane, or butane) where feasible.

MM 3.2-7 During construction, the City shall provide a location and require the contractor to store all construction equipment used in the project construction within the project site (away from adjacent residential areas) to reduce the impact on the roadway system and the resultant air emissions.

On-site construction equipment staging areas and construction worker parking lots shall be located on either paved surfaces or unpaved surfaces that are periodically treated with non-toxic soil stabilizers.

MM 3.2-8 The contract specifications shall require and the City shall enforce the contractor to schedule all deliveries related to construction activities that affect traffic flow during off-peak hours (e.g., 10:00 a.m. and 3:00 p.m.) and deliveries shall be coordinated to achieve consolidated truck trips. When traffic flow is impacted by the movement of construction materials and/or equipment, temporary traffic controls shall be provided to improve traffic flow (e.g., flag person).

MM 3.2-9 The contract specifications shall require all on-site heavy-duty construction equipment shall be equipped with diesel particulate traps to the extent that this equipment is available at the time the contracts are awarded.

MM 3.2-10 The construction specifications shall require and the City shall enforce that emulsified diesel fuel be used in diesel-fueled construction equipment that is not equipped with diesel particulate traps to reduce NO_X emissions.

The use of emulsified diesel fuel in construction equipment is assumed to reduce construction equipment NO_X emissions by 15 to 20 percent (CARB 2004). Applying the lower end of that range to the peak daily NO_X emissions from construction equipment would reduce NO_X emissions by approximately 70 lbs/day to a peak day NO_X emission inventory for construction of 424 lbs/day. This level would still be above the significance threshold. VOC emissions would also remain significant and unavoidable.

MM 3.2-10a During construction of the Proposed Project, the City and its contractors shall be required to comply with the following provisions, where feasible, to reduce construction NO_X and VOC emissions:

- Provide on-site lunch trucks/facilities during construction to reduce off-site worker vehicle trips.
- Prohibit construction vehicles idling in excess of five minutes to be consistent with State law.
- Suspend use of all construction equipment during a first-stage smog alert.
- Designate a person who will ensure implementation of the proposed mitigation measures through direct inspection and investigation of complaints. The City or the contractor shall provide a telephone number that residents may call should they have complaints regarding construction nuisance.

MM 3.2-17 The City will require street cleaning of Douglas Drive with a vacuum type street sweeper at least once per week. The vacuum sweeper will make sufficient circuits through the terminal area to vacuum the entire street surface (not just the gutter area) to reduce fugitive PM emissions from re-entrained road dust. Douglas Drive between Lakewood Boulevard and the Long Beach Airport terminal (including the loop in front of the terminal and return) shall be cleaned in this manner. The anticipated future exit road back to Lakewood Boulevard would also be cleaned in this manner.

The range of potential control efficiencies for this mitigation measure is from approximately 10 percent to 50 percent.[3,4] It is anticipated that a 75 percent reduction would be needed to reduce the peak incremental PM_{10} concentration below the significance threshold; therefore, PM_{10} concentrations would remain significant after implementation of this mitigation measure.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Site inspections.

[3] Cowherd, C., P. Englehart, G.E. Muleski, J.S. Kinsey, and K.D. Rosbury, 1990. Control of Fugitive and Hazardous Dusts, Noyes Data Corporation, Park Ridge, NJ. p.21.

[4] "Improvement of Specific Emission Factors (BACM Project No. 1) Final Report," by Midwest Research Institute for SCAQMD, Diamond Bar, CA, March 29, 1996.

Cultural Resources

Standard Conditions and Requirements

SC 3.3-1 Should any archaeological resources be uncovered during grading or excavation activities, these activities shall be diverted to a part of the site away from the find, and a qualified archaeologist shall be contracted by the contractor to: (1) ascertain the significance of the resource; (2) establish protocol with the project applicant to protect such resources; (3) ascertain the presence of additional resources; and (4) provide additional monitoring of the site, if deemed appropriate. If human remains are discovered on the site, the Los Angeles County Coroner shall be contacted to examine the remains, and the provisions of Section 15064.5(3) of the CEQA Guidelines shall be followed.

- **Monitoring Phase:** Grading
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** If remains are discovered, preparation of a written report by archaeologist and/or Los Angeles County Coroner.

SC 3.3-2 *If human remains are encountered during ground-disturbing activities,* State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition of the materials pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (). The will determine and notify a Most Likely Descendent (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The descendent must complete the inspection within 24 hours of notification by the . The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

- **Monitoring Phase:** Grading
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Health Department
- **Action Indicating Compliance:** if remains are found, written approval by MLD or his/her authorized representative after inspection.

SC 3.3-4 Should any paleontological resources be uncovered during grading or excavation activities, the construction contractor shall divert activities to a part of the site away from the find, and a qualified paleontologist shall be contracted by the contractor to: (1) ascertain the significance of the resource; (2) establish protocol with the project applicant to protect such resources; (3) ascertain the presence of additional resources; and (4) provide additional monitoring of the site, if deemed appropriate. If human remains are discovered on the site, the Los Angeles County Coroner shall be contacted to examine the remains, and the provisions of Section 15064.5(3) of the CEQA Guidelines shall be followed.

- **Monitoring Phase:** Grading
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** If paleontological resources are discovered, preparation of protocol and preparation of a written report by paleontologist. Inclusion of requirement in contract specifications.

Hazards and Hazardous Wastes

Project Design Features

PDF 3.4-1 The proposed terminal improvements would be constructed in a manner consistent with LEED standards certification requirements to, among other things, minimize potential hazards and hazardous waste impacts.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Site inspections.

Mitigation Measures

MM 3.4-6 The City Engineer, or his designee, shall verify that every contractor transporting or handling hazardous materials and/or wastes during project implementation has permits and licenses from all relative health and regulatory agencies to operate and properly manifest all hazardous or California regulated material.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach Public Works Department
- **Monitoring Agency:** City of Long Beach Public Works Department
- **Action Indicating Compliance:** Proof that appropriate permits and licenses have been obtained; display of manifests.

MM 3.4-7 Prior to initiating construction activities, the contractor shall verify the locations of underground pipelines in the terminal area, ramp, and parking areas. Appropriate precautions shall be taken to ensure that pipelines are not disturbed or are properly relocated during construction.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Site inspections.

MM 3.4-8 Prior to issuance of grading permits, the applicant shall test the soil for aerially deposited lead and dichloro-diphenyl-trichloroethane (DDT). As a result of soil testing, should aerially deposited lead or DDT be found in quantities that exceed acceptable thresholds, the applicant shall develop a remediation program to dispose of soil material properly.

- **Monitoring Phase:** Grading
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Health Department
- **Action Indicating Compliance** Written description of findings of soil test/issuance of grading permits.

Noise

Standard Conditions and Requirements

SC 3.6-2 The contractor shall comply with the City of Long Beach Noise Ordinance pertaining to limitations on construction activities, as outlined in Exhibit 3.6-12 of the EIR, to the extent feasible while minimizing any potential conflicts with aviation activities.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Adherence to the construction hours and requirements specified in the City's Noise Ordinance or permission from City work outside of those hours.

Mitigation Measures

MM 3.6-1 The City shall conduct noise measurements during any night construction on Parcel O where such construction involves the use of heavy construction equipment such as front loaders, tractors, graders, paving machines, jackhammers or similar devices. Such measurements shall be made near the homes located directly across Clark Avenue from Parcel O. If any night measurement exceeds the limits specified in Sections 8.80.150 and 8.80.160 of the Long Beach Municipal Code as a result of the construction activity, the operation shall be terminated until such time that a construction noise mitigation plan can be put into effect that will result in compliance with the night time noise limits. Note that in the case where ambient noise levels exceed the noise limits specified in Section 8.80.160, the allowable noise exposure standard shall be increased per Section 8.80.150 [C] of the Municipal Code to reflect ambient levels.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department

- **Action Indicating Compliance:** Reports summarizing the findings of the noise measurements if heavy construction equipment as defined above is used on during night construction on Parcel O. Preparation of a construction noise mitigation plan (if applicable).

Traffic and Circulation

Standard Conditions and Requirements

SC 3.8-1 As part of contract specification, the Airport shall require all construction trucks to access the Airport terminal area via the I-605 to I-405 and Lakewood Boulevard. Should oversized-transport vehicles accessing the Project site use a State highway, a Caltrans transportation permit will be required. Construction vehicles accessing Parcel O shall use this route and access the construction site off of Clark Avenue or Willow Street.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Site inspections.

Aesthetics

Mitigation Measures

MM 3.1-1 During construction activities, the construction contractor shall ensure that construction materials and equipment staging areas be located away from existing residential uses and, when feasible, appropriate screening (i.e., temporary fencing with opaque material) shall be used to buffer views of the construction site.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Placement of staging area to be approved prior to building commencement. Inclusion of requirement in contract specifications.

MM 3.1-2 During construction activities, the construction contractor shall ensure that temporary construction-related security lighting shall be arranged so that direct rays will not shine on or produce glare for adjacent street traffic and residential uses. The light fixtures specified for the Project design must comply with the standard of the Illuminating Engineering Society for full cutoff capability.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Approval of construction staging plans.

Air Quality and Human Health Risk Assessment

Standard Conditions and Requirements

SC 3.2-1 During construction of the Proposed Project, the City and its contractors will be required to comply with regional rules, which would assist in reducing short-term air pollutant emissions. SCAQMD Rule 402 requires that air pollutant emissions should not create a nuisance off-site. SCAQMD Rule 403 requires that fugitive dust be controlled with the best available control measures so the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. Two options are presented in Rule 403; monitoring of particulate concentrations or active control. Monitoring involves a sampling network around the project with no additional control measures unless specified concentrations are exceeded. The active control option does not require any monitoring, but requires that a list of measures be implemented starting with the first day of construction.

Rule 403 requires that "A person conducting active operations within the boundaries of the South Coast Air Basin shall utilize one or more of the

applicable best available control measures to minimize fugitive dust emissions from each fugitive dust source type which is part of the active operation." Rule 403 also requires that the construction activities "shall not cause or allow PM_{10} levels to exceed 50 micrograms per cubic meter when determined by simultaneous sampling, as the difference between upwind and down wind sample." A project is exempt from the monitoring requirement "if the dust control actions, as specified in Table 2 are implemented on a routine basis for each applicable fugitive dust source type." (Table 2 from Rule 403 is presented at the end of this MMRP as Table 1.) Under high wind conditions (i.e., when wind gusts exceed 25 miles per hour) additional control measures are required, and "the required control measures for high wind conditions are implemented for each applicable fugitive dust source type, as specified in Table 1." (Table 1 from Rule 403 is presented at the end of this MMRP as Table 2.) Monitoring of particulate concentrations does not reduce fugitive dust emissions; therefore, to minimize fugitive dust emissions the construction activities will utilize the measures presented in Table 2 and Table 1 (Tables 1 and 2 in Rule 403) rather than the monitoring option of SCAQMD Rule 403.

Further, Rule 403 requires that the project shall "prevent or remove within one hour the track-out of bulk material onto public paved roadways as a result of their operations." Alternatively, the project can "take at least one of the actions listed in Table 3." (Table 3 from Rule 403 is presented at the end of this MMRP as Table 3.) In addition, the project would be required to "prevent the track-out of bulk material onto public paved roadways as a result of their operations and remove such material at anytime track-out extends for a cumulative distance of greater than 50 feet on to any paved public road during active operations; and remove all visible roadway dust tracked-out upon public paved roadways as a result of active operations at the conclusion of each work day when active operations cease.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** South Coast Air Quality Management District
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Site inspections.

SC 3.2-2 In support of PDF 3.2-1, requiring the design and construction of the terminal improvements to meet LEED standards, building materials, architectural coatings and cleaning solvents shall comply with all applicable SCAQMD rules and regulations.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Field inspections.

Mitigation Measures

The follow mitigation measures are grouped because the enforcement agency, monitoring agency, and actions indicating compliance are the same for all.

MM 3.2-1 The contract specifications shall require and the City shall enforce general contractors to ensure that all equipment is properly tuned and maintained in accordance with manufacturers' specifications.

MM 3.2-2 The contract specifications shall require and the City shall enforce general contractors to maintain and operate construction equipment so as to minimize exhaust emissions. During construction, engines on trucks and vehicles in loading and unloading queues will be turned off when not in use, to reduce vehicle emissions. Construction activities should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

MM 3.2-3 The contract specifications shall require and the City shall enforce general contractors sweep streets as needed during construction, but not more frequently than hourly, if visible soil material has been carried onto adjacent public roads.

MM 3.2-4 The contract specifications shall require and the City shall enforce general contractors to visually inspect construction equipment prior to leaving the site; loose dirt shall be washed off with wheel washers as necessary.

MM 3.2-5 During construction, the City shall coordinate with the contractor to maximize the ability to power construction activity utilizing electricity from power poles rather than temporary diesel or gasoline power generators, to the extent possible.

MM 3.2-6 The contract specifications shall require that all on-site mobile equipment used during construction shall be powered by alternative fuel sources (i.e., methanol, natural gas, propane, or butane) where feasible.

MM 3.2-7 During construction, the City shall provide a location and require the contractor to store all construction equipment used in the project construction within the project site (away from adjacent residential areas) to reduce the impact on the roadway system and the resultant air emissions.

On-site construction equipment staging areas and construction worker parking lots shall be located on either paved surfaces or unpaved surfaces that are periodically treated with non-toxic soil stabilizers.

MM 3.2-8 The contract specifications shall require and the City shall enforce the contractor to schedule all deliveries related to construction activities that affect traffic flow during off-peak hours (e.g., 10:00 a.m. and 3:00 p.m.) and deliveries shall be coordinated to achieve consolidated truck trips. When traffic flow is impacted by the movement of construction materials and/or equipment, temporary traffic controls shall be provided to improve traffic flow (e.g., flag person).

MM 3.2-9 The contract specifications shall require all on-site heavy-duty construction equipment shall be equipped with diesel particulate traps to the extent that this equipment is available at the time the contracts are awarded.

MM 3.2-10 The construction specifications shall require and the City shall enforce that emulsified diesel fuel be used in diesel-fueled construction equipment that is not equipped with diesel particulate traps to reduce NO_X emissions.

The use of emulsified diesel fuel in construction equipment is assumed to reduce construction equipment NO_X emissions by 15 to 20 percent (CARB 2004). Applying the lower end of that range to the peak daily NO_X emissions from construction equipment would reduce NO_X emissions by approximately 70 lbs/day to a peak day NO_X emission inventory for construction of 424 lbs/day. This level would still be above the significance threshold. VOC emissions would also remain significant and unavoidable.

MM 3.2-10a During construction of the Proposed Project, the City and its contractors shall be required to comply with the following provisions, where feasible, to reduce construction NO_X and VOC emissions:

- Provide on-site lunch trucks/facilities during construction to reduce off-site worker vehicle trips.
- Prohibit construction vehicles idling in excess of five minutes to be consistent with State law.
- Suspend use of all construction equipment during a first-stage smog alert.
- Designate a person who will ensure implementation of the proposed mitigation measures through direct inspection and investigation of complaints. The City or the contractor shall provide a telephone number that residents may call should they have complaints regarding construction nuisance.

MM 3.2-10b During construction of the Proposed Project, the City and its contractors shall be required to comply with the following provisions, where feasible, to reduce construction VOC emissions:

- Use zero VOC content architectural coatings on buildings.
- Restrict the number of gallons of coatings used per day.
- Encourage water-based coatings or other low-emitting alternatives.
- Paint contractors should use hand applications instead of spray guns.

MM 3.2-17 The City will require street cleaning of Douglas Drive with a vacuum type street sweeper at least once per week. The vacuum sweeper will make sufficient circuits through the terminal area to vacuum the entire street surface (not just the gutter area) to reduce fugitive PM emissions from re-entrained road dust. Douglas Drive between Lakewood Boulevard and the Long Beach Airport terminal (including the loop in front of the terminal and return) shall be cleaned in this manner. The anticipated future exit road back to Lakewood Boulevard would also be cleaned in this manner.

The range of potential control efficiencies for this mitigation measure is from approximately 10 percent to 50 percent.[5,6] It is anticipated that a 75 percent reduction would be needed to reduce the peak incremental PM10 concentration

[5] Cowherd, C., P. Englehart, G.E. Muleski, J.S. Kinsey, and K.D. Rosbury, 1990. Control of Fugitive and Hazardous Dusts, Noyes Data Corporation, Park Ridge, NJ. p.21.

[6] "Improvement of Specific Emission Factors (BACM Project No. 1) Final Report," by Midwest Research Institute for SCAQMD, Diamond Bar, CA, March 29, 1996.

below the significance threshold; therefore, PM10 concentrations would remain significant after implementation of this mitigation measure.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Site inspections.

Hazards and Hazardous Wastes

Project Design Features

PDF 3.4-1 The proposed terminal improvements would be constructed in a manner consistent with LEED standards certification requirements to, among other things, minimize potential hazards and hazardous waste impacts.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Site inspections.

Standard Conditions and Requirements

SC 3.4-5 Construction of the Proposed Project shall be in compliance with local and State construction and building requirements and regulations, including the Uniform Building Code.

- **Monitoring Phase:** Pre-Construction/Construction
- **Enforcement Agency:** City of Long Beach, Planning and Building Department
- **Monitoring Agency:** City of Long Beach, Planning and Building Department
- **Action Indicating Compliance:** Approval of Development Plans. Site inspections.

Mitigation Measures

MM 3.4-4 As part of the contract specification, a haul route, which could include Willow Street, shall be designated by the City Engineer, or his designee. During construction, the City Engineer, or his designee shall instruct every contractor that no hazardous or acutely hazardous materials may be transported onto the Airport via Willow Street to avoid potential impacts within one-quarter mile of the Alpert Jewish Community Center, where school programs are conducted.

- **Monitoring Phase:** Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. A completed haul route/notes written during site visits including directives given to the contractor/crew regarding transportation of hazardous materials.

MM 3.4-6 The City Engineer, or his designee, shall verify that every contractor transporting or handling hazardous materials and/or wastes during project implementation has permits and licenses from all relative health and regulatory agencies to operate and properly manifest all hazardous or California regulated material.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach Public Works Department
- **Monitoring Agency:** City of Long Beach Public Works Department
- **Action Indicating Compliance:** Proof that appropriate permits and licenses have been obtained; display of manifests.

MM 3.4-7 Prior to initiating construction activities, the contractor shall verify the locations of underground pipelines in the terminal area, ramp, and parking areas. Appropriate precautions shall be taken to ensure that pipelines are not disturbed or are properly relocated during construction.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- Action Indicating Compliance: Inclusion of requirement in contract specifications. Site inspections.

Noise

Standard Conditions and Requirements

SC 3.6-2 The contractor shall comply with the City of Long Beach Noise Ordinance pertaining to limitations on construction activities, as outlined in Exhibit 3.6-12 of the EIR, to the extent feasible while minimizing any potential conflicts with aviation activities.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Health Department

- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Adherence to the construction hours and requirements specified in the City's Noise Ordinance or permission from City work outside of those hours.

Mitigation Measures

MM 3.6-1 The City shall conduct noise measurements during any night construction on Parcel O where such construction involves the use of heavy construction equipment such as front loaders, tractors, graders, paving machines, jackhammers or similar devices. Such measurements shall be made near the homes located directly across Clark Avenue from Parcel O. If any night measurement exceeds the limits specified in Sections 8.80.150 and 8.80.160 of the Long Beach Municipal Code as a result of the construction activity, the operation shall be terminated until such time that a construction noise mitigation plan can be put into effect that will result in compliance with the night time noise limits. Note that in the case where ambient noise levels exceed the noise limits specified in Section 8.80.160, the allowable noise exposure standard shall be increased per Section 8.80.150 [C] of the Municipal Code to reflect ambient levels.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Health Department
- **Action Indicating Compliance:** Reports summarizing the findings of the noise measurements conducted if heavy construction equipment as defined above is used on during night construction on Parcel O. Preparation of a construction noise mitigation plan (if applicable).

Public Services

MM 3.7-1 During construction activities, the relocation or modification of TSA facilities shall be coordinated with TSA to ensure that there is no compromise to TSA functions that would adversely affect TSA's ability to perform its passenger and baggage securing screening activities.

- **Monitoring Phase:** Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department, Airport Bureau
- **Monitoring Agency:** City of Long Beach, Public Works Department, Airport Bureau
- **Action Indicating Compliance:** Coordination with TSA to ensure that its passenger and baggage screening activities are not compromised.

MM 3.7-2 Prior to initiation of any modifications to the airfield side, the contractor shall provide a Construction Phasing Implementation Plan, meeting the approval of the Airport Manager. The Plan shall demonstrate how construction activities will be conducted and that all applicable FAA airfield safety requirements are being met. In addition, the contractor shall prepare a safety plan and participate in on-going weekly safety meetings during construction.

- **Monitoring Phase:** Pre-construction/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department, Airport Bureau
- **Monitoring Agency:** City of Long Beach, Public Works Department, Airport Bureau
- **Action Indicating Compliance:** Acceptance of an approved Construction Phasing Implementation Plan and an approved Safety Plan

Traffic and Circulation

Standard Conditions and Requirements

SC 3.8-1 As part of contract specification, the Airport shall require all construction trucks to access the Airport terminal area via the I-605 to I-405 and Lakewood Boulevard. Should oversized-transport vehicles accessing the Project site use a State highway, a Caltrans transportation permit will be required. Construction vehicles accessing Parcel O shall use this route and access the construction site off of Clark Avenue or Willow Street.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Site inspections.

Project Design Features

PDF 3.8-1 A component of the Proposed Project is the provision of a new parking structure that would accommodate 4,000 vehicles.

- **Monitoring Phase:** Pre-construction/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Planning and Building Department
- **Action Indicating Compliance:** Design and construction of a parking structure

PDF 3.8-2 The project would also include the extension of the south side of the Donald Douglas Drive loop to exit onto Lakewood Boulevard, with eastbound right turn only to southbound access on to Lakewood Boulevard.

- **Monitoring Phase:** Pre-construction/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department

- **Action Indicating Compliance:** Design and extension of Douglas Drive loop; eastbound right turn to southbound access onto Lakewood Boulevard.

PDF 3.8-3 With the construction of the parking structure existing surface parking would be displaced. To address potential parking demand during construction, Parcel O would be developed to serve parking demand not met by existing facilities.

- **Monitoring Phase:** Pre-construction/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Development of Parcel O to accommodate displaced vehicle parking during construction of the parking structure and Terminal improvements. Compliance can also be accomplished by leasing existing unused parking spaces from Boeing (requires a signed lease agreement).

Air Quality and Human Health Risk Assessment

The Proposed Project is a construction activity and, as such, would not result in operational impacts. The following mitigation options are proposed to reduce operational emission impacts associated with the Optimized Flights scenario and project alternatives:

Mitigation Measures

MM 3.2-14 The City shall require the use of ultra-low sulfur diesel for diesel-fueled equipment that are not readily convertible to electrical power on all future lease and operational agreements for air carriers.

- **Monitoring Phase:** Post-construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in lease and operational agreements.

MM 3.2-15 Through its lease language with them, the City of Long Beach shall require the airlines to comply with the South Coast GSE MOU signed by the airlines and CARB in December 2002, or replacement agreements and/or regulations. Through the implementation of MM 3.2-12 and MM 3.2-13 (see Design section above), the Airport will design the infrastructure necessary to assist airlines in complying with the GSE MOU. The GSE MOU includes provisions for retrofitting diesel GSE with particulate traps where feasible. Therefore, compliance with the GSE MOU would reduce PM_{10} and $PM_{2.5}$ impacts as well as NO_X and VOC emissions.

The mitigated criteria pollutant emission inventories associated with installing preconditioned air, 400 Hz power, and electric battery chargers would reduce APU carbon monoxide (CO) emissions by 61 and APU NO_X emissions by 57 percent in 2011 and 2020. GSE CO emissions would be reduced by 97 percent in 2011; and GSE NO_X emissions would be reduced by 55 percent in 2011 and 40 percent in 2020.

Comparing the mitigated Project criteria pollutant incremental inventories to the operational emission thresholds indicates that the mitigated inventories of all pollutants except NO_X would be below the significance thresholds in 2011 and 2020.

MM 3.2-17 The City will require street cleaning of Douglas Drive with a vacuum type street sweeper at least once per week. The vacuum sweeper will make sufficient circuits through the terminal area to vacuum the entire street surface (not just the gutter area) to reduce fugitive PM emissions from re-entrained road dust. Douglas Drive between Lakewood Boulevard and the Long Beach Airport terminal (including the loop in front of the terminal and return) shall be cleaned in this manner. The anticipated future exit road back to Lakewood Boulevard would also be cleaned in this manner.

The range of potential control efficiencies for this mitigation measure is from approximately 10 percent to 50 percent.[7,8] It is anticipated that a 75 percent reduction would be needed to reduce the peak incremental PM_{10} concentration below the significance threshold; therefore, PM_{10} concentrations would remain significant after implementation of this mitigation measure.

- **Monitoring Phase:** Post-construction
- **Enforcement Agency:** City of Long Beach, Public Works Department, Airport Bureau
- **Monitoring Agency:** City of Long Beach, Public Works Department, Airport Bureau
- **Action Indicating Compliance:** Inclusion of requirement in lease agreements or replacement agreements/regulations.

Noise

Standard Conditions and Requirements

SC 3.6-1 The Airport Noise Compatibility Ordinance would apply to continued operations at the Airport. All future operations would need to be consistent with the provisions of the ordinance.

- **Monitoring Phase:** Post-construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Compliance documented through regular monitoring reports prepared pursuant to the Airport Noise Compatibility Ordinance.

[7] Cowherd, C., P. Englehart, G.E. Muleski, J.S. Kinsey, and K.D. Rosbury, 1990. Control of Fugitive and Hazardous Dusts, Noyes Data Corporation, Park Ridge, NJ. p.21.

[8] "Improvement of Specific Emission Factors (BACM Project No. 1) Final Report," by Midwest Research Institute for SCAQMD, Diamond Bar, CA, March 29, 1996.

Air Quality and Human Health Risk Assessment

Mitigation Measures

MM 3.2-16 As the City purchases new vehicles or equipment serving the Airport, staff shall consider the purchase of low or zero-emission technology, such as the use of CNG or any other clean fuel technology available.

- **Monitoring Phase:** On-going
- **Enforcement Agency:** City of Long Beach, Public Works Department, Fleet Bureau
- **Monitoring Agency:** City of Long Beach, Public Works Department, Fleet Bureau
- **Action Indicating Compliance:** Purchase of vehicles and equipment that are equipped with low or zero-emissions technology.

MM 3.2-17 The City will require street cleaning of Douglas Drive with a vacuum type street sweeper at least once per week. The vacuum sweeper will make sufficient circuits through the terminal area to vacuum the entire street surface (not just the gutter area) to reduce fugitive PM emissions from re-entrained road dust. Douglas Drive between Lakewood Boulevard and the Long Beach Airport terminal (including the loop in front of the terminal and return) shall be cleaned in this manner. The anticipated future exit road back to Lakewood Boulevard would also be cleaned in this manner.

The range of potential control efficiencies for this mitigation measure is from approximately 10 percent to 50 percent.[9,10] It is anticipated that a 75 percent reduction would be needed to reduce the peak incremental PM_{10} concentration below the significance threshold; therefore, PM_{10} concentrations would remain significant after implementation of this mitigation measure.

Hazards and Hazardous Wastes

Standard Conditions and Requirements

SC 3.4-1 The Proposed Project and any additional flights associated with optimize flight operations would be required to comply with the provisions of the *Long Beach Airport Certification Manual* and *Long Beach Airport Rules and Regulations* pertaining to the handling, use, and disposal of hazardous materials and hazardous wastes.

- **Monitoring Phase:** On-going
- **Enforcement Agency:** City of Long Beach, Public Works Department, Airport Bureau

[9] Cowherd, C., P. Englehart, G.E. Muleski, J.S. Kinsey, and K.D. Rosbury, 1990. Control of Fugitive and Hazardous Dusts, Noyes Data Corporation, Park Ridge, NJ. p.21.

[10] "Improvement of Specific Emission Factors (BACM Project No. 1) Final Report," by Midwest Research Institute for SCAQMD, Diamond Bar, CA, March 29, 1996.

- **Monitoring Agency:** City of Long Beach, Public Works Department, Airport Bureau

- **Action Indicating Compliance:** Site inspections during construction; ongoing compliance shall occur in accordance with the *Long Beach Airport Certification Manual* and *Long Beach Airport Rules and Regulations*

Noise

Mitigation Measures

MM 3.6-2 Within 24 months of certification of the EIR, the Airport Manager shall develop a land use compatibility program addressing existing and future aviation noise levels. The program shall be an ongoing voluntary program that will provide noise attenuation and be available to all residential units within the 65 Community Noise Equivalent Level (CNEL) contour and schools within the 60 CNEL contour based on the contours published for Long Beach Airport for the previous calendar year (Quarterly Report for 12 month Period Ending December 31). In exchange for sound insulation treatment, the owners of the property will provide the City of Long Beach an avigation easement over said property. The program shall identify (1) methods of providing noise attenuation; (2) funding sources for the improvements; (3) methods for establishing priorities for implementing the improvements; and (4) an installation agreement. The land use compatibility program will be administered by the City of Long Beach, Airport Bureau.

- **Monitoring Phase:** On-going

- **Enforcement Agency:** City of Long Beach, Public Works Department, Airport Bureau

- **Monitoring Agency:** City of Long Beach, Public Works Department, Airport Bureau

- **Action Indicating Compliance:** Development of a land use compatibility program.

MITIGATION MEASURES ASSOCIATED WITH THE OPTIMIZED FLIGHTS SCENARIO

The following mitigation measures are not associated with the proposed project. Rather, they apply to future conditions under the Optimized Flights Scenario which, as noted in the Final EIR, could occur with or without implementation of the proposed project.

Traffic and Circulation

Mitigation Measures

The two impacted intersections along Lakewood Boulevard at Spring and Willow Streets are currently built out to the maximum feasible configuration. Additional improvements would require extensive right of way purchases that would impact several local businesses. Discussions with City staff indicate that no further lane additions are feasible at these two intersections. However, as discussed in Section 3.8 of the EIR, the impacts to these intersections under the Existing Plus Optimized Flights scenario are not expected until at a substantial number of the additional flights and associated passengers are added. For the Spring Street at Lakewood Boulevard intersection, the intersection would reach Level of Service (LOS) E when approximately 375 additional AM peak hour trips or an increase of 3,500 Average Day-Peak Month (ADPM) passengers (45 percent of the total added) over 2005 conditions. At the Willow Street and Lakewood Boulevard intersection, the intersection currently operates at LOS E, and would exceed the 0.02 Volume to Capacity Ratio (V/C) impact threshold when approximately 675 additional AM peak hour trips or 6,340 additional ADPM passengers occur. Currently, the ADPM is 9,246 passengers. Therefore, impacts would be expected if the ADPM level reached 12,746 passengers.

Though the Spring Street/Lakewood Boulevard intersection would still operate at a deficient level of service in the 2020, this is not an impact of the Proposed Project or the Optimized Flights scenario. Elsewhere the improvements associated with the Douglas Park would accommodate the additional demand associated with the Optimized Flights scenario. The improvements for Douglas Park include various Adaptive Traffic Control System measures, which are expected to increase the saturation flow rate by 10 percent to 1,760 vehicles per hour. While these improvements are expected, they are not currently programmed in any capital improvement program; therefore, their implementation cannot be relied upon to mitigate the impacts of the Existing with Optimized Flights scenario. Though the Optimized Flights are not a component of the Proposed Project, it is recommended that the following mitigation measure be adopted should the air carriers make the necessary adjustments to qualify for additional flight.

MM 3.8-1 In conjunction with the allocation of additional flights in accordance with the Airport Noise Compatibility Ordinance (Optimized Flights) the City shall develop a traffic monitoring program when the ADPM passenger levels reach 12,700. The traffic monitoring program shall evaluate the LOS at the Spring Street and Lakewood Boulevard and the Willow Street and Lakewood Boulevard intersections. If deficient LOS is identified, the City of Long Beach shall develop and implement a mitigation program that includes transportation management control measures to enhance the efficiency of traffic movement. Post implementation monitoring shall be required to ensure that sufficient capacity enhancement have been provided to accommodate the traffic associated with the increased passenger levels. If no deficiency in LOS is identified, the traffic monitoring of the key intersections shall be conducted on an annual basis or until such time as the improvements provided for as part of the Douglas Park project are implemented.

- **Monitoring Phase:** Post-buildout
- **Enforcement Agency:** City of Long Beach, Public Works Department

- **Monitoring Agency:** City of Long Beach, Public Works Department

- **Action Indicating Compliance:** Traffic monitoring program as passenger levels reach designated levels. Development of a mitigation program that includes transportation management control measures or traffic monitoring of key intersections annually or until such time as the improvements provided for as part of the Douglas Park project are implemented.

With the Optimized Flights scenario the parking structure for the Airport would be insufficient to accommodate the additional passenger levels. Though the Optimized Flights scenario is not a component of the Proposed Project, the following mitigation measure is proposed to address this potential impact.

MM 3.8-2 In conjunction with the allocation of additional flights in accordance with the Airport Noise Compatibility Ordinance (Optimized Flights) when the annual passenger levels reach 4.2 Million Annual Passengers (MAP) the Airport Manager shall identify and develop additional on-site parking opportunities. This may include development of an additional parking structure within the Airport Entrance area. Implementation of the identified improvements would require separate documentation pursuant to CEQA.

- **Monitoring Phase:** Post-buildout

- **Enforcement Agency:** City of Long Beach, Public Works Department, Airport Manager

- **Monitoring Agency:** City of Long Beach, Public Works Department

- **Action Indicating Compliance:** Development of parking facilities/ opportunities to meet onsite needs when designated passenger levels are met.

TABLE 1
FUGITIVE DUST CONTROL ACTIONS FOR EXEMPTION TO MONITORING
(RULE 403 TABLE 2)

Source Category	Control Actions
Earth-moving (except construction cutting and filling areas, and mining operations)	(1a) Maintain soil moisture content at a minimum of 12%, as determined by ASTM method D-2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the United States Environmental Protection Agency (USEPA). Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations each subsequent four-hour period of active operations; OR (1a-1) For any earth-moving which is more than 100 feet from all property lines, conduct watering as necessary to prevent visible dust emissions from exceeding 100 feet in length in any direction.
Earth-moving: Construction fill areas	(1b) Maintain soil moisture content at a minimum of 12%, as determined by ASTM method D-2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the USEPA. For areas which have an optimum moisture content for compaction of less than 12%, as determined by ASTM Method 1557 or other equivalent method approved by the Executive Officer and the California Air Resources Board and the USEPA, complete the compaction process as expeditiously as possible after achieving at least 70% of the optimum soil moisture content. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations during each subsequent four-hour period of active operations.
Earth-moving: Construction cut areas and mining operations	(1c) Conduct watering as necessary to prevent visible emissions from extending more than 100 feet beyond the active cut or mining area unless the area is inaccessible to watering vehicles due to slope conditions or other safety factors.
Disturbed surface areas (except completed grading areas)	(2a/b) Apply dust suppression in sufficient quantity and frequency to maintain a stabilized surface. Any areas which cannot be stabilized, as evidenced by wind driven fugitive dust must have an application of water at least twice per day to at least 80% of the unstabilized area.
Disturbed surface areas: Completed grading areas	(2c) Apply chemical stabilizers within five working days of grading completion; OR (2d) Take actions (3a) or (3c) specified for inactive disturbed surface areas
Inactive disturbed surface areas	(3a) Apply water to at least 80% of all inactive disturbed surface areas on a daily basis when there is evidence of wind driven fugitive dust, excluding any areas which are inaccessible to watering vehicles due to excessive slope or other safety conditions; OR (3b) Apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface; OR (3c) Establish a vegetative ground cover within 21 days after active operations have ceased. Ground cover must be of sufficient density to expose less than 30% of unstabilized ground within 90 days of planting, and at all times thereafter; OR (3d) Utilize any combination of control actions (3a), (3b), and (3c) such that, in total, these actions apply to all inactive disturbed surface areas.
Unpaved Roads	(4a) Water all roads used for any vehicular traffic at least once per every two hours of active operations; OR (4b) Water all roads used for any vehicular traffic once daily and restrict vehicle speeds to 15 miles per hour; OR•(4c) Apply a chemical stabilizer to all unpaved road surfaces in sufficient quantity and frequency to maintain a stabilized surface.
Open storage piles	(5a) Apply chemical stabilizers; OR (5b) Apply water to at least 80% of the surface area of all open storage piles on a daily basis when there is evidence of wind driven fugitive dust; OR (5c) Install temporary coverings; OR (5d) Install a three-sided enclosure with walls with no more than 50% porosity which extends, at a minimum, to the top of the pile.
All Categories	(6a) Any other control measures approved by the Executive Officer and the USEPA as equivalent to the methods specified in Table 2 may be used.

TABLE 2
REQUIRED BEST AVAILABLE CONTROL MEASURES
(SCAQMD RULE 403, TABLE 1)

Control Measure	Guidance
Backfilling	
01-1 Stabilize backfill material when not actively handling; and 01-2 Stabilize backfill material during handling; and 01-3 Stabilize soil at completion of activity.	• Mix backfill soil with water prior to moving • Dedicate water truck or high capacity hose to backfilling equipment • Empty loader bucket slowly so that no dust plumes are generated • Minimize drop height from loader bucket
Clearing and Grubbing	
02-1 Maintain stability of soil through pre-watering of site prior to clearing and grubbing; and 02-2 Stabilize soil during clearing and grubbing activities; and 02-3 Stabilize soil immediately after clearing and grubbing activities.	• Maintain live perennial vegetation where possible • Apply water in sufficient quantity to prevent generation of dust plumes
Clearing Forms	
03-1 Use water spray to clear forms; or 03-2 Use sweeping and water spray to clear forms; or 03-3 Use vacuum system to clear forms.	• Use of high pressure air to clear forms may cause exceedance of Rule requirements
Crushing	
04-1 Stabilize surface soils prior to operation of support equipment; and 04-2 Stabilize material after crushing.	• Follow permit conditions for crushing equipment • Pre-water material prior to loading into crusher • Monitor crusher emissions opacity • Apply water to crushed material to prevent dust plumes
Cut and Fill	
05-1 Pre-water soils prior to cut and fill activities; and 05-2 Stabilize soil during and after cut and fill activities.	• For large sites, pre-water with sprinklers or water trucks and allow time for penetration • Use water trucks/pulls to water soils to depth of cut prior to subsequent cuts
Demolition – Mechanical/Manual	
06-1 Stabilize wind erodible surfaces to reduce dust; and 06-2 Stabilize surface soil where support equipment and vehicles will operate; and 06-3 Stabilize loose soil and demolition debris; and 06-4 Comply with AQMD Rule 1403.	• Apply water in sufficient quantities to prevent the generation of visible dust plumes
Disturbed Soil	
07-1 Stabilize disturbed soil throughout the construction site; and 07-02 Stabilize disturbed soil between structures	• Limit vehicular traffic and disturbances on soils where possible • If interior block walls are planned, install as early as possible • Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes
Earth-Moving Activities	
08-1 Pre-apply water to depth of proposed cuts; and 08-2 Re-apply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction; and 08-3 Stabilize soils once earth-moving activities are complete.	• Grade each project phase separately, timed to coincide with construction phase • Upwind fencing can prevent material movement on site • Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes

TABLE 2
REQUIRED BEST AVAILABLE CONTROL MEASURES
(SCAQMD RULE 403, TABLE 1)
(Continued)

Control Measure	Guidance
Importing/Exporting of Bulk Materials	
09-1 Stabilize material while loading to reduce fugitive dust emissions; and 09-2 Maintain at least six inches of freeboard on haul vehicles; and 09-3 Stabilize material while transporting to reduce fugitive dust emissions; and 09-4 Stabilize material while unloading to reduce fugitive dust emissions; and 09-5 Comply with Vehicle Code Section 23114.	• Use tarps or other suitable enclosures on haul trucks • Check belly-dump truck seals regularly and remove any trapped rocks to prevent spillage • Comply with track-out prevention/mitigation requirements • Provide water while loading and unloading to reduce visible dust plumes
Landscaping	
10-1 Stabilize soils, materials, slopes	• Apply water to materials to stabilize, maintain materials in a crusted condition • Maintain effective cover over materials • Stabilize sloping surfaces using soil binders until vegetation or ground cover can effectively stabilize the slopes • Hydroseed prior to rain season
Road Shoulder Maintenance	
11-1 Apply water to unpaved shoulders prior to clearing; and 11-2 Apply chemical dust suppressants and/or washed gravel to maintain a stabilized surface after completing road shoulder maintenance.	• Installation of curbing and/or paving of road shoulders can reduce recurring maintenance costs • Use of chemical dust suppressants can inhibit vegetation growth and reduce future road shoulder maintenance costs
Screening	
12-1 Pre-water material prior to screening; and 12-2 Limit fugitive dust emissions to opacity and plume length standards; and 12-3 Stabilize material immediately after screening.	• Dedicate water truck or high capacity hose to screening operation • Drop material through the screen slowly and minimize drop height • Install wind barrier with a porosity of no more than 50% upwind of screen to the height of the drop point
Staging Areas	
13-1 Stabilize staging areas during use; and 13-2 Stabilize staging area soils at project completion.	• Limit size of staging area • Limit vehicle speeds to 15 miles per hour • Limit number and size of staging area entrances/exists
Stockpiles/Bulk Material Handling	
14-1 Stabilize stockpiled materials. 14-2 Stockpiles within 100 yards of off-site occupied buildings must not be greater than eight feet in height; or must have a road bladed to the top to allow water truck access or must have an operational water irrigation system that is capable of complete stockpile coverage.	• Add or remove material from the downwind portion of the storage pile • Maintain storage piles to avoid steep sides or faces
Traffic Areas for Construction Activities	
15-1 Stabilize all off-road traffic and parking areas; and 15-2 Stabilize all haul routes; and 15-3 Direct construction traffic over established haul routes.	• Apply gravel/paving to all haul routes as soon as possible to all future roadway areas • Barriers can be used to ensure vehicles are only used on established parking areas/haul routes

TABLE 2
REQUIRED BEST AVAILABLE CONTROL MEASURES
(SCAQMD RULE 403, TABLE 1)
(Continued)

Control Measure		Guidance
Trenching		
16-1 16.2	Stabilize surface soils where trencher or excavator and support equipment will operate; and Stabilize soils at the completion of trenching activities.	• Pre-watering of soils prior to trenching is an effective preventive measure. • For deep trenching activities, pre-trench to 18 inches, soak soils via the pre-trench and resume trenching • Washing mud and soils from equipment at the conclusion of trenching activities to prevent crusting and drying of soil on equipment
Truck Loading		
17-1 17.2	Pre-water material prior to loading; and Ensure that freeboard exceeds six inches (CVC 23114)	• Empty loader bucket such that no visible dust plumes are created • Ensure that the loader bucket is close to the truck to minimize drop height while loading
Turf Overseeding		
18-1 18-2	Apply sufficient water immediately prior to conducting turf vacuuming activities to meet opacity and plume length standards; and Cover haul vehicles prior to exiting the site.	• Haul waste material immediately off-site
Unpaved Roads/Parking Lots		
19-1 19-2	Stabilize soils to meet the applicable performance standards; and Limit vehicular travel to established unpaved roads (haul routes) and unpaved parking lots.	• Restricting vehicular access to established unpaved travel paths and parking lots can reduce stabilization requirements
Vacant Land		
20-1	In instances where vacant lots are 0.10 acre or larger and have a cumulative area of 500 square feet or more that are driven over and/or used by motor vehicles and/or off-road vehicles, prevent motor vehicle and/or off-road vehicle trespassing, parking and/or access by installing barriers, curbs, fences, gates, posts, signs, shrubs, trees or other effective control measures.	

TABLE 3
TRACK OUT CONTROL OPTIONS

(1)	Pave or apply chemical stabilization at sufficient concentration and frequency to maintain a stabilized surface starting from the point of intersection with the public paved surface, and extending for a centerline distance of at least 100 feet and a width of at least 20 feet.
(2)	Pave from the point of intersection with the public paved road surface, and extending for a centerline distance of at least 25 feet and a width of at least 20 feet, and install a track-out control device immediately adjacent to the paved surface such that exiting vehicles do not travel on any unpaved road surface after passing through the track-out control device.
(3)	Any other control measures approved by the Executive Officer and the USEPA as equivalent to the methods specified in Table 3 may be used.

Attachment #2

List of Appellants and reason for appeal

1. **Alexis, Drew** - Inadequate review of project's environmental impacts, mitigation measures, effect on Airport Noise Ordinance, growth inducing impacts, improper limitation on public comment and project merits are inaccurate.
2. **Alton, Bruce**- Same as 1
3. **Barnes, Bill**- EIR inadequate because it does not evaluate all foreseeable consequences of the project, it does not recommend adequate mitigation measures, does not accurately state the need (or lack of need) for the proposed project and does not provide even minimal protection to the Airport's Noise Ordinance.
4. **Bauch, Michael**- Same as 1
5. **Bergstrom, Betty Jane**- Same as 1
6. **Brogan, Elaine**- Same as 1
7. **Brunner, Matt**- Same as 1
8. **Callahan, Marcella**- Same as 1
9. **Carter, Craig**- EIR not in compliance with CEQA including inadequate mitigations, mitigation monitoring plan and statement of overriding considerations.
10. **Creez, Elizabeth**- Same as 1
11. **Cruz, Mario**- Same as 1
12. **De La Torre, Birgit**- Same as 1
13. **Eastman, John**-Inadequate review of project's environmental impacts, mitigation measures, effect on airport noise ordinance and growth inducing impacts.
14. **Foster, Janet**- Same as 1
15. **Frahn, Gary**- Same as 1
16. **Greenwood, Joan V.**- Same as 1
17. **Gutierrez, Paul**-Same as 1
18. **Haubert, Doug**- Inadequacy of EIR
19. **Huso, Jeff**- Same as 1
20. **Jensen, Terry**- Same as 3
21. **Johnson, Aminta A.**- Same as 1
22. **Jones, Wilda E.**- Same as 1
23. **Kawasaki, Lillian**- Same as 9
24. **Kellogg, Jeff**- Inadequacy of EIR
25. **Kowal, Michael**- Same as 1
26. **LBHush2**- Inadequate and incomplete findings, mitigation and response on EIR, Site Plan Review and overriding considerations. Improper Planning Commission procedure on public response to Site Plan Review and overriding considerations with public not allowed to speak.
27. **Long Beach Council PTA**- EIR does not include all required CEQA content and incorrectly or inadequately analyses impacts. Planning Commission did not allow itself enough time to review all submitted written testimony, comments and responses to DEIR.

28. **Long Beach Unified School District-** EIR is inadequate in its review of impacts on the District's schools and facilities.
29. **Nisbet, Randal-** The response that I received to my questions stated at the "Hearing for public comments" on 12/5/05 was insufficient. The topical response 3.1.5 is not adequate answer to my questions.
30. **Pleshek, Ken-** Same as 1
31. **Pleshek, Sharon-**Same as 1
32. **Richter, Camilla-** Same as 1
33. **Richter, Fred-** Same as 1
34. **Rowe, Ed-** Same as 1
35. **Rowe, John-** Same as 1
36. **Rowe, Mary-** Same as 1
37. **Sellmer, Laura-** Insufficient and untimely responses to public comments on DEIR. Insufficient areas include: risks, air quality, noise, alterative project sizes, economic threat, LEED compliance, parking structure and more inaccuracies.
38. **Smiley, Terry-** Same as 1
39. **Soccio, Carol-** Inadequacy of EIR
40. **Sopo, Emily-** Same as 1
41. **Sopo, Freida-** Same as 1
42. **Sopo, Joe-** Same as 1
43. **Veller, Joe-** The EIR does not address the maximum flight capacity of the airport the proposed 102,000 s.f. expansion will accommodate.
44. **Vollker, H. Ronald-** Same as 1
45. **Vollker, Nancy-** Same as 1
46. **Weinstein, Joseph M.-** The EIR fails to consider maximum reasonably foreseeable impacts and the Site Plan Review fails to consider Planning Commission responsibility for ensuring wise long-term economically justified land use.
47. **Weldon, Judy-** Same as 1
48. **Zajic, Kathryn-** Same as 1
49. **Zajic, Richard-** Same as 1

CITY OF LONG BEACH

Department of Planning and Building
333 WEST OCEAN BOULEVARD ▪ LONG BEACH, CALIFORNIA 90802 ▪ (562) 570-6194 FAX (562) 570-6068

APPLICATION FOR APPEAL

An appeal is hereby made to Your Honorable Body from the decision of the
( ) **Zoning Administrator** on the 11 day of May 2006.
(X) **Planning Commission**

APPELLANT: Lillian Kawasaki

APPLICANT: City of Long Beach- Airport Bureau

Project address: 4100 Donald Douglas Drive (Long Beach Airport)

Permits requested: Site Plan Review approval

Project description: Long Beach Airport Terminal Improvement Project , expanding the terminal size and construction of new parking structure: site plan review approval subject to conditions, icluding Statement of Overrding considerations and mitgation monitoring plan

Reason for appeal: Approval of the site plan was based on an EIR that is not in compliance with the California Environmental Quality Act, including inadequate mitigations, mitigation monitoring plan and statement of overriding considerations

Your appellant herein respectfully requests that Your Honorable Body reject the decision of the ( ) **Zoning Administrator** or (X) **Planning Commission** and ( ) **approve** or (X) **deny** this application.

Signature of Appellant: Lillian Y Kawasaki

Print name of Appellant: Lillian Y. Kawasaki

Mailing address: 4281 Country Club Dr. Long Beach Ca 90807

Phone No.: 562/426-4340

Note: Please be sure to review the filing instructions on the reverse side of this form. A filing fee may be required.

==========**STAFF USE ONLY**==========

Counter staff: JM Case No. 0602-19 Date: 5/22/06

Filing Fee required: ( ) Yes (✓) No Application complete: (✓) Yes ( ) No

CITY OF LONG BEACH

Department of Planning and Building
333 WEST OCEAN BOULEVARD ▪ LONG BEACH, CALIFORNIA 90802 ▪ (562) 570-6194 FAX (562) 570-6068

APPLICATION FOR APPEAL

An appeal is hereby made to Your Honorable Body from the decision of the
( ) **Zoning Administrator** on the _____ day of _____ 20_____.
(X) **Planning Commission**

APPELLANT: LAURA SELLMER

APPLICANT: CITY OF LONG BEACH

Project address: 4100 E. DONALD DOUGLAS DRIVE

Permits requested: EIR CERTIFICATION AND SITE PLAN REVIEW

Project description: LONG BEACH AIRPORT ~~AREA~~ TERMINAL AREA IMPROVEMENTS

Reason for appeal: INSUFFICIENT AND UNTIMELY RESPONSES TO PUBLIC COMMENTS ON DEIR. INSUFFICIENT AREAS INCLUDE: RISKS, AIR QUALITY, NOISE, ALTERNATIVE PROJECT SIZES, ECONOMIC THREAT, LEED COMPLIANCE, PARKING STRUCTURE AND MORE INACCURACIES.

Your appellant herein respectfully requests that Your Honorable Body reject the decision of the ( ) **Zoning Administrator** or (X) **Planning Commission** and ( ) **approve** or (X) **deny** this application.

Signature of Appellant: Laura Sellmer

Print name of Appellant: LAURA SELLMER

Mailing address: 5474 DAGGETT ST., LONG BEACH

Phone No.: 562-208-0564

Note: Please be sure to review the filing instructions on the reverse side of this form. A filing fee may be required.

==========STAFF USE ONLY==========

Counter staff: [illegible] Case No. 0602-14 Date: 5/22/06

Filing Fee required: ( ) Yes (X) No Application complete: (X) Yes ( ) No

CITY OF LONG BEACH

Department of Planning and Building
333 WEST OCEAN BOULEVARD • LONG BEACH, CALIFORNIA 90802 • (562) 570-6194 FAX (562) 570-6068

APPLICATION FOR APPEAL

An appeal is hereby made to Your Honorable Body from the decision of the
( ) **Zoning Administrator** on the 11th day of May 2006
(X) **Planning Commission**

APPELLANT: Doug Haubert, as individual (not AAC member)

APPLICANT: City of Long Beach

Project address: Long Beach Airport

Permits requested: EIR Cert, Ref of Necessity + Site Plan

Project description: Long Beach Airport EIR + Site Plan

Reason for appeal: The EIR does not inform decisionmakers of true effects of airport expansion, nor does it provide adequate mitigation measures. For these and other reasons EIR must be rejected.

Your appellant herein respectfully requests that Your Honorable Body reject the decision of the ( ) **Zoning Administrator** or (X) **Planning Commission** and ( ) approve or (X) deny this application.

Signature of Appellant: [signature]

Print name of Appellant: Doug Haubert

Mailing address: 2011 Snowden Ave

Phone No.: (562) 708-4614

Note: Please be sure to review the filing instructions on the reverse side of this form. A filing fee may be required.

=========================**STAFF USE ONLY**=========================

Counter staff: [initials] Case No 060214 Date: 5/22/06

Filing Fee required: ( ) Yes (✓) No Application complete: ( ) Yes ( ) No

Attn: Jeff Winklepleck - 5/22/06

CITY OF LONG BEACH

Department of Planning and Building
333 WEST OCEAN BOULEVARD ▪ LONG BEACH, CALIFORNIA 90802 ▪ (562) 570-6194 FAX (562) 570-6068

APPLICATION FOR APPEAL

An appeal is hereby made to Your Honorable Body from the decision of the
( ) **Zoning Administrator** on the 11 day of MAY 2006.
(X) **Planning Commission**

APPELLANT: LONG BEACH HWH2 (LBHWH2)

APPLICANT: CITY OF LONG BEACH

Project address: 4100 E DONALD DOUGLAS DRIVE

Permits requested: EIR CERTIFICATION & SITE PLAN REVIEW

Project description: LONG BEACH AIRPORT TERMINAL AREA IMPROVEMENTS & APPROVAL OF OVERRIDING CONSIDERATIONS.

Reason for appeal: Inadequate, incomplete findings, mitigation and response on EIR, site plan review & overriding considerations. Improper Planning Comm. procedure on public response to site plan review & overriding considerations w/ public not allowed to speak

Your appellant herein respectfully requests that Your Honorable Body reject the decision of the ( ) **Zoning Administrator** or (X) **Planning Commission** and ( ) approve or ( ) deny this application.

Signature of Appellant: [signature], president

Print name of Appellant: LONG BEACH HWH 2

Mailing address: 3756 Pine Avenue, LB., CA 90807

Phone No.: (562) 595-1255

Note: Please be sure to review the filing instructions on the reverse side of this form. A filing fee may be required.

==========STAFF USE ONLY==========

Counter staff: [signature] Case No. 0602-14 Date: 5/22/06

Filing Fee required: ( ) Yes (X) No Application complete: ( ) Yes (X) No

CITY OF LONG BEACH

Department of Planning and Building

333 WEST OCEAN BOULEVARD • LONG BEACH, CALIFORNIA 90802 • (562) 570-6194 FAX (562) 570-6068

APPLICATION FOR APPEAL

An appeal is hereby made to Your Honorable Body from the decision of the
( ) **Zoning Administrator** on the _____ day of _____ 20_____.
(X) **Planning Commission**

APPELLANT: Long Beach Council PTA, Birgit DeLaTorre, Dir. of legislation

APPLICANT: _____

Project address: 4100 E. Douglas Dr., Long Beach

Permits requested: Certification of FEIR of project

Project description: Expansion of airport terminal building and related facilities

Reason for appeal: The certified FEIR does not contain all the required content (CEQA) and incorrectly or inadequately analyzes impacts. Planning Commission did not allow itself enough time to review all submitted written testimony, comments and responses to DEIR. SOC is inadequate.

Your appellant herein respectfully requests that Your Honorable Body reject the decision of the ( ) **Zoning Administrator** or (X) **Planning Commission** and (X) **approve** or ( ) **deny** this application.

Signature of Appellant: B. DeLaTorre

Print name of Appellant: Birgit DeLaTorre for Long Beach Council PTA

Mailing address: 1515 Hughes Way, Suite 227, Long Beach, CA 90810

Phone No.: 562-426-0653

Note: Please be sure to review the filing instructions on the reverse side of this form. A filing fee may be required.

==========**STAFF USE ONLY**==========

Counter staff: JM Case No. 0602-14 Date: 5/22/06

Filing Fee required: ( ) Yes ( ) No Application complete: ( ) Yes ( ) No

CITY OF LONG BEACH

Department of Planning and Building

333 WEST OCEAN BOULEVARD • LONG BEACH, CALIFORNIA 90802 • (562) 570-6194 FAX (562) 570-6068

APPLICATION FOR APPEAL

An appeal is hereby made to Your Honorable Body from the decision of the
( ) **Zoning Administrator** on the 11th day of May 2006.
(✓) **Planning Commission**

APPELLANT: John C. Eastman

APPLICANT: _____

Project address: 4100 Donald Douglas Dr.

Permits requested: EIR Certification

Project description: Expansion of Long Beach Airport

Reason for appeal: Inadequate review of: 1) project's environmental impacts; 2) mitigation measures; 3) effect on airport noise ordinance; 4) growth-inducing impacts.

Your appellant herein respectfully requests that Your Honorable Body reject the decision of the ( ) **Zoning Administrator** or (✓) **Planning Commission** and ( ) **approve** or ( ) **deny** this application.

Signature of Appellant: Eastman

Print name of Appellant: John C. Eastman

Mailing address: 840 E. 37th St., Long Beach, CA 90807

Phone No.: (562) 426-1934

Note: Please be sure to review the filing instructions on the reverse side of this form. A filing fee may be required.

==========**STAFF USE ONLY**==========

Counter staff: JH Case No. 0602-14 Date: 5/22/06

Filing Fee required: (✓) Yes ( ) No Application complete: (✓) Yes ( ) No

CITY OF LONG BEACH

Department of Planning and Building

333 WEST OCEAN BOULEVARD ■ LONG BEACH, CALIFORNIA 90802 ■ (562) 570-6194 FAX (562) 570-6068

APPLICATION FOR APPEAL

An appeal is hereby made to Your Honorable Body from the decision of the
( ) **Zoning Administrator** on the 11th day of May 2006.
(X) **Planning Commission**

APPELLANT: SEE ATTACHED - EACH PERSON IS SEPARATE APPELLANT

APPLICANT: _____

Project address: 4100 Donald Douglas Drive

Permits requested: EIR Certification

Project description: Expansion of Long Beach Airport

Reason for appeal: Inadequate review of: 1) project's environmental impacts, 2) mitigation measures, 3) effect on Airport Noise Ordinance, 4) growth inducing impacts. Improper limitation on public comment. Project Merits are inaccurate.

Your appellant herein respectfully requests that Your Honorable Body reject the decision of the ( ) **Zoning Administrator** or (X) **Planning Commission** and ( ) **approve** or ( ) **deny** this application.

Signature of Appellant: SEE ATTACHED

Print name of Appellant: SEE ATTACHED

Mailing address: P.O. Box 19061, Long Beach, CA 90807

Phone No.: (562) 881-4399

Note: Please be sure to review the filing instructions on the reverse side of this form. A filing fee may be required.

==========STAFF USE ONLY==========

Counter staff: JN Case No. 0602-14 Date: 5/22/06

Filing Fee required: ( ) Yes (X) No Application complete: ( ) Yes ( ) No

received
5-22-06 MA

We wish to appeal the Planning Commission approval of the Airport Expansion EIR:

Name	Address	Phone Number (not public)
Ken Plishek	1821 N College Cir	562-430-3708
Sharon Plishek	1821 N. College Cir.	562-430-3708
Camilla Richter	1800 Lane Ave	562 431-5492
FRED RICHTER	1800 LANE DR	562 755 7172
Marcella Callahan	929 RIDGEWOOD ST	562-400-5456
[illegible]	2158 Greenbrier Rd	562 597-7864
Birgit DeLaTorre	4465 Cerritos Ave.	[illegible]
[illegible]	[illegible] Country Club	562/4[illegible]
[illegible]	2[illegible]	LB 562 [illegible]-6789
Joe Villa	4330 Myrtle Ave LB	562)243-7153
Paul Gutierrez	4330 Myrtle Ave	562-984-9432
Janet [illegible]	2175 STANBRIDGE AVE	562 597 6334
Matt Brunner	2167 Tulane Ave.	562-686-7817

We wish to appeal the Planning Commission approval of the Airport Expansion EIR:

Name	Address	Phone Number (not public)
Joe Sopo	3061 Armourdale Ave L.B. 90808	562-201-1026
Randy Nisbet	4460 Cerritos Ave	562-619-7605
H. Ronald Jackson	1896 College Circle	562-596-7270
Nancy Voelker	1896 College Circle	562/596-7270
Betty Jane Bergstrom	1861 College Place	562-596-8985
Wilda E. Jones	5885 College Cir. L.B.	(562)431-7258
Elaine D. Krogan	5878 Marita	562-596-6823
Kathryn Zajic	1325 E. Armando Dr	562-290-8644
Richard Zajic	1325 E. Armando	562-290-8644
Judy Weldon	1901 Fanwood Ave	(562) 431-2431
Elizabeth Cruz	2315 Charlemagne	(562) 498-1263
Linda Sopo	3061 Armourdale Av	562-594-9066
Mario Cruz	2315 Charlemagne	(562) 498-1263
Emily Sopo	3061 Armourdale Av	562-594-9066

We wish to appeal the Planning Commission approval of the Airport Expansion EIR:

Name	Address	Phone Number (not public)
Michael Kowal	3756 Pine Ave.	(562) 595-1255
Bruce Alton	1106 E La Dera	(562) 424-5550
Jeff Huso	5310 Las Lomas St Long Beach, CA	562 597-4063
[illegible] Frank	6455 [illegible] Hill Rd L.B. CA 90815	562 307-0510
Joan V. Greenwood	2091 San Francisco Ave Long Beach, CA 90806	562-594-0[illegible]
Terry Smiley	3834 Country Club Dr	562 427-5368
Joe Weinstein	4000 Linden Ave.	562-492-6531 (home)
Laura Gillman	5474 Daggett	562-208-0564
LBHUSH2 (Mike Kowal Pres.)	3756 Pine Ave	562-595-1255

We wish to appeal the Planning Commission approval of the Airport Expansion EIR:

Name	Address	Phone Number (not public)
John Rowe	2082 San Vicente Ave. 90815	C# (562) 256-5147 H# (562) 596-4005
Ed Rowe	"	"
Mary Rowe	"	"
Drew Alleyne	3105 Lemon Ave Long Beach CA, 90907	562/213 4600

CITY OF LONG BEACH

Department of Planning and Building

333 WEST OCEAN BOULEVARD • LONG BEACH, CALIFORNIA 90802 • (562) 570-6194 FAX (562) 570-6068

APPLICATION FOR APPEAL

An appeal is hereby made to Your Honorable Body from the decision of the
( ) **Zoning Administrator** on the 11th day of May 2006.
(X) **Planning Commission**

APPELLANT: Randal L. Nisbet

APPLICANT: City of Long Beach

Project address: 4100 E. Donald Douglas Drive

Permits requested: EIR Certification & Site Plan Review

Project description: Long Beach Airport Terminal Area Improvements

Reason for appeal: The response that I rec'd to my questions stated at the "Hearing for Public Comments" on 12-5-05, commenter 249, was insufficient. The "Topical Response 3.1.5. is not an adequate answer to my questions.

Your appellant herein respectfully requests that Your Honorable Body reject the decision of the ( ) **Zoning Administrator** or (X) **Planning Commission** and ( ) **approve** or ( ) **deny** this application.

Signature of Appellant: [signature]

Print name of Appellant: Randal L Nisbet

Mailing address: 5190 Colorado Street #205, Long Beach 90814

Phone No.: 562-619-7605

Note: Please be sure to review the filing instructions on the reverse side of this form. A filing fee may be required.

=========================STAFF USE ONLY=========================

Counter staff: [initials] Case No. 0602-14 Date: 5/22/06

Filing Fee required: ( ) Yes (X) No Application complete: (X) Yes ( ) No

CITY OF LONG BEACH

Department of Planning and Building
333 WEST OCEAN BOULEVARD • LONG BEACH, CALIFORNIA 90802 • (562) 570-6194 FAX (562) 570-6068

APPLICATION FOR APPEAL

An appeal is hereby made to Your Honorable Body from the decision of the
( ) **Zoning Administrator** on the _____ day of _____ 20____.
(X) **Planning Commission**

APPELLANT: Joe Valler

APPLICANT: City of Long Beach

Project address: 4100 E. Donald Douglass Drive

Permits requested: EIR Certification & Site Plan Review

Project description: Long Beach Airport Terminal Area Improvements.

Reason for appeal: The EIR does not address the maximum flight capacity of the airport the proposed 102K sq. ft expansion will accomodate.

Your appellant herein respectfully requests that Your Honorable Body reject the decision of the ( ) **Zoning Administrator** or (X) **Planning Commission** and ( ) **approve** or ( ) **deny** this application.

Signature of Appellant: Joseph G. Valler

Print name of Appellant: Joseph G Valler

Mailing address: 4330 Myrtle Ave

Phone No.: (562) 243-7553

Note: Please be sure to review the filing instructions on the reverse side of this form. A filing fee may be required.

==========**STAFF USE ONLY**==========

Counter staff: JW Case No. 0602-14 Date: 5/22/06

Filing Fee required: ( ) Yes (X) No Application complete: (✓) Yes ( ) No

CITY OF LONG BEACH

DEPARTMENT OF PLANNING AND BUILDING

333 West Ocean Boulevard ! Long Beach, CA 90802 ! (562)570-6194 FAX: (562)570-6068

APPLICATION FOR APPEAL

An appeal is hereby made to Your Honorable Body from the decision of the
( ) **Zoning Administrator** on the 11 day of May 2006.
(✓) **Planning Commission** ( ) **Cultural Heritage Commission**

APPELLANT: JOSEPH M. ('JOE') WEINSTEIN

APPLICANT: City of Long Beach – Airport Bureau

Project address: 4100 Donald Douglas Drive

Permits requested: • Certification of Final EIR, ER 37-03 SCH#2003091112 and supporting resolutions
• Site Plan Review

Project description: Long Beach Airport Terminal Improvement Project

Reason for appeal: • EIR fails to consider maximum reasonably foreseeable impacts.
• Site Plan Review fails to consider Planning Commission responsibility for ensuring wise long-term economically justified land use.

Your appellant herein respectfully requests that Your Honorable Body reject the decision of the
( ) **Zoning Administrator** or (✓) **Planning Commission** ( ) **Cultural Heritage Commission**
and ( ) **approve** or ( ) **deny this application**.

Signature of Appellant: Joseph M Weinstein

Print name of Appellant: JOSEPH M ('JOE') WEINSTEIN

Mailing address: 4000 Linden Ave., Long Beach, CA 90807-2717

Phone No.: 562-492-6531 (home) 562-342-7202 (office)

Note: Please be sure to review the filing instructions on the reverse side of this form. A filing fee may be required.

==========STAFF USE ONLY==========

Counter staff: JW Case No. 0602-14 Date: 5/19/06

Filing Fee required: ( ) Yes ( ) No Application complete: (✓) Yes ( ) No

CITY OF LONG BEACH

Department of Planning and Building
333 WEST OCEAN BOULEVARD ■ LONG BEACH, CALIFORNIA 90802 ■ (562) 570-6194 FAX (562) 570-6068

APPLICATION FOR APPEAL

An appeal is hereby made to Your Honorable Body from the decision of the
( ) **Zoning Administrator** on the 11th day of May 2006.
(X) **Planning Commission**

APPELLANT: SEE ATTACHED - EACH PERSON IS SEPARATE APPELLANT

APPLICANT: _____

Project address: 4100 Donald Douglas Drive

Permits requested: EIR Certification

Project description: Expansion of Long Beach Airport

Reason for appeal: SEE ATTACHED

are inaccurate.

Your appellant herein respectfully requests that Your Honorable Body reject the decision of the ( ) **Zoning Administrator** or (X) **Planning Commission** and ( ) **approve** or ( ) **deny** this application.

Signature of Appellant: Terry G. Jensen

Print name of Appellant: TERRY G. JENSEN

Mailing address: 4447 Country Club Lane L.B. CA 90807

Phone No.: (562) 743-1285

Note: Please be sure to review the filing instructions on the reverse side of this form. A filing fee may be required.

STAFF USE ONLY

Counter staff: JMD Case No. 0602-14 Date: 5/22/06

Filing Fee required: ( ) Yes (X) No Application complete: ( ) Yes ( ) No

Terry G. Jensen
4447 Country Club Lane
Long Beach, Ca 90807
(562) 743-1285

May 22, 2006

Hon. Mayor Beverly O'Neill and
Members of the City Council
City of Long Beach
333 West Ocean Blvd., 14th Floor
Long Beach, CA 90802

Dear Mayor O'Neill and Council Members:

By this letter, we are requesting an appeal hearing before the City Council on the certification of the Airport Expansion EIR and related actions by the Planning Commission on May 11, 2006. At a hearing date set as soon as possible we will ask the Council to reject the EIR as inadequate.

The EIR must be rejected for several reasons, including the grounds that it does not: (a) evaluate all foreseeable consequences of the Airport Expansion project, (b) recommend adequate mitigation measures, (c) accurately state the need (or lack of need) for the proposed project, and (d) provide even minimal protection to the City's Airport Noise Ordinance. Rejecting the EIR will not significantly delay Airport improvements and may, in fact, prevent unnecessary delays provided City staff addresses the EIR's problems in a timely manner.

We do not oppose improvements at the Long Beach Airport, and eagerly look forward to the point, hopefully, in the very near future, when a suitable project can go forward. However, the current EIR creates new problems that will only increase tension in the community, may cause lengthy delays and most importantly could jeopardize the City's Airport Noise Ordinance.

Respectfully Submitted,

Terry G. Jensen
Jeff Kellogg
Bill Barnes
Doug Haubert
Carol Soccio

CITY OF LONG BEACH

Department of Planning and Building

333 WEST OCEAN BOULEVARD ■ LONG BEACH, CALIFORNIA 90802 ■ (562) 570-6194 FAX (562) 570-6068

APPLICATION FOR APPEAL

An appeal is hereby made to Your Honorable Body from the decision of the
( ) **Zoning Administrator** on the 11 day of May 2006.
(X) **Planning Commission**

APPELLANT: Craig Carter

APPLICANT: City of Long Beach- Airport Bureau

Project address: 4100 Donald Douglas Drive (Long Beach Airport)

Permits requested: Site Plan Review approval

Project description: Long Beach Airport Terminal Improvement Project , expanding the terminal size and construction of new parking structure: site plan review approval subject to conditions, icluding Statement of Overrding considerations and mitgation monitoring plan

Reason for appeal: Approval of the site plan was based on an EIR that is not in compliance with the California Environmental Quality Act, including inadequate mitigations, mitigation monitoring plan and statement of overriding considerations

Your appellant herein respectfully requests that Your Honorable Body reject the decision of the ( ) **Zoning Administrator** or (X) **Planning Commission** and ( ) **approve** or (X) **deny** this application.

Signature of Appellant: Craig M Carter

Print name of Appellant: Craig M. Carter

Mailing address: 4281 Country Club Dr. Long Beach Ca 90807

Phone No.: 562/426-4340

Note: Please be sure to review the filing instructions on the reverse side of this form. A filing fee may be required.

==========**STAFF USE ONLY**==========

Counter staff: [illegible] Case No. 0602-14 Date: 5/22/06

Filing Fee required: ( ) Yes (✓) No Application complete: (✓) Yes ( ) No

Mark Christoffels
01/31/2006 04:50 PM

To: airporteir@longbeach.gov
cc:
Subject: Draft EIR

CarterCM@aol.com

01/30/2006 04:59 PM

To: angela_reynolds@longbeach.gov
cc:
Subject: Draft EIR

Submitted via Email, January 30, 2006

Angela Reynolds, Environmental Officer
City of Long Beach
Planning and Building Department
333 West Ocean Blvd.
Long Beach, CA 90802

Dear Ms. Reynolds:

Thank you for the opportunity to comment on the Long Beach Airport Expansion Draft Environmental Impact Report ("DEIR"). Since 1986 when the last EIR was prepared for the Long Beach Noise Compatibility Study (Part 150), the airport has grown in an incremental and piecemeal fashion. This segmentation, which is inconsistent with the California Environmental Quality Act (CEQA), has resulted in many impacts occurring without proper evaluation, disclosure and mitigation.

The City now proposes to consider a major permanent expansion to the airport with the potential to increase commercial flights by 27%, the number of passengers served by 40%, the number of airport gates by 40% and the terminal size increase by 100% over the existing conditions. For decades to come, this project will undoubtedly set the course and direction for the airport, as well as the environment, the health and safety of Long Beach residents, the quality and valuation of our communities, and the long term financial and legal obligations for the City of Long Beach and its individual residents and businesses.

As such, it is incumbent on all of us that we have an objective and full disclosure document, as required under CEQA, to ensure that 1) the decision-makers and the public are informed on the direct and indirect environmental effects of the proposed project, 2) all feasible mitigations are identified and adopted, and 3) all alternatives that lessen or avoid significant impacts are identified and evaluated. In addition, we must ensure that the Airport Expansion Project does not jeopardize the Long Beach Airport Noise Compatibility Ordinance ("Noise Ordinance") which stands as the most important protection for Long Beach residents against the adverse effects of

1

the Airport. Therefore, the Draft EIR fails to fully meet the requirements of CEQA. } 1 cont.

The following are inadequacies of the DEIR:

I. Flawed Proposed Project Definition

The DEIR incorrectly limits the Proposed Project to onsite facility improvements and states that there is no causal relationship between the proposed expansion and flight operations.

In fact, the Optimized Scenario presented in the DEIR is a component of the proposed project, and significant impacts from the Optimized Flights Scenario (Optimized Scenario) must be addressed as part of the project. The Negative Declaration (ND-19-94) for the proposed Amendments to the Long Beach Noise Ordinance limited its CEQA evaluation to 41 commercial flights and no other improvements. As such, the proposed expansion of the Airport terminal facilities, increased number of flights and gates and aircraft parking positions will cause an increase in the environmental impacts that must be fully evaluated in this EIR as part of the Proposed Project. 2

Furthermore, there is no real assurance that the Noise Ordinance may not be invalidated, repealed or compromised at a later date, allowing the expanded facilities, additional gates and parking to be constructed without the proper evaluations under CEQA.

It also should be noted that the NOP released in 2004 stated that the number of passengers served is estimated to be 3.8 million. The current DEIR states that the number of passengers to be served is estimated to increase to 4.2 million annual passengers (MAP) However, it is clear that the proposed project will increase the MAP over this level. Mitigation MM3.8-2 states that "when the annual passenger levels reach 4.2 MAP the Airport Manager will identify... additional onsite parking." This indicates that the Proposed Project is both growth-inducing and may exceed the Optimized Scenario assumptions. 3

As such, we request that the EIR clearly state that if 4.2 MAP or 52 commercial flights are exceeded, additional environmental review will be completed before allowing additional growth. Otherwise, the underlying assumptions used for evaluating the environmental impacts are insufficient and seriously flawed under CEQA, and mislead the public and the decision-makers.

II. Alternatives Analysis

A. Additional Alternative Required: Reduced Aircraft Gate/Parking Space

The DEIR fails to consider the full range of alternatives and acknowledges that the three build alternatives are very similar and have no substantial differences in environmental impacts. CEQA requires the identification and evaluation of alternatives that reduce or avoid significant impacts. Accordingly, alternatives with no additional or a reduced number of additional aircraft } 4

gates and aircraft parking positions, which would result in fewer adverse impacts, must be addressed. 4 cont.

B. Environmentally Superior Alternative Is Not Justified

The DEIR concludes, without proper justification, that the proposed project is the "environmentally superior alternative" although it acknowledges that there are no real differences in the alternatives. This provides additional substantiation that less impacting alternatives (Reduced Aircraft Gate/Parking Spaces Alternative) must also be considered. 5

III. Cumulative Impacts, Not Considered

CEQA clearly requires that an EIR evaluate not only project-specific but cumulative impacts between the proposed project and other reasonably foreseeable projects. To-date, the growth at the airport has occurred in a piecemeal and segmented manner, both for airport expansion and related offsite projects. The DEIR on page 5-5 states, "Consideration of a list of other known projects was determined to be inappropriate and infeasible, as most of the projects on cumulative list of projects would occur within the next five years." Rather than utilize the list of reasonably foreseen projects as required by CEQA, the DEIR instead relies on regional growth projections which will mask site- specific cumulative environmental impacts. The related project list, which apparently is available, needs to be identified and evaluated in conjunction with the proposed project alternatives, significant impacts identified and feasible mitigations approved. 6

IV. Mitigation Measures, Not Enforceable or Omitted

CEQA requires that all feasible mitigation measures that avoid or reduce significant impacts be identified. There are many additional feasible mitigations that can be identified and considered in the DEIR, and ultimately by the decision-makers. The recently completed FEIR/EIS for the ***Los Angeles International Airport Proposed Master Plan Improvements*** (LAX Master Plan) identified aggressive but feasible measures that would protect human health and the environment, and further reduce significant impacts. Similar measures should be considered in this DEIR. The mitigation measures adopted by the Los Angeles World Airport in the FEIR for the LAX Master Plan are incorporated in this comment letter by reference. The FAA has approved the expenditure of airport funds for a package of community benefits and mitigations for the LAX expansion. 7

In addition to omitting many feasible mitigation measures, the DEIR also concludes that several issues are mitigated to a level of insignificance even though the identified "mitigations" are stated as voluntary or for later study. The EIR cannot rely on future studies and voluntary mitigations to support its conclusions. Notably the mitigations for air quality, noise, traffic, parking, cultural /historic resources and others lack sufficient detail, commitment and enforceability for the DEIR to conclude that no significant impact would occur. 8

Furthermore, the DEIR does not clearly identify the responsible parties for the mitigations. Who will require? Who will implement and/or pay? Who will enforce? It is not clear how the commitments will be made. Absent information to the contrary, are we to assume that the City of

Long Beach will be responsible for the payment? CEQA requires that the mitigations be enforceable which will require a commitment from a specific party. The EIR should identify the party (City, Airport trust fund, airlines, terminal operators, etc.) that will be held accountable to implement the mitigations. For example, in the Air Quality section there is a mitigation that the City of Long Beach shall incorporate electric charging infrastructure for electric GSE and other on-airport vehicles (MM3.2-12). Has the City committed to undertaking and paying for this effort? Additionally, it appears that the existing utility service is inadequate to support significant electrification. Will the City pay for the utility service upgrade, if needed? 8 cont.

Mitigations, with the responsible parties, should be provided for all significant impacts associated with the Optimized Scenario (Table 1.11-1). As discussed above, the Optimized Scenario should be a component of the proposed project.

V. Compliance with the National Environmental Policy Act (NEPA)

As indicated in letters to the NOP for the EIR, the proposed project would likely require federal approvals and receive federal funding. As such, this is a discretionary action requiring compliance with the National Environmental Policy Act (NEPA). Given the significant environmental impacts of the proposed project, some which cannot be mitigated to insignificant levels, the proper federal environmental document is an Environmental Impact Statement (EIS) and not a Finding of No Significant Impact (FONSI). CEQA and NEPA guidelines both encourage the preparation of a joint EIR/EIS. 9

VI. Growth Inducing Impact and Consistency with Regional Plans

The DEIR does not adequately study the growth-inducing impacts of the proposed expansion. An EIR must consider "reasonably foreseeable" direct and indirect consequences of a project. The DEIR acknowledges that the Proposed Project "... may induce airport land uses beyond the airport boundaries"; yet concludes the Project is not growth inducing. 10

The Proposed Project will result in significant impacts to air quality, noise, historic designation, transportation and other impacts. As such, the Proposed Project appears to be inconsistent with the Long Beach General Plan and its various elements. The air quality impacts contribute to the ongoing non-attainment of the SCAQMD air quality standards. In addition, it appears that the project may exceed the MAP levels stated in the SCAG Regional Transportation Plan. The EIR should more clearly address the potential inconsistencies with Local and Regional Plans. 11

VII. Recirculation of the EIR

CEQA requires that if there are substantial changes and revisions to the DEIR that it must be recirculated for additional public review and comment. This should certainly apply. 12

VIII. Specific Comments

A. Air Quality and Human Health Risk Assessment 13

The DEIR states that the incremental air quality emissions are significant: exceeding established air quality thresholds, contributing substantially to air quality violations and exposing sensitive receptors to significant PM 10, CO and NOx concentrations.

As such, the air quality mitigations are inadequate as previously noted. There are many additional, feasible mitigations that should be identified and considered, particularly that reduce toxic contaminants, such as alternative fuel vehicles and electrification of equipment. The adopted mitigations in the recent FEIR/EIS for the LAX improvements should be reviewed and included in the DEIR. Justification must be given if any of those measures would not be similarly required for the Long Beach airport improvement project.

In addition, mitigations must be real commitments, and not voluntary or deferred for future study. It is inappropriate to consider such measures as reducing impacts, particularly for reducing significant impacts to less than significant levels. (see IV above)

13 cont.

The Human Health Risk Assessment (HHRA) should include a more detailed evaluation of the cumulative exposures to residents and particularly to sensitive receptors from future foreseeable projects from the Ports of LA/LB and 710 Freeway expansions, as well as other major projects that will expose residents, not only in Long Beach but in adjoining areas.

14

B. Cultural Resources

The DEIR concludes that there will be significant impacts to Cultural Resources due to the alteration of a designated historical landmark. However, the DEIR fails to provide adequate details in the analysis and fails to substantiate, with enforceable mitigations, the conclusion of no significant impact with mitigations.

15

C. Hazards and Hazardous Materials

Previous documents indicated that the proposed project site is contaminated. Yet the DEIR does not indicate that a Phase I/II study was undertaken to properly characterize the contamination, evaluate the potential toxic exposures particularly in areas where the soil will be excavated and disturbed, and provide adequate mitigation to protect workers, residents, visitors and businesses. Major contamination could substantially increase air pollution, construction time, costs and require remediation, which should also be addressed in the DEIR.

16

The DEIR should address aviation safety and the potential incidents and accidents resulting from the increased aircraft flights. In addition, the DEIR should include potential safety hazards due to the proposed significant changes to the existing airport configuration. These would include alterations to aircraft and vehicular parking and staging, including relocating the General Aviation aircraft to Parcel O.

17

D. Noise

18

The noise assessment is inadequate. The land use compatibility program should be completed and included in the DEIR for review and comment. 18 cont.

Noise will be generated from additional flights, traffic from passenger and support staff and other expanded airport activities. These sources should be included in the noise assessment. It is also unclear why the significant noise impacts are limited to Parcel O during the nighttime hours. In addition, the mitigations are deferred to a future study; therefore, the impacts cannot be considered as mitigated to insignificance. 19

The DEIR fails to address the existing and regular violations of the Noise Ordinance. Mitigations such as sound proofing and noise barriers should be undertaken currently. Additional mitigations should be taken to ensure that existing noise violations are addressed before any additional flights are allowed. 20

With the increased noise, air pollution and other environmental and health impacts, coupled with potential declining property values and associated blight, a reasonable mitigation to consider would be to identify appropriate parcels for purchase. This has been, and continues to be undertaken at LAX. 21

E. Transportation and Circulation /Land Use

The DEIR identifies significant impacts in traffic will occur and proposes that a traffic monitoring program be developed in the future. This program should be developed and included in the DEIR to ensure that this program will reduce traffic to insignificant levels. 22

As addressed earlier, there will be potentially significant traffic and circulation impacts from the cumulative impacts of the build alternatives and other projects in and around the airport. The DEIR must conduct additional cumulative traffic analysis based on the reasonably foreseen projects in the airport area and propose appropriate mitigations. 23

As to the parking, the DEIR acknowledges that the Proposed Project may induce airport land uses beyond the airport boundaries, as off site parking may be required. As such, these impacts need to be analyzed now for the various parking options. It also brings into question the assertion that this project is "not growth inducing". 24

In addition, the DEIR acknowledges that the Proposed Project will result in more than 4.2 MAP. Mitigation measure MM3.8-2 states that "...when the annual passenger levels reach 4.2 MAP, the Airport Manager shall identify and develop additional on-site parking opportunities." If 4.2 MAP is exceeded, the environmental impact analysis in the DEIR will be underestimated. 25

F. Others

While the DEIR states that there will be no impact on utilities. Public testimony in the record will show that numerous comments were made about the need for additional electric power, particularly to support various electric equipments, such as GSE. 26

Thank you for the opportunity to provide comments. We look forward to a revised EIR that fully evaluates the potential impacts of this very important project.

Sincerely,

Craig M. Carter
4281 Country Club Dr.
Long Beach, CA 90807

CITY OF LONG BEACH

Department of Planning and Building

333 WEST OCEAN BOULEVARD ▪ LONG BEACH, CALIFORNIA 90802 ▪ (562) 570-6194 FAX (562) 570-6068

APPLICATION FOR APPEAL

An appeal is hereby made to Your Honorable Body from the decision of the
( ) **Zoning Administrator** on the 11th day of May 20 06.
(XX) **Planning Commission**

APPELLANT: CITY OF LONG BEACH

APPLICANT: LONG BEACH UNIFIED SCHOOL DISTRICT

Project address: 4100 E. Donald Douglas Drive, Long Beach, CA 90808

Permits requested: Site plan approval, EIR certification

Project description: LONG BEACH AIRPORT terminal area improvements, certification of EIR and approval of site plan review.

Reason for appeal: As explained in the attachments, the EIR is inadequate in its review of impacts on the District's schools and facilities.

Your appellant herein respectfully requests that Your Honorable Body reject the decision of the ( ) **Zoning Administrator** or (XX) **Planning Commission** and ( ) **approve** or ( ) **deny** this application.

Signature of Appellant: Carri Matsumoto

Print name of Appellant: Carri Matsumoto

Mailing address: 2425 Webster Avenue, Long Beach, CA 90810

Phone No.: 562.997.7555

Note: Please be sure to review the filing instructions on the reverse side of this form. A filing fee may be required.

==========STAFF USE ONLY==========

Counter staff: [illegible] Case No. 0602-14 Date: 5/19/06

Filing Fee required: ( ) Yes (X) No Application complete: (✓) Yes ( ) No

Summary of the District's Comments

Procedural Issues

- The District requests clarification of the role of the City of Long Beach Planning Commission in the certification of the EIR and the approval of Site Plan Review. Has the City Council delegated to the Planning Commission the authority to certify environmental impact reports? Further, has the City Council delegated to the Planning Commission the authority to approve site plans?

- The District further requests clarification concerning the actions taken by the Planning Commission on May 10, 2006. Did the Planning Commission authorize the filing of a Notice of Determination and has or will the City file a NOD?

Project Description

- The EIR is critically flawed in stating that the Project would not increase the airport's flight activities. While the Project claims that the proposed project would not modify the Noise Compatibility Ordinance and therefore, would not directly impact the number of aircraft operations, the Project involves actions (i.e., enhancement of airport terminal capacity from 56,320 sq. ft. to 102,850 sq. ft.) that are clearly intended to facilitate such growth. The EIR has failed to evaluate a potential increase in flight operations and accommodate any future increase in number of flights that is likely to occur as a direct result of the Project. These additional flights would cause significantly more interruptions to both indoor and outdoor school learning environments.

- The EIR fails to recognize the unique nature of school facilities under California law. The development of new schools and expansion and modernization of existing schools triggers a myriad of special regulatory requirements for the School District that are enforced by a variety of state agencies. Yet the DEIR and FEIR fails to include any evaluation of the Project's potential direct and indirect impacts on over 25 schools and school facilities within a five mile radius of the Project.

Noise

- The DEIR and the FEIR failed to evaluate the potential single event noise impacts from the additional flights associated with the improvements. The EIR only evaluated 24-hour CNEL noise levels which are noise levels from aircraft averaged over the day with penalties applied during the evening and night time hours. However, the most fundamental information about the project's noise impacts is the number of additional single event flyovers, which could increase potentially 36 more times a day (i.e., 11 commercial and 25 commuter flights). Though the overall noise level may be similar over a 24-hour period, and not all 36 additional flyovers will occur during school hours, it is evident that there will be an increased occurrence of speech interruptions and disruptions. Therefore, the EIR should identify and analyze the significance of the single event impacts.

- The FEIR states that there is no standard for assessing the single event flyovers therefore, does not have to address the issue. However, this approach is not supported by the intent of CEQA or CEQA Guidelines. For example, the Oakland

Airport's sole use of a CNEL noise standard and the deficiency of not addressing noise from single event flyovers in an EIR was found inadequate in the Berkeley Keep Jets over the Bay Committee v. Board of Port Commissioners of the City of Oakland (Nos. A086708, A087959, A089660), Aug. 30, 2001 court case.

- The EIR should identify all feasible mitigation measures necessary and appropriate to reduce noise impacts to any of the District's school facilities potentially impacted by the Project. The burden is the City's to provide effective mitigation for the project's impacts. The District cannot be expected to execute an avigation easement and relinquish its rights and duties to protect children attending its schools.

- The absence of a significance standard for single-event noise impacts does not relieve the City of its obligation to fully evaluate and mitigate all significant noise impacts. The District is very concerned that such an evaluation will identify a number of schools where projected aircraft overflights will disrupt teachers and students throughout the school day.

Recommended Mitigation

In addition to providing comments on the project, the District identified potential mitigation measures to alleviate the impacts on students and employees and ensure that a safe educational environment is maintained. However, it should be noted that the burden is on the lead agency to identify all potential impacts and provide adequate mitigation measures. Some of the mitigation measures may include:

1. Acoustical rated windows and doors such as the installation of dual-paned windows to offset noise impacts to potentially impacted schools.

2. Insulation, roof treatments and construction of sound barriers for those schools/sites in the immediate vicinity of the proposed Project.

3. Construction of indoor lunchroom facilities so that students and staff have indoor facilities for lunch and other activities to offset noise impacts and to avoid unhealthful air quality.

4. Construction of gymnasiums/multipurpose rooms at school sites so that students and staff have indoor facilities for exercise and other activities to offset noise impacts and to avoid unhealthful air quality.

5. Improvements to the School District's air conditioning/filtration units and vent treatments such as baffles at schools within the immediate vicinity of the proposed Project to ensure adequate indoor air quality and to mitigate noise interference.

6. Microphone and/or public address system in each classroom with wall mounted speakers for more effective classroom communication.

7. Regular periodic spot monitoring to check noise interference at various school sites to verify if noise insulation and/or other mitigation is attenuating impacts due to site-specific interior conditions.

long beach unified school district

BUSINESS DEPARTMENT - Business Services
Facilities Development & Planning Branch
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January 30, 2006

Via Fax and Hand Delivery
Ms. Angela Reynolds
City of Long Beach
Planning and Building Department
333 W. Ocean Boulevard
Long Beach, CA 90802

Re: Long Beach Airport Improvement Draft EIR SCH # 200309112

Dear Ms. Reynolds:

The Long Beach Unified School District ("School District") appreciates the opportunity to comment on the Long Beach Airport Area Terminal Improvement Project Draft Environmental Impact Report (DEIR) (SCH # 200309112) prepared by the City of Long Beach ("City").

While the District was originally established in 1885 with fewer than a dozen students meeting in a borrowed tent, it is now fully responsible for providing school facilities and public education services to more than 95,000 students in 95 public schools in the cities of Long Beach, Lakewood, Signal Hill, and Avalon on Catalina Island. It is the third-largest school district in the state of California and employs more than 8,000 teachers and staff, making it the largest employer in the City of Long Beach.

In addition to establishing high standards of academic excellence for its students, the School District is committed to providing a safe environment and school facilities for its students and employees. Thus, the School District's primary concern in its review of the DEIR is to distinguish the environmental impacts which must be properly addressed, analyzed, and mitigated to assure an environment conducive to learning. This comment letter identifies project impacts which may affect the health, safety, and welfare of the students and staff of schools located closest to the proposed project.

This comment letter also contains courses of action that could alleviate the impacts to the School District's students and employees.

Overview of Potential Project Impacts on the School District

The proposed Project described in the DEIR would be implemented at Long Beach Airport. Aviation activities are located just north of Interstate-405 ("I-405") and generally bound by Cherry Avenue to the west, City of Lakewood and the Boeing Property to the north, and Lakewood Boulevard to the east. It is the School District's understanding that the current Airport cover 1,166 acres and has five (5) runways, the longest being 10,000 feet. The Airport serves commercial carriers, general aviation, and air cargo. The area surrounding the Airport is a mix of commercial, industrial and

residential development. Surrounding uses include the existing Boeing property and industrial uses in the City of Lakewood to the north.

The proposed Project would include improvements to the existing Airport Terminal Building and related facilities at the Airport in order to accommodate recent increases in flight activity at the Airport consisted with: (1) the Airport Noise Compatibility Ordinance; and (2) a 1995 settlement agreement between the City of Long Beach and commercial airlines operating at the Airport. It is the School District' s understanding that the terminal area improvements are being designed to accommodate 41 airline flights and 25 commuter flights, passengers, associated with those flights, and security requirements imposed by TSA. The size of the facilities would increase from 56,320 square feet to 102,850 square feet.

It is also the School District's understanding that at the time the baseline for the DEIR was established there were no commuter operations at the Airport. Subsequently, America West and Delta have or will initiate daily commuter flights. The City, however, claims that the potential increase of up to 11 commercial airline flights and the initiation of 25 commuter flights are not causally related to the proposed Project. This is a major flaw in the DEIR that permeates throughout the entire document.

Based on the School District's review of the DEIR and the proposed Project details, it believes that there are at least 25 schools operating in the vicinity of the proposed Project. These school facilities are listed below and are all estimated to be within a five mile radius, with the closest school being only a half a mile away from the proposed Project.

1. Addams ES (#1): 5320 Pine Ave., Long Beach, CA 90805 (3 miles)
2. Barton ES (#4): 1100 East Del Amo Blvd., Long Beach, CA 90807 (1 ¾ miles)
3. Buffum ES (#9): 2350 Ximeno Ave., Long Beach, CA 90815 (1 ¾ miles)
4. Grant ES (#19): 1854 Britton Dr., Long Beach, CA 90815 (2 ½ miles)
5. Sutter MS (#76): 5075 Daisy Ave., Long Beach, CA 90805 (2 ¼ miles)
6. Special Education Building (SE): 5250 Los Coyotes, Long Beach, CA 90808 (1 mile)
7. Educational Partnership (#81): 4344 Atlantic Avenue, Long Beach, CA 90807 (1 ½ miles)
8. Bethune Transitional Center (#5): 2021 San Gabriel Ave., Long Beach CA 90810 (4 ¼ miles)
9. Bixby ES (#7): 5251 East Stearns St., Long Beach, CA 90815 (1 mile)
10. Garfield ES (#20): 2240 Baltic Avenue, Long Beach, CA 90810 (3 ½ miles)
11. Carver ES (#14): 5335 East Pavo St., Long Beach, CA 90808 (3 ¼ miles)
12. Longfellow ES (#34): 3800 Olive Ave., Long Beach, CA 90807 (1 ¼ miles)
13. Los Cerritos ES (#35): 515 West San Antonio Dr., Long Beach, CA 90807 (2 ¼ miles)
14. Madison ES (#38): 2801 Bomberry St., Lakewood, CA 90712 (1 mile)
15. Muir ES (#41): 3038 Delta Ave., Long Beach, CA 90810 (3 ½ miles)
16. Tucker ES (#49): 2221 Argonne Avenue, Long Beach, CA 90815 (3 ¼ miles)
17. Webster ES (#52): 1755 West 32nd Way, Long Beach, CA 90810 (3 ¾ miles)
18. Hill Classical MS (#62): 1100 Iroquois Avenue, Long Beach, CA 90815 (3 miles)
19. Hudson K-8 (& Maintenance Facility) (#64): 2335 Webster Avenue (4 miles)
20. Hughes MS (#65): 3846 California Avenue, Long Beach, CA 90807 (1 mile)
21. Lindbergh MS (#67): 1022 E. Market Street, Long Beach, CA 90805 (2 ¼ miles)
22. Stephens MS (#75): 1830 W. Columbus Street, Long Beach, CA 90810 (3 ¾ miles)
23. Cabrillo HS (#79): 2001 Santa Fe Avenue, Long Beach, CA 90810 (4 miles)
24. Reid HS (#88): 2152 W. Hill Street, Long Beach, CA 90810 (4 miles)
25. School for Adults (#91): 3701 E. Willow Street, Long Beach, CA 90815 (1/2 mile)

See attached Figures)

Given the proximity of the proposed Project in the above listed schools, the School District is naturally concerned that implementation of the Project could have a significant impact (direct and indirect) on school facilities, students and staff.

Specific Concerns

In the paragraphs that follow, the School District identifies the specific concerns it has regarding the proposed Projects, potential environmental, health and safety impacts and the deficient analysis contained within the DEIR. The DEIR should recognize that schools must be treated as a sensitive land use given the concentration of young children within and around these facilities for many hours of the school day and during after-school activities. In addition, students themselves must be treated as sensitive receptors given the disproportionate impacts certain pollutants have on children.

Secondly, the School District is concerned that the DEIR has failed to recognize the unique nature of school facilities under California law. Schools are one of the most protected and heavily regulated land uses. The development of new schools and expansion and modernization of existing schools trigger a myriad of special regulatory requirements for the District that are enforced by a variety of state agencies, which makes finding an adequate school site, and/or expanding an existing school site challenging. These regulations include review and approval by the California Department of Education, the Department of Toxic Substances Control and various other agencies, and often trigger special studies to confirm that stringent health and safety standards are met. Such studies may involve various agency consultations and oversight and the use of rigorous study protocols. This very high level of review creates great difficulty in constructing school facilities. Therefore, the School District is very concerned that the proposed Project may subsequently preclude it from upgrading or expanding the schools in the vicinity of the Project described above. These statutorily proscribed site constraints may also make it impossible to find new or replacement school sites in this community after the Project is complete.

The School District requests that the DEIR be revised to include an evaluation of the proposed Project's potential direct and indirect impacts on nearby school facilities in conformance with the school siting requirements established in Title 5, California Code of Regulations (CCR), the Education Code, and the Public Resources Code.

Section 1.0, Executive Summary

Page 1-6: Section 1.7 EIR Focus and Effects Found Not to Be Significant; Hazards and Hazardous Materials. The Initial Study Checklist asks "For a project within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in a project area?" This question was determined to have a less than significant impact based on the finding that the project is consistent with the Airport Land Use Plan and that the proposed project does not "propose any changes in the number of flights, the flight patterns, or the operational procedures at the airport that would result in increased safety hazards offsite."

As discussed in the comments under Project Description, the proposed project involves growth-facilitating actions (i.e., enhancement of airport capacity) that accommodate increased flight operations and changes in airport-related traffic patterns. The DEIR should reevaluate this

criterion and substantiate the fact that operational procedures, including safety procedures, will not be affected by the increased flight operations and changes in vehicle movement. Furthermore, it should be noted that the possibility of significant impacts are not precluded by a project being consistent with an adopted Plan.

Section 2.0, Project Description

Page 2-17: Section 2.7, Operational Considerations, paragraph one. The DEIR states that "The project is not proposing any modifications to the Noise Compatibility Ordinance *or other actions* that would directly or indirectly affect the number of aircraft operations at the Airport" (emphasis added).

While the Proposed Project would not modify the Noise Compatibility Ordinance and directly impact the number of aircraft operations, the proposed project involves other actions—such as a 40-percent increase in aircraft parking positions (from 10 to 14), a 38-percent increase in airline gates (from 8 to 11), and a 47-percent increase in vehicular parking capacity (from 4,935 to 6,286 spaces)—that are clearly growth facilitating. It is an established practice in CEQA analysis to characterize such features as indirectly encouraging growth, e.g., growth in the number of flights and/or spin-off growth of other types. The DEIR should acknowledge that there could be an indirect relationship between the expansion of these capacity-enhancing facilities and the likelihood that additional flights will rapidly follow despite of the Noise Compatibility Ordinance that currently restricts the number of flights. This correction in the Project Description would necessitate a careful reevaluation of project impacts and mitigation measures to assure that all aspects of potentially increased flight activity are adequately addressed throughout the DEIR.

Page 2-17: Section 2.7, Operational Considerations, paragraph two, sentence three. The DEIR states that "All 25 commuter flights are expected to be in regular service between December 2005 and Spring 2006." Because the Optimized Flight Scenario is allowed under the current Noise Compatibility Ordinance, the projected increase in flight operations is not fully analyzed as part of the project and would likely occur prior to the proposed project and without a discretionary review. However, although the Project Description specifically indicates that the proposed project would not directly or indirectly affect the number of aircraft operations at the airport, some of the analyses contained in the DEIR (e.g., Air Quality and Noise analysis) assess impacts associated with the projected flight increase and provide mitigation measures.

Although no direct link between the proposed project and the Optimized Flight Scenario has been established in the DEIR, it is evident that the proposed project will support the projected increase in flight operations and accommodate any future increase in numbers of flights. Given the proposed project's close relationship with the Optimized Flight Scenario, which would likely occur prior to project implementation, timing of mitigation measures associated with the Optimized Flight Scenario should be discussed in the DEIR and carried forward into the Mitigation Monitoring Program for implementation. This implementation timetable should be developed in coordination with the Long Beach Unified School District.

Footnote 11 (Paragraph two, sentence six). This footnote states that "...in February 1995, the City of Long Beach City Council certified Negative Declaration ND–19-94, which analyzed the settlement of the airport noise litigation between the City of Long Beach and a number of air carriers and other users of the Long Beach Airport titled *Alaska Airlines et al. v. City of Long Beach*. This settlement is the basis of the Airport Noise Compatibility Ordinance." This suggests that the CEQA documentation supporting the current flight restrictions was only a Negative

Declaration and that the permitted flight increases under the Ordinance have not been properly evaluated. Therefore, although an increase in flight operations is not technically part of the project, appropriate CEQA review and assessment should be conducted.

Section 3.2, Air Quality

Page 3.2-43: Section 3.3.2, Impact Analysis, Impact 3.3-3, Threshold 6, Table 3.2-21, Criterion 1. The air quality analysis evaluates whether the project is consistent with air-quality-related goals and policies. To assess consistency with the SCAQMD's Air Quality Management Plan (AQMP), project emissions are evaluated against Criterion 1, which addresses whether project emissions will increase the frequency or severity of violations of the ambient air quality standards.

The DEIR air quality analysis states, "construction of the Proposed Project would result in short-term significant, unavoidable NO_x emissions. Likewise, operations under the Optimized Flights Scenario would contribute to the exceedance of PM_{10} concentration standards. Implementation of the mitigation measures presented in Section 3.2.3 would reduce these impacts, but not to a level considered less than significant. Consequently, the Optimized Flights scenario would be consistent with the AQMP for the first criterion."

Provided that both the project's construction and operational phases would exceed SCAQMD thresholds and air quality standards, the conclusion should be that the Optimized Flight Scenario conflicts with the AQMP for the first criterion. The Optimized Flight Scenario would increase the frequency or severity of violations of the ambient air quality standards by creating unavoidable NO_x emissions and exceeding PM_{10} standards; therefore, could not be reconciled with the finding of being consistent with the AQMP. The analysis or the conclusion should be clarified or revised.

Section 3.4, Hazards and Hazardous Materials & Section 3.7, Public Services

1. **Page 3.4-19: Section 3.4.3, Mitigation Program, Standard Conditions and Requirements. Page 3.7-14: Mitigation Program, Standard Conditions and Regulations.** Some of the requirements presented as standard conditions in the DEIR appear to be actually mitigation measures. Standard conditions should be those activities that are required under some existing law, regulation, or policy, while mitigation measures should be additional actions that are not otherwise required, but necessary to reduce potential impacts. The following "standard conditions" (SC) are not required under any regulations and should be listed under mitigation measures and included in the Mitigation Monitoring Program for implementation.

    - SC 3.4-4, SC 3.4-5, SC 3.4-8, SC 3.4-9, SC 3.7-3, and SC 3.7-4.

Section 3.5, Land Use and Relevant Planning

Page 3.5-3: Section 3.5.1, Sensitive Land Uses near the Airport. Table 3.5-1 identifies a total of 53 schools (public and private) within 2.5 miles (4 kilometers) of the airport and 23 hospitals within 1.5 miles (2.5 kilometers) of the airport. Although there are a significant number of these sensitive uses in the near vicinity of the project site, no further analyses or references were provided in the DEIR. The DEIR should provide additional information on the location and proximity of specific sensitive receptors to the airport as well as analysis of all potential impacts.

Page 3.6-5: Subsection, Effects of Noise on Humans, last paragraph. This paragraph states, "As discussed in other sections of this report, speech interference begins at 65 dBA, which is the level of normal conversation." However, this statement is inaccurate when applied to classroom settings because it fails to address the distance between the noise source and receiver. According to Exhibit 1-5 of Appendix F (Noise Study) of the DEIR, normal speech volume is permissible at 65 dBA background noise when there is a distance of two feet between listener and speaker. In comparison, typical classroom settings often have 25–to 35-foot distances between the teacher and students. Therefore, based on Exhibit 1-5 of Appendix F of the DEIR, a normal conversation would not be possible at 65 dBA and the teacher would have to shout for students to hear if background noise is at 65 dBA, as cited in the DEIR.

In addition, this same Exhibit shows that even if a teacher uses a raised voice, background noise levels would begin to interfere with speech at 50 dBA when speaker and listener are 32 feet apart. Therefore, considering that building structures attenuate outdoor noise levels by 20 dBA with windows closed and 12 dBA with windows open (as discussed in the DEIR), the DEIR should include an assessment of noise impacts to classroom speech at 70 dBA with windows closed and 62 dBA with windows open.

Page 3.6-18: Section 3.6.2, Impact Analysis, Proposed Project, Construction Related Impacts. The DEIR noise analysis assesses the impact of noise generated by individual construction equipment at the nearest noise-sensitive uses against the significance thresholds. However, this method of analysis understates the magnitude of noise impacts because it does not address the total noise levels attributable to multiple construction vehicles working concurrently, which is typical. For example, the air quality analysis performed for the project lists 19 construction vehicles/equipments used in a single day on the construction of the terminal. Multiple noise sources may increase noise levels substantially. Therefore, noise levels from multiple equipment sources, not individual, should be evaluated against the thresholds.

Page 3.6-19: Section 3.6.2, Impact Analysis, Proposed Project, Construction Related Impacts, paragraph two. This paragraph states that "no impacts associated with construction in the terminal area would occur." However, the noise levels shown in Table 3.6-7 show net noise levels of 43–52 dBA, which are higher than the 45 dBA (10 p.m. to 7 a.m.) and 50 dBA (7 a.m. to 10 p.m.) noise thresholds shown in Table 3.6-6. The noise analysis used these noise thresholds in the Long Beach Municipal Code as significance criteria. Because the net noise levels exceed these significance criteria, a significant daytime and nighttime impact should be declared for construction of the terminal area and the statement that there is no construction impact in the terminal area is inaccurate.

Page 3.6-22: Section 3.6.2, Impact Analysis, Additional Effects Related to Optimized Flights, CNEL Land Use Impacts. The DEIR identifies two District facilities (i.e., Minnie Gant Elementary School and the Special Education Building in the School Safety and Emergency Preparedness Offices) as being exposed to noise levels of 60–65 dBA CNEL due to the Optimized Flights Scenario. Attached Figure 1, *Affected LBUSD School Sites*, illustrates the location of proximate LBUSD schools and facilities in relation to the airport and projected noise contours under the Optimized Flights Scenario. The Optimized Flights Scenario would increase noise levels at these two school facilities by increasing both the magnitude of noise from each aircraft flyover as well as the number of such occurrences. However, the project's noise analysis dismisses the impact as not significant because it does not exceed state or federal noise standards. The EIR methodology needs to go beyond the use of a simplistic 65 dBA CNEL

noise significance threshold and adequately evaluate the impacts of noise on sensitive receptors such as students.

The Optimized Flights Scenario would increase flights from a total of 41 to potentially 52 commercial and 25 commuter flights per day. This represents an increase of 36 flights (or an 88-percent increase) to a total of 77 flights per day. These additional flights would cause significantly more interruptions in school learning activities for both outdoor and indoor environments each day and every day. For nearby residences, the increase would cause more interruptions in television/radio listening, more awakening from daytime naps, and interference with conversations for residences under the flight path. These noise intrusions may be within the limits allowed under the FAA but would still lead to additional occurrences of speech and activity interference.

On page 3.6-4 the DEIR states "Communication interference includes speech interference and interference with activities such as watching television. Normal conversational speech is in the range of 60 to 65 dBA and any noise in this range or louder may interfere with speech." The 65 dBA CNEL standard is accepted for use by the state and federal governments, but it is not the only gauge by which impacts could be assessed.

Annoyance Level

Appendix F-16 of the DEIR states, "Annoyance levels have been correlated to CNEL levels." Exhibit 1-8 relates DNL (CNEL in California) noise levels to community response from two surveys. One of the survey curves presented in Exhibit 1-8 is the well-known Schultz curve, developed by Theodore Schultz. It displays the percentage of a populace that can be expected to be annoyed by various DNL values for residential land use with outdoor activity areas. At 65 dB DNL the Schultz curve predicts approximately 14 percent of the exposed population would report themselves to be "highly annoyed" and at 60 dB DNL the percentage decreases to approximately 8 percent of the population.

Affected school sites and area residences have been experiencing noise levels of less than 60 dBA CNEL. Assuming noise levels are 55 dBA, the Schults curve predicts that about 4 percent of the existing population is highly annoyed by airport noise. Under the Optimized Flights Scenario, the noise levels would increase to 60 - 65 dBA and the corresponding highly annoyed population percentage would increase to between 8 and 14 percent. The DEIR used the state and federal significance threshold level of 65 dBA CNEL to conclude that the impacts are less than significant. However, the number of people who would be highly annoyed by this increased airport activity would multiply by two to three, from 4 percent to between 8 and 14 percent. Any noise increase that would double or triple the number of highly annoyed population should be construed as a substantial permanent increase in noise levels and should not be disregarded as having less than significant impact.

Single-Event Noise Levels

The DEIR does not fully address the additional noise impacts from the increase in single-event aircraft flyovers on interior and exterior areas of noise-sensitive uses. Page 3.6-16 of the EIR states, "A single-event noise level (SENEL) of 90 dBA would produce a maximum noise level of approximately 80 dBA outdoors, directly under the flight path. The indoor maximum noise level for such a flight would be approximately 68 dBA for a home directly under the flight path."

Attached Figure 2, *LBUSD Schools Affected by Single Event Aircraft Flyovers*, shows the single event noise contours for 90 SEL and 85 SEL. Based on this figure, seven school facilities are include within 90 SEL contour and 18 school facilities are included within 85 SEL contour, for a total of 25 impacted schools.

- Schools Within 90 SEL

  1. Addams ES (#1): 5320 Pine Ave., Long Beach, CA 90805 (3 miles)
  2. Barton ES (#4): 1100 East Del Amo Blvd., Long Beach, CA 90807 (1 ¾ miles)
  3. Buffum ES (#9): 2350 Ximeno Ave., Long Beach, CA 90815 (1 ¾ miles)
  4. Grant ES (#19): 1854 Britton Dr., Long Beach, CA 90815 (2 ½ miles)
  5. Sutter MS (#76): 5075 Daisy Ave., Long Beach, CA 90805 (2 ¼ miles)
  6. Special Education Building (SE): 5250 Los Coyotes, Long Beach, CA 90808 (1 mile)
  7. Educational Partnership (#81): 4344 Atlantic Avenue, Long Beach, CA 90807 (1 ½ miles)

- Schools Within 85 SEL

  1. Bethune Transitional Center (#5): 2021 San Gabriel Ave., Long Beach CA 90810 (4 ¼ miles)
  2. Bixby ES (#7): 5251 East Stearns St., Long Beach, CA 90815 (1 mile)
  3. Garfield ES (#20): 2240 Baltic Avenue, Long Beach, CA 90810 (3 ½ miles)
  4. Carver ES (#14): 5335 East Pavo St., Long Beach, CA 90808 (3 ¼ miles)
  5. Longfellow ES (#34): 3800 Olive Ave., Long Beach, CA 90807 (1 ¼ miles)
  6. Los Cerritos ES (#35): 515 West San Antonio Dr., Long Beach, CA 90807 (2 ¼ miles)
  7. Madison ES (#38): 2801 Bomberry St., Lakewood, CA 90712 (1 mile)
  8. Muir ES (#41): 3038 Delta Ave., Long Beach, CA 90810 (3 ½ miles)
  9. Tucker ES (#49): 2221 Argonne Avenue, Long Beach, CA 90815 (3 ¼ miles)
  10. Webster ES (#52): 1755 West 32nd Way, Long Beach, CA 90810 (3 ¾ miles)
  11. Hill Classical MS (#62): 1100 Iroquois Avenue, Long Beach, CA 90815 (3 miles)
  12. Hudson K-8 (& Maintenance Facility) (#64): 2335 Webster Avenue (4 miles)
  13. Hughes MS (#65): 3846 California Avenue, Long Beach, CA 90807 (1 mile)
  14. Lindbergh MS (#67): 1022 E. Market Street, Long Beach, CA 90805 (2 ¼ miles)
  15. Stephens MS (#75): 1830 W. Columbus Street, Long Beach, CA 90810 (3 ¾ miles)
  16. Cabrillo HS (#79): 2001 Santa Fe Avenue, Long Beach, CA 90810 (4 miles)
  17. Reid HS (#88): 2152 W. Hill Street, Long Beach, CA 90810 (4 miles)
  18. School for Adults (#91): 3701 E. Willow Street, Long Beach, CA 90815 (1/2 mile)

This indicates that approximately 80 dBA Leq of noise would be experienced at the outdoor playgrounds of these 22 school facilities, which would preclude teachers communicating with students beyond approximately 25 feet, even at the upper limits of shouting. The indoor noise level for classrooms during an aircraft overflight would be at least 68 dBA Leq, which would require teachers to shout to be heard by students located approximately 16 feet or more away (based on Exhibit 1-5 of the Appendix F of the DEIR).

When a flyover occurs, noise levels would jump from background noise levels of approximately 50–60 dBA to 80 dBA for exterior environments and from approximately 40–50 dBA to 68 dBA for interior environments. This is an increase in noise levels of 20–30 dB. Noise increases of 20 dB would be perceived as a fourfold increase in noise levels and noise increases of 30 dB would be perceived as an eightfold increase in noise levels. Page 3.6-18 of the DEIR lists as a threshold, "A substantial permanent increase in ambient noise levels in the project vicinity above

existing levels existing without the project." Increasing noise levels by 20–30 dB or by a magnitude of eight constitutes a substantial permanent increase in ambient noise levels.

Because the Optimized Flight Scenario would result in single-event noise levels increasing 20–30 dB above background conditions without the project, leading to interruptions in educational instruction, daytime sleep, and conversations, among other disruptions, and because this would occur up to 36 more times every day with the project, it needs to be concluded that aircraft noise from the additional flights would be an unavoidable significant impact. The DEIR's finding of less than significant noise impacts, which is based on only the 24-hour cumulative CNEL noise descriptor, is misleading and inappropriate in assessing impacts to sensitive receptors such as schools. The cumulative 24-hour CNEL approach is not a comprehensive assessment for the school population which requires a quiet environment at all times for optimal learning. Though the overall noise level may be similar over a 24-hour period, there will be 36 more high-magnitude noise intrusions occurring on a daily basis. Under the Optimized Flights Scenario, the District school facilities would be exposed to a substantial permanent increase in ambient noise levels on a routine basis throughout the school day.

Though the magnitude of each flyover may be less intrusive than existing conditions, at 85–90 dBA SENEL they are still very intrusive. The DEIR should include a complete analysis of the single-event criterion and its effects on surrounding land uses. The analysis of noise impacts is deficient without properly finding that unavoidable significant impacts would occur on exterior and interior noise environments from the increase in the number of single-event flyovers.

Page 3.6-26: Section 3.6.3, Mitigation, Mitigation Measure MM3.6-2. The DEIR recognizes that the Optimized Flights Scenario would lead to adverse noise impacts and stipulates that mitigation measures which incorporate sound insulation treatment are necessary. However, the lead agency would only offer noise insulation in exchange for affected noise-sensitive receivers relinquishing their rights by signing an avigation easement. Noise levels at the Minnie Gant Elementary School and the Special Education Building located at the School Safety and Emergency Preparedness Offices of the Long Beach Unified School District, as noted above, would be exposed to noise levels of 60–65 dBA CNEL under the Optimized Flights Scenario as compared to the Year 2004 CNEL. This permanent increase in the 24-hour noise level is substantial and represents a significant noise impact. In addition, the number of impacted schools is not limited to two schools as stated in the DEIR but twenty-two schools based on the single event noise contours.

The Optimized Flights Scenario also results in potentially 36 more times when school activities would be interrupted by noise levels increasing from 55–60 dBA to 80 dBA during aircraft flyovers. This also constitutes a substantial permanent increase in noise levels due to single-event noise and as such is an unavoidable significant noise impact.

Recommendation

Increasing the frequency of airport operations would lead to a greater number of occurrences of interference of speech intelligibility of students and faculty. This increase in noise may restrict the District's ability to expand and improve the existing schools. Noise analysis should identify all affected schools in the DEIR and evaluate site specific impacts and mitigation for each school.

The EIR should identify all feasible mitigation measures necessary and appropriate to reduce noise impacts to any of the District's school facilities potentially impacted by the Project. All feasible mitigation needs to be applied regardless of the District relinquishing rights under an avigation

easement. CEQA does not require that mitigation need only be applied if residents or schools sign an avigation easement.

The DEIR must analyze the need for structural improvements to minimize noise from single event noise, which may include such improvements as acoustical rated windows and doors, insulation and roof treatments and vent treatments (such as baffles). Other mitigation measures may include installation of a microphone system in each classroom with mounted wall speakers for more effective classroom communication. Construction of a physical education building is one way to mitigate outdoor noise interference. In addition, mitigation should include regular periodic spot monitoring to check how well school noise insulation is attenuating impacts due to site-specific interior conditions.

Section 4.0, Alternatives to the Proposed Project

Page 4-4: Section 4.3, Description of Alternatives Carried Forward. Both Alternative A and B are the same or similar to the proposed project in terms of key facilities (such as aircraft and vehicular parking, number of gates, and aircraft parking spaces) that can be considered capacity enhancing, as discussed in previous comments. Alternative C is the No Project Alternative. Consequently, there is no alternative considered that would constrain additional flights, with the exception of the No Project Alternative. This does not provide a reasonable range of alternatives that would reduce the real potential impacts of the project, namely, increased flight activity.

Section 5.0, Long-Term Implications of the Project

Page 5-3: Section 5.2, Growth-Inducing Impacts, Effect on Fostering Growth at the Airport, paragraph one, last sentence. This sentence acknowledges, "An increase in flights would be experienced as a result of market forces and in response to unmet demand for air travel in the southern California region."

Paragraph two, first sentence: This sentence states, "The potential to induce growth can exist only when the capacity exceeds existing or future demand for air transportation."

There is extensive documentation of unmet demand for air travel capacity in the region, as noted in Comment 3 in Section 2.0-Project Description. Facilities that are proposed as part of this project will enhance the capacity of the Long Beach Airport and facilitate additional flights in response to that demand. Consequently, the project may have significant growth-inducing impacts.

Page 5-4: Section 5.3, Cumulative Impacts. Questions raised throughout these comments with respect to the level of significance of impacts may require reexamination and alteration of correlating conclusions regarding cumulative impacts as well.

Potential Mitigation Measures for the Proposed Project

In order to ensure that none of the above-described Project impacts rise to a potentially significant level, the School District suggest that the DEIR include an analysis of the following potential mitigation measures to offset such impacts:

1. Acoustical rated windows and doors such as the installation of dual-paned windows to offset noise impacts to potentially impacted schools.

2. Insulation, roof treatments and construction of sound barriers for those schools/sites in the immediate vicinity of the proposed Project.

3. Construction of indoor lunchroom facilities so that students and staff have indoor facilities for lunch and other activities to offset noise impacts and to avoid unhealthful air quality.

4. Construction of gymnasiums/multipurpose rooms at school sites so that students and staff have indoor facilities for exercise and other activities to offset noise impacts and to avoid unhealthful air quality.

5. Improvements to the School District's air conditioning/filtration units and vent treatments such as baffles at schools within the immediate vicinity of the proposed Project to ensure adequate indoor air quality and to mitigate noise interference.

6. Microphone and/or public address system in each classroom with wall mounted speakers for more effective classroom communication.

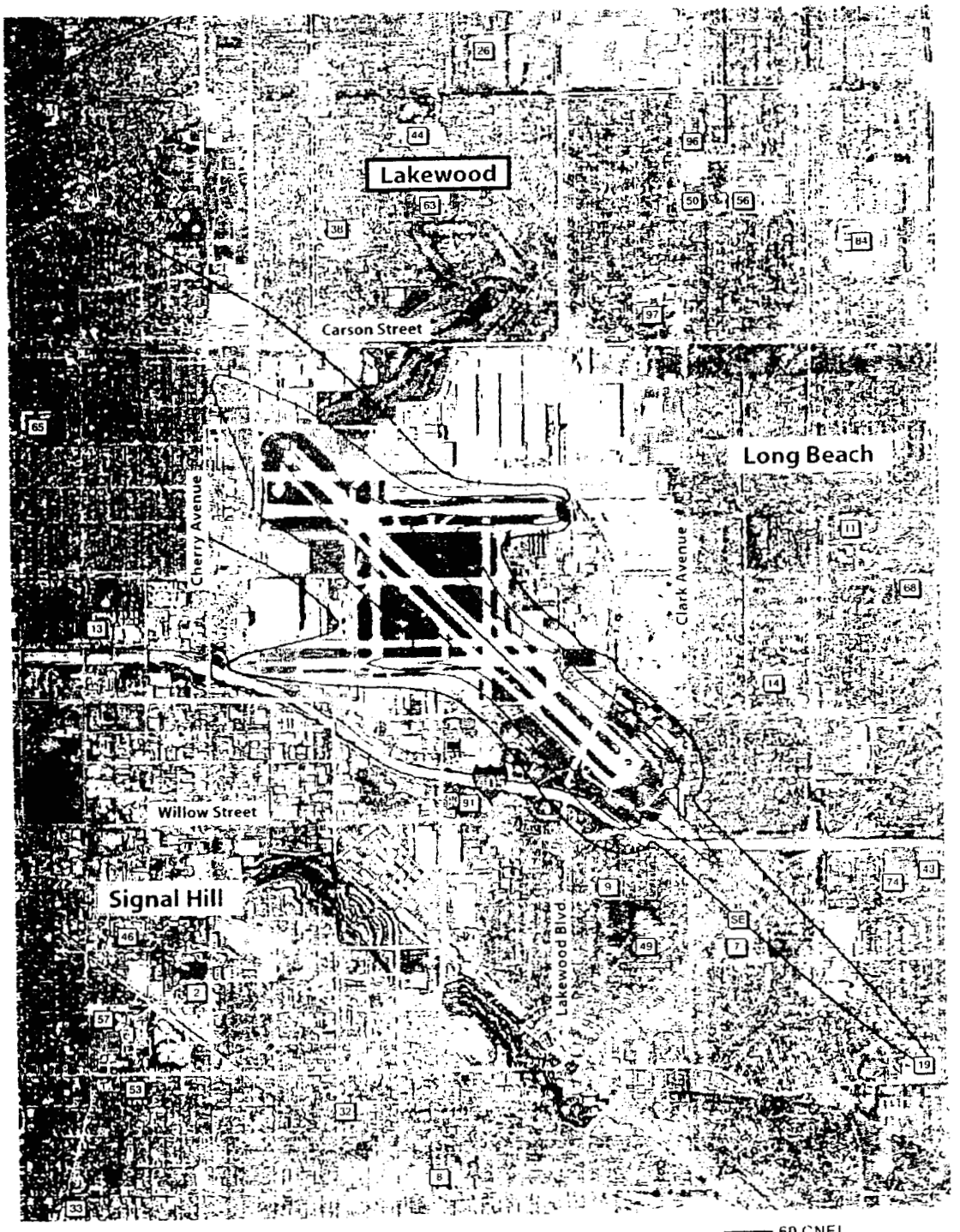
7. Regular periodic spot monitoring to check noise interference at various school sites to verify if noise insulation and/or other mitigation is attenuating impacts due to site-specific interior conditions.

Thank you for the opportunity to respond to the DEIR. The District trusts that the City and the District can resolve all school facility, student and staff health and safety concerns in a collaborative manner. The District would also be happy to meet with the City and its consultants to discuss the impact of the Project on the District's facilities, students, and staff and potential mitigation measures to offset such impacts. If you have any questions or would like to arrange a meeting to discuss our concerns, please feel free to contact me at (562) 997-7550.

Sincerely,

Carri M. Matsumoto
Executive Director
Facilities Development and Planning
Long Beach Unified School District

cc: Chris Steinhauser – LBUSD
Kim Stallings – LBUSD

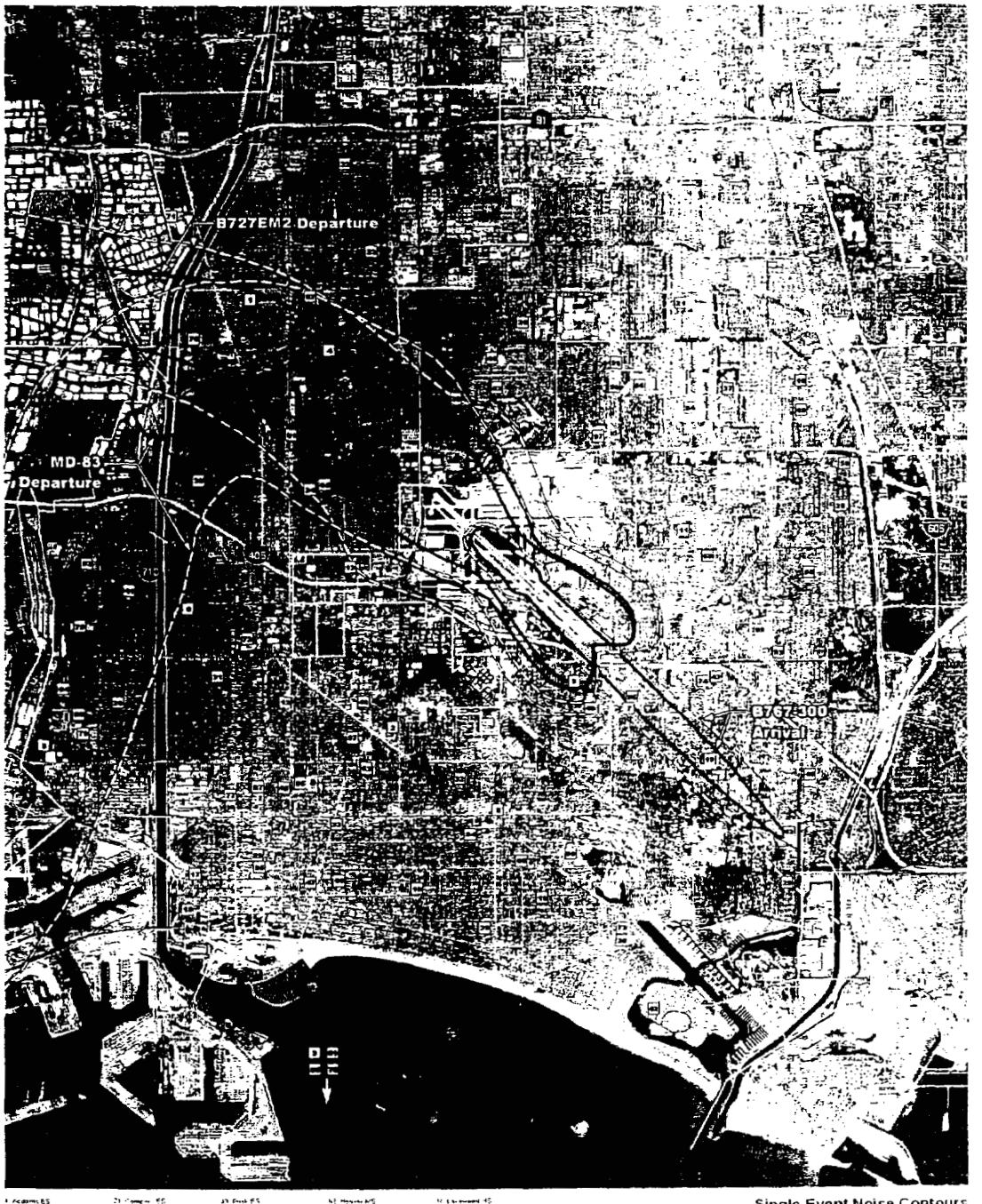


2 Alvardo ES
7 Bixby ES
8 Bryant ES
9 Buffum ES
11 Burcham ES
13 Burroughs ES
14 Carver ES
19 Gant ES
26 Holmes ES
32 Lee ES
33 Lincoln ES
38 Madison ES
43 Prisk ES
44 Riley ES
46 Signal Hill ES
49 Tucker ES
50 Twain ES
53 Whittier ES
56 Bancroft MS
57 Butler K-8
63 Hoover MS
65 Hughes MS
68 Marshall MS
75 Stephens MS
84 Lakewood HS
91 School for Adults
96 Long Beach City College Child Study Center
97 Long Beach City College Liberal Arts Campus
SE Special Education Building of School Safety and Emergency Preparedness Offices

60 CNEL
65 CNEL
70 CNEL
Municipal Boundary

Source: Long Beach Airport Terminal Area Improvement Project

LBUSD Schools Affected by Single Event Aircraft Flyovers



Source: Long Beach Airport Terminal Area Improvement Project

long beach unified school district

BUSINESS DEPARTMENT - Business Services
Facilities Development & Planning Branch
2425 Webster Ave., Long Beach, CA 90810
(562) 997-7550 FAX (562) 595-8644

May 3, 2006

Via Fax and Hand Delivery
Ms. Angela Reynolds
City of Long Beach
Planning and Building Department
333 W. Ocean Boulevard
Long Beach, CA 90802

Re: Long Beach Airport Improvement Final EIR SCH # 200309112

Dear Ms. Reynolds:

The Long Beach Unified School District ("School District") appreciates the opportunity to further comment on the Long Beach Airport Area Terminal Improvement Project ("Project") Final Environmental Impact Report (FEIR) prepared by the City of Long Beach ("City").

The School District has previously expressed concerns with the evaluation of the potential environmental impacts associated with the proposed Project on the welfare of the School District's students and employees. Those concerns were detailed in a letter dated January 30, 2006 submitted to the City by the School District. (A copy of this correspondence is attached for your convenience.) In addition to providing comments on the Project, the School District identified specific mitigation measures that could alleviate the impacts on students and employees. The School District was hopeful that the City's responses to its comments would directly address its concerns and incorporate the suggested mitigation measures. The responses, however, do not adequately address the School District's concerns. The concerns expressed in the January 30, 2006 comment letter remain unresolved and the School District cannot support this Project.

First and foremost, the FEIR fails to recognize the unique nature of school facilities under California law. Schools are one of the most protected and heavily regulated land uses. The development of new schools and expansion and modernization of existing schools triggers a myriad of special regulatory requirements for the School District that are enforced by a variety of state agencies. Yet the FEIR fails to include any evaluation of the proposed Project's potential direct and indirect impacts on nearby school facilities despite the fact that there are 25 schools within a five (5) mile radius of the Project.

The FEIR has also failed to evaluate a potential increase in flight operations and accommodate any future increase in numbers of flights that is likely to occur as a direct result of the Project. The City's response to this comment is perplexing. The City first contends that there is no direct link between the Project and the Optimized Flight Scenario in the Airport Noise Compatibility Ordinance but then argues that the DEIR has analyzed the "improvements to the existing Airport Terminal Building and related facilities at the Airport in order to accommodate *recent increases in flight activity* at the Airport consistent with operational limitations of the existing Airport Noise Compatibility Ordinance...." The two

statements are inconsistent. It is evident that the Project will directly impact the level of flight operations and accommodate any future increase in the number of flights. These additional flights would cause significantly more interruptions in school learning activities for both outdoor and indoor environments each and every day and must be evaluated. The issue thus, is not whether or not the Ordinance permits an increase in flights but whether or not there is an impact from the increase in flights. This issue has not been evaluated and the FEIR is flawed.

The FEIR still has not evaluated the potential single event noise impact from the potential 36 additional flights associated with the Optimized Flight Scenario. The DEIR evaluated 24-hour CNEL noise levels which are noise levels from aircraft averaged over the day with penalties applied during the evening and night time hours. While this noise metric is useful for planning purposes, it does not provide a comprehensive characterization of noise impacts. It is intuitive to people who have experience with noise generated by airplane overflights that noise is an issue when it occurs during single event flyovers. Basically, how loud it is during the time a plane flies over my house or the local school and what are the effects of the noise on activities within the community. However, the FEIR does not evaluate the noise disruptions/impacts that would occur at residences and schools from single event flyovers which would increase potentially 36 more times a day.

The FEIR dismisses the need for evaluating single event noise because there is allegedly no single event noise criterion that is adopted by a regulatory agency. However, this approach ignores common sense ***and there is nothing within the California Environmental Quality Act or CEQA Guidelines to support this position.*** The noise impact from single event aircraft flyovers is intuitive to people who are affected, the unwillingness to use a single event noise criterion such as speech interference or sleep disturbance does not mean that the additional 36 flights will not have a significant noise impact.

The School District has proposed a number of mitigation measures that would minimize potential noise impacts from the increased number of aircraft flyovers. These include:

1. Acoustical rated windows and doors such as the installation of dual-paned windows to offset noise impacts to potentially impacted schools.

2. Insulation, roof treatments and construction of sound barriers for those schools/sites in the immediate vicinity of the proposed Project.

3. Construction of gymnasiums/multipurpose rooms at school sites so that students and staff have indoor facilities for exercise and other activities to offset noise impacts and to avoid unhealthful air quality.

4. Improvements to the School District's air conditioning/filtration units and vent treatments such as baffles at schools within the immediate vicinity of the proposed Project to mitigate noise interference.

5. Microphone and/or public address system in each classroom with wall mounted speakers for more effective classroom communication.

6. Regular periodic spot monitoring to check noise interference at various school sites to verify if noise insulation and/or other mitigation is attenuating impacts due to site-specific interior conditions.

Thank you for the opportunity to respond to the FEIR. The School District has previously invited the City to engage in a dialogue to resolve its concerns. The School District again invites the City to

work collaboratively with it to address the health and safety concerns that it has for its students and employees. Absent a meaningful dialogue between the parties, the School District's only choice will be to consider all of its legal options. Please feel free to contact me at (562) 997-7550.

Sincerely,

Carri M. Matsumoto
Executive Director
Facilities Development and Planning
Long Beach Unified School District

cc: Chris Steinhauser – LBUSD
Kim Stallings – LBUSD

Attachment
Long Beach Airport Improvement EIR SCH # 200309112
Detailed Comments on Final EIR

Response 10 – The comment LBUSD made was that the DEIR's use of 65 dBA for speech interruption at 2 or 3.3 feet should not be used as an indicator of speech interruption because in classrooms some students would be located 25-35 feet away from the teacher and noise levels 65 dBA from aircraft would require teachers to shout to be heard. The FEIR response was to discuss the loudness (normal voice, raised voice, shout...) of the speaker at 32 feet from speaker to listener but not to discuss the single event impact of aircraft noise to speech audibility. The FEIR fails to evaluate the impact of aircraft noise on speech interference at a background noise level of 51 dBA when teachers are using a raised voice as opposed to the much higher 65 dBA as discussed in the DEIR which is based on listener and speaker standing 3.3 feet away from each other.

The FEIR also states that continuous noise sources reduce speech intelligibility more so than time varying noise sources. While this is true over a cumulative time period, it is intuitive that time varying or intermittent noise sources would result in worse speech intelligibility when the noise actually occurs. **This goes to the crux of our argument, which is that increasing the number of flights associated with the Optimized Flights Scenario will increase the number of times speech interruption would occur during single event aircraft flyovers. Though the Optimized Flights Scenario would replace noisy planes with less noisy planes, the less noisy planes would still result in speech interference during single event plane flyovers and would result in more frequent occurrences of speech interference. This increase in noise events should have been addressed under the CEQA checklist question "the project would cause a significant noise related impact if it would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project." Since the Optimized Flights Scenario would result in substantial periodic increases in ambient noise and increase the number of speech interruptions, this impact should be designated as a significant impact as opposed to a less than significant impact and noise mitigation needs to be implemented.**

Responses 13 and 14 – The LBUSD comment discusses the increases in number of aircraft flyovers and the associated speech interruptions. The FEIR response does not address the impact on speech interruptions. It also dismissed the comment in regards to additional single event occurrences based on the comments lack of discussion on the reduced noise levels from the new planes. The response fails to address the impact of noise generated by the additional occurrences of aircraft flyovers.

Response 15 – The LBUSD comment provides a quote from the DEIR showing the noise level that would trigger speech interference and states that this could be used as an impact criterion. The FEIR's response does state that single event noise data is provided by the DEIR, but fails to address the noise impacts from increasing the number of these single events aircraft flyovers.

Response 16 – The LBUSD comment was referring to the increase in noise levels and subsequent level of annoyance south of the airport. While the Optimized Flights Scenario would decrease the overall number of people affected by noise, it would change the shape of the noise contour which would lead to more people and two school facilities to the south of the project site being exposed to greater noise levels. Because people to the south of the airport would experience higher noise levels, this should be characterized as an impact to those residents even though overall there is less noise exposure overall.

Response 17 – The LBUSD comment estimates the number of school facilities affected by single event aircraft noise and states a concern regarding the impact of these additional flyovers on speech intelligibility. The FEIR response discusses how the number of school overflights discussed in the LBUSD comment is incorrect. The selection of single event noise levels by aircraft type was selected for use in the comment without the benefit of noise modeling that would show the time of day for which each aircraft was modeled. However, the FEIR response did not provide an evaluation of all the aircraft that would result in school flyovers and dismissed the LBUSD comment's concern that additional flyovers would result in speech interference by only addressing the 3 additional MD80 aircraft flyovers.

Responses 18 and 19 – The LBUSD comment discusses the need to designate the 20-30 dB increase in single event noise that would occur an additional 36 times per day under the Optimized Flight Scenario as a significant noise impact. The FEIR response states that the new aircraft would be quieter, but fails to address the effects of the additional flights. The FEIR also dismisses the LBUSD comment requesting an impact evaluation based on single event noise by stating that no single event noise standards have been recommended.

Response 20 – The LBUSD comment requests that all feasible mitigation measures be implemented to all affected schools. The FEIR response states that all feasible mitigation measures are listed for the two schools that are affected.

Attachment #3

CITY OF LONG B

DEPARTMENT OF PLANNING AND BUILDING

333 W. Ocean Boulevard Long Beach, California 90802 562-570-6194 FAX 562-570-6068

May 31, 2006

Mr. Stephen W. Wright
4468 Myrtle Avenue
Long Beach, CA 90807

RE: Appeal of Long Beach Airport Terminal Area Improvements (Case No. 0602-14)

Dear Mr. Wright:

This letter is to inform you that the Application for Appeal related to the Long Beach Airport Terminal Area Improvements that you filed on May 23, 2006 was received after the appeal deadline and is not valid. The City of Long Beach Municipal Code Section 21.21.502 states that appeals must be filed within 10 days after the decision for which a public hearing was required is made. The Planning Commission took action on May 11, 2006. Based on this date, the deadline would have been Sunday, May 21, 2006. However, when an appeal deadline falls on a weekend, City policy is to extend it to the next working day. Therefore, the deadline to file an appeal on the subject case was close of business on May 22, 2006.

This does not affect your right to speak at the June 13, 2006 City Council hearing during the public testimony portion of the meeting.

Please call me at (562) 570-6607 if you have questions regarding this matter.

Respectfully Yours,

Jeff Winklepleck
Senior Planner

CITY OF LONG BEACH

Department of Planning and Building

333 WEST OCEAN BOULEVARD ■ LONG BEACH, CALIFORNIA 90802 ■ (562) 570-6194 FAX (562) 570-6068

APPLICATION FOR APPEAL

An appeal is hereby made to Your Honorable Body from the decision of the
( ) **Zoning Administrator** on the _____ day of _____ 20_____.
(✓) **Planning Commission**

APPELLANT: STEVEN W. WRIGHT

APPLICANT: _____

Project address: _____

Permits requested: _____

Project description: AIRPORT EIR.

Reason for appeal: MY COMMENTS/RESPONSE TO THE EIR WERE "LOST" and NOT INCLUDED IN THE EIR APPROVED BY THE PLANNING COMMISSION — ONLY "FOUND" 24 HOURS BEFORE THE PC. HEARING.

Your appellant herein respectfully requests that Your Honorable Body reject the decision of the ( ) **Zoning Administrator** or (✓) **Planning Commission** and ( ) approve or (✓) deny this application.

Signature of Appellant: Steven W. Wright

Print name of Appellant: STEVEN W. WRIGHT

Mailing address: 4461 MYRTLE AVE LONG BEACH 90807

Phone No.: 562 426-0115 OR WORK 949 660-7211

Note: Please be sure to review the filing instructions on the reverse side of this form. A filing fee may be required.

==========**STAFF USE ONLY**==========

Counter staff: JM Case No. 0602-14 Date: 5/23/06

Filing Fee required: ( ) Yes (✓) No Application complete: ( ) Yes (✓) No

LATE

Robert E. Shannon
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4664
Telephone (562) 570-2200

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LONG BEACH CERTIFYING THAT: (I) THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE LONG BEACH AIRPORT TERMINAL AREA IMPROVEMENT PROJECT NO. 37-03 (SCH# 200309112) HAS BEEN COMPLETED IN ACCORDANCE WITH THE PROVISIONS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND STATE AND LOCAL GUIDELINES AND MAKING CERTAIN FINDINGS AND DETERMINATIONS RELATIVE THERETO; (ii) ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS; AND (iii) ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM

WHEREAS, the City of Long Beach ("City") has proposed certain improvements to the existing terminal building and related facilities ("terminal") at the Long Beach Municipal Airport in order to accommodate recent increases in flight activity at the Airport consistent with the operational limitations of the City's Airport Noise Compatibility Ordinance ("Project");

WHEREAS, the Project includes a conceptual site plan review and construction or development of, among other things, holdrooms, concession area, passenger security area, baggage security area, baggage claim devices, restrooms, office space, ticketing facilities and airline gates totaling approximately 102,850 square feet together with aircraft parking positions, vehicular parking structure and traffic and pedestrian circulation areas;

WHEREAS, the City began an evaluation of the proposed project in September 2003 by issuing a Notice of Preparation (NOP) followed by a thirty (30) day

comment period together with public scoping meetings held on October 11 and October 16, 2003;

WHEREAS, recognizing the intense public interest in the proposed terminal improvements and related facilities, the City Council referred the scope of the project to the City's Airport Advisory Commission (AAC) in November 2003, after which the AAC held 15 public meetings from November 2003 through July 2004 to consider recommendations on the scope of possible Airport improvements, and to advise the City Council on certain issues regarding the scope of the project, Environmental Impact Report (EIR), and technical studies to be prepared for inclusion in the EIR;

WHEREAS, on February 1 and February 8, 2005, the City Council considered the recommendations made by the AAC in connection with the terminal improvement project and directed that a second NOP be prepared and circulated for public comment;

WHEREAS, the second NOP was prepared and circulated between April 14, 2005 and May 16, 2005, and further public scoping meetings were held on April 28 and May 7, 2005, after which a Draft Environmental Impact Report (DEIR) was prepared and circulated between November 7, 2005 and January 30, 2006, for an eighty-four (84) day public review and comment period;

WHEREAS, a series of public meetings to discuss the proposed Project, and receive comments related thereto, were held on November 29, 2005, December 3, 2005 and December 5, 2005, and a joint study session between the Long Beach Planning Commission and the Long Beach Cultural Heritage Commission was held on December 15, 2005 to further discuss the proposed Project;

WHEREAS, implementation and construction of the Project constitutes a "project" as defined by CEQA, Public Resources Code sections 21000 *et seq.*, and the City is the Lead Agency for the Project under CEQA;

WHEREAS, it was determined during the initial processing of the Project that it could have potentially significant effects on the environment, requiring the preparation

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of an EIR;

WHEREAS, the City prepared full and complete responses to the comments received on the DEIR and distributed the responses in accordance with Public Resources Code section 21092.5;

WHEREAS, the Planning Commission reviewed and considered the information and the comments to the DEIR and the responses thereto, and the Final Environmental Impact Report ("FEIR") at two duly noticed Planning Commission meetings held on May 4, 2006 and May 11, 2006, at which time evidence, both written and oral, was presented to and considered by the Planning Commission;

WHEREAS, the Planning Commission read and considered all environmental documentation comprising the FEIR, including the comments and the responses to comments and errata included in the FEIR, and determined that the FEIR considered all potentially significant environmental impacts of the Project and that the FEIR was complete and adequate and fully complied with all requirements of CEQA;

WHEREAS, the Planning Commission evaluated and considered all significant impacts, mitigation measures, and project alternatives identified in the FEIR; and likewise adopted a Mitigation Monitoring and Reporting Program ("MMRP") and Statement of Overriding Considerations, and approved a conceptual site plan review at its meeting on May 11, 2006;

WHEREAS, CEQA and the State CEQA Guidelines provide that no public agency shall approve or carry out a project for which an EIR has been completed which has identified one or more significant effects of the project, unless the public agency makes written findings for each of the significant effects, accompanied by a statement of facts supporting each finding. The possible findings are: (I) Changes or alterations have been required in or incorporated into the project which avoid or substantially lessen the significant environmental effects as identified in the EIR; (ii) Such changes or alterations are within the responsibility and jurisdiction of another public agency, which can and should adopt them; or (iii) Specific economic, legal, social, technological, or other considerations

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make infeasible the mitigation measures or project alternatives identified in the EIR;

WHEREAS, CEQA and the State CEQA Guidelines require that where the decision of a public agency allows the occurrence of significant environmental effects that are identified in the EIR but are not mitigated to a level of insignificance, that the public agency state in writing the reasons to support its action based on the EIR and/or other information in the record; and

WHEREAS, it is the policy of the City, in accordance with the provisions of CEQA and the State CEQA Guidelines, not to approve a project unless (I) all significant environmental impacts have been avoided or substantially lessened to the extent feasible, and (ii) any remaining unavoidable significant impacts are outweighed by specific economic, legal, social, technological, or other benefits of the project, and therefore considered "acceptable" under State CEQA Guidelines section 15093.

NOW, THEREFORE, the City Council of the City of Long Beach does hereby find, determine and resolve:

Section 1. All of the above recitals are true and correct and are incorporated herein as though fully set forth.

Sec. 2. The FEIR has been completed in compliance with CEQA and the State CEQA Guidelines.

Sec. 3. The FEIR, which reflects the City Council's independent judgment and analysis, is hereby adopted, approved, and certified as complete and adequate under CEQA.

Sec. 4. Pursuant to Public Resources Code section 21081 and State CEQA Guidelines section 15091, the City Council has reviewed and hereby adopts the CEQA Findings and Statement of Facts as shown on the attached Exhibit "A" entitled "CEQA Findings, Facts in Support of Findings for Final Environmental Impact Report No. 37-03," which document is incorporated herein by reference as though set forth in full.

Sec. 5. Although the FEIR identifies certain significant environmental effects that would result if the Project is approved, most environmental effects can feasibly be

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avoided or mitigated and will be avoided or mitigated by the imposition of mitigation measures included with the FEIR. Pursuant to Public Resources Code section 21081.6, the City Council has reviewed and hereby adopts the Mitigation Monitoring and Reporting Program ("MMRP") as shown on the attached Exhibit "B", which document is incorporated herein by reference as though set forth in full, together with any adopted corrections or modifications thereto, and also adds an additional mitigation measure (as directed by the Planning Commission at its meeting of May 11, 2006) ,as follows: "The Applicant shall provide an on-site mitigation monitor at all times during the construction of the project;" and further finds that the mitigation measures identified in the FEIR and added at the Planning Commission meeting, are feasible, and specifically makes each mitigation measure a condition of project approval.

Sec. 6. Pursuant to State CEQA Guidelines section 15091(e), the record of proceedings relating to this matter has been made available to the public at, among other places, the Department of Planning and Building, 333 West Ocean Boulevard, 7th Floor, Long Beach, California, and is, and has been, available for review during normal business hours.

Sec. 7. The information provided in the various staff reports submitted in connection with the Project, the corrections and modifications to the DEIR and FEIR made in response to comments which were not previously re-circulated, and the evidence presented in written and oral testimony at the Planning Commission public hearings and at the City Council public hearing ring do not represent significant new information so as to require re-circulation of the EIR pursuant to the Public Resources Code.

Sec. 8. Pursuant to Public Resources Code section 21081(b) and Guidelines section 15093, the City Council has balanced the benefits of the proposed Project against the unavoidable adverse impacts associated with Project related construction activities that will result in significant short-term air quality impacts for NO_x and VOC and has adopted all feasible mitigation measures with respect to these impacts. The City Council also has examined alternatives to the proposed Project, none of which both

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meet the Project objectives and is environmentally superior to the proposed Project. The City Council, after balancing the specific economic, legal, social, technological and other benefits of the proposed Project, has determined that the unavoidable environmental risks and impacts identified above may be considered "acceptable" due to the following specific considerations which outweigh and override the unavoidable, potentially adverse environmental impacts of the proposed Project. Each of the separate benefits of the proposed Project, as stated herein, is determined to be, unto itself, and independent of the other Project benefits, a basis for overriding all unavoidable adverse environmental impacts identified in the Findings and in the DEIR. Accordingly, the City Council approves and adopts the following "Statement of Overriding Considerations," finding that:

(a) The Project will provide improved facilities to better enable the Transportation Security Administration (TSA) to conduct the required security screening of passengers and baggage pursuant to the Aviation and Transportation Security Act.

(b) The Project will allow the incorporation of improvements to the air carrier ramp that will allow the electrification of the ground support equipment, which will result in a long-term reduction of air emissions.

(c) By constructing the necessary infrastructure at the Airport, the City will be assisting the airlines in their ability to comply with the South Coast Ground Service Equipment (GSE) MOU signed by the airlines and the California Air Resources Board.

(d) The Proposed Project provides an increased number of aircraft parking positions resulting in less congestion on the air carrier ramp and allowing aircraft to connect to GSE, thereby minimizing the amount of idling time while waiting for access to a gate. The increased number of aircraft parking positions and gates will also allow more efficient departures during peak hours. This will potentially reduce the number of delayed flights.

(e) The Proposed Project incorporates a voluntary land use compatibility

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program that would address existing and future land uses that are inconsistent with State noise standards.

(f) The Proposed Project will enable the Long Beach Airport to provide adequate facilities for the minimum number of flights and associated passenger levels consistent with the City's Airport Noise Compatibility Ordinance.

(g) The improvements will be designed to maintain and enhance the historic characteristics of the Airport Terminal Building by incorporating components of the original design and potentially restoring features, such as mosaic floor tiles.

(h) The Proposed Project will enhance safety within the Terminal Building by relieving overcrowding. This will better enable the City of Long Beach to meet applicable local, State, and federal standards including the City's fire, building, and safety codes.

(l) The Proposed Project will eliminate the dependence on offsite leased parking. The long-term availability of the leased parking is uncertain due to the month-to month lease for the offsite parking lot. Loss of this offsite parking will result in insufficient parking onsite, especially during peak travel periods. Without adequate parking there would be an increase in trips generated by the Airport and overall vehicle miles traveled. The onsite parking also provides an incremental benefit to local traffic circulation and long-term air quality.

(j) Implementation of the Proposed Project allows the Airport to better meet operational needs by providing sufficient office space, meeting rooms, and a baggage hold room. These facilities allow staff from the airlines, TSA, and the Airport to conduct functions that need to be in the immediate terminal area or adjacent to the ramp.

(k) The increased concession areas will provide the traveler with greater

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amenities at the Airport and would increase revenue to the City through additional lease areas.

Sec. 9. The Project as described and studied in the DEIR is the environmentally superior alternative in that it minimizes impacts to the environment to the maximum extent practicable while achieving all of the basic objectives of the Project.

Sec. 10. This resolution shall take effect immediately upon its adoption by the City Council, and the City Clerk shall certify to the vote adopting this resolution.

I hereby certify that the foregoing resolution was adopted by the City Council of the City of Long Beach at its meeting of June 13, 2006, by the following vote:

Ayes: Councilmembers: _____

_____

_____

_____

Noes: Councilmembers: _____

_____

Absent: Councilmembers: _____

_____

Abstain: _____

_____

City Clerk

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MJM:kjm 4/27/06; 5/12/06 #05-05467
A:\City Council Resolution Certifying Airport EIR.wpd

CEQA FINDINGS, FACTS IN SUPPORT OF FINDINGS FOR FINAL ENVIRONMENTAL IMPACT REPORT No. 37-03

1.0 INTRODUCTION

1.1 Statutory Requirements for Findings

The California Environmental Quality Act (CEQA), (Public Resources Code § 21081) and the CEQA Guidelines ("the Guidelines") (14 Cal. Code Regs. § 15901) require that no public agency approve or carry out a project for which an Environmental Impact Report (EIR) has been certified which identifies one or more significant effects of the project on the environment unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale of each finding. The possible findings, which must be supported by substantial evidence in the record, are:

(1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

(2) Changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

(3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

For those significant effects that cannot be mitigated to below a level of significance, the public agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.

In addition, CEQA requires a public agency to make a finding that the EIR reflects the public agency's independent review and judgment. In accordance with the provisions of CEQA and the Guidelines, the Long Beach Planning Commission ("the Commission") expressly finds that the Final Environmental Impact Report, Final EIR 37-03 (SCH No. 200309112), for Long Beach Airport (LGB) Terminal Area Improvement Project reflects the Commission's independent review and judgment.

Final EIR 37-03 identifies significant or potentially significant environmental effects prior to and after mitigation which may occur as a result of approval of the Proposed Project. In accordance with the provisions of CEQA and the Guidelines, the Commission adopts these Findings as part of its certification of Final EIR 37-03.

In conjunction with its adoption of these Findings, the Commission has reviewed and considered a substantial amount of material including, but not limited to, the following:

a. Draft EIR 37-03 and all appendices and technical reports thereto;

b. Comments and Responses to Comments on Draft EIR 37-03, including a list of all persons, organizations, and public agencies commenting;

c. Transmittal packages to the Long Beach Planning Commission;

d. Minutes of the Long Beach Planning Commission meetings;

e. Planning Commission Resolution Nos. 06-XX adopted on May 4, 2006;

Exhibit "A"

f. All attachments and documents incorporated by reference identified in items a. through e. above.

1.2 Organization/Format of Findings

In compliance with the statutory requirements, the Findings are organized as follows:

(1) Effects found not to be significant;

(2) Effects which were determined to have been mitigated to below a level of significance;

(3) Significant effects that cannot be mitigated to below the level of significance;

(4) Cumulative effects determined not to be significant;

(5) Significant cumulative effects;

(6) Feasibility of project alternatives;

(7) Optimized Flights; and

(8) Statement of Overriding Considerations.

Each of these categories is accompanied by: a discussion of significant effects; project design features, standard conditions and regulations, and mitigation measures relevant to the specific effects being considered; Findings; and facts in support of those Findings.

1.3 EIR Process

EIR 37-03 was prepared as a Project EIR pursuant to CEQA and the CEQA Guidelines. The City has taken steps to encourage the public to participate in the environmental process. An Initial Study was prepared to focus the environmental resources to be analyzed in the EIR. The City prepared a Notice of Preparation (NOP) pursuant to section 15082 of the CEQA Guidelines requesting input from agencies and the public regarding the appropriate scope of the EIR. The NOP was posted on the City's website and circulated for a 30-day public review period on September 22, 2003. The review period was closed on October 23, 2003. Public scoping meetings were held to solicit public input on October 11 and October 16, 2003. The meetings were held at the Long Beach Energy Department Auditorium on Spring Street in Long Beach. Notices of the scoping meetings were published in five local publications. Approximately 100 people attended the Saturday (October 11) scoping meeting and approximately 200 people attended the Thursday (October 16) scoping meeting. In addition, the City received 251 responses to the NOP (a combination of letters, postcards, and emails).

Recognizing the intense public interest, the City Council referred the scope of project and the scope of the EIR to the Airport Advisory Commission (AAC) for consideration. Though not part of the formal EIR scoping process, the AAC held 15 meetings, open to the public, from November 2003 through July 2004 to consider recommendations on possible Airport improvements and to advise on certain issues regarding scoping of the EIR. The AAC made recommendations regarding the project and technical studies to be prepared for the EIR. The City Council considered these recommendations on February 1 and February 8, 2005. As a result of this process, changes were made to the proposed improvements that would constitute the Proposed Project and be addressed in the EIR.

A new NOP, reflecting the project, as defined by the City Council, was prepared to solicit input on the scope of the EIR. The NOP was distributed to 84 agencies, individuals, and groups on April 14, 2005, for a 32-day review period. In addition, a notice that the NOP was available and

posted on the City website was mailed to 274 individuals. The comment period on the NOP closed on May 16, 2005. Scoping meetings were held at the Long Beach Department of Energy Auditorium on Spring Street on Thursday, April 28 and Saturday, May 7, 2005. Notice for these meetings was included on the NOP and published in six local publications. Approximately 59 people attended the April 28, 2005, scoping meeting and approximately 78 people attended the May 7, 2005, scoping meeting. In addition, the City received 80 responses to the NOP (a combination of letters, postcards, and emails).

The Draft EIR was circulated for an 84-day public review and comment period beginning November 7, 2005, and ending January 30, 2006. The Draft EIR was made available through a number of sources. Paper copies of the document or compact disks with the electronic files of the document were sent to 200 public agencies and individuals. In addition, the document was posted on the City's website and sent to the local libraries. Copies of the document were at each of the 12 Long Beach libraries and the main libraries in the Cities of Lakewood and Signal Hill. Notices of Availability of the document were sent to 160 members of the public and published in 6 local publications.

A series of public meetings were held to provide the public an overview of the findings of the Draft EIR, as well as to take testimony on the document. The public meetings were held on November 29, 2005, at The Grand; December 3, 2005, in the City Council Chambers; and December 5, 2005, at the Petroleum Club in Long Beach. In addition, a joint workshop with the Long Beach Planning Commission and the Long Beach Cultural Heritage Commission was held on December 15, 2005. Public testimony was also taken at the workshop. During the public review period a total of 215 written comments were received (a combination of letters, comment cards, and emails) on the Draft EIR. Written responses to comments were prepared for all written comments received, as well as to the comments raised in public testimony at the four public meetings. Copies of the comments received, as well as the written responses to comments were sent to each of the commenting agencies and posted on the City's website. Notices of Availability of the Responses to Comments were sent to 665 public agencies and members of the public.

The Final EIR was sent to the Long Beach Planning Commission for certification of compliance with CEQA.

1.4 Effects Not Evaluated in the EIR

The Initial Study determined there would be no significant effect for several topical areas. Therefore, these issues do not warrant further evaluation in the EIR. These topical areas are identified below.

Aesthetics – The project is not located within the viewshed of a designated scenic vista or state scenic highway. The project would not impact any trees or rock outcroppings. However, other aesthetic considerations were evaluated as part of the EIR.

Agricultural Resources – The Proposed Project would not result in any impacts to farmlands listed as "Prime," "Unique," or of "Statewide Importance" based on the *2002 Los Angeles County Important Farmland Map* prepared by the Department of Conservation.

Biological Resources – The proposed Airport improvements would be constructed on a portion of the Airport that is currently developed/paved to support airport-associated activities. The project would not have any direct impact on biological resources because it would not result in the removal of any sensitive habitat or impact any sensitive species. The project would not change the type of operations or operational procedures at the Airport; therefore, the project would not result in substantial interference with the movement of wildlife or migration of birds.

Geology and Soils – The area of the proposed improvements is relatively flat and, with the exception of Parcel O, is currently covered by an impervious surface. Construction activities would expose the underlying soils; however, the overall area exposed would be limited. The project site would not be prone to geotechnical constraints such as slope instability, landslides, or liquefaction. Additionally, a recent geotechnical survey conducted by the City of Long Beach for the existing parking structure at the Airport concluded that the potential for the site to be significantly impacted by earthquakes, seismic ground shaking, liquefaction, landslides, substantial soil erosion, or unstable or expansive soil is limited. No septic tanks are proposed as part of the project.

Hazards and Hazardous Materials – The project would not result in a significant hazard from the transport of hazardous materials, nor would the project alter the Airport's practices regarding the handling of hazardous materials, fueling, or other maintenance or operational procedures. The project is consistent with the provisions of the Airport Land Use Plan. The project would not alter or interfere with an adopted emergency response plan or emergency evacuation plan. The project site is not located in an area subject to wildland fires.

Hydrology and Water Quality – The Proposed Project would not result in a substantial increase in impervious soil or result in increased runoff. Only development of Parcel O would result in the increase of impervious area. This development would not alter the existing drainage pattern of the site or affect the quality or quantity of the groundwater table. Compliance with the applicable permits issued pursuant to the Federal Clean Water Act would address the long-term water quality issues associated with the Proposed Project.

Land Use and Planning –The Proposed Project would not result in any direct impacts to an established community because all improvements would occur on site. There is not an adopted habitat conservation plan or natural community conservation plan adopted for the project area.

Mineral Resources – The project site has not been identified by the California Division of Mines and Geology (CDMG) as having mineral commodities in sufficient quantities to be mined commercially.

Population and Housing – The Proposed Project would not result in the displacement of housing or a large number of people. The Proposed Project would not result in increased flight levels or substantially increase employment levels that would result in an increased demand for housing in the area.

Public Services – The project would not increase the demand on public schools, parks, or other public services because it would not result in a population increase in the project area.

Recreation – The project would not generate any increase in population or provide development that would result in increased usage of existing neighborhood and regional parks. There would not be any physical deterioration to existing recreation facilities due to the project.

Utilities and Service Systems – Though the project would be expected to have an incremental increase in water demand and wastewater production because there would be additional facilities, this would only result in slight increases in peak flow rates. The overall increases would not be substantial enough to require expansion of existing facilities. As part of a routine plan check, a Fire Flow Test may be required, though based on discussion with the Long Beach Water Department, the 12-inch water main in Lakewood Boulevard would have sufficient capacity to provide necessary water supply to meet demand.

The project would have the potential to increase the amount of solid waste both through construction and operation of the new facilities. Though the number of passengers would be consistent for each of the project alternatives, it is reasonable to assume that additional waste would be generated with the new facilities because there would be increased concessions and

better facilities where passengers may be more inclined to use the concession areas. However, this incremental increase would not be expected to result in a significant impact. The City of Long Beach has developed programs to divert the amount of refuse that is sent to landfills through waste reduction, recycling, and business and government source reduction programs. Additionally, a standard specification in all City contracts requires that the contractor recycle such construction wastes so these materials are not disposed of in landfills.

1.5 Location and Custodian of Documents

Section 7.0, References, of the Draft EIR contains a list of all references used in preparation of the environmental analysis. Much of the reference materials are located at the City of Long Beach Department of Planning and Building, which serves as the custodian of the documents constituting the record of proceedings upon which the City of Long Beach has based its decision related to the project. The contact for this material is:

Ms. Angela Reynolds
City of Long Beach Department of Planning and Building
333 West Ocean Boulevard
Long Beach, California 90802
(562) 570-6354

References not available at the City of Long Beach, Department of Building and Planning, are available at BonTerra Consulting, Inc. and are available for review by appointment. The contact information is:

Ms. Kathleen Brady
BonTerra Consulting
151 Kalmus Drive, Suite E-200
Costa Mesa, California 92626
(714) 444-9199

1.6 Mitigation Monitoring and Reporting Plan

As required by Public Resources Code (PRC) § 21081.6, the City of Long Beach, in adopting these findings, also adopts the project Mitigation Monitoring and Reporting Program (MMRP). The MMRP is designed to ensure that, during implementation of the project, the City and other responsible parties will comply with the adopted mitigation measures, summarized within these findings, as well as in the Draft EIR, Section 6.0, Summary of Mitigation Measures. The mitigation program identified to reduce potential project impacts consists of project design features, standard conditions and requirements, and mitigation measures. These components, which are described below, are all included within the MMRP.

- **Project Design Features** – Project Design Features (PDFs) are specific design elements proposed by the project applicant and are incorporated into the project to prevent the occurrence of, or reduce the significance of, potential environmental effects. Because PDFs have been incorporated into the project, they do not constitute mitigation measures as defined by CEQA. However, PDFs are identified in the mitigation section for each topical issue to ensure that they are included in the mitigation monitoring program to be developed for, and implemented as a part of, the Proposed Project.

- **Standard Conditions and Requirements** – Standard conditions and requirements are based on local, state, or federal regulations or laws that are frequently required independently of CEQA review. They also serve to offset or prevent specific impacts. Typical standard conditions and requirements include compliance with the provisions of the Uniform Building Code (UBC), South Coast Air Quality Management District Rules (SCAQMD), local agency fee programs, etc. Additional conditions may be imposed on the project by government agencies during the approval process, as appropriate.

- **Mitigation Measures** – Where a potentially significant environmental effect has been identified and is not reduced to a level considered less than significant through the application of PDFs and standard conditions and requirements, project-specific mitigation measures have been recommended.

The City of Long Beach hereby finds that the Mitigation Monitoring Program meets the requirements of Section 21081.6 of the Public Resources Code by providing a monitoring program designed to ensure compliance during project implementation with mitigation measures adopted by the City of Long Beach.

2.0 DESCRIPTION OF PROJECT PROPOSED FOR APPROVAL

2.1 Introduction

2.1.1 Physical Facilities and Passenger Levels

The Long Beach Airport has been in existence since 1923. Presently, the Airport covers 1,166 acres and has 5 runways, the longest being 10,000 feet. The Airport serves commercial carriers, general aviation, and air cargo. The area surrounding the Airport is a mix of commercial, industrial, and residential development.

The existing Airport Terminal Building was built in 1941 for DC-3 aircraft and served approximately 25,000 annual commercial airline passengers. In 1984 a new concourse area and pre-boarding lounge were constructed immediately south of the existing Airport Terminal Building to provide capacity for 15 daily flights; better accessibility for patrons with disabilities; improved mobility in the passenger screening process; and improved ticketing and check-in processing of Airport users. At the time, the Airport was serving approximately 1.1 million annual passengers (MAP). The aircraft flown were predominately the MD-80 and B737.

Between August 2001 and 2003, the number of passengers using the Airport increased from 600,000 to almost 3.0 MAP. This increase was predominately due to an increase in the number of commercial flights; however, the aircraft size and load factors have also increased over the past two decades. Because existing facilities were not adequate to accommodate this level of activity, the Airport constructed a temporary holdroom, a temporary remote parking lot, and a new baggage claim area in 2002. A second temporary holdroom was added in 2003.

2.1.2 Regulatory Setting

In 1981, the City of Long Beach adopted a noise control ordinance affecting the Airport which limited the number of air carrier flights at the Airport to 15 flights per day and required the use of quieter aircraft. The purpose of the ordinance was to reduce the "cumulative" noise generated by the Airport. The ordinance was challenged by the commercial airlines in federal court. Following an injunction by the court, the City formed a task force and prepared an Airport Noise Compatibility Program, pursuant to Federal Aviation Administration (FAA) regulations.

In an effort to resolve the protracted litigation, the City and the airlines entered into a stipulated settlement agreement. Under the settlement, the City Council would adopt a new Airport Noise Compatibility Ordinance. This was enacted as Chapter 16.43 of the Municipal Code and permits

air carriers to operate a minimum of 41 airline flights per day while commuter carriers are permitted to operate a minimum of 25 flights per day. There are provisions in the Airport Noise Compatibility Ordinance allowing the number of flights to be increased if the air carrier flights and commuter flights operate below their respective Community Noise Equivalent Level (CNEL) limits.

In 1990, while the City's appeal to the Ninth Circuit Court of Appeals was pending, Congress passed the Airport Noise and Capacity Act (ANCA), which limited an airport operator's right to control Stage 3 aircraft. Included within the ANCA legislation is a "grandfather" provision which permits the City to continue to enforce the flight and noise restrictions that are contained in the Airport Noise Compatibility Ordinance (Chapter 16.43). In May 2003, the FAA reaffirmed the "grandfather" status of the Airport Noise Compatibility Ordinance under ANCA.

2.2 Project Description

The Proposed Project provides improvements to the existing Airport Terminal Building and related facilities in order to accommodate recent increases in flight activity at the Airport consistent with operational limitations of the Airport Noise Compatibility Ordinance and the 1995 Settlement Agreement. The Proposed Project includes construction of, or alteration to, the 13 areas listed below:

- Holdrooms
- Concession Area
- Passenger Security Screening
- Baggage Security Screening
- Baggage Claim Devices
- Baggage Service Office
- Restrooms
- Office Space
- Ticketing Facilities
- Airline Gates
- Aircraft Parking Positions
- Vehicular Parking
- Traffic and Pedestrian Circulation

The terminal area improvements are being designed to accommodate the demand based on the minimum requirements of the Airport Noise Compatibility Ordinance. This would include the 41 airline flights and 25 commuter flights, passengers associated with those flights, and security requirements imposed by the Transportation Security Administration (TSA). The 41 airline and 25 commuter flights provided for in the Ordinance would result in approximately 4.2 MAP being served at the Airport. Considering all improvements, the size of the Airport terminal space would increase from 56,320 square feet to 102,850 square feet. The terminal area would be designed to ensure improvements are compatible with the existing historic Airport Terminal Building and would not compromise the historic integrity of the building. The guiding principles for the project design include: (1) the May 7, 1990, Memorandum of Understanding (MOU) by the Neighborhood and Historic Preservation Officer for the City of Long Beach, which provides guidelines for future environmental review of the Airport Terminal Building. The MOU includes as an attachment the Secretary of the Interior's Standards for Rehabilitation of Historic Buildings; (2) the Development and Use Standards for the Long Beach Airport Terminal Planned Development Plan Ordinance adopted by the City Council on September 2, 1997; and (3) a Memorandum of Considerations for new construction prepared by PCR dated June 22, 2005. These documents are included in Appendix B of the EIR. Additionally, there is a commitment to construct the new facilities to meet high standards for energy efficiency and environmental design consistent with the LEED standards.

In addition to new construction and the removal of the temporary modular buildings that have been brought in to provide additional holdroom space, modifications to the interior of the Airport Terminal Building would be required to maximize efficiency of the floor space. This would include relocation of ticketing and concession areas and opening the center of the Airport Terminal Building to the proposed new holdroom area. Covered open areas would also be provided. The preliminary concept plan shows covered areas for the baggage make-up area (where the airlines receive screened bags from TSA, which are then sorted and loaded onto baggage carts), the baggage claim area, ticketing and queuing, and an area for "meeters and greeters." These areas would have a roof structure but not side enclosures. Precise uses would be determined during project design. Additional space will be added according to Table 2-1 below.

TABLE 2-1
LONG BEACH AIRPORT PASSENGER TERMINAL AREA IMPROVEMENTS
EIR ALTERNATIVES

Description	Proposed Project	Existing Conditions
Holdrooms		
Permanent Space[1]	6,500 sf	6,500 sf
Temporary Space[2]	0 sf	13,150 sf
Proposed Additional Space[3]	21,171 sf	0 sf
Subtotal	27,671 sf	19,650 sf
Passenger Security Screening		
Existing	3,900 sf	3,900 sf
Proposed Additional Space	7,000 sf	0 sf
Subtotal	10,900 sf	3,900 sf
Concession Area		
Permanent Space[1]	5,460 sf	5,460 sf
Proposed Additional Space[3]	9,541 sf	0 sf
Subtotal	15,001 sf	5,460 sf
Baggage Security Screening		
Baggage Security Screening	7,000 sf[4]	5,000 sf
Baggage Claim Devices		
Passenger Side	510 lf	226 lf
Airline Loading Side	310 lf	180 lf
Subtotal	820 lf	406 lf
Baggage Service Office	900 sf	0 sf
Multi-Purpose Rooms	300 sf	0 sf
Subtotal	1,200 sf	0 sf
Restrooms (non-secure)		
Permanent Space[1]	1,330 sf	1,330 sf
Temporary Space[2]	0 sf	0 sf
Proposed Additional Space[3]	2,000 sf	0 sf
Subtotal	3,330 sf	1,330 sf
Office Space		
TSA		
Temporary Space	3,600 sf	3,600 sf
Proposed Additional Space	1,590 sf	0 sf
Subtotal	5,191 sf	3,600 sf
Airlines (Operations Offices)		
Permanent Space	2,000 sf	2,000 sf
Temporary Space	0 sf	0 sf

Description	Proposed Project	Existing Conditions
Proposed Additional Space	3,754 sf	0 sf
Subtotal	5,754 sf	2,000 sf
Airport (Office & Conference)		
Permanent Space	6,970 sf	6,970 sf
Temporary Space	0 sf	0 sf
Proposed Additional Space	5,000 sf	0 sf
Subtotal	11,970 sf	6,970 sf
Subtotal for Office Space	22,915 sf	12,570 sf
Ticketing Facilities		
Ticket Counter Area (Existing)	1,250 sf	1,250 sf
Proposed Additional Space	680 sf	0 sf
Subtotal	1,930 sf	1,250 sf
Ticket Counter Queuing (Existing)	1,400 sf	1,400 sf
Proposed Additional Space	1,400 sf	0 sf
Subtotal	2,800 sf	1,400 sf
Airline Ticket Office (Existing)	4,360 sf	4,360 sf
Proposed Additional Space	243 sf	0 sf
Subtotal	4,603 sf	4,360 sf
Circulation - Ticketing (Existing)	1,400 sf	1,400 sf
Proposed Additional Space	4,100 sf	0 sf
Subtotal	5,500 sf	1,400 sf
Subtotal for Ticketing Facilities	14,833 sf	8,410 sf
Total	**102,850 sf**	**56,320 sf**
Airline Gates and Parking Positions		
Airline Gates	11	8
Aircraft Parking Positions	12 to 14	10
Vehicular Parking		
Permanent Non-Leased Spaces	2,835	2,835
Leased Spaces	0	0[6]
Proposed Additional Spaces	3,451[5]	0
Total	**6,286**	**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 existing leased spaces would be replaced with new parking structure.
[6] 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.

2.3 Project Objectives

The key objective of the Proposed Project is to provide Airport terminal facilities to adequately accommodate the minimum number of flights provided for in the Airport Noise Compatibility Ordinance and the number of passengers served by those flights. To meet this objective, the project design must provide for the following:

- Maximize safety and security of passengers, visitors, and tenants by adhering to TSA, FAA, and all other applicable state and local standards including the City's fire, building, and safety codes.

- Ensure that project sizing and design of the improvements is in keeping with the parameters of the adopted Airport Noise Compatibility Ordinance.

- Maintain and enhance the current character of the Airport Terminal Building as a Long Beach Cultural Heritage Landmark by creating an environment in which the design of the new facilities respects the architectural and aesthetic character of the existing Airport Terminal Building.

- Provide uncomplicated, operationally, and energy-efficient, value-driven design within a plan that can be developed in incremental stages.

3.0 EFFECTS DETERMINED NOT TO BE SIGNIFICANT

This section of the findings summarizes the potential effects found not to be significant upon implementation of the Proposed Project. The summary of the environmental effects found not to be significant is based on the environmental analysis provided in the Final EIR, Section 3.0 (Environmental Setting, Impacts, and Mitigation Measures).

3.1 Aesthetics

The Final EIR found that implementation of the Project would result in certain significant aesthetic impacts, which are addressed in Sections 4.1 (mitigable impacts), below. However, certain visual impacts evaluated in the Final EIR were found to be insignificant due to specific design attributes and/or features of the Project. The following paragraphs identify and describe those aesthetic impacts determined to be insignificant following evaluation.

3.1.1 Finding: Implementation of the Project would not result in aesthetics impacts associated with the below-mentioned threshold.

- *Inconsistent with applicable plans and policies as set forth by the General Plan, Zoning Ordinance and Planned Development Ordinance.*

3.1.2 Facts in Support of Finding: The Final EIR evaluated the potential for inconsistencies with applicable plans and policies and determined there would not be significant impacts because the following project design features and standard conditions had been incorporated into the project design:

PDF 3.1-1 The Guiding Principals have been used in the development of the conceptual design plan. As part of final design, the requirements outlined in these documents, which are named below, would provide guidance to protect the historic integrity of the existing terminal. This also serves to ensure a unified appearance and enhance the aesthetics of the terminal area. The Guiding Principals include: (1) May 7, 1990, memorandum of understanding (MOU) by the Neighborhood and Historic Preservation Officer for the City of Long Beach providing guidelines for future environmental review of the Airport Terminal Building; (2) Secretary of the Interior's standards for rehabilitation of historic buildings;(3) Development and Use Standards for the Long Beach Airport Terminal Planned Development Plan Ordinance adopted by the City Council on September 2, 1997; (4) the City's Cultural Heritage Ordinance (Chapter 2.63 of the Municipal Code); and (5) a memorandum on considerations for new construction prepared by PCR (June 22, 2005). These documents all provide guidance on development standards for terminal area improvements and are included in Appendix B.

SC 3.1-1 Prior to building plan approval, the Planning Commission shall ensure that all development complies with the development standards and design guidelines

contained in Ordinance No. C-7496, *Development and Use Standards for the Long Beach Airport Terminal Planned Development Plan (PD-12).*

SC 3.1-2 Prior to building plan approval, the Cultural Heritage Commission shall ensure that any new construction proposed adjacent to the Terminal Building or attached onto it shall comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic buildings, and more specifically, the Secretary of the Interior's Standards for Rehabilitation (Standards).

SC 3.1-3 Prior to building plan approval, the Cultural Heritage Commission shall ensure that all development shall comply with the May 7, 1990 MOU adopted by the City Council and Cultural Heritage Commission providing guidelines for future environmental review of the Airport Terminal Building (the MOU is contained in Appendix B).

3.2 Air Quality and Human Health Risk Assessment

The Final EIR found that implementation of the Project would result in certain significant air quality and human health risk impacts, which are addressed in Sections 4.2 (mitigable impacts) and Section 5.1 (mitigable impacts), below. However, certain air quality and human health risk impacts evaluated in the Final EIR were found to be insignificant due to specific design attributes and/or features of the Project. Though not identified as significant impacts, the Final EIR also recommended mitigation measures that would allow the potential impacts to be reduced even further. The following paragraphs identify and describe those air quality and human health risk impacts determined to be insignificant following evaluation.

3.2.1 Finding: Implementation of the Proposed Project would not result in air quality and human health risk impacts associated with the below-mentioned thresholds.

- *Construction emissions for the other criteria pollutants (CO, PM_{10}, and $PM_{2.5}$) in excess of standards established by the South Coast Air Quality Management District.*
- *Expose of receptors to substantial pollutant concentrations.*
- *Result in an incremental (future alternative compared to 2005 Baseline) cancer risk greater than 10 in one million (1 x 10-5) or a hazard greater than one for residents, school children, and off-airport workers.*
- *Exceed occupational standards developed or adopted by Cal/OSHA for airport workers.*
- *Conflict with or obstruct implementation of the applicable air quality plan.*

3.2.2 Facts in Support of Finding: The Final EIR evaluated the potential for air quality and human health risks and determined there would not be significant impacts in the above-stated categories because the Proposed Project would not result in any additional flights or passengers; as a result, it would not alter the operating characteristics of the Airport. Compared to the existing baseline, the Proposed Project would not result in increased air emissions or cancer risk. The Proposed Project would provide beneficial air quality effects because project design features have been incorporated into the Proposed Project which would reduce emissions associated with aircraft operations and ground support equipment. Standard conditions would also apply that would reduce potential air emissions. These measures are outlined below:

PDF 3.2-1 As part of project design, the City of Long Beach shall ensure the terminal area improvements are designed and constructed to meets LEED specifications.

SC 3.2-2 In support of PDF 3.2-1, requiring the design and construction of the terminal improvements to meet LEED standards, building materials, architectural coatings and cleaning solvents shall comply with all applicable SCAQMD rules and regulations.

SC 3.2-3 In support of PDF 3.2-1, requiring the design and construction of the terminal improvements to meet LEED standards, all new and substantially modified buildings shall meet California Title 24 Energy Efficiency standards for water heating, space heating and cooling, to the extent feasible.

SC 3.2-4 All new and modified point source facilities (e.g., utility equipment, fuel storage and dispensing) shall obtain all required permits from the SCAQMD. To obtain these permits, the facilities will need to include Best Available Control Technology (BACT) that reduces emissions of criteria pollutants.

SC 3.2-5 In support of PDF 3.2-1 and to conserve energy, require that all exterior lighting use color-corrected low sodium lighting.

MM 3.2-3 The contract specifications shall require and the City shall enforce general contractors sweep streets as needed during construction, but not more frequently than hourly, if visible soil material has been carried onto adjacent public roads.

MM 3.2-4 The contract specifications shall require and the City shall enforce general contractors to visually inspect construction equipment prior to leaving the site; loose dirt shall be washed off with wheel washers as necessary.

MM 3.2-11 During project design, the architect shall provide that all fixtures used for lighting exterior common areas are regulated by automatic devices to turn off lights when they are not needed.

MM 3.2-12 As part of the air carrier ramp design, the City of Long Beach shall incorporate electric charging stations infrastructure to support operation of electric GSE and other on-airport vehicles.

MM 3.2-13 As part of the air carrier ramp design, preconditioned air and 400 Hz power from electric units (or electric power grid) will incorporate provisions at the commercial passenger aircraft parking positions to allow aircraft pilots the ability to plug in at the gate and turn off the APU.

MM 3.2-14 The City shall require the use of ultra-low sulfur diesel for diesel-fueled equipment that are not readily convertible to electrical power on all future lease and operational agreements for air carriers.

3.3 Cultural Resources

The Final EIR found that implementation of the Project would result in certain significant cultural resources impacts, which are addressed in Sections 4.2 (mitigable impacts), below. However, certain cultural resource impacts evaluated in the Final EIR were found to be insignificant due to lack of known or anticipated resources on the project site, specific design attributes and/or features of the Project. The following paragraphs identify and describe those cultural resources impacts determined to be insignificant following evaluation.

3.3.1 Finding: Implementation of the Proposed Project would not result in Cultural Resources impacts associated with the below-mentioned thresholds.

- *Grading and construction activities that would result in a substantial adverse change in the significance of an archaeological resource determined to be "unique" or "historic."*

- *Results in the direct or indirect destruction of a unique or important paleontological resource or site.*

3.3.2 Facts in Support of Finding: The Final EIR evaluated the potential for cultural resources impacts and determined that impacts for the above-stated categories would be less than significant because the results of the record search indicate that there are no previously recorded archeological sites within a one-mile radius of the project site and there are no recorded vertebrate fossil localities within the Proposed Project boundaries. Potential for impact to resources of this nature are very low, especially given the disturbed nature of the project site. Additionally, standard conditions for construction projects, which are outlined below, would apply in the event resources are inadvertently discovered during construction.

SC 3.3-1 Should any archaeological resources be uncovered during grading or excavation activities, these activities shall be diverted to a part of the site away from the find, and a qualified archaeologist shall be contracted by the contractor to: (1) ascertain the significance of the resource; (2) establish protocol with the project applicant to protect such resources; (3) ascertain the presence of additional resources; and (4) provide additional monitoring of the site, if deemed appropriate. If human remains are discovered on the site, the Los Angeles County Coroner shall be contacted to examine the remains, and the provisions of Section 15064.5(3) of the CEQA Guidelines shall be followed.

SC 3.3-2 If human remains are encountered during ground-disturbing activities, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition of the materials pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC). The NAHC will determine and notify a Most Likely Descendent (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The descendent must complete the inspection within 24 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

SC 3.3-4 Should any paleontological resources be uncovered during grading or excavation activities, the construction contractor shall divert activities to a part of the site away from the find, and a qualified paleontologist shall be contracted by the contractor to: (1) ascertain the significance of the resource; (2) establish protocol with the project applicant to protect such resources; (3) ascertain the presence of additional resources; and (4) provide additional monitoring of the site, if deemed appropriate. If human remains are discovered on the site, the Los Angeles County Coroner shall be contacted to examine the remains, and the provisions of Section 15064.5(3) of the CEQA Guidelines shall be followed.

3.4 Hazards and Hazardous Materials

The Final EIR found that implementation of the Project would result in certain significant impacts associated with hazards and hazardous materials, which are addressed in Sections 4.3 (mitigable impacts), below. However, certain potential impacts evaluated in the Final EIR were found to be insignificant due to site conditions, specific design attributes, and/or features of the Project. The following paragraphs identify and describe those hazards and hazardous materials impacts determined to be insignificant following evaluation.

3.4.1 Finding: Implementation of the Proposed Project would not result in hazards and hazardous materials impacts associated with the below-mentioned thresholds.

- *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and as a result would create a significant hazard to the public or to the environment.*

- *Be inconsistent with the applicable goals, objectives and requirements of the City of Long Beach Public Safety Element or Strategic Plan 2010.*

3.4.2 Facts in Support of Finding: The Final EIR evaluated the potential for impacts associated with hazards and hazardous materials and determined that impacts for the above-stated categories would be less than significant for the following reasons:

- The Proposed Project would not be constructed in an area with a site identified on the Cortese List and those locations on the Cortese List in proximity to the Proposed Project site have been identified and remediated in accordance with State and local standards.

- The City has achieved on-going compliance with Industrial and Construction National Pollutant Discharge Elimination System (NPDES) permits for the Airport. In addition, the City conducts tenant education programs as part of its Industrial Permit.

- Since adoption of the Public Safety Element in 1975, actions have been taken to remove incompatible uses from the Airport area. Additionally, new underground storage tanks installed to replace older tanks have been designed with state-of-the-art spill and leak mitigation, tank integrity monitoring, and secondary containment systems.

In addition, project design features and standard conditions, which are outlined below, would apply to the projects. Though not a significant impact, the Final EIR also recommended a mitigation measure that would further help to reduce impacts associated with hazards and hazardous materials.

PDF 3.4-1 The proposed terminal improvements would be constructed in a manner consistent with LEED standards certification requirements to, among other things, minimize potential hazards and hazardous waste impacts.

SC 3.4-1 The Proposed Project and any additional flights associated with optimize flight operations would be required to comply with the provisions of the *Long Beach Airport Certification Manual* and *Long Beach Airport Rules and Regulations* pertaining to the handling, use, and disposal of hazardous materials and hazardous wastes.

SC 3.4-2 The Contractor shall develop a SWPPP to minimize potential short-term significant hazardous materials impacts associated with construction activities.

SC 3.4-4 The Airport shall comply with the Airport Industrial NPDES permit (CAS000001/ WDID 4B19S004985). Construction activities that disturbs more than one acre shall abide by the State issued State Water Resources Control Board Order 99-08 General Permit CAS000002. As part of this process, the Airport would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP).

SC 3.4-5 Construction of the Proposed Project shall be in compliance with local and State construction and building requirements and regulations, including the Uniform Building Code.

MM 3.4-3 During demolition and excavation activities and during preparation of the geotechnical study in the design phase, the City shall have a qualified inspector onsite to inspect and sample the soil for contaminants. If observations during demolition activities indicate that site soil is affected by contaminants, demolition work should be stopped in the area involved until an analysis of the soil conditions can be performed and additional recommendations evaluated and performed as necessary.

MM 3.4-6 The City Engineer, or his designee, shall verify that every contractor transporting or handling hazardous materials and/or wastes during project implementation has permits and licenses from all relative health and regulatory agencies to operate and properly manifest all hazardous or California regulated material.

MM 3.4-7 Prior to initiating construction activities, the contractor shall verify the locations of underground pipelines in the terminal area, ramp, and parking areas. Appropriate precautions shall be taken to ensure that pipelines are not disturbed or are properly relocated during construction.

3.5 Land Use and Relevant Planning

3.5.1 Finding: Implementation of the Proposed Project would not result in land use and relevant planning impacts associated with the below-mentioned thresholds.

- *Conflict with applicable land use plans, policies or programs of an agency with jurisdiction that were adopted for the purpose of avoiding or mitigating an environmental effect.*
- *Conflict with the policies of the Southern California Association of Government's (SCAG's) Regional Comprehensive Plan and Guide (RCP&G).*
- *Inconsistent with the applicable goals, objectives, and requirements of the City of Long Beach General Plan and its Elements, Zoning Ordinance and the Planned Development Ordinance and Strategic Plan.*
- *Displacement or induced airport land use beyond the Airport boundary.*

3.5.2 Facts in Support of Finding: Implementation of the Proposed Project would not conflict with the applicable land use plans, policies, or programs adopted by the City of Long Beach, SCAG, and the FAA. The Proposed Project is consistent with the provisions of the General Plan, applicable zoning, the Airport Noise Compatibility Ordinance, the Long Beach Strategic Plan 2010, SCAG's Regional Comprehensive Plan and Guide, and FAA Part 77.

3.6 Noise

The Final EIR found that implementation of the Project would result in certain significant noise impacts, which are addressed in Sections 4.4 (mitigable impacts), below. However, certain of the noise impacts evaluated in the Final EIR were found to be insignificant due to site conditions, specific design attributes, and/or features of the Project. The following paragraphs identify and describe those noise impacts determined to be insignificant following evaluation.

3.6.1 **Finding:** Implementation of the Proposed Project would not result in significant noise impacts associated with the below-mentioned thresholds.

- *Exposure of persons to or generation of noise levels in excess of standards established in the General Plan, Airport Noise Compatibility Ordinance, and applicable standards of State and Federal Agencies.*

- *A substantial permanent increase in ambient noise levels in the project vicinity above levels which exist without the project.*

3.6.2 **Facts in Support of Finding:** The Final EIR found that when compared to existing conditions, the Proposed Project would not result in noise levels in excess of the applicable standards for the Airport. Fifteen residential units are currently within the 65 to 70 CNEL contour. These units are exposed to noise levels in excess of applicable state standards; however, these impacts are not a result of the implementation of the improvements outlined as part of the Proposed Project. The operation of the Airport Terminal improvements would not increase the number of units exposed to noise levels in excess of state or federal standards. Therefore, the operation of the Airport Terminal improvements would not result in any impacts associated with these thresholds.

Parcel O long-term use would be as a tie-down and hangar area for general aviation aircraft. Activity in this area would primarily be the taxiing of aircraft to and from the tie-down area to the runways. The closest point of this tie-down area to the homes across Clark Avenue is about 1,000 feet. At the nearest homes across Clark Avenue, the noise levels estimated are a maximum noise level 51 dBA (thrust necessary to overcome inertia) and a taxiing noise level of 48 dBA. These operations would meet the requirements of the Long Beach Noise Ordinance.

The EIR identified the following standard condition which would apply to the Proposed Project and would serve to protect against significant noise impacts.

SC 3.6-1 The Airport Noise Compatibility Ordinance would apply to continued operations at the Airport. All future operations would need to be consistent with the provisions of the ordinance.

Additionally, the Final EIR recommended a mitigation measure designed to address existing aviation noise that affects homes within the 65 CNEL contour. These impacts are not project-related but are an existing condition. Though mitigation is not required because there is not a nexus between the impact and the Proposed Project, the EIR recommended that the City of Long Beach adopt the following mitigation measure to address the noise impact associated with the flight levels permitted under the Airport Noise Compatibility Ordinance.

MM 3.6-2 Within 24 months of certification of the EIR, the Airport Manager shall develop a land use compatibility program addressing existing and future aviation noise levels. The program shall be an ongoing voluntary program that will provide noise attenuation and be available to all residential units within the 65 CNEL contour and schools within the 60 CNEL contour based on the contours published for Long Beach Airport for the previous calendar year (Quarterly Report for 12 month

Period Ending December 31). In exchange for sound insulation treatment, the owners of the property will provide the City of Long Beach an avigation easement over said property. The program shall identify (1) methods of providing noise attenuation; (2) funding sources for the improvements; (3) methods for establishing priorities for implementing the improvements; and (4) an installation agreement. The land use compatibility program will be administered by the City of Long Beach, Airport Bureau.

3.7 Public Services

3.7.1 Finding: Implementation of the Proposed Project would not result in public services impacts associated with the below-mentioned thresholds.

- *Inconsistency with the policies of the General Plan pertaining to public services related to the Airport.*
- *Substantial increase in demand for public service at the Airport, which cannot be met by existing staffing.*
- *Inadequate emergency access at the Airport.*
- *Inadequate security as determined by TSA.*
- *Conflict with Airport and FAA standards and regulations.*
- *Result in an air or ground safety hazard.*

3.7.2 Facts in Support of Finding: Construction of the Proposed Project would not result in the intrusion of safety hazards at the Airport. All construction activities would comply with standard City and FAA construction requirements. City standard conditions require the contractor to submit plans to the Police and Fire Departments prior to initiating work to ensure sufficient access is provided and safety standards are met at all times. With implementation of this standard condition, there would be no impacts.

The design of all facilities would implement applicable City and Uniform Building Codes, as well as TSA requirements. Implementation of these design standards would ensure that the structures meet the requirements for emergency access and fire suppression requirements (i.e., sprinkler systems). The Proposed Project would conform to the policies and intent of the *General Plan Public Safety Element* in that it would provide a more secure environment for the screening of baggage and passengers. Improvements would reduce the possibility of safety hazards related to overcrowding.

Staffing levels of Airport security, police, fire, and TSA are based on the number of passengers and flights at the Airport, and not the facilities themselves. Based on discussion with service providers, the EIR determined the new facilities would not result in a substantial increase in demand for fire or police service at the Long Beach Airport.

The following project design feature, standard conditions, and mitigation measures for public services would apply to the Proposed Project.

PDF 3.7-1 The Proposed Project and the build scenarios include a number of features that would enhance public safety and security at the Airport. These features would reduce overcrowding and provide an expanded baggage screening area, which would also be enclosed to protect sensitive screening equipment.

SC 3.7-1 Prior to the initiation of construction activities, the City's contractor shall prepare a Traffic Control Plan to ensure that adequate emergency access is maintained at the Airport during construction. As part of the Traffic Control Plan the contractor shall alert emergency and security service providers of the construction activities for each phase of construction. The Traffic Control Plan shall be submitted to the City Traffic Engineer for approval.

SC 3.7-2 During project design, the facility improvements shall adhere to TSA, FAA, and all applicable standards including City of Long Beach fire code, building code, and safety code. Long Beach Fire Department shall review and approve design plans as part of the site plan review and building permit processes.

MM 3.7-1 During construction activities, the relocation or modification of TSA facilities shall be coordinated with TSA to ensure that there is no compromise to the TSA function that would adversely affect TSA's ability to perform its passenger and baggage security screening activities.

MM 3.7-2 Prior to initiation of any modifications to the airfield side, the contractor shall provide a Construction Phasing Implementation Plan, meeting the approval of the Airport Manager. The Plan shall demonstrate how construction activities will be conducted and that all applicable FAA airfield safety requirements are being met. In addition, the contractor shall prepare a safety plan and participate in on-going weekly safety meetings during construction.

3.8 Transportation and Circulation

3.8.1 Finding: Implementation of the Proposed Project would not result in any transportation and circulation impacts.

3.8.2 Facts in Support of Finding: Construction workers would generate approximately 50 peak hour trips during the most active construction period. The workers would generate approximately 50 trips during the morning peak-hour (50 in and 0 out) and 50 trips during the afternoon peak-hour (0 in and 50 out), with all workers parking on site. The construction-related truck trips that occur while the peak numbers of employees are present would be minimal, with construction materials being delivered in the off-peak hours. Due to the minimal number of trips being generated, no significant impacts are anticipated and no mitigation measures are required. However, SC 3.7-1 would require the contractor to prepare a Traffic Control Plan to ensure adequate emergency access is maintained at the Airport during construction.

Under the "Existing Plus Proposed Project" scenario, there would not be any additional trips because no additional flights or other attractions would be provided. The number of trips is associated with the number of passengers and flight levels. As a result, the expected traffic volumes associated with the "Existing Plus Proposed Project" scenario would be generally the same as existing conditions. This scenario would not create an undesirable peak hour level of service (LOS) at any key intersections. The Proposed Project would not alter the travel routes currently used by Airport patrons.

The following project design features and standard conditions would apply to the Proposed Project and would minimize traffic at the Airport.

PDF 3.8-1 A component of the Proposed Project is the provision of a new parking structure that would accommodate 4,000 vehicles.

PDF 3.8-2 The project would also include the extension of the south side of the Donald Douglas Drive loop to exit onto Lakewood Boulevard, with eastbound right turn only to southbound access on to Lakewood Boulevard.

PDF 3.8-3 With the construction of the parking structure existing surface parking would be displaced. To address potential parking demand during construction, Parcel O would be developed to serve parking demand not met by existing facilities.

SC 3.8-1 As part of contract specification, the Airport shall require all construction trucks to access the Airport terminal area via the I-605 to I-405 and Lakewood Boulevard. Should oversized-transport vehicles accessing the Project site use a State highway, a Caltrans transportation permit will be required. Construction vehicles accessing Parcel O shall use this route and access the construction site off of Clark Avenue or Willow Street.

4.0 EFFECTS DETERMINED TO BE MITIGATED TO BELOW A LEVEL OF SIGNIFICANCE

The following section sets forth the effects of the Proposed Project, as approved, determined to be mitigated to below a level of significance, and identifies one or more of the required findings that states facts in support of those findings with respect to each effect.

4.1 Aesthetics

4.1.1 Significant Effects: When compared to existing conditions, the Proposed Project has the potential to result in the following aesthetic impacts that were identified as significant or potentially significant impacts:

- The Proposed Project would alter views of the project site during construction activities, potentially resulting in short-term aesthetic impacts. Implementation of MM 3.1-1 and MM 3.1-2 would reduce impacts to a less-than-significant level.

- The Proposed Project would result in construction activities and expansion of the terminal facilities. This could result in light and glare impacts associated with security lighting and light emanating from the proposed improvements. The short-term and long-term light and glare impacts would be reduced to a less-than-significant level with implementation of MM 3.1-2 through MM 3.1-4.

4.1.2 Finding: The Planning Commission adopts the following Finding:

- *Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment*

4.1.3 Facts in Support of Finding: The significant impacts associated with Aesthetics can be mitigated to a level considered less than significant with implementation of the following mitigation.

MM 3.1-1 During construction activities, the construction contractor shall ensure that construction materials and equipment staging areas be located away from existing residential uses and, when feasible, appropriate screening (i.e., temporary fencing with opaque material) shall be used to buffer views of the construction site.

MM 3.1-2 During construction activities, the construction contractor shall ensure that temporary construction-related security lighting shall be arranged so that direct rays will not shine on or produce glare for adjacent street traffic and residential uses. The light fixtures specified for the Project design must comply with the standard of the Illuminating Engineering Society for full cutoff capability.

MM 3.1-3 Prior to building plan approval, the Planning Commission shall ensure that all exterior lighting be designed and located as to avoid intrusive effects on the runway operations, so as not to result in an air safety hazard. Low-intensity street lighting and low-intensity exterior lighting shall be used throughout the development to the extent feasible. Lighting fixtures shall use shielding, if necessary to prevent spill lighting on adjacent off-site uses.

MM 3.1-4 Prior to building plan approval, the Planning Commission shall ensure that all development projects use reflective glass that is less than 20 percent and all other materials used on exterior buildings and structures shall be selected with attention to minimizing reflective glare.

4.2 Cultural Resources

4.2.1 Significant Effects: The Proposed Project would result in alterations to a designated historical landmark that would be considered significant. Development of the Proposed Project is consistent with the Guiding Principles (Appendix B), and implementation of Mitigation Measures MM 3.3-1 through MM 3.3-6 and Standard Condition SC 3.3-3 would reduce potentially significant impacts to a level considered less than significant.

4.2.2 Finding: The Planning Commission adopts the following CEQA Finding:

- *Changes or alterations have been required in, or incorporated into, the project that mitigate or avoid the significant effects on the environment.*

4.2.3 Facts in Support of Finding: The EIR found that the above Significant Effects regarding Cultural Resources would be mitigated to a level considered less than significant if the mitigation program below is implemented.

PDF 3.3-1 The Guiding Principals have been used in the development of the conceptual design plan. As part of final design, the requirements outlined in these documents, which are named below, would provide guidance to protect the historic integrity of the existing terminal. The Guiding Principals include: (1) May 7, 1990, memorandum of understanding (MOU) by the Neighborhood and Historic Preservation Officer for the City of Long Beach providing guidelines for future environmental review of the Airport Terminal Building; (2) Secretary of the Interior's standards for rehabilitation of historic buildings; (3) Development and Use Standards for the Long Beach Airport Terminal Planned Development Plan Ordinance adopted by the City Council on September 2, 1997; (4) the City's Cultural Heritage Ordinance (Chapter 2.63 of the Municipal Code); and (5) a memorandum on considerations for new construction prepared by PCR (June 22, 2005). These documents all provide guidance on development standards for terminal area improvements and are included in Appendix B of the EIR.

SC 3.3-3 In compliance with Chapter 2.63 of the Municipal Code no permits for the alteration, remodel, enlarging, or improvements to the Airport Terminal, shall be issued prior to review by the Cultural Heritage Commission and issuance by the Commission of a Certificate of Appropriateness.

MM 3.3-1 If the proposed Airport Terminal improvements are to be connected to the original 1941 structure, then the project architect shall design the connection between the new structure and the existing Airport Terminal Building so that it is attached beneath the existing cornice, to be consistent with the Streamline Moderne design.

MM 3.3-2 If during final design, new windows are required in the existing Airport Terminal Building, the project architect shall ensure that window treatments reference the style of the original Airport Terminal windows, which are very specific to the Airport Terminal. The use of the window wall, as seen on the northwest and southwest corner, shall be used as an example.

MM 3.3-3 If during the final design, window replacement is proposed for the original Airport Terminal Building, then the new window(s) shall replicate the original style of fenestration. If the original windows that are currently missing from the building are still extant, then those windows shall be returned to their original location, if feasible.

MM 3.3-4 If during final design, new doorframes in the Airport Terminal Building are proposed, then the project architect shall reference the style of the original doorframes located on the east and south facades of the original Airport Terminal Building for the new doorway(s).

MM 3.3-5 The City of Long Beach, Public Works Director or designee shall stipulate in the plans and specifications that exterior material should be compatible in type, color and finish to the existing material used on the Airport Terminal Building. Testing should be done to determine original colors, if necessary. Implementation of this mitigation measure will be at the direction of the Cultural Heritage Commission.

MM 3.3-6 If during final design, the shelter/ticketing areas are proposed on either side of the existing 1941 Airport Terminal Building, then the project architect shall scale down the proposed design. This could be accomplished with a lower profile, possibly with a flat roof that fits in visually with the horizontal nature of the architectural style of the terminal. The manner in which this mitigation measure will be implemented shall be reviewed by the Cultural Heritage Commission as part of the issuance of the Certificate of Appropriateness.

4.3 Hazards and Hazardous Materials

4.3.1 Significant Effects: When compared to existing conditions, the Proposed Project has the potential to result in significant impacts associated with hazards and hazardous materials. These impacts, which are listed below, would be mitigated to a level considered to be less than significant with the implementation of standard conditions and mitigation measures.

- During construction, asbestos-containing materials could be disturbed and introduced into the environment. This impact would be reduced to a level considered to be less than significant with implementation of SC 3.4-3, MM 3.4-1, and MM 3.4-5.

- During construction, lead-based paint could be introduced into the environment. This impact would be reduced to a level considered to be less than significant with implementation of MM 3.4-1 and MM 3.4-2.

- During grading activities at Parcel O, aerially deposited lead could be introduced into the environment. This impact would be reduced to a level considered to be less than significant with the implementation of MM 3.4-1 and MM 3.4-8.

- During grading activities at Parcel O, DDT could be introduced into the environment. This impact would be reduced to a level considered to be less than significant with the implementation of MM 3.4-1 and MM 3.4-8.

4.3.2 Finding: The Planning Commission adopts the following CEQA Finding:

- *Changes or alterations have been required in, or incorporated into, the project that mitigate or avoid the significant effects on the environment.*

4.3.3 Facts in Support of Finding: The EIR evaluated the following areas and found that the potential effects from Hazards and Hazardous Wastes could be mitigated to a level considered less than significant with adoption of the mitigation program described below.

SC 3.4-3 The Airport Terminal Building is known to contain asbestos containing materials (ACM). The applicant shall comply with notification and asbestos removal procedures outlined in SCAQMD Rule 1403 to reduce asbestos-related health issues.

MM 3.4-1 Prior to the initiation of demolition/construction, the Contractor shall develop an approved Health and Safety Contingency Plan (HSCP) in the event that unanticipated/unknown environmental contaminants are encountered during construction. The plan shall be developed to protect workers, safeguard the environment, and meet the requirements of the CCR, Title 8, General Industry Safety Orders – Control of Hazardous Substances. The Plan shall include measures for handling any unknown wastes or suspect materials discovered during construction by the Contractor, which he/she believes may involve hazardous waste or hazardous materials.

The HSCP should be prepared as a supplemental to the Contractor's Site-Specific Health and Safety Plan, which should be prepared to meet the requirements of CCR Title 8, Construction Safety Orders.

MM 3.4-2 Prior to the demolition of any on-site building or portion of any on-site building constructed prior to 1973, the City shall screen the buildings for lead-based paint. If lead-based paint is identified, mitigation shall be developed in accordance with all applicable federal, State, and local regulatory requirements.

MM 3.4-4 As part of the contract specification, a haul route, which could include Willow Street, shall be designated by the City Engineer, or his designee. During construction, the City Engineer, or his designee shall instruct every contractor that no hazardous or acutely hazardous materials may be transported onto the Airport via Willow Street to avoid potential impacts within one-quarter mile of the Alpert Jewish Community Center, where school programs are conducted.

MM 3.4-5 Prior to demolition of any facilities at Million Air, the applicant shall test for asbestos containing materials. Should ACM or asbestos concrete pipe be found, the applicant shall comply with notification and asbestos removal procedures outlined in SCAQMD Rule 1403 to reduce asbestos related health risks.

MM 3.4-8 Prior to issuance of grading permits, the applicant shall test the soil for aerially deposited lead and dichloro-diphenyl-trichloroethane (DDT). As a result of soil testing, should aerially deposited lead or DDT be found in quantities that exceed

acceptable thresholds, the applicant shall develop a remediation program to dispose of soil material properly.

4.4 Noise

4.5.1 Significant Effect: Night construction activity on Parcel O may result in noise levels in excess of the noise levels specified in the Long Beach Noise Ordinance if heavy construction equipment associated with grading and paving are used. This impact would be reduced to a level considered to be less than significant with the implementation of Mitigation Measure 3.6-1.

4.5.2 Finding: The Planning Commission adopts the following CEQA Finding:

- *Changes or alterations have been required in, or incorporated into, the project that mitigate or avoid the significant effects on the environment.*

4.5.3 Facts in Support of Finding: According to the EIR, implementation of the following standard condition and mitigation measure would mitigate the noise impact to a level considered to be less than significant:

SC 3.6-2 The contractor shall comply with the City of Long Beach Noise Ordinance pertaining to limitations on construction activities, as outlined in Exhibit 3.6-12 of the EIR, to the extent feasible while minimizing any potential conflicts with aviation activities.

MM 3.6-1 The City shall conduct noise measurements during any night construction on Parcel O where such construction involves the use of heavy construction equipment such as front loaders, tractors, graders, paving machines, jackhammers, or similar devices. Such measurements shall be made near the homes located directly across Clark Avenue from Parcel O. If any night measurement exceeds the limits specified in Sections 8.80.150 and 8.80.160 of the Long Beach Municipal Code as a result of the construction activity, the operation shall be terminated until such time that a construction noise mitigation plan can be put into effect that will result in compliance with the night time noise limits. Note that in the case where ambient noise levels exceed the noise limits specified in Section 8.80.160, the allowable noise exposure standard shall be increased per Section 8.80.150 [C] of the Municipal Code to reflect ambient levels.

5.0 SIGNIFICANT EFFECTS THAT CANNOT BE MITIGATED TO BELOW THE LEVEL OF SIGNIFICANCE

The following section sets forth the significant unavoidable effects of the project, as approved. With respect to each effect, it identifies one or more of the required findings, states facts in support of those findings and, as appropriate, refers to the City's Statement of Overriding Considerations.

5.1 Air Quality

5.1.1 Significant Effect: Project-related construction activities would result in a significant short-term, construction-related air quality impact for NO_X and VOC, which would contribute to an existing air quality violation.

The EIR identifies temporary air quality impacts that would result from project construction activities that would violate ambient air quality standards and would contribute substantially to an existing or projected air quality violation. Construction equipment and construction worker

vehicles would emit air pollutants. Fugitive dust would be generated during demolition and construction activities in the terminal and parking areas. Peak construction day emissions would exceed Southern California Air Quality Management District's (SCAQMD) thresholds of significance for NO_X and VOC. When combined in the presence of sunlight, VOCs react with NO_X to form ozone, a criteria pollutant for which the Southern California Air Basin (SCAB) is in non-attainment. Consequently, project-related construction activities would contribute to an existing air quality violation. It should be noted that these impacts would be short-term, occurring only during construction of the Proposed Project and would not result in the violation of any ambient air quality standard.

5.1.2 Findings: The Planning Commission adopts the following CEQA Findings:

- *Changes or alterations have been required in, or incorporated into, the project that mitigate or avoid the significant effects on the environment.*

- *Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the Environmental Impact Report.*

5.1.3 Facts in Support of Findings: The following facts or mitigation measures indicate that the identified significant effects of the project have been reduced or avoided to the extent feasible. Although changes and alterations were incorporated into project design, and mitigation measures have been adopted to substantially avoid or mitigate significant environmental effects, the short-term construction Air Quality impacts remain significant and unmitigable. Pursuant to Section 15091(a)(3) of the Guidelines, there are no feasible measures that would mitigate the impacts to below a level of significance. As described in the Statement of Overriding Considerations, however, the Planning Commission has determined that the significant effects are acceptable because of the specified overriding economic, legal, social, technological, and other considerations.

The mitigation program below is adopted and incorporated as part of the project to minimize the air quality impacts associated with the Proposed Project.

SC 3.2-1 During construction of the Proposed Project, the City and its contractors will be required to comply with regional rules, which would assist in reducing short-term air pollutant emissions. SCAQMD Rule 402 requires that air pollutant emissions should not create a nuisance off-site. SCAQMD Rule 403 requires that fugitive dust be controlled with the best available control measures so the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. Two options are presented in Rule 403; monitoring of particulate concentrations or active control. Monitoring involves a sampling network around the project with no additional control measures unless specified concentrations are exceeded. The active control option does not require any monitoring, but requires that a list of measures be implemented starting with the first day of construction.

Rule 403 requires that "A person conducting active operations within the boundaries of the South Coast Air Basin shall utilize one or more of the applicable best available control measures to minimize fugitive dust emissions from each fugitive dust source type which is part of the active operation." Rule 403 also requires that the construction activities "shall not cause or allow PM_{10} levels to exceed 50 micrograms per cubic meter when determined by simultaneous sampling, as the difference between upwind and down wind sample." A project is exempt from the monitoring requirement "if the dust control actions, as specified in Table 2 are implemented on a routine basis for each

applicable fugitive dust source type." Table 2 from Rule 403 is presented below as Table 5-1. Under high wind conditions (i.e., when wind gusts exceed 25 miles per hour) additional control measures are required, and "the required control measures for high wind conditions are implemented for each applicable fugitive dust source type, as specified in Table 1." Table 1 from Rule 403 is presented below as Table 5-2. Monitoring of particulate concentrations does not reduce fugitive dust emissions; therefore, to minimize fugitive dust emissions the construction activities will utilize the measures presented in Table 5-2 and Table 5-1 (Tables 1 and 2 in Rule 403) rather than the monitoring option of SCAQMD Rule 403.

Further, Rule 403 requires that the project shall "prevent or remove within one hour the track-out of bulk material onto public paved roadways as a result of their operations." Alternatively, the project can "take at least one of the actions listed in Table 3." Table 3 from Rule 403 is presented below as Table 5-3. In addition, the project would be required to "prevent the track-out of bulk material onto public paved roadways as a result of their operations and remove such material at anytime track-out extends for a cumulative distance of greater than 50 feet on to any paved public road during active operations; and remove all visible roadway dust tracked-out upon public paved roadways as a result of active operations at the conclusion of each work day when active operations cease.

TABLE 5-1
FUGITIVE DUST CONTROL ACTIONS FOR EXEMPTION TO MONITORING
(RULE 403 TABLE 2)

Source Category	Control Actions
Earth-moving (except construction cutting and filling areas, and mining operations)	(1a) Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D-2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the USEPA. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations each subsequent four-hour period of active operations; OR (1a-1) For any earth-moving which is more than 100 feet from all property lines, conduct watering as necessary to prevent visible dust emissions from exceeding 100 feet in length in any direction.
Earth-moving: Construction fill areas	(1b) Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D-2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the USEPA. For areas which have an optimum moisture content for compaction of less than 12 percent, as determined by ASTM Method 1557 or other equivalent method approved by the Executive Officer and the California Air Resources Board and the USEPA, complete the compaction process as expeditiously as possible after achieving at least 70 percent of the optimum soil moisture content. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations during each subsequent four-hour period of active operations.
Earth-moving: Construction cut areas and mining operations	(1c) Conduct watering as necessary to prevent visible emissions from extending more than 100 feet beyond the active cut or mining area unless the area is inaccessible to watering vehicles due to slope conditions or other safety factors.
Disturbed surface areas (except completed grading areas)	(2a/b) Apply dust suppression in sufficient quantity and frequency to maintain a stabilized surface. Any areas which cannot be stabilized, as evidenced by wind driven fugitive dust must have an application of water at least twice per day to at least 80 percent of the unstabilized area.
Disturbed surface areas: Completed grading areas	(2c) Apply chemical stabilizers within five working days of grading completion; OR (2d) Take actions (3a) or (3c) specified for inactive disturbed surface areas
Inactive disturbed surface areas	(3a) Apply water to at least 80 percent of all inactive disturbed surface areas on a daily basis when there is evidence of wind driven fugitive dust, excluding any areas which are inaccessible to watering vehicles due to excessive slope or other safety conditions; OR

Source Category	Control Actions	
	(3b)	Apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface; OR
	(3c)	Establish a vegetative ground cover within 21 days after active operations have ceased. Ground cover must be of sufficient density to expose less than 30 percent of unstabilized ground within 90 days of planting, and at all times thereafter; OR
	(3d)	Utilize any combination of control actions (3a), (3b), and (3c) such that, in total, these actions apply to all inactive disturbed surface areas.
Unpaved Roads	(4a)	Water all roads used for any vehicular traffic at least once per every two hours of active operations; OR
	(4b)	Water all roads used for any vehicular traffic once daily and restrict vehicle speeds to 15 miles per hour; OR•(4c) Apply a chemical stabilizer to all unpaved road surfaces in sufficient quantity and frequency to maintain a stabilized surface.
Open storage piles	(5a)	Apply chemical stabilizers; OR
	(5b)	Apply water to at least 80 percent of the surface area of all open storage piles on a daily basis when there is evidence of wind driven fugitive dust; OR
	(5c)	Install temporary coverings; OR
	(5d)	Install a three-sided enclosure with walls with no more than 50 percent porosity which extends, at a minimum, to the top of the pile.
All Categories	(6a)	Any other control measures approved by the Executive Officer and the USEPA as equivalent to the methods specified in Table 2 may be used.

TABLE 5-2
REQUIRED BEST AVAILABLE CONTROL MEASURES
(SCAQMD RULE 403, TABLE 1)

Control Measure	Guidance
Backfilling	
01-1 Stabilize backfill material when not actively handling; and 01-2 Stabilize backfill material during handling; and 01-3 Stabilize soil at completion of activity.	• Mix backfill soil with water prior to moving • Dedicate water truck or high capacity hose to backfilling equipment • Empty loader bucket slowly so that no dust plumes are generated • Minimize drop height from loader bucket
Clearing and Grubbing	
02-1 Maintain stability of soil through pre-watering of site prior to clearing and grubbing; and 02-2 Stabilize soil during clearing and grubbing activities; and 02-3 Stabilize soil immediately after clearing and grubbing activities.	• Maintain live perennial vegetation where possible • Apply water in sufficient quantity to prevent generation of dust plumes
Clearing Forms	
03-1 Use water spray to clear forms; or 03-2 Use sweeping and water spray to clear forms; or 03-3 Use vacuum system to clear forms.	• Use of high pressure air to clear forms may cause exceedance of Rule requirements
Crushing	
04-1 Stabilize surface soils prior to operation of support equipment; and 04-2 Stabilize material after crushing.	• Follow permit conditions for crushing equipment • Pre-water material prior to loading into crusher • Monitor crusher emissions opacity • Apply water to crushed material to prevent dust plumes
Cut and Fill	
05-1 Pre-water soils prior to cut and fill activities; and 05-2 Stabilize soil during and after cut and fill activities.	• For large sites, pre-water with sprinklers or water trucks and allow time for penetration • Use water trucks/pulls to water soils to depth of cut prior to subsequent cuts
Demolition – Mechanical/Manual	
06-1 Stabilize wind erodible surfaces to reduce dust; and 06-2 Stabilize surface soil where support equipment and vehicles will operate; and 06-3 Stabilize loose soil and demolition debris; and 06-4 Comply with AQMD Rule 1403.	• Apply water in sufficient quantities to prevent the generation of visible dust plumes
Disturbed Soil	
07-1 Stabilize disturbed soil throughout the construction site; and 07-02 Stabilize disturbed soil between structures	• Limit vehicular traffic and disturbances on soils where possible • If interior block walls are planned, install as early as possible • Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes
Earth-Moving Activities	
08-1 Pre-apply water to depth of proposed cuts; and 08-2 Re-apply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction; and 08-3 Stabilize soils once earth-moving activities are complete.	• Grade each project phase separately, timed to coincide with construction phase • Upwind fencing can prevent material movement on site • Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes
Importing/Exporting of Bulk Materials	

Control Measure	Guidance
09-1 Stabilize material while loading to reduce fugitive dust emissions; and 09-2 Maintain at least six inches of freeboard on haul vehicles; and 09-3 Stabilize material while transporting to reduce fugitive dust emissions; and 09-4 Stabilize material while unloading to reduce fugitive dust emissions; and 09-5 Comply with Vehicle Code Section 23114.	• Use tarps or other suitable enclosures on haul trucks • Check belly-dump truck seals regularly and remove any trapped rocks to prevent spillage • Comply with track-out prevention/mitigation requirements • Provide water while loading and unloading to reduce visible dust plumes
Landscaping	
10-1 Stabilize soils, materials, slopes	• Apply water to materials to stabilize, maintain materials in a crusted condition • Maintain effective cover over materials • Stabilize sloping surfaces using soil binders until vegetation or ground cover can effectively stabilize the slopes • Hydroseed prior to rain season
Road Shoulder Maintenance	
11-1 Apply water to unpaved shoulders prior to clearing; and 11-2 Apply chemical dust suppressants and/or washed gravel to maintain a stabilized surface after completing road shoulder maintenance.	• Installation of curbing and/or paving of road shoulders can reduce recurring maintenance costs • Use of chemical dust suppressants can inhibit vegetation growth and reduce future road shoulder maintenance costs
Screening	
12-1 Pre-water material prior to screening; and 12-2 Limit fugitive dust emissions to opacity and plume length standards; and 12-3 Stabilize material immediately after screening.	• Dedicate water truck or high capacity hose to screening operation • Drop material through the screen slowly and minimize drop height • Install wind barrier with a porosity of no more than 50% upwind of screen to the height of the drop point
Staging Areas	
13-1 Stabilize staging areas during use; and 13-2 Stabilize staging area soils at project completion.	• Limit size of staging area • Limit vehicle speeds to 15 miles per hour • Limit number and size of staging area entrances/exists
Stockpiles/Bulk Material Handling	
14-1 Stabilize stockpiled materials. 14-2 Stockpiles within 100 yards of off-site occupied buildings must not be greater than eight feet in height; or must have a road bladed to the top to allow water truck access or must have an operational water irrigation system that is capable of complete stockpile coverage.	• Add or remove material from the downwind portion of the storage pile • Maintain storage piles to avoid steep sides or faces
Traffic Areas for Construction Activities	
15-1 Stabilize all off-road traffic and parking areas; and 15-2 Stabilize all haul routes; and 15-3 Direct construction traffic over established haul routes.	• Apply gravel/paving to all haul routes as soon as possible to all future roadway areas • Barriers can be used to ensure vehicles are only used on established parking areas/haul routes
Trenching	
16-1 Stabilize surface soils where trencher or excavator and support equipment will operate; and 16.2 Stabilize soils at the completion of trenching activities.	• Pre-watering of soils prior to trenching is an effective preventive measure. • For deep trenching activities, pre-trench to 18 inches, soak soils via the pre-trench and resume trenching • Washing mud and soils from equipment at the conclusion of trenching activities to prevent crusting and drying of soil on equipment
Truck Loading	

Control Measure		Guidance
17-1 17.2	Pre-water material prior to loading; and Ensure that freeboard exceeds six inches (CVC 23114)	• Empty loader bucket such that no visible dust plumes are created • Ensure that the loader bucket is close to the truck to minimize drop height while loading
Turf Overseeding		
18-1 18-2	Apply sufficient water immediately prior to conducting turf vacuuming activities to meet opacity and plume length standards; and Cover haul vehicles prior to exiting the site.	• Haul waste material immediately off-site
Unpaved Roads/Parking Lots		
19-1 19-2	Stabilize soils to meet the applicable performance standards; and Limit vehicular travel to established unpaved roads (haul routes) and unpaved parking lots.	• Restricting vehicular access to established unpaved travel paths and parking lots can reduce stabilization requirements
Vacant Land		
20-1	In instances where vacant lots are 0.10 acre or larger and have a cumulative area of 500 square feet or more that are driven over and/or used by motor vehicles and/or off-road vehicles, prevent motor vehicle and/or off-road vehicle trespassing, parking and/or access by installing barriers, curbs, fences, gates, posts, signs, shrubs, trees or other effective control measures.	

TABLE 5-3
TRACK OUT CONTROL OPTIONS

(1)	Pave or apply chemical stabilization at sufficient concentration and frequency to maintain a stabilized surface starting from the point of intersection with the public paved surface, and extending for a centerline distance of at least 100 feet and a width of at least 20 feet.
(2)	Pave from the point of intersection with the public paved road surface, and extending for a centerline distance of at least 25 feet and a width of at least 20 feet, and install a track-out control device immediately adjacent to the paved surface such that exiting vehicles do not travel on any unpaved road surface after passing through the track-out control device.
(3)	Any other control measures approved by the Executive Officer and the USEPA as equivalent to the methods specified in Table 3 may be used.

MM 3.2-1 The contract specifications shall require and the City shall enforce general contractors to ensure that all equipment is properly tuned and maintained in accordance with manufacturers' specifications.

MM 3.2-2 The contract specifications shall require and the City shall enforce general contractors to maintain and operate construction equipment so as to minimize exhaust emissions. During construction, engines on trucks and vehicles in loading and unloading queues will be turned off when not in use, to reduce vehicle emissions. Construction activities should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

MM 3.2-5 During construction, the City shall coordinate with the contractor to maximize the ability to power construction activity utilizing electricity from power poles rather than temporary diesel or gasoline power generators, to the extent possible.

MM 3.2-6 The contract specifications shall require that all on-site mobile equipment used during construction shall be powered by alternative fuel sources (i.e., methanol, natural gas, propane, or butane) where feasible.

MM 3.2-7 During construction, the City shall provide a location and require the contractor to store all construction equipment used in the project construction within the project site (away from adjacent residential areas) to reduce the impact on the roadway system and the resultant air emissions.

On-site construction equipment staging areas and construction worker parking lots shall be located on either paved surfaces or unpaved surfaces that are periodically treated with non-toxic soil stabilizers.

MM 3.2-9 The contract specifications shall require all on-site heavy-duty construction equipment shall be equipped with diesel particulate traps to the extent that this equipment is available at the time the contracts are awarded.

MM 3.2-10 The construction specifications shall require and the City shall enforce that emulsified diesel fuel be used in diesel-fueled construction equipment that is not equipped with diesel particulate traps to reduce NO_X emissions.

MM 3.2-10a During construction of the Proposed Project, the City and its contractors shall be required to comply with the following provisions, where feasible, to reduce construction NO_X and VOC emissions:

- Provide on-site lunch trucks/facilities during construction to reduce off-site worker vehicle trips.
- Prohibit construction vehicles idling in excess of five minutes to be consistent with State law.
- Suspend use of all construction equipment during a first-stage smog alert.
- Designate a person who will ensure implementation of the proposed mitigation measures through direct inspection and investigation of complaints. The City or the contractor shall provide a telephone number that residents may call should they have complaints regarding construction nuisance.

MM 3.2-10b During construction of the Proposed Project, the City and its contractors shall be required to comply with the following provisions, where feasible, to reduce construction VOC emissions:

- Use zero VOC content architectural coatings on buildings.
- Restrict the number of gallons of coatings used per day.
- Encourage water-based coatings or other low-emitting alternatives.
- Paint contractors should use hand applications instead of spray guns.

MM 3.2-17 The City will require street cleaning of Douglas Drive with a vacuum type street sweeper at least once per week. The vacuum sweeper will make sufficient circuits through the terminal area to vacuum the entire street surface (not just the gutter area) to reduce fugitive PM emissions from re-entrained road dust. Douglas Drive between Lakewood Boulevard and the Long Beach Airport terminal (including the loop in front of the terminal and return) shall be cleaned in this manner. The anticipated future exit road back to Lakewood Boulevard would also be cleaned in this manner.

The range of potential control efficiencies for this mitigation measure is from approximately 10 percent to 50 percent.[1,2] It is anticipated that a 75 percent reduction would be needed to reduce the peak incremental PM_{10} concentration below the significance threshold; therefore, PM_{10} concentrations would remain significant after implementation of this mitigation measure.

6.0 CUMULATIVE IMPACTS

The cumulative impacts analysis evaluated the potential impacts to the environment that could be associated with implementation of the Proposed Project in concert with the cumulative projects and projected growth for the region. To provide a comprehensive evaluation of the potential cumulative impacts for the Long Beach Airport Terminal Improvements project, the cumulative impacts analyses contained in the EIR consider the General Plan and regional growth assumptions for the project study area, as well as specific projects (hereafter referred to as "specific projects"). The specific projects were cumulative projects identified for the Douglas Park EIR, which was updated with projects identified by the Cities of Signal Hill and Lakewood. The listings of the specific projects were included in Appendix H of the FEIR. The planning horizon year used for the cumulative analysis is year 2020.

6.1 Cumulative Effects Determined Not to Be Significant

This section of the findings summarizes the potential effects found not to be significant upon implementation of the Proposed Project. The summary of the environmental effects found not to be significant is based on the environmental analysis provided in the EIR, Section 5.0, Long Term Implications of the Proposed Project. The project is anticipated to result in the following impacts that are not significant:

6.1.1 Aesthetic Cumulative Impacts

Finding: Implementation of the Proposed Project would not result in any significant, cumulative Aesthetic Impacts.

Facts in Support of Finding: The Proposed Project, because of its location, would not be within the same viewshed as other development projects within the area. The improvements within the terminal area are set within the Airport Entrance area, and the Parcel O improvements are along the southern portion of the Airport limits. There are no other development projects being considered which would substantially alter view of these areas. When considered on a broader scale, the combining of these projects would also not change the community character. The project site is already completely developed and is located in an urbanized area. Therefore, the Proposed Project, in combination with other known projects, would not substantially change the developed environment, nor would they degrade the existing visual character of the area.

6.1.2 Cultural Resources Cumulative Impacts

Finding: Implementation of the Proposed Project would not result in any significant, Cumulative Cultural resources Impacts.

Facts in Support of Finding: Given the nature of the impact associated with the Proposed Project, there are no reasonably anticipated projects that would contribute to a cumulative impact on the Terminal Building as a historical resource. Additionally, the Terminal Building is

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[1] Cowherd, C., P. Englehart, G.E. Muleski, J.S. Kinsey, and K.D. Rosbury, 1990. Control of Fugitive and Hazardous Dusts, Noyes Data Corporation, Park Ridge, NJ. p.21.

[2] "Improvement of Specific Emission Factors (BACM Project No. 1) Final Report," by Midwest Research Institute for SCAQMD, Diamond Bar, CA, March 29, 1996.

the only designated historical landmark within the project vicinity. Therefore, the Proposed Project is not contributing to cumulative modifications of designated historical landmarks in the project vicinity.

6.1.3 Hazardous and Hazardous Materials Cumulative Impacts

Finding: Implementation of the Proposed Project would not result in any significant, cumulative Hazards and Hazardous Materials impacts.

Facts in Support of Finding: Given the age of the development within the area surrounding the Airport, it is likely that future projects may result in impacts similar in nature to the impacts identified for the Proposed Project. Although cumulative projects, such as Douglas Park, also have potential impacts associated with hazardous materials, the environmental concerns associated with hazardous materials are site specific. Each project is required to address any issues related to hazardous materials or wastes. Federal, state, and local regulations require mitigation to protect against site contamination by hazardous materials. Therefore, there would be no cumulative hazardous materials impacts.

6.1.4 Land Use and Relevant Planning Cumulative Impacts

Finding: Implementation of the Proposed Project would not result in any significant, cumulative Land Use and Relevant Planning impacts.

Facts in Support of Finding: Compared to existing conditions, the Proposed Project would not result in any off-site impacts. Given the very use-specific nature of the Proposed Project (on airport development) other specific projects identified would not contribute impacts similar in nature which would result in cumulative impacts either on or off airport property. No significant cumulative Land Use impacts would occur.

6.2.5 Noise Cumulative Impacts

Finding: Implementation of the Proposed Project would not result in any significant cumulative noise impacts.

Facts in Support of Finding: The Proposed Project would potentially result in night construction activity on Parcel O. If heavy construction equipment associated with grading and paving are used during nighttime hours, it may result in noise levels in excess of the noise levels specified in the Long Beach Noise Ordinance. There are no other specific projects that have been identified that would contribute to this potential impact, thereby resulting in a significant cumulative impact. Additionally, there are no other specific projects or regional projections that would result in additive noise levels associated with aircraft noise. Though not related to the Proposed Project, there would continue to be sensitive land uses within the 65 CNEL contour from the Airport. The Proposed Project does recommend the development of a Land Use Compatibility Program that would address this existing noise condition. Therefore, there would be no significant cumulative impact.

6.2.6 Public Services Cumulative Impacts

Finding: Implementation of the Proposed Project would not result in any significant cumulative Public Services impacts.

Facts in Support of Finding: The nature of the Proposed Project differentiates it from other specific projects or development that may occur because of growth within the region. The needs of the Airport are distinct with regards to security and fire protection. The Airport provides these services on site. The services on site would not respond to emergencies within the community.

Therefore, cumulative projects and growth would not contribute to the same type of demand as the Proposed Project. Therefore, there would be no significant cumulative impact.

6.2.7 Transportation and Circulation Cumulative Impacts

Finding: Implementation of the Proposed Project would not result in any significant, cumulative Transportation and Circulation impacts.

Facts in Support of Finding: The traffic model used for calculating the 2020 Proposed Project impacts utilizes the growth assumptions adopted by SCAG, as well as traffic associated with the other specific projects. These long-range projections account for potential cumulative impacts. The analysis indicates there would not be a cumulative impact in 2020. Additionally, the Proposed Project would only contribute a minimal amount of additional traffic to the roadway network. There would be no significant cumulative impacts.

6.2 Significant Cumulative Effects That Cannot Be Mitigated to Below a Level of Significance

6.2.1 Air Quality Cumulative Impacts

Significant Effects: Construction-related air emissions would contribute to significant short-term, cumulative Air Quality impacts.

Findings: The Planning Commission adopts the following CEQA Findings:

- *Changes or alterations have been required in, or incorporated into, the project that mitigate or avoid the significant effects on the environment.*

- *Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the Environmental Impact Report.*

Facts in Support of Findings: The Douglas Park project is immediately north of the Airport. According to the Douglas Park EIR (City of Long Beach 2004), construction emissions of carbon monoxide (CO), VOC, NO_X, and particulate matter (PM_{10}) were significant. The location of the Douglas Park project is considered to be in close enough proximity to the Proposed Project that the emissions would combine. It is also reasonable to assume that the timing of the Proposed Project and Douglas Park would occur simultaneously. Therefore, it is rational to assume that in addition to significant project-related construction Air Quality impacts, there would be significant cumulative construction Air Quality impacts. Though both projects would be required to implement a mitigation program to reduce the construction emissions, the impacts would remain significant and unavoidable.

The identified significant effects of the Project have been reduced or avoided to the extent feasible through the implementation of the mitigation measures that have been adopted and incorporated into the Proposed Project, as outlined in Section 5.1.1 of these Findings. However, the impacts cannot be feasibly mitigated to below a level of significance. The remaining significant effects are acceptable because of the specified overriding economic, legal, social, technological, and other considerations described in the Statement of Overriding Considerations.

7.0 FEASIBILITY OF PROJECT ALTERNATIVES

7.1 Introduction

Per Section 15126.6(a) of the CEQA Guidelines:

> An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.

As described in the Draft EIR, Section 2.4, Project History, the City conducted an extensive scoping process the scope of the project and the analysis to develop in the EIR. Through that process, a range of alternatives were identified and the Proposed Project was selected. Each of the identified alternatives would provide reduced terminal improvements. The EIR compared and contrasted the potential environmental impacts of the alternatives.

Because the Proposed Project will result in some significant unavoidable environmental effects, as outlined above, the City must consider the feasibility of environmentally superior alternatives to the project. In taking action on the Proposed Project, the City must evaluate whether such alternatives could avoid or substantially lessen the significant unavoidable environmental effects. If the City of Long Beach finds that the project alternatives are not feasible, it must, before approving the project, adopt findings including a Statement of Overriding Considerations with regard to the project which set forth the factors that warrant approval of the project despite the existence of adverse environmental impacts. The EIR must focus its alternatives analysis on alternatives that "could feasibly attain most of the basic objectives of the project". However, the CEQA Guidelines also require an EIR to examine alternatives "capable of avoiding or lessening" environmental effects even if these alternatives "would impede to some degree the attainment of the project objectives or would be more costly." (Guidelines §15126.6[b].)

CEQA provides the following definition of the term "feasible" as it applies to the findings requirement: "'Feasible' means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." PRC §21081 provides, in part:

> ...[N]o public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless both the following occur: (a) The public agency makes one or more of the following findings with respect to each significant effect:
>
> ...
>
> (3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly-trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

The concept of "feasibility," therefore, as it applies to findings, involves a balancing of various economic, environmental, social, legal, and technological factors.[3]

These findings contrast and compare the alternatives, where appropriate, to show that the selection of the project, while still resulting in significant environmental impacts, has substantial environmental, planning, fiscal, and other benefits. In rejecting certain alternatives, the City has examined both the environmental impacts and the project objectives and weighed the ability of the various alternatives to meet the objectives. The City of Long Beach finds, after due consideration of a reasonable range of alternatives (as set forth in the EIR and below), that the Proposed Project best attains a balance between improved passenger service at Long Beach Airport, protects against local environmental impacts, and best meets the approved objectives with the least environmental impact.

7.1 Alternative A

This alternative was based on the improvements proposed in the 2003 NOP, with minor modifications. Alternative A assumes the terminal facility would be a maximum of 97,545 square feet. The nature of the improvements would generally be the same as the proposed project, though compared to the proposed project, there are minor reductions in square footage in all except the following:

- 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 14 for evaluation in the 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 7-1 below for a comparison of Alternative A impacts to the Proposed Project. Further description of these impacts can be found in Section 3.0 of the EIR. This alternative represents an approximately five percent decrease in floor area. This alternative would not reduce the unavoidable Air Quality impact to a level considered less than significant. With Alternative A the peak day construction would be the same as with the Proposed Project. As a result, the impact would remain significant and unavoidable. This alternative would generally meet all the project objectives; however, the ability to meet the ticketing demands of the 4.2 MAP would be less than the Proposed Project because no additional capacity is being provided for this use. This scenario was found to be a feasible alternative, but was not selected because it was not environmentally superior to the Proposed Project.

7.2 Alternative B

[3] See PRC §21061.1; CEQA Guidelines § 15364; SB 919 (which amends PRC 21081 (c). See, also, the following court cases *City of Goleta Valley vs. Board of Supervisors* (1990) 52 Cal. 3d 553,554–566; *City of Del Mar vs. City of San Diego* (1982) 133 Cal. App.3d 401, 415–417.

This alternative further reduces the size of the terminal facilities. This alternative assumes the terminal facility would be a maximum of 79,725 square feet. Similar to Alternative A, the nature of the improvements would generally be the same, though reduced in size compared to the Proposed Project, with the following exceptions:

- Baggage security screening would be the same as the Proposed Project.
- No additional space is assumed for ticketing facilities.
- No additional airport office space is assumed as part of this alternative.

Other aspects of the project, such as the number of gates, aircraft parking, and vehicular parking would be the same for Alternative B 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 B.

This alternative would represent an approximately 22 percent decrease in square footage compared to the Proposed Project. The EIR findings determined the impacts associated with this alternative would be very similar to those associated with the Proposed Project. Refer to Table 7-1 for a comparison of Alternative B impacts to the Proposed Project. Further description of these impacts can be found in Section 3.0 of the EIR.

This alternative would not reduce the unavoidable Air Quality impact to a level considered less than significant. With Alternative B the peak day construction would be the same as with the Proposed Project. As a result, the impact would remain significant and unavoidable. This alternative would meet the project objectives as effectively as the Proposed Project. Sizing recommendations done by HNTB as part of the project scoping process, identified size parameters for various uses based on industry standards and code requirements. The reduction of approximately 23,000 square feet would fall below the sizing parameters. Additionally, this alternative does not provide for additional airport office space, a need identified by the airport, the airlines, and TSA. Additionally, this alternative would also have limitations in its ability to meet the ticketing demands of the 4.2 MAP because there is no new space allocation for this use. This scenario was found to be a feasible alternative, but was not selected because it was not environmentally superior to the Proposed Project.

7.3 Alternative C (No Project Alternative)

Alternative C represents the No Project Alternative, which assumes that no new facilities would be provided at the Airport. The temporary holdrooms provided at the Airport would remain in place. The terminal, including holdrooms, would be a total of 56,320 square feet. The airline gates would be limited to the eight that currently exist. A total of ten aircraft parking spaces would be provided at the Airport. The parking would be limited to the parking available on site. This would include the existing parking structure and surface parking. The spaces that are currently leased off site would not be available because of the short-term nature of the leases. Based on recent discussions, Boeing has indicated the leases would not be available on a long-term basis. Since no new vehicular parking spaces would be provided, this alternative would have a net loss of approximately 2,100 parking spaces compared to current conditions.

Refer to Table 7-1 for a comparison of Alternative C impacts to the Proposed Project. Further description of these impacts can be found in Section 3.0 of the EIR. This alternative would eliminate all the construction-related impacts, including the significant, unavoidable impact on Air Quality. However, this alternative would not have any of the benefits of the Proposed Project, such as the long-term air quality benefits associated with electrification of the ground support equipment (GSE).

This alternative would reduce the impacts compared to the Proposed Project; however, it does not effectively meet the project objectives and therefore would not be feasible, as it applies to these Findings. A key objective is to maximize safety and security of passengers, visitors, and tenants by adhering to TSA, FAA, and all other applicable state and local standards including the City's fire, building, and safety codes. This alternative would not be able to meet the requirements of TSA, which has identified a need for additional enclosed space to adequately carry out their mission of providing security screening at the Airport. Additionally, the Airport currently experiences overcrowding during peak hours, which compromises its ability to effectively meet space requirements. As the commuter flights are added, Alternative C would also not be able to meet the second objective which calls for ensuring that project sizing and design of the improvements is in keeping with the parameters of the adopted Airport Noise Compatibility Ordinance. The Airport Noise Compatibility Ordinance provides for a minimum of 41 commercial flights and 25 commuter flights. The full utilization of the minimum number of flights is expected to increase the number of passengers at the Airport from the 3.0 MAP in 2003 to approximately 4.2 MAP. This potential 37 percent increase in the number of passengers being served would further tax the existing facilities, which were not designed to accommodate this passenger level. Finally, this alternative would not meet the objective of providing an uncomplicated; operationally; and energy-efficient, value-driven design within a plan that can be developed in incremental stages. This alternative does not provide for the phasing of any new facilities. With the current use of temporary facilities, the ability to introduce any expansion is limited because of the cluttered nature of the building layouts.

This alternative was not found to be environmentally superior and was not selected because it was not found to be feasible as it applies to these Findings.

7.4 Alternative D

Alternative D proposed a rollback in square footage from existing conditions. This alternative assumed no new facilities and proposed the removal of the existing temporary facilities currently in use at the Airport. Terminal facilities would be reduced to 34,570 square feet. Parking would be reduced to 2,835 vehicle spaces. This alternative was found not to be a feasible alternative because it does not effectively meet the project objectives. Additionally, this alternative would not provide the beneficial effects of the project, such as the air quality benefits associated with electrification of the GSE. This project was not carried forward for further evaluation in the EIR. This alternative would experience all of the same shortcomings of the No Project Alternative but would exacerbate the problems because temporary facilities would also be removed. This alternative would not meet the project objectives, is not environmentally superior, and is not feasible as it applies to these Findings.

7.5 Environmentally Superior Alternative

None of the Build Alternatives are able to eliminate the significant, unavoidable, construction-related Air Quality impacts. As a result, the evaluation of the environmentally superior alternative focuses on each alternative ability to meet the project objectives. Each of the alternatives (including the Proposed Project) would provide additional capacity that would help serve the number of passengers served by the minimum number of flights provided for in the Airport Noise Compatibility Ordinance. However, based on the HNTB study (2004) conducted during the scoping process, the recommended sizes of the facilities to best meet the needs for the passengers, visitors, and tenants actually exceeded the square footage allocation of even the Proposed Project. The Proposed Project is able to meet all the project objectives, including complying with the parameters of the adopted Airport Noise Compatibility Ordinance; it will maintain the current character of the Airport Terminal Building as a Long Beach Cultural Heritage Landmark; and it will construct an operationally and energy-efficient, value-driven design. The Proposed Project does not result in substantially greater impacts than the other build alternatives. Therefore, the Proposed Project is the environmentally superior alternative.

Another consideration when selecting the environmentally superior alternative is the consideration on the number of aircraft parking positions. The Proposed Project was evaluated with 14 parking positions. The project description identifies between 12 and 14 parking positions. However, the reduction to 12 parking positions would potentially result in an increase in air quality emissions. Based on Department of Transportation data, approximately 15 percent of the arrivals at the Airport are late. When aircraft arrive late during peak hours, there would not be an available parking position at the terminal. As a result, the aircraft would need to wait until a position becomes available. In those cases the overall air emissions would increase from aircraft idling. The Proposed Project does not result in substantially greater impacts than the other build alternatives. Therefore, the Proposed Project is the environmentally superior alternative.

TABLE 7-1
COMPARISON OF IMPACTS BY ALTERNATIVE

Impacts	Proposed Project	Alternative A	Alternative B	Alternative C (No Project)
Aesthetics				
The Proposed Project would alter views of the project site during construction activities, potentially resulting in short-term aesthetic impacts in the vicinity of the terminal.	Mitigated to less than significant	Impacts similar in nature. Also, mitigated to less than significant.	Impacts similar in nature. Also, mitigated to less than significant.	No Impact
The Proposed Project would result in construction activities and expansion of the terminal facilities. This could result in light and glare impacts associated with security lighting and light emanating from the proposed improvements.	Mitigated to less than significant	Impacts similar in nature. Also, mitigated to less than significant.	Impacts similar in nature. Also, mitigated to less than significant.	No Impact
Air Quality and Human Health Risk Assessment				
Project-related construction activities would result in a significant short-term construction-related air quality impact for NO_X and VOC.	Significant and unavoidable	Impacts similar in nature because the type of construction activities would be the same. Also, significant and unavoidable.	Impacts similar in nature because the type of construction activities would be the same. Also, significant and unavoidable.	No Impact
Cultural Resources				
The Proposed Project would result in alterations to a designated historical landmark.	Mitigated to less than significant	Impacts similar in nature. Also, mitigated to less than significant.	Impacts similar in nature. Also, mitigated to less than significant.	No Impact
Hazards and Hazardous Materials				
During construction, asbestos-containing materials could be disturbed and introduced into the environment.	Mitigated to less than significant	Impacts similar in nature. Also, mitigated to less than significant.	Impacts similar in nature. Also, mitigated to less than significant.	No impact.
During construction, lead-based paint could be introduced into the environment.	Mitigated to less than significant	Impacts similar in nature. Also, mitigated to less than significant.	Impacts similar in nature. Also, mitigated to less than significant.	No impact.
During grading activities at Parcel O, aerially-deposited lead could be introduced into the environment.	Mitigated to less than significant	Impacts similar in nature. Also, mitigated to less than significant.	Impacts similar in nature. Also, mitigated to less than significant.	No impact.
During grading activities at Parcel O, DDT could be introduced into the environment.	Mitigated to less than significant	Impacts similar in nature. Also, mitigated to less than significant.	Impacts similar in nature. Also, mitigated to less than significant.	No impact.
During construction, hazardous materials could be transported onto the Airport along established haul routes, including Willow Street.	Mitigated to less than significant	Impacts similar in nature. Also, mitigated to less than significant.	Impacts similar in nature. Also, mitigated to less than significant.	No impact.
Land Use and Relevant Planning				
No significant land use and relevant planning impacts were identified in conjunction with the Proposed Project or any of the alternatives.	No Impact.	No Impact.	No Impact.	No Impact.

Impacts	Proposed Project	Alternative A	Alternative B	Alternative C (No Project)
Noise				
No significant impacts were identified. All the alternatives would comply with the Airport Noise Compatibility Ordinance.	No impact; however, a land use compatibility program is proposed to address those sensitive uses currently within the 65 CNEL contour.	No impact; however, a land use compatibility program is proposed to address those sensitive uses currently within the 65 CNEL contour.	No impact; however, a land use compatibility program is proposed to address those sensitive uses currently within the 65 CNEL contour.	No impact; however, no mitigation is proposed with the No Project Alternative.
Night construction activity on Parcel O may result in noise levels in excess of the noise levels specified in the Long Beach Noise Ordinance if heavy construction equipment associated with grading and paving are used.	Mitigated to less than significant.	Impacts similar in nature. Also, mitigated to less than significant.	Impacts similar in nature. Also, mitigated to less than significant.	No impact.
Public Services				
No impacts were identified. The project would have beneficial effects of providing additional capacity for security. Service issues associated with overcrowding would be reduced.	Beneficial	Beneficial	Beneficial	Overcrowding would continue. Based on current flight levels this would be adverse but not significant.
Transportation and Circulation				
No significant traffic impacts were identified for the existing plus project scenario.	No Impact.	No Impact.	No Impact.	No Impact.
There would be insufficient parking at the Airport to service the projected number of passengers.	This would not apply to the Proposed Project, but would be applicable to the Optimized Flights scenario. Mitigated to less than significant	Impacts similar in nature. This impact would only apply to the Optimized Flights scenario. Mitigated to less than significant.	Impacts similar in nature. This impact would only apply to the Optimized Flights scenario. Mitigated to less than significant.	Impacts would be substantially greater because no additional parking is proposed and the current leased parking would not be available in the 2020 timeframe. This would apply to with and without Optimized Flights. This would be a significant unavoidable impact.

8.0 OPTIMIZED FLIGHTS

The Planning Commission adopts the finding described below:

The Airport Noise Compatibility Ordinance, which became part of the *Long BeachMunicipal Code* (LBMC) in 1995, has provisions to increase the number of flights over the minimum 41 commercial flights and 25 commuter flights provided that the flights can be added without airlines or commuters exceeding their allocated portion of the CNEL noise budget based on the baseline years 1989 to 1990. The air carrier and commuter noise budget assessment is conducted annually based on the October 1 through September 30 timeframe, with City Council action required on or before November 15 of each year. Effective dates for any incremental flight increases would be January 1 of the following year.

Additionally flights would only be feasible if the airlines optimized their flight operations through methods such as using quieter aircraft and reducing the number of late night operations. To date, this has never been accomplished at the Airport. Implementation of the terminal area improvements is not a criteria for the Optimized Flights, and the Proposed Project would not facilitate the airlines in meeting the required noise reduction. The City Council directed that the EIR also addressed the potential impacts associated with an increase in the number of flights, as well as the full utilization of the minimum 25 commuter flights.

The purpose of this analysis was to respond to the community's request for information on what the impacts associated with an increase in the number of flights would be. There was a component of the community that requested an evaluation of flight levels if the Airport Noise Compatibility Ordinance was revoked. Revocation of the Ordinance was deemed to be too speculative since there was no indication that any of the parties involved were interested in such an action. The City Council has continued to voice support of the Ordinance; the airlines operating at the Airport have voiced support of the Ordinance; and the FAA has reaffirmed the Airport's "grandfathered" status pursuant to the Airport Noise Capacity Act (ANCA). Therefore, an analysis that assumed optimization of flights within the parameters of the Airport Noise Compatibility Ordinance provided the most sound approach in providing the type of evaluation the community requested. Though an increase in the number of flights is allowable under the Airport Noise Compatibility Ordinance regardless of any action on this project, it would not be considered a readily foreseeable action because the airlines have not ever met the criteria for increasing the number of flights.

The assumptions used to develop this analysis were based on realistic assumptions about the fleet and time of operation as opposed to an idealized fleet, such as assuming no night operations. The analysis assumed: (1) each airline would continue to operate in its current markets; (2) each airline would use the quietest aircraft currently in its fleet or on order; (3) each airline would reduce their night operations by 50 percent from 2004 levels; and (4) all new flights would be distributed throughout the day according to the present distribution of flights with reduced night operations. Under optimal conditions, which have never been achieved at the Airport, the estimated number of increased flights would range between 7 and 11 flights. For analysis purposes, an addition of 11 air carrier flights was used. The 25 commuter flights would fill the commuter budget; there is not a foreseeable scenario in which additional commuter flights could be allocated under the budget. The City would not have any discretion on allowing the flights if the conditions outlined in the Airport Noise Compatibility Ordinance are met.

The analysis of the 52 (41 plus 11) air carrier flights and the 25 commuter flights would result in additional impacts beyond those that would occur with the minimum flight levels allowed under the Airport Noise Compatibility Ordinance. Though not project-related impacts, the EIR identified the potential impacts and made recommendations on potential mitigation measures. The additional impact associated with the Optimized Flights Scenario would include:

- Incremental air quality emissions with the Optimized Flights would exceed SCAQMD's PM_{10} concentration threshold due to associated GSE and vehicular traffic activity; contribute substantially to an existing air quality violation; and expose sensitive receptors to significant PM_{10} concentrations. Implementation of the mitigation program presented in Section 3.2.3 would reduce these impacts, but not to a level considered less than significant.

- Air quality emissions with the Optimized Flights would exceed SCAQMD's thresholds of significance for CO and NO_X. The mitigation program presented in Section 3.2.3 would reduce the CO impacts to a level considered less than significant. NO_X emissions would remain significant even after implementation of the mitigation program.

- The Optimized Flights Scenario has the potential to induce airport land uses beyond the Airport boundary. Specifically, the increased flight levels would require additional vehicular parking beyond the levels provided by the Proposed Project. This impact is associated with the Optimized Flights Scenario and not the Proposed Project. Mitigation measure MM 3.8-2 would reduce this impact to a level considered less than significant.

- The Existing Plus Optimized Flights scenario would result in significant impacts at the Spring Street/Lakewood Boulevard and the Willow Street/Lakewood Boulevard intersections during the weekday a.m. peak hour. With the implementation of MM 3.8-1, this impact would be reduced to a less-than-significant level.

- With the Optimized Flights Scenario, there would be insufficient parking to accommodate the additional passenger levels. With the implementation of MM 3.8-2, this impact would be reduced to a level considered less than significant.

This information has been provided to the Planning Commission for informational purposes only. No action is recommended or required pertaining to the Optimized Flights Scenario.

MITIGATION MONITORING AND REPORTING PROGRAM FOR LONG BEACH AIRPORT TERMINAL AREA IMPROVEMENT PROJECT

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared in accordance with Public Resources Code Section 21081.6, which requires a Lead or Responsible Agency that approves or carries out a project where an EIR has identified significant environmental effects to "adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." The City of Long Beach is the Lead Agency for the proposed project.

This MMRP is designed to monitor implementation of all feasible mitigation measures (MM) as identified in the Draft Environmental Impact Report (EIR) for the Long Beach Terminal Area Improvement Project. Each mitigation measure is listed and categorized by topic, with an accompanying discussion of the following:

- The **Monitoring Phase**, or the phase of the project during which the mitigation measure should be monitored (i.e., pre-construction, construction, or post-construction);
- The **Enforcement Agency** (i.e., the agency with the authority to enforce the mitigation measure); and
- The **Monitoring Agency** (i.e., the agency to which mitigation reports involving feasibility, compliance, implementation, and development operation are made).

The entity responsible for the implementation of all mitigation measures shall be the City of Long Beach, Planning and Building Department unless otherwise noted.

To more easily facilitate implementation of the MMP, the mitigation measures are roughly organized in stages associated with construction. Several of the mitigation measures would apply to more than one stage of construction. To facilitate the monitoring at each phase, these measures have been duplicated in each of the applicable stages. The categories and descriptions are as follows:

- **Pre-Construction** – This stage includes all aspects of design, including design of buildings (both interior and exterior) and design of construction practices (*e.g.,* haul routes, Safety Plans, permits).
- **Demolition** – This includes measures which must be addressed immediately before or during demolition activities.
- **Grading** – This includes measures which must be addressed immediately before or during grading activities.
- **Construction** – This includes measures which must be addressed immediately before or during construction activities.
- **Post-Construction** – This stage describes measures which can only be addressed once construction has terminated and the building is in use.
- **On-Going** – This includes ongoing activities.
- **Optimized Flights Scenario** – This includes measures not associated with the proposed project.

Exhibit "B"

The Mitigation Program identified to reduce potential project impacts consists of: Project Design Features (PDF); Standard Conditions and Requirements (SC); and Mitigation Measures (MM). The numbering of these items in the MMRP is generally consistent with the numbering provided in the EIR, with the following exceptions:

Old Number	New Number
SC 3.4-4	MM 3.4-5
SC 3.4-5	MM 3.4-6
SC 3.4-6	SC 3.4-4
SC 3.4-7	SC 3.4-5
SC 3.4-8	MM 3.4-7
SC 3.4-9	MM3.4-8
SC 3.7-3	MM 3.7-1
SC 3.7-4	MM 3.7-2

It should also be noted that several new mitigation measures were added in response to comments received on the Draft EIR. Specifically, the following mitigation measures, which are included herein, were added: MM 3.2-10a, MM 3.2-10b, MM 3.2-16, and MM 3.2-17.

The components of the mitigation program are described below.

- **Project Design Features** – PDFs are specific design elements proposed by the project applicant and incorporated into the project to prevent the occurrence of, or reduce the significance of, potential environmental effects. Because PDFs have been incorporated into the project, they do not constitute mitigation measures as defined by California Environmental Quality Act (CEQA). However, PDFs are identified in the mitigation section for each topical issue to ensure that they are included in the mitigation monitoring program (MMP) to be developed for, and implemented as a part of, the proposed project.

- **Standard Conditions and Requirements** – Standard conditions and requirements are based on local, state, or federal regulations or laws that are frequently required independently of CEQA review. They also serve to offset or prevent specific impacts. Typical standard conditions and requirements include compliance with the provisions of the Uniform Building Code, South Coast Air Quality Management District Rules, local agency fee programs, etc. Additional conditions may be imposed on the project by government agencies during the approval process, as appropriate.

- **Mitigation Measures** – Where a potentially significant environmental effect has been identified and is not reduced to a level considered less than significant through the application of PDFs and standard conditions and requirements, project-specific mitigation measures have been recommended.

LIST OF ACRONYMS

The following are acronyms used in the Mitigation Monitoring and Reporting Program:

ACMs	Asbestos Containing Materials
ACP	Asbestos Concrete Pipe
ADPM	Average Day-Peak Month
APU	Auxiliary Power Unit
BACT	Best Available Control Technology
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
DDT	dichloro-diphenyl-trichloroethane
EIR	Environmental Impact Report
FAA	Federal Aviation Administration
GSE	Ground Support Equipment
HSCP	Health and Safety Contingency Plan
Hz	Hertz
LEED	Leadership in Energy and Environmental Design
LOS	Level of Service
MLD	Most Likely Descendent
MM	Mitigation Measure
MMP	Mitigation Monitoring Program
MMRP	Mitigation Monitoring and Reporting Program
MOU	Memorandum of Understanding
NO_X	Oxides of Nitrogen
PDF	Project Design Feature
PM_{10}	Respirable particulate matter less than 10 micrometers in diameter
SCAQMD	South Coast Air Quality Management District
SC	Standard Conditions and Requirements
SWPPP	Stormwater Pollution Prevention Program
SWRCB	State Water Resources Control Board
TSA	Transportation Security Administration
USEPA	United States Environmental Protection Agency
V/C	Volume to Capacity (Ratio)
VOC	Volatile Organic Compound

Aesthetics

Project Design Features

PDF 3.1-1 The Guiding Principles have been used in the development of the conceptual design plan. As part of final design, the requirements outlined in these documents, which are named below, would provide guidance to protect the historic integrity of the existing terminal. This also serves to ensure a unified appearance and enhance the aesthetics of the terminal area. The Guiding Principles include: (1) May 7, 1990, memorandum of understanding (MOU) by the Neighborhood and Historic Preservation Officer for the City of Long Beach providing guidelines for future environmental review of the Airport Terminal Building; (2) Secretary of the Interior's standards for rehabilitation of historic buildings; (3) Development and Use Standards for the Long Beach Airport Terminal Planned Development Plan Ordinance adopted by the City Council on September 2, 1997; (4) the City's Cultural Heritage Ordinance (Chapter 2.63 of the Municipal Code); and (5) a memorandum on considerations for new construction prepared by PCR (June 22, 2005). These documents all provide guidance on development standards for terminal area improvements and are included in Appendix B of the EIR.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Planning and Building Department
- **Monitoring Agency:** City of Long Beach Planning and Building Department
- **Action Indicating Compliance:** Site Plan review/issuance of building permits.

Standard Conditions and Requirements

SC 3.1-1 Prior to building plan approval, the Planning Commission shall ensure that all development complies with the development standards and design guidelines contained in Ordinance No. C-7496, *Development and Use Standards for the Long Beach Airport Terminal Planned Development Plan (PD-12).*

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Planning and Building Department
- **Monitoring Agency:** City of Long Beach Planning Commission
- **Action Indicating Compliance:** Site Plan review/issuance of building permits.

SC 3.1-2 Prior to building plan approval, the Cultural Heritage Commission shall ensure that any new construction proposed adjacent to the Terminal Building or attached onto it shall comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating,

Restoring, and Reconstructing Historic buildings, and more specifically, the Secretary of the Interior's Standards for Rehabilitation (Standards).

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach, Planning and Building Department
- **Monitoring Agency:** City of Long Beach, Cultural Heritage Commission
- **Action Indicating Compliance:** Issuance of Certificate of Appropriateness.

SC 3.1-3 Prior to building plan approval, the Cultural Heritage Commission shall ensure that all development shall comply with the May 7, 1990 MOU adopted by the City Council and Cultural Heritage Commission providing guidelines for future environmental review of the Airport Terminal Building (the MOU is contained in Appendix B of the EIR).

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach, Planning and Building Department
- **Monitoring Agency:** City of Long Beach, Cultural Heritage Commission
- **Action Indicating Compliance:** Issuance of Certificate of Appropriateness.

Mitigation Measures

MM 3.1-3 Prior to building plan approval, the Planning Commission shall ensure that all exterior lighting be designed and located as to avoid intrusive effects on the runway operations, so as not to result in an air safety hazard. Low-intensity street lighting and low-intensity exterior lighting shall be used throughout the development to the extent feasible. Lighting fixtures shall use shielding, if necessary to prevent spill lighting on adjacent off-site uses.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Planning and Building Department
- **Monitoring Agency:** City of Long Beach Planning Commission
- **Action Indicating Compliance:** Site Plan review/issuance of building permits

MM 3.1-4 Prior to building plan approval, the Planning Commission shall ensure that all development projects use reflective glass that is less than 20 percent and all other materials used on exterior buildings and structures shall be selected with attention to minimizing reflective glare.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Planning and Building Department

- **Monitoring Agency:** City of Long Beach Planning Commission
- **Action Indicating Compliance:** Site Plan review/issuance of building permits.

Air Quality and Human Health Risk Assessment

Project Design Features

PDF 3.2-1 As part of project design, the City of Long Beach shall ensure the terminal area improvements are designed and constructed to meet Leadership in Energy and Environmental Design (LEED) specifications.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Planning and Building Department
- **Monitoring Agency:** City of Long Beach Planning and Building Department
- **Action Indicating Compliance:** Site Plan review/issuance of building permits.

Standard Conditions and Requirements

SC 3.2-3 *In support of PDF 3.2-1, requiring the design and construction of the terminal* improvements to meet LEED standards, all new and substantially modified buildings shall meet California Title 24 Energy Efficiency standards for water heating, space heating, and cooling to the extent feasible.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Planning and Building Department
- **Monitoring Agency:** City of Long Beach Planning and Building Department
- **Action Indicating Compliance:** Site Plan review/issuance of building permits.

SC 3.2-4 All new and modified point source facilities (e.g., utility equipment, fuel storage and dispensing) shall obtain all required permits from the South Coast Air Quality Management District (SCAQMD). To obtain these permits, the facilities will need to include Best Available Control Technology (BACT) that reduces emissions of criteria pollutants.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** South Coast Air Quality Management District
- **Monitoring Agency:** City of Long Beach Planning and Building Department
- **Action Indicating Compliance:** proof of BACT use/Site Plan review/ issuance of permits.

SC 3.2-5 In support of PDF 3.2-1 and to conserve energy, require that all exterior lighting use color-corrected low sodium lighting.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Planning and Building Department
- **Monitoring Agency:** City of Long Beach Planning and Building Department
- **Action Indicating Compliance:** Site Plan review. Issuance of building permits.

Mitigation Measures

MM 3.2-11 During project design, the architect shall provide that all fixtures used for lighting exterior common areas are regulated by automatic devices to turn off lights when they are not needed.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Planning and Building Department
- **Monitoring Agency:** City of Long Beach Planning and Building Department
- **Action Indicating Compliance:** Site Plan review. Issuance of building permits.

MM 3.2-12 As part of the air carrier ramp design, the City of Long Beach shall incorporate electric charging station infrastructure to support operation of electric Ground Support Equipment (GSE) and other on-airport vehicles.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Public Works Department
- **Monitoring Agency:** City of Long Beach Planning and Building Department
- **Action Indicating Compliance:** Site Plan review. Issuance of building permits.

MM 3.2-13 As part of the air carrier ramp design, preconditioned air and 400 Hertz (Hz) power from electric units (or electric power grid) will incorporate provisions at the commercial passenger aircraft parking positions to allow aircraft pilots the ability to plug in at the gate and turn off the auxiliary power unit (APU).

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Public Works Department
- **Monitoring Agency:** City of Long Beach Planning and Building Department

- **Action Indicating Compliance:** Site Plan review. Issuance of building permits.

Cultural Resources

Project Design Features

PDF 3.3-1 The Guiding Principles have been used in the development of the conceptual design plan. As part of final design, the requirements outlined in these documents, which are named below, would provide guidance to protect the historic integrity of the existing terminal. The Guiding Principles include: (1) May 7, 1990, MOU by the Neighborhood and Historic Preservation Officer for the City of Long Beach providing guidelines for future environmental review of the Airport Terminal Building; (2) Secretary of the Interior's standards for rehabilitation of historic buildings; (3) Development and Use Standards for the Long Beach Airport Terminal Planned Development Plan Ordinance adopted by the City Council on September 2, 1997; (4) the City's Cultural Heritage Ordinance (Chapter 2.63 of the Municipal Code); and (5) a memorandum on considerations for new construction prepared by PCR (June 22, 2005). These documents all provide guidance on development standards for terminal area improvements and are included in Appendix B of the EIR.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Planning and Building Department
- **Monitoring Agency:** City of Long Beach Cultural Heritage Commission
- **Action Indicating Compliance:** Site Plan review/Issuance of a certificate of appropriateness by the Cultural Heritage Commission.

Standard Conditions and Requirements

SC 3.3-3 In compliance with Chapter 2.63 of the Municipal Code no permits for the alteration, remodel, enlarging, or improvements to the Airport Terminal, shall be issued prior to review by the Cultural Heritage Commission and issuance by the Commission of a certificate of appropriateness.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach, Cultural Heritage Commission
- **Monitoring Agency:** City of Long Beach, Planning and Building Department
- **Action Indicating Compliance:** Site plan approval. Issuance of certificate of appropriateness. Issuance of permits.

Mitigation Measures

It was determined that, prior to mitigation, the proposed terminal area improvements conceptual design has the potential to cause a substantial adverse change, as per Section 15064.5(b) of the CEQA Guidelines, in the significance of the Long Beach Airport Terminal Building because physical characteristics that convey the historical significance of the resource would be

materially altered in a manner that may not meet the Secretary's Standards. Those specific design concepts that have been identified as potentially adverse have corresponding mitigation measures as explained in the list below. If during the final design phase these specific design plans are not selected, then the associated mitigation measures would not be necessary. The applicability of these measures would be determined through design review by the Cultural Heritage Commission and issuance by the Commission of a certificate of appropriateness, as outlined in Chapter 2.63 of the Municipal Code (SC 3.3-3). Additionally, other design measures may be recommended by the Cultural Heritage Commission through the design review process, which would be required prior to issuance of a certificate of appropriateness.

MM 3.3-1 If the proposed Airport Terminal improvements are to be connected to the original 1941 structure, then the project architect shall design the connection between the new structure and the existing Airport Terminal Building so that it is attached beneath the existing cornice, to be consistent with the Streamline Moderne design.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Planning and Building Department
- **Monitoring Agency:** City of Long Beach Planning and Building Department
- **Action Indicating Compliance:** Site Plan review. Issuance of a certificate of appropriateness by the Cultural Heritage Commission.

MM 3.3-2 If during final design, new windows are required in the existing Airport Terminal Building, the project architect shall ensure that window treatments reference the style of the original Airport Terminal windows, which are very specific to the Airport Terminal. The use of the window wall, as seen on the northwest and southwest corner, shall be used as an example.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Planning and Building Department
- **Monitoring Agency:** City of Long Beach Planning and Building Department
- **Action Indicating Compliance:** Site Plan review/Issuance of a certificate of appropriateness by the Cultural Heritage Commission

MM 3.3-3 If during the final design, window replacement is proposed for the original Airport Terminal Building, then the new window(s) shall replicate the original style of fenestration. If the original windows that are currently missing from the building are still extant, then those windows shall be returned to their original location, if feasible.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Planning and Building Department

- **Monitoring Agency:** City of Long Beach Planning and Building Department

- **Action Indicating Compliance:** Site Plan review. Issuance of a certificate of appropriateness by the Cultural Heritage Commission.

MM 3.3-4 If during final design, new doorframes in the Airport Terminal Building are proposed, then the project architect shall reference the style of the original doorframes located on the east and south facades of the original Airport Terminal Building for the new doorway(s).

- **Monitoring Phase:** Pre-construction

- **Enforcement Agency:** City of Long Beach Planning and Building Department

- **Monitoring Agency:** City of Long Beach Cultural Heritage Commission

- **Action Indicating Compliance:** Site Plan review. Issuance of a certificate of appropriateness by the Cultural Heritage Commission.

MM 3.3-5 The City of Long Beach, Public Works Director or designee shall stipulate in the Plans and specifications that exterior material should be compatible in type, color and finish to the existing material used on the Airport Terminal Building. Testing should be done to determine original colors, if necessary. Implementation of this mitigation measure will be at the direction of the Cultural Heritage Commission.

- **Monitoring Phase:** Pre-construction

- **Enforcement Agency:** City of Long Beach Public Works Department

- **Monitoring Agency:** City of Long Beach Planning and Building Department

- **Action Indicating Compliance:** Site Plan review. Issuance of a certificate of appropriateness by the Cultural Heritage Commission.

MM 3.3-6 If during final design, the shelter/ticketing areas are proposed on either side of the existing 1941 Airport Terminal Building, then the project architect shall scale down the proposed design. This could be accomplished with a lower profile, possibly with a flat roof that fits in visually with the horizontal nature of the architectural style of the terminal. The manner in which this mitigation measure will be implemented shall be reviewed by the Cultural Heritage Commission as part of the issuance of the certificate of appropriateness.

- **Monitoring Phase:** Pre-construction

- **Enforcement Agency:** City of Long Beach Planning and Building Department

- **Monitoring Agency:** City of Long Beach Planning and Building Department

- **Action Indicating Compliance:** Site Plan review. Issuance of a certificate of appropriateness by the Cultural Heritage Commission.

Hazards and Hazardous Wastes

Standard Conditions and Requirements

SC 3.4-2 The Contractor shall develop a Storm Water Pollution Prevention Plan (SWPPP) to minimize potential short-term significant hazardous materials impacts associated with construction activities.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Public Works Department
- **Monitoring Agency:** State Water Resources Control Board (SWRCB)
- **Action Indicating Compliance:** A completed SWPPP submitted to SWRCB.

SC 3.4-4 The Airport shall comply with the Airport Industrial National Pollutant Discharge Elimination System permit (CAS000001/WDID 4B19S004985). Construction activities that disturb more than one acre shall abide by the State issued State Water Resources Control Board Order 99-08 General Permit CAS000002. As part of this process, the Airport would be required to prepare a Storm Water Pollution Prevention Plan.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Public Works Department
- **Monitoring Agency:** State Water Resources Control Board
- **Action Indicating Compliance:** A completed SWPPP submitted to SWRCB/issuance of permit.

SC 3.4-5 Construction of the Proposed Project shall be in compliance with local and State construction and building requirements and regulations, including the Uniform Building Code.

- **Monitoring Phase:** Pre-Construction/Construction
- **Enforcement Agency:** City of Long Beach, Planning and Building Department
- **Monitoring Agency:** City of Long Beach, Planning and Building Department
- **Action Indicating Compliance:** Approval of Development Plans. Site inspections.

Mitigation Measures

MM 3.4-1 Prior to the initiation of demolition/construction, the Contractor shall develop an approved Health and Safety Contingency Plan (HSCP) in the event that unanticipated/unknown environmental contaminants are encountered during construction. The plan shall be developed to protect workers, safeguard the environment, and meet the requirements of the California Code of Regulations (CCR), Title 8, General Industry Safety Orders – Control of Hazardous

Substances. The Plan shall include measures for handling any unknown wastes or suspect materials discovered during construction by the Contractor, which he/she believes may involve hazardous waste or hazardous materials.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach Planning and Building Department
- **Monitoring Agency:** City of Long Beach Planning and Building Department
- **Action Indicating Compliance:** A completed HSCP. Issuance of Notice to Proceed for construction.

Public Services

Project Design Features

PDF 3.7-1 The Proposed Project and the build scenarios include a number of features that would enhance public safety and security at the Airport. These features, which include new holdrooms, concession areas, passenger and baggage security screening facilities, baggage claim devices, baggage service office, restrooms, office space, and ticketing facilities, would reduce overcrowding and provide an expanded baggage screening area, which would also be enclosed to protect sensitive screening equipment.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach, Planning and Building Department
- **Monitoring Agency:** City of Long Beach, Planning and Building Department
- **Action Indicating Compliance:** Site Plan review. Issuance of permit.

Standard Conditions and Requirements

SC 3.7-1 Prior to the initiation of construction activities, the City's contractor shall prepare a Traffic Control Plan to ensure that adequate emergency access is maintained at the Airport during construction. As part of the Traffic Control Plan the contractor shall alert emergency and security service providers of the construction activities for each phase of construction. The Traffic Control Plan shall be submitted to the City Traffic Engineer for approval.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Acceptance of an approved Traffic Control Plan.

SC 3.7-2 During project design, the facility improvements shall adhere to Transportation Security Administration (TSA), Federal Aviation Administration (FAA), and all applicable standards including City of Long Beach fire code, building code, and safety code. Long Beach Fire Department shall review and approve design plans as part of the site plan review and building permit processes.

- **Monitoring Phase:** Pre-construction
- **Enforcement Agency:** City of Long Beach, Planning and Building Department.
- **Monitoring Agency:** City of Long Beach, Airport Bureau and City of Long Beach Fire Department
- **Action Indicating Compliance:** Site Plan review. Issuance of permit.

MM 3.7-2 Prior to initiation of any modifications to the airfield side, the contractor shall provide a Construction Phasing Implementation Plan, meeting the approval of the Airport Manager. The Plan shall demonstrate how construction activities will be conducted and that all applicable FAA airfield safety requirements are being met. In addition, the contractor shall prepare a safety plan and participate in on-going weekly safety meetings during construction.

- **Monitoring Phase:** Pre-construction/Construction
- **Enforcement Agency:** City of Long Beach, Airport Bureau
- **Monitoring Agency:** City of Long Beach, Airport Bureau
- **Action Indicating Compliance:** Acceptance of an approved Construction Phasing Implementation Plan and an approved Safety Plan.

Traffic and Circulation

Project Design Features

PDF 3.8-1 A component of the Proposed Project is the provision of a new parking structure that would accommodate 4,000 vehicles.

- **Monitoring Phase:** Pre-construction/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Planning and Building Department
- **Action Indicating Compliance:** Design and construction of a parking structure.

PDF 3.8-2 The project would also include the extension of the south side of the Donald Douglas Drive loop to exit onto Lakewood Boulevard, with eastbound right turn only to southbound access on to Lakewood Boulevard.

- **Monitoring Phase:** Pre-construction/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department

- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Design and extension of Douglas Drive loop; eastbound right turn to southbound access onto Lakewood Boulevard.

PDF 3.8-3 With the construction of the parking structure existing surface parking would be displaced. To address potential parking demand during construction, Parcel O would be developed to serve parking demand not met by existing facilities.

- **Monitoring Phase:** Pre-construction/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Development of Parcel O to accommodate displaced vehicle parking during construction of the parking structure and Terminal improvements. Compliance can also be accomplished by leasing existing unused parking spaces from Boeing (requires a signed lease agreement).

Aesthetics

Mitigation Measures

MM 3.1-1 During construction activities, the construction contractor shall ensure that construction materials and equipment staging areas be located away from existing residential uses and, when feasible, appropriate screening (i.e., temporary fencing with opaque material) shall be used to buffer views of the construction site.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Placement of staging area to be approved prior to building commencement. Inclusion of requirement in contract specifications.

MM 3.1-2 During construction activities, the construction contractor shall ensure that temporary construction-related security lighting shall be arranged so that direct rays will not shine on or produce glare for adjacent street traffic and residential uses. The light fixtures specified for the Project design must comply with the standard of the Illuminating Engineering Society for full cutoff capability.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Approval of construction staging plans.

Air Quality and Human Health Risk Assessment

Standard Conditions and Requirements

SC 3.2-1 During construction of the Proposed Project, the City and its contractors will be required to comply with regional rules, which would assist in reducing short-term air pollutant emissions. SCAQMD Rule 402 requires that air pollutant emissions should not create a nuisance off-site. SCAQMD Rule 403 requires that fugitive dust be controlled with the best available control measures so the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. Two options are presented in Rule 403; monitoring of particulate concentrations or active control. Monitoring involves a sampling network around the project with no additional control measures unless specified concentrations are exceeded. The active control option does not require any monitoring, but requires that a list of measures be implemented starting with the first day of construction.

Rule 403 requires that "A person conducting active operations within the boundaries of the South Coast Air Basin shall utilize one or more of the

applicable best available control measures to minimize fugitive dust emissions from each fugitive dust source type which is part of the active operation." Rule 403 also requires that the construction activities "shall not cause or allow PM_{10} levels to exceed 50 micrograms per cubic meter when determined by simultaneous sampling, as the difference between upwind and down wind sample." A project is exempt from the monitoring requirement "if the dust control actions, as specified in Table 2 are implemented on a routine basis for each applicable fugitive dust source type." (Table 2 from Rule 403 is presented at the end of this MMRP as Table 1.) Under high wind conditions (i.e., when wind gusts exceed 25 miles per hour) additional control measures are required, and "the required control measures for high wind conditions are implemented for each applicable fugitive dust source type, as specified in Table 1." (Table 1 from Rule 403 is presented at the end of this MMRP as Table 2.) Monitoring of particulate concentrations does not reduce fugitive dust emissions; therefore, to minimize fugitive dust emissions the construction activities will utilize the measures presented in Table 2 and Table 1 (Tables 1 and 2 in Rule 403) rather than the monitoring option of SCAQMD Rule 403.

Further, Rule 403 requires that the project shall "prevent or remove within one hour the track-out of bulk material onto public paved roadways as a result of their operations." Alternatively, the project can "take at least one of the actions listed in Table 3." (Table 3 from Rule 403 is presented at the end of this MMRP as Table 3.) In addition, the project would be required to "prevent the track-out of bulk material onto public paved roadways as a result of their operations and remove such material at anytime track-out extends for a cumulative distance of greater than 50 feet on to any paved public road during active operations; and remove all visible roadway dust tracked-out upon public paved roadways as a result of active operations at the conclusion of each work day when active operations cease.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Site inspections.

SC 3.2-2 In support of PDF 3.2-1, requiring the design and construction of the terminal improvements to meet LEED standards, building materials, architectural coatings and cleaning solvents shall comply with all applicable SCAQMD rules and regulations.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirements in contract specifications. Field Inspections.

Mitigation Measures

The follow mitigation measures are grouped because the enforcement agency, monitoring agency, and actions indicating compliance are the same for all.

MM 3.2-1 The contract specifications shall require and the City shall enforce general contractors to ensure that all equipment is properly tuned and maintained in accordance with manufacturers' specifications.

MM 3.2-2 The contract specifications shall require and the City shall enforce general contractors to maintain and operate construction equipment so as to minimize exhaust emissions. During construction, engines on trucks and vehicles in loading and unloading queues will be turned off when not in use, to reduce vehicle emissions. Construction activities should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

MM 3.2-3 The contract specifications shall require and the City shall enforce general contractors sweep streets as needed during construction, but not more frequently than hourly, if visible soil material has been carried onto adjacent public roads.

MM 3.2-4 The contract specifications shall require and the City shall enforce general contractors to visually inspect construction equipment prior to leaving the site; loose dirt shall be washed off with wheel washers as necessary.

MM 3.2-5 During construction, the City shall coordinate with the contractor to maximize the ability to power construction activity utilizing electricity from power poles rather than temporary diesel or gasoline power generators, to the extent possible.

MM 3.2-6 The contract specifications shall require that all on-site mobile equipment used during construction shall be powered by alternative fuel sources (i.e., methanol, natural gas, propane, or butane) where feasible.

MM 3.2-7 During construction, the City shall provide a location and require the contractor to store all construction equipment used in the project construction within the project site (away from adjacent residential areas) to reduce the impact on the roadway system and the resultant air emissions.

On-site construction equipment staging areas and construction worker parking lots shall be located on either paved surfaces or unpaved surfaces that are periodically treated with non-toxic soil stabilizers.

MM 3.2-8 The contract specifications shall require and the City shall enforce the contractor to schedule all deliveries related to construction activities that affect traffic flow during off-peak hours (e.g., 10:00 a.m. and 3:00 p.m.) and deliveries shall be coordinated to achieve consolidated truck trips. When traffic flow is impacted by the movement of construction materials and/or equipment, temporary traffic controls shall be provided to improve traffic flow (e.g., flag person).

MM 3.2-9 The contract specifications shall require all on-site heavy-duty construction equipment shall be equipped with diesel particulate traps to the extent that this equipment is available at the time the contracts are awarded.

MM 3.2-10 The construction specifications shall require and the City shall enforce that emulsified diesel fuel be used in diesel-fueled construction equipment that is not equipped with diesel particulate traps to reduce NO_X emissions.

The use of emulsified diesel fuel in construction equipment is assumed to reduce construction equipment NO_X emissions by 15 to 20 percent (CARB 2004). Applying the lower end of that range to the peak daily NO_X emissions from construction equipment would reduce NO_X emissions by approximately 70 lbs/day to a peak day NO_X emission inventory for construction of 424 lbs/day. This level would still be above the significance threshold. Volatile Organic Compound (VOC) emissions would also remain significant and unavoidable.

MM 3.2-10a During construction of the Proposed Project, the City and its contractors shall be required to comply with the following provisions, where feasible, to reduce construction NO_X and VOC emissions:

- Provide on-site lunch trucks/facilities during construction to reduce off-site worker vehicle trips.
- Prohibit construction vehicles idling in excess of five minutes to be consistent with State law.
- Suspend use of all construction equipment during a first-stage smog alert.
- Designate a person who will ensure implementation of the proposed mitigation measures through direct inspection and investigation of complaints. The City or the contractor shall provide a telephone number that residents may call should they have complaints regarding construction nuisance.

MM 3.2-17 The City will require street cleaning of Douglas Drive with a vacuum type street sweeper at least once per week. The vacuum sweeper will make sufficient circuits through the terminal area to vacuum the entire street surface (not just the gutter area) to reduce fugitive PM emissions from re-entrained road dust. Douglas Drive between Lakewood Boulevard and the Long Beach Airport terminal (including the loop in front of the terminal and return) shall be cleaned in this manner. The anticipated future exit road back to Lakewood Boulevard would also be cleaned in this manner.

The range of potential control efficiencies for this mitigation measure is from approximately 10 percent to 50 percent.[1,2] It is anticipated that a 75 percent reduction would be needed to reduce the peak incremental PM_{10} concentration below the significance threshold; therefore, PM_{10} concentrations would remain significant after implementation of this mitigation measure.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirements in contract specifications. Site inspections.

[1] Cowherd, C., P. Englehart, G.E. Muleski, J.S. Kinsey, and K.D. Rosbury, 1990. Control of Fugitive and Hazardous Dusts, Noyes Data Corporation, Park Ridge, NJ. p.21.
[2] "Improvement of Specific Emission Factors (BACM Project No. 1) Final Report," by Midwest Research Institute for SCAQMD, Diamond Bar, CA, March 29, 1996.

Hazards and Hazardous Wastes

Project Design Features

PDF 3.4-1 The proposed terminal improvements would be constructed in a manner consistent with LEED standards certification requirements to, among other things, minimize potential hazards and hazardous waste impacts.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Site inspections.

Standard Conditions and Requirements

SC 3.4-3 The Airport Terminal Building is known to contain asbestos concrete materials (ACMs). The applicant shall comply with notification and asbestos removal procedures outlined in SCAQMD Rule 1403 to reduce asbestos-related health issues.

- **Monitoring Phase:** Demolition
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Report summarizing the findings and submitted to the City and SCAQMD, which includes a description of mitigation measures which will be taken to remove the ACMs (if applicable). Notification measures as described in SCAQMD Rule 1403.

Mitigation Measures

MM 3.4-2 Prior to the demolition of any on-site building or portion of any on-site building constructed prior to 1973, the City shall screen the buildings for lead-based paint. If lead-based paint is identified, remediation measures shall be developed in accordance with all applicable federal, State, and local regulatory requirements.

- **Monitoring Phase:** Demolition
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Report summarizing the findings and identification of remediation measures, if necessary. Inclusion in contractor specifications, if applicable.

MM 3.4-3 During demolition and excavation activities and during preparation of the geotechnical study in the design phase, the City shall have a qualified inspector onsite to inspect and sample the soil for contaminants. If observations during demolition activities indicate that site soil is affected by contaminants, demolition work should be stopped in the area involved until an analysis of the soil

conditions can be performed and additional recommendations evaluated and performed as necessary.

- **Monitoring Phase:** Demolition
- **Enforcement Agency:** City of Long Beach Public Works Department
- **Monitoring Agency:** City of Long Beach Public Works Department
- **Action Indicating Compliance:** A completed geotechnical study. Issuance of permits.

MM 3.4-5 Prior to demolition of any facilities at Million Air, the applicant shall test for asbestos containing materials. Should ACM or asbestos concrete pipe (ACP) be found, the applicant shall comply with notification and asbestos removal procedures outlined in SCAQMD Rule 1403 to reduce asbestos related health risks.

- **Monitoring Phase:** Demolition
- **Enforcement Agency:** City of Long Beach, Planning and Building Department
- **Monitoring Agency:** City of Long Beach, Planning and Building Department
- **Action Indicating Compliance:** Report summarizing the findings and submitted to the City and SCAQMD, which includes a description of mitigation measures which will be taken to remove the ACM or ACP (if applicable). Notification measures as described in SCAQMD Rule 1403.

MM 3.4-6 The City Engineer, or his designee, shall verify that every contractor transporting or handling hazardous materials and/or wastes during project implementation has permits and licenses from all relative health and regulatory agencies to operate and properly manifest all hazardous or California regulated material.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach Public Works Department
- **Monitoring Agency:** City of Long Beach Public Works Department
- **Action Indicating Compliance:** Proof that appropriate permits and licenses have been obtained; display of manifests.

MM 3.4-7 Prior to initiating construction activities, the contractor shall verify the locations of underground pipelines in the terminal area, ramp, and parking areas. Appropriate precautions shall be taken to ensure that pipelines are not disturbed or are properly relocated during construction.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department

- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Site inspections.

Noise

Standard Conditions and Requirements

SC 3.6-2 The contractor shall comply with the City of Long Beach Noise Ordinance pertaining to limitations on construction activities, as outlined in Exhibit 3.6-12 of the EIR, to the extent feasible while minimizing any potential conflicts with aviation activities.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Adherence to the construction hours and requirements specified in the City's Noise Ordinance or permission from City work outside of those hours.

Mitigation Measures

MM 3.6-1 The City shall conduct noise measurements during any night construction on Parcel O where such construction involves the use of heavy construction equipment such as front loaders, tractors, graders, paving machines, jackhammers or similar devices. Such measurements shall be made near the homes located directly across Clark Avenue from Parcel O. If any night measurement exceeds the limits specified in Sections 8.80.150 and 8.80.160 of the Long Beach Municipal Code as a result of the construction activity, the operation shall be terminated until such time that a construction noise mitigation plan can be put into effect that will result in compliance with the night time noise limits. Note that in the case where ambient noise levels exceed the noise limits specified in Section 8.80.160, the allowable noise exposure standard shall be increased per Section 8.80.150 [C] of the Municipal Code to reflect ambient levels.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Reports summarizing the findings of the noise measurements, if heavy construction equipment as defined above is used on during night construction on Parcel O. Preparation of a construction noise mitigation plan (if applicable).

Traffic and Circulation

Standard Conditions and Requirements

SC 3.8-1 As part of contract specification, the Airport shall require all construction trucks to access the Airport terminal area via the I-605 to I-405 and Lakewood Boulevard. Should oversized-transport vehicles accessing the Project site use a State

highway, a Caltrans transportation permit will be required. Construction vehicles accessing Parcel O shall use this route and access the construction site off of Clark Avenue or Willow Street.

Monitoring Phase: Demolition/Grading/Construction

- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Site inspections.

Aesthetics

Mitigation Measures

MM 3.1-1 During construction activities, the construction contractor shall ensure that construction materials and equipment staging areas be located away from existing residential uses and, when feasible, appropriate screening (i.e., temporary fencing with opaque material) shall be used to buffer views of the construction site.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Planning and Building Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Placement of staging area to be approved prior to building commencement. Inclusion of requirement in contract specifications.

MM 3.1-2 During construction activities, the construction contractor shall ensure that temporary construction-related security lighting shall be arranged so that direct rays will not shine on or produce glare for adjacent street traffic and residential uses. The light fixtures specified for the Project design must comply with the standard of the Illuminating Engineering Society for full cutoff capability.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Approval of construction staging plans.

Air Quality and Human Health Risk Assessment

Standard Conditions and Requirements

SC 3.2-1 During construction of the Proposed Project, the City and its contractors will be required to comply with regional rules, which would assist in reducing short-term air pollutant emissions. SCAQMD Rule 402 requires that air pollutant emissions should not create a nuisance off-site. SCAQMD Rule 403 requires that fugitive dust be controlled with the best available control measures so the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. Two options are presented in Rule 403; monitoring of particulate concentrations or active control. Monitoring involves a sampling network around the project with no additional control measures unless specified concentrations are exceeded. The active control option does not require any monitoring, but requires that a list of measures be implemented starting with the first day of construction.

Rule 403 requires that "A person conducting active operations within the boundaries of the South Coast Air Basin shall utilize one or more of the applicable best available control measures to minimize fugitive dust emissions from each fugitive dust source type which is part of the active operation." Rule 403 also requires that the construction activities "shall not cause or allow PM_{10} levels to exceed 50 micrograms per cubic meter when determined by simultaneous sampling, as the difference between upwind and down wind sample." A project is exempt from the monitoring requirement "if the dust control actions, as specified in Table 2 are implemented on a routine basis for each applicable fugitive dust source type." (Table 2 from Rule 403 is presented at the end of this MMRP as Table 1.) Under high wind conditions (i.e., when wind gusts exceed 25 miles per hour) additional control measures are required, and "the required control measures for high wind conditions are implemented for each applicable fugitive dust source type, as specified in Table 1." (Table 1 from Rule 403 is presented at the end of this MMRP as Table 2. Monitoring of particulate concentrations does not reduce fugitive dust emissions; therefore, to minimize fugitive dust emissions the construction activities will utilize the measures presented in Table 2 and Table 1 (Tables 1 and 2 in Rule 403) rather than the monitoring option of SCAQMD Rule 403.

Further, Rule 403 requires that the project shall "prevent or remove within one hour the track-out of bulk material onto public paved roadways as a result of their operations." Alternatively, the project can "take at least one of the actions listed in Table 3." (Table 3 from Rule 403 is presented at the end of this MMRP as Table 3.) In addition, the project would be required to "prevent the track-out of bulk material onto public paved roadways as a result of their operations and remove such material at anytime track-out extends for a cumulative distance of greater than 50 feet on to any paved public road during active operations; and remove all visible roadway dust tracked-out upon public paved roadways as a result of active operations at the conclusion of each work day when active operations cease.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** South Coast Air Quality Management District
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Site inspections.

SC 3.2-2 In support of PDF 3.2-1, requiring the design and construction of the terminal improvements to meet LEED standards, building materials, architectural coatings and cleaning solvents shall comply with all applicable SCAQMD rules and regulations.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Field Inspections.

Mitigation Measures

The follow mitigation measures are grouped because the enforcement agency, monitoring agency, and actions indicating compliance are the same for all.

MM 3.2-1 The contract specifications shall require and the City shall enforce general contractors to ensure that all equipment is properly tuned and maintained in accordance with manufacturers' specifications.

MM 3.2-2 The contract specifications shall require and the City shall enforce general contractors to maintain and operate construction equipment so as to minimize exhaust emissions. During construction, engines on trucks and vehicles in loading and unloading queues will be turned off when not in use, to reduce vehicle emissions. Construction activities should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

MM 3.2-3 The contract specifications shall require and the City shall enforce general contractors sweep streets as needed during construction, but not more frequently than hourly, if visible soil material has been carried onto adjacent public roads.

MM 3.2-4 The contract specifications shall require and the City shall enforce general contractors to visually inspect construction equipment prior to leaving the site; loose dirt shall be washed off with wheel washers as necessary.

MM 3.2-5 During construction, the City shall coordinate with the contractor to maximize the ability to power construction activity utilizing electricity from power poles rather than temporary diesel or gasoline power generators, to the extent possible.

MM 3.2-6 The contract specifications shall require that all on-site mobile equipment used during construction shall be powered by alternative fuel sources (i.e., methanol, natural gas, propane, or butane) where feasible.

MM 3.2-7 During construction, the City shall provide a location and require the contractor to store all construction equipment used in the project construction within the project site (away from adjacent residential areas) to reduce the impact on the roadway system and the resultant air emissions.

On-site construction equipment staging areas and construction worker parking lots shall be located on either paved surfaces or unpaved surfaces that are periodically treated with non-toxic soil stabilizers.

MM 3.2-8 The contract specifications shall require and the City shall enforce the contractor to schedule all deliveries related to construction activities that affect traffic flow during off-peak hours (e.g., 10:00 a.m. and 3:00 p.m.) and deliveries shall be coordinated to achieve consolidated truck trips. When traffic flow is impacted by the movement of construction materials and/or equipment, temporary traffic controls shall be provided to improve traffic flow (e.g., flag person).

MM 3.2-9 The contract specifications shall require all on-site heavy-duty construction equipment shall be equipped with diesel particulate traps to the extent that this equipment is available at the time the contracts are awarded.

MM 3.2-10 The construction specifications shall require and the City shall enforce that emulsified diesel fuel be used in diesel-fueled construction equipment that is not equipped with diesel particulate traps to reduce NO_X emissions.

The use of emulsified diesel fuel in construction equipment is assumed to reduce construction equipment NO_X emissions by 15 to 20 percent (CARB 2004). Applying the lower end of that range to the peak daily NO_X emissions from construction equipment would reduce NO_X emissions by approximately 70 lbs/day to a peak day NO_X emission inventory for construction of 424 lbs/day. This level would still be above the significance threshold. VOC emissions would also remain significant and unavoidable.

MM 3.2-10a During construction of the Proposed Project, the City and its contractors shall be required to comply with the following provisions, where feasible, to reduce construction NO_X and VOC emissions:

- Provide on-site lunch trucks/facilities during construction to reduce off-site worker vehicle trips.
- Prohibit construction vehicles idling in excess of five minutes to be consistent with State law.
- Suspend use of all construction equipment during a first-stage smog alert.
- Designate a person who will ensure implementation of the proposed mitigation measures through direct inspection and investigation of complaints. The City or the contractor shall provide a telephone number that residents may call should they have complaints regarding construction nuisance.

MM 3.2-17 The City will require street cleaning of Douglas Drive with a vacuum type street sweeper at least once per week. The vacuum sweeper will make sufficient circuits through the terminal area to vacuum the entire street surface (not just the gutter area) to reduce fugitive PM emissions from re-entrained road dust. Douglas Drive between Lakewood Boulevard and the Long Beach Airport terminal (including the loop in front of the terminal and return) shall be cleaned in this manner. The anticipated future exit road back to Lakewood Boulevard would also be cleaned in this manner.

The range of potential control efficiencies for this mitigation measure is from approximately 10 percent to 50 percent.[3,4] It is anticipated that a 75 percent reduction would be needed to reduce the peak incremental PM_{10} concentration below the significance threshold; therefore, PM_{10} concentrations would remain significant after implementation of this mitigation measure.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Site inspections.

[3] Cowherd, C., P. Englehart, G.E. Muleski, J.S. Kinsey, and K.D. Rosbury, 1990. Control of Fugitive and Hazardous Dusts, Noyes Data Corporation, Park Ridge, NJ. p.21.

[4] "Improvement of Specific Emission Factors (BACM Project No. 1) Final Report," by Midwest Research Institute for SCAQMD, Diamond Bar, CA, March 29, 1996.

Cultural Resources

Standard Conditions and Requirements

SC 3.3-1 Should any archaeological resources be uncovered during grading or excavation activities, these activities shall be diverted to a part of the site away from the find, and a qualified archaeologist shall be contracted by the contractor to: (1) ascertain the significance of the resource; (2) establish protocol with the project applicant to protect such resources; (3) ascertain the presence of additional resources; and (4) provide additional monitoring of the site, if deemed appropriate. If human remains are discovered on the site, the Los Angeles County Coroner shall be contacted to examine the remains, and the provisions of Section 15064.5(3) of the CEQA Guidelines shall be followed.

- **Monitoring Phase:** Grading
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** If remains are discovered, preparation of a written report by archaeologist and/or Los Angeles County Coroner.

SC 3.3-2 If human remains are encountered during ground-disturbing activities, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition of the materials pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (). The will determine and notify a Most Likely Descendent (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The descendent must complete the inspection within 24 hours of notification by the . The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

- **Monitoring Phase:** Grading
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Health Department
- **Action Indicating Compliance:** if remains are found, written approval by MLD or his/her authorized representative after inspection.

SC 3.3-4 Should any paleontological resources be uncovered during grading or excavation activities, the construction contractor shall divert activities to a part of the site away from the find, and a qualified paleontologist shall be contracted by the contractor to: (1) ascertain the significance of the resource; (2) establish protocol with the project applicant to protect such resources; (3) ascertain the presence of additional resources; and (4) provide additional monitoring of the site, if deemed appropriate. If human remains are discovered on the site, the Los Angeles County Coroner shall be contacted to examine the remains, and the provisions of Section 15064.5(3) of the CEQA Guidelines shall be followed.

- **Monitoring Phase:** Grading
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** If paleontological resources are discovered, preparation of protocol and preparation of a written report by paleontologist. Inclusion of requirement in contract specifications.

Hazards and Hazardous Wastes

Project Design Features

PDF 3.4-1 The proposed terminal improvements would be constructed in a manner consistent with LEED standards certification requirements to, among other things, minimize potential hazards and hazardous waste impacts.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Site inspections.

Mitigation Measures

MM 3.4-6 The City Engineer, or his designee, shall verify that every contractor transporting or handling hazardous materials and/or wastes during project implementation has permits and licenses from all relative health and regulatory agencies to operate and properly manifest all hazardous or California regulated material.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach Public Works Department
- **Monitoring Agency:** City of Long Beach Public Works Department
- **Action Indicating Compliance:** Proof that appropriate permits and licenses have been obtained; display of manifests.

MM 3.4-7 Prior to initiating construction activities, the contractor shall verify the locations of underground pipelines in the terminal area, ramp, and parking areas. Appropriate precautions shall be taken to ensure that pipelines are not disturbed or are properly relocated during construction.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Site inspections.

MM 3.4-8 Prior to issuance of grading permits, the applicant shall test the soil for aerially deposited lead and dichloro-diphenyl-trichloroethane (DDT). As a result of soil testing, should aerially deposited lead or DDT be found in quantities that exceed acceptable thresholds, the applicant shall develop a remediation program to dispose of soil material properly.

- **Monitoring Phase:** Grading
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Health Department
- **Action Indicating Compliance** Written description of findings of soil test/issuance of grading permits.

Noise

Standard Conditions and Requirements

SC 3.6-2 The contractor shall comply with the City of Long Beach Noise Ordinance pertaining to limitations on construction activities, as outlined in Exhibit 3.6-12 of the EIR, to the extent feasible while minimizing any potential conflicts with aviation activities.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Adherence to the construction hours and requirements specified in the City's Noise Ordinance or permission from City work outside of those hours.

Mitigation Measures

MM 3.6-1 The City shall conduct noise measurements during any night construction on Parcel O where such construction involves the use of heavy construction equipment such as front loaders, tractors, graders, paving machines, jackhammers or similar devices. Such measurements shall be made near the homes located directly across Clark Avenue from Parcel O. If any night measurement exceeds the limits specified in Sections 8.80.150 and 8.80.160 of the Long Beach Municipal Code as a result of the construction activity, the operation shall be terminated until such time that a construction noise mitigation plan can be put into effect that will result in compliance with the night time noise limits. Note that in the case where ambient noise levels exceed the noise limits specified in Section 8.80.160, the allowable noise exposure standard shall be increased per Section 8.80.150 [C] of the Municipal Code to reflect ambient levels.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department

- **Action Indicating Compliance:** Reports summarizing the findings of the noise measurements if heavy construction equipment as defined above is used on during night construction on Parcel O. Preparation of a construction noise mitigation plan (if applicable).

Traffic and Circulation

Standard Conditions and Requirements

SC 3.8-1 As part of contract specification, the Airport shall require all construction trucks to access the Airport terminal area via the I-605 to I-405 and Lakewood Boulevard. Should oversized-transport vehicles accessing the Project site use a State highway, a Caltrans transportation permit will be required. Construction vehicles accessing Parcel O shall use this route and access the construction site off of Clark Avenue or Willow Street.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Site inspections.

Aesthetics

Mitigation Measures

MM 3.1-1 During construction activities, the construction contractor shall ensure that construction materials and equipment staging areas be located away from existing residential uses and, when feasible, appropriate screening (i.e., temporary fencing with opaque material) shall be used to buffer views of the construction site.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Placement of staging area to be approved prior to building commencement. Inclusion of requirement in contract specifications.

MM 3.1-2 During construction activities, the construction contractor shall ensure that temporary construction-related security lighting shall be arranged so that direct rays will not shine on or produce glare for adjacent street traffic and residential uses. The light fixtures specified for the Project design must comply with the standard of the Illuminating Engineering Society for full cutoff capability.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Approval of construction staging plans.

Air Quality and Human Health Risk Assessment

Standard Conditions and Requirements

SC 3.2-1 During construction of the Proposed Project, the City and its contractors will be required to comply with regional rules, which would assist in reducing short-term air pollutant emissions. SCAQMD Rule 402 requires that air pollutant emissions should not create a nuisance off-site. SCAQMD Rule 403 requires that fugitive dust be controlled with the best available control measures so the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. Two options are presented in Rule 403; monitoring of particulate concentrations or active control. Monitoring involves a sampling network around the project with no additional control measures unless specified concentrations are exceeded. The active control option does not require any monitoring, but requires that a list of measures be implemented starting with the first day of construction.

Rule 403 requires that "A person conducting active operations within the boundaries of the South Coast Air Basin shall utilize one or more of the

applicable best available control measures to minimize fugitive dust emissions from each fugitive dust source type which is part of the active operation." Rule 403 also requires that the construction activities "shall not cause or allow PM_{10} levels to exceed 50 micrograms per cubic meter when determined by simultaneous sampling, as the difference between upwind and down wind sample." A project is exempt from the monitoring requirement "if the dust control actions, as specified in Table 2 are implemented on a routine basis for each applicable fugitive dust source type." (Table 2 from Rule 403 is presented at the end of this MMRP as Table 1.) Under high wind conditions (i.e., when wind gusts exceed 25 miles per hour) additional control measures are required, and "the required control measures for high wind conditions are implemented for each applicable fugitive dust source type, as specified in Table 1." (Table 1 from Rule 403 is presented at the end of this MMRP as Table 2.) Monitoring of particulate concentrations does not reduce fugitive dust emissions; therefore, to minimize fugitive dust emissions the construction activities will utilize the measures presented in Table 2 and Table 1 (Tables 1 and 2 in Rule 403) rather than the monitoring option of SCAQMD Rule 403.

Further, Rule 403 requires that the project shall "prevent or remove within one hour the track-out of bulk material onto public paved roadways as a result of their operations." Alternatively, the project can "take at least one of the actions listed in Table 3." (Table 3 from Rule 403 is presented at the end of this MMRP as Table 3.) In addition, the project would be required to "prevent the track-out of bulk material onto public paved roadways as a result of their operations and remove such material at anytime track-out extends for a cumulative distance of greater than 50 feet on to any paved public road during active operations; and remove all visible roadway dust tracked-out upon public paved roadways as a result of active operations at the conclusion of each work day when active operations cease.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** South Coast Air Quality Management District
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Site inspections.

SC 3.2-2 In support of PDF 3.2-1, requiring the design and construction of the terminal improvements to meet LEED standards, building materials, architectural coatings and cleaning solvents shall comply with all applicable SCAQMD rules and regulations.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Field inspections.

Mitigation Measures

The follow mitigation measures are grouped because the enforcement agency, monitoring agency, and actions indicating compliance are the same for all.

MM 3.2-1 The contract specifications shall require and the City shall enforce general contractors to ensure that all equipment is properly tuned and maintained in accordance with manufacturers' specifications.

MM 3.2-2 The contract specifications shall require and the City shall enforce general contractors to maintain and operate construction equipment so as to minimize exhaust emissions. During construction, engines on trucks and vehicles in loading and unloading queues will be turned off when not in use, to reduce vehicle emissions. Construction activities should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

MM 3.2-3 The contract specifications shall require and the City shall enforce general contractors sweep streets as needed during construction, but not more frequently than hourly, if visible soil material has been carried onto adjacent public roads.

MM 3.2-4 The contract specifications shall require and the City shall enforce general contractors to visually inspect construction equipment prior to leaving the site; loose dirt shall be washed off with wheel washers as necessary.

MM 3.2-5 During construction, the City shall coordinate with the contractor to maximize the ability to power construction activity utilizing electricity from power poles rather than temporary diesel or gasoline power generators, to the extent possible.

MM 3.2-6 The contract specifications shall require that all on-site mobile equipment used during construction shall be powered by alternative fuel sources (i.e., methanol, natural gas, propane, or butane) where feasible.

MM 3.2-7 During construction, the City shall provide a location and require the contractor to store all construction equipment used in the project construction within the project site (away from adjacent residential areas) to reduce the impact on the roadway system and the resultant air emissions.

On-site construction equipment staging areas and construction worker parking lots shall be located on either paved surfaces or unpaved surfaces that are periodically treated with non-toxic soil stabilizers.

MM 3.2-8 The contract specifications shall require and the City shall enforce the contractor to schedule all deliveries related to construction activities that affect traffic flow during off-peak hours (e.g., 10:00 a.m. and 3:00 p.m.) and deliveries shall be coordinated to achieve consolidated truck trips. When traffic flow is impacted by the movement of construction materials and/or equipment, temporary traffic controls shall be provided to improve traffic flow (e.g., flag person).

MM 3.2-9 The contract specifications shall require all on-site heavy-duty construction equipment shall be equipped with diesel particulate traps to the extent that this equipment is available at the time the contracts are awarded.

MM 3.2-10 The construction specifications shall require and the City shall enforce that emulsified diesel fuel be used in diesel-fueled construction equipment that is not equipped with diesel particulate traps to reduce NO_X emissions.

The use of emulsified diesel fuel in construction equipment is assumed to reduce construction equipment NO_X emissions by 15 to 20 percent (CARB 2004). Applying the lower end of that range to the peak daily NO_X emissions from construction equipment would reduce NO_X emissions by approximately 70 lbs/day to a peak day NO_X emission inventory for construction of 424 lbs/day. This level would still be above the significance threshold. VOC emissions would also remain significant and unavoidable.

MM 3.2-10a During construction of the Proposed Project, the City and its contractors shall be required to comply with the following provisions, where feasible, to reduce construction NO_X and VOC emissions:

- Provide on-site lunch trucks/facilities during construction to reduce off-site worker vehicle trips.
- Prohibit construction vehicles idling in excess of five minutes to be consistent with State law.
- Suspend use of all construction equipment during a first-stage smog alert.
- Designate a person who will ensure implementation of the proposed mitigation measures through direct inspection and investigation of complaints. The City or the contractor shall provide a telephone number that residents may call should they have complaints regarding construction nuisance.

MM 3.2-10b During construction of the Proposed Project, the City and its contractors shall be required to comply with the following provisions, where feasible, to reduce construction VOC emissions:

- Use zero VOC content architectural coatings on buildings.
- Restrict the number of gallons of coatings used per day.
- Encourage water-based coatings or other low-emitting alternatives.
- Paint contractors should use hand applications instead of spray guns.

MM 3.2-17 The City will require street cleaning of Douglas Drive with a vacuum type street sweeper at least once per week. The vacuum sweeper will make sufficient circuits through the terminal area to vacuum the entire street surface (not just the gutter area) to reduce fugitive PM emissions from re-entrained road dust. Douglas Drive between Lakewood Boulevard and the Long Beach Airport terminal (including the loop in front of the terminal and return) shall be cleaned in this manner. The anticipated future exit road back to Lakewood Boulevard would also be cleaned in this manner.

The range of potential control efficiencies for this mitigation measure is from approximately 10 percent to 50 percent.[5,6] It is anticipated that a 75 percent reduction would be needed to reduce the peak incremental PM10 concentration

[5] Cowherd, C., P. Englehart, G.E. Muleski, J.S. Kinsey, and K.D. Rosbury, 1990. Control of Fugitive and Hazardous Dusts, Noyes Data Corporation, Park Ridge, NJ. p.21.

[6] "Improvement of Specific Emission Factors (BACM Project No. 1) Final Report," by Midwest Research Institute for SCAQMD, Diamond Bar, CA, March 29, 1996.

below the significance threshold; therefore, PM10 concentrations would remain significant after implementation of this mitigation measure.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Site inspections.

Hazards and Hazardous Wastes

Project Design Features

PDF 3.4-1 The proposed terminal improvements would be constructed in a manner consistent with LEED standards certification requirements to, among other things, minimize potential hazards and hazardous waste impacts.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Site inspections.

Standard Conditions and Requirements

SC 3.4-5 Construction of the Proposed Project shall be in compliance with local and State construction and building requirements and regulations, including the Uniform Building Code.

- **Monitoring Phase:** Pre-Construction/Construction
- **Enforcement Agency:** City of Long Beach, Planning and Building Department
- **Monitoring Agency:** City of Long Beach, Planning and Building Department
- **Action Indicating Compliance:** Approval of Development Plans. Site inspections.

Mitigation Measures

MM 3.4-4 As part of the contract specification, a haul route, which could include Willow Street, shall be designated by the City Engineer, or his designee. During construction, the City Engineer, or his designee shall instruct every contractor that no hazardous or acutely hazardous materials may be transported onto the Airport via Willow Street to avoid potential impacts within one-quarter mile of the Alpert Jewish Community Center, where school programs are conducted.

- **Monitoring Phase:** Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. A completed haul route/notes written during site visits including directives given to the contractor/crew regarding transportation of hazardous materials.

MM 3.4-6 The City Engineer, or his designee, shall verify that every contractor transporting or handling hazardous materials and/or wastes during project implementation has permits and licenses from all relative health and regulatory agencies to operate and properly manifest all hazardous or California regulated material.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach Public Works Department
- **Monitoring Agency:** City of Long Beach Public Works Department
- **Action Indicating Compliance:** Proof that appropriate permits and licenses have been obtained; display of manifests.

MM 3.4-7 Prior to initiating construction activities, the contractor shall verify the locations of underground pipelines in the terminal area, ramp, and parking areas. Appropriate precautions shall be taken to ensure that pipelines are not disturbed or are properly relocated during construction.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- Action Indicating Compliance: Inclusion of requirement in contract specifications. Site inspections.

Noise

Standard Conditions and Requirements

SC 3.6-2 The contractor shall comply with the City of Long Beach Noise Ordinance pertaining to limitations on construction activities, as outlined in Exhibit 3.6-12 of the EIR, to the extent feasible while minimizing any potential conflicts with aviation activities.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Health Department

- **Action Indicating Compliance:** Inclusion of requirement in contract specifications. Adherence to the construction hours and requirements specified in the City's Noise Ordinance or permission from City work outside of those hours.

Mitigation Measures

MM 3.6-1 The City shall conduct noise measurements during any night construction on Parcel O where such construction involves the use of heavy construction equipment such as front loaders, tractors, graders, paving machines, jackhammers or similar devices. Such measurements shall be made near the homes located directly across Clark Avenue from Parcel O. If any night measurement exceeds the limits specified in Sections 8.80.150 and 8.80.160 of the Long Beach Municipal Code as a result of the construction activity, the operation shall be terminated until such time that a construction noise mitigation plan can be put into effect that will result in compliance with the night time noise limits. Note that in the case where ambient noise levels exceed the noise limits specified in Section 8.80.160, the allowable noise exposure standard shall be increased per Section 8.80.150 [C] of the Municipal Code to reflect ambient levels.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Health Department
- **Action Indicating Compliance:** Reports summarizing the findings of the noise measurements conducted if heavy construction equipment as defined above is used on during night construction on Parcel O. Preparation of a construction noise mitigation plan (if applicable).

Public Services

MM 3.7-1 During construction activities, the relocation or modification of TSA facilities shall be coordinated with TSA to ensure that there is no compromise to TSA functions that would adversely affect TSA's ability to perform its passenger and baggage securing screening activities.

- **Monitoring Phase:** Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department, Airport Bureau
- **Monitoring Agency:** City of Long Beach, Public Works Department, Airport Bureau
- **Action Indicating Compliance:** Coordination with TSA to ensure that its passenger and baggage screening activities are not compromised.

MM 3.7-2 Prior to initiation of any modifications to the airfield side, the contractor shall provide a Construction Phasing Implementation Plan, meeting the approval of the Airport Manager. The Plan shall demonstrate how construction activities will be conducted and that all applicable FAA airfield safety requirements are being met. In addition, the contractor shall prepare a safety plan and participate in on-going weekly safety meetings during construction.

- **Monitoring Phase:** Pre-construction/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department, Airport Bureau
- **Monitoring Agency:** City of Long Beach, Public Works Department, Airport Bureau
- **Action Indicating Compliance:** Acceptance of an approved Construction Phasing Implementation Plan and an approved Safety Plan

Traffic and Circulation

Standard Conditions and Requirements

SC 3.8-1 As part of contract specification, the Airport shall require all construction trucks to access the Airport terminal area via the I-605 to I-405 and Lakewood Boulevard. Should oversized-transport vehicles accessing the Project site use a State highway, a Caltrans transportation permit will be required. Construction vehicles accessing Parcel O shall use this route and access the construction site off of Clark Avenue or Willow Street.

- **Monitoring Phase:** Demolition/Grading/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Site inspections.

Project Design Features

PDF 3.8-1 A component of the Proposed Project is the provision of a new parking structure that would accommodate 4,000 vehicles.

- **Monitoring Phase:** Pre-construction/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Planning and Building Department
- **Action Indicating Compliance:** Design and construction of a parking structure

PDF 3.8-2 The project would also include the extension of the south side of the Donald Douglas Drive loop to exit onto Lakewood Boulevard, with eastbound right turn only to southbound access on to Lakewood Boulevard.

- **Monitoring Phase:** Pre-construction/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department

- **Action Indicating Compliance:** Design and extension of Douglas Drive loop; eastbound right turn to southbound access onto Lakewood Boulevard.

PDF 3.8-3 With the construction of the parking structure existing surface parking would be displaced. To address potential parking demand during construction, Parcel O would be developed to serve parking demand not met by existing facilities.

- **Monitoring Phase:** Pre-construction/Construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Development of Parcel O to accommodate displaced vehicle parking during construction of the parking structure and Terminal improvements. Compliance can also be accomplished by leasing existing unused parking spaces from Boeing (requires a signed lease agreement).

Air Quality and Human Health Risk Assessment

The Proposed Project is a construction activity and, as such, would not result in operational impacts. The following mitigation options are proposed to reduce operational emission impacts associated with the Optimized Flights scenario and project alternatives:

Mitigation Measures

MM 3.2-14 The City shall require the use of ultra-low sulfur diesel for diesel-fueled equipment that are not readily convertible to electrical power on all future lease and operational agreements for air carriers.

- **Monitoring Phase:** Post-construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Inclusion of requirement in lease and operational agreements.

MM 3.2-15 Through its lease language with them, the City of Long Beach shall require the airlines to comply with the South Coast GSE MOU signed by the airlines and CARB in December 2002, or replacement agreements and/or regulations. Through the implementation of MM 3.2-12 and MM 3.2-13 (see Design section above), the Airport will design the infrastructure necessary to assist airlines in complying with the GSE MOU. The GSE MOU includes provisions for retrofitting diesel GSE with particulate traps where feasible. Therefore, compliance with the GSE MOU would reduce PM_{10} and $PM_{2.5}$ impacts as well as NO_X and VOC emissions.

The mitigated criteria pollutant emission inventories associated with installing preconditioned air, 400 Hz power, and electric battery chargers would reduce APU carbon monoxide (CO) emissions by 61 and APU NO_X emissions by 57 percent in 2011 and 2020. GSE CO emissions would be reduced by 97 percent in 2011; and GSE NO_X emissions would be reduced by 55 percent in 2011 and 40 percent in 2020.

Comparing the mitigated Project criteria pollutant incremental inventories to the operational emission thresholds indicates that the mitigated inventories of all pollutants except NO_X would be below the significance thresholds in 2011 and 2020.

MM 3.2-17 The City will require street cleaning of Douglas Drive with a vacuum type street sweeper at least once per week. The vacuum sweeper will make sufficient circuits through the terminal area to vacuum the entire street surface (not just the gutter area) to reduce fugitive PM emissions from re-entrained road dust. Douglas Drive between Lakewood Boulevard and the Long Beach Airport terminal (including the loop in front of the terminal and return) shall be cleaned in this manner. The anticipated future exit road back to Lakewood Boulevard would also be cleaned in this manner.

The range of potential control efficiencies for this mitigation measure is from approximately 10 percent to 50 percent.[7,8] It is anticipated that a 75 percent reduction would be needed to reduce the peak incremental PM_{10} concentration below the significance threshold; therefore, PM_{10} concentrations would remain significant after implementation of this mitigation measure.

- **Monitoring Phase:** Post-construction
- **Enforcement Agency:** City of Long Beach, Public Works Department, Airport Bureau
- **Monitoring Agency:** City of Long Beach, Public Works Department, Airport Bureau
- **Action Indicating Compliance:** Inclusion of requirement in lease agreements or replacement agreements/regulations.

Noise

Standard Conditions and Requirements

SC 3.6-1 The Airport Noise Compatibility Ordinance would apply to continued operations at the Airport. All future operations would need to be consistent with the provisions of the ordinance.

- **Monitoring Phase:** Post-construction
- **Enforcement Agency:** City of Long Beach, Public Works Department
- **Monitoring Agency:** City of Long Beach, Public Works Department
- **Action Indicating Compliance:** Compliance documented through regular monitoring reports prepared pursuant to the Airport Noise Compatibility Ordinance.

[7] Cowherd, C., P. Englehart, G.E. Muleski, J.S. Kinsey, and K.D. Rosbury, 1990. Control of Fugitive and Hazardous Dusts, Noyes Data Corporation, Park Ridge, NJ. p.21.

[8] "Improvement of Specific Emission Factors (BACM Project No. 1) Final Report," by Midwest Research Institute for SCAQMD, Diamond Bar, CA, March 29, 1996.

Air Quality and Human Health Risk Assessment

Mitigation Measures

MM 3.2-16 As the City purchases new vehicles or equipment serving the Airport, staff shall consider the purchase of low or zero-emission technology, such as the use of CNG or any other clean fuel technology available.

- **Monitoring Phase:** On-going
- **Enforcement Agency:** City of Long Beach, Public Works Department, Fleet Bureau
- **Monitoring Agency:** City of Long Beach, Public Works Department, Fleet Bureau
- **Action Indicating Compliance:** Purchase of vehicles and equipment that are equipped with low or zero-emissions technology.

MM 3.2-17 The City will require street cleaning of Douglas Drive with a vacuum type street sweeper at least once per week. The vacuum sweeper will make sufficient circuits through the terminal area to vacuum the entire street surface (not just the gutter area) to reduce fugitive PM emissions from re-entrained road dust. Douglas Drive between Lakewood Boulevard and the Long Beach Airport terminal (including the loop in front of the terminal and return) shall be cleaned in this manner. The anticipated future exit road back to Lakewood Boulevard would also be cleaned in this manner.

The range of potential control efficiencies for this mitigation measure is from approximately 10 percent to 50 percent.[9,10] It is anticipated that a 75 percent reduction would be needed to reduce the peak incremental PM_{10} concentration below the significance threshold; therefore, PM_{10} concentrations would remain significant after implementation of this mitigation measure.

Hazards and Hazardous Wastes

Standard Conditions and Requirements

SC 3.4-1 The Proposed Project and any additional flights associated with optimize flight operations would be required to comply with the provisions of the *Long Beach Airport Certification Manual* and *Long Beach Airport Rules and Regulations* pertaining to the handling, use, and disposal of hazardous materials and hazardous wastes.

- **Monitoring Phase:** On-going
- **Enforcement Agency:** City of Long Beach, Public Works Department, Airport Bureau

[9] Cowherd, C., P. Englehart, G.E. Muleski, J.S. Kinsey, and K.D. Rosbury, 1990. Control of Fugitive and Hazardous Dusts, Noyes Data Corporation, Park Ridge, NJ. p.21.

[10] "Improvement of Specific Emission Factors (BACM Project No. 1) Final Report," by Midwest Research Institute for SCAQMD, Diamond Bar, CA, March 29, 1996.

- **Monitoring Agency:** City of Long Beach, Public Works Department, Airport Bureau

- **Action Indicating Compliance:** Site inspections during construction; ongoing compliance shall occur in accordance with the *Long Beach Airport Certification Manual* and *Long Beach Airport Rules and Regulations*

Noise

Mitigation Measures

MM 3.6-2 Within 24 months of certification of the EIR, the Airport Manager shall develop a land use compatibility program addressing existing and future aviation noise levels. The program shall be an ongoing voluntary program that will provide noise attenuation and be available to all residential units within the 65 Community Noise Equivalent Level (CNEL) contour and schools within the 60 CNEL contour based on the contours published for Long Beach Airport for the previous calendar year (Quarterly Report for 12 month Period Ending December 31). In exchange for sound insulation treatment, the owners of the property will provide the City of Long Beach an avigation easement over said property. The program shall identify (1) methods of providing noise attenuation; (2) funding sources for the improvements; (3) methods for establishing priorities for implementing the improvements; and (4) an installation agreement. The land use compatibility program will be administered by the City of Long Beach, Airport Bureau.

- **Monitoring Phase:** On-going

- **Enforcement Agency:** City of Long Beach, Public Works Department, Airport Bureau

- **Monitoring Agency:** City of Long Beach, Public Works Department, Airport Bureau

- **Action Indicating Compliance:** Development of a land use compatibility program.

MITIGATION MEASURES ASSOCIATED WITH THE OPTIMIZED FLIGHTS SCENARIO

The following mitigation measures are not associated with the proposed project. Rather, they apply to future conditions under the Optimized Flights Scenario which, as noted in the Final EIR, could occur with or without implementation of the proposed project.

Traffic and Circulation

Mitigation Measures

The two impacted intersections along Lakewood Boulevard at Spring and Willow Streets are currently built out to the maximum feasible configuration. Additional improvements would require extensive right of way purchases that would impact several local businesses. Discussions with City staff indicate that no further lane additions are feasible at these two intersections. However, as discussed in Section 3.8 of the EIR, the impacts to these intersections under the Existing Plus Optimized Flights scenario are not expected until at a substantial number of the additional flights and associated passengers are added. For the Spring Street at Lakewood Boulevard intersection, the intersection would reach Level of Service (LOS) E when approximately 375 additional AM peak hour trips or an increase of 3,500 Average Day-Peak Month (ADPM) passengers (45 percent of the total added) over 2005 conditions. At the Willow Street and Lakewood Boulevard intersection, the intersection currently operates at LOS E, and would exceed the 0.02 Volume to Capacity Ratio (V/C) impact threshold when approximately 675 additional AM peak hour trips or 6,340 additional ADPM passengers occur. Currently, the ADPM is 9,246 passengers. Therefore, impacts would be expected if the ADPM level reached 12,746 passengers.

Though the Spring Street/Lakewood Boulevard intersection would still operate at a deficient level of service in the 2020, this is not an impact of the Proposed Project or the Optimized Flights scenario. Elsewhere the improvements associated with the Douglas Park would accommodate the additional demand associated with the Optimized Flights scenario. The improvements for Douglas Park include various Adaptive Traffic Control System measures, which are expected to increase the saturation flow rate by 10 percent to 1,760 vehicles per hour. While these improvements are expected, they are not currently programmed in any capital improvement program; therefore, their implementation cannot be relied upon to mitigate the impacts of the Existing with Optimized Flights scenario. Though the Optimized Flights are not a component of the Proposed Project, it is recommended that the following mitigation measure be adopted should the air carriers make the necessary adjustments to qualify for additional flight.

MM 3.8-1 In conjunction with the allocation of additional flights in accordance with the Airport Noise Compatibility Ordinance (Optimized Flights) the City shall develop a traffic monitoring program when the ADPM passenger levels reach 12,700. The traffic monitoring program shall evaluate the LOS at the Spring Street and Lakewood Boulevard and the Willow Street and Lakewood Boulevard intersections. If deficient LOS is identified, the City of Long Beach shall develop and implement a mitigation program that includes transportation management control measures to enhance the efficiency of traffic movement. Post implementation monitoring shall be required to ensure that sufficient capacity enhancement have been provided to accommodate the traffic associated with the increased passenger levels. If no deficiency in LOS is identified, the traffic monitoring of the key intersections shall be conducted on an annual basis or until such time as the improvements provided for as part of the Douglas Park project are implemented.

- **Monitoring Phase:** Post-buildout
- **Enforcement Agency:** City of Long Beach, Public Works Department

- **Monitoring Agency:** City of Long Beach, Public Works Department

- **Action Indicating Compliance:** Traffic monitoring program as passenger levels reach designated levels. Development of a mitigation program that includes transportation management control measures or traffic monitoring of key intersections annually or until such time as the improvements provided for as part of the Douglas Park project are implemented.

With the Optimized Flights scenario the parking structure for the Airport would be insufficient to accommodate the additional passenger levels. Though the Optimized Flights scenario is not a component of the Proposed Project, the following mitigation measure is proposed to address this potential impact.

MM 3.8-2 In conjunction with the allocation of additional flights in accordance with the Airport Noise Compatibility Ordinance (Optimized Flights) when the annual passenger levels reach 4.2 Million Annual Passengers (MAP) the Airport Manager shall identify and develop additional on-site parking opportunities. This may include development of an additional parking structure within the Airport Entrance area. Implementation of the identified improvements would require separate documentation pursuant to CEQA.

- **Monitoring Phase:** Post-buildout

- **Enforcement Agency:** City of Long Beach, Public Works Department, Airport Manager

- **Monitoring Agency:** City of Long Beach, Public Works Department

- **Action Indicating Compliance:** Development of parking facilities/ opportunities to meet onsite needs when designated passenger levels are met.

TABLE 1
FUGITIVE DUST CONTROL ACTIONS FOR EXEMPTION TO MONITORING
(RULE 403 TABLE 2)

Source Category	Control Actions
Earth-moving (except construction cutting and filling areas, and mining operations)	(1a) Maintain soil moisture content at a minimum of 12%, as determined by ASTM method D-2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the United States Environmental Protection Agency (USEPA). Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations each subsequent four-hour period of active operations; OR (1a-1) For any earth-moving which is more than 100 feet from all property lines, conduct watering as necessary to prevent visible dust emissions from exceeding 100 feet in length in any direction.
Earth-moving: Construction fill areas	(1b) Maintain soil moisture content at a minimum of 12%, as determined by ASTM method D-2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the USEPA. For areas which have an optimum moisture content for compaction of less than 12%, as determined by ASTM Method 1557 or other equivalent method approved by the Executive Officer and the California Air Resources Board and the USEPA, complete the compaction process as expeditiously as possible after achieving at least 70% of the optimum soil moisture content. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations during each subsequent four-hour period of active operations.
Earth-moving: Construction cut areas and mining operations	(1c) Conduct watering as necessary to prevent visible emissions from extending more than 100 feet beyond the active cut or mining area unless the area is inaccessible to watering vehicles due to slope conditions or other safety factors.
Disturbed surface areas (except completed grading areas)	(2a/b) Apply dust suppression in sufficient quantity and frequency to maintain a stabilized surface. Any areas which cannot be stabilized, as evidenced by wind driven fugitive dust must have an application of water at least twice per day to at least 80% of the unstabilized area.
Disturbed surface areas: Completed grading areas	(2c) Apply chemical stabilizers within five working days of grading completion; OR (2d) Take actions (3a) or (3c) specified for inactive disturbed surface areas
Inactive disturbed surface areas	(3a) Apply water to at least 80% of all inactive disturbed surface areas on a daily basis when there is evidence of wind driven fugitive dust, excluding any areas which are inaccessible to watering vehicles due to excessive slope or other safety conditions; OR (3b) Apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface; OR (3c) Establish a vegetative ground cover within 21 days after active operations have ceased. Ground cover must be of sufficient density to expose less than 30% of unstabilized ground within 90 days of planting, and at all times thereafter; OR (3d) Utilize any combination of control actions (3a), (3b), and (3c) such that, in total, these actions apply to all inactive disturbed surface areas.
Unpaved Roads	(4a) Water all roads used for any vehicular traffic at least once per every two hours of active operations; OR (4b) Water all roads used for any vehicular traffic once daily and restrict vehicle speeds to 15 miles per hour; OR•(4c) Apply a chemical stabilizer to all unpaved road surfaces in sufficient quantity and frequency to maintain a stabilized surface.
Open storage piles	(5a) Apply chemical stabilizers; OR (5b) Apply water to at least 80% of the surface area of all open storage piles on a daily basis when there is evidence of wind driven fugitive dust; OR (5c) Install temporary coverings; OR (5d) Install a three-sided enclosure with walls with no more than 50% porosity which extends, at a minimum, to the top of the pile.
All Categories	(6a) Any other control measures approved by the Executive Officer and the USEPA as equivalent to the methods specified in Table 2 may be used.

TABLE 2
REQUIRED BEST AVAILABLE CONTROL MEASURES
(SCAQMD RULE 403, TABLE 1)

Control Measure	Guidance
Backfilling	
01-1 Stabilize backfill material when not actively handling; and 01-2 Stabilize backfill material during handling; and 01-3 Stabilize soil at completion of activity.	• Mix backfill soil with water prior to moving • Dedicate water truck or high capacity hose to backfilling equipment • Empty loader bucket slowly so that no dust plumes are generated • Minimize drop height from loader bucket
Clearing and Grubbing	
02-1 Maintain stability of soil through pre-watering of site prior to clearing and grubbing; and 02-2 Stabilize soil during clearing and grubbing activities; and 02-3 Stabilize soil immediately after clearing and grubbing activities.	• Maintain live perennial vegetation where possible • Apply water in sufficient quantity to prevent generation of dust plumes
Clearing Forms	
03-1 Use water spray to clear forms; or 03-2 Use sweeping and water spray to clear forms; or 03-3 Use vacuum system to clear forms.	• Use of high pressure air to clear forms may cause exceedance of Rule requirements
Crushing	
04-1 Stabilize surface soils prior to operation of support equipment; and 04-2 Stabilize material after crushing.	• Follow permit conditions for crushing equipment • Pre-water material prior to loading into crusher • Monitor crusher emissions opacity • Apply water to crushed material to prevent dust plumes
Cut and Fill	
05-1 Pre-water soils prior to cut and fill activities; and 05-2 Stabilize soil during and after cut and fill activities.	• For large sites, pre-water with sprinklers or water trucks and allow time for penetration • Use water trucks/pulls to water soils to depth of cut prior to subsequent cuts
Demolition – Mechanical/Manual	
06-1 Stabilize wind erodible surfaces to reduce dust; and 06-2 Stabilize surface soil where support equipment and vehicles will operate; and 06-3 Stabilize loose soil and demolition debris; and 06-4 Comply with AQMD Rule 1403.	• Apply water in sufficient quantities to prevent the generation of visible dust plumes
Disturbed Soil	
07-1 Stabilize disturbed soil throughout the construction site; and 07-02 Stabilize disturbed soil between structures	• Limit vehicular traffic and disturbances on soils where possible • If interior block walls are planned, install as early as possible • Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes
Earth-Moving Activities	
08-1 Pre-apply water to depth of proposed cuts; and 08-2 Re-apply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction; and 08-3 Stabilize soils once earth-moving activities are complete.	• Grade each project phase separately, timed to coincide with construction phase • Upwind fencing can prevent material movement on site • Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes

TABLE 2
REQUIRED BEST AVAILABLE CONTROL MEASURES
(SCAQMD RULE 403, TABLE 1)
(Continued)

Control Measure	Guidance
Importing/Exporting of Bulk Materials	
09-1 Stabilize material while loading to reduce fugitive dust emissions; and 09-2 Maintain at least six inches of freeboard on haul vehicles; and 09-3 Stabilize material while transporting to reduce fugitive dust emissions; and 09-4 Stabilize material while unloading to reduce fugitive dust emissions; and 09-5 Comply with Vehicle Code Section 23114.	• Use tarps or other suitable enclosures on haul trucks • Check belly-dump truck seals regularly and remove any trapped rocks to prevent spillage • Comply with track-out prevention/mitigation requirements • Provide water while loading and unloading to reduce visible dust plumes
Landscaping	
10-1 Stabilize soils, materials, slopes	• Apply water to materials to stabilize, maintain materials in a crusted condition • Maintain effective cover over materials • Stabilize sloping surfaces using soil binders until vegetation or ground cover can effectively stabilize the slopes • Hydroseed prior to rain season
Road Shoulder Maintenance	
11-1 Apply water to unpaved shoulders prior to clearing; and 11-2 Apply chemical dust suppressants and/or washed gravel to maintain a stabilized surface after completing road shoulder maintenance.	• Installation of curbing and/or paving of road shoulders can reduce recurring maintenance costs • Use of chemical dust suppressants can inhibit vegetation growth and reduce future road shoulder maintenance costs
Screening	
12-1 Pre-water material prior to screening; and 12-2 Limit fugitive dust emissions to opacity and plume length standards; and 12-3 Stabilize material immediately after screening.	• Dedicate water truck or high capacity hose to screening operation • Drop material through the screen slowly and minimize drop height • Install wind barrier with a porosity of no more than 50% upwind of screen to the height of the drop point
Staging Areas	
13-1 Stabilize staging areas during use; and 13-2 Stabilize staging area soils at project completion.	• Limit size of staging area • Limit vehicle speeds to 15 miles per hour • Limit number and size of staging area entrances/exists
Stockpiles/Bulk Material Handling	
14-1 Stabilize stockpiled materials. 14-2 Stockpiles within 100 yards of off-site occupied buildings must not be greater than eight feet in height; or must have a road bladed to the top to allow water truck access or must have an operational water irrigation system that is capable of complete stockpile coverage.	• Add or remove material from the downwind portion of the storage pile • Maintain storage piles to avoid steep sides or faces
Traffic Areas for Construction Activities	
15-1 Stabilize all off-road traffic and parking areas; and 15-2 Stabilize all haul routes; and 15-3 Direct construction traffic over established haul routes.	• Apply gravel/paving to all haul routes as soon as possible to all future roadway areas • Barriers can be used to ensure vehicles are only used on established parking areas/haul routes

TABLE 2
REQUIRED BEST AVAILABLE CONTROL MEASURES
(SCAQMD RULE 403, TABLE 1)
(Continued)

Control Measure	Guidance
Trenching	
16-1 Stabilize surface soils where trencher or excavator and support equipment will operate; and 16.2 Stabilize soils at the completion of trenching activities.	• Pre-watering of soils prior to trenching is an effective preventive measure. • For deep trenching activities, pre-trench to 18 inches, soak soils via the pre-trench and resume trenching • Washing mud and soils from equipment at the conclusion of trenching activities to prevent crusting and drying of soil on equipment
Truck Loading	
17-1 Pre-water material prior to loading; and 17.2 Ensure that freeboard exceeds six inches (CVC 23114)	• Empty loader bucket such that no visible dust plumes are created • Ensure that the loader bucket is close to the truck to minimize drop height while loading
Turf Overseeding	
18-1 Apply sufficient water immediately prior to conducting turf vacuuming activities to meet opacity and plume length standards; and 18-2 Cover haul vehicles prior to exiting the site.	• Haul waste material immediately off-site
Unpaved Roads/Parking Lots	
19-1 Stabilize soils to meet the applicable performance standards; and 19-2 Limit vehicular travel to established unpaved roads (haul routes) and unpaved parking lots.	• Restricting vehicular access to established unpaved travel paths and parking lots can reduce stabilization requirements
Vacant Land	
20-1 In instances where vacant lots are 0.10 acre or larger and have a cumulative area of 500 square feet or more that are driven over and/or used by motor vehicles and/or off-road vehicles, prevent motor vehicle and/or off-road vehicle trespassing, parking and/or access by installing barriers, curbs, fences, gates, posts, signs, shrubs, trees or other effective control measures.	

TABLE 3
TRACK OUT CONTROL OPTIONS

(1)	Pave or apply chemical stabilization at sufficient concentration and frequency to maintain a stabilized surface starting from the point of intersection with the public paved surface, and extending for a centerline distance of at least 100 feet and a width of at least 20 feet.
(2)	Pave from the point of intersection with the public paved road surface, and extending for a centerline distance of at least 25 feet and a width of at least 20 feet, and install a track-out control device immediately adjacent to the paved surface such that exiting vehicles do not travel on any unpaved road surface after passing through the track-out control device.
(3)	Any other control measures approved by the Executive Officer and the USEPA as equivalent to the methods specified in Table 3 may be used.