CITY OF LONG BEACH

THE CITY PLANNING COMMISSION

333 W. Ocean Boulevard Long Beach, California 90802 562-570-6194 FAX 562-570-6068

H-3

December 4, 2007

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION:

Receive the supporting documentation into the record, conclude the public hearing, support the appeal, and overrule the decision of the City Planning Commission to deny the Site Plan Review of the parking structure associated with the Long Beach Terminal Area Improvement Project located at 4100 Donald Douglas Drive. (Case No. 0602-14) (Council District 5)

DISCUSSION

On June 20, 2006, the City Council certified the Environmental Impact Report, adopted a Statement of Overriding Considerations and approved Site Plan Review of the Conceptual Master Plan of the Long Beach Airport Terminal Improvement Project. The project includes the consolidation of existing terminal uses into a building with a maximum of 97,545 square feet, existing terminal optimization, existing parking structure modifications and roadway modification and improvement and construction of a new parking structure with approximately 4,000 spaces. The purpose of the new parking garage is to meet the anticipated demand identified in the Environmental Impact Report and to allow for the consolidation of airport-related parking and allow for the eventual elimination of leased off-site parking.

At that time, architecture for the proposed structures was at a conceptual level and required further development. Two conditions of approval were included relative to the design of the structures. One required that the design of the individual structures be re-submitted for Site Plan Review by the Planning Commission. The other required that prior to design development, the applicant return to the Planning Commission for a study session, to discuss design direction for the entire project.

The Airport Terminal Improvement Project is currently in litigation over the adequacy of the Project Environmental Impact Report. However, there is no court order or ruling in effect that precludes the City from moving forward with aspects of the Project pending a resolution of the litigation. Therefore, it is appropriate for the City Council to review and make a determination on this matter.

On October 5, 2006, a parking structure massing study and site plan was presented to the Planning Commission at a study session. After review and discussion, a subcommittee was formed that was tasked with reviewing the parking structure plans and making design recommendations prior to the project being submitted for approval by the Planning Commission.

The parking structure design evolved based on comments from the subcommittee and was presented to the Planning Commission for consideration for Site Plan Review approval on September 6, 2007.

The Planning Commission conducted a public hearing (see Attachment 1- Planning Commission staff report for September 6, 2007). After considering public testimony and discussing the item, Commissioner Jenkins made a motion to approve the Site Plan Review for the parking structure. Commissioner Saumur seconded the motion, and the motion failed 3-3 with Commissioners Gentile, Greenberg and Smith dissenting. No additional action was taken and the application was deemed denied. The issues that were voiced by the dissenting Commissioners dealt with:

- The large size of the proposed building and the negative impact that it could have on the existing setting.
- Concerns related to the appearance of the building and the impression that architectural elements had been "pasted" on and did not produce a quality design.
- The proposed structure negatively affected the overall context of the historic terminal building through its size and placement on the site. It was felt that the proposed building would block views of the terminal and minimize the terminal's importance. The applicant was asked about alternate garage locations or the ability to construct multiple, smaller garages instead.

The Commissioners who supported the motion stated that they felt the design had improved and that transportation facilities like airports typically include large parking structures to accommodate parking demand.

The Department of Public Works as the applicant appealed the decision and waived the requirement that the City Council hear the item within 60 days of the Planning Commission decision in order to reassess the project and consider a redesign based on the concerns raised at the Planning Commission.

The parking structure plans provided for City Council consideration are revised to address the concerns raised by the Planning Commission in the following ways:

- A substantial step-back along westbound Donald Douglas Drive. This step-back significantly increases the line-of-sight to the historic terminal building.
- A significant increase in the landscaping proposed along westbound Donald Douglas Drive in the step-back area. This change is intended to emphasize the landscape design and de-emphasize the significance of the garage design. These changes are intended to maintain the terminal building as the focal point of the airport campus.
- Improved pedestrian and vehicle circulation by increasing the connectivity between the terminal building and the parking structures.
- Increasing the number of underground parking spaces. The footprint of the underground portion of the garage has been increased from ½ of the building to a complete underground level. This allows for the larger step-backs mentioned above.
- Incorporation of the vehicle entry and exit gates and the majority of the lanes within the building. These functions are now proposed to be within the building to increase the area available for landscaping and better integrate and screen these facilities.

ENVIRONMENTAL ANALYSIS

The proposed project was assessed as part of the Environmental Impact Report FEIR 37-03 (State Clearinghouse No. 200309112). No additional review is required.

This report was reviewed by Assistant City Attorney Michael J. Mais on November 21, 2007, and by Budget Management Officer Victoria Bell on November 26, 2007.

TIMING CONSIDERATIONS

The Long Beach Municipal Code requires a hearing on the appeal within 60 days. However, the City waived its right to a timely appeal to allow time to review and revise the parking structure design.

FISCAL IMPACT

The project is not planned to impact the General Fund. It is proposed that the construction be financed by a revenue bond that will be paid back by the Airport Fund through collection of parking fees. While Airport has prepared preliminary estimates of funding sources, the specific parameters of the potential revenue bond have yet to be identified. A financial advisor has been engaged to assist the Airport in evaluating financing alternative. The Airport is also conducting a Request For Proposal to select aviation consultants to assist in evaluating the funding alternatives available. The Airport will return to City Council with any financing proposal for authorization to proceed.

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,

LESLIE GENTILE, CHAIR
CITY PLANNING COMMISSION

BY: _____
SUZANNE FRICK
DIRECTOR OF PLANNING AND BUILDING

SF:GC:CB:jw

Attachments:
1) Planning Commission Staff Report dated September 6, 2007 (including attachments)
2) Planning Commission minutes dated September 6, 2007
3) Revised Plans

Agenda No. 2

Case
FEIR **Attachment #1**

CITY OF L(

DEPARTMENT OF PLANNING AND BUILDING

333 W. Ocean Boulevard Long Beach, California 90802 562-570-6194 FAX 562-570-6068

September 6, 2007

CHAIRMAN AND PLANNING COMMISSIONERS
City of Long Beach
California

SUBJECT: Site Plan Review of the parking structure associated with the Long Beach Terminal Area Improvement Project. (Council District 5)

LOCATION: 4100 Donald Douglas Drive

APPLICANT: Christine Edwards, Acting Airport Bureau Manager
City of Long Beach
4100 Donald Douglas Drive
Long Beach, CA 90808

RECOMMENDATION

Approve the Site Plan Review, Subject to Conditions.

REASONS FOR RECOMMENDATION

1. The project 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; and

2. The proposed project 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 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.

4. The proposed structure will serve the parking demands of the Long Beach Airport and eliminate the dependence upon off-airport resources.

BACKGROUND

On May 11, 2006, the Planning Commission certified the Environmental Impact Report, adopted a Statement of Overriding Considerations and approved Site Plan Review of the

Conceptual Master Plan of the Long Beach Airport Terminal Improvement Project. The decision was appealed and, after hearing testimony and considering the matter over two meetings, the City Council approved the recommendation at its June 20, 2006 hearing. The Airport Terminal Project (which includes the construction of the Airport Parking Structure) is currently in litigation over the adequacy of the Project Environmental Impact Report. However, there is no court order or ruling in effect that precludes the City from moving forward with aspects of the Project pending a resolution of the litigation. Therefore, it is appropriate for the Commission to review and make a determination on this matter.

The project included the consolidation of existing terminal uses into a building with a total of 97,545 square feet and construction of a new 4,000 +/- space parking structure. The total work scope consists 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.

At that time, architecture for the proposed structures was at a conceptual level and required further development. Two conditions of approval were included relative to the design of the structures. One required that the design of the individual structures be re-submitted for Site Plan Review by the Planning Commission. The other required that prior to design development, the applicant shall return to the Planning Commission for a study session, to discuss design direction for the entire project.

On October 5, 2006, a parking structure massing study and site plan was presented to the Planning Commission. After review and discussion, a subcommittee was formed that included Chairperson Gentile and ex-Commissioner Sramek. The subcommittee was tasked with reviewing the parking structure plans and making recommendations on the design. The subcommittee met on two different occasions and made recommendations to the project that will be discussed later in the report.

The parking structure has been refined since the presentation of the massing study to the Planning Commission. The current request is for Site Plan Review for the design of the 3,939 space parking structure previously entitled with the Long Beach Airport Terminal Improvement Project. The airport terminal and any other structures included in the approved Master Plan will be presented to the Planning Commission for Site Plan Review at a future date.

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

PARKING STRUCTURE DESIGN

The proposed structure is designed primarily as a 4-story, 6-level (one subterranean level, three above ground levels and a roof deck level) parking garage. Approximately ten-percent (10%) of the structure is 3-stories in height and is located at the northeast corner. This is to help break up the massing of the structure at the entry to the airport. A 53'-5" setback is provided off Donald Douglas Drive North at the northeast corner that increases to 115'-5" at the midpoint of the structure. This is to provide ample area for landscaping to help break up the structure, controlled entry lanes to the structure, and views to the terminal. The setback off Barbara London Drive on the west side of the structure is 50'-0" for the majority of the structure and 11'-0" to the elevator bank and stairwell. The setback off Donald Douglas Drive South (south elevation) is proposed at 25'-10" and the setback off the new Donald Douglas Drive return loop (east elevation) is proposed at 20'-0". These setbacks are also provided to allow for landscaping to help break up the structure. In addition to assisting to break up the massing of the structure, the additional setback provides a line of sight to the historic terminal on the approach to the terminal on Donald Douglas Drive from Lakewood Boulevard.

Three, glass elevator towers are proposed for the project. The main tower will be located at the west side of the structure with two ancillary tower located on the north and south elevations. The towers are designed to be easily identifiable as well as add interest to the structure.

In addition to the elevator towers, decorative glazed panels are proposed along the north, east and west elevations to provide architectural interest and help break up the linear feel of the structure. The panels are furred out from the building for ventilation purposes and the panels are angled to provide a three-dimensional quality to the main façade.

Another element that is proposed to add visual interest to the structure is the entry canopies on the north and west sides that highlight the main vehicular and pedestrian entrances to the parking structure. The canopies utilize a "wing" form to reflect the flight theme of the airport.

The main materials that are utilized in the project include blue laminated glass for the elevator towers and decorative panels and blue, gray and white texture coat for the exterior concrete surface of the structure.

Also proposed are modifications to the existing parking structure that 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 will 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 and stairs, 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.

SUBCOMMITTEE REVIEW

The Planning Commission design subcommittee has reviewed the project on two different occasions. Direction from the subcommittee with the project architect's responses include the following:

1. That the parking structure architect meet with the airport terminal architect to review and make recommendations to help ensure the compatibility of the structures.

   Response: The parking structure architect, Watry Design, Inc., did contact the airport terminal architects, HOK Architects, to confirm that the design of the parking structure was compatible with the airport terminal.

2. That the elevator towers, architectural features and entry canopies be better integrated into the project.

   Response: The original design of the parking structure had the stair and elevator towers fully integrated into the structure. Through a number of interim submittals, the stairs/elevator towers were relocated to help break up the façade and add interest to the building. Alternate options have been provided for the trim along the top of the structure as well as the entry canopies.

3. Further develop the architectural idea of the main entry to the parking structure opposite the terminal.

   Response: The parking structure works in reverse as the travelers will park first before going to the terminal. The elevator tower is located at the end of the light-well that bisects the structure from east to west. The location is to lead passengers from their cars to the terminal. The cascading stairs serve the function of allowing those passengers with little or no baggage up and down the first few levels without having to wait for an elevator.

4. Review the design of the entry canopies to better compliment the context of the site.

   Response: Alternate options have been provided that are more contextual in form with the flight theme of the airport.

Chairperson Gentile has reviewed the current plans and believes that a number of changes have been made that improve the design of the parking structure. However, the Chairperson feels that, from a design perspective, a smaller structure would be preferable.

PARKING REQUIREMENTS

Based on the parking demand study that was incorporated into the certified EIR that indicated the current and projected parking requirements, staff believes that a smaller parking structure is not feasible. 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) on a month-to-month basis. 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 for a total of 4,935 spaces. The project proposes construction of a new parking structure which, combined with the existing parking structure and surface parking, would provide a total of 6,225 spaces. This parking includes spaces for employees and leaseholds in addition to parking for travelers. This would eliminate the need for the off-site leased parking spaces.

CURRENT ACTION REQUESTED

The action requested is approval of Site Plan Review. Requests for this entitlement may be granted only when the Planning Commission makes positive findings pursuant to Section 20.12.100 of the Long Beach Municipal Code. These findings and staff analysis are presented for consideration, adoption and incorporation into the record of the 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 previously entitled 3,939 space parking structure. The proposed design of the parking structure and modifications of the design of the existing parking structure compliments the architecture of the Historic Terminal Building. The façades of the Terminal Building and parking structures will provide a unified appearance and enhance the aesthetics of the terminal area and the Airport Terminal Building's identification as a Cultural Heritage Landmark. The design of both the new parking structure and modifications to the existing parking structure are 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).

As conditioned, 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.

Approximately twelve (12) mature street trees will be removed as a result of construction of this project. The trees are located along the existing Donald Douglas Drive Loop that will be relocated to the east and an alternate design is not feasible. Approximately seventy-six (76), 36-inch box trees will be planted around the

proposed parking structure and along the relocated Donald Douglas Drive Loop to replace the trees that will be removed.

PUBLIC HEARING NOTICE

A total of 729 Public Hearing Notices were mailed on August 22, 2007 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

The proposed project was assessed as part of the Environmental Impact Report FEIR 37-03 (State Clearinghouse No. 200309112). No additional review is required.

SUMMARY

- The project is consistent with the approved Long Beach Airport Terminal Improvement Master Plan.
- The project meets the objectives of providing for the current and projected parking demand of the airport.
- The project design improved with the Planning Commission Subcommittee input.

IT IS RECOMMENDED THAT THE PLANNING COMMISSION:

Approve the Site Plan Review, subject to conditions.

Respectfully submitted,

SUZANNE M. FRICK
DIRECTOR OF PLANNING AND BUILDING

By: _____
JEFF WINKLEPLECK
PLANNER

Approved: _____
CAROLYNE BIHN
ZONING ADMINISTRATOR

CB:jw

Attachments:

1. Conditions of Approval
2. Location Map
3. Plans and exhibits

CONDITIONS OF APPROVAL
SITE PLAN REVIEW
Case No. 0602-14
Date: September 6, 2007

1. 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.

2. This permit 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 form 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. This Site Plan Review is for design approval of the previously entitled 3939 space parking structure associated with the Long Beach Terminal Area Improvement Project (0602-14 FEIR 37-03 (SCH#200309112)).

4. 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.

5. 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.

6. All conditions of approval must be printed verbatim on all plans submitted for plan review to the Planning and Building Department. These conditions must be printed on all plans submitted for plan review.

7. Approval of this development 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 levels standards, including, but not limited to, sewer capacity charges, Park Fees, and Transportation Impact Fees.

8. The Director of Planning and Building is authorized to make minor modifications to the approved concept design plans or any of the conditions if such modifications shall achieve substantially the same results as would strict compliance with said plans and conditions.

9. 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.

10. 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.

11. Prior to the issuance of a building permit, the applicant must submit complete landscape and irrigation plans for the discretionary approval of the Director of Planning and Building. The landscaping plan shall include drought tolerant street trees to be installed consistent with the specifications of the Street Tree Division of the Department of Pubic Works. Approved root guards shall be provided for all street trees.

12. Where feasible, all landscaped areas shall be planted with drought tolerant plant materials. All landscaped areas shall be provided with water conserving automatic irrigation systems designed to provide complete and adequate coverage to sustain and promote healthy plant life. The irrigation system shall not cause water to spray or flow across a public sidewalk.

13. All landscaped areas must be maintained in a neat and healthy condition, including public parkways and street trees. Any dying or dead plant materials must be replaced with the minimum size and height plant(s) required by Chapter 21.42 (Landscaping) of the Zoning Regulations. At the discretion of city officials, a yearly inspection shall be conducted to verify that all irrigation systems are working

properly and that the landscaping is in good healthy condition. The property owner shall reimburse the City for the inspection cost as per the special building inspection specifications established by City Council.

14. The property shall be developed and maintained in a neat, quiet, and orderly condition and operated in a manner so as not to be detrimental to adjacent properties and occupants. This shall encompass the maintenance of exterior facades of the building, designated parking areas serving the use, fences and the perimeter of the site (including all public parkways).

15. All rooftop mechanical equipment shall be fully screened from public view. Said screening must be architecturally compatible with the building 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.

16. Prior to the issuance of a building permit, the applicant shall submit architectural, landscaping and lighting drawings for the review and approval of the Police Department for their determination of compliance with Police Department security recommendations. For additional information, contact Officer Eduardo Reyes at (562) 570-5805.

17. All structures shall conform to Building Code requirements. Notwithstanding this review, all required permits from the Building and Safety Bureau must be secured.

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

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

20. Site preparation and construction shall be conducted in a manner which minimizes dust.

21. This project is subject to all applicable conditions associated with the Long Beach Terminal Area Improvement Project (0602-14 FEIR 37-03 (SCH#200309112)).

22. Prior to plan check submittal, final parking structure designs shall be modified to conform to the maximum allowable height of 43'-0" (excepting elevator/stair towers) as required by the Long Beach Airport Terminal Planned Development Plan (PD-12).

23. 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.

LONG BEACH AIRPORT TERMINAL IMPROVEMENT PROJECT SITE PLAN REVIEW

CONDITIONS OF APPROVAL
Case No. 0602-14
Date: June 20, 2006

1. These conditions are related to the approval of the Long Beach Airport Terminal improvement project that provides construction of, or alteration to, the following 13 areas: 1) Holdrooms, 2) Concession Area, 3) Passenger Security Screening, 4) Baggage Security Screening, 5) Baggage Claim Devices, 6) Baggage Service Office, 7) Restrooms, 8) Office Space, 9) Ticketing Facilities, 10) Airline Gates, 11) Aircraft Parking Positions, 12) Vehicular Parking and 13) Traffic and Pedestrian Circulation. The terminal size would not exceed 97,545 square feet and 12 aircraft parking spaces.

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.

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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).

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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.

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.

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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.

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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 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 6 months of certification of the EIR, the Airport Manager shall develop, and return to the City Council for its final approval, 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), all facilities providing long term residential nursing or rehabilitation care 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 and shall be made available to affected members of the public within one year of the certification of the EIR.

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 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	
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

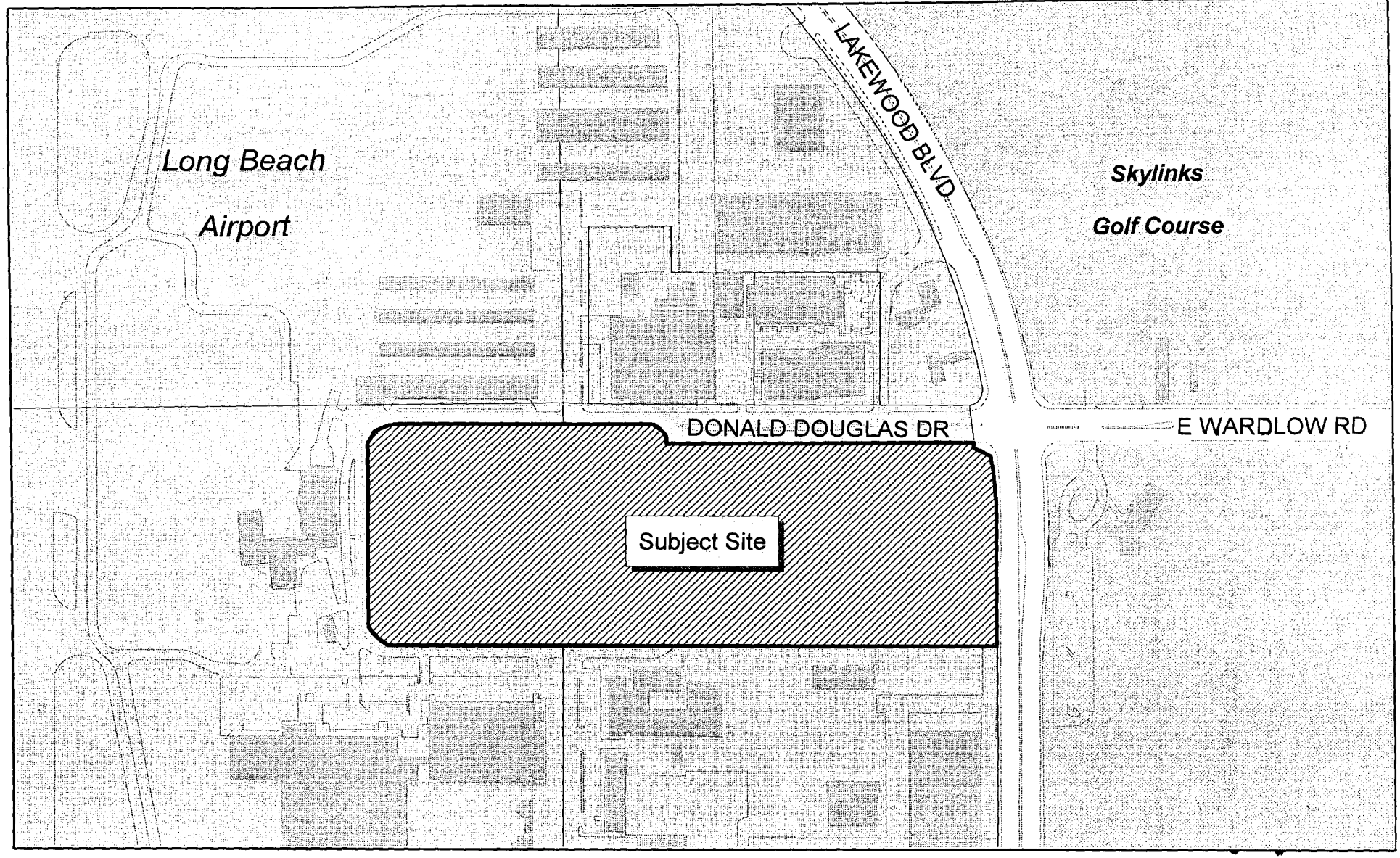
Control Measure	Guidance
Traffic Areas for Construction Activities	
15-1 Stabilize all off-road traffic and parking areas; and 15-2 Stabilize all haul routes; and 15-3 Direct construction traffic over established haul routes.	• Apply gravel/paving to all haul routes as soon as possible to all future 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.

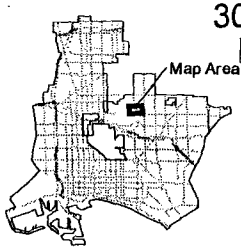
32. This approval an all development rights (Site Plan Review) hereunder shall terminate three years from the effective date (final action date or, if in the appealable area of the Coastal Zone, 21 days after the local final action date) of this permit unless construction is commenced or a time extension 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.



SUBJECT PROPERTY:

4100 Donald Douglas Dr.
Case No. 0602-14
Council District 5
Zone: PD-12, Subareas 1 & 3



300 0 300 600 Feet

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Scale = 1:4,000

Department of Planning & Building | Community Design & Development Division | SK

Commissioner Saumur recognized the commercial aspect of the structure and its right to survive and change to be profitable, but he expressed concern about the scale of the building in the residential area, saying he preferred that both lots be used in tandem to keep the project within code.

Commissioner Jenkins observed that the building owner had been remiss in not reaching out to the neighborhood to explain the project.

Commissioner Jenkins made a substitute motion to continue the item to the October 18, 2007 meeting to allow the applicant to revise the plans to illustrate all of the planned improvements. Commissioner Saumur seconded the motion.

Chairman Gentile agreed it would be better to combine the two lots since the variance was not appropriate so close to single-family residences, and she suggested the applicant pursue more efficient options.

Commissioner Greenberg asked staff to meet with the applicant to discuss options like internal parking and not to allow a Certificate of Occupancy until the building improvements were completed.

The question was called and the motion passed 4-2 with Commissioners Stuhlbarg and Gentile dissenting.

R E G U L A R A G E N D A

2. Case No. 0602-14, Site Plan Review

Applicant: Christine Edwards Acting Airport Bureau Mgr.
Subject Site: 4100 Donald Douglas Dr. (Council District 5)
Description: Site Plan Review for the parking structure associated with the Long Beach Terminal Area improvement project.

Jeff Winklepleck presented the staff report recommending approval of the Site Plan since the project is consistent with the intent of the Land Use Element of the General Plan; maximizes the safety and security of passengers, visitors and tenants; maintains and enhances the current character of the terminal building; and will serve the parking demands of the airport to eliminate dependence on off-site resources.

Christine Edwards, Acting Airport Bureau Manager, presented renderings of the parking structure showing design changes and a list of sustainable features to be included in the project.

Commissioner Smith commented that even with the design changes, the structure seemed larger and still very monolithic.

Commissioner Jenkins remarked he felt the structure looked better with the design changes and he moved to approve the Site Plan Review subject to conditions.

Commissioner Greenberg agreed the structure was huge and monolithic and suggested trying other solutions like flipping the hotel and parking sites. Mr. Greenberg pointed out that the City will have to live with this for a long time, and added that he was not satisfied that all possibilities for design and placement had been exhausted and as a result he could not support the motion.

Chairman Gentile agreed, noting there had always been frustration on the part of the Commission with the size of the building and lack of an overall master airport property plan, and that they had not received the project for review until after the original design and size were determined by the EIR. Ms. Gentile declared that a huge building in front of the iconic terminal was not the solution for a project of this scale, and she could not support the motion either.

Commissioner Saumur seconded the motion, saying there always seemed to be large parking structures in front of airports.

Commissioner Greenberg expressed frustration that the project could not be sent back for a re-design even though the Commission had always asked that the structure be moved off the main street or broken up to accommodate non-airport parking.

Ms. Edwards responded that less than ten percent of the structure would be used for non-airport parking, and that there is still a large empty parcel earmarked for future development between the structure and Lakewood Blvd. She added that the terminal is designed for passenger convenience and would decrease or eliminate the use of environmentally unfriendly shuttle buses. Ms. Edwards pointed out that the sight lines from Donald Douglas Drive to the terminal were preserved and there was no remaining space on the airport campus available for the building.

Commissioner Smith commented that the project looked like the lowest common denominator of a design solution and said she felt the appliqué-style features did not relate to the street.

Christine Anderson, Public Works Director, stated that the parking structure was intended to service the anticipated airport passenger loads once all 25 commuter flights begin.

The question was called, and the motion failed 3-3, with Commissioners Gentile, Greenberg and Smith dissenting.

Mr. Mais noted that without a definitive vote, the application was denied. The applicant can appeal directly to the City Council.

3. Case No. 0604-08, Local Coastal Development Permit, Site Plan Review, Tentative Tract Map, ND 24-07

Applicant: Ocean Boulevard Long Beach LLC
c/o Ian Ellis
Subject Site: 2010 E. Ocean Blvd. (Council Dist. 2)
Description: Request for certification of a Negative Declaration (ND 24-07) and approval of a Local Coastal Development Permit, Site Plan Review and a Tentative Tract Map to allow the construction of a four-story 56-unit residential condominium complex and 40 hotel rooms.

Jeff Winklepleck presented the staff report recommending approval of the requests since the proposal is consistent with the Planned Development District; will provide increased home ownership opportunities; is attractively designed and because no negative environmental impacts are anticipated or identified.

Mr. Carpenter noted that Commissioner Jenkins had a conflict of interest due to the proximity of his residence to the site.

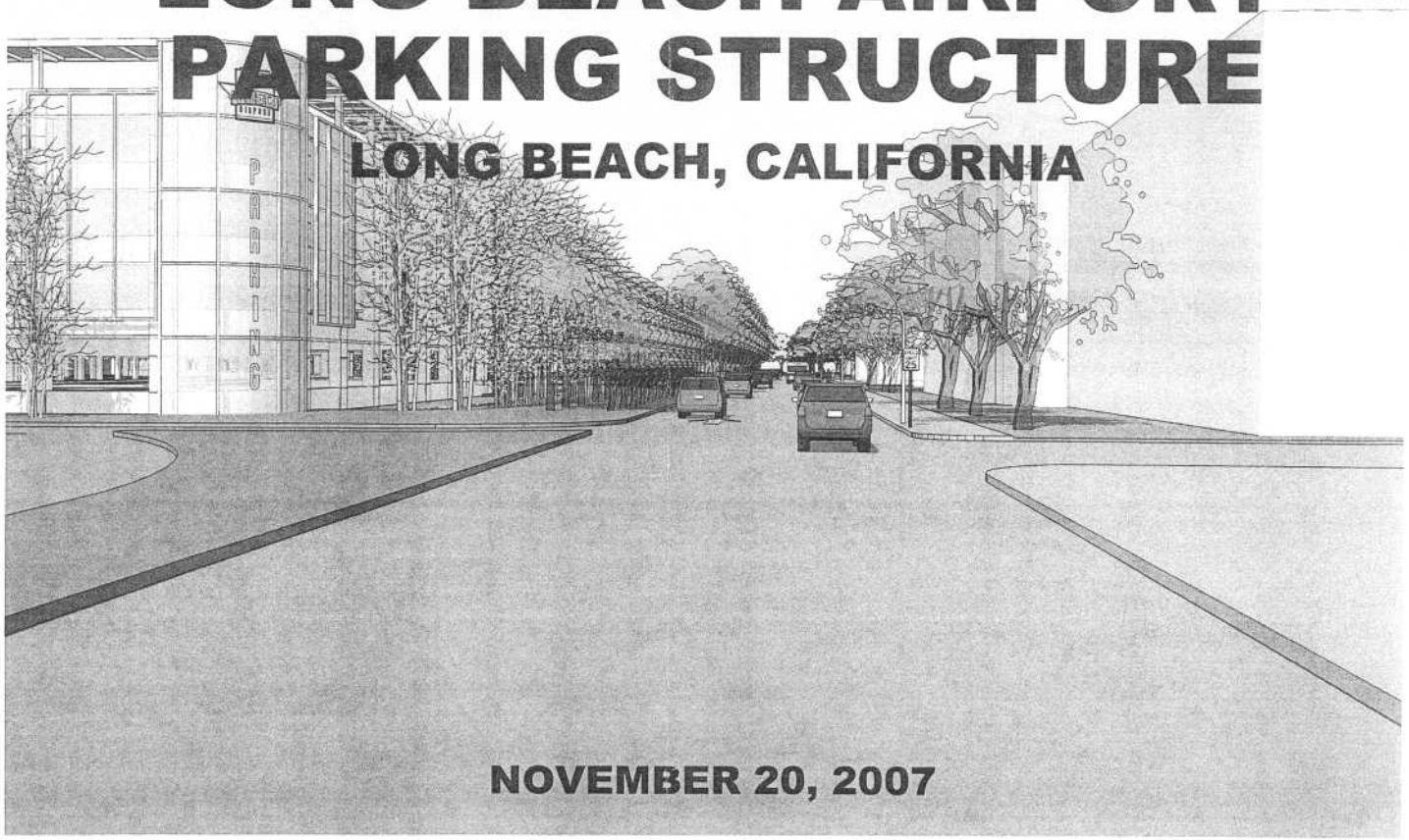
Pamela Sapetto, applicant representative, outlined how they had changed the project design in response to community input.

Michael Bond, Senior Designer, Studio 111, presented photos of the site showing how they had addressed concerns about traffic, security and pedestrian access to the beach and park.

George Romo, 2027 Appleton Street, Vice President, Alamitos Beach Neighborhood Association, said the developer had been very cooperative and he expressed support for the project on behalf of his board.

LONG BEACH AIRPORT PARKING STRUCTURE

LONG BEACH, CALIFORNIA



NOVEMBER 20, 2007

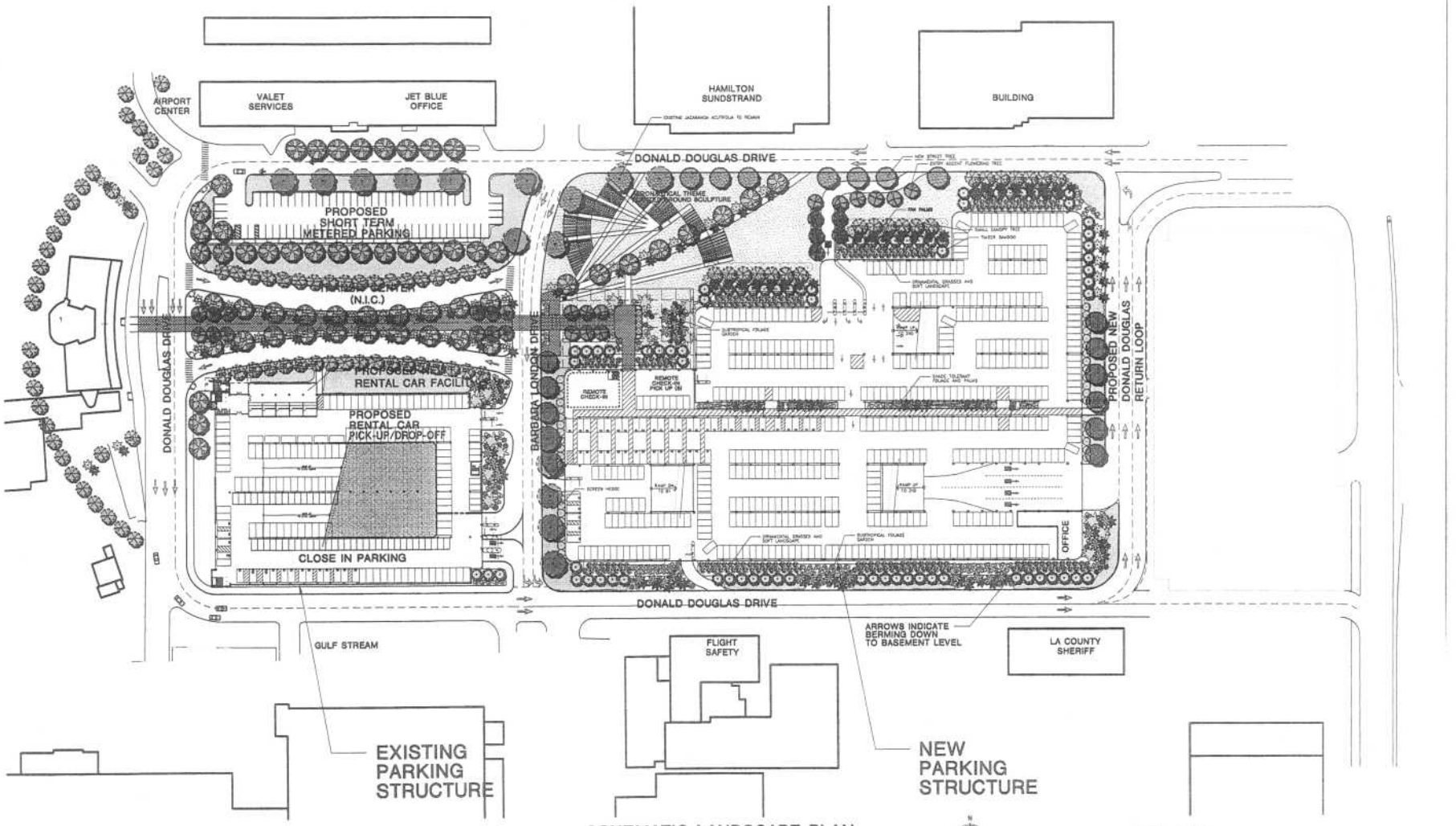
CITY OF LONG BEACH INCORPORATED 1897

LONG BEACH AIRPORT

ARB

Architects · Engineers · Parking Planners

WATRY DESIGN, INC.



SCHEMATIC LANDSCAPE PLAN

SCALE : 1" = 60'-0"

OPTION B

Architects · Engineers · Parking Planners

WATRY DESIGN, INC.

A:B

STAMP	DESIGNED BY: CARTER-ROMANEK	PROJECT TITLE: LONG BEACH AIRPORT PARKING STRUCTURE	REVISIONS: No. / DATE / SHEET	NO. R- XXXX	
	DESIGN CHECK: CARTER-ROMANEK			JOB NO. WDI 02025	
	DRAWN BY: -	SHEET TITLE: LANDSCAPE PLAN		SHEET 01 OF 14	
	DRAFTING CHECK: -				
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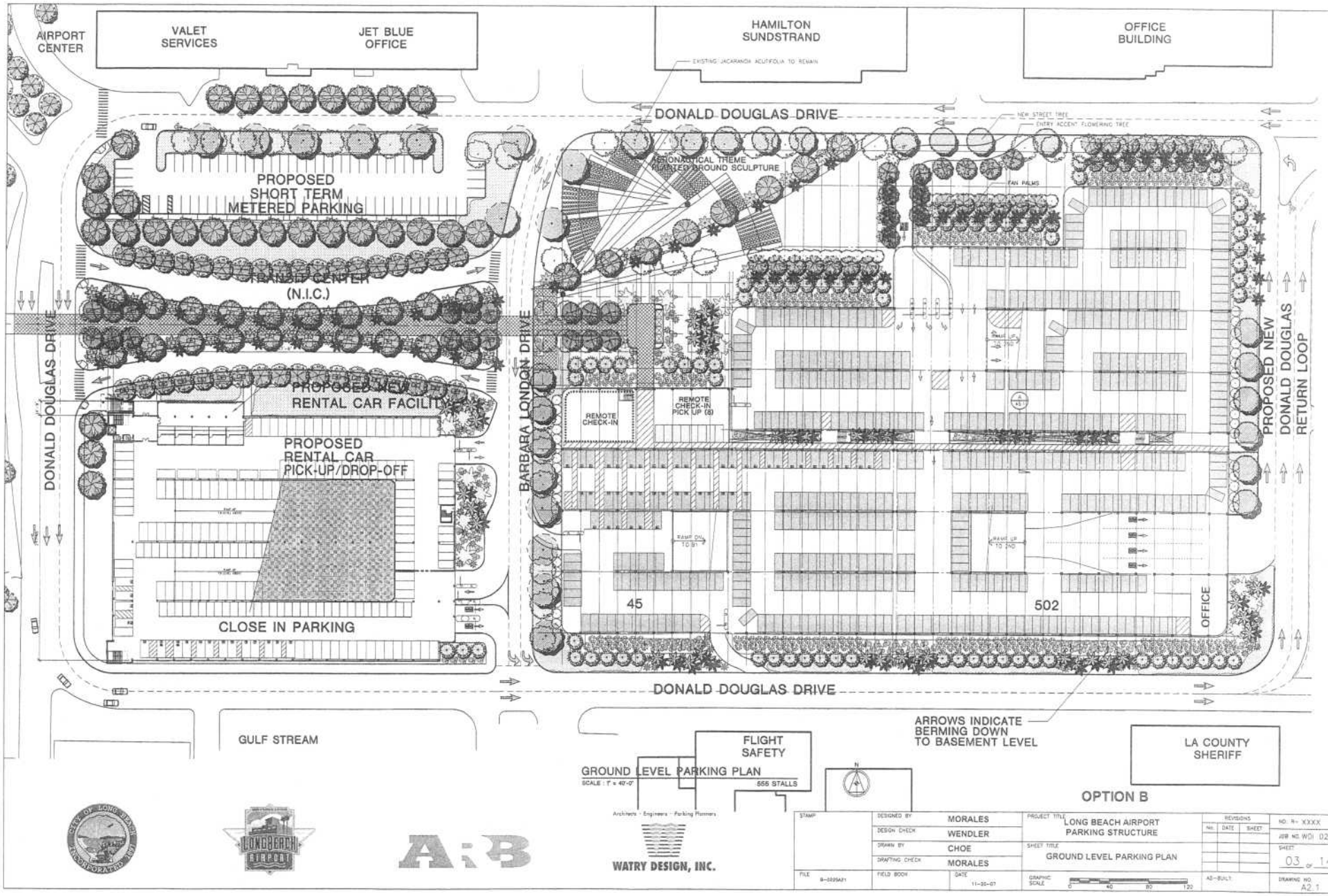
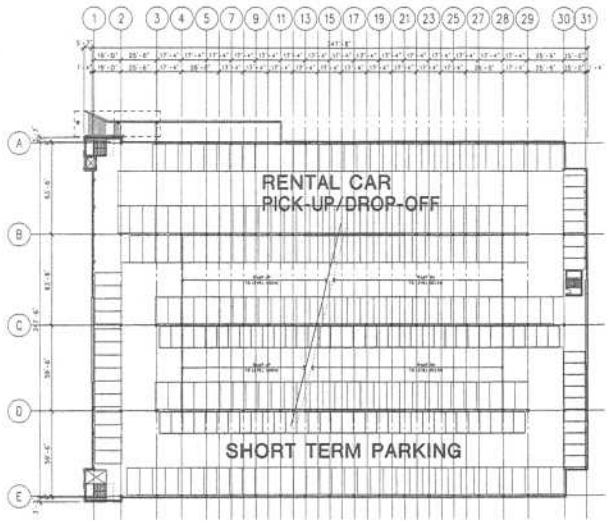
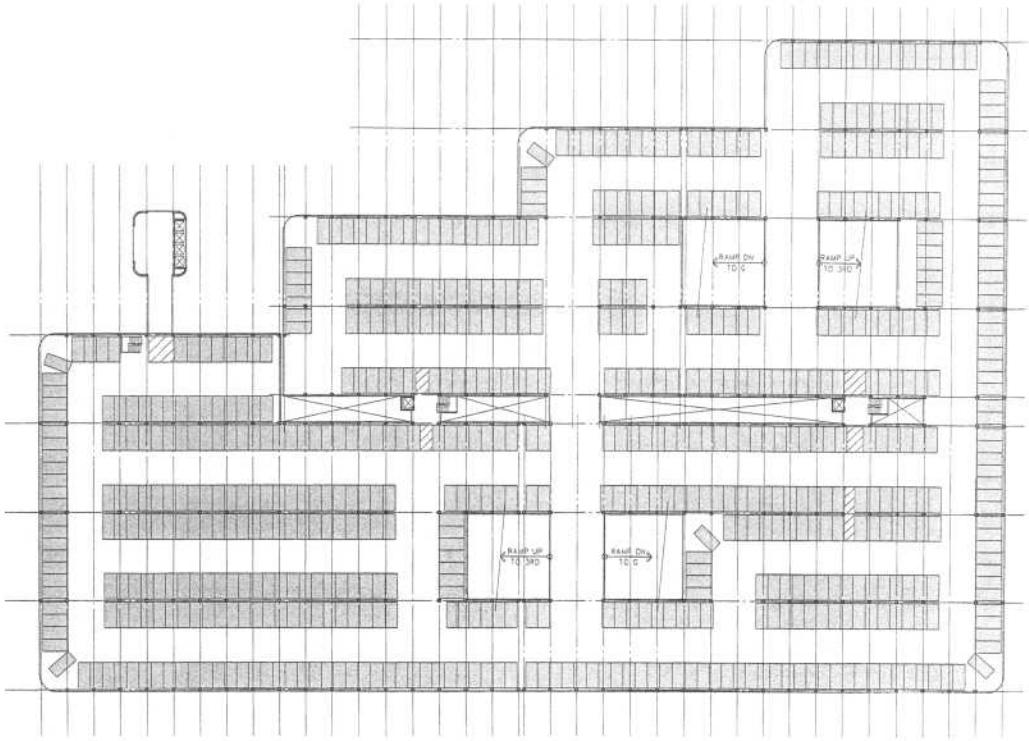

AIRPORT CENTER
VALET SERVICES
JET BLUE OFFICE
HAMILTON SUNDSTRAND
OFFICE BUILDING
EXISTING JACARANDA ACUTIFOLIA TO REMAIN
DONALD DOUGLAS DRIVE
NEW STREET TREE
ENTRY ACCENT FLOWERING TREE
ASTRONAUTICAL THEME PLANTED GROUND SCULPTURE
FAN PALMS
PROPOSED SHORT TERM METERED PARKING
TRANSIT CENTER (N.I.C.)
PROPOSED NEW RENTAL CAR FACILITY
PROPOSED RENTAL CAR PICK-UP/DROP-OFF
CLOSE IN PARKING
DONALD DOUGLAS DRIVE
BARBARA LONDON DRIVE
REMOTE CHECK-IN
REMOTE CHECK-IN PICK UP (8)
RAMP UP TO 2ND
RAMP DN TO B1
45
502
OFFICE
PROPOSED NEW DONALD DOUGLAS RETURN LOOP
DONALD DOUGLAS DRIVE
GULF STREAM
FLIGHT SAFETY
LA COUNTY SHERIFF
ARROWS INDICATE BERMING DOWN TO BASEMENT LEVEL
N
GROUND LEVEL PARKING PLAN
SCALE : 1" = 40'-0"
555 STALLS
OPTION B
Architects · Engineers · Parking Planners
WATRY DESIGN, INC.
A:B
STAMP
DESIGNED BY MORALES
DESIGN CHECK WENDLER
DRAWN BY CHOE
DRAFTING CHECK MORALES
FILE B-0205A01
FIELD BOOK
DATE 11-30-07
PROJECT TITLE LONG BEACH AIRPORT PARKING STRUCTURE
SHEET TITLE GROUND LEVEL PARKING PLAN
GRAPHIC SCALE 0 40 80 120
REVISIONS
No. DATE SHEET
AS-BUILT
NO. A- XXXX
JOB NO. WOI 02025
SHEET 03 OF 14
DRAWING NO. A2.1





SECOND LEVEL PARKING PLAN
SCALE : 1" = 40'-0"
652 STALLS

OPTION B

Architects · Engineers · Parking Planners
WATRY DESIGN, INC.

STAMP	DESIGNED BY	MORALES	PROJECT TITLE: LONG BEACH AIRPORT PARKING STRUCTURE	REVISIONS: NO. / DATE / SHEET	NO. R- XXXX
	DESIGN CHECK	WENDLER			JOB NO. WDI 02025
	DRAWN BY	CHOE	SHEET TITLE: SECOND LEVEL PARKING PLAN		SHEET 04 OF 14
	DRAFTING CHECK	MORALES			
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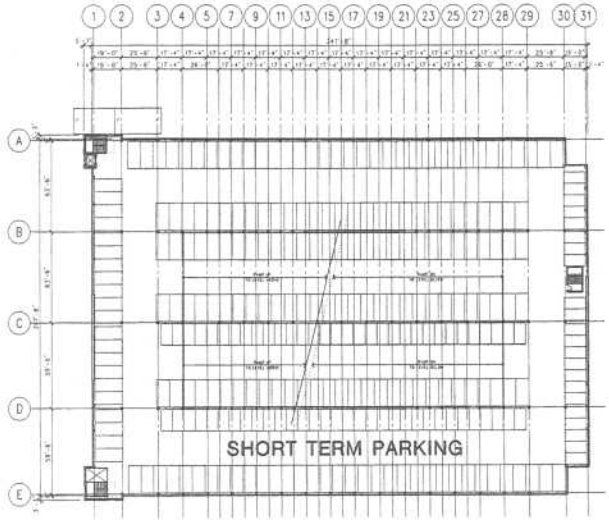

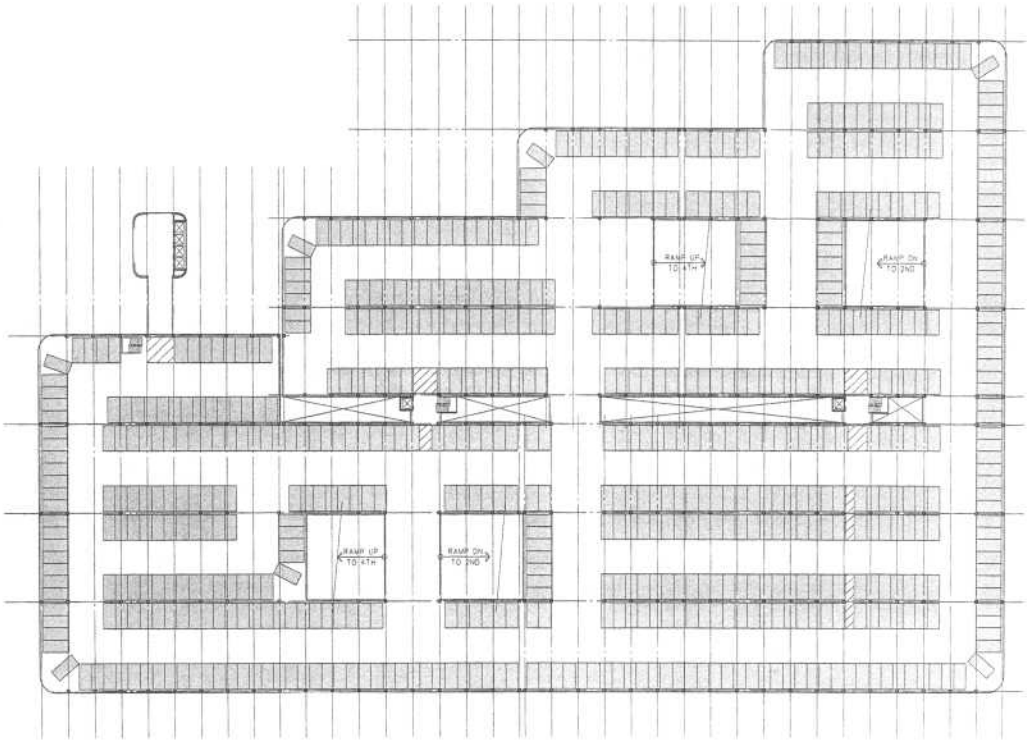

THIRD LEVEL PARKING PLAN

SCALE : 1" = 40'-0"

652 STALLS

N

OPTION B

CITY OF LONG BEACH INCORPORATED 1897

LONG BEACH AIRPORT

A:B

Architects · Engineers · Parking Planners

WATRY DESIGN, INC.

STAMP	DESIGNED BY: MORALES	PROJECT TITLE: LONG BEACH AIRPORT PARKING STRUCTURE	REVISIONS: NO. / DATE / SHEET	NO. R= XXXX	
	DESIGN CHECK: WENDLER			JOB NO. WDI 02025	
	DRAWN BY: CHOE	SHEET TITLE: THIRD LEVEL PARKING PLAN		SHEET 05 OF 14	
	DRAFTING CHECK: MORALES				
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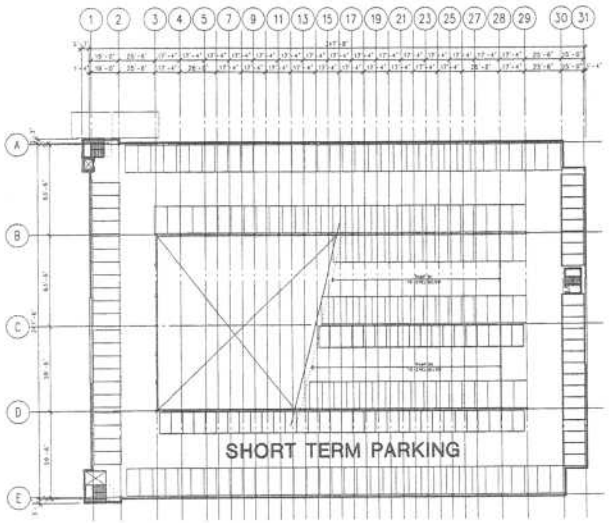

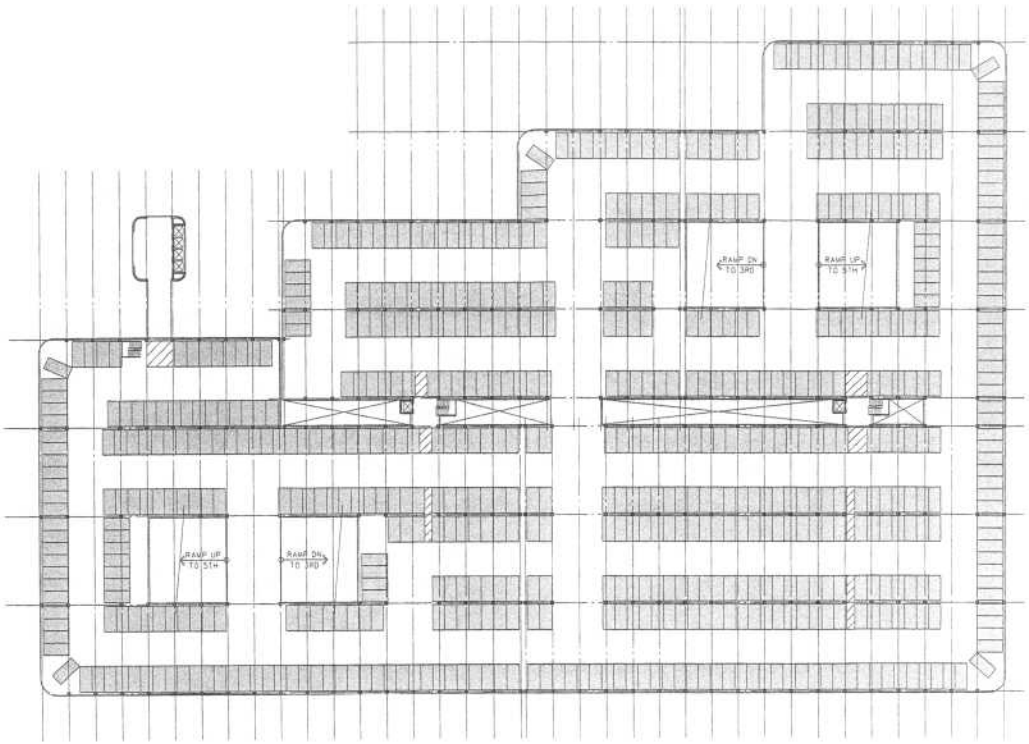

FOURTH LEVEL PARKING PLAN

SCALE : 1" = 40'-0" — 646 STALLS

OPTION B

CITY OF LONG BEACH INCORPORATED 1897

LONG BEACH AIRPORT

A:B

Architects · Engineers · Parking Planners

WATRY DESIGN, INC.

STAMP	DESIGNED BY: MORALES	PROJECT TITLE: LONG BEACH AIRPORT PARKING STRUCTURE	REVISIONS: NO. / DATE / SHEET	NO. R- XXXX	
	DESIGN CHECK: WENDLER			JOB NO. WDI 02025	
	DRAWN BY: CHOE	SHEET TITLE: FOURTH LEVEL PARKING PLAN		SHEET 06 OF 14	
	DRAFTING CHECK: MORALES				
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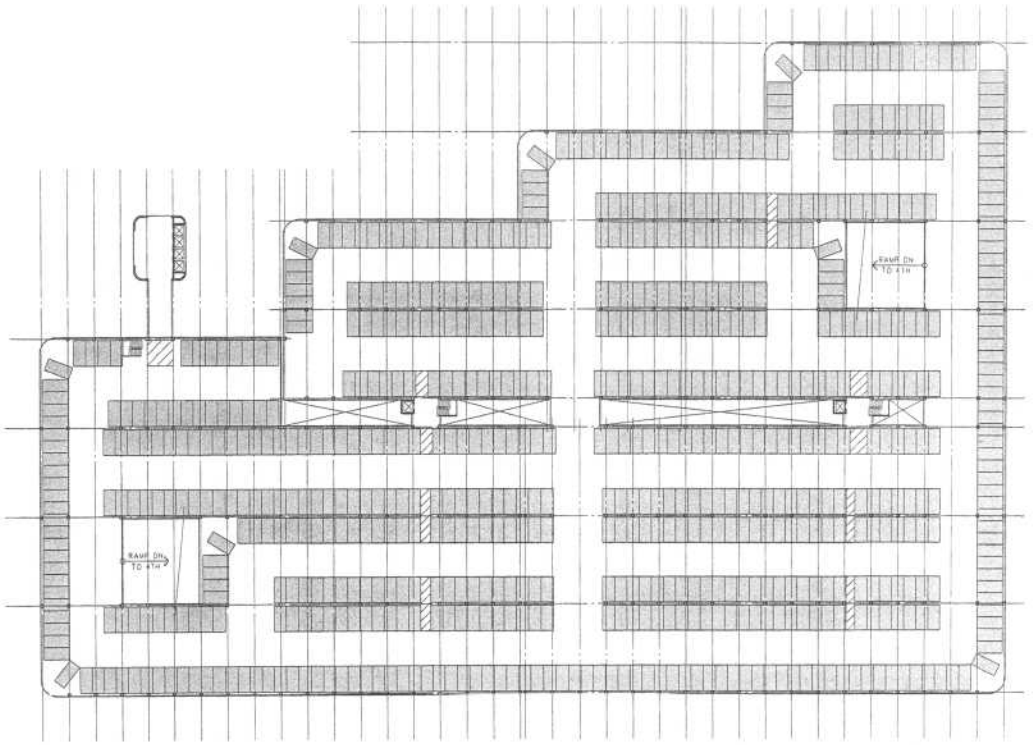

FIFTH LEVEL PARKING PLAN

SCALE : 1" = 40'-0"

713 STALLS

N

OPTION B

Architects · Engineers · Parking Planners

WATRY DESIGN, INC.

STAMP	DESIGNED BY: MORALES	PROJECT TITLE: LONG BEACH AIRPORT PARKING STRUCTURE	REVISIONS: NO. / DATE / SHEET	NO. R- XXXX	
	DESIGN CHECK: WENDLER			JOB NO. WDI 02025	
	DRAWN BY: CHOE	SHEET TITLE: FIFTH LEVEL PARKING PLAN		SHEET: 07 OF 14	
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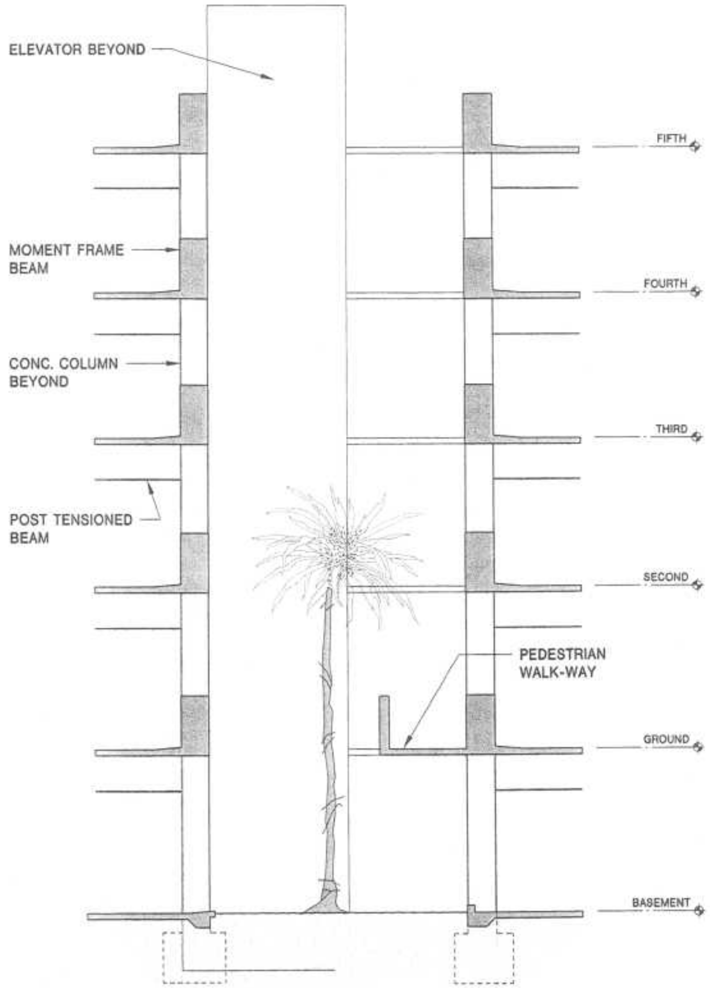
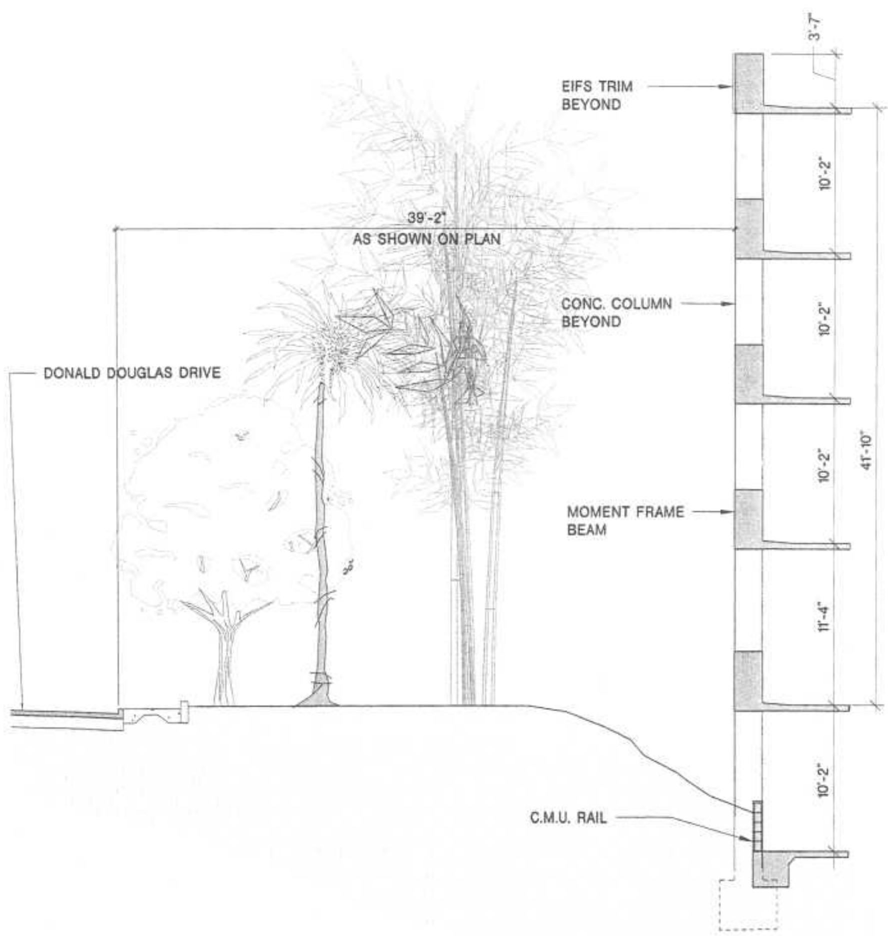


@ NEW PARKING STRUCTURE

1 / A5.1 TYPICAL LIGHTWELL

SCALE : 1/4" = 1'-0"



@ NEW PARKING STRUCTURE

2 / A5.1 TYPICAL WALL SECTION

SCALE : 1/4" = 1'-0"

OPTION B

Architects · Engineers · Parking Planners

WATRY DESIGN, INC.

STAMP	DESIGNED BY: MORALES	PROJECT TITLE: LONG BEACH AIRPORT PARKING STRUCTURE	NO. R- XXXX
	DESIGN CHECK: WENDLER		JOB NO. WDI 02025
	DRAWN BY: MEDEIROS	SHEET TITLE: NEW PARKING STRUCTURE ENLARGED WALL SECTIONS	SHEET 8 OF 14
	DRAFTING CHECK: MORALES	REVISIONS: No. / DATE / SHEET	
FILE: 8-0223A81	FIELD BOOK / DATE: 11-20-07	GRAPHIC SCALE 0 4 8 12 / AS-BUILT:	DRAWING NO. A5.1

PERSPECTIVE - NEW PARKING STRUCTURE

FACING WEST ON DONALD DOUGLAS DRIVE

OPTION B

Architects • Engineers • Parking Planners

WATRY DESIGN, INC.

STAMP	DESIGNED BY: MORALES	PROJECT TITLE: LONG BEACH AIRPORT PARKING STRUCTURE	REVISIONS: No. / DATE / SHEET	NO. R- XXXX		
	DESIGN CHECK: WENDLER			JOB NO. WDI 02025		
	DRAWN BY: JEON	SHEET TITLE: NEW PARKING STRUCTURE PERSPECTIVE		SHEET 9 OF 14		
	DRAFTING CHECK: MORALES					
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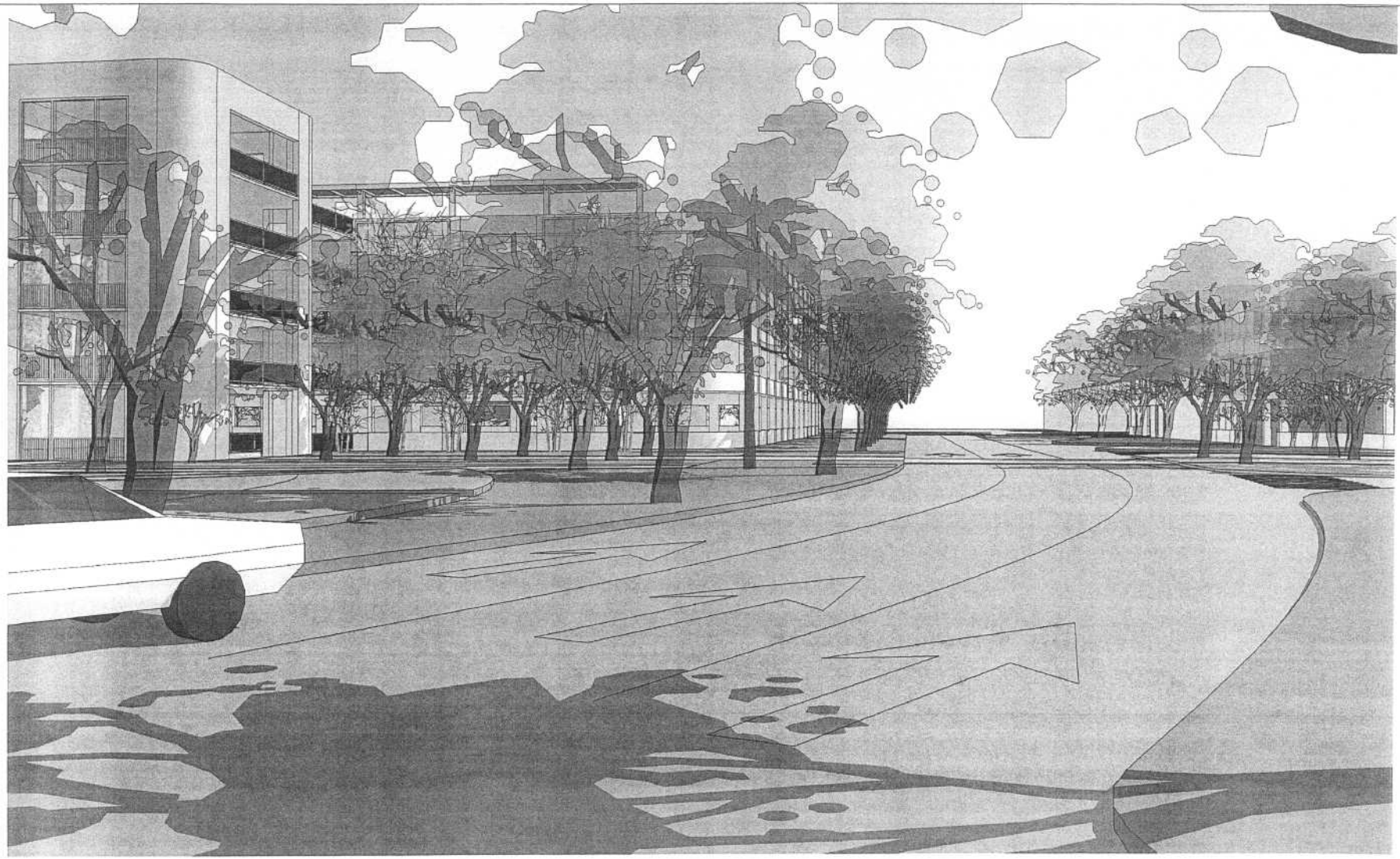

PERSPECTIVE - NEW PARKING STRUCTURE

FACING NORTHWEST

OPTION B

Architects · Engineers · Parking Planners

WATRY DESIGN, INC.

STAMP	DESIGNED BY: MORALES	PROJECT TITLE: LONG BEACH AIRPORT PARKING STRUCTURE	REVISIONS: NO.	DATE	SHEET	NO. R- XXXX
	DESIGN CHECK: WENDLER					JOB NO. WDI 02025
	DRAWN BY: JEON	SHEET TITLE: NEW PARKING STRUCTURE PERSPECTIVE				SHEET 10 OF 14
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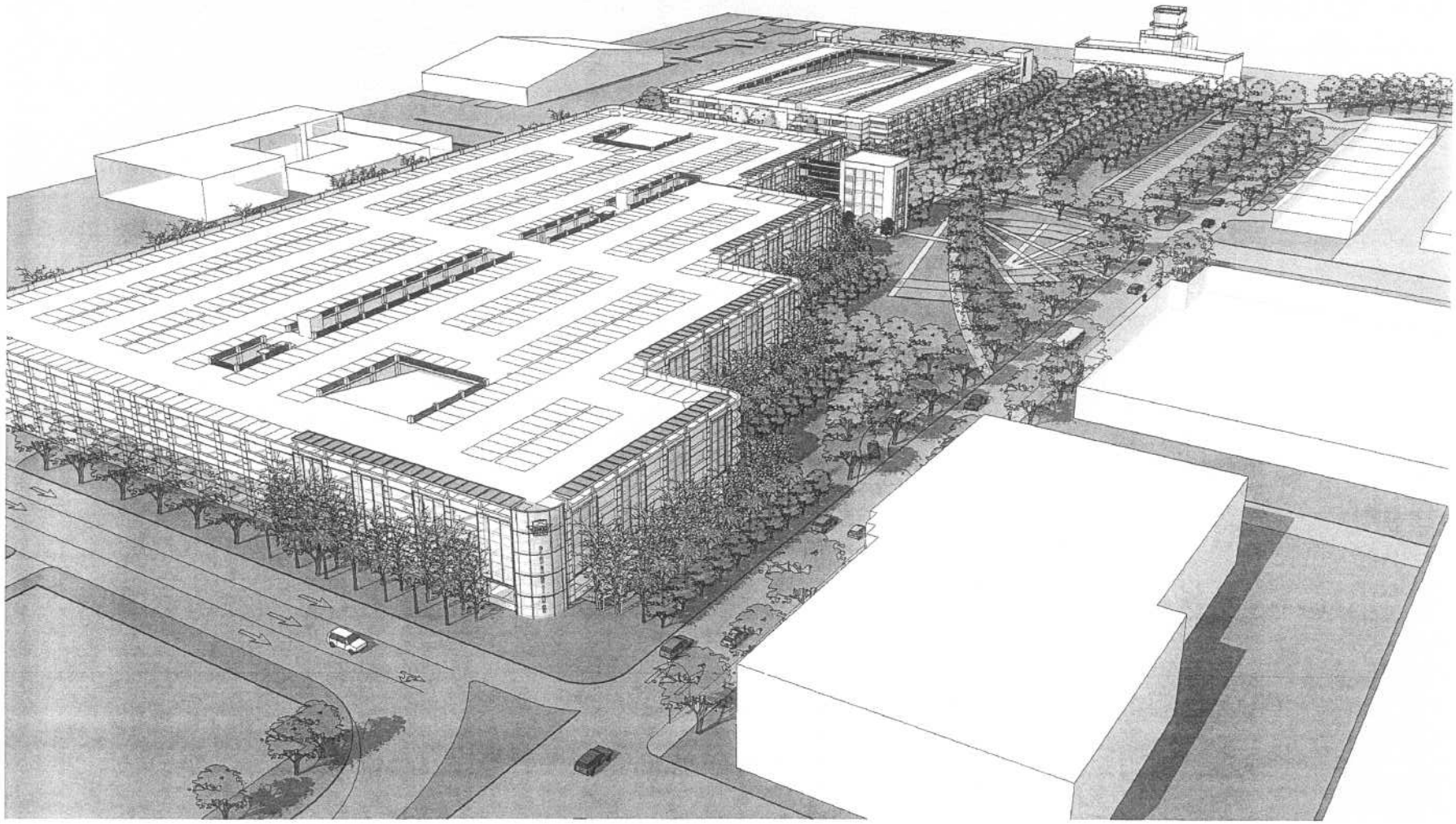

PERSPECTIVE - NEW PARKING STRUCTURE

FACING SOUTHWEST

OPTION B

Architects · Engineers · Parking Planners

WATRY DESIGN, INC.

STAMP	DESIGNED BY: MORALES	PROJECT TITLE: LONG BEACH AIRPORT PARKING STRUCTURE	REVISIONS: NO. / DATE / SHEET	NO. R- XXXX	
	DESIGN CHECK: WENDLER			JOB NO. WDI 02025	
	DRAWN BY: JEON	SHEET TITLE: NEW PARKING STRUCTURE PERSPECTIVE		SHEET 11 OF 14	
	DRAFTING CHECK: MORALES				
FILE: B-0225A63	FIELD BOOK: DATE: 11-20-07	GRAPHIC SCALE: 0	AS-BUILT:	DRAWING NO. A6.3	

PERSPECTIVE - NEW PARKING STRUCTURE

FACING SOUTHEAST

OPTION B

Architects · Engineers · Parking Planners

WATRY DESIGN, INC.

STAMP	DESIGNED BY: MORALES	PROJECT TITLE: LONG BEACH AIRPORT PARKING STRUCTURE	REVISIONS: No. / DATE / SHEET	NO. R- XXXX	
	DESIGN CHECK: WENDLER			JOB NO. WDI 02025	
	DRAWN BY: JEON	SHEET TITLE: NEW PARKING STRUCTURE PERSPECTIVE		SHEET 12 OF 14	
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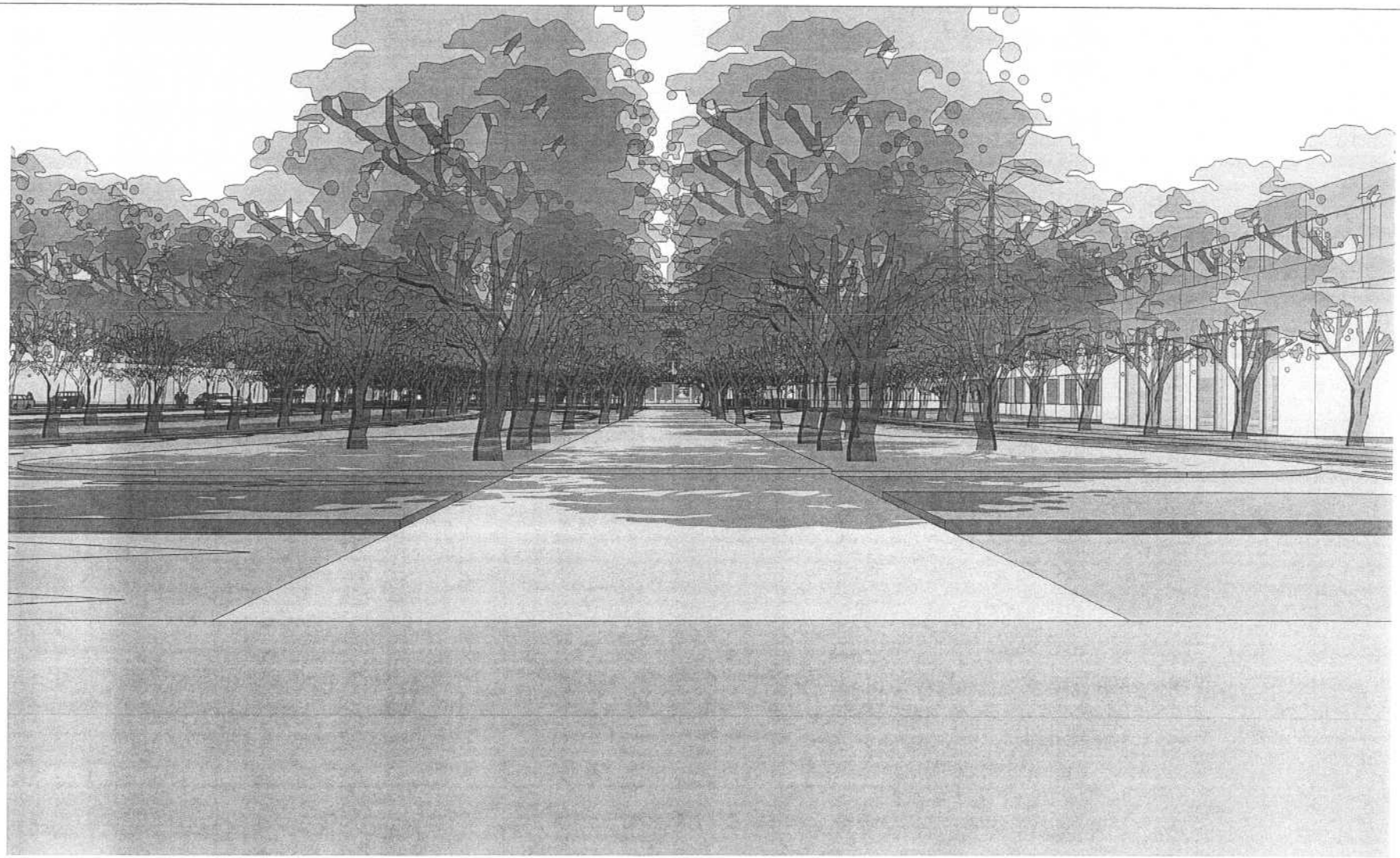

PERSPECTIVE - NEW PARKING STRUCTURE

FACING EAST

OPTION B

Architects · Engineers · Parking Planners

WATRY DESIGN, INC.

STAMP	DESIGNED BY: MORALES	PROJECT TITLE: LONG BEACH AIRPORT PARKING STRUCTURE	REVISIONS: No. / DATE / SHEET	NO. R- XXXX		
	DESIGN CHECK: WENDLER			JOB NO. WDI 02025		
	DRAWN BY: JEON	SHEET TITLE: NEW PARKING STRUCTURE PERSPECTIVE		SHEET 13 OF 14		
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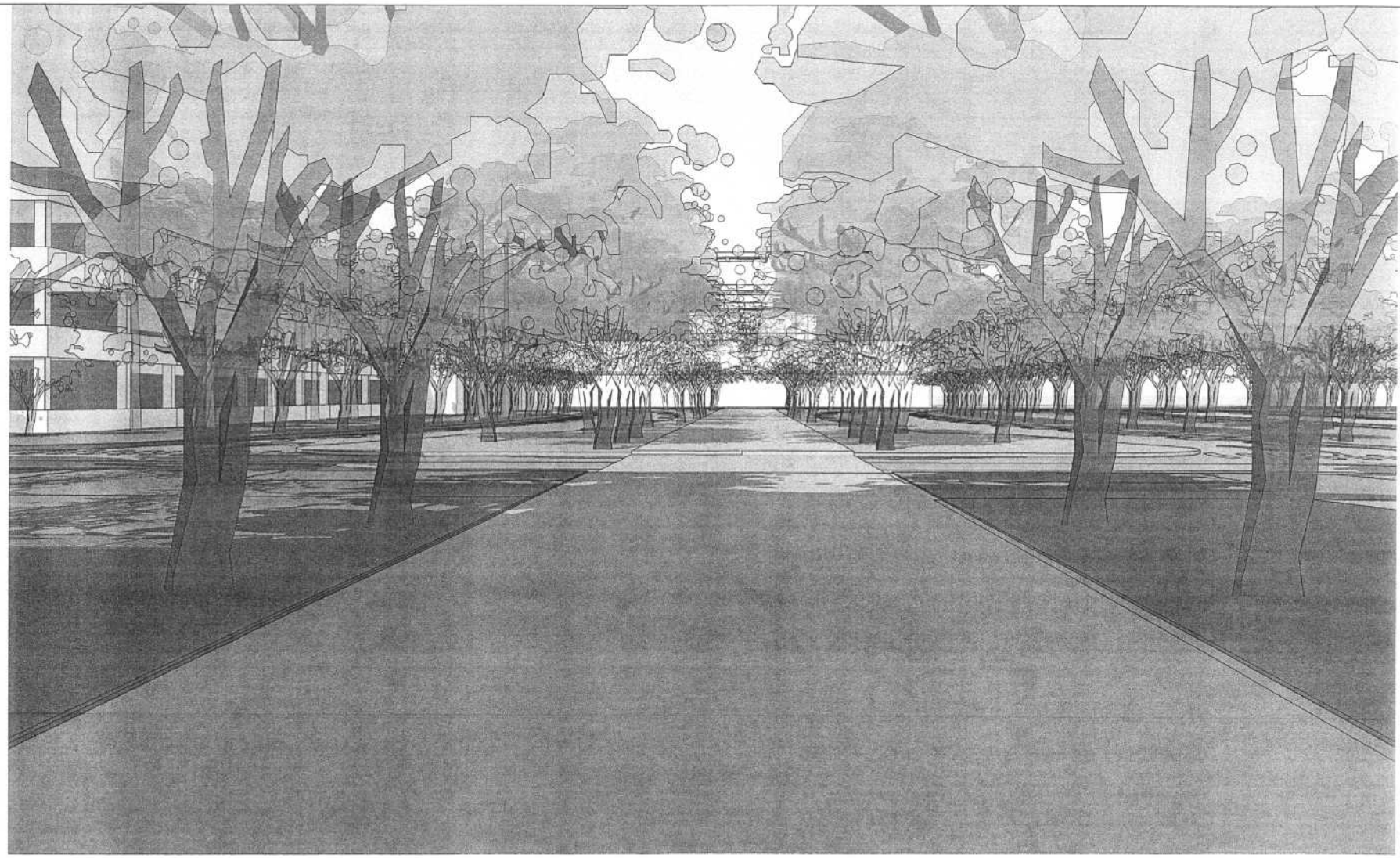

PERSPECTIVE - NEW PARKING STRUCTURE

FACING WEST

OPTION B

ARB

Architects · Engineers · Parking Planners

WATRY DESIGN, INC.

STAMP	DESIGNED BY: MORALES	PROJECT TITLE: LONG BEACH AIRPORT PARKING STRUCTURE	REVISIONS: NO. / DATE / SHEET	NO. 8- XXXX	
	DESIGN CHECK: WENDLER			JOB NO. WDI 02025	
	DRAWN BY: JEON	SHEET TITLE: NEW PARKING STRUCTURE PERSPECTIVE		SHEET: 14 OF 14	
	DRAFTING CHECK: MORALES				
FILE: 8-022668	FIELD BOOK / DATE: 11-30-07	GRAPHIC SCALE: 0	AS-BUILT:	DRAWING NO. A6.6	