



CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

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April 5, 2018

CHAIR AND PLANNING COMMISSIONERS
City of Long Beach
California

RECOMMENDATION:

Approve an Addendum to the Long Beach Airport Terminal Area Improvement Project Environmental Impact Report (EIR No. 37-03), and approve a Site Plan Review (Application No. 1802-21) for Phase II Airport Terminal Improvements, that include construction of a new baggage inspection facility, a consolidated baggage claim area, new ticketing lobby, new pre-security concessions, and a meet and greet courtyard. The project also includes rehabilitation of the Airport Terminal Building, the relocation and consolidation of rental car facilities, and a new ground transportation area. The project site is located at 4100 Donald Douglas Drive within the Long Beach Airport Terminal Planned Development District (PD-12). (District 5)

APPLICANT: Stephan Lum (Long Beach Airport)
4401 Donald Douglas Drive
Long Beach, CA 90808
(Application No. 1802-21)

DISCUSSION

The project site is the Long Beach Airport (Airport) at 4100 Donald Douglas Drive. The existing Airport Terminal Building and airport facilities are located on the west side of Donald Douglas Drive (Exhibit A – Project Location and Vicinity Map). The Airport covers 1,166 acres and has three runways, serving commercial carriers, general aviation, and air cargo. The area surrounding the Airport is a mix of commercial, industrial and residential development. The San Diego Freeway (I-405) and several arterials surround the Airport; however, public access to the terminal area is only from Lakewood Boulevard at Donald Douglas Drive on the east side of the Airport.

Background

The Long Beach Airport has been in existence since 1923 and was the first municipal airport in the Southern California region, preceding Los Angeles International Airport (LAX) by three years. The Airport Terminal Building was constructed in 1941 and based on its notable architecture and association with Southern California aviation history, was

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designated as a Historic Landmark building in May 1990 (Exhibit B – Ordinance No. C-6730). Within the Airport, only the Terminal building has a landmark designation.

Over decades of operation, increases in the number of commercial flights, aircraft size, and load factors warranted the addition of new square footage beyond the original Airport Terminal Building to accommodate increased airport activity. In 2002 and 2003, temporary holdrooms, a new baggage claim, and a temporary remote parking lot were added to the commercial airline portion of the Airport. In addition, the creation of the Transportation Security Administration (TSA) in 2003 required the installation of additional security facilities.

In June 2003, the City of Long Beach approved a scope of work for the preparation of an Environmental Impact Report (EIR) to analyze the potential environmental impacts of possible improvements to the Airport's terminal area to accommodate passenger and cargo activity provided for under the existing Airport Noise Compatibility Ordinance. On June 20, 2006, when certifying FEIR 37-03, the City Council approved 97,545 square feet of terminal improvements with a maximum of 12 aircraft parking positions together with a 4,000-space vehicle parking structure.

On April 17, 2007, a workshop was conducted with the City Council to review the results of a detailed space needs analysis. Based on the direction provided at this workshop, staff reported back to the City Council on April 24, 2007, and received authorization to prepare final plans, specifications, cost estimates, and a financing plan for the construction of a terminal improvement project. The City Council established a cap on the terminal area improvements of 89,995 square feet without returning to the City Council for approval.

On May 6, 2008, the Site Plan Review Committee approved the Site Plan Review application for the parking structure associated with Long Beach Airport Terminal Improvement Project. On April 15, 2010, the Planning Commission approved the Site Plan Review application for the Long Beach Airport Terminal Improvement Project (Application No. 0602-14). The approved improvements were located west (tarmac-side) of the Historic Airport Terminal consisting of removing modular hold rooms, constructing one-story permanent hold rooms with restrooms and concession spaces and consolidating passenger screening.

Phase I of the Long Beach Airport Terminal Improvement Project refers to the construction of the Parking Structure B with an adjoining surface lot; a new passenger concourse with consolidated passenger screening; and a new aircraft parking ramp. The Phase I improvements included 13,849 net new square feet of building area inclusive of the new passenger concourse with consolidated passenger screening. Specifically, 41,299 square feet of new facilities were constructed and 27,450 square feet of existing facilities were demolished or removed. The concourse opened to the public on December 12, 2012.

Project Description

The Phase II improvements are components of the Long Beach Airport Terminal Improvement Project (Application No. 0602-14) that were not constructed under Phase I of

the development program. However, between the completion of Phase I construction and 2016, constraints related to enclosing the TSA baggage screening area in proximity to the Historic Airport Terminal Building (local Historical Landmark) caused the Airport to rework the location and configuration of buildings. As such, the components of Phase II slightly differ from, but remain within the scope, anticipated in 2007.

All new development proposals within PD-12 require Site Plan Review approval from the Planning Commission prior project commencement. The role of the Planning Commission is to review any development project for consistency with the General Plan, zoning and Site Plan Review standards. In addition, because the proposed space allocation for the Phase II improvements differs from the square footage approved under the original Site Plan Review approval (Application No. 0602-14), the Planning Commission is the responsible hearing body for approval of the modification to the Site Plan Review application.

The proposed Phase II improvements include the following:

- **Baggage Inspection Facility.** Redevelop and expand the existing Transportation Security Administration (TSA) baggage security screening facility from 5,000 square feet to 6,200 square feet to provide an integrated system that would allow for more efficient screening of checked baggage.
- **Baggage Make-Up Area.** Relocate the baggage make-up area to be located adjacent to the TSA baggage inspection facility and consist of a 4,000-square-foot open area with a roof canopy.
- **Baggage Claim.** Demolish the existing three baggage claims and construct a consolidated baggage claim area with a new baggage service office. The proposed improvements would provide 380 linear feet of baggage claim devices for the passenger side and a total of 240 linear feet of airline side baggage claim devices. The baggage claim area would be covered but under open air and would encompass approximately 13,000 square feet.
- **Ticketing Facilities/Airlines Operation Offices.** Relocate the airline ticketing facilities into a new building approximately 14,310 square feet in size. The new facility would include 2,000 square feet for the airline operation offices.
- **Pre-Security Concessions and Restrooms.** Construct up to 2,000 square feet of new concessions area available prior to the security screening areas. Phase II would increase the square footage of restrooms in the non-secured area of the Airport by approximately 1,750 square feet.
- **Meet and Greet Courtyard.** Expand the existing Meet and Greet Courtyard to incorporate approximately 9,300 square feet that will become available as a result of relocating the TSA baggage screening facility.
- **Rental Car Facilities.** Relocate rental car service counters into the Airport Terminal Building. Approximately 5,600 square feet of the existing terminal building would be allocated to this use. The rental car companies currently operate out of a modular facility in the surface parking lot east of the Historic Airport Terminal Building, across Donald Douglas Drive. As part of the Phase II improvements, a new consolidated

rental car location is proposed north of the Historic Airport Terminal Building and encompass approximately 200,000 square feet. Improvements would include the reconstruction/resurfacing of this area and installation of canopies and a small exit kiosk to accommodate rental car staff available to assist customers.

- **Ground Transportation Area.** Construct a new ground transportation plaza on the surface parking lot located directly to the east of the Historic Airport Terminal Building. This facility would serve the various commercial ground transportation activities including charter buses, shuttles, taxis and the various Transportation Network Companies (TNCs) such as Uber and Lyft. This area would also include a new valet stand, surface vehicular parking for valet, and new skycap stands.
- **Roadway and Signage Improvements.** Modify the existing terminal curb front area to provide additional passenger drop off areas and a widened sidewalk area leading to the ticketing facility. Proposed improvements also include installation of wayfinding signage to enhance pedestrian and vehicle safety.

The applicant is requesting approval of a Site Plan Review to construct 24,760 net new square feet (Exhibit C – Plans and Renderings). Phase II proposes the construction of 24,760 square feet but provides for the removal of 5,000 square feet (the TSA building) and the removal of the modular building being used by the rental car companies. The total square footage of terminal area after completion of Phase II would be 89,929 square feet.

Airport Terminal Building

The removal of the current TSA baggage screening facility will restore an unencumbered view of the west elevation of the Airport Terminal, which is currently blocked by the security fencing.

It is also envisioned that the Airport Terminal will be modified on the interior to place the rental car service counters in place of the existing airline ticket counters. In addition, the area currently occupied by the airline ticket offices would be reconfigured to place public seating areas for parties coming to meet passengers. Proposed work would include window repairs, automatic door upgrades, lighting improvements, electrical improvements, restroom upgrades, heating, ventilation, and air conditioning (HVAC) upgrades, building envelope enhancements, seismic upgrade, and other miscellaneous repairs and improvements. The most substantial change would be to allow access from the back of the Airport Terminal Building to the meet and greet courtyard. These modifications would bring the uses in the Airport Terminal Building back more closely to the configuration and aesthetic of the original structure.

A Study Session was held at the March 12, 2018 Cultural Heritage Commission (CHC) hearing to review the proposed improvements and restoration to the landmark building. As conditioned, a Certificate of Appropriateness for the proposed modifications to the Airport Terminal Building shall be obtained from the CHC prior to the issuance of building permits.

On March 15, 2018, the proposed Phase II improvements were presented to the Airport Advisory Commission.

All new buildings will be one-story and maintain an overall height of 12 to 15 feet, consistent with the buildings constructed under Phase I. In addition, the design of the proposed buildings would be consistent with the architecture and design of the Phase I improvements to ensure continuity and consistency between Phase I and II improvements. The project includes a goal of achieving Leadership in Energy and Environmental Design (LEED) certified status in the proposed buildings.

It is anticipated that the design phase for the Phase II improvements would be initiated in mid-2018 with construction starting in late 2018. The Project is expected to take approximately three years to complete.

Airport terminal and terminal- and passenger-related services and support facilities, including restaurants/food service, car rental, and gift shops, are permitted uses within the Long Beach Airport Terminal Planned Development District (PD-12) and are consistent with the City's General Plan Land Use District of Mixed Use District (LUD 7). The Phase II improvements will not affect airport capacity or the maximum allowed number of flights. The proposed facilities intend to enhance the passenger experience and would increase efficiency of pre-security functions for travelers using the Long Beach Airport.

Because the project complies with the General Plan, PD-12, Zoning Ordinance, and other applicable regulations, staff can make positive findings for the Site Plan Review. Staff has also included conditions of approval to ensure that the objectives of consistent, high-quality design for this project will be met, and the interests of the City will be protected (Exhibit D – Findings and Conditions of Approval).

PUBLIC HEARING NOTICE

A total of 490 Public Hearing notices were distributed on March 16, 2018, in accordance with the provision of the Zoning Ordinance. No comments have been received as of the preparation of this report.

ENVIRONMENTAL REVIEW

Pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, the Long Beach Airport Terminal Improvement Project (Application No. 0602-14) was analyzed as part of the previously-certified Environmental Impact Report (EIR) No. 37-03 (State Clearinghouse No. 200309112) (Exhibit E – EIR No. 37-03). Because the proposed Phase II improvements modify the originally approved project, an Addendum to EIR No. 37-03 was prepared (Exhibit F - Addendum to EIR No. 37-03).

The purpose of the Addendum is to analyze the potential differences between the impacts evaluated in EIR No. 37-03 and potential impacts associated with the Phase II Improvements. It has been determined that no new significant impacts would result from the Phase II Improvements, nor would there be any substantial increase in the severity of any previously identified environmental impacts. The potential impacts associated with the Phase II Improvements would either be the same or less than the anticipated levels

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described in the certified EIR. In addition, there are no substantial changes to the circumstances under which the proposed improvements would be undertaken.

EIR No. 37-03 provided mitigation measures addressing potential impacts related to aesthetics, air quality and human risk assessment, cultural resources, hazards and hazardous wastes, noise, public services, and traffic and circulation. The Phase II Improvements are subject to the Mitigation Monitoring and Reporting Program (MMRP) that was adopted with the EIR No. 37-03. The MMRP is designed to ensure compliance with adopted mitigation measures during project implementation (Exhibit F – Addendum to EIR No. 37-03).

Respectfully submitted,



LINDA F. TATUM, AICP
PLANNING BUREAU MANAGER



TOM MODICA
INTERIM DIRECTOR OF DEVELOPMENT SERVICES

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Attachments:

Exhibit A – Project Location and Vicinity Map
Exhibit B – Ordinance No. C-6730
Exhibit C – Plans and Renderings
Exhibit D – Findings and Conditions of Approval
Exhibit E – EIR No. 37-03
Exhibit F – Addendum to EIR No. 37-03