



CITY OF LONG BEACH

LONG BEACH AIRPORT

UB-22

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November 6, 2007

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION:

Approve Implementation Plan for the Green Airport / Neighborhood Protection Program. (District 5)

DISCUSSION

City Council action on October 23, 2007, continued this item to include discussion of additional questions. A memo from Councilwoman Gabelich outlining her comments and questions is included as an attachment.

Responses to the issues raised in the attached memo and during Council discussion on October 23, 2007, will be presented at the City Council meeting on November 6, 2007.

This matter was reviewed by Assistant City Attorney Mike Mais on November 1, 2007.

TIMING CONSIDERATIONS

Implementation efforts regarding the Green Airport Program are on going. A schedule for implementation of the Neighborhood Protection Program will be provided as part of the presentation.

FISCAL IMPACT

There is no fiscal impact at this time, although on-going implementation efforts will have associated fiscal impacts, which will be identified for consideration at the time the Council is asked for contract or other funding approval to proceed.

HONORABLE MAYOR AND CITY COUNCIL

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SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,



CHRISTINE F. ANDERSEN
AIRPORT DIRECTOR

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Attachment

APPROVED:



 PATRICK H. WEST
CITY MANAGER



Date: October 30, 2007
To: Patrick H. West, City Manager
From: Councilmember Rae Gabelich, Eighth District
Subject: Recommendations & Questions from October 23, 2007 city council meeting

Green Airport Policy

1. Semi-annual vs. annual progress updates on both The Green Airport Policy & The Neighborhood Protection Plan from the appointed Performance Monitor.
2. The Green Airport Program presented on October 23, 2007 (section A-2) should include wording that states "We **will strive to** meet the AQMD 2020 attainment levels that give reference to PM2.5 and less, as well as **strive to achieve** a "no net increase" policy specific to LGB versus "the Airport shall support AQMD air quality attainment levels....".
 - This is the basis for establishing the current pollution levels at LGB and surrounding impacted neighborhoods as requested by Councilmember O'Donnell.
 - EIR 37-03 mitigation measures focus primarily on the construction of the terminal not on the daily operations and opportunities to improve air quality.
 - The reference to air quality improvements being connected to adding the parking structure that will accommodate 4000 vehicles may be misleading. For instance, the traffic could be stop and go to get into the lot or to the drop off locations. The use of LNG or hybrid/electric powered for a shuttle operation may be more effective in terms of pollution and congestion.
 - Please provide, in advance, the Planning Commissions requests, what staff offered in return and the PC reasons for denial of the new airport-parking terminal.
 - I'm also interested to know what dollar flow would be generated to the general fund if a city-owned lot off airport property were to be built? This could be a solution to both congestion on Douglas Drive, the ability to build a less obtrusive parking structure on-site and an opportunity for the general fund to realize another stream of dollars to provide much needed services for residents of Long Beach.
 - What efforts are being made to provide bus or shuttle service from other locations in our city to the airport for both for residents and tourists? These should be LNG or other alternative fuel vehicles as well.

3. Though aircraft emissions are currently federally exempt there are studies to identify jet fuel impacts on global warming conditions as well as air quality issues.

With this in mind, LGB and the City should:

a) Move forward in communication with AQMD to request the installation of additional air quality monitors in closer proximity to our airport. Currently the only permanent AQMD monitor is located at 36th & Long Beach Blvd.

b) Join the NOISE organization to allow CLB to participate in their lobbying efforts.

4. Add solar component in the design guidelines wherever possible, including the parking structures and lots.

5. Commit to the highest level of Green Building possible. Provide all "Green" possibilities to the council to demonstrate the varying cost factors as we balance our decisions.

The Neighborhood Protection Plan

I recommend that within the next four months we achieve the following:

1. Establish a CLB/LGB name for our noise attenuation program.
2. Begin the implementation plan for noise abatement to impacted residents using the "end of block" concept approved by the FAA.
3. Provide the city council with the financing plan for this program as soon as possible.
4. With the support of the City Attorney's office find the way to establish a fund that is specific to airport litigation needs. This could avoid conflict between the city and homeowners should there be a different mindset at the council/policy level in the future.

Additional Questions:

What is the status of the discussions with the airport stakeholders regarding the financing of terminal improvements?

Are you clear in their participation of the financing outside of the PFC charges?