

Appendix A

Initial Study/Notice of Preparation

**2005 Notice of Preparation
and
Responses to Notice of Preparation**

NOTICE OF PREPARATION AND SCOPING

Date: April 14, 2005

Project Title: Long Beach Airport Terminal Improvement Project

Project Proponent/Lead Agency: City of Long Beach

The City of Long Beach ("City") is the owner and operator of Long Beach Airport ("LGB" or "Airport"). The City has determined that it will prepare an Environmental Impact Report ("EIR") in connection with the consideration by the City Council of development of terminal improvements at the Airport (the "project" or the "proposed project"). The proposed project is described more specifically below.

An initial study has been prepared and is attached to this notice or is available for public review at the Airport offices at the location provided below. The City is the lead agency for the project and will prepare the EIR under the terms and requirements of the California Environmental Quality Act ("CEQA") (Pub.Res.Code §§21000, *et seq.*), and the implementing "guidelines" ("Guidelines") (14 Cal.Code Regs. §§15000, *et seq.*).

The purpose of this notice is: (1) to serve as the Notice of Preparation ("NOP") to potential "Responsible Agencies" required by section 15082 of the CEQA Guidelines; and (2) to advise and solicit comments and suggestions regarding the preparation of the EIR, environmental issues to be addressed in the EIR, and any related issues from interested parties other than potential "Responsible Agencies," including interested or affected members of the public. The City requests that any potential Responsible or Trustee Agency responding to this notice do so in a manner consistent with CEQA Guidelines section 15082(b).

An initial NOP was circulated for agency and public comment on September 22, 2003. Scoping meetings were also held in October 2003. Additionally, the Airport Advisory Commission held 15 meetings from November 2003 through July 2004 to help define the scope of the project. This NOP informs agencies and the community of modifications that have been made to the proposed project as a result of the scoping process held in connection with the initial NOP circulated for public comment in September 2003, and provides another opportunity for input on the issues to be addressed in the EIR. The EIR will include copies of all of the comments received in response to the September 2003 NOP and at the October 2003 scoping meetings, as well as comments received as part of the current (2005) NOP process. In addition, the EIR will address, to the extent possible, issues raised during both of the NOP public comment processes (2003 and 2005).

Pursuant to CEQA section 21080.4, Responsible Agencies must submit any comments in response to this notice not later than thirty (30) days after receipt. The City will accept comments from others regarding this notice through the close of business, May 16, 2005.

ALL COMMENTS OR OTHER RESPONSES TO THIS NOTICE SHOULD BE SUBMITTED IN WRITING TO:

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

IN ADDITION, the City will accept responses to this notice by e-mail received through the close of business, **May 16, 2005**. If e-mail comments are submitted with attachments, any attachments should be delivered separately, in writing, and in person or by regular mail, to the address specified above. The virus protection measures of the City's e-mail system, and the variety of potential formats for attachments, limits the ability for the attachments to be delivered by e-mail. Responses to this notice may be sent to: **airporteir@longbeach.gov**. The web site contains directions on how to provide comments via e-mail.

PUBLIC SCOPING MEETINGS

Public scoping meetings for the proposed Airport Terminal Improvement Project will be held on April 28 and May 7, 2005. The meetings will be held in the Energy Department Auditorium, located at 2400 Spring Street, Long Beach. The Thursday, April 28th, meeting will be held from 6:00 p.m. to 9:00 p.m. The meeting on Saturday, May 7th, will be held from 10:00 a.m. to 1:00 p.m. The purpose of the scoping meetings is to obtain input from the public on the issues to be addressed in the EIR. The technical studies have not been completed; therefore, no technical data will be available for distribution at the meeting. A brief presentation on the project will be provided at the beginning of the meeting, after which the representatives of the consultant team will provide an overview of the technical studies that will be prepared. There will also be the opportunity to provide formal comments at the meeting either verbally or in writing. A stenographer will prepare a transcript of the meeting, which will become part of the administrative record.

INITIAL STUDY

LONG BEACH AIRPORT TERMINAL IMPROVEMENT PROJECT



CITY OF LONG BEACH
333 West Ocean Boulevard
Long Beach, CA 90802
Phone: 562-570-6555

April 14, 2005

Glossary¹ and Acronym List

GLOSSARY

Air Carrier – A scheduled carrier, certificated under Federal Aviation Regulations ("FAR") Parts 121, 125, or 135, operating aircraft having a certificated maximum takeoff weight of seventy-five thousand (75,000) pounds or more, transporting passengers or cargo.

California Noise Standards – The Noise Standards for California Airports, as set forth in 21 California Code of Regulations, Sections 5000, *et seq.* Unless otherwise stated, the terms used in this Chapter shall have the same meanings as set forth in the Noise Standards.

Charter operation – A revenue producing takeoff or landing, operated by a person or entity that is neither an Air Carrier nor a Commuter Carrier, using an aircraft having a certificated maximum takeoff weight of seventy-five thousand (75,000) pounds or more and transporting passengers or cargo.

Commuter and commuter carrier – A scheduled carrier, certificated under FAR Part 121 or 135, operating aircraft having a certificated maximum takeoff weight less than seventy-five thousand (75,000) pounds and transporting passengers or cargo.

Flight – One arrival and one departure by an aircraft.

Freight – Goods to be sent as air cargo.

General aviation – Aviation activity other than operations by Air Carriers, Commuter Carriers, Industrial operators, Charter operators, and "public" (i.e., government owned) aircraft.

Industrial Operation – One takeoff or one landing of an aircraft having a certificated maximum gross takeoff weight of seventy-five thousand (75,000) pounds or more for purposes of production, testing, remanufacturing, or delivery by or under the control of a manufacturer based at the Airport. This definition does not include flights into or out of Long Beach for purposes of maintenance, retrofit, or repair.

Operation – A takeoff or a landing of an aircraft at the Airport.

¹ Definitions, with the exception of freight, are from the adopted Noise Ordinance – Chapter 16.43 of the Municipal Code

ACRONYM LIST

AAC	Airport Advisory Commission
ANCA	Airport Noise and Capacity Act
ANOMS	Airport Noise and Operations Monitoring System
ARB	Air Resources Board
ATSA	Aviation and Transportation Security Act
BMPs	Best Management Practices
CEQA	California Environmental Quality Act
CDMG	California Division of Mines and Geology
CNEL	Community Noise Equivalent Level
EDS	Explosives Detection System
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
ETD	Explosives Trace Detection
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
GANC	General Aviation Noise Committee
LGB	Long Beach Airport
MAP	Million Annual Passengers
MEI	Maximum Exposed Individuals
ND	Negative Declaration
NPDES	National Pollutant Discharge Elimination System
RON	Remaining Overnight
RWQCB	Regional Water Quality Control Board
SEIR	Supplemental Environmental Impact Report
SENEL	Single Event Noise Exposure Levels
TSA	Transportation Security Administration

1.0 Introduction

An Initial Study ("IS") has been prepared to evaluate the potential for the proposed Long Beach Airport Terminal Improvement Project ("project" or "proposed project") to result in significant environmental impacts consistent with the requirements of the California Environmental Quality Act ("CEQA") (Pub. Res. Code §§21000, *et seq.*), and the implementing CEQA guidelines (14 Cal. Code Regs. §§15000, *et seq.*) ("Guidelines"). The proposed project may result in potentially significant environmental impacts. For that reason, and as discussed below, an Environmental Impact Report ("EIR") will be prepared for the proposed project.

1.1 Project Summary and Overview

The proposed project would provide improvements to the existing terminal and related facilities at LGB in order to accommodate recent increases in flight activity at the Airport as well as increases which may occur in the future consistent with operational limitations of the Airport Noise Compatibility Ordinance and the 1995 Settlement Agreement. The proposed project includes construction of, or alteration to facilities in the thirteen areas listed and described below:

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

In addition, the EIR will address the maximum reasonable flight level that could potentially occur with optimized operational procedures and aircraft and still be within the noise limits ("noise bucket") permitted by the Airport Noise Compatibility Ordinance.

1.2 Purpose of This Initial Study

This Notice of Preparation ("NOP") and IS have been prepared in accordance with the requirements of CEQA to evaluate the potential for the proposed project to result in significant environmental impacts. As described in Section 15063 of the CEQA Guidelines, an IS can be used to:

1. Provide a preliminary analysis of potential project-specific and cumulative environmental effects of a proposed project; and
2. Identify environmental issue areas where the proposed project may have the potential to result in significant impacts that should be evaluated in a project-specific EIR.

1.3 Anticipated Project Approvals

The City of Long Beach ("City") is the lead agency for the proposed project. This EIR will serve as the environmental analysis for the project, permitting full consideration by the City of possible terminal improvements at the Airport, and, if approved, construction of the terminal. The City would be responsible for the following approvals as a condition of project implementation:

- Cultural Heritage Committee Review
- Certification of the EIR by the City Planning Commission
- Project selection by the City Council

After certification of the EIR and selection and approval of a project, and after preparation of development plans, the project would be subject to Site Plan Review by the Planning Commission for a height variance due to the anticipated height of the parking structure.

1.4 Anticipated Schedule

The project schedule, as currently envisioned, anticipates a draft EIR to be available for public review in Fall 2005. A forty-five (45) day public review period will be provided, after which responses to comments received on the draft EIR will be prepared. Hearings on the project are anticipated in Fall 2005/Winter 2006, with the Planning Commission taking action on the project shortly thereafter.

1.5 Probable Environmental Effects of the Proposed Project

Until the EIR analysis is completed, it is not possible to identify with precision the "probable environmental effects of the proposed project." However, the City has performed an IS, a copy of which is attached to this notice, to identify the potential adverse environmental effects of the proposed project that the City believes require further and more detailed analysis in the EIR. The City has identified the following specific topics as requiring detailed EIR analysis:

- Aesthetics
- Air Quality
- Cultural Resources
- Hazards and Hazardous Materials
- Health Risk Assessment
- Land Use and Planning
- Noise
- Public Services
- Transportation

Based on the IS, the proposed project would not result in any potentially significant effects with the following areas, and they do not require further analysis in the EIR:

- Agriculture
- Biological Resources
- Geology and Soils
- Hydrology and Water Quality
- Mineral Resources
- Population and Housing
- Recreation
- Utilities and Service Systems

1.6 Conclusion

The City requests your careful review and consideration of this IS, and invites any and all input and comments from interested agencies and persons regarding the issues to be addressed in the draft EIR.

2.0 Project Background And Regulatory Setting

2.1 Regulatory Setting

In 1981, the City of Long Beach adopted a noise control ordinance affecting LGB that limited the number of air carrier flights at the Airport to 15 flights per day and required the use of quieter aircraft. The purpose of the ordinance was to reduce the “cumulative” noise generated by the Airport. The ordinance was challenged by the commercial airlines in federal court. Following an injunction by the court, the City formed a task force and prepared an Airport Noise Compatibility Program, pursuant to Federal Aviation Administration (“FAA”) regulations. The task force recommended allowing air carrier flights to increase to 41 daily flights provided certain noise limits could be met.

In 1986, the City adopted a second aircraft noise ordinance that established noise limits and restricted the number of air carrier operations to 32 flights per day². The federal court rejected this ordinance, finding that the limitation on the number of flights was too restrictive. The federal court ultimately ordered the City to permit a minimum of 41 commercial air carrier flights and 25 commuter flights per day. The City appealed the federal court’s order; however, in January 1992, the Ninth Circuit Court of Appeals upheld the trial court’s decision.

In an effort to resolve the protracted litigation, the City and the airlines entered into a stipulated settlement agreement. In February 1995, the City of Long Beach City Council certified Negative Declaration (ND-19-94), which analyzed the proposed settlement of long-standing airport noise litigation between the City of Long Beach and a number of air carriers and other users of the Long Beach Municipal Airport titled *Alaska Airlines et al v. City of Long Beach*. Under the settlement, the City Council would adopt a new Airport Noise Compatibility Ordinance (see Section 2.2 for a summary of the settlement provisions). For the period from adoption of the new ordinance through 2001, no party to the settlement would be allowed to challenge the ordinance, and the City would not be allowed to amend the Airport Noise Compatibility Ordinance so as to make it more restrictive on aircraft operations. The court approved the settlement and entered a final judgment on June 13, 1995.

As a result of the settlement, the City enacted Chapter 16.43 of the Municipal Code. Chapter 16.43 permits air carriers to operate a minimum of 41 airline flights per day while commuter carriers are permitted to operate a minimum of 25 flights per day. There are provisions in the Airport Noise Compatibility Ordinance allowing the number of flights to be increased if the air carrier flights and commuter flights operate below their respective Community Noise Equivalent Level (“CNEL”) limits³.

In 1990, while the City’s appeal to the Ninth Circuit Court of Appeals was pending, Congress passed the *Airport Noise and Capacity Act* (“ANCA”), which limited an airport operator’s right to

² To provide CEQA compliance for the noise ordinance, the City of Long Beach certified the Final Environmental Impact Report (EIR-45-85/EIS-82-85) for the Airport Noise Compatibility Program FAR Part 150 Study at Long Beach Airport (SCH No. 86012911).

³ The Noise Compatibility Ordinance can be viewed at the Airport web site at www.lgb.org.

control Stage 3 aircraft⁴. ANCA's specific objective was to stop local municipalities from imposing new restrictions on aircraft operations without complying with significant procedural requirements and obtaining federal approval. Included within the ANCA legislation is a "grandfather" provision, which permits the City to continue to enforce the flight and noise restrictions that are contained in the Airport Noise Compatibility Ordinance (Chapter 16.43). In May 2003, the FAA reaffirmed the "grandfather" status of the Airport Noise Compatibility Ordinance under ANCA.

2.2 Summary of the Principal Terms of the Existing Settlement Stipulation

As indicated in Section 2.1, the settlement agreement provisions were incorporated into the City's Airport Noise Compatibility Ordinance. The principal terms of the settlement reached in May 1995 and approved in June 1995 by Federal District Court, include the following:

1. Provide flight activity limits at the Airport of 41 daily airline flights and 25 daily commuter flights, assumed to be all Stage 3 aircraft;
2. Provide an increase in the flight activity limits only if the City determines that flights can be added without airlines or commuters exceeding their allocated portion of the CNEL noise budget based on baseline year of 1989 to 1990;
3. Require flight activity of general aviation, charter, and manufacturing operations to stay within their portion of the baseline year CNEL budget;
4. Require monitoring of Single Event Noise Exposure Levels ("SENEL") at the 18 monitoring stations provided by the Airport Noise and Operations Monitoring System ("ANOMS");
5. Provide for SENEL limits that are more stringent during 6:00 a.m. to 7:00 a.m., 10:00 p.m. to 11:00 p.m., and very stringent during 11:00 p.m. to 6:00 a.m.;
6. Provide limitations on hours of training and run ups, including early curtailment on weekends and holidays, and all but one runway closed during late night hours;
7. Require the formation of a General Aviation Noise Committee ("GANC") and require GANC to monitor and manage the general aviation noise budget;
8. Require implementation of a noise abatement program with a multi-step violation process that includes notifications, noise abatement plans, administrative penalties and possible criminal prosecution; and
9. Require the creation of pilot education programs and processes.

2.3 Transportation Security Administration

On November 19, 2001, the President of the United States signed into law the Aviation and Transportation Security Act ("ATSA"), which, among other things, established the new Transportation Security Administration ("TSA") within the Department of Transportation. This Act established a series of challenging but critically important milestones toward achieving a secure air travel system.

⁴ A "Stage 3 airplane" means an airplane that has been shown to comply with Stage 3 noise levels prescribed in FAR Part 36, Appendix C.

The TSA is directly responsible for developing increased air travel security programs. They have developed enhanced screening procedures at airports across the country. For example, each passenger must go through two stages of screening known as baggage checkpoints and passenger checkpoints, described below. Some passengers may go through an additional stage of screening, gate screening.

As of January 1, 2003, TSA began screening 100 percent of checked baggage at all 429 commercial airports across the United States. Several methods are being used to screen the checked baggage. The most common methods involve electronic screening either by an Explosives Detection System ("EDS") or Explosives Trace Detection ("ETD") device. The EDS machines are the large machines that can be over 20 feet long and weigh up to three tons. Currently, TSA uses ETD equipment to screen baggage at the airport. However, it is likely that in-line EDS equipment will be installed in the future.

The passenger checkpoint includes three primary steps: (1) all carry-on baggage must be placed on the belt of the X-ray machine; and (2) all passengers must walk through a metal detector. If an alarm is set off, the passenger will undergo a secondary screening; and (3) secondary screening includes a hand-wand inspection in conjunction with a pat-down inspection, as well as hand search of all carry on luggage.

The ultimate goal of the TSA is to create an atmosphere that aligns with the passenger's need to be secure while ensuring freedom of movement for people and commerce. Their mission is to protect our nation's transportation systems – aviation, waterways, rails, highways, and public transit.

2.4 Project Background

In June 2003, the City of Long Beach approved a scope of work for the preparation of an EIR to analyze the potential environmental impacts of possible improvements to the Airport's terminal area to accommodate passenger and cargo activity provided for under the existing Airport Noise Compatibility Ordinance. The project would also provide for required provisions for new security measures. The approved scope provided an opportunity for the City Council to reevaluate the scope of work, after the project scoping process was complete, to ensure the issues raised during the scoping process that were associated with the proposed improvements would be adequately addressed in the EIR.

The City held scoping meetings to solicit public input on October 11 and October 16, 2003. Approximately 100 people attended the Saturday (October 11th) scoping meeting and approximately 200 people attended the Thursday (October 16th) scoping meeting. In addition, the City received 217 responses to the NOP (a combination of letters, postcards, and emails). The key issues raised through the scoping process were flight operations, air quality, health risk, noise, cumulative impacts, and land value. Recognizing the intense public interest, the City Council referred the scope of project and the scope of the EIR to the Airport Advisory Commission ("AAC") for consideration.

The AAC held a series of meetings, open to the public, from November 2003 through July 2004 to consider recommendations on possible airport improvements and to advise on certain issues regarding scoping of the EIR. The AAC made recommendations regarding the project and technical studies to be prepared for the EIR. The City Council considered these recommendations on February 1 and February 8, 2005. As a result of this process, changes were made to the improvements that would constitute the proposed project and be addressed in the EIR. The original 2003 scope of work focused just on impacts associated with construction of the facilities (i.e., a "bricks and mortar" project). Key changes to the EIR scope of work, as a

result of the AAC process and City Council action, include providing a health risk assessment and providing a discussion of the environmental impacts associated with the operational environment at the Airport that could be accommodated within the existing Airport Noise Compatibility Ordinance. While the project does not propose any changes to the Airport Noise Compatibility Ordinance or other means of directly increasing flight operations at the Airport, it was determined that the EIR should assess the impacts associated with the introduction of 25 commuter flights that could be accommodated at the Airport under the existing terms of the Airport Noise Compatibility Ordinance, even though these operations do not currently occur at the Airport.

The EIR will also address the impacts associated with up to 52 commercial flights. This is the maximum reasonable flight level that could potentially occur with optimized operational procedures and aircraft, and still be within the noise limits (“noise bucket”) permitted by the Airport Noise Compatibility Ordinance⁵. Both the addition of 25 commuter flights at the Airport and the potential increase of up to 11 commercial flights over current operational levels at the Airport (which are the minimum number of commercial flights allowed by the Airport Noise Compatibility Ordinance) are not causally related to the project proposed facilities improvements, and any impacts would be applicable to all alternatives, including the No Project Alternative, because they could occur without any project-proposed improvements. If they occur, they will result from carrier decisions to optimize flight operations under the Airport Noise Compatibility Ordinance, rather than the availability of specific terminal facilities.

3.0 Environmental Setting

3.1 Local and Regional Setting

The project would be implemented at Long Beach Airport in the City of Long Beach, Los Angeles County. The Airport is located on approximately 1,166 acres in central Long Beach. The street address for the Airport is 4100 East Donald Douglas Drive, Long Beach, California 90808. Aviation activities are located just north of Interstate-405 (“I-405”) and generally bound by Cherry Avenue to the west, City of Lakewood and the future Douglas Park project to the north, and Lakewood Boulevard to the east. A regional vicinity map and a site location map are provided as Exhibits 1 and 2, respectively.

3.2 Project Site and Surrounding Uses

Presently, LGB covers 1,166 acres and has five (5) runways, the longest being 10,000 feet. The Airport serves commercial carriers, general aviation, and air cargo. The area surrounding the Airport is generally urban in character. The layout of the existing facilities in the terminal area is provided in Exhibit 3.

Surrounding uses include existing Boeing property and industrial uses in City of Lakewood to the north. The City has approved a reuse plan titled “Douglas Park” for a portion of the Boeing property. That plan, which was approved in December 2004, provides for 261 acres of mixed-use development, including 3.3 million commercial and office space, 200,000 square feet of retail space, 1,400 residential units, 400 hotel rooms, and 11 acres of park. The Skylinks Golf Course and the Airport Business Park are located to the east, and industrial and commercial

⁵ The permitted number of flights per day may be increased in each operator flight restriction category as long as the flights operate below the CNEL budgets. In order for the number of flights to be increased and still comply with the Noise Compatibility Ordinance the airlines would have to optimize their flight operations. This would include using quieter aircraft and reducing the number of late night operations. Under optimal conditions, which have never been achieved at LGB, the estimated number of increased flights would range between seven and 11 flights. The EIR will consider 11 flights as a worst-case scenario.



Regional Location

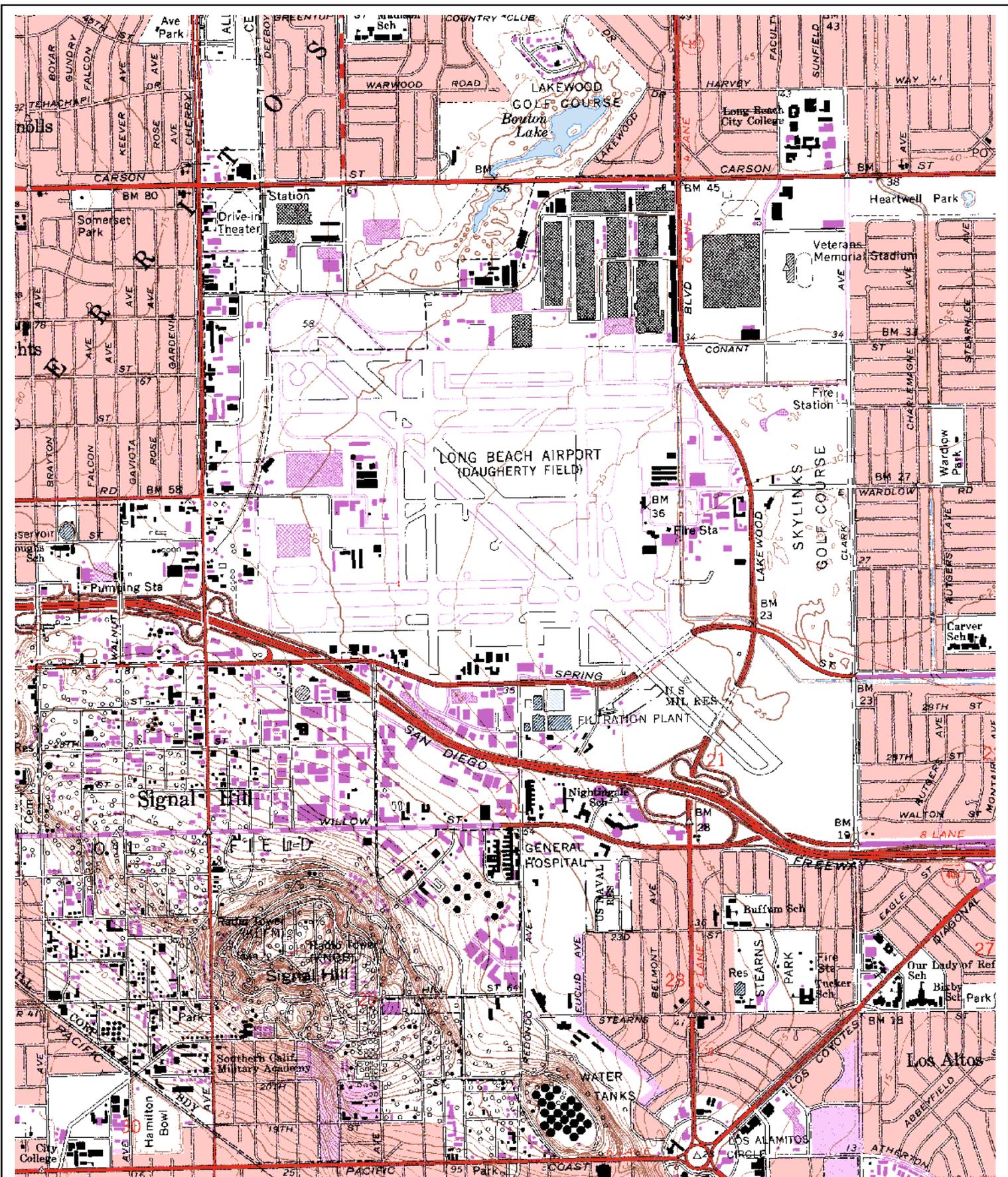
Long Beach Airport Terminal Improvements Project

Exhibit 1



Bonterra
CONSULTING

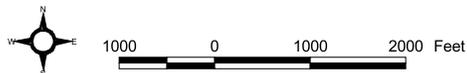
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Source: USGS 7.5 Minute Long Beach Quadrangle, 1964

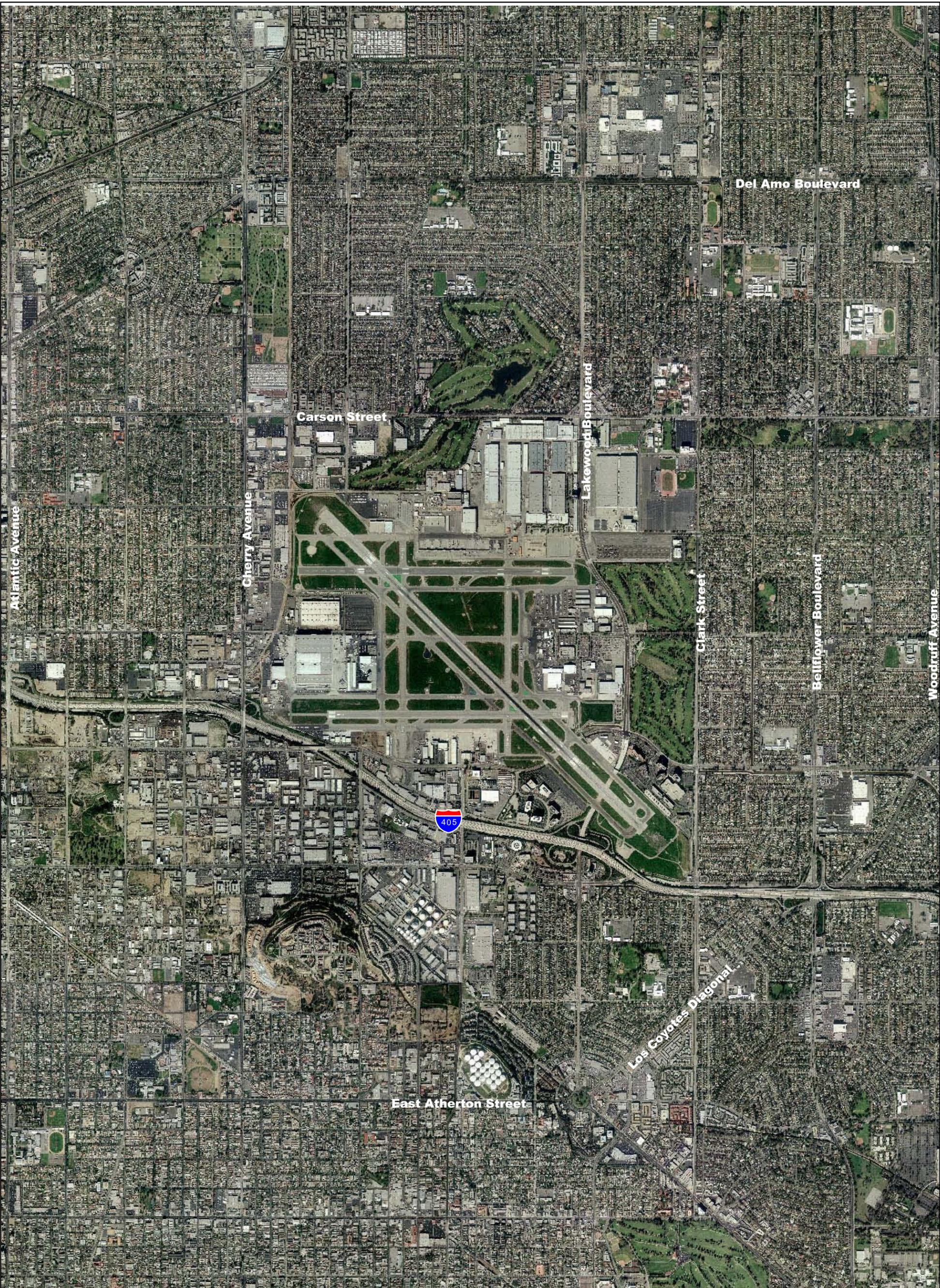
Local Vicinity
Long Beach Airport Terminal Improvements Project

Exhibit 2



Borterra
 CONSULTING

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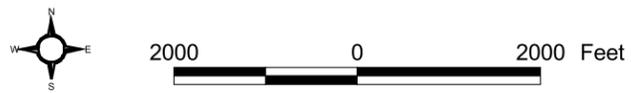


Source: Aerials Express, 2003

Aerial Photograph

Exhibit 3

Long Beach Airport Terminal Improvements Project



Bonterra
CONSULTING

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uses to the south and west of the Airport. I-405 and several arterials surround the Airport; however, public access to the terminal area is gained only from Lakewood Boulevard on the east side of the Airport.

In 1941, the existing airport terminal was built to serve commercial carrier passengers. In 1984, a new concourse area and pre-boarding lounge were constructed immediately south of the existing terminal building. The 1984 improvements provided capacity for the City's 15 daily flights, better accessibility for patrons with disabilities, improved mobility in the passenger screening process, and improved ticketing and check-in processing of airport users.

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

TSA started operations at LGB in October 2002 with the screening of passengers. On January 1, 2003, TSA initiated the screening of baggage at the Airport. They currently have 134 employees working at the Airport screening luggage and passengers. In addition, TSA currently has 17 ETD machines at the Airport for screening luggage and six stations for screening passengers.

4.0 Description of the Proposed Project

4.1 Physical Improvements

The proposed project provides improvements to the existing terminal and related facilities at LGB in order to accommodate recent increases in flight activity at the Airport as well as increases which may occur in the future consistent with operational limitations of the Airport Noise Compatibility Ordinance and the 1995 Settlement Agreement. The proposed project includes construction of, or alteration to, the 13 areas listed and described below:

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

The anticipated improvements are described below in more detail; however, during final design, the precise size and configuration of the proposed improvements may vary to ensure compliance with the applicable fire and building codes and with refinement of planning data. The overall size of the terminal facilities would not exceed the square footage requirements discussed below. The terminal improvements are being designed to accommodate the 41 airline flights and 25 commuter flights, passengers associated with those flights, and security requirements imposed by TSA. This flight level is anticipated to result in approximately

3.8 million annual passengers ("MAP") being served at LGB. Considering all terminal improvements, the size of the terminal space would increase from 58,320 square feet to 102,850 square feet. The proposed improvements are discussed below and shown in Table 1. Table 1 also shows the proposed improvements in comparison to other alternatives that will be evaluated in the EIR.

Holdrooms

Currently, the airport holdrooms are comprised of both the permanent terminal building and temporary modular structures. As part of the proposed project, the 13,150 square feet of temporary holdroom would be replaced with 21,171 square feet of new permanent floor space in the terminal. This, combined with the existing approximately 6,500 square feet of permanent holdrooms, would result in a total of 27,671 square feet of holdroom to accommodate the existing and projected passenger levels. This is a net increase of 8,021 square feet. The square footage for the holdrooms may be split between two structures—north and south holdrooms, similar to what currently exists.

Concession Area

Expanded concession areas are proposed as an adjunct to the new holdroom areas and in the baggage claim area/public circulation areas to serve the anticipated number of passengers. Currently, there are 5,460 square feet of concessions at the Airport. The proposed project would add an additional 9,541 square feet for this purpose. This would result in a total of 15,001 square feet for concessions. If the holdroom area were split into two separate buildings, the square footage for the concessions would also be split.

Passenger Security Screening

The existing security screening of both passengers and baggage would be designed to meet the requirements of the TSA for serving the passengers resulting from the minimum number of flights allowed by the Airport Noise Compatibility Ordinance. Currently, there is 3,900 square feet of passenger security screen area. With the proposed project, there would be an additional 7,000 square feet devoted to passenger security screening or a total of 10,900 square feet. If the new holdroom square footage is split into two structures, this additionally required square footage for passenger security screening would also be split into two areas

Baggage Security Screening

Currently, the Airport does not provide any structure for conducting baggage screening. It has been done under a canopy outside the south holdroom area. The TSA has indicated that this situation is not sufficient because of the sensitivity of the equipment being used. The proposed project would provide a 7,000-square foot structure for security screening of baggage. This structure would house the explosive detection equipment, which includes an in-line baggage conveyor. This facility would need to be located between the terminal building and the aircraft parking positions.

Baggage Claim Devices

The Airport has 226 linear feet of passenger side baggage claim devices and 180 linear feet for airline loading. The proposed baggage claim area would provide a total of 510 linear feet for passenger side baggage claim and 310 linear feet for airline baggage loading, for a total of 820 linear feet of baggage claim device.

Baggage Service Office and Multi-purpose Room

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

Restrooms

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

Office Space for Security, Airport, and Airline Support Staff

Office space, to serve the needs of the TSA, the airlines and airport administration, would be provided within the proposed terminal area. Request for space from the TSA and the airlines are 30,000, and 10,000 square feet, respectively. Though the project would not provide additional space at the requested levels, additional square footage to meet these needs, as well as those of airport staff, has been incorporated into the project. The office space would fall into three categories: TSA, Airlines Operation offices, and Airport administration office and conference area.

TSA currently occupies 3,600 square feet in a temporary modular building. This would be replaced with permanent facilities and augmented with an additional 1,591 square feet, for a total of 5,191 square feet.

Airlines operation offices are currently housed in 2,000 square feet within the terminal building. An additional 3,784 square feet would be allocated for this use, resulting in a total of 5,784 square feet.

Airport offices and conference areas would be increased from 6,970 square feet to 11,970 square feet.

Overall, combined office space (i.e., all three categories) at the terminal would increase 10,375 square feet from the current 12,570 square feet to 22,945 square feet.

Ticketing Facilities

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

Ticket counter area is proposed to increase by 680 square feet from 1,250 to 1,930 square feet. Ticket counter queuing area is proposed to increase from 1,400 to 2,800 square feet. The airline ticket office area is proposed to increase by six percent. It would increase from 4,360 square feet to 4,603 square feet.

Circulation area for the ticketing counter area is proposed to increase by 4,100 square feet from 1,400 to 5,500 square feet. Overall, the combined space for ticketing operations (i.e., all four categories) at the terminal would increase 6,423 square feet from the current 8,410 square feet to 14,833 square feet.

Airline Gates

The Airport currently has eight aircraft gates for the boarding, loading and unloading of aircraft. With the proposed project this would be increased to 11 gates. At Long Beach Airport, the term “gates” is used to identify the doors in the holdrooms that are used for passenger boarding.

Aircraft Parking Positions

The Airport currently has 10 aircraft parking positions. The EIR will address increasing the number of aircraft parking positions from 10 to as many as 14 aircraft parking positions.

This increase would result in the take-back of property currently leased to Million Air and/or Gulfstream and the displacement of some general aviation parking on the Million Air leasehold and/or aircraft manufacturing facilities on the Gulfstream leasehold. Parking for the displaced aircraft would be provided elsewhere at the Airport.

Vehicular Parking

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

Improvements to the parking structure would include the construction of a new parking structure that would also result in onsite roadway modifications and architectural modifications to the existing parking structure. These modifications would include the following components:

- a) A new parking structure designed for an estimated 4,000 spaces would be constructed east of the existing parking structure in the area currently used for surface parking. The precise number of parking spaces would be refined during the design of the structure. The structure’s location would require the relocation of the east side of the Donald Douglas Drive loop. With the construction of the parking structure, the Airport parking spaces currently leased from Boeing and at Veteran’s Stadium would no longer be needed for airport use. Approximately 1,000 parking spaces would be impacted during the construction of the parking structure.
- b) Proposed modifications to the existing parking structure would include a new façade to match the new parking structure and complement the architecture of the Terminal Building. The façades of the Terminal Building and parking structures would provide a unified appearance and enhance the aesthetics of the terminal area and the terminal's identification as a Cultural Heritage Landmark. Other improvements include replacement of the existing elevator, modifications to the entrances and exits, and, constructed in and/or adjacent to the parking structure, offices for the parking

management company and offices and public counters for the car rental agencies along with vehicle preparation and ready return vehicle parking areas.

- c) Proposed modifications to surface lots would include modified access points, refencing, restriping, signage, etc.

Traffic and Pedestrian Circulation Improvements

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

4.2 Operations

As previously indicated, the EIR will analyze the impacts associated with the introduction of up to 25 commuter flights that could operate at the Airport consistent with the terms of the Airport Noise Compatibility Ordinance. The EIR will also analyze the impacts associated with up to 52 commercial flights (an increase of 11 flights), which is the maximum reasonable flight level that could potentially occur with optimized operational procedures and aircraft and still be within the “noise bucket” of the Airport Noise Compatibility Ordinance. The project does not propose any changes to the Airport Noise Compatibility Ordinance or other means of directly increasing flight operations at the Airport. These flight levels will be the basis for determining potential environmental impacts for all alternatives, even the No Project Alternative, since the flight increase could occur with or without the proposed improvements.

4.3 Project Phasing

The project is designed to accommodate the current minimum permitted number of flights and passenger levels at the Airport. The phasing of the project would be determined based on availability of funding and service priorities. Design of the improvements would begin after the completion of the EIR. Pending funding, it is anticipated that construction of the improvements would begin approximately one year following completion of the EIR. The construction would be phased to minimize impacts to operations at the Airport. Implementation of improvements to serve commuter service would be phased depending on the level of commuter services at the Airport.

4.3 Project Objectives

The key project objective is to provide airport terminal facilities to accommodate the minimum permitted number of flights at LGB and the associated number of passengers served on those flights, in full compliance with all applicable fire, building, safety codes and other applicable standards. Associated with that objective is the commitment to compliance with the existing Airport Noise Compatibility Ordinance adopted for the Airport, and maintaining the current character of the Airport as a Long Beach Cultural Heritage Landmark.

5.0 Project Alternatives

The City of Long Beach will also evaluate project alternatives providing various levels of facilities improvements. The level of analysis will vary from a comprehensive evaluation to a “fatal flaw” evaluation, which discusses why certain alternatives were not carried forward. The

EIR will consider four project alternatives as well as the proposed project, which is the most intense of the options being evaluated. The characteristics of the alternatives compared to the proposed project are presented in Table 1.

Alternative A reflects the improvements proposed in the 2003 NOP, with minor modifications. The 2003 NOP assumed 16 aircraft parking spaces. However, the City Council determined in February 2005 that no more than 14 aircraft parking spaces would be evaluated in the EIR; therefore, the 16 aircraft parking spaces have been reduced 14 spaces. Alternative A assumes the terminal facility would be a maximum of 97,545 square feet. The nature of the improvements would generally be the same as the proposed project, though compared to the proposed project, there are minor reductions in square footage in all except the following categories:

- Baggage security screening would be the same as the proposed project.
- No additional space is assumed for ticketing facilities.
- The amount of airport office space is increased compared to the proposed project.

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

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

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

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

Alternative C is the No Project Alternative. This alternative assumes no change to existing conditions. The terminal area, including temporary holdrooms, would be 58,320 square feet. There would only be eight airline gates and 10 aircraft parking positions. No new vehicular parking is assumed.

Alternative D is a roll-back alternative. It assumes that no new facilities would be provided and that the temporary facilities currently in use would be removed. The terminal would be limited to the original terminal building and would be 34,570 square feet. There would only be eight airline gates and 10 aircraft parking positions. No new vehicular parking is assumed and the leased parking spaces are assumed not to be available because of the nature (month-to-month) of the lease.

**TABLE 1
LONG BEACH AIRPORT PASSENGER TERMINAL IMPROVEMENTS
EIR ALTERNATIVES**

Description	Proposed Project	Alternative A (9/22/03 NOP)	Alternative B (Reduced Facilities)	Alternative C (No Project)	Alternative D ¹
Holdrooms					
Permanent Space ²	6,500 sf	6,500 sf	6,500 sf	6,500 sf	6,500 sf
Temporary Space ³	0 sf	0 sf	0 sf	13,150 sf	0 sf
Proposed Additional Space ⁴	21,171 sf	20,000 sf	17,580 sf	0 sf	0 sf
Subtotal	27,671 sf	26,500 sf	24,080 sf	19,650 sf	6,500 sf
Passenger Security Screening					
Existing	3,900 sf	3,900 sf	3,900 sf	3,900 sf	3,900 sf
Proposed Additional Space ⁵	7000 sf	6,000 sf	5,600 sf	2,000 sf	0 sf
Subtotal	10,900 sf	9,900 sf	9,500 sf	5,900 sf	3,900 sf
Concession Area					
Permanent Space ²	5,460 sf	5,460 sf	5,460 sf	5,460 sf	5,460 sf
Proposed Additional Space ⁴	9,541 sf	8,000 sf	6,400 sf	0 sf	0 sf
Subtotal	15,001 sf	13,460 sf	11,860 sf	5,460 sf	5,460 sf
Baggage Security Screening⁵	7,000 sf	7,000 sf	7,000 sf	5,000 sf	0 sf
Baggage Claim Devices					
Passenger Side	510 lf	380 lf	380 lf	226 lf	130 lf
Airline Loading Side	310 lf	250 lf	250 lf	180 lf	90 lf
Subtotal	820 lf	630 lf	630 lf	406 lf	220 lf
Baggage Service Office					
	900 sf	825 sf	825 sf	0 sf	0 sf
Multi-Purpose Rooms	300 sf	300 sf	300 sf	0 sf	0 sf
Subtotal	1,200 sf	1,125 sf	1,125 sf	0 sf	0 sf
Restrooms (non-secure)					
Permanent Space ²	1,330 sf	1,330 sf	1,330 sf	1,330 sf	1,330 sf
Temporary Space ³	0 sf	0 sf	0 sf	0 sf	0 sf
Proposed Additional Space ⁴	2,000 sf	850 sf	850 sf	0 sf	0 sf
Subtotal	3,330 sf	2,180 sf	2,180 sf	1,330 sf	1,330 sf
Office Space					
TSA					
Temporary Space	3,600 sf	3,600 sf	3,600 sf	3,600 sf	0 sf
Proposed Additional Space	<u>1,591 sf</u>	<u>1,400 sf</u>	<u>0 sf</u>	<u>0 sf</u>	<u>0 sf</u>
	5,191 sf	5,000 sf	3,600 sf	3,600 sf	0 sf
Airlines (Operations Offices)					
Permanent Space	2,000 sf	2,000 sf	2,000 sf	2,000 sf	2,000 sf
Temporary Space	0 sf	0 sf	0 sf	0 sf	0 sf
Proposed Additional Space	<u>3,784 sf</u>	<u>5,000 sf</u>	<u>3,000 sf</u>	<u>0 sf</u>	<u>0 sf</u>
	5,784 sf	7,000 sf	5,000 sf	2,000 sf	2,000 sf
Airport (Office & Conference)					
Permanent Space	6,970 sf	6,970 sf	6,970 sf	6,970 sf	6,970 sf
Temporary Space	0 sf	0 sf	0 sf	0 sf	0 sf
Proposed Additional Space	<u>5,000 sf</u>	<u>10,000 sf</u>	<u>0 sf</u>	<u>0 sf</u>	<u>0 sf</u>
	11,970 sf	16,970 sf	6,970 sf	6,970 sf	6,970 sf
Subtotal	22,945 sf	28,970 sf	15,570 sf	12,570 sf	8,970 sf
Ticketing Facilities					
Ticket Counter Area (Existing)	1,250 sf	1,250 sf	1,250 sf	1,250 sf	1,250 sf
Proposed Additional Space	<u>680 sf</u>	<u>0 sf</u>	<u>0 sf</u>	<u>0 sf</u>	<u>0 sf</u>
	1,930 sf	1,250 sf	1,250 sf	1,250 sf	1,250 sf

**TABLE 1
LONG BEACH AIRPORT PASSENGER TERMINAL IMPROVEMENTS
EIR ALTERNATIVES**

Description	Proposed Project	Alternative A (9/22/03 NOP)	Alternative B (Reduced Facilities)	Alternative C (No Project)	Alternative D ¹
Ticket Counter Queuing (Existing)	1,400 sf	1,400 sf	1,400 sf	1,400 sf	1,400 sf
Proposed Additional Space	<u>1,400 sf</u>	<u>0 sf</u>	<u>0 sf</u>	<u>0 sf</u>	<u>0 sf</u>
	2,800 sf	1,400 sf	1,400 sf	1,400 sf	1,400 sf
Airline Ticket Office (Existing)	4,360 sf	4,360 sf	4,360 sf	4,360 sf	4,360 sf
Proposed Additional Space	<u>243 sf</u>	<u>0 sf</u>	<u>0 sf</u>	<u>0 sf</u>	<u>0 sf</u>
	4,603 sf	4,360 sf	4,360 sf	4,360 sf	4,360 sf
Circulation - Ticketing (Existing)	1,400 sf	1,400 sf	1,400 sf	1,400 sf	1,400 sf
Proposed Additional Space	<u>4,100 sf</u>	<u>0 sf</u>	<u>0 sf</u>	<u>0 sf</u>	<u>0 sf</u>
	5,500 sf	1,400 sf	1,400 sf	1,400 sf	1,400 sf
Subtotal	14,833 sf	8,410 sf	8,410 sf	8,410 sf	8,410 sf
TOTAL	102,850 sf	97,545 sf	79,725 sf	58,320 sf	34,570 sf
Airline Gates	11	11	11	8	8
Aircraft Parking Positions	12 to 14	12 to 14⁶	12 to 14	10	10
Vehicular Parking					
Permanent Non-Leased Spaces	2,835	2,835	2,835	2,835	2,835
Leased Spaces	2,100 ⁷	2,100 ⁷	2,100 ⁷	2,100	0
Proposed Additional Spaces	1,351	1,351	1,351	0	0
Total	6,286	6,286	6,286	4,935	2,835
sf square feet lf linear feet ¹ Represents terminal area as it existed before modulars and parking capacity without leased spaces ² Permanent floor space in terminal building ³ Temporary floor space in modulars ⁴ Temporary (modular) space would be replaced with permanent facilities ⁵ 2/08/05 City Council action reflected a range of sf for these areas. The lower end is presented here. Up to 3,000 sf may be added. ⁶ The 9/22/03 NOP programmed 16 aircraft parking positions. This number was reduced to 12 to 14 by City Council action on 2/08/05. ⁷ Leased space would be replaced with new parking structure					

ENVIRONMENTAL ANALYSIS CHECKLIST

GENERAL INSTRUCTIONS

- A. All answers must take account of the whole action involved, including off-site as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- B. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by information sources cited by the lead agency. (See “No Impact” portion of Response Column Heading Definition section below).
- C. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- D. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- E. The explanation of each issue should identify:
 - 1. The basis/rationale for the stated significance determination; and
 - 2. The mitigation measure identified, if any, to reduce the impact to less than significant.
- F. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (*e.g.*, general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

RESPONSE COLUMN HEADING DEFINITIONS

- A. **Potentially Significant Impact** is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- B. **Less than Significant with Mitigation Incorporated** applies where the implementation of mitigation measures would reduce an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measure(s), and briefly explain how they reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).
- C. **Less Than Significant Impact** applies where the project creates no significant impacts, only Less than Significant Impacts.
- D. **No Impact** applies where a project does not create an impact in that category. “No impact” answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency which show that the impact simply does not apply to projects like the one involved (*e.g.*, the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (*e.g.*, the project will not expose sensitive receptors to pollutants, based on a project specific screening analysis).

**ENVIRONMENTAL INITIAL STUDY FOR
THE LONG BEACH AIRPORT TERMINAL IMPROVEMENTS**

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS –Would the project:				
a) Have a substantial adverse effect on a scenic vista?	••	••	••	••
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	••	••	••	••
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	••	••	••	••
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	••	••	••	••
II. AGRICULTURAL RESOURCE –Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	••	••	••	••
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	••	••	••	••
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	••	••	••	••
III. AIR QUALITY –Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	••	••	••	••
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	••	••	••	••
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	••	••	••	••
d) Expose sensitive receptors to substantial pollutant concentrations?	••	••	••	••
e) Create objectionable odors affecting a substantial number of people?	••	••	••	••
IV. BIOLOGICAL RESOURCES –Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	••	••	••	••
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	••	••	••	••
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	••	••	••	••
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native nursery sites?	••	••	••	••

ENVIRONMENTAL ISSUES		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	••	••	••	••
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	••	••	••	••
V. CULTURAL RESOURCES —Would the project:					
a)	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	••	••	••	••
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	••	••	••	••
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	••	••	••	••
d)	Disturb any human resources, including those interred outside of formal cemeteries?	••	••	••	••
VI. GEOLOGY AND SOILS —Would the project:					
a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	••	••	••	••
i)	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issues by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	••	••	••	••
ii)	Strong seismic ground shaking?	••	••	••	••
iii)	Seismic-related ground failure, including liquefaction?	••	••	••	••
iv)	Landslides?	••	••	••	••
b)	Result in a substantial soil erosion or the loss of topsoil?	••	••	••	••
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	••	••	••	••
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	••	••	••	••
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	••	••	••	••
VII. HAZARDS AND HAZARDOUS MATERIALS —Would the project:					
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	••	••	••	••
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	••	••	••	••
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter-mile of an existing or proposed school?	••	••	••	••
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	••	••	••	••

ENVIRONMENTAL ISSUES		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or people residing or working in a project area?	••	••	••	••
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	••	••	••	••
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	••	••	••	••
h)	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	••	••	••	••
VIII. HYDROLOGY AND WATER QUALITY —Would the project:					
a)	Violate any water quality standards or waste discharge requirements?	••	••	••	••
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	••	••	••	••
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation onsite or offsite?	••	••	••	••
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?	••	••	••	••
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of pollutant runoff?	••	••	••	••
f)	Otherwise substantially degrade water quality?	••	••	••	••
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	••	••	••	••
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	••	••	••	••
i)	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	••	••	••	••
j)	Inundation by seiche, tsunami, or mudflow?	••	••	••	••
IX. LAND USE AND PLANNING —Would the project:					
a)	Physically divide an established community?	••	••	••	••
b)	Conflict with any applicable land use plans, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	••	••	••	••
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	••	••	••	••

ENVIRONMENTAL ISSUES		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
X. MINERAL RESOURCES —Would the project:					
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	••	••	••	••
b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	••	••	••	••
XI. NOISE —Would the project result in:					
a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	••	••	••	••
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	••	••	••	••
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	••	••	••	••
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	••	••	••	••
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	••	••	••	••
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	••	••	••	••
XII. POPULATION AND HOUSING —Would the project:					
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)?	••	••	••	••
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	••	••	••	••
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	••	••	••	••
XIII. PUBLIC SERVICES					
a)	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
	Parks	••	••	••	••
	Fire Protection?	••	••	••	••
	Police Protection	••	••	••	••
	School?	••	••	••	••
	Other public facilities?	••	••	••	••
XIV. RECREATION					
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	••	••	••	••
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	••	••	••	••

ENVIRONMENTAL ISSUES		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XV. TRANSPORTATION/TRAFFIC —Would the project:					
a)	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	••	••	••	••
b)	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	••	••	••	••
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or change in location that results in substantial safety risks?	••	••	••	••
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	••	••	••	••
e)	Result in inadequate emergency access?	••	••	••	••
f)	Result in inadequate parking capacity?	••	••	••	••
g)	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	••	••	••	••
XVI. UTILITIES AND SERVICE SYSTEMS —Would the project:					
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	••	••	••	••
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	••	••	••	••
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	••	••	••	••
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	••	••	••	••
e)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	••	••	••	••
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs	••	••	••	••
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	••	••	••	••
MANDATORY FINDINGS OF SIGNIFICANCE					
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	••	••	••	••
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	••	••	••	••
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	••	••	••	••

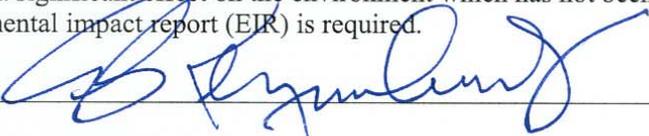
DETERMINATION:

Based upon the evidence in light of the whole record documented in the attached environmental checklist explanation, cited incorporations and attachments, I find that the proposed project:

COULD NOT have a significant effect on the environment, and a negative declaration (ND) will be prepared pursuant to CEQA Guidelines Article 6, 15070 through 15075.

COULD have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures have been added to the project. A negative declaration (ND) will be prepared pursuant to CEQA Guidelines Article 6, 15070 through 15075.

MAY have a significant effect on the environment which has not been analyzed previously. Therefore, an environmental impact report (EIR) is required.

Signature: 

Printed Name: Angela Reynolds Date: April 13, 2005

City of Long Beach
Telephone: 562-570-6357

NOTE: All referenced and/or incorporated documents may be reviewed by appointment only, at the City of Long Beach, Planning and Building, 333 W. Ocean Boulevard, Long Beach, California, unless otherwise specified. An appointment can be made by contacting the CEQA Contact Person identified above.

ENVIRONMENTAL ANALYSIS AND EXPLANATION OF CHECKLIST RESPONSES

I. Aesthetics – Would the project:

- a) Have a substantial adverse effect on a scenic vista?
- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact – The project is not located within the viewshed of a designated scenic vista. The area surrounding the site is urbanized and relatively flat. Interstate-405 ("I-405") and commercial and industrial development border the Airport. Improvements would be limited to the area surrounding the existing terminal and would have minimal affect outside the immediate area. The project would not impact any trees or rock outcroppings. The project is not within viewshed of a state scenic highway. The EIR will not discuss visual impacts associated with these scenic resources.

- c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact – The LGB main terminal building was named a City of Long Beach Cultural Heritage Landmark in 1990. The proposed improvements would not directly involve the main terminal building, but would be in the immediate vicinity of the terminal. Additionally, the improvements would be visible from the main terminal building. A project design feature involves providing a complementary architectural façade of the parking structures with the existing terminal building. This would be an enhancement to the aesthetics of the terminal area. Though not a significant impact, the EIR will address the potential visual affects of the project so the decision-makers have a full understanding of the potential change in visual character of the terminal area. There are no sensitive uses, such as residential development, within the project viewshed; therefore, the visual evaluation in the EIR will focus on the changes in the vicinity of the terminal.

- d) Create a new source of substantial light or glare, which would adverse affect day or nighttime views in the area?

Less Than Significant Impact – The project would result in new lighting at the Airport including, but not limited to, the lighting surrounding the holdrooms, on pedestrian walkways, the parking structure, and apron areas. The improvements and associated lighting would be limited to the area immediately adjacent to the terminal. This lighting would be adequate for operation, but would not result in an adverse affect on day or night views in the area because lighting would be required to comply with FAA rules and regulations pertaining to minimizing glare and shielding lighting from pilots. As a result, there would be minimal spillover lighting to offsite uses. The terminal area is set back from other uses off the Airport and is not directly visible from view sensitive uses, such as residential development. The closest existing residential development to the terminal area is approximately 3,300 feet away and is separated by commercial uses and the Skylinks Golf Course. There are no sensitive uses in proximity to the proposed improvements that would be affected by lighting associated with the project. No further discussion of lighting impacts will be provided in the EIR.

II. Agriculture Resources – Would the project:

- a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**
- b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract?**
- c) **Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?**

No Impact – The proposed project would not result in any impacts to farmlands listed as “Prime,” “Unique,” or of “Statewide Importance” based on the 1998 Los Angeles County Important Farmland Map prepared by the Department of Conservation. The study area is generally designated as “Urban and Built-Up Land.” No farmland exists in proximity to the project. No part of the project site or adjacent areas is subject to the Williamson Act. The project would not conflict with existing zoning for agricultural uses and would not result in pressures to convert farmlands to other uses. The EIR will not address agricultural impacts.

III. Air Quality – Would the project:

- a) **Conflict with or obstruct implementation of the applicable air quality plan**
- b) **Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**
- c) **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?**
- d) **Expose sensitive receptors to substantial pollutant concentrations?**

Potentially Significant Impact – The proposed project would result in the construction of terminal area improvements. These activities may result in emissions that exceed the standards established by the South Coast Air Quality Management District. To fully address the potential impacts, the EIR will:

- Determine existing ambient air quality in the vicinity of the Airport;
- Quantify existing emissions at the Airport;
- Predict future emissions and ambient air quality concentrations with the project and its alternatives, and the associated air quality impacts regionally and in the vicinity of the Airport;
- Determine consistency of the project with applicable air quality plans and policies; and
- Propose mitigation measures to reduce the potential impacts associated with the project, if necessary, and to the extent reasonable and feasible.

In addition, the EIR will include a health risk assessment. The modeling that will be used in developing emission inventories, conducting air dispersion analyses, and evaluating health risks associated with on-airport source operations and modifications will include the FAA Emissions and Dispersion Modeling System, the Air Resources Board (“ARB”) on-road emission factor model, the ARB OFFROAD mobile source emission model, and the U.S. Environmental Protection Agency dispersion models. Approximately 20 toxic compounds will be analyzed at up to 220 receptor locations. The receptors to be analyzed will include several onsite locations that represent worker (ground handler) exposure points, and 200 discrete receptors located at the airport boundary and beyond to assess impacts to residential, school child, offsite worker, and other sensitive receptor locations.

The potential incremental chronic cancer risks and non-cancer hazards for the set of critical receptors previously determined (fenceline, maximum exposed individuals ("MEI") on- and offsite, school children) will be estimated. Incremental risks and hazards reflect the increase or decrease of potential exposure of build scenarios relative to existing baseline.

e) Create objectionable odors affecting a substantial number of people?

No Impact. The project proposes the construction of terminal area improvements that would serve passengers at the Airport. The project would not create objectionable odors because it would not change the operations or function of the facilities in the terminal area. The project is designed to serve permitted passengers. No new uses would be introduced to the area.

IV. Biological Resources – Would the project:

- a) **Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**
- b) **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**
- c) **Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**
- d) **Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native nursery sites?**

No Impact – The proposed airport improvements would be constructed on a portion of the Airport that is currently developed/paved to support airport-associated activities. The project would not have any direct impact on biological resources because it would not result in the removal of any sensitive habitat or impact any sensitive species. The project would not change the type of operations or operational procedures at the Airport; therefore, the project would not result in substantial interference with the movement of wildlife or migration of birds. Though there are some wildlife species that occupy the Airport area (e.g., red foxes, rabbits, raptors, and other avian species), these species are not located in the portion of the Airport where improvements are proposed. Given the history of flights at the Airport, it can be assumed that the existing wildlife has habituated to the noise and other indirect impacts associated with aircraft operations. Additionally, the Airport has incorporated measures, such as a Bird Hazard Reduction Plan, to reduce potential direct impacts to wildlife species. The Airport has also contracted with a falconer who traps and relocates raptors from the runways and approach ends of the Airport. The project would not alter the implementation of these programs, which have been designed to reduce potential direct impacts to wildlife from Airport operations.

The area surrounding the airport is also highly urbanized. There are no designated critical habitat areas or wildlife refuge areas surrounding the Airport. Therefore, no significant biological impacts are anticipated from the project. This issue will not be addressed in the EIR.

- e) **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**
- f) **Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?**

No Impact – The project would not result in the removal of any resources that would be protected by a local ordinance or policy. As previously indicated, the locations where improvements are proposed do not support any sensitive resources. Additionally, the Airport is not included in a local, regional, or state habitat conservation plan. The project would not change the operational characteristics of the Airport; therefore, the project would not conflict with the requirements of the Migratory Bird Act. No further analysis of local biological planning programs will be discussed in the EIR.

V. Cultural Resources – Would the project:

- a) **Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?**

Less Than Significant Impact – As previously indicated, the terminal building has been designated as a Cultural Historical Landmark. The proposed project would not have any direct impacts on the terminal building. The EIR will incorporate the findings of a study by an architectural historian on the potential indirect impacts and the effects of the project on the historical attributes of the building and its environment.

- b) **Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?**
- c) **Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?**
- d) **Disturb any human resources, including those interred outside of formal cemeteries?**

Less Than Significant Impact with Mitigation – The project would not be expected to have an impact on archaeological or paleontological resources because the project site is currently developed. However, there is the potential for subsurface resources. Given that the area is currently paved or covered by buildings, this is difficult to determine. An archaeological record search will be conducted as part of the analysis in the EIR. Mitigation measures, such as construction monitoring when subsurface work is conducted, will be developed as part of the EIR to address protection of potential archaeological and paleontological resources.

VI. Geology and Soils – Would the project:

- a) **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
 - i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issues by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**
 - ii) **Strong seismic ground shaking?**
 - iii) **Seismic-related ground failure, including liquefaction?**
 - iv) **Landslides?**
- b) **Result in a substantial soil erosion or the loss of topsoil?**

- c) **Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?**
- d) **Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

Less Than Significant Impact – The area of the proposed improvements is relatively flat and is currently covered by an impervious surface. Construction activities would expose the underlying soils; however, the overall area exposed would be limited. Additionally, since the area is currently designed for runoff to drain away from the existing structures, the area would be exposed to limited wind or water erosion. The project site would not be prone to geotechnical constraints such as slope instability or landslides because the site is relatively flat. There are no slopes, either natural or man-made, located within the immediate project area. Based on information in the Long Beach Seismic Safety Element of the General Plan, the site would have a low potential for liquefaction. A recent geotechnical survey conducted by the City of Long Beach for the existing parking structure at the Airport concluded that the potential for the site to be impacted by earthquakes, seismic ground shaking, liquefaction, landslides, substantial soil erosion, or unstable or expansive soil is negligible. The geographic characteristics of the study area are identical to those of the parking garage. No further discussion of these issues will be contained in the EIR.

- e) **Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

No Impact – The project would not rely on septic tanks or alternative waste water disposals systems; therefore, the soils ability to support septic tanks is not applicable.

VII. Hazards and Hazardous Materials – Would the project:

- a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

Less Than Significant Impact – The project would not result in a significant hazard from the transport of hazardous materials. The project does not propose the alteration of airport practices regarding the handling of hazardous materials, fueling, or other maintenance or operational procedures. The project would not require the routine transport of any hazardous materials. During construction materials identified as having a hazardous component, such as paints and other construction materials, would be brought to the site; however, handling of these materials in compliance with existing regulations would provide a sufficient safeguard to public safety. No further discussion of this issue will be contained in the EIR.

- b) **Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**
- d) **Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

Potentially Significant Impact – Hazardous materials have been located and used on the project site and surrounding uses. The EIR will review and summarize the findings of a hazardous materials government records search identifying location of past spills, leaking tanks, or other potential safety risks. The records search is a radius search of governmental records

for Phase I preliminary site assessments. Maps and site-specific detail information identify risk sites by their distance from the project site will be incorporated. Available information on methane gas and subsoil materials will be incorporated into the EIR.

- c) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter-mile of an existing or proposed school?**

Potentially Significant Impact – The project site is not within one quarter-mile of any existing or proposed schools. However, a human health risk assessment will be prepared as part of the EIR that will address potential impacts on schools in close proximity to the airport.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in a project area?**

Less Than Significant Impact – The project is located at an airport. The project is consistent with the provisions of the Airport land use plan, in that it is providing facilities to support the ongoing airport operations. The project does not propose any changes in the number of flights, the flight patterns, or the operational procedures at the Airport that would result in increased safety hazards offsite. The EIR will not analyze these safety issues.

- f) **For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

No Impact – The project is not within the vicinity of a private airstrip; therefore, this does not apply.

- g) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

No Impact – The project would not alter or interfere with an adopted emergency response plan or emergency evacuation plan. Improvements would be limited to on-airport property and would not alter the access. Access to the project site is off of Lakewood Avenue, which is not designated as an evacuation route. No further discussion of emergency evacuation or response plans will be in the EIR.

- h) **Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

No Impact – The project site is not located in an area subject to wildland fires. The area surrounding the Airport is urbanized and the conditions for wildland fires do not exist in close proximity. This issue will not be analyzed in the EIR.

VIII. Hydrology and Water Quality – Would the project:

- a) **Violate any water quality standards or waste discharge requirements?**
b) **Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?)**

- c) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation onsite or offsite?**
- d) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?**
- e) **Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of pollutant runoff?**
- f) **Otherwise substantially degrade water quality?**

Less Than Significant Impact – The proposed project involves the development of improvements to the Airport terminal area. The area proposed for development is currently paved or covered by structures. As a result, the improvements would not result in a substantial increase in impervious soil, or result in increased runoff. This development would not alter the existing drainage pattern of the site or affect the quality or quantity of the groundwater table.

The Federal Clean Water Act establishes a framework for regulating potential surface water quality impacts, mandating sewage treatment, and regulating wastewater discharges, and requires communities and industries to obtain National Pollutant Discharge Elimination System ("NPDES") permits to discharge storm water to urban storm sewer systems. The NPDES program is administered by the California Regional Water Quality Control Boards ("RWQCB"). The project would be required to comply with the requirements of the existing NPDES permits. Construction activities would need to comply with the requirements of the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 99-08-DWQ), which requires the preparation of a Storm Water Pollution Prevention Plan. The SWPPP is required to identify Best Management Practices (BMP) for the control of potential erosion, siltation, and other water quality impacts that may occur during construction. A SWPPP typically contains a list of target structural and non-structural best management practices, which would be used to control, prevent, remove, or reduce pollution. In addition to the requirements of the NPDES program, provisions of the Uniform Building Code, grading permits requirements, and Fire Code provisions include elements that also require reduction of erosion and sedimentation impacts.

The operation of the Airport would be required to comply with the Municipal Storm Water permit issued to the City of Long Beach (NPDES Permit No. 99-060; CAS004003/CI 8052). To comply with the requirements of the Clean Water Act and the State Porter-Cologne Water Quality Control Act, the City has developed the Long Beach Storm Water Management Program, which contains measures aimed at reducing or eliminating pollutants in storm water to the maximum extent practicable. These include post-construction structural or treatment control BMP design to mitigate (infiltrate or treat) runoff produced from a 0.75-inch storm event prior to discharging to a storm water conveyance system. By treating the "first flush" from a storm, the highest concentrations of pollutants are removed from the water entering into the storm drain system. Full compliance with applicable local, state, and federal water quality standards by the applicant would reduce water quality impacts to a less than significant level.

The project would not result in the alteration of the course of a stream or river in a manner that would result in substantial erosion or siltation onsite or offsite. Neither is it anticipated that project implementation would alter the existing drainage pattern of the site or area through the alteration of the course of a stream or river.

The EIR will not analyze these issues related to hydrology and water quality.

- g) **Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**
- h) **Place within a 100-year flood hazard area structures which would impede or redirect flood flows?**
- i) **Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?**
- j) **Inundation by seiche, tsunami, or mudflow?**

No Impact – The proposed project consists of terminal improvements and does not lie within a 100-year flood hazard area nor would it alter the flood zone. As such, project implementation would not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. No structures that would impede or redirect flood flows would be placed within a 100-year flood hazard area because the proposed project does not lie within a 100-year flood hazard area. Additionally, people and structures would not be exposed to a significant risk of loss injury or death involving flooding, including flooding as a result of the failure of a levee or dam. The proposed project does not lie in close proximity to a levee or dam. Neither is there a risk of inundation by seiche, tsunami or mudflow; therefore, no impact is expected. These issues will not be analyzed in the EIR.

IX. Land Use and Planning – Would the project:

- a) **Physically divide an established community?**

No Impact – The proposed improvements would occur on the airport property and would not result in modifications to land uses offsite. The project would not physically divide any established communities because all improvements would be limited to airport property. The EIR will not include any further discussion of physical impacts on an established community. However, the EIR will address potential onsite land use impacts, including the relocation of existing general aviation tie-down area.

- b) **Conflict with any applicable land use plans, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

Potentially Significant Impact – The EIR will document existing land uses on and surrounding the Airport. The EIR will evaluate the consistency of the project with the applicable policies in the *Long Beach General Plan* and the applicable Planned Development zoning designation. At a minimum, the Land Use Element, Noise Element, Open Space Element, and Public Safety Element will be evaluated. In addition to applicable goals and policies from the General Plan, the analyses would include applicable planning policies identified in regional planning documents, such as the *Regional Comprehensive Plan and Guide* and *Regional Transportation Plan* that will need to be addressed.

- c) **Conflict with any applicable habitat conservation plan or natural community conservation plan?**

No Impact – The project is not located in a reserve area of a habitat conservation plan or natural community conservation plan. The project site and surrounding areas are developed and do not support substantial amounts of sensitive resources.

X. Mineral Resources – Would the project:

- a) **Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**
- b) **Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

No Impact – The California Division of Mines and Geology ("CDMG") is the state agency with the responsibility to oversee the management of mineral resources in California. The CDMG considers a site to be significant in regard to mineral commodities if the site can be mined commercially and there must be enough of the resource to be economically viable. There are no such resources onsite. There would be no significant impacts to mineral resources from the proposed project. The EIR will not analyze impacts to mineral resources.

XI. Noise – Would the project result in:

- a) **Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**
- c) **A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**
- d) **A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**
- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

Less Than Significant Impact – The proposed project would not be expected to have a significant impact on the noise environment because it does not propose changes in operations that would result in “noise bucket” established by the Airport Noise Compatibility Ordinance being exceeded. The EIR will document the existing noise environment and the future noise environment with and without the project. This analysis will use noise data collected at the LGB noise monitoring stations to establish existing cumulative CNEL noise levels and representative single event noise levels. The evaluation will also utilize the maximum CNEL contours permitted by current City regulations. The EIR will explain the noise budget that operates at LGB. The EIR will also address short-term construction noise associated with the proposed improvements. The LGB noise budget serves as a mitigation measure.

- b) **Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**
- f) **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

No Impact – The project does not propose changes to the type of operations at LGB; therefore, it would not result in excessive groundborne vibration during operation. However, there is the potential for construction noise and vibration. The project is not in the vicinity of a private airstrip. As indicated above, the EIR will analyze the noise environment surrounding the airport facility.

XII. Population and Housing – Would the project:

- a) **Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)?**
- b) **Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**
- c) **Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

No Impact – The project would not result in substantial growth inducing impacts or result in changes in population projections for the project study area. The improvements proposed at LGB are designed to serve the approved flight levels at the Airport. It would not result in increased flight levels or employment levels that would result in an increased demand for housing in the area. Improvements would occur on airport property so there would not be any displacement of existing housing to permit the terminal area improvements. Therefore, there would be no need for construction of replacement housing. Additionally, the project would not change the noise budget for LGB resulting in potential displacement of housing to achieve noise/land use compatibility. No further discussion of population or housing is proposed in the EIR.

XIII. Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

- Parks?**
- Schools?**

No Impact – The proposed terminal improvements would not result in an increase in demand for schools and parks. The project would not result in an increase in population or other characteristics that would increase the demand for these facilities. Since the project would not change the number of flights, the type of aircraft, or the operational procedures at the Airport, there would not be any increase in noise from the Airport and the associated indirect impact to parks and schools.

- Fire protection?**
- Police protection?**

Less Than Significant Impact – The project would not be expected to substantially increase the demand for fire and police services. However, this issue will be addressed in the EIR. The EIR will document the anticipated change in emergency response times and need for additional services as a result of the proposed terminal improvements.

Other public facilities?

Less Than Significant Impact – The project would result in additional maintenance responsibilities for the Airport because of the increased size of the facilities; however, this would not be expected to be a significant increase and the additional cost associated with maintenance would be covered through the use of airport fees. City General Funds would not be used to

provide maintenance of airport facilities. No further discussion of increased maintenance demand will be addressed in the EIR.

XIV. Recreation

- a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**
- b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?**

No Impact – The project would not generate any increase in population or provide development that would result in increased usage of existing neighborhood and regional parks. There would not be any physical deterioration to existing recreation facilities due to the project. This issue will not be analyzed in the EIR.

XV. Transportation/Traffic – Would the project:

- a) **Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?**
- b) **Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?**
- c) **Result in a change in air traffic patterns, including either an increase in traffic levels or change in location that results in substantial safety risks?**
- d) **Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**
- e) **Result in inadequate emergency access?**
- f) **Result in inadequate parking capacity?**
- g) **Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

Potentially Significant Impact – The EIR will address the potential traffic impacts associated with the project. The evaluation will compare existing and future conditions with and without the terminal improvements. The analysis will include peak hour trip distribution patterns of the proposed airport terminal improvements project based on likely origins and destinations of passengers and employees. The evaluation will also include a freeway link analysis. Additionally, the future conditions evaluation will take into consideration traffic generated by other proposed projects in the study area.

The EIR will include an evaluation of parking requirements and how the project and alternatives address them. Zoning will be the basis for determining the applicable parking requirements. The short-term construction impacts on parking, including the identification of locations for replacement parking to mitigate the impacts of parking that would be displaced during construction of the parking structure, will also be addressed.

XVI. Utilities and Service Systems – Would the project:

- a) **Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**
- b) **Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**
- c) **Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Less Than Significant Impact. Wastewater service is provided by the Long Beach Water Department. The project would be expected to have an incremental increase in water demand because there would be additional facilities, including new restroom facilities, at the airport. The project may result in slightly increased peak flow rates, though the overall increase would not be substantial enough to require expansion of existing facilities. For the Airport, the number of passengers being served is more of a determining factor in the generation for wastewater rather than the size of the facilities. Given that the number of passengers being served would be the same with any of the alternatives, including the No Project Alternative, the project would not be expected to substantially increase the amount of wastewater generated. Sufficient wastewater treatment capacity exists to serve the level of demand anticipated from the proposed project. Impacts associated wastewater treatment would be less than significant and will not be analyzed in the EIR.

- d) **Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**
- e) **Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

Less Than Significant Impact. Water service to the project site is provided by the Long Beach Water Department, which obtains its water supply from a combination of groundwater wells and water purchased from the Metropolitan Water District. The project would be expected to have an incremental increase in water demand because there would be additional facilities at the airport. However, the number of passengers being served is more of a determining factor in the overall demand for water service rather than the size of the facilities. Given that the number of passengers being served would be the same with any of the alternatives, including the No Project Alternative, the project would not be expected to substantially increase the demand for water beyond the current entitlements. The project would not require a water supply assessment pursuant to Senate Bill 610 because the size of the improvements is well below the thresholds used in SB 610 or the State Water Code. As part of routine plan check, a Fire Flow Test may be required, though based on discussion with the Long Beach Water Department, the 12 inch water main in Lakewood Boulevard would have sufficient capacity to provide necessary water supply to meet demand. Impacts on water resources would be less than significant and will not be analyzed in the EIR.

- f) **Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**
- g) **Comply with federal, state, and local statutes and regulations related to solid waste?**

Less Than Significant Impact. The project would have the potential to increase the amount of solid waste both through construction and operation of the new facilities. Though the number of

passengers would be consistent for each of the project alternatives (including the No Project Alternative), it is reasonable to assume that additional waste would be generated with the new facilities because there would be increased concessions and better facilities where passengers may be more inclined to use the concession areas. However, this incremental increase would not be expected to result in a significant impact.

In compliance with the California Integrated Waste Management Act passed in 1989 [State Assembly Bill (AB) 939], the City of Long Beach has developed programs to divert the amount of refuse that is sent to landfills through waste reduction, recycling, and business and government source reduction programs. Each trash hauler is required to have a City-approved recycling program to ensure that the goal of 50 percent reduction in solid waste streams mandated by AB 939 is achieved. One way that the City of Long Beach achieves this reduction is a majority of solid waste collected from within the City of Long Beach is disposed of at the Southeast Resource Recovery Facility (SERRF), a transformation facility owned and operated by the Sanitation Districts of Los Angeles County located in the City of Long Beach.

The SERRF, which receives the majority of the City's solid waste, has a permitted capacity of 2,240 tonnage per day. The refuse sent to the SERRF is incinerated in boilers, creating steam that is used to drive a turbine generator, which in turn, produces electricity. This energy is used to power SERRF operations, and the remainder is sold to the Southern California Edison Company for public use. The City of Long Beach receives a ten percent waste diversion credit through use of the SERRF, thereby raising the City's waste diversion rate to 55 percent. This program would continue to apply ongoing operations at the airport.

The seven Class III landfills that receive the majority of solid waste from the City of Long Beach have a combined capacity of approximately 170 million tons. The permit expiration for these facilities extends from January 2007 for Bradley Landfill in Los Angeles to January 2040 for the Prima Deshecha Landfill in San Juan Capistrano. The project would not significantly impact the capacity of these combined facilities.

The construction activities would also generate inert debris, such as concrete and materials from demolition. Senate Bill 1374 (Construction and Demolition Waste Material: Diversion Requirements), passed in 2002 focuses on the reduction of construction and demolition waste sent to landfills. To comply with this bill, a standard specification in all City contracts requires that the contractor recycle such wastes. This ensures this material is not disposed of in landfills.

With the implementation of the standard conditions and regulations that are already in place, the project would not have a significant impact on solid waste facilities and would comply with all federal, state and local requirements pertaining to solid waste disposal. No further discussion of solid waste disposal needs will be addressed in the EIR.

Mandatory Findings of Significance

- a) **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?**
- b) **Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past**

- projects, the effects of other current projects, and the effects of probable future projects)?
- c) **Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

Less Than Significant

The project has the potential of having significant effects directly and indirectly on human beings. It is anticipated that there would be significant construction air quality impacts. The EIR will evaluate the potential cumulative impacts associated with other projects in the study area.

References

- City of Long Beach, Department of Planning and Building. *Conservation Element, City of Long Beach General Plan Program*. April 1973.
- . *Environmental Impact Report for Douglas Park (formerly PacifiCenter@Long Beach) State Clearinghouse Number 200105048*. December 2004.
- . *Final Environmental Impact Report E-45-85 for the Airport Part 150 Noise Compatibility Study, State Clearinghouse Number 86012911*. June 1986.
- . *Initial Study and Subsequent Negative Declaration for the Proposed Amendments to the Long Beach Noise Ordinance Pertaining to Operations at the Long Beach Airport*. February 1995.
- . *Land Use Element of the Long Beach General Plan*. April 1997.
- . *Public Safety Element, General Plan Program*. May 1975.
- . Water Department. Personal Communication with Larry Oaks. April 2005.
- United States Department of Agriculture, Wildlife Services. *Wildlife Hazards Assessment for Long Beach Airport Los Angeles County, California (March 2001-February 2002)*. 2002.

R:\Projects\LongBeach\J001\NOP\NOP-041305.doc

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-3747
FAX: (213) 897-1337



*Flex your power!
Be energy efficient!*

IGR/CEQA No. 050447AL, NOP
Long Beach Airport Terminal Improvement Project
Vic. LA-405 / PM 3.32 to 4.88, LA-19, 605, 710

April 22, 2005

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

Dear Ms. Reynolds:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project.

To assist us in our efforts to evaluate the impacts of this project on State transportation facilities, a traffic study in advance of the DEIR should be prepared. We wish to refer the project's traffic consultant to our traffic study guideline Website:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

and we list here some elements of what we generally are expecting in the traffic study:

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to State Route 405, 19, 605, and 710.
2. Consistency of project travel modeling with other regional and local modeling forecasts and with travel data. The IGR/CEQA office may use indices to check results. Differences or inconsistencies must be thoroughly explained.
3. Analysis of ADT, AM and PM peak-hour volumes for both the existing and future conditions in the affected area. This should include freeways, interchanges, and intersections, and all HOV facilities. Interchange Level of Service should be specified (HCM2000 method requested). Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions would include build-out

of all projects (see next item) and any plan-horizon years.

4. Inclusion of all appropriate traffic volumes. Analysis should include traffic from the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments. That is, include: existing + project + other projects + other growth.
5. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:
 - Description of Transportation Infrastructure Improvements
 - **Financial Costs, Funding Sources and Financing**
 - Sequence and Scheduling Considerations
 - Implementation Responsibilities, Controls, and Monitoring

Any mitigation involving transit, HOV, or TDM must be rigorously justified and its effects conservatively estimated. Improvements involving dedication of land or physical construction may be favorably considered.

6. Specification of developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer. The following ratio should be estimated: additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guidelines). That ratio would be the project equitable share responsibility.

We note for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes which include build-out of all approved and not yet approved projects, and other sources of growth. Analytical methods such as select-zone travel forecast modeling might be used.

The Department as commenting agency under CEQA has jurisdiction superceding that of MTA in identifying the freeway analysis needed for this project. Caltrans is responsible for obtaining measures that will off-set project vehicle trip generation that worsens Caltrans facilities and hence, it does not adhere to the CMP guide of 150 or more vehicle trips added before freeway analysis is needed. MTA's Congestion Management Program in acknowledging the Department's role, stipulates that Caltrans must be consulted to identify specific locations to be analyzed on the State Highway System. Therefore State Route(s) mentioned in item #1 and its facilities must be analyzed per the Department's Traffic Impact Study Guidelines.

We look forward to reviewing the traffic study. We expect to receive a copy from the State Clearinghouse when the DEIR is completed. However, to expedite the review process, and clarify any misunderstandings, you may send a copy in advance to the undersigned.

If you have any questions, please feel free to contact me at (213) 897-3747 or Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 050447AL.

Sincerely,

A handwritten signature in black ink that reads "Cheryl Powell". The signature is written in a cursive, flowing style.

CHERYL J. POWELL
IGR/CEQA Branch Chief

City of Seal Beach



CITY HALL 211 EIGHTH STREET
SEAL BEACH, CALIFORNIA 90740
(562) 431-2527 • www.ci.seal-beach.ca.us

April 25, 2005

City of Long Beach
Attn: Ms. Angela Reynolds, Environmental Officer
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802

Dear Ms. Reynolds:

SUBJECT: CITY OF SEAL BEACH COMMENTS RE: NOTICE OF PREPARATION OF DRAFT EIR – “LONG BEACH AIRPORT TERMINAL AREA IMPROVEMENT PROJECT”

The City of Seal Beach has reviewed the above referenced Notice of Preparation (NOP) and has several general comments and observations relative to the document, which are set forth below.

The City of Seal Beach recognizes that the scope of the project and the analysis to be conducted as part of the environmental evaluation of this project has changed based on comments received during the 2003 scoping process. The City particularly appreciates your response to our concern of October 14, 2003 regarding the lack of specific information contained in the then Section 3.0, **Description of the Proposed Project**, on the probable number of flight operations that could be accommodated. The specification in the current document of a maximum of 52 flights will allow all reviewing parties to evaluate the forthcoming EIR document on a consistent basis.

The City also supports the inclusion of the health risk assessment as part of the EIR to allow for full disclosure of any potential adverse effects based on increased flight operations that are still within the “noise bucket” provisions of the “Airport Noise Compatibility Ordinance”.

We also recognize and support the position that all comments received during the 2003 scoping process will be included and evaluated within the current EIR document, and specifically request that all of previous comments included within our October 14, 2003 comment letter be incorporated into this comment letter also.

The City requests that the DEIR thoroughly analyze the project based on the anticipated number of flight operations, and the resulting CNEL and SENEL noise levels, based on the projected number of flights that could be added without airlines or commuters exceeding their allocated portion of the Community Noise Equivalent Level (CNEL) noise budget based on the baseline year of 1989 to 1990, not just the minimum number of flights permitted by the appropriate settlement agreements and the provisions of Chapter 16.43 of the Long Beach Municipal Code. The cumulative noise analysis will not be adequate under CEQA unless it is based on an analysis of the anticipated flight activity, not the minimum flight activity permitted by the appropriate settlement agreements and the provisions of Chapter 16.43 of the Long Beach Municipal Code.

During several of our recent City Council meetings concerns have been raised by City Council members and the general public regarding the perceived variances from the approved flight paths for flights descending into Long Beach Airport, and the low level of many of those flight operations. There is a concern that the enforcement of the existing flight approach patterns are not be rigorously monitored and enforced by the Airport. The City has received complaints from the residents regarding the noise impacts of these perceived deviations of the allowable arrival flight patterns. The City has also received comments that airport responses have not been timely or have adequately addressed concerns, requiring additional follow up by City staff.

The DEIR should present a clear and thorough presentation of information regarding the number of arriving flights that that deviate from the approved approach patterns, both vertically and horizontally. The document needs to clearly establish the resulting noise levels that may be generated by such deviations for the flight patterns, and determine if there are exceedences of the CNEL and SENEL provisions of Chapter 16.43 of the Long Beach Municipal Code in those instances. The City of Seal Beach requests that the DEIR include information as to the locations of the current noise monitoring stations, and evaluation as to the necessity of establishing additional noise monitoring locations within the City of Seal Beach to ensure full and complete compliance with the provisions of the appropriate settlement agreements and the provisions of Chapter 16.43 of the Long Beach Municipal Code.

The City further requests that the DEIR provide an “Air Carrier Arrivals Crossing Seal Beach” and a “Penetration Gate Plot” analysis similar to that provided within the “Long Beach Airport Brief – Huntington Beach Presentation”, dated July 31, 2003 for the appropriate “gate plot” locations either within Seal Beach or the closest applicable gate plot locations to our city boundaries.

During the public comment period on the Draft EIR, our City will provide comments and concerns as determined appropriate. Again, our primary concerns would be related to potential increases in noise impacts to the City of Seal Beach based not on a minimum number of flight operations, but on a reasonably expected number of flight operations, based on past flight operational levels that have occurred within the allowable noise

budget for Long Beach Airport, and the impacts of continuing arrival flight path deviations over our community.

The City Council considered and discussed the NOP on April 25, 2005 and authorized the Mayor to sign this letter, representing the official comments of the City of Seal Beach.

Thank you for your consideration of the comments of the City of Seal Beach. Please do not hesitate to contact Mr. Lee Whittenberg, Director of Development Services, City Hall, 211 Eighth Street, Seal Beach, 90740, telephone (562) 431-2527, extension 313 if you have any questions regarding this matter. In addition, please provide four (4) copies of the Draft EIR on this project to Mr. Whittenberg, so the City can have a copy available at City Hall and at each library within the City available for public review during the public comment period. The City would also request a PDF formatted-copy of the DEIR, including all technical appendices, be forwarded to Mr. Whittenberg at the time of distribution so that it might be posted on our web page for interested citizen's to view and prepare any comments they may wish to forward to Long Beach on this project during the public comment period.

Sincerely,



Paul Yost
Mayor, City of Seal Beach

Distribution:

Seal Beach City Council
Seal Beach Environmental Quality Control Board

Seal Beach Planning Commission

City Manager

Director of Development Services



Metro

April 25, 2005

Ms. Angela Reynolds
Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

Airport

Dear Ms. Reynolds:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Long Beach Airport Terminal Improvement Project. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (LACMTA) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

A Traffic Impact Analysis (TIA), with both highway and freeway, and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2002 Congestion Management Program for Los Angeles County", Appendix D. The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic); and
2. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

Among the required steps for the analysis of development-related impacts to transit are:

1. Evidence that, in addition to Metro, all affected municipal transit operators received the NOP for the Draft EIR;
2. A summary of the existing transit services in the area;
3. Estimated project trip generation and mode assignment for both morning and evening peak periods;
4. Documentation on the assumptions/analyses used to determine the number of percentage of trips assigned to transit;

5. Information on facilities and/or programs that will be incorporated in to the development plan that will encourage public transit usage and transportation demand management (TDM) policies and programs; and
6. An analysis of the expected project impacts on current and future transit services along with proposed project mitigation.

The MTA looks forward to reviewing the Draft EIR. If you have any questions regarding this response, please call me at 213-922-6908 or email at chapmans@metro.net. Please send the Draft EIR to the following address:

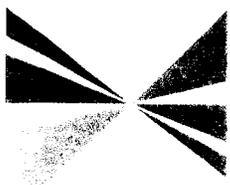
LACMTA
One Gateway Plaza
Attn: Susan Chapman
Long Range Planning, 99-23-2
Los Angeles, CA 90012-2952

Sincerely,



Susan Chapman
Program Manager, Long Range Planning

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

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Riverside County: Jeff Stone, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Lovridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Gary Ositt, San Bernardino County • Lawrence Dale, Barstow • Paul Eaton, Montclair • Lee Ann Garcia, Grand Terrace • Tim Jasper, Town of Apple Valley • Susan Longville, San Bernardino • Deborah Robertson, Rialto • Alan Wagner, Brea

Ventura County: Judy Mikels, Ventura County • Glen Berente, San Valley • Carl Morhouse, San Buenaventura • Toni Young, Port Huene

Orange County Transportation Authority: Lou Correa, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

April 27, 2005

Ms. Angela Reynolds
Environmental Planning Officer
Department of Planning and Building
333 W. Ocean Boulevard, 7th Floor
Long Beach, CA 90802

RE: SCAG Clearinghouse No. I 20050231 Sierra Hotel Project (Case File: EIR No. 14-04); SCAG No. I 2005237 Long Beach Airport Terminal Improvement Project

Dear Ms. Reynolds:

Thank you for submitting the projects for review and comment:

- **Sierra Hotel Project (Case File: EIR No. 14-04)**
- **Long Beach Airport Terminal Improvement Project**

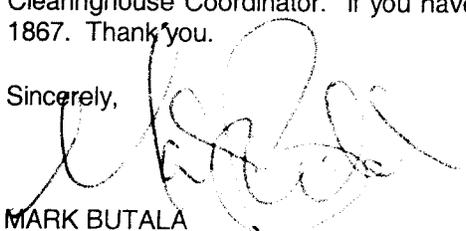
As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the proposed projects and have determined that the Projects are not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

A description of the proposed Project was published in SCAG's **April 1-15, 2005** Intergovernmental Review Clearinghouse Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1867. Thank you.

Sincerely,


MARK BUTALA
Senior Regional Planner
Intergovernmental Review





COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsdc.org

JAMES F. STAHL
Chief Engineer and General Manager

April 29, 2005

File No: 03-00.04-00

Ms. Angela Reynolds, Environmental Officer
Department of Planning and Building
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

Dear Ms. Reynolds:

Long Beach Airport Terminal Improvement Project

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on April 15, 2005. The proposed development is located within the jurisdictional boundaries of District No. 3. We offer the following comments regarding sewerage service:

1. Previous comments submitted by the Districts in correspondence dated October 6, 2003 (copy enclosed), to your agency, still apply to the subject project with the following updated information.
2. The Districts' 48-inch diameter Joint Outfall "C" Unit 4B Trunk Sewer, located in Clark Avenue at Stearns Street, conveyed a peak flow of 11.5 million gallons per day (mgd) when last measured in 2004.
3. The Joint Water Pollution Control Plant and the Long Beach Water Reclamation Plant currently process average flows of 319.6 and 20 mgd, respectively.

If you have any questions, please contact the undersigned at (562) 699-7411, extension 2717.

Very truly yours,

James F. Stahl

Ruth I. Frazen
Engineering Technician
Planning & Property Management Section

RIF:rf
Enclosure
484838.1



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

JAMES F. STAHL
Chief Engineer and General Manager

October 6, 2003

File No: 03-00.04-00

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

COPY

Dear Ms. Reynolds:

Long Beach Airport Terminal Area Improvements

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on September 23, 2003. The proposed development is located within the jurisdictional boundaries of District No. 3. We offer the following comments regarding sewerage service:

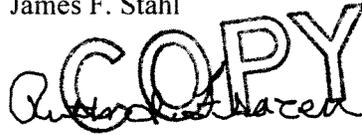
1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Joint Outfall "C" Unit 4B Trunk Sewer, located in Clark Avenue at Stearns Street. This 48-inch diameter trunk sewer has a design capacity of 26.5 million gallons per day (mgd) and conveyed a peak flow of 14.6 mgd when last measured in 2000.
2. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant (JWPCP) located in the City of Carson, or the Long Beach Water Reclamation Plant (WRP). The JWPCP has a design capacity of 385 mgd and currently processes an average flow of 325.3 mgd. The Long Beach WRP has a design capacity of 25 mgd and currently processes an average flow of 18 mgd.
3. The expected increase in average wastewater flow from the project site is approximately 10,000 gallons per day.
4. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is required to construct an incremental expansion of the Sewerage System to accommodate the proposed project, which will mitigate the impact of this project on the present Sewerage System. Payment of a connection fee will be required before a permit to connect to the sewer is issued. A copy of the Connection Fee Information Sheet is enclosed for your convenience. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into the Air Quality Management Plan, which is prepared by the South Coast Air Quality Management District in order to improve air quality in the South Coast Air Basin as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 699-7411, extension 2717.

Very truly yours,

James F. Stahl

A large, stylized, handwritten-style 'COPY' stamp is placed over the signature of Ruth I. Frazen. The signature is written in cursive and appears to read 'Ruth I. Frazen'.

Ruth I. Frazen

Engineering Technician

Planning & Property Management Section

RIF:eg

Enclosure

285433.1

**INFORMATION SHEET FOR APPLICANTS
PROPOSING TO CONNECT OR INCREASE THEIR DISCHARGE TO
THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY SEWERAGE SYSTEM**

THE PROGRAM

The County Sanitation Districts of Los Angeles County are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting to a Sanitation District's sewerage system. Your connection to a City or County sewer constitutes a connection to a Sanitation District's sewerage system as these sewers flow into a Sanitation District's system. The County Sanitation Districts of Los Angeles County provide for the conveyance, treatment, and disposal of your wastewater. **PAYMENT OF A CONNECTION FEE TO THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY WILL BE REQUIRED BEFORE A CITY OR THE COUNTY WILL ISSUE YOU A PERMIT TO CONNECT TO THE SEWER.**

I. WHO IS REQUIRED TO PAY A CONNECTION FEE?

1. Anyone connecting to the sewerage system for the first time for any structure located on a parcel(s) of land within a County Sanitation District of Los Angeles County.
2. Anyone increasing the quantity of wastewater discharged due to the construction of additional dwelling units on or a change in land usage of a parcel already connected to the sewerage system.
3. Anyone increasing the improvement square footage of a commercial or institutional parcel by more than 25 percent.
4. Anyone increasing the quantity and/or strength of wastewater from an industrial parcel.
5. If you qualify for an Ad Valorem Tax or Demolition Credit, connection fee will be adjusted accordingly.

II. HOW ARE THE CONNECTION FEES USED?

The connection fees are used to provide additional conveyance, treatment, and disposal facilities (capital facilities) which are made necessary by new users connecting to a Sanitation District's sewerage system or by existing users who significantly increase the quantity or strength of their wastewater discharge. The Connection Fee Program insures that all users pay their fair share for any necessary expansion of the system.

III. HOW MUCH IS MY CONNECTION FEE?

Your connection fee can be determined from the Connection Fee Schedule specific to the Sanitation District in which your parcel(s) to be connected is located. A Sanitation District boundary map is attached to each corresponding Sanitation District Connection Fee Schedule. Your City or County sewer permitting office has copies of the Connection Fee Schedule(s) and Sanitation District boundary map(s) for your parcel(s). If you require verification of the Sanitation District in which your parcel is located, please call the Sanitation Districts' information number listed under Item IX below.

IV. WHAT FORMS ARE REQUIRED*?

The Connection Fee application package consists of the following:

1. Information Sheet for Applicants (this form)
2. Application for Sewer Connection

3. Connection Fee Schedule with Sanitation District Map (one schedule for each Sanitation District)

*Additional forms are required for Industrial Dischargers.

V. WHAT DO I NEED TO FILE?

1. Completed Application Form
2. A complete set of architectural blueprints (not required for connecting one single family home)
3. Fee Payment (checks payable to: County Sanitation Districts of Los Angeles County)
4. Industrial applicants must file additional forms and follow the procedures as outlined in the application instructions

VI. WHERE DO I SUBMIT THE FORMS?

Residential, Commercial, and Institutional applicants should submit the above listed materials either by mail or in person to:

County Sanitation Districts of Los Angeles County
Connection Fee Program, Room 130
1955 Workman Mill Road
Whittier, CA 90601

Industrial applicants should submit the appropriate materials directly to the City or County office which will issue the sewer connection permit.

VII. HOW LONG DOES IT TAKE TO PROCESS MY APPLICATION?

Applications submitted by mail are generally processed and mailed within three working days of receipt. Applications brought in person are processed on the same day provided the application, supporting materials, and fee is satisfactory. Processing of large and/or complex projects may take longer.

VIII. HOW DO I OBTAIN MY SEWER PERMIT TO CONNECT?

An approved Application for Sewer Connection will be returned to the applicant after all necessary documents for processing have been submitted. Present this approved-stamped copy to the City or County Office issuing sewer connection permits for your area at the time you apply for actual sewer hookup.

IX. HOW CAN I GET ADDITIONAL INFORMATION?

If you require assistance or need additional information, please call the County Sanitation Districts of Los Angeles County at (562) 699-7411, extension 2727.

X. WHAT ARE THE DISTRICTS' WORKING HOURS?

The Districts' offices are open between the hours of 7:00 a.m. and 4:00 p.m., Monday through Thursday, and between the hours of 7:00 a.m. and 3:00 p.m. on Friday, except holidays. When applying in person, applicants must be at the Connection Fee counter at least 30 minutes before closing time.



Alan C. Lloyd, Ph.D.
Agency Secretary
Cal/EPA



Department of Toxic Substances Control

5796 Corporate Avenue
Cypress, California 90630



Arnold Schwarzenegger
Governor

May 6, 2005

Ms. Angela Reynolds
City of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802

NOTICE OF PREPARATION FOR THE LONG BEACH AIRPORT TERMINAL IMPROVEMENT PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT (SCH#200309112)

Dear Ms. Reynolds:

The Department of Toxic Substances Control (DTSC) has received your submitted Notice of Preparation (NOP) for the Amendment to the draft Environmental Impact Report (EIR) for the above-mentioned project. The following project description is stated in your document: "The proposed project would provide improvements to the existing terminal and related facilities at the Long Beach Airport in order to accommodate recent increases in flight activity at the Airport as well as increases which may occur in the future consistent with operational limitations of the Airport Noise Compatibility Ordinance and the 1995 Settlement Agreement. The proposed project includes construction of, or alteration to, facilities in thirteen different areas." Based on the review of the submitted document DTSC has comments as follows:

- 1) The EIR should identify and determine whether current or historic uses at the project site may have resulted in any release of hazardous wastes/substances.
- 2) The EIR should identify any known or potentially contaminated sites within the proposed Project area. For all identified sites, the EIR should evaluate whether conditions at the site may pose a threat to human health or the environment. A Phase I Assessment may be sufficient to identify these sites. Following are the databases of some of the regulatory agencies:
 - National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).

- Site Mitigation Program Property Database (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control.
 - Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
 - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
 - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
 - Leaking Underground Storage Tanks (LUST) / Spills, Leaks, Investigations and Cleanups (SLIC): A list that is maintained by Regional Water Quality Control Boards.
 - Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
 - The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).
- 3) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If hazardous materials or wastes were stored at the site, an environmental assessment should be conducted to determine if a release has occurred. If so, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. It may be necessary to determine if an expedited response action is required to reduce existing or potential threats to public health or the environment. If no immediate threat exists, the final remedy should be implemented in compliance with state regulations, policies, and laws.

- 4) All environmental investigations, sampling and/or remediation should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous waste cleanup. The findings and sampling results from the subsequent report should be clearly summarized in the EIR.
- 5) Proper investigation, sampling and remedial actions, if necessary, should be conducted at the site prior to the new development or any construction, and overseen by a regulatory agency.
- 6) If any property adjacent to the project site is contaminated with hazardous chemicals, and if the proposed project is within 2,000 feet from a contaminated site, except for a gas station, then the proposed development may fall within the "Border Zone of a Contaminated Property." Appropriate precautions should be taken prior to construction if the proposed project is within a "Border Zone Property."
- 7) If building structures, asphalt or concrete-paved surface areas or other structures are planned to be demolished, an investigation should be conducted for the presence of lead-based paints or products, mercury, and asbestos containing materials (ACMs). If lead-based paints or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations, policies, and laws.
- 8) The project construction may require soil excavation and soil filling in certain areas. Appropriate sampling is required prior to disposal of the excavated soil. If the soil is contaminated, properly dispose of it rather than placing it in another location. Land Disposal Restrictions (LDRs) may be applicable to these soils. Also, if the project proposes to import soil to backfill the areas excavated, proper sampling should be conducted to make sure that the imported soil is free of contamination.
- 9) Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. A study of the site overseen by the appropriate government agency might have to be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.

- 10) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5).
- 11) If it is determined that hazardous wastes are or will be generated and the wastes are (a) stored in tanks or containers for more than ninety days, (b) treated onsite, or (c) disposed of onsite, then a permit from DTSC may be required. If so, the facility should contact DTSC at (818) 551-2171 to initiate pre application discussions and determine the permitting process applicable to the facility.
- 12) If it is determined that hazardous wastes will be generated, the facility should obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942.
- 13) Certain hazardous waste treatment processes may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.
- 14) If the project plans include discharging wastewater to storm drain, you may be required to obtain a wastewater discharge permit from the overseeing Regional Water Quality Control Board.
- 15) If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the EIR should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight.
- 16) If the site was and/or is used for agricultural activities, onsite soils may contain pesticide, herbicides and agricultural chemical residue. Proper investigation and remedial actions, if necessary, should be conducted at the site prior to construction of the project.

DTSC provides guidance for cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP, please visit DTSC's web site at www.dtsc.ca.gov.

Ms. Angela Reynolds
May 6, 2005
Page 5

If you have any questions regarding this letter, please contact Mr. Joseph Cully, Project Manager, at (714) 484-5473 or email at jcully@dtsc.ca.gov.

Sincerely,



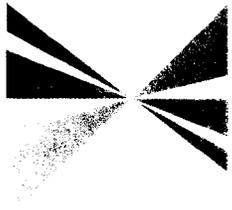
Greg Holmes
Unit Chief
Southern California Cleanup Operations Branch - Cypress Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

CEQA #1114

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

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San Bernardino County: Gary Gvitt, San Bernardino County • Lawrence Dale, Barstow • Paul Eaton, Montclair • Lee Ann Garcia, Grand Terrace • Tim Jasper, Town of Apple Valley • Susan Longville, San Bernardino • Deborah Robertson, Rialto • Alan Wagner, Ontario

Ventura County: Jary Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Lou Corrao, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

May 6, 2005

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

RE: SCAG Comments on the Notice of Preparation and Scoping of an Environmental Impact Report (EIR) for the Long Beach Airport Terminal Improvement Project - SCAG No. I20050237

Dear Ms. Reynolds:

Thank you for submitting the Notice of Preparation and Scoping of an Environmental Impact Report (EIR) for the Long Beach Airport (LBG) Terminal Improvement Project to the Southern California Association of Governments (SCAG) for review and comment. SCAG's responsibility as the region's clearinghouse per Executive Order 12372 includes the implementation of the California Environmental Quality Act (CEQA) §15125 [d]. This legislation requires the review of local plans, projects and programs for consistency with regional plans.

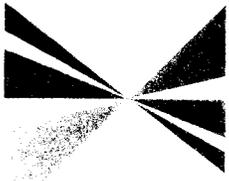
We have reviewed the aforementioned Notice of Preparation, and have determined that the proposed Project is regionally significant per California Environmental Quality Act (CEQA) Guidelines (Section 15206). The proposed project would provide improvements to the existing terminal and related facilities at LBG in order to accommodate recent increases in flight activity at the Airport as well as increases which may occur in the future consistent with operational limitations of the Airport Noise Compatibility Ordinance and the 1995 Settlement Agreement. CEQA requires that DEIRs discuss any inconsistencies between the proposed project and applicable general plans and regional plans (Section 15125 [d]). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

The submitted NOP EIR states that the scope of work for the preparation of this EIR will analyze the potential environmental impacts of possible improvements to the Airport's terminal area to accommodate passenger and cargo activity provided for under the existing Airport Noise Compatibility Ordinance. The project would also provide for required provisions for new security measures. This ordinance, which permits air carriers to operate a minimum of 41 airline flights per day, while commuter carriers are permitted to operate a minimum of 25 flights per day has



SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS
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SOUTHERN CALIFORNIA



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Ventura County: Judy Mikels, Ventura County • Greg Becerra, Santa Valley • Carl Mosehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Luis Correa, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

May 6, 2005
Ms. Angela Reynolds
Page 2

provisions allowing an increase in the number of flights if the air carrier flights and commuter flights operate below their respective Community Noise Equivalent Level ("CNEL") limits. Please refer to Chapter 4 of the Regional Transportation Plan (RTP) when preparing your regional consistency analysis in the Draft EIR. This section contains a comparison between existing conditions at all regional airports, including Long Beach International, with a new Regional Aviation Demand Forecast and Plan that maximizes airport efficiency on a regional scale.

The intent of this process is to provide guidance to local agencies that will contribute to the attainment of regional goals and policies. Please provide a minimum of 45 days for SCAG to review the EIR when this document is available. If you have any questions regarding the attached comments, please contact me at (213) 236-1852. Thank you.

Sincerely,

April Grayson
Associate Regional Planner
Intergovernmental Review



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Roles and Authorities

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) is a **Joint Powers Agency** established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's **Metropolitan Planning Organization** and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. '134, 49 U.S.C. '5301 et seq., 23 C.F.R. '450, and 49 C.F.R. '613. SCAG is also the designated **Regional Transportation Planning Agency**, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082 respectively.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the **South Coast Air Quality Management Plan**, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. '7504(a) as a **Co-Lead Agency** for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining **Conformity** of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. '7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for **reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans** required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for **Inter-Governmental Review** of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, Environmental Impacts Reports of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. '1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized **Areawide Waste Treatment Management Planning Agency**.

SCAG is responsible for preparation of the **Regional Housing Needs Assessment**, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the Association of Bay Area Governments, the Sacramento Area Council of Governments, and the Association of Monterey Bay Area Governments) for preparing the **Southern California Hazardous Waste Management Plan** pursuant to California Health and Safety Code Section 25135.3.

Revised July 2001



COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

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May 10, 2005

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: LD-0

Ms. Angela Reynolds
Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

Dear Ms. Reynolds:

RESPONSE TO NOTICE OF PREPARATION LONG BEACH AIRPORT TERMINAL IMPROVEMENT PROJECT

Thank you for the opportunity to review the notice of preparation for a Draft Environmental Impact Report (EIS/EIR) for the above mentioned project. We have no comment at this time but would like to review the DEIR when it is ready for public review. Please send a copy of the DEIR to:

Mr. Suk Chong
County of Los Angeles
Department of Public Works
Land Development Division
P.O. Box 1460
Alhambra, CA 91802-1460

If the DEIR is available electronically, please forward it to Mr. Chong at schong@ladpw.org.

If you have any questions, please contact Clarice Nash at (626) 458-5910.

Very truly yours,

DONALD L. WOLFE
Acting Director of Public Works

ROSSANA D'ANTONIO
Assistant Division Engineer
Land Development Division

CRN:jmw -P:\CEQA\CLARICE\NOP4\lgchair.doc



Alan C. Lloyd, Ph.D.
Agency Secretary

Air Resources Board

1001 I Street • P.O. Box 2815
Sacramento, California 95812 • www.arb.ca.gov



Arnold Schwarzenegger
Governor

May 12, 2005

Ms. Angela Reynolds
Environmental Officer
City of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802

Dear Ms. Reynolds:

Thank you for providing the Air Resources Board (ARB) the opportunity to comment on the Notice of Preparation of an Environmental Impact Report (EIR) for proposed future terminal improvements at the Long Beach Airport (Airport). Proposed improvements to the Airport include nearly doubling the size of the terminal facilities and increasing airline gates from eight to eleven to support an increasing number of air passengers. The EIR will also address the potential impacts of an increase in commercial flights from 41 to 52 flights daily and up to 25 commuter flights consistent with the Airport Noise Compatibility Ordinance.

The Airport is located in the South Coast Air Basin (Air Basin), which is currently designated as nonattainment for the federal one-hour ozone standard, federal eight-hour ozone standard, and federal PM10 and PM2.5 standards. The Basin is also designated as nonattainment for the State ozone, PM10, and PM2.5 standards. Air toxics exposures are also a concern. Because air quality issues are so pervasive and significant in the Basin, the EIR should thoroughly and comprehensively address all the proposed project's potentially significant emission impacts.

Estimating Emissions and Impacts

The analysis of air quality impacts in the EIR should quantify all increases in emissions of oxides of nitrogen (NOx), reactive organic gases (ROG), PM2.5, PM10, and toxic air contaminants from both construction activities and the operation of the Airport as configured with the proposed improvements through 2030. The analysis should include emissions from aircraft operations, ground service equipment (GSE), ground access vehicles, and stationary and area sources. The analysis should also assess the potential for any increase in emissions of these pollutants to cause or contribute to violations of federal and State air quality standards. We recommend that the EIR detail all the assumptions and methodologies used in the analysis, and that summary descriptions be complete, clear, and understandable to the lay person.

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our Website: <http://www.arb.ca.gov>.

California Environmental Protection Agency

Studies are underway to update data on the constituents and quantities of organic gas emissions and to better characterize PM emissions from commercial jet aircraft engines. We recommend that you consult with ARB staff on the appropriate speciation data to use in the EIR. ARB's current total organic gas speciation profile for commercial jet aircraft engine exhaust (profile #586) is the standard for analyzing ROG impacts.

Community Impacts

The EIR should discuss the magnitude and location of health risks from the proposed project on people, both on-site and in the surrounding area—including residences, workplaces, and schools.

The EIR should describe and assess the potential individual and community multi-pathway health impacts. The health risk assessment should be based on the methodology, procedures, and health effects information presented in the five Office of Environmental Health Hazard Assessment (OEHHA) Air Toxic Hot Spots Risk Guideline Documents (1999–2002), plus any OEHHA-released supplemental information.

Because diesel exhaust PM is a pervasive toxic air contaminant that poses significant risks, ARB has set a goal to reduce diesel PM emissions by 75 percent by 2010 and 85 percent by 2020. The emission impacts analysis should quantify increases in diesel PM emissions expected to result from the proposed improvements, including emissions from construction activities as well as airport operation. The analysis should also quantify the increase in human health risk associated with exposure to diesel PM emissions (including the construction phase) and discuss measures that will be used to mitigate these emissions. We recommend that the results of the analysis of community impacts and the health risk assessment be in a single place in the EIR in a simplified format.

Mitigation

The EIR should identify and incorporate all feasible, cost-effective mitigation measures to minimize air pollution and risk. We believe that proposed terminal improvements should incorporate zero- and near-zero emission technologies wherever possible.

Because health risks due to emissions of toxic air contaminants associated with the operation of commercial jet aircraft is dominated by emissions of these pollutants during aircraft taxiing, idling, and queuing, we recommend that the EIR assess the potential for a terminal design and airfield operational practices that will minimize the time spent by aircraft in these operational modes.

Ms. Angela Reynolds
May 12, 2005
Page 3

Long Beach Airport is one of five airports in the Air Basin included in the Memorandum of Understanding (MOU) between ARB and 17 Air Transport Association member carriers. The MOU commits the air carriers to significantly reduce emissions from their GSE by 2010. We encourage the EIR to consider measures that could be implemented after the expiration of the MOU in 2010 to reduce GSE emissions further.

Finally, we recommend that the EIR include, as mitigation measures, electrification and pre-conditioned air for new gates if the Airport does not already have plans for doing so. We also recommend that the Airport institute a program to encourage all air carriers to maximize the use of this gate infrastructure in order to minimize emissions from aircraft auxiliary power units.

We have worked with air carriers and a number of airports to develop effective mitigation programs and are available to assist you with mitigation measures.

If you have any questions, please contact me at (916) 322-8474.

Sincerely,



Gary Honcoop, Manager
Strategic Analysis and Liaison Section

cc: Mr. Steve Smith, Ph.D.
Program Supervisor
Planning, Rules, and Area Sources
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, California 91765

Mr. Scott Morgan
Project Analyst
State Clearinghouse
SCH# 2003091112
Governor's Office of Planning and Research
P.O. Box 3044
Sacramento, California 95812-3044



CITY OF SIGNAL HILL

2175 Cherry Avenue • Signal Hill, California 90755-3799

May 16, 2005

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

RE: LONG BEACH AIRPORT TERMINAL IMPROVEMENT PROJECT

Dear Ms. Reynolds:

The City of Signal Hill ("Signal Hill") has reviewed the Initial Study and Notice of Preparation for the proposed Long Beach Airport Terminal Improvement Project. We appreciate an opportunity to assist in scoping the proposed environmental impact report and look forward to review of the Draft EIR. The following should be addressed in the Draft EIR:

Impacts On Traffic & Parking

The Draft EIR should disclose the extent and scope of the traffic impacts and potential significant environmental impacts that may result from the development of the airport. The following issues should be addressed in the EIR traffic study:

Cherry Avenue/ I-405

The DEIR should evaluate the Cherry Avenue / I-405 freeway interchange and the need for its improvement to provide a southbound turn onto Cherry Avenue from the northbound off ramp.

Construction Impacts

Construction Impacts should be considered in the DEIR to avoid congestion and delays on roadways surrounding the airport. For example, recent demolition activity at Douglas Park closed Lakewood Boulevard and cause considerable traffic congestion on Cherry Avenue.

Noise

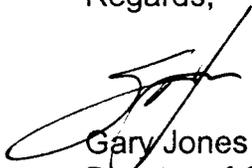
Signal Hill remains concerned about aircraft noise impacts especially general aviation aircraft flying over residential areas of Signal Hill. Signal Hill is opposed to using east west and north south runways for commercial/ commuter flights.

Alternatives To The Proposed Project

Alternatives to the project section of the DEIR should included a larger and smaller project for comparison to the proposed project.

Please send us a copy of a copy of the Draft EIR.

Regards,



Gary Jones
Director of Community Development

cc: City Manager
Director of Public Works/ Engineering
Chief of Police
Director of Community Services

Larry Van Nostran
Vice Mayor

Steve Croft
Council Member



Joseph Esquivel
Mayor

Todd Rogers
Council Member

Diane DuBois
Council Member

May 19, 2005



Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 W. Ocean Boulevard
Long Beach, CA 90802

Subject: Long Beach Airport Terminal Improvement Project

Dear Ms. Reynolds:

Thank you for providing the City of Lakewood with a Notice of Preparation (NOP) for the proposed Long Beach Airport Terminal Improvement Project. After reviewing the NOP, Lakewood requests that the following issue areas be addressed in the Draft Environmental Impact Report (DEIR) that will be prepared for this project:

Traffic

Primary public access to Long Beach Airport is from Lakewood Boulevard. Expansion and improvements at Long Beach Airport in anticipation of additional flights may result in increased vehicle traffic on Lakewood Boulevard. While Lakewood Boulevard extends south from Long Beach Airport to the 405 freeway, it also extends north through the City of Lakewood to the 91 freeway and beyond. The proposed Douglas Park project is located immediately to the north of Long Beach Airport. The DEIR for the Long Beach Airport Terminal Improvement Project should identify future traffic impacts on Lakewood Boulevard in concert with the anticipated traffic that will be generated by the Douglas Park project at build-out, as well as other potential development that could occur in the area as allowed by the Long Beach General Plan. The DEIR should proposed adequate mitigation measures to address such traffic impacts.

Noise

Currently, there are restrictions as to the amount of noise that may be generated by air carriers operating at Long Beach Airport. The air carriers are required to operate below their allocated portion of the Community Noise Equivalent Level (CNEL) noise budget. The DEIR should specify that there will not be any changes to the CNEL noise budget, and the DEIR should also indicate the

Lakewood

measures that will be taken to ensure that it will not become necessary to increase the CNEL noise budget in the future as a result of this project. The DEIR should include information pertaining to changes in air traffic patterns of aircraft arriving and departing Long Beach Airport and/or changes in utilization of runways that may occur as a result of this project. Noise associated with changes to air traffic patterns and runway utilization should be addressed in the DEIR.

Lakewood looks forward to the opportunity to review the Draft Environmental Impact Report prepared for this project, and how Long Beach intends on mitigating any potential impacts resulting from this project. Should you have any questions, please do not hesitate to contact Paul Kuykendall at (562) 866-9771, extension 2344.

Sincerely,

A handwritten signature in black ink, appearing to read "C. K. Ebner", written in a cursive style.

Charles K. Ebner, AICP
Director of Community Development

cc: Howard Chambers, City Manager



CITY OF CERRITOS

CIVIC CENTER • 18125 BLOOMFIELD AVENUE
P.O. BOX 3130 • CERRITOS, CALIFORNIA 90703-3130
PHONE: (562) 860-0311 • FAX: (562) 916-1371
WWW.CI.CERRITOS.CA.US

May 23, 2005

Ms. Angela Reynolds
Environmental Officer
Department of Planning and Building
City of Long Beach
333 West Ocean Boulevard, 7th Floor
Long Beach, CA 90802

Subject: **INITIAL STUDY – LONG BEACH AIRPORT TERMINAL IMPROVEMENT PROJECT**

Dear Ms. Reynolds:

Thank you for providing the City of Cerritos with an opportunity to review and comment on the Initial Study for the above referenced project. City staff has reviewed the Initial Study and has determined that the proposed project will not generate any significant impacts to the City of Cerritos.

The City of Cerritos would like to receive any future updates regarding this project. We look forward to working with the City of Long Beach in the future. Thank you again for including the City of Cerritos in your planning and review process. Should you have any questions, please do not hesitate to contact me at (562) 916-1201.

Sincerely,


Torrey N. Contreras
Director of Community Development

ev

cc Robert A. Lopez, Associate Planner
Eduardo Vega, Planning Assistant

JOHN F. CRAWLEY
MAYOR

PAUL W. BOWLEN
MAYOR PRO TEM

JIM EDWARDS
COUNCILMEMBER

GLORIA A. KAPPE
COUNCILMEMBER

LAURA LEE
COUNCILMEMBER



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

May 25, 2005

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

Dear Ms. Reynolds:

Notice of Preparation of a Draft Environmental Impact Report for Long Beach Airport Terminal Improvement Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion.

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2002 Model. This model is available on the CARB Website at: www.arb.ca.gov.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis. It is recommended that lead agencies for projects generating or

attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment (“Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis”) can be found on the SCAQMD’s CEQA webpages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/diesel_analysis.doc. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

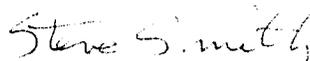
In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, SCAQMD’s Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD’s Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD’s World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,



Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:li

LAC050525-01LI
Control Number

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



June 2, 2005

File No. SCH 2003091112

Angela Reynolds
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802



Subject: Long Beach Airport Terminal Improvement Project

Dear Mr. Thomas:

As the state agency responsible for rail safety within California, we recommend that the proposed Long Beach Airport Terminal Improvement Project be planned with the safety of the rail corridor in mind. The proposed project is near the Union Pacific Railroad right-of-way. The full development of the project area will increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings.

Safety considerations may include, but are not limited to, the following items:

- Grade separation of the crossings along major thoroughfares
- Fencing to limit the access of pedestrians onto the railroad right-of-way
- Improvements to warning devices at existing at-grade highway-rail crossings
- Improvements to traffic signaling at intersections adjacent to crossings
- Improvements to roadway geometry and lane striping near crossings
- Increased enforcement of traffic laws at crossings
- A safety awareness program on rail related hazards

The above-mentioned safety improvements should be considered when approval is sought for new developments; this includes mitigation measures at the Carson Street, Cover Street, and Paramount Boulevard highway-rail at-grade crossing. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the community.

Please advise us on the status of the project. If you have any questions in this matter, please contact me at (213) 576-7078 or at rxm@cpuc.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Rosa Muñoz".

Rosa Muñoz, PE
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

cc: Richard Gonzales, UP



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 890-4330



P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

August 3, 2005

Angela Reynolds, Environmental Officer
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

Dear Angela Reynolds:

NOTICE OF PREPARATION, LONG BEACH AIRPORT TERMINAL IMPROVEMENT PROJECT, "CITY OF LONG BEACH" – (FFER #200500088)

The Notice of Preparation has been reviewed by the Planning Division, Land Development Unit, and Forestry Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION -- SERVICE RESPONSIBILITY:

1. Thank you for submitting this project for our review. While the project is in the City of Long Beach, it is within the emergency response area of the County of Los Angeles Consolidated Fire Protection District pursuant to the automatic aid agreement between the City of Long Beach and the County. Under this agreement, District Engine 122 is responded to a building fire in the Long Beach Municipal Airport. The agreement is intended to be mutually beneficial and reciprocal in nature. If the proposed development results in an imbalance between services provided and received by the District, the agreement may have to be renegotiated so that it would remain beneficial for both parties.

LAND DEVELOPMENT UNIT:

1. The County of Los Angeles Fire Department, Land Development Unit appreciates the opportunity to comment on this project.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS	BRADBURY	CUDAHY	HAWTHORNE	LA MIRADA	MALIBU	POMONA	SIGNAL HILL
ARTESIA	CALABASAS	DIAMOND BAR	HIDDEN HILLS	LA PUENTE	MAYWOOD	RANCHO PALOS VERDES	SOUTH EL MONTE
AZUSA	CARSON	DUARTE	HUNTINGTON PARK	LAKELAND	NORWALK	ROLLING HILLS	SOUTH GATE
BALDWIN PARK	CERRITOS	EL MONTE	INDUSTRY	LANCASTER	PALMDALE	ROLLING HILLS ESTATES	TEMPLE CITY
BELL	CLAREMONT	GARDENA	INGLEWOOD	LAWDALE	PALOS VERDES ESTATES	ROSEMEAD	WALNUT
BELL GARDENS	COMMERCE	GLENDORA	IRWINDALE	LOMITA	PARAMOUNT	SAN DIMAS	WEST HOLLYWOOD
BELLFLOWER	COVINA	HAWAIIAN GARDENS	LA CANADA-FLINTRIDGE	LYNWOOD	PICO RIVERA	SANTA CLARITA	WESTLAKE VILLAG
			LA HABRA				WHITTIER

Angela Reynolds, Environmental Officer

August 3, 2005

Page 2

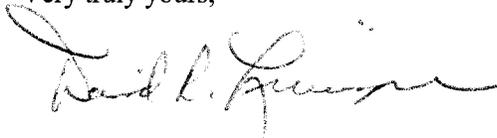
2. This project is located entirely in the City of Long Beach. Therefore, the City of Long Beach Fire Department has jurisdiction concerning this project and will be setting conditions. This project is located in close proximity to the jurisdictional area of the Los Angeles County Fire Department. However, this project is unlikely to have an impact that necessitates a comment concerning general requirements from the Land Development Unit of the Los Angeles County Fire Department.
3. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department, Land Development Unit's EIR Specialist at (323) 890-4243.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



DAVID R. LEININGER, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

DRL:lc

Alaska Airlines

May 6, 2005

Ms. Angela Reynolds
Environmental Officer
Department of Planning and Building
City of Long Beach
333 W. Ocean Boulevard
Long Beach, CA 90802

Dear Ms. Reynolds:

Alaska Airlines is pleased to have the opportunity to comment on the proposed project regarding the Long Beach Municipal Airport. As you are aware, Alaska Airlines has had a long, albeit interrupted, history of providing air carrier service to the Long Beach community. Most recently, Alaska Airlines, with its sister carrier Horizon Air, has provided nonstop service between Long Beach and Seattle, Washington for the last two and a half years.

The Long Beach Municipal Airport, by its nature, provides the community and nearby residents with easy, convenient access to air transportation. While historic and charming, the Long Beach Municipal Airport is, in Alaska's opinion, in need of renovation and modernization sufficient to allow it to continue in that role.

Clearly, air carrier and commuter carrier access to the airport is limited by the Long Beach Airport Noise Compatibility Ordinance. Therefore, any renovation or modernization program undertaken at the Long Beach Municipal Airport must be done with full recognition that there is no need to provide increased capacity but rather any such project should focus on upgrading the airport's existing facilities. To that end, we believe the current scope of the EIR effort is more than sufficient to meet the terminal enhancement needs.

Alaska Airlines supports the concept of an upgrade/modernization project for the Long Beach Municipal Airport. We believe, however, that any such project should be subject to strict fiscal scrutiny, particularly given the limits on airport capacity already in place.

Before proceeding further on the existing proposal, the airport should, in our opinion, seek input, understanding and agreement from its airline tenants regarding the deficiencies of the current facilities, the future needs of those tenants and the details (including costs) of any proposed solutions. Such a partnership could address many of the issues that are currently "unknowns" such as the exact scope of the project, the projected capital costs, how the new space will be allocated and paid for, etc.

Should our understanding of the limits on air carrier and commuter operations at the municipal airport be in error (i.e., should there be consideration of a change to the noise ordinance restrictions) we would ask the opportunity to review any changes that were so contemplated and then the further prospect to revisit our support of a relatively limited approach to modernization and upgrading at the municipal airport.

Thank you again for this opportunity to comment. Please feel free to contact me if I can be of any further assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "Joseph Sprague", with a long horizontal flourish extending to the right.

Joseph Sprague
Staff Vice President / Public & Government Affairs

c: Jerry Miller, Long Beach City Manager

From: Mr.yang <market-big@sohu.com>
SendTo: airpoteir@longbeach.gov
ReplyTo: market-big@sohu.com
Subject: Searching order of polytechnic machine machining
PostedDate: 05/09/2005 11:26:24 AM

Dear Sir:

CHONGQING BIG GROUP CO.LTD is a large-scale professional mechanical & electrical industrial group, including four sub-manufacturers, which is specialized in research, development, manufacture, assembly and sale. Our products have machines, motorcycles, scooter, off-road,ATV, bus,automobile spare parts, various general machines, generator, CNG filling station ,CNG series products and so on.

With advanced quality and service, we have cooperated with many famous Multinational Corporation for a long time, our most products have been exported to Europe, USA, America, Asia and Africa etc. Furthermore, the parts we can manufacture as your requirement and design include the items as following:

- 1). Various models of gear, axletree.
- 2). Die-casting, mould, machining.
- 3).The production of various models of standard mechanical parts.

If you would like to seek for the advanced cooperater, Please don't hesitate to contact us. We welcome your any order of polytechnic machine machining, If taere are any question, Please you contract us soon.
Looking forward to your reply!

Best regards,

Weilin Wang (Director Manager)
China Chongqing BIG Group Co.Ltd
(branch No.1)BZ Scooter factory
(branch No.2)LT motor power factory
(branch No.3)XY motorcycle factory
(branch No.4)TongDa Gas Compressor Factory
(Group Export Dept)Chongqing BIG Science & Technology Co.Ltd



LONG BEACH AIRPORT ASSOCIATION

IN SUPPORT OF GENERAL AVIATION AND AVIATION IN GENERAL

BOARD OF DIRECTORS

Katrina Giusiana

Don Hart

Roger Kidd

Barbara London

Kevin Mcachren

John Murrill

Glenn Ray

Candy Robinson

Peggy Zaun

MEMBER BUSINESSES

Aeroplex Aviation Center

AirFlite

AirServ

America West

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Hart Air

Long Beach Flying Club
& Flight Academy

Mercury Air Center

MillionAir

Terminal II

Tom's Aircraft

EX-OFFICIO

Long Beach Airport
Bureau

Long Beach Airport Tower

May 10, 2005

Ms. Angela Reynolds
Environmental Officer
Planning & Building
City of Long Beach
333 W. Ocean Blvd.
Long Beach, Ca. 90802

REF: LONG BEACH AIRPORT TERMINAL
IMPROVEMENT PROJECT.

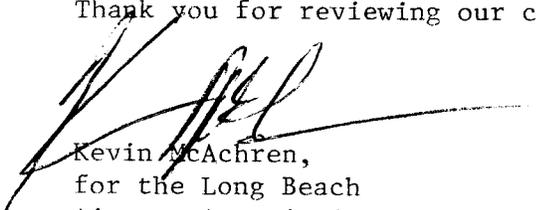
COMMENTS, NOTICE OF PREPARA-
TION AND SCOPING.

Ms. Reynolds:

The Long Beach Airport Association filed comments during the original NOP comment period in October of 2003, which you should have as part of the record.

Our view remains that the EIR should be narrow in scope, confined largely to the effects of the actual construction of new terminal facilities, parking structures, access roadways, etc. The issue of airline/commuter flight activity has already been decided some time ago, and an EIR on that aspect has been completed. Side issues such as health risk assessments are fine, but they should not delay the conduct of the EIR on the physical facilities, which are much needed and already behind schedule.

Thank you for reviewing our comments.


Kevin McAchren,
for the Long Beach
Airport Association

CTC: KEVIN McACHREN
LBAA c/o AIRSERV
4137 DONALD DOUGLAS DR.
LONG BEACH, CA. 90808
(PH.) 562 - 429-8062
(FAX) 562 - 421-2858

CC: PRESIDENT & BOARD



May 11, 2005

Ms. Angela Reynolds – Environmental Officer
Planning and Building
333 W. Ocean Blvd
Long Beach, CA 90802

Ms. Reynolds:

I am writing to suggest that the EIR for the Long Beach Airport be limited to the environmental effects of the proposed improvement projects. This includes the construction of the physical buildings and parking structures as well as improving passenger and baggage security screening and traffic and pedestrian circulation.

I have not seen a proposed improvement plan that calls for more daily flights in and out of our Airport. Therefore, issues related to the noise and pollution that would be caused by additional flights should not be included in this EIR. The subject at hand is simply modern improvements to our temporary structures and it is extremely evident even at a glance, that the Long Beach Airport needs to be upgraded.

Thank you for considering my comments.

Respectfully,

A handwritten signature in black ink, appearing to read "Curt Castagna". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Curt Castagna
President

6621 E. Pacific Coast Hwy., #280
Long Beach, California 90803
(562) 498-3395
Fax: (562) 494-0154

May 16, 2005

Angela Reynolds
City of Long Beach
333 W. Ocean Blvd.
Long Beach, CA 90802

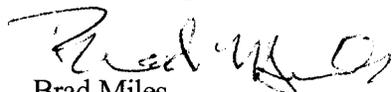
RE: Long Beach Airport Improvement Plan

Dear Angela:

Please know that the improvement plan for the Long Beach Airport has our full support. It is important that Long Beach present at its initial point of contact to business travelers and tourist a clean and modern airport. The plans to improve the Long Beach Airport will be a major step in this direction.

Thank you.

Sincerely,
INCO Company


Brad Miles
Vice President

SOCIETY OF HISPANIC PROFESSIONAL ENGINEERS
SHPE
Business Development Committee

June 14, 2005

Ms Angela Reynolds
Environmental Planning and Building
City of Long Beach
333 West Ocean Blvd.
Long Beach CA 90802

**Subject: LONG BEACH AIRPORT TERMINAL IMPROVEMENTS PROJECT
(EIR)**

Dear Ms Reynolds

I have received a flyer related to the improvements to be performed on the Airport Terminal Building. Unfortunately this notice has come late to our attention. On behalf of the Society Hispanic Engineers (SHPE) I am requesting an extension to the closing date for providing input during the process at least July 31, 05. This allows time members of SHPE who live and or work in Long Beach to provide comments. We would like to obtain a copy of your E.I.R.

I appreciate your attention to this matter

Sincerely yours

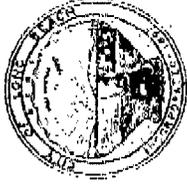


Domingo Leon, PE
SHPE Members South and Harbor areas

Copies to: Honorable Beverly O. Neill Mayor of the City of Long Beach
Honorable Tonya Uranga, Council Member

C:\Documents and Settings\Owner\My Documents\SHPE\LongBeachAirport.EIR.Reynolds.June05.doc

South Bay and South Los Angeles County Delegation
3605 Long Beach Blvd., Suite 235, Long Beach, CA 90807 Tel (562) 989 4500 Fax (562) 989 4509



Environmental Impact Report Scoping Meetings for the Long Beach Airport Terminal Improvements Project

April 28 & May 7, 2005

Welcome

The City is currently preparing an Environmental Impact Report, or EIR, for proposed terminal area improvements at the Airport. An EIR is an information document which is prepared to disclose the potential environmental impacts of a proposed project.

The EIR preparation process began in October 2003 when the City circulated a Notice of Preparation ("NOP") and held scoping meetings on the original concept for airport terminal improvements. The City received 217 responses to the NOP, most of which focused on flight operations, air quality, health risk, noise, cumulative impacts and land use. Recognizing intense public interest in the project, the City Council asked the Airport Advisory Commission ("AAC") to provide direction on both the scope of the project and the scope of the EIR. The AAC held a series of open meetings and accepted public comments from November 2003 to July 2004, then formulated recommendations for the City Council. On February 8, 2005, the City Council approved a revised project concept and EIR scope and determined that a new NOP should be prepared. That document is the subject of today's meeting. Today's scoping meeting is the beginning of the EIR preparation process. Members of the public are encouraged to comment on the types of impacts they anticipate from the proposed project and would like to see addressed in the EIR. Please note that previous comments made in response to the previous NOP will be incorporated into the EIR. Comments regarding the perceived merits or flaws of the project are not appropriate at this time. The opportunity for those comments will come later, after the EIR is completed, and before the Planning Commission acts on the proposed project.

The EIR will be prepared in compliance with the California Environmental Quality Act (CEQA) and will, therefore, fully analyze and disclose the project's potential environmental impacts. An EIR does not represent project approval or denial. The City, as lead agency for the proposed project, will decide whether to approve or deny the project after the EIR is completed and after the public has had an opportunity to review and provide comments on the EIR. Comments on the EIR will be accepted both in writing and verbally, at a public hearing which will be scheduled to occur during a Planning Commission meeting this fall. All comments received during public review of the EIR will be presented to the Planning Commission.

What Issues Will Be Addressed in the EIR?

The full scope of the EIR will not be determined until the public scoping and NOP process is complete; however, based on the initial review of the project, the following issues have been identified for evaluation:

- Aesthetics
- Air Quality
- Cultural Resources
- Hazards and Hazardous Materials
- Health Risk Assessment
- Land Use and Planning
- Noise
- Public Services
- Transportation

Detailed information about these issues can be found in the Notice of Preparation (NOP) for the proposed project, which is posted on the Airport's website at: <http://www.lgb.org>.

Project Alternatives Addressed in the EIR

The EIR will evaluate project alternatives providing various levels of facilities improvements at the Airport. The level of analysis will vary from a comprehensive evaluation to a "light flow" evaluation, which would discuss why certain alternatives were not carried forward. The EIR will consider the following four project alternatives. It should be noted that, as a result of the ASC process and City Council decisions, these project alternatives differ from those originally proposed. All alternatives will be evaluated with 52 commercial and 69 commuter flights because these levels of service could occur without any project-proposed improvements and will result from airfield decisions to optimize flight operations under the City's Airport Noise Compatibility Ordinance rather than the availability of specific terminal facilities.



- No Project Alternative (Alternative C): This alternative assumes no new facilities are constructed. There would be no changes to existing facilities; however, it must be recognized that the off-site leased parking may not be available in the future. This alternative assumes a total of 58,320 square feet of terminal space, including ongoing use of temporary facilities (north and south holdrooms).

2003 NOP Alternative (Alternative A) - This alternative reflects the improvements assumed as part of the NOP circulated in 2003. However, the City Council directed that the number of gates and airport parking spaces evaluated for this alternative be the same as the proposed project. This alternative assumes a total of 97,545 square feet of terminal space.

• Reduced Facilities Improvements Alternative (Alternative B): This alternative assumes reduced terminal facilities. A total of 79,725 square feet of terminal area would be provided. The number of gates and airport parking spaces would be the same as the proposed project.

• No New Construction and Removal of Temporary Facilities Alternative (Alternative D): This alternative assumes the removal of the temporary facilities (north and south holdrooms) and utilization of the existing terminal to accommodate passengers. This alternative assumes a total of 34,570 square feet of terminal space.

Additional Opportunities for Providing Input during the Scoping Process

Not ready to share your comments today? Have more you'd like to say? We invite you to send written comments to City's Planning and Building Department at the following address through the office of business, May 16, 2005:

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
535 West Ocean Boulevard
Long Beach, CA 90802

Scoping comments can also be emailed to airport@lgb.org through May 16, 2005. If your comments are submitted with attachments, the attachments should be delivered separately. In all comments, please clearly indicate all business specified above. The virus protection measures of the City's e-mail system, and the variety of potential formats for attachments, limit the City's ability to receive attachments delivered by e-mail.



Ms. Angela Reynolds -Environmental Officer
Planning and Building City of Long Beach, CA
333 W. Ocean Blvd
Long Beach, CA 90802

Ms. Reynolds,

As a long time resident of Long Beach, and a small business owner within Long Beach, I am writing to express my hope that you will help lead the effort to upgrade Long Beach Municipal Airport.

The airport is important to our City's success. The current temporary facilities do not put the best possible face on our city – and the City of Long Beach deserves better.

We need a more comfortable, safer and more convenient terminal. And despite what some have said, improving our airport will not mean more flights.

There has been too much rhetoric on this issue. It is time for action.

Our airport needs to be improved. It is time for the City Council, and the City of Long Beach to step up and get this done for the good of our entire community.

It is a shame that a relatively few, yet politically powerful, residents have been able to coerce the councilmembers to continuously shut down measures that are good for the City of Long Beach, and the residents and businesses that reside within the City of Long Beach.

The Long Beach Municipal Airport was in its current location before this small minority of residents purchased most of their homes. They should have done their due diligence prior to purchasing a home at the end of a runway. They have no right to stop progress on a project that is for the good of the residents and businesses of the City of Long Beach.

Sincerely,

Michael J Kitching
3585 Fela Ave
Long Beach, CA 90808





PALACE GUARD SOFTWARE

110 Pine Avenue • Suite 340 • Long Beach, California 90802 • Tel: (562) 435-3355 • Fax: (562) 435-0010
www.pgsas400.com • E-mail: info@pgsas400.com

Angela Reynolds,

I am writing this letter to you to inform you of the position that myself and all my neighbors have on the issue of LB Airport improvements. We are very much in favor of an airport improvement plan that fully complies with the noise ordinance, the environmental laws, keeps the current flight cap and still meets the needs of our city - today and into the future.

We believe the last position is the most important. We need an Airport that has some extra room to meet the needs of busy holiday traffic not just the slow average day. Please consider the needs of all the citizens of Long Beach and it's surrounding cities, not just a few misguided but domineering individuals.

We want a terminal that will fill future needs and not just for the present.

Robert Flippen
5518 China Point
Long Beach, CA 90803

April 18, 2005
7885 E. Garner Street
Long Beach, CA 90808-4429

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach, CA 90802

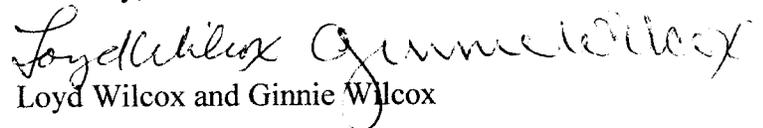
Re: EIR Issues Being Evaluated for the Long Beach Airport Terminal Area
Improvement

The Long Beach Airport terminal is an out-dated, inadequate and crude facility that poorly serves the people who use LBG. An EIR needs to show that by any measure the passengers who use LBG are those people most adversely affected by the issues that are being evaluated. Matters of land use, air quality, transportation, noise, aesthetics, cultural resources, hazards and hazardous materials, public services and health risk assessment are each significant concerns for passengers who now use LBG. For nearby residents these issues remain unchanged if the project is aborted, but will be improved when an ample improvement project is completed.

Since the Noise Ordinance controls the flight level at our airport, this modernization project will be able to significantly improve the airport operation by dealing with passenger needs, land transportation matters, aircraft parking and gate matters and simply bringing our airport into the modern world. An improved, up-to-date terminal with facilities to serve the expected number of passengers and planes can only be more efficient, clean, less noisy, environmentally friendly and a better neighbor.

A terminal that is adequately large to serve the total number of allowable flights under the court mandated noise ordinance will be more efficient and thus mitigate the issues under study. A too-small project can only negatively impact passenger's needs for most of the issues being evaluated. A thoughtful, informed person can only reach the conclusion that this airport terminal project will benefit the entire community directly or indirectly and serve as a valuable gateway to Long Beach.

Sincerely,


Loyd Wilcox and Ginnie Wilcox

cc Councilperson Jackie Kell, Fifth District
Mayor Beverly O'Neill

L. McAfee
1826 LITCHFIELD AVE
LONG BEACH, CA 90815
APRIL 19, '05

MS. ANGELA
ENVIRONMENTAL OFFICER
CITY OF LONG BEACH

MS. ANGELA:

I HAVE WRITTEN SEVERAL LETTERS CONCERNING THE ENVIRONMENTAL IMPACT ON MY ^{LIFE} IF THE AIRPORT EXPANDS, BUT WOULD LIKE TO STATE MY POSITION AGAIN.

I AM RETIRED SO I HEAR PLANE NOISE ALL DAY LONG. SOMETIMES I GET SO NERVOUS FROM THE NOISE, I HAVE TO LEAVE THE AREA.

ALSO, I HAVE CHRONIC BRONCHIAL PROBLEMS SO, DURING HEAVY AIR TRAFFIC I SUFFER FROM JET FUEL POLLUTION. THE NOISE AND POLLUTION ARE LOWERING MY LIFE EXPECTANCY, PROBABLY BY YEARS.

I THINK THE AIR-PORT FACILITIES SHOULD BE MODERNIZED BUT NOT EXPANDED SIGNIFICANTLY AS TO BRING IN MORE AIR TRAFFIC. I DO NOT THINK THESE PROBLEMS SHOULD BE RESOLVED BY A PUBLIC VOTE BUT BY ENVIRONMENTAL STUDIES AND REASONABLE CRITICAL THINKING.

I HAVE A RIGHT TO A LONG AND HEALTHY RETIREMENT.

THANK YOU FOR READING THIS.

SINCERELY,

LORI McAfee

Karen Highberger
3632 Cerritos Avenue,
Long Beach, CA 90807

April 25, 2005

RE: Environmental Impact Report Scoping Meeting On Long Beach Airport

To Whom It May Concern:

As a life-long resident of Long Beach, CA I am saddened by the turn of events surrounding the proposed expansion of the terminal at Long Beach Airport. I have been a resident of California Heights since 1990. At the time I purchased my first home, there were 40 flights per day at the airport. In the ensuing years, the number of flights dropped dramatically, as airlines came and went. With the arrival of Jet Blue the flights have climbed again to the maximum on major carriers and are starting on the 25 commuter flight slots. I understand the importance of accommodating the large number of passengers at the airport but the impact on the air quality and the increase in noise pollution MUST be addressed by this report. The city of Long Beach and some neighborhoods, in particular, are greatly affected by pollution from the port, the 710 freeway and the airport. Any of these sources, by themselves, is probably somewhat tolerable. But the combination of all three spell disaster, especially with the continuing growth at the port which increases truck traffic on the 710. Unbridled expansion at the airport will be problematic. I understand the intricacies of the noise ordinance and I also understand that since the airport accepts funds from the FAA, they have some say as to what happens at the airport. My understanding is that the airport is currently operating at 40% (or more) over capacity for the current structures. The fear of concerned residents is that once expanded, we open ourselves up to more than the allotted flights. At this point in time, the two shorter runways are used for light aircraft traffic primarily. Occasionally, they are used for large aircraft (as when the runway was being re-surfaced). When this occurs, the noise to homeowners on either end of the runways is deafening. The homes are too close. Also, it should be factored in that the large jets cannot take off with a full fuel tank on the shorter runways, due to the weight. The runways are too short. The safety of people on the ground should be considered. Everyone knows that air travel will be increasing and it could become a major

problem for Long Beach. The noise and air pollution caused by the flights at their current level is a problem for our children in schools. Long Beach airport was never intended to be a major airport. It is surrounded by residential neighborhoods, many schools and a large university. And more residential development is underway at the Douglas Park project, adjacent to the airport. I implore the committee conducting the EIR to carefully study the impact of the car traffic in areas leading to the airport, the pollution of the ground vehicles at the airport and the pollution of the jets themselves. The air quality is so poor in California Heights that I must scrub down my outdoor furniture with soap and a scrub brush at least once a month to clean off the black grit and grime. I only hope that the results of your study will be factored in to the big picture of air and noise pollution in our city so we have a clear picture of the impact. I attended many City Council meetings regarding the airport and I think that the maximum size voted on by the Council was a fair compromise for all parties. The fact that Jet Blue, the Chamber of Commerce and other parties are willing to bypass the EIR by funding a ballot initiative to build the maximum size possible is very telling. It shows total lack of respect for the citizens of Long Beach and a fear that the results of an EIR would be unfavorable. If no EIR is required, they can build beyond the 133,000 sq. ft. previously requested.

The city of Long Beach faces many challenges. Our poverty level is quite high, we have a problem with the homeless and our schools are at capacity, just to name a few. It is vital that the EIR be a thorough study of the potential impact of the airport expansion on our city. We cannot afford to cause any further deterioration to our quality of life. The most valuable assets this city has are the citizens and the neighborhoods, not the airport. You are charged with doing your best to protect these valuable assets. The selfish desires of a small group of special interests should not be driving the agenda of our city or influencing your report.

Sincerely,



Karen Highberger

Subject: Airport size and scoping issues
PostedDate: 04/28/2005 04:53:18 PM
From: "Mark Bixby" <mark@bixbyland.com>
SendTo: <airporteir@longbeach.gov>

Dear Ms. Reynolds and City of Long Beach officials,

I strongly disagree with the Long Beach City Council's recent action to limit the scope of the EIR below the recommendations of appropriate size put together by the Airport Commission and recommended by City of Long Beach staff.

It was a successful political move (in the short term) by several City Council representatives who firmly believe they are doing the right thing for their neighborhoods. However they are blinded to the greater good that a properly sized terminal will do for the entire City of Long Beach. The "supersize" argument is a ridiculous publicity ploy that has been blown way out of proportion by the Hush2 group. The scale of the proposed enhancements by the Airport Commission and City staff are reasonable and, in fact, small by Federal standards and by the relative size of buildings at the airport on such a large property.

In my view, performing a scope-limited EIR wastes taxpayer time and money. It is my hope that there will be intelligent council action to reverse the limit on the size of the proposed project so that an EIR can properly address the scope of the improvements that a vast majority of the citizens of Long Beach will support. Barring such action, I fully support a ballot initiative to increase the size of the proposed airport to that recommended by the commission and City Staff. We need a bigger, more modern, more accommodating airport with full service restaurants and shops and we need it soon.

Sincerely,

Mark L. Bixby
501 Margo Avenue
Long Beach, CA 90803

Mark L. Bixby
mark@bixbyland.com
www.bixbyland.com
(562) 494-8250 X-205
4525 Atherton Street
Long Beach, CA90815



Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005

Name Ethel Cashman
 Address 1917 Chatwin Ave - Long Beach 90815
 Street City Zip Code
 Email _____

Please indicate how you would like us to inform you about future public comment opportunities:

- Mail notices to address provided above
- Email notices to address provided above

Comments can also be submitted to Angela Reynolds, Environmental Officer, City of Long Beach, Planning and Building, 333 West Ocean Blvd., Long Beach, CA 90802

All comments must be received by May 16, 2005.

Comment Card



Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005

Please provide your comments below and complete the opposite side of this card so we can notify you about future public comment opportunities. Thank you.

*takeing in the environmental impact
 issue & ect. The main thing for me
 is safety. There are schools, churches,
 shopping centers & homes under these
 flights. No one seems to bring this
 up enough! No one wants to talk
 about that*

Ethel Cashman
 1917 Chatwin Ave.
 LB CA 90815

Long Beach Airport Terminal Improvement EIR
Scoping Meeting
April 28, 2005 / May 7, 2005



Please provide your comments below and complete the opposite side of this card so we can notify you about future public comment opportunities. Thank you.

I sincerely wish the airport runways could rotate so the entire city would know what it's like to never be able to sleep in on Sun morning, to rarely have an uninterrupted conversation in person or on the phone, and to be unable to enjoy a TV program in the evening w/o airplane noise. I close neighbors, long-time residents, even in their mid 40's are struggling to survive ovarian cancer. Another young woman died of colon cancer. I'm sure there are more. Coincidence, I think not. Hopefully, people conducting the EIR will talk to residents in the flight path. If nothing else it would give them an opportunity to experience the noise. I started writing these comments at 8:30pm 3 commercial flights have flown over. It is now 8:42 PM.



Long Beach Airport Terminal Improvement EIR
Scoping Meeting
April 28, 2005 / May 7, 2005

Name Jynda Copel
Address 4209 Navota Ave Long Beach 90807
Street City Zip Code
Email WEAVERWOMAN@SURFSIDE.NET

Please indicate how you would like us to inform you about future public comment opportunities:

- Mail notices to address provided above
- Email notices to address provided above

Comments can also be submitted to Angela Reynolds, Environmental Officer, City of Long Beach, Planning and Building, 333 West Ocean Blvd., Long Beach, CA 90802

All comments must be received by May 16, 2005.



Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005

Name JAN DUTRO
 Address 2212 Montair Ave., L.B. 90815
 Street City Zip Code
 Email no

Please indicate how you would like us to inform you about future public comment opportunities:

- Mail notices to address provided above
- Email notices to address provided above

Comments can also be submitted to Angela Reynolds, Environmental Officer, City of Long Beach, Planning and Building, 333 West Ocean Blvd., Long Beach, CA 90802

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Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005



Please provide your comments below and complete the opposite side of this card so we can notify you about future public comment opportunities. Thank you.

I live under the Jet Blue glide path. It is not bad now, but with increased flights it would be, which is why I don't want to see a gigantic airport like LAX.

Jan Dutro
2212 Montair Ave.
LB CA 90815



Long Beach Airport Terminal Improvement EIR
Scoping Meeting
April 28, 2005 / May 7, 2005

Name DAVID EGGIE

Address 2057 RADNOR AVE. L.B. 90815
Street City Zip Code

Email EGWAVER@AOL.COM

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All comments must be received by May 16, 2005.

Comment Card

Long Beach Airport Terminal Improvement EIR
Scoping Meeting
April 28, 2005 / May 7, 2005



Please provide your comments below and complete the opposite side of this card so we can notify you about future public comment opportunities. Thank you.



Long Beach Airport Terminal Improvement EIR
Scoping Meeting
April 28, 2005 / May 7, 2005

Name Jeanette Gavin

Address 60 Pomona Ave. L.B. 90803
Street City Zip Code

Email dollfrog@aol.com

Please indicate how you would like us to inform you about future public comment opportunities:

- Mail notices to address provided above
- Email notices to address provided above

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All comments must be received by May 16, 2005.

Comment Card

Long Beach Airport Terminal Improvement EIR
Scoping Meeting
April 28, 2005 / May 7, 2005



Please provide your comments below and complete the opposite side of this card so we can notify you about future public comment opportunities. Thank you.

We need the improvements now! The safety of the
public is being jeopardized by the inadequate third world baggage
claim area.

I do not understand yet what some of the environmental
issues have to do with modernization of the terminal !!

Jeanette Gavin
60 Pomona Ave
LB CA 90803



Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005

Name Michael B. Gavin
 Address 60 Pomona Avenue, Long Beach, CA 90803
 Street City Zip Code
 Email TellFrog@aol.com

Please indicate how you would like us to inform you about future public comment opportunities:

- Mail notices to address provided above
- Email notices to address provided above

Comments can also be submitted to Angela Reynolds, Environmental Officer, City of Long Beach, Planning and Building, 333 West Ocean Blvd., Long Beach, CA 90802

All comments must be received by May 16, 2005.

Comment Card

Michael B. Gavin
 60 Pomona Ave.
 LB CA 90803



Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005

Please provide your comments below and complete the opposite side of this card so we can notify you about future public comment opportunities. Thank you.

Anyone using our current airport at peak hours in inclement weather can tell you it is inadequate, unsafe, and may well not meet ADA standards. This is true without the airport being at full capacity. I encourage you to expedite the EIR process to both protect the traveling public and avoid either a proising initiative battle or the voiding of the city's noise ordinance.

Why are 14 parking spaces and 11 new flights "worst case." Wouldn't "maximal impact" be better verbiage to avoid blunting the issue



Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 & May 7, 2005

Name MICHAEL MURPHY

Address ONE INTERNATIONAL PLAZA SUITE 130 PHILA PA. 19113
 Street City Zip Code

Email MICHAEL.MURPHY@OTGMANAGEMENT.COM

Please indicate how you would like us to inform you about future public comment opportunities:

- Mail notices to address provided above
- Email notices to address provided above

Comments can also be submitted to Angela Reynolds, Environmental Officer, City of Long Beach, Planning and Building, 333 West Ocean Blvd., Long Beach, CA 90802

All comments must be received by May 16, 2005.

Comment Card

Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005



Please provide your comments below and complete the opposite side of this card so we can notify you about future public comment opportunities. Thank you.

Long Beach Airport Terminal Improvement EIR

Scoping Meeting

April 28, 2005 / ~~May 7, 2005~~

attended



Please provide your comments below and complete the opposite side of this card so we can notify you about future public comment opportunities. Thank you.

I believe there will be no material environmental impact from this project. I feel that citizens who would like the airport eliminated are using this EIR fraudulently in an attempt to further their desire to enhance their property values at the expense of the Long Beach business community. The construction of the Airport Terminal Improvements will not cause pollution increase. The improvements are appropriate for the benefit of the majority of Long Beach citizens. The control of noise pollution has been addressed by the legal settlement between the City and the Airlines. It can not be changed by this EIR.



Long Beach Airport Terminal Improvement EIR

Scoping Meeting

April 28, 2005 / ~~May 7, 2005~~

attended

Name Harold Ochsner

Address 3919 Lewis Ave., Long Beach 90807-3617
Street City Zip Code

Email ochsnerjrmd@AOL.com

Please indicate how you would like us to inform you about future public comment opportunities:

- Mail notices to address provided above
- Email notices to address provided above

not needed. The Press-Telegram + Signal Tribune + Downtown Gazette will do so.

Comments can also be submitted to Angela Reynolds, Environmental Officer, City of Long Beach, Planning and Building, 333 West Ocean Blvd., Long Beach, CA 90802

All comments must be received by May 16, 2005.



Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005

Name Betty Ann Ougland
 Address 2860 Canal Ave Long Beach 90810
 Street City Zip Code
 Email —

Please indicate how you would like us to inform you about future public comment opportunities:

- Mail notices to address provided above
- Email notices to address provided above

Comments can also be submitted to Angela Reynolds, Environmental Officer, City of Long Beach, Planning and Building, 333 West Ocean Blvd., Long Beach, CA 90802

All comments must be received by May 16, 2005.

Comment Card

Betty Ann Ougland
 2860 Canal Ave.
 LB CA 90810



Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005

Please provide your comments below and complete the opposite side of this card so we can notify you about future public comment opportunities. Thank you.

I know many people don't get the Press Telegram or those who do who ^{don't} have time to LOOK for the time and place for these meetings. There was a long article in today paper, but No mention of this meeting. I have attended several of these meetings and the publicity is very poor.

I wanted the city to publicize more EIR did an excellent study. Presentation



Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005

Name LAURA SELLMER
 Address 5474 DAGGETT ST., LONG BEACH CA 90815
Street City Zip Code
 Email LSELLMER @ VERIZON.NET

Please indicate how you would like us to inform you about future public comment opportunities:

- Mail notices to address provided above
- Email notices to address provided above

Comments can also be submitted to Angela Reynolds, Environmental Officer, City of Long Beach, Planning and Building, 333 West Ocean Blvd., Long Beach, CA 90802

All comments must be received by May 16, 2005.

Comment Card



Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005

Please provide your comments below and complete the opposite side of this card so we can notify you about future public comment opportunities. Thank you.

" THE RECEPTOR LOCATIONS* AND TYPES" DEFINED BY AIRPORT
PROPERTY LINE AND SECURITY FENCE DO NOT ADEQUATELY
COLLECT ^{AIR} POLLUTANTS SPREAD IN THE NEIGHBORHOODS BY JETS
TAKING OFF AND LANDING. ONE ONLY HAS TO LOOK UP
AT A LANDING JET TO SEE ~~HE~~ A TRAIL OF JET
EXHAUST ~~ONE~~ SPREADING OVER HOMES LIKE DARK
GREY POISON.

Laura Sellmer
 5474 Daggett St.
 LB CA 90815



Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005

Name _____

Address _____
 Street City Zip Code

Email _____

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- Email notices to address provided above

Comments can also be submitted to Angela Reynolds, Environmental Officer, City of Long Beach, Planning and Building, 333 West Ocean Blvd., Long Beach, CA 90802

All comments must be received by May 16, 2005.

Comment Card



Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005

Please provide your comments below and complete the opposite side of this card so we can notify you about future public comment opportunities. Thank you.

Include Carson St on traffic study - & Wardlow Road

 No name provided

Posted Date: 04/29/2005 09:00:29 AM
From: Steve Rivero <steverivero@yahoo.com>
Subject: EIR Comment
SendTo: airpoteir@longbeach.gov

I think the EIR should include consideration of costs associated with mitigating some of the effects of the airport on surrounding community. For example, to the extent increased health risks result in increased cases of cancer, birth defects, lung or heart disease this causes increased costs to residents and visitors to the area for health care and places a greater demand for health care related services. With respect to noise, local residents, schools and businesses are faced with costs for sound proofing. In regards to particulant matter, local property owners are faced with higher costs for maintenance and repairs.

Steve Rivero
4327 Myrtle Ave
Long Beach 90807

From: terry.breen@att.net
SendTo: airpoteir@longbeach.gov, xeeb@earthlink.net (Ron Longino)
Subject: against airport expansion
PostedDate: 04/29/2005 09:15:57 AM

i thought this was settled.....
but i guess the forces of greed and big buisness are relentless..

i'm totally against l.b. airport expansion !!!!!

Terry and Patty Breen
3525 walunt av. 90807

From: Betboblind@aol.com
PostedDate: 04/29/2005 10:09:09 AM
Subject: MAKE US PROUD
SendTo: airpoteir@longbeach.gov

Thank you for the opportunity to share our familys plus our friends comments on the expansion of our airport.....Why do we have to always be second class city. do the expansion right and enlarge to the fullest so we can have a first class terminal for our cities guests and bussiness people...Our Council people are afraid to take a stand always looking over their shoulder afraid of losing votes. The right thing is go with the larger plans.. also the residence in the area knew about the airport when they purchases their homes!!!!!!!!!!!!!! Thank You...from a L.B. homeowner ...Robert Lindgren 5511 Las Lomas St

From: "Roland S" <rl_sun@hotmail.com>
SendTo: airporteir@longbeach.gov
CopyTo: mayor@longbeach.gov,kell@longbeach.gov
Subject: Airport Expansion
PostedDate: 04/29/2005 10:20:22 AM

To Whom It May Concern,

I live in the Los Altos area of Long Beach and am against any changes to the airport that would increase air traffic over my house. Eventhough I do not live under the main approach, I live under the alternate east west approach and I have noticed recently there has been a significant increase in traffic going over my house. I would not like to see this increase any further.

Also I thought that flights were not allowed after the 9:30-10pm timeframe. I have noticed that at least three times a week a plane landing over my house after 10:30pm...sometimes as late as 11:30pm. I don't know if this is commercial traffic or pvt jets, but either way stricter enforcement of the existing rules needs to be implemented. Maybe fines need to be increased to where they actually hurt the perpetrators rather than just being an annoyance.

I think you need to start enforcing existing rules before making promises about future noise control. If existing noise rules are consistantly broken, how can we as neighbors of the airport have any confidence that any promises about future air traffic will be enforced.

Sincerely,

Roland Sun
562-208-4009
5712 Parapet St., Long Beach, CA 90808

From: "Roland S" <rl_sun@hotmail.com>
SendTo: airporteir@longbeach.gov
CopyTo: mayor@longbeach.gov,kell@longbeach.gov
Subject: Airport Expansion
PostedDate: 04/29/2005 10:20:22 AM

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I think you need to start enforcing existing rules before making promises about future noise control. If existing noise rules are consistantly broken, how can we as neighbors of the airport have any confidence that any promises about future air traffic will be enforced.

Sincerely,

Roland Sun
562-208-4009
5712 Parapet St., Long Beach, CA 90808

Posted Date: 04/29/2005 10:24:09 AM
From: "Margaret, Lucille & Bill Oliver" <boliver3024@verizon.net>
Subject: Expansion to the fullest
SendTo: <airpoteir@longbeach.gov>

I would like to know that when they say airport terminal expansion, will this mean the passengers will no longer have to walk across the tarmac and go up a long ladder to enter the plane? And that people in wheelchairs won't have to be hoisted up in a Cherry Picker to enter the plane?

Thank you. Very truly yours, Margaret Oliver

From: JeanW3486@aol.com

PostedDate: 04/30/2005 09:40:51 AM

Subject: Expansion

SendTo: airporteir@longbeach.gov

It is my understanding that the expansion to be made is to the terminal where it is definitely needed. Let's do away with the temporary "tents" and the walk through the weather in order to board the plane. The jets flew over my house temporarily during the repair of a runway and they do not make near as much noise as the private jets and helicopters that fly over my house constantly. I am definitely in favor of the expansion of the terminal and also having more flights from the airport.

From: "Melvin Berger" <ibmlb@hotmail.com>
SendTo: <airporteir@longbeach.gov>
Subject: Airport issue
PostedDate: 04/30/2005 09:52:24 AM

Dear Ms. Reynolds,

As a long time, over 30 year resident of Long beach, I would like to express my support for the Alliance and larger expansion (133,324 Sq Ft) of the airport. It is time for the Business Community to "step up" and for all to realize this is what is needed to modernize our airport. It is a shame that this effort meets with so much negativity. I am not advocating expansion of the flights, just renew our existing facilities to serve our public.

Thanks,

Mel Berger....

PostedDate: 05/02/2005 07:18:21 PM
From: Michael Pickering <bosasha1@yahoo.com>
Subject: Airport Improvements
SendTo: airporteir@longbeach.gov

Angela,

I felt compelled to submit my comments about the airport issues. My wife and I live directly under the main approach path to LGB. We were aware of the airport when we moved here, as I would hope everyone else was, and I cannot complain about the aircraft noise, because it is something we have become used to and it does not bother us. We would much prefer to have an airport that we could be proud of, instead of it looking like a transit site or a dump. I keep seeing signs stating "No Airport Expansion", when the issue is improving and expanding the facilities for the convenience of the public who utilize the airport. Why can't they understand that? What gives them the right to dictate airport improvements?

The politics involved with this issue has made me absolutely certain this city does not know how to approach this issue. I would hope that the majority of residents would be taken into consideration instead of a small, narrow minded, loud group of people. What is the big issue about an EIR, except to waste more time and taxpayers money? Are people dying near LAX, BUR, or SNA??? AN AIRPORT IS FOR AIRPLANES!!! Technology has made all of the commercial aircraft safer and quieter. Why is it that a small group of people can stagnate progress, when the issue is only to make the airport someplace that passengers can relax, appreciate, and enjoy, before or after their flight.

Thank you,

Christina Broderick

Robert Bourguet
5541 El Jardin Street
Long Beach, CA 90815-4117
562-597-4554

May 6, 2005

Ms. Angela Reynolds
Environmental Officer,
Planning and Building Department
City of Long Beach
333 W. Ocean Blvd
Long Beach, CA 90802

Dear Ms. Reynolds:

I strongly support the absolutely necessary upgrades required to make the Long Beach Municipal Airport the respectable and modern facility needed to welcome visitors to our community. As a resident of the city and as a user of the Airport, I find the current conditions to be not just an embarrassment, but nonfunctional. The use of cheap temporary wooden pre-engineered buildings and cramped facilities is can not be allowed to go on indefinitely.

I support the proposed upgrades wholeheartedly under the conditions that there is not an increase in commercial flights or expanded hours for commercial flights.

As a person who both lives and works close to the LB Airport, I possibly have more insight into the aircraft noise problem than many others. It is my strong opinion that the noise generated by the seemingly unmuffled single and dual engine private aircraft that take 5 or more minutes to fly over the area, and the annoying helicopter training flights, to be magnitudes more annoying than the modern commercial jets that are not only quiet, but out so quickly that they are hardly noticed.

I am writing to express my hope that you agree with me as someone familiar with the issues.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'R. Bourguet', is written over a horizontal line.

Robert Bourguet

May 6, 2005

Ms. Angela Reynolds
Environmental Officer - Planning and Building
City of Long Beach
333 West Ocean Blvd.
Long Beach, CA 90802

Re: Support for Long Beach Airport Improvements

Dear Ms. Reynolds,

This letter communicates my wholehearted support for improving the Long Beach Airport to its fullest.

More and more the City of Long Beach is becoming a major destination for business and tourism, one that deserves better than third-class airport facilities. When airline passengers arrive, either as senior business executives scouting new locations or tourists with money to spend, the City of Long Beach has an obligation to provide them the best airport facilities affordable. It creates or destroys that crucial first impression.

It is a duty of City leaders to ALL citizens to promote Long Beach to the best extent feasible. Sadly, through excessive deliberation and kow-towing to a vocal minority, City leaders are violating that obligation; and could have already cost Long Beach millions in lost economic activity. Protection of that vocal minority is a grand tradition. But given the potential economic harm it causes, the tyranny of the minority cannot stand.

Therefore, I urge your department to expedite completion of the airport EIR, and endorse it favorably.

Sincerely,



Carl B. Coleman
3257 Marber Avenue
Long Beach, CA 90808
562-421-4307

May 6, 2005

Ms. Angela Reynolds, Environmental Officer
Planning and Building Department
333 W. Ocean Blvd.
Long Beach, CA 90802

Dear Ms. Reynolds,

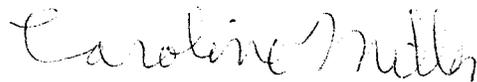
I wish to add my voice to those who would expand the passenger facilities at the Long Beach Airport. While my home is not within the flight pattern and jet noise does not affect me personally, I can understand those who do have concerns about expanded flights. I believe that keeping the current number of flights is a good compromise while upgrading the passenger facilities.

Long Beach is a world class city, or at least close to it and it is embarrassing to pick up friends from the East Coast and listen to their comments about our outdated airport. Isn't Long Beach the third or fourth largest city in California? Our airport should reflect this. Sad to say that our airport feels like it should be located in a "Third World" country. Actually, the airport in Fiji, an extremely poor country, has better and more comfortable passenger facilities than does our airport!

I fly Jet Blue several times a year and absolutely love the convenience of the Long Beach Airport. However, I do not love being crowded like livestock in the cramped trailers.

I sincerely hope that once the environmental process is concluded that sanity will prevail and we can "have it all"—an airport with the same number of flights as we do now, along with passenger facilities that we can be proud of.

Sincerely,

A handwritten signature in cursive script that reads "Caroline Miller".

Caroline Miller
1122 Belmont Avenue
Long Beach, CA 90804

DAVID L. SMITH
5960 APPIAN WAY
LONG BEACH, CALIFORNIA 90803-5055
May 6, 2005

Ms. Angela Reynolds
Environmental Impact Review Committee
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

Dear Ms. Reynolds:

I am writing you as a long-time resident of Long Beach who is a frequent user of the Long Beach airport. Our airport terminal is in need of significant expansion so that traveling to and from Long Beach can be a rewarding experience, rather than a total hassle.

Expanding the terminal does not mean that the number of flights needs to increased. In fact, the terminal is far too small for the number of flights that operate there now. Those who do not want the number of flights increased are using the issue of expanding the terminal as a Trojan Horse.

I urge you to support expanding the Long Beach airport terminal in the interests of the economic welfare of the entire Long Beach community.

Sincerely,

A handwritten signature in black ink, appearing to read 'David L. Smith', written in a cursive style.

David L. Smith

cc: Long Beach Alliance
One World Trade Center, Suite 206
Long Beach, CA 90831



[Redacted]
220 N. Victory Blvd., Burbank (Located in the Batcade)
818-953-7492

Saturday, May 07, 2005

Ms. Angela Reynolds -Environmental Officer Planning and Building City of Long Beach, CA
333 W. Ocean Blvd Long Beach, CA 90802

Jo Prabhu, 7119 Kildee, Long Beach, CA 90808
Ph: 562-234-6585 Fax: 562-684-4894

Dear Angela,

I am responding to the Long Beach Alliance newsletter to improve the Long Beach Airport.

I am a resident of Long Beach and use Jet Blue as my primary airline. I have traveled many times and find that the airport needs a Pizza restaurant or counter so passengers can carry in this affordable, tasty and easy to carry, non-messy popular food item.

I own a pizza restaurant in Burbank California called Central Park Pizza. Our pizza restaurant is very popular with all the major Entertainment studios in Burbank including Universal, Disney, Nickelodeon and NBC. We offer Gourmet and regular, fresh-from-scratch New York style thin crust pizza, including calzones, pastas and salads.

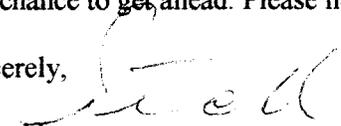
A year ago, in May 2004, I was in the process of purchasing another existing pizza restaurant in Long Beach when I approached the Long Beach Management company about the subject.

The Management ordered 18 large pizzas to taste and test. We provided it to them. Then they said that the pizza was not good, that they have decided to offer the pizza business to a friend of the Manager's son, who owns existing pizza restaurants in Long Beach.

A Friend? Is that fair? Should there not be some type of panel to decide instead of one Manager's son who has that friend? They just got FREE pizza and already knew who they wanted to go with.

Let me know what I should do. I am a minority woman business owner and would like to get a fair chance to get ahead. Please help.

Sincerely,


Jo Prabhu



Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005

Name LAURIE ANGEL

Address 458 E. PLATT ST. LONG BEACH 90805
 Street City Zip Code

Email casaddL@charter.net

Please indicate how you would like us to inform you about future public comment opportunities:

- Mail notices to address provided above
- Email notices to address provided above

Comments can also be submitted to Angela Reynolds, Environmental Officer, City of Long Beach, Planning and Building, 333 West Ocean Blvd., Long Beach, CA 90802

All comments must be received by May 16, 2005.

Comment Card

Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005



Please provide your comments below and complete the opposite side of this card so we can notify you about future public comment opportunities. Thank you.



Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / **May 7, 2005**

Name Joanne Bartlett

Address 1840 Carfax Ave. Long Beach 90815
 Street City Zip Code

Email _____

Please indicate how you would like us to inform you about future public comment opportunities:

- Mail notices to address provided above
- Email notices to address provided above

Comments can also be submitted to Angela Reynolds, Environmental Officer, City of Long Beach, Planning and Building, 333 West Ocean Blvd., Long Beach, CA 90802

All comments must be received by May 16, 2005.

Comment Card

Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / **May 7, 2005**

Joanne Bartlett
 1840 Carfax Ave.
 LB CA 90815



Please provide your comments below and complete the opposite side of this card so we can notify you about future public comment opportunities. Thank you.

Who is going to pay for this massive expansion?
Get Blue? I understand the City of LB is already
several million dollars in debt. Responsible people
do not add more debt on top of current debt. Be
responsible.



Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005

Name GUY CONIGLIARO
 Address 1085 BENNETT AVE LB 90804
 Street City Zip Code
 Email GUYCONIGLIARO@MSN.COM

Please indicate how you would like us to inform you about future public comment opportunities:

- Mail notices to address provided above
 Email notices to address provided above

Comments can also be submitted to Angela Reynolds, Environmental Officer, City of Long Beach, Planning and Building, 333 West Ocean Blvd., Long Beach, CA 90802

All comments must be received by May 16, 2005.

Comment Card

Guy Conigliaro
 1085 Bennett Ave.
 LB CA 90804



Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005

Please provide your comments below and complete the opposite side of this card so we can notify you about future public comment opportunities. Thank you.

LGB COULD BE AT THE FOREFRONT OF
"CLEAN" AIRPORT ENVIRONMENTS BY MANDATING
CLEAN/NEWER/QUIET AIRCRAFT, ELECTRIC OR LNG
SUPPORT VEHICLES AND SOLAR POWER / ENERGY
EFFICIENT STRUCTURES AS WELL AS PLANTING
AS MANY TREES (NATURE'S FILTERS) AS POSSIBLE
CREATIVE SOLUTIONS COULD GIVE US A "GREEN"
AIRPORT THAT COULD MEET DEMAND.



Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005

Name STUART G. GALLOWAY AIA, RIBA.
 Address 820 E. CARTAGENA ST. LONG BEACH 90807-2470
 Street City Zip Code
 Email ~~Stuart~~ beggaredbockworm@hotmail.com

Please indicate how you would like us to inform you about future public comment opportunities:

- Mail notices to address provided above
- Email notices to address provided above

Comments can also be submitted to Angela Reynolds, Environmental Officer, City of Long Beach, Planning and Building, 333 West Ocean Blvd., Long Beach, CA 90802

All comments must be received by May 16, 2005.

Comment Card

Stuart G. Galloway
 820 E. Cartagena St.
 LB CA 90807



Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005

Please provide your comments below and complete the opposite side of this card so we can notify you about future public comment opportunities. Thank you.

- ① CUMULATIVE EFFECT OF ALL HAZARD SOURCES (POLLUTION, NOISE, ETC.) ON PERSONS SHOULD BE IN E.I.R.
- ② NOISE + POLLUTION STUDIES SHOULD EXTEND TO COUNTRY CLUB & BABY KNOLLS AREAS (UNDER THE TAKE-OFF AREA)
- ③ PLEASE ENSURE THE EIR IS WRITTEN IN PLAIN ENGLISH, WITH MINIMAL USE OF ACRONYMS, GOVERNMENTAL LANGUAGE & LEGALESE, AND WITH A FULL GLOSSARY.



Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005

Name WILDA JONES
 Address 1885 N. COLLEGE CR. L.B. 90815
Street City Zip Code
 Email _____

Please indicate how you would like us to inform you about future public comment opportunities:

- Mail notices to address provided above
- Email notices to address provided above

Comments can also be submitted to Angela Reynolds, Environmental Officer, City of Long Beach, Planning and Building, 333 West Ocean Blvd., Long Beach, CA 90802

All comments must be received by May 16, 2005.

Comment Card

Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005



Please provide your comments below and complete the opposite side of this card so we can notify you about future public comment opportunities. Thank you.



Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005*

LOS
ALTOS

Name Lisa Moore
 Address 2092 ALBURY Ave LB CA 90815
 Street City Zip Code
 Email emoore 4044 @ chadn.net

Please indicate how you would like us to inform you about future public comment opportunities:

- Mail notices to address provided above
- Email notices to address provided above

Comments can also be submitted to Angela Reynolds, Environmental Officer, City of Long Beach, Planning and Building, 333 West Ocean Blvd., Long Beach, CA 90802

All comments must be received by May 16, 2005.

Comment Card

Lisa Moore
 2092 Albury Ave.
 LB CA 90815



Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005*

Please provide your comments below and complete the opposite side of this card so we can notify you about future public comment opportunities. Thank you.

no tax payers money used for
any expansion. I cant get the City
of LB to repair my Street - no \$, damage
that!

Do not expand capacity to 133,000^T
102,000^T is plenty!!!
Remember Lloyd Whalley was against
expanding the Airport for McDonnell/Douglas!



Long Beach Airport Terminal Improvement EIR
Scoping Meeting
April 28, 2005 / ~~May 7, 2005~~

Name Jane ~~W~~ Nadeau

Address 3933 Lemon Ave. LB 90807
Street City Zip Code

Email jmnadeau7@AOL.com

Please indicate how you would like us to inform you about future public comment opportunities:

- Mail notices to address provided above
- Email notices to address provided above

Comments can also be submitted to Angela Reynolds, Environmental Officer, City of Long Beach, Planning and Building, 333 West Ocean Blvd., Long Beach, CA 90802

All comments must be received by May 16, 2005.

Comment Card



Long Beach Airport Terminal Improvement EIR
Scoping Meeting
April 28, 2005 / ~~May 7, 2005~~

Please provide your comments below and complete the opposite side of this card so we can notify you about future public comment opportunities. Thank you.



Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005

Name Joe Sopo
 Address 3061 Armourdale Ave L.B., 90809
Street City Zip Code
 Email homes@joe.sopo.com

Please indicate how you would like us to inform you about future public comment opportunities:

- Mail notices to address provided above
- Email notices to address provided above

Comments can also be submitted to Angela Reynolds, Environmental Officer, City of Long Beach, Planning and Building, 333 West Ocean Blvd., Long Beach, CA 90802

All comments must be received by May 16, 2005.

Comment Card

Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005



Please provide your comments below and complete the opposite side of this card so we can notify you about future public comment opportunities. Thank you.



Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005 *

Name Martha Thuerste
 Address 6670 Millmark Av. L.B. 90805
 Street City Zip Code
 Email msthuerste@hotmail.com

Please indicate how you would like us to inform you about future public comment opportunities:

- Mail notices to address provided above
- Email notices to address provided above

Comments can also be submitted to Angela Reynolds, Environmental Officer, City of Long Beach, Planning and Building, 333 West Ocean Blvd., Long Beach, CA 90802

All comments must be received by May 16, 2005.

Comment Card

Martha Thuerste
 6670 Millmark Ave
 LB CA 90805



Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005

Please provide your comments below and complete the opposite side of this card so we can notify you about future public comment opportunities. Thank you.

Please advise how I can receive
a copy of the completed EIR report.
As chair of North PAC I would ~~not~~
share the info with all members of
our group for their ~~input~~ input
at hearings regarding the
document.



Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005

Name Jon Welte

Address 4850 E. Los Coyotes #6 Long Beach 90815

Street City Zip Code

Email _____

Please indicate how you would like us to inform you about future public comment opportunities:

- Mail notices to address provided above
- Email notices to address provided above

Comments can also be submitted to Angela Reynolds, Environmental Officer, City of Long Beach, Planning and Building, 333 West Ocean Blvd., Long Beach, CA 90802

All comments must be received by May 16, 2005.

Comment Card

Jon Welte
 4850 E. Los Coyotes #6
 LB CA 90815



Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005

Please provide your comments below and complete the opposite side of this card so we can notify you about future public comment opportunities. Thank you.

I travel frequently from LGB and live about 1.5 miles from the approach end of 30. The EIR ought to be focused on how terminal improvements, not commercial flights, impact our community. The noise ordinance and the limit of 41-25 daily flights is already in place, but a terminal suitable to the pursuant flow of passengers is not.



Long Beach Airport Terminal Improvement EIR
Scoping Meeting
April 28, 2005 / May 7, 2005

Name _____

Address _____
Street City Zip Code

Email _____

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- Email notices to address provided above

Comments can also be submitted to Angela Reynolds, Environmental Officer, City of Long Beach, Planning and Building, 333 West Ocean Blvd., Long Beach, CA 90802

All comments must be received by May 16, 2005.

Comment Card

*No name
or address*



Long Beach Airport Terminal Improvement EIR
Scoping Meeting
April 28, 2005 / May 7, 2005

Please provide your comments below and complete the opposite side of this card so we can notify you about future public comment opportunities. Thank you.

You are not able to study pollutants with only one monitoring site. Increase monitors so you will do a thorough study. Monitor schools, neighborhoods, where people gather.



Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005

Name _____

Address _____
 Street City Zip Code

Email _____

Please indicate how you would like us to inform you about future public comment opportunities:

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- Email notices to address provided above

Comments can also be submitted to Angela Reynolds, Environmental Officer, City of Long Beach, Planning and Building, 333 West Ocean Blvd., Long Beach, CA 90802

All comments must be received by May 16, 2005.

Comment Card

*No name
or address*



Long Beach Airport Terminal Improvement EIR
 Scoping Meeting
 April 28, 2005 / May 7, 2005

Please provide your comments below and complete the opposite side of this card so we can notify you about future public comment opportunities. Thank you.

*I want Particular Matter smaller than
 2.5 studied on this EIR. Childrens lungs
 are quite susceptible in the formative
 stages!*

From: "Jensen, Lynn A." <jensenly@wellsfargo.com>
SendTo: "'airporteir@longbeach.gov'" <airporteir@longbeach.gov>
Subject: Airport EIR input
PostedDate: 05/09/2005 11:01:50 AM

Ms. Reynolds -

I respectfully request that the Airport EIR include cumulative pollution levels and traffic congestion from the following areas:

1. Airport
2. Airplanes
3. Freeways (both 710 and 405)
4. Douglas Park Project

I also request the EIR take into account actual monitoring data (not simply modeling) and that additional monitoring sites are included in the study. Currently there is only one monitoring station established on Long Beach Blvd. I request a minimum of five additional monitoring sites be established, preferably located in residential neighborhoods surrounding the airport.

Thank you,

Lynn Jensen
5120 Patterson St.
Long Beach, CA 90815

Autrilla Scott
1040 East Hill Street
Long Beach, CA 90806

May 10, 2005

Ms. Angela Reynolds
Environmental Officer
Planning and Building
333 W. Ocean Blvd
Long Beach, CA 90802

Dear Ms. Reynolds,

As the Long Beach Airport website reads, the proposed improvement project for the airport “includes improving concession areas, passenger & baggage security screening, baggage claim devices ... ticketing facilities, gates, aircraft parking positions, vehicle parking areas and traffic and pedestrian circulation”. This statement makes the very clear point that the issue at hand is about airport improvement and not expansion.

The improvements mentioned above will not affect the traffic, will not affect the pollution, will not violate the noise ordinance, and most importantly will not increase the number of daily flights.

February 19, 2005 my husband and I flew into Long Beach Airport at 6:30 PM .My husband has a breathing problem and was unable to make it to the baggage area in the rain, we had to stand there until some was able to go inside and find a employee and ask them to bring us a wheelchair. When we did get the chair they were not able to help me push him. He had to sit in the rain until I got our baggage and we are both soaked from the rain and cold, we are both seniors, and wait out front in the rain to for our ride. We both were sick and had to go to our doctors for treatments.

Please IMPROVE the airport.

Thanks!

Autrilla Scott

May 10, 2005

Ms. Angela Reynolds
Environmental Officer
Planning and Building
City of Long Beach
333 W. Ocean Blvd
Long Beach, CA 90802

Dear Ms. Reynolds,

I am a resident of Long Beach and I am writing in regards to the expansion and improvement of the Long Beach Municipal Airport terminal. I find the current conditions of the airport terminal to be an inappropriate representation of our city's prominence in California. Practically speaking, I find it unseemly that as a passenger I must walk out onto the tarmac in good and inclement weather merely to board a plane. Further, our security concerns changed forever after 911 and we must implement improvements so as to assure the highest level of safety for passengers and airport personnel.

It is vitally important to me as a citizen that this, or any expansion and/or improvement of the terminal, not increase the number of flights. We trust the proposed improvements will only make the airport safer, comfortable and aesthetically pleasing, and will not affect the pollution nor violate the noise ordinance, now or in the future.

I urge you to bring our great city into the new millennium as I support the expansion and improvement of the Long Beach Airport terminal.

Thank you,

A handwritten signature in black ink, appearing to read "Bianca Sovich", with a long horizontal flourish extending to the right.

Bianca Sovich
6443 E. Los Arcos St.
Long Beach, CA 90815

Diana Tran
3217 Cedar Ave
Long Beach, CA 90806



May 10, 2005

Ms. Angela Reynolds
Environmental Officer
Planning and Building
333 W. Ocean Blvd
Long Beach, CA 90802

Dear Ms. Reynolds,

I am concerned that some residents of Long Beach are misinformed about improving the Long Beach Airport. I have done some research and have found that improving the Long Beach Airport is necessary. I find it troublesome that some residents think it is about expanding the airport. We need to give a clear and concise message to the people of Long Beach. I urge you to remember that the improvement of the airport facilities is not about "expanding" the airport but rather about fixing it. We need to upgrade the temporary tents and trailers, the inadequate parking lots, and it should be a priority to make the terminal safer and convenient.

Please take the time to address the issue that it is necessary to improve the Long Beach airport.

Thank you,

A handwritten signature in black ink, appearing to read "Diana Tran". The signature is fluid and cursive.

Diana Tran

Joseph Wilson
3700 Walnut
Long Beach, CA 90807

May 10, 2005

Ms. Angela Reynolds
Environmental Officer
Planning and Building
333 W. Ocean Blvd
Long Beach, CA 90802

Dear Ms. Reynolds,

I recently discovered that there has been much talk about improving the Long Beach Airport. I think it is a marvelous and well thought out plan to go forward with the improvements. Long Beach airport has been in need of improvements for so long and I am glad to know that someone or some group has finally stepped up to the plate.

I find it ridiculous that some folks freak out when they hear about improvements to the airport. Their first assumption is that the talk is about expanding the airport and thus allowing more flights. This is absurd because if they do their research, they will learn that improving the airport will not affect the number of flights and thus will not adversely affect the pollution or noise. I hope you recognize that improving the airport is for the betterment of our community here in Long Beach and will have positive effects.

Thank you for taking the time to hear what I have to say.

A handwritten signature in black ink, appearing to be 'J. Wilson', with a large, stylized flourish at the end.

Joseph Wilson

Elizabeth Carlin

101 Esperanza Ave. #2
Long Beach, CA 90802

May 11, 2005

Ms. Angela Reynolds
Environmental Officer
Planning and Building
333 W. Ocean Blvd
Long Beach, CA 90802

Dear Ms. Reynolds,

The Long Beach Airport is such an important part to our city. I personally love that we are able to have a small airport with a hometown feel. This does not excuse our city from having a state the best technology or allowing our facility to become rundown. Our airport must accommodate more passengers. We need to make sure that our facilities are adequate and safe and meet the needs of the visitors to our city.

And with no additional flights, we do not have to be concerned with an increase in pollution or noise. Improvements are a win-win situation for our city and the people and the visitors who use the Airport.

Thanks for considering my thoughts.

Respectfully,


Elizabeth Carlin

Demetra Monios

322 Coronado Avenue
Long Beach, CA 90814

May 11, 2005

Ms. Angela Reynolds - Environmental Officer
Planning and Building
333 W. Ocean Blvd
Long Beach, CA 90802

Dear Ms. Reynolds:

In regards to the EIR for the Long Beach Airport, I support the construction of permanent terminal facilities. The last permanent addition to the Airport was done over twenty years ago. Today, we have temporary facilities such as tents, trailers, and mobile office structures. These structures are inconvenient and are not at all accommodating to flyers or the residents of Long Beach.

The EIR should only examine the environmental effects of the construction of the permanent facilities. Since these improvements will not affect the noise ordinance or pollution, such issues should not be the focus of the EIR. The improvements that are being suggested will not increase the number of daily flights and thus will not adversely affect the air quality or the noise pollution.

We need an airport that positively promotes the image of Long Beach. The Airport should be upgraded and improved.

Thank you for considering my comments.

Sincerely,



Demetra Monios

David Peterson

1213 N. Studebaker
Long Beach, CA 90815

May 11, 2005

Ms. Angela Reynolds
Environmental Officer
Planning and Building
333 W. Ocean Blvd
Long Beach, CA 90802

Dear Ms. Reynolds,

I am writing to you concerning the EIR report for the Long Beach Airport. I feel as if the issue of improvements should not be so heated and highly contested. I am a strong supporter for improvements at our airport. By making the necessary improvements to the terminal, the terminal will be an adequate size to accommodate the existing flights.

I feel that the most important aspect to realize is that improvements will NOT affect the noise or the pollution. We do not want more flights, but simply an improved and modern terminal that will safely and efficiently accommodate the flights that already come in and out of Long Beach. Thank you for taking the time to read my comments.

Sincerely,

A handwritten signature in black ink, appearing to read "David Peterson". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

David Peterson

From: Mgbrock1730@aol.com

PostedDate: 05/12/2005 05:49:40 PM

Subject: long beach airport

SendTo: airporteir@longbeach.gov

I support the renovation of the Long Beach Airport. Our city deserves to show off well to everyone coming into the airport. As someone who flies alot there are much smaller cities in the US which have wonderful airports. MGBrock1730@aol.com Marilyn G. Brock, Long Beach resident

May 12, 2005

Ms. Angela Reynolds
Environmental Officer Planning & Building
333 W. Ocean Blvd.
Long Beach, CA 90802

Dear Ms. Reynolds:

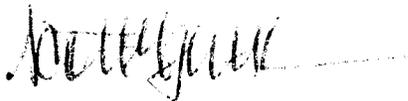
I am a homeowner in the Los Altos area of Long Beach, a long-time resident of our fine City of Long Beach, and a user of the Long Beach Municipal Airport. It is a joy to fly in and out of our airport, but a disgrace to walk through the terminal.

As a businessman, I understand how important LGB is to the economy of our city. Not only does the airport itself bring in revenue and jobs for our community, it is the gateway for many business people to visit our city, stay in our hotels, eat at our restaurants and shop in our stores.

I am affected by the noise of the airport, so I am very much opposed to changing anything about the existing noise regulations or increasing the number of flights landing and taking off daily. With that said, I am 100% in favor of improving/up-grading the terminal and associated security and baggage functions. We spend so much taxpayer money on our coastline, but we fail to fix the portal which brings people to our coastline.

The proposed changes will have absolutely no more of an impact on residents in Long Beach than currently exist now. On the plus side, we will have a safe and beautiful terminal that we can be proud to have new visitors to our city patronize.

Thank you for your time and consideration.



Scott G. Juhl
2909 Knoxville Ave.
Long Beach, CA 90815

home: (562) 421-1331
mobile (310) 404-5134

PostedDate: 05/13/2005 01:35:44 PM
From: "Helen Manning-Brown" <helenmb@verizon.net>
Subject: NOP
SendTo: <airporteir@longbeach.gov>
ReplyTo: <helenmb@verizon.net>

May 6, 2005

Angela Reynolds, Environmental Officer
Planning & Building
333 W. Ocean Blvd.
Long Beach, CA 90802
airporteir@longbeach.gov

RE: Response to the NOP

Dear Ms. Reynolds:

I am requesting a full EIR report on the impact of the terminal expansion. The expansion of the airport terminal is not just an unconnected set of buildings being built in a vacuum, but buildings that will have long-term effects on the potential growth of the airport and surrounding communities. Because of this, I believe the EIR should include:

Environmental and health risk assessment of air quality (AQMD and California Air Resources Board have both released reports pinpointing the area surrounding the Long Beach airport as having among the highest long term cancer risk from airborne toxics in the L.A. Basin), the effect of toxic air contaminants including diesel particulate matter and cardiovascular health effects of fine and ultrafine particles from increased ground support and construction equipment, increased diesel fuel in ground water, as well as jet fuel and methane (cumulative effects) distributed to terminal gates.

EPA non-attainment status (have not attained new health standards for fine particulate matter (PM 2.5) - L.A. County has been designated non-attainment status by the EPA. The legal and economic consequences of increased construction should be assessed regarding the increase of emissions of such particles.

Assessment of the potential for long-term airport growth and those impacts (maximum utilization potential) including increased motor vehicle use from service operations, increased motor vehicle traffic from increased parking availability, the association between increased traffic and asthma symptoms, and increased congestion around the airport. Although the proposed project does not add any flights at this time, upgrading the facilities creates the potential for more flights and this needs to be considered.

A cumulative impact report to include the ports, freeways, local refineries, and the airport.
Economic impact to include impacted property values, potential loss of property tax revenues, and the economic impact of tourists and businesses spending their money in less polluted cities,
Assessment of effects of noise pollution using a study based on current airport usage on physiological and psychological hazards. Compliance with CEQA document review - projects with potentially significant adverse environmental impacts require this evaluation of mobile and stationary emissions.

Sincerely,
Helen Manning-Brown
3640 Walnut Avenue
Long Beach, CA 90807
562/424-3417

From: "Sue Lavia" <mlavia1@charter.net>
SendTo: <airporteir@longbeach.gov>
CopyTo: <district4@ci.long-beach.ca.us>
Subject: Airport EIR Negative Impact Statement
PostedDate: 05/14/2005 11:28:09 AM

Ms. Angela Reynolds, Environmental Officer:

We would like to comment on the following Focus Areas of the Airport EIR.

Traffic-The proposal does not address traffic on the 405. There is a unusually long off-ramp at Lakewood Blvd. Congestion at the LGB off-ramps will affect the entire freeway system.

Hazardous Materials and Public Safety (two focus areas)- There should be an indication in the EIR that a major disaster is considered as an anticipated impact, separate from existing disaster preparedness. It should include search and rescue procedures for the schools, parks, and private homes that will be impacted by the fuel storage and other unusual hazardous materials that will compound a plane crash or attack at the airport.

Noise- (note-As the 9th Circuit judge wrote, annoyance and disturbance can be as detrimental or worse than a simple noise level measurement.)

Out and about, in a car in airport-area traffic or outdoor venues, commercial jets can barely be heard and/or the noise is a flash. Standing in a parking lot at Clark and Willow the noise is loud but over very fast.

It is dramatically different at our 1946-built "not-under-the-flight-path" house that is sited so that our family room, bedrooms, and home business office (one of us telecommutes for a major corporation), are parallel to the path of arriving commercial flights. We have a long "noise window" from Atherton at the Pyramid, Bellflower and Stearns (Los Altos Market Center), Los Altos Park, to Clark and Willow (405). Yet, this type of disturbance will not be included in the monitoring of noise, therefore, the negative impact will be unevenly measured.

Human Health- About a dozen years ago one of us developed a hacking cough that remains a chronic condition. The doctor called it an asthmatic cough although there is no diagnosis of asthma. The medication available to help control it can cause a rise in blood pressure. There is no family history of breathing, lung, or related problems. We cannot be self-reliant, self-mitigating (?) citizens when full information and known consequences are withheld by the government from the general public.

The psychological aspect of commercial airline flights and noise is ignored in the EIR. When we go out we are in an alert or defensive mode. In our homes and backyards we need relief from public life. In the last 30 years of commercial flights at Long Beach Airport there were only about three years of 41 or so flights per day. For at least 25-27 years the number didn't exceed 12 to 20 flights. The sudden unforeseen doubling of flights is a shock to the physical and mental processes of people in the area. Three years ago new homebuyers who checked with the Long Beach Airport were told there were no plans for an increase in commercial flights. The hostile and insulting campaign against homeowners in the Long Beach Airport neighborhoods by government agencies and institutions is a major health hazard in itself.

Michael and Susan Lavia, residents
5320 Abbeyfield Street

SendTo: airpoteir@longbeach.gov
From: Meg Crabtree <meg.crabtree@designory.com>
Subject: Comments on NOP, EIR Scoping
PostedDate: 05/16/2005 02:25:38 PM

May 16, 2005

From:

Jim Hannigan
Meg Crabtree
3732 Elm Ave
Long Beach CA 90807

To:

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Boulevard
Long Beach CA 90802

Dear Ms Reynolds

We are homeowners and residents of Bixby Knolls and follow issues related to the Long Beach Airport with considerable interest.

We view with disappointment the polarization and controversy that has become attached to what would seem a straightforward project to modestly improve and upgrade the Airport Terminal.

Although both friends and foes of the project profess to accept the fact that none of the proposed Terminal Improvements alternatives will have any impact whatever on noise, it is our opinion that opposition to the project rests in large part on the belief that any improvements to the airport, of any sort, will lead to or at least enable a greater number of flights, and increased noise.

With noise issues excluded (appropriately) from the EIR, we would hope that all stakeholders can accept that while the EIR analysis of Air Quality and Health Risk, Hazardous Materials, Land Use, and Surface Transportation impacts will include background and context data, the purpose of the EIR is to inform on the impact of the Terminal Improvements project. As such, analysis has to be limited to the impacts of the project in question, and thus can not and will not be an assessment of the environmental impact of the Airport as a whole.

Our main local environmental concern is air quality. While the Long Beach Airport and especially an improved Terminal at the Airport may not rank above the 710 and 405 freeways, the Port of Long Beach, the Wilmington and Carson refineries nor even local surface street traffic as a source of air pollution affecting our neighborhood, air pollution from the airport and terminal operations is significant and efforts should be made to reduce or mitigate those emissions and impacts.

We would suggest that any Terminal Improvements project:

1) Incorporate infrastructure to supply electrical power and provide connection devices to each of the terminal aircraft parking locations including any future commuter aircraft parking locations, to reduce or eliminate the operation of aircraft Auxiliary Power Units and diesel generator carts while aircraft are parked at the terminal.

2) Incorporate infrastructure to supply electrical power, charging devices and parking to support the charging of battery electric ramp service equipment (Aircraft tugs, Baggage cart tugs, etc.), as at Burbank Airport, and require that the Airport adopt policies that to the maximum extent possible mandate the use of battery electric powered ramp service equipment.

3) Incorporate Infrastructure and/or require the development of policies and procedures to support Compressed Natural Gas powered ramp service equipment (Fuel, Catering, and Sanitation trucks, etc.) if such equipment can not feasibly use battery electric power and also require that the Airport adopt policies that to the maximum extent possible mandate the use of CNG powered ramp service equipment when battery electric is not feasible.

4) Require that the Airport develop policies and procedures to mandate or at a minimum provide incentives for Battery Electric, CNG or other alternative fueled low emissions Hotel and Car Rental Shuttles, as well as Taxis serving the Airport. Also develop and implement policies to limit vehicle idling at Shuttle and Taxi stands, and by the public in proximity to the terminal (perhaps by providing convenient so-called cell phone lots for pick up and drop off).

5) Incorporate infrastructure and require the Airport to develop policies and procedures to mandate or at a minimum provide incentives for Battery Electric, CNG or Hybrid and other low emissions vehicles in any rental car fleets based at the Airport.

6) Incorporate infrastructure, signage and facilities to facilitate convenient access to and from the Airport via public transit.

7) Incorporate infrastructure to supply electrical power, provide charging devices and dedicated parking spaces to support privately owned battery electric vehicles.

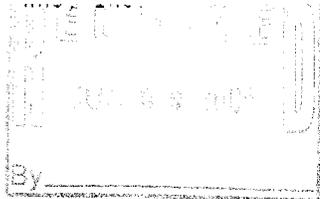
In addition, though not directly related to local air quality, we would strongly suggest that the proposed Terminal facilities include Photovoltaic (solar) electrical generation to reduce electrical consumption to the maximum extent feasible.

We would like to see resource conservation, energy efficiency and overall environmental sensitivity be major and highly public priorities through all phases of the Terminal Improvement project. Long Beach is fortunate to have more stringent Airport Noise Limitations and monitoring than the rest of the country. Long Beach Airport should be a national leader in other areas of environmental policy as well.

Thank you for your attention

Sincerely,

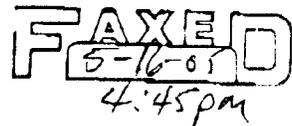
Jim Hannigan
Meg Crabtree



Submitted May 16, 2005

To: Ms. Angela Reynolds, Advance, Community & Environmental Planning Officer
Planning and Building
City of Long Beach
333 West Ocean Blvd.
Long Beach, CA 90802

FAX (562) 570-6068



Thank you for the opportunity to provide comments on the record for what should be included in the scope of the Airport Terminal Area Improvements EIR.

I. THE PROJECT DEFINITION AND ITS ALTERNATIVES

The project and alternatives must clearly be defined in the EIR (like the number of parking spaces, building square footage, phasing and location). These details should **not** be postponed to a future time. CEQA requires that the EIR consider the *potential* impacts of a project.

Since the proposed improvements will result in accommodating more passengers and flights than the current condition, the EIR must evaluate the environmental impacts associated with the additional capacity potential that will be created. The maximum capacity must be evaluated. The project study area must not be limited to the airport and immediate adjacent areas but include those areas currently within the air quality and noise monitoring stations in Long Beach.

The NOP states that the EIR will address the impacts resulting from up to (52) commercial flights and (25) commuter flights (max. reasonable flight level) and 3.8 million annual passengers.

The EIR must clearly state that any increases in flights or passengers above these levels must be addressed in subsequent environmental documents.

The NOP further states that proposed construction and operation may be completed in phases. The EIR should provide an estimated timeline. If future phases were to be delayed, the environmental assessment may no longer be valid, particularly as it pertains to cumulative impacts.

II. CUMULATIVE IMPACTS

CEQA is very clear that projects must be evaluated for both the project-specific *and* cumulative impacts. The Airport, it seems, has inappropriately approved projects on an incremental basis, such as the recent approval of the temporary terminal facilities (with a negative declaration). This incremental project-by-project approach circumvents both the spirit and the intent of CEQA to provide full disclosure, opportunity for public input, and informed decision making with appropriate mitigations.

The EIR should address not only (52) commercial flights and (25) commuter flights but include the cumulative impact of flights of private aircraft. A recent LA Times article, dated May 11, 2005, stated that Long Beach Airport is one of the busiest for private aircraft.

The EIR *must* present a detailed list of related projects both current and proposed, including not only the Douglas Park proposal but other proposed commercial, residential, and industrial developments such as those in surrounding areas, including Lakewood. Particularly as it pertains to air quality, noise, and traffic cumulative impacts, analyses must also include proposed LB Port expansion and I-710 expansion. *Mitigation for those cumulative impacts must also be contained in the EIR.*

III. ANALYSES IN THE EIR

We disagree with the conclusion in the NOP and Initial Study that the following areas would not have potentially significant impacts. The EIR should address the following items from the initial study checklist:

I. Create a new source of substantial light or glare.

The recent approval of Douglas Park project will place residents and businesses in close proximity to the airport. As such, the impact of light and glare and visual aesthetics should be included in the EIR analyses.

III. Air Quality.

Potentially significant air quality impacts will not be limited to construction. The NOP stated that the project includes 11 additional commercial and 25 commuter flights. With the worst air quality in the nation (the only one deemed to be extreme), and in light of recent study results of poor air quality and significant health risk exposures in Long Beach, the EIR must address the operational impacts from these increased flights as well as the other projects in both the project-specific and the cumulative impact analyses.

1.1 Additional air quality monitoring is essential. There is only one SCAQMD monitoring station in Long Beach, and this is insufficient to adequately evaluate the increased air quality impacts.

1.2 The Health Risk Assessment should include all potential exposure pathways and not limited to air quality. For example, as acknowledged in the NOP and Initial Study, excavation/subsurface work will occur. It is likely that hazardous waste contamination will be encountered during construction, as well as increased volumes of hazardous materials that will be generated during both construction and operation. Onsite sampling (Phase II) to determine the extent of hazardous waste contamination should be conducted, and the results included in the Health Risk Assessment.

1.3 Further, the Health Risk Assessment should be comprehensive and based upon appropriate protocols approved by DTSC and CRWCB, as well as CARB and SCAQMD. Impacts should not only be to schools but to other sensitive receptors including younger non school age children and the elderly.

IV. Biological Resources

Environmental impacts of 35 additional flights may increase impacts to birds particularly to raptors and passerines species.

VI. Geology and Soils

Construction of a new parking lot and other facilities and the projected increase of nearly one million new passengers and new employees from the increased flights and concessions will increase the potential exposure to earthquakes and should be addressed in the EIR.

VII. Hazards and Hazardous Materials

The Initial Study states that there is a potentially significant impact involving hazardous materials. In addition to a records search, Phase II with onsite soil and groundwater sampling should be conducted.

Since airports are known targets for terrorist attacks and other security breaches, the hazardous materials exposure assessment should include what might occur in the event of such attack ("reasonable worst case scenario"), including both onsite airport and in air incidents. The EIR must analyze the air traffic safety issues. With (36) additional flights than currently exists today (as stated in the NOP), coupled with the private aircraft and increased aircraft parking spaces and gates and nearly one million additional passengers, the EIR must address the increased safety risk to workers and residents in the project area. Any revisions to the emergency response plan should also be included in the EIR.

VIII. Hydrology and Water Quality

The NOP states that the proposed project will increase the paved areas, construct new facilities and involve excavation. As such, impacts to storm water runoff will occur. In light of the new and proposed new regulations (TMDL and BMP), storm water impacts need to be discussed.

IX. Land Use and Planning

The proposed project will include potential changes not only onsite but will likely impact offsite land use patterns from additional flights, new exposures, additional passengers, etc. Potential impacts of decreased land values and increased health costs should be included.

XII. Noise

The noise analysis should include the cumulative exposures from the 52 commercial, 25 commuter and any private and military flights. **Additional noise increments beyond the "noise bucket" should be included in the analysis since the noise ordinance is regularly violated.**

Other new noise sources will result from increased traffic. The noise analysis should evaluate not only the number and types of aircraft but the varying noise exposures due to the height that the aircraft are flying and the amount of throttle that is applied.

XII. Population and Housing

The nearly one million (800,000) additional passengers and employees from the expanded concessions will impact the population and be growth inducing and needs to be included in the EIR.

XIII. Public Services

The proposed improvements will increase the demand for increased fire and police services and other public services such as off airport site street maintenance.

XV. Transportation

The cumulative traffic impacts from the airport improvements /expansion and adjacent current and proposed projects such as Douglas Park project needs to be evaluated including decreases to levels of service at key intersections.

XVI. Utilities

As presented by the airline representatives at the scoping hearings, there will be a need for additional electrical power.

Mandatory Findings of Significance

The Initial Study indicates that the findings are "less than significant". Until the evaluations are completed, especially for cumulative impacts, such a finding seems to be unfounded.

IV. TECHNICAL STUDIES

Additional technical studies and analyses for both the project and the cumulative impacts are required to be included in the EIR.

These studies include but are not limited to:

1. Updated information such as noise, traffic, flights, and other baselines. *Information such as that presented in the 1986 EIR is outdated and cannot be relied upon.* The scope of study must be expanded to include all impacted areas, not just those areas "in the vicinity of the airport".
2. Updated air pollution data including those recently released by SCAQMD and ARB pertaining to both the Long Beach area and as pertains to airport pollution. In addition to the traditional pollutants (NOx, Sox, CO, CO2, PM10, etc.), studies must include PM2.5 and diesel, and other currently recognized air toxics. This information should also be included in any health risk assessment.
3. A health risk assessment, as was recently completed for LAX.
4. A detailed evaluation of hazardous waste contamination with both surface and subsurface sampling, including a proposed remediation plan.
5. A risk and safety impact study, due to the terminal expansion and the increased potential for collision and upset due to the potential for additional flights.
6. A socioeconomic study, looking at the potential impacts of blight and the resulting reduced property values, especially for residential property adjacent to the airport and under the flight path.

V. MITIGATION MEASURES

CEQA requires that *all* reasonable mitigation measures be identified for both project-specific and cumulative effects. These measures should be real, enforceable, and the responsible party identified. ***Standard conditions of approval are insufficient.***

The EIR should present the state of current noise levels, including current violations and exceedances of the Noise Ordinance, and mitigations that are available to mitigate the exceedances. Mitigations should include but not be limited to:

- Utilization of the full length of the runway
- Increased mandatory take-off angles and altitudes
- Additional noise monitoring stations
- Cleaner, quieter aircraft deployed to Long Beach fleet

A detailed mitigation monitoring plan that includes the responsible party for implementation of the mitigation should be included in the draft EIR.

VI. GROWTH-INDUCING IMPACT

An increase in airport capacity through Airport Terminal Area Improvements, *will* grow the number of retail and commercial establishments and activities in the area, along with increased car and truck trips, air pollution and other impacts that that growth will cause.

Under CEQA, an Environmental Impact Report (EIR) must identify and evaluate *potential* growth inducing impacts of proposed projects and identify ways in which the proposed project could foster economic or population growth, either directly or indirectly in the surrounding environment. Furthermore, CEQA requires an analysis of the project characteristics that could facilitate and encourage other activities, which could affect the environment either individually or cumulatively.

Thank you for this opportunity to provide these comments. We look forward to an EIR that will fully evaluate all the potential impacts of this very important project.



Craig M. Carter
4281 Country Club Dr.
Long Beach, CA 90807

P.S.

I am requesting that I be included in your mailing list and that I receive copies of all airport-related public notices and documents, including the draft and final EIRs. Thank you.

Ms. Shirley L. Ranaldi
4700 Clair Del Ave Apt 522
Long Beach, CA 90807-5585



TO: Angela Reynolds,
Environmental Officer, Planning
and Building, City of Long
Beach, 333 W. Ocean Blvd., Long
Beach, 90802.

10802/4664



EXPAND LONG BEACH AIRPORT, IF YOU WANT THE
REST OF THE CITY'S DOWNTOWN TO SURVIVE WITH
CONVENTIONS, TOURISTS, BUSINESS PEOPLE, THE
WAY IT LOOKS NOW IS LIKE WE DON'T KNOW WHAT
THE HELL WE ARE DOING! WE CAN DO THIS & PROTECT THE
CITY'S NOISE ORDINANCE, WHICH LIMITS THE
NUMBER OF FLIGHTS; TURN THE CRAMPED AND
DECREPIT OLD FACILITIES INTO A SMALL BUT ADE-
QUATE JEWEL OF A MUNICIPAL AIRPORT; FINANCE
THE IMPROVEMENTS FROM AIRPORT REVENUES,
NOT THE GENERAL FUND. *RESS 12/28/85*

DO WHAT'S GOOD FOR
DET BLUE & THE OTHER
AIRLINES KIND ENOUGH
TO PUT UP WITH THE
AMATEURS RUNNING OUR
CITY, HONOR OUR COMMITMENT TO DET BLUE, LISTEN TO
MR. KRAFT, THE AIRPORT MANAGER, LISTEN TO THE PILOTS!
THE NIMBYS ARE THE TIL WAGGING THE DOX - THE MAD-
DORITY OF USERS, THE BUSINESS PEOPLE, THE TRAVELERS,
MUST COME FIRST!
Shirley L. Ranaldi

To Whom It May Concern:

I have never given any comments before but, the subject involved is something that I had to get involved with.

I live in an area where the planes fly over head and it never bothered me. In fact when I don't hear the planes I sort of miss them.

I have been flying with Jetblue since its inception and the idea of flying out of Long Beach was a joy to me since the airport is only about 10 minutes from my house. But, this past winter when we had all this rain I found that coming and going was rather difficult as climbing the stairs to the plane was simply a hazard as I felt that one slip down those stairs would put me in the hospital. All along I said to friends why can't they upgrade this airport as its becoming very important to us .

Why can't people understand that the word expansion doesn't mean more expansion of the planes flights.. It refers to expanding the building so that it brings confort to people who fly whether it be business or people going on vacation.

The Press-Telgram had a picture which is enclosed and the man that I circled seems so bitter about whats going on. Maybe these people never learned to read the articles correctly. In simple terms it's the building only that's going to be expanded and not flights of the planes..

I hope that this matter gets settled soon.

Sincerely,
Mrs Rhoda Hoffenberg

715 N Vanat Cir
L.B. 90805



Garth Steever, left, and John Newell were among the small crowd attending a meeting on the Long Beach Airport's Environmental Impact Report Thursday.

Carl Hidalgo / For the Press-Telegram

**2003 Notice of Preparation
and
Responses to Notice of Preparation**

NOTICE OF PREPARATION AND SCOPING

Date: September 22, 2003

Project Title: Long Beach Airport Terminal Area Improvements

Project Proponent/Lead Agency: City of Long Beach

The City of Long Beach ("City") has determined that it will, acting as a Responsible Agency, prepare an Environmental Impact Report (EIR) for development of terminal improvements at Long Beach Airport ("LGB") (the "project" or the "proposed project"). The proposed project is described more specifically below.

An initial study has been prepared and is attached to this notice. The City is the lead agency for the project and will prepare the EIR under the terms and requirements of the California Environmental Quality Act (CEQA) and the implementing "guidelines" ("Guidelines").

The purpose of this notice is: (1) to serve as the Notice of Preparation to potential "Responsible Agencies" required by section 15082 of the CEQA Guidelines; and (2) to advise and solicit comments and suggestions regarding the preparation of the EIR, environmental issues to be addressed in the EIR, and any related issues, from interested parties other than potential "Responsible Agencies," including interested or affected members of the public. The City requests that any potential Responsible or Trustee Agency responding to this notice respond in a manner consistent with Guidelines section 15082(b).

Pursuant to CEQA section 21080.4, Responsible Agencies must submit any comments in response to this notice not later than 30 days after receipt. The City will accept comments from others regarding this notice through the close of business, October 22, 2003.

ALL COMMENTS OR OTHER RESPONSES TO THIS NOTICE SHOULD BE SUBMITTED IN WRITING TO:

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

IN ADDITION, the City will accept responses to this notice by e-mail received through the close of business, October 23, 2003, if the comments: (1) contain less than 500 words; **and** (2) the e-mail comments do not contain any attachments. Any comments or responses to this notice containing more than 500 words, or which are accompanied by **any** attachments, must be delivered in writing to the address specified above, or they will not be considered as a valid response to this notice.

E-mail responses to this notice may be sent to: airporteir@longbeach.gov The web site contains directions on how to leave the e-mail response.

Public Scoping meetings for the Airport Terminal Improvement Project will be held on October 11 and 16, 2003. The meetings will be held in the Energy Department Auditorium, located at 2400 Spring Street, Long Beach. The meeting on Saturday, October 11 will be held from 10:00 a.m. to 1:00 p.m. The Thursday, October 16 meeting will be held from 6:00 p.m. to 9:00 p.m. The purpose of the scoping meetings is to obtain input from the public on the issues

to be addressed in the Environmental Impact Report. The technical studies have not been completed; therefore, no technical data will be available for distribution at the meeting. A brief presentation on the project will be provided at the beginning of the meeting. After which the representatives of the consultant team will be available to listen to concerns of the community. There will also be the opportunity to provide formal comments at the meeting either in writing or to a stenographer, who will prepare a transcript of the meeting.

Glossary¹ and Acronym List

GLOSSARY

Air Carrier – A scheduled carrier, certificated under FAR Parts 121, 125, or 135, operating aircraft having a certificated maximum takeoff weight of seventy-five thousand (75,000) pounds or more, transporting passengers or cargo.

California Noise Standards – The Noise Standards for California Airports, as set forth in 21 California Code of Regulations, Section 5000, et seq. Unless otherwise stated, the terms used in this Chapter shall have the same meanings as set forth in the Noise Standards.

Charter operation – A revenue producing takeoff or landing, operated by a person or entity that is neither an Air Carrier nor a Commuter Carrier, using an aircraft having a certificated maximum takeoff weight of seventy-five thousand pounds or more and transporting passengers or cargo.

Commuter and commuter carrier – A scheduled carrier, certificated under FAR Part 121 or 135, operating aircraft having a certificated maximum takeoff weight less than seventy-five thousand pounds and transporting passengers or cargo.

Flight – One arrival and one departure by an aircraft.

Freight – Goods to be sent as air cargo.

General aviation – Aviation activity other than operations by Air Carriers, Commuter Carriers, Industrial operators, Charter operators, and public aircraft.

Industrial Operation – One takeoff or one landing of an aircraft over seventy-five thousand pounds maximum certificated gross takeoff weight for purposes of production, testing, remanufacturing, or delivery by or under the control of a manufacturer based at the Long Beach Airport. This definition does not include flights into or out of Long Beach for purposes of maintenance, retrofit, or repair.

Operation – A takeoff or a landing of an aircraft at the Long Beach Airport.

ACRONYM LIST

ANCA	Airport Noise and Capacity Act
ANOMS	Airport Noise and Operations Monitoring System
ATSA	Aviation and Transportation Security Act
BMPs	Best Management Practices
CEQA	California Environmental Quality Act
CDMG	California Division of Mines and Geology
CNEL	Community Noise Equivalent Level
EDS	Explosives Detection System
EIR	Environmental Impact Report
ETD	Explosives Trace Detection

¹ Definitions, with the exception of freight, are from the adopted Noise Ordinance – Chapter 16.43 of the Municipal Code

FAA	Federal Aviation Administration
GANC	General Aviation Noise Committee
LGB	Long Beach Airport
MAP	Million Annual Passengers
ND	Negative Declaration
NPDES	National Pollutant Discharge Elimination System
RON	Remaining Overnight
SEIR	Supplemental Environmental Impact Report
SENEL	Single Event Noise Exposure Limits
TSA	Transportation Security Administration

1.0 Project Location

The project would be implemented at Long Beach Airport (LGB) in the City of Long Beach, Los Angeles County. LGB is located on approximately 1,166 acres in central Long Beach. The street address for the airport is 4100 East Donald Douglas Drive, Long Beach, California. Aviation activities are located just north of Interstate-405 (I-405) and generally bound by Cherry Avenue to the west, City of Lakewood and the future Boeing PacificCenter project to the north, and Lakewood Boulevard to the east. A regional vicinity map and a site location map are provided as Exhibits 1 and 2, respectively.

2.0 Project Setting

2.1 Physical Setting

Presently, LGB covers 1,166 acres and has five runways, the longest being 10,000 feet. The airport serves commercial carriers, general aviation, and air cargo. The area surrounding the airport is generally urban in character. The layout of the existing facilities in the terminal area is provided in Exhibit 3.

Surrounding uses include existing Boeing property and industrial uses in City of Lakewood to the north. A reuse plan has been submitted to the City for a portion of the Boeing property. That plan, known as the Boeing PacificCenter, would be a 260-acre mixed-use development. The Skylinks Golf Course and the Airport Business Park are located to the east, and industrial and commercial uses to the south and west. I-405 and several arterials surround the airport; however, public access to the terminal area is gained only from Lakewood Boulevard on the east side of the airport.

In 1941, the existing airport terminal was built to serve commercial carrier passengers. In 1984, a new concourse area and pre-boarding lounge were constructed immediately south of the existing terminal building. The 1984 improvements provided capacity for the City's 15 daily flights, better accessibility for patrons with disabilities, improved mobility in the passenger screening process, and improved ticketing and check-in processing of airport users.

Between August 2001 and 2003, the number of passengers has increased from 600,000 annual passengers to almost 3,000,000 annual passengers. The facilities were not adequate to accommodate this level of increased number of passengers. To help accommodate the growth, the Airport constructed two temporary holdrooms, temporary remote parking, and a new baggage claim area.

Transportation Security Administration (TSA) started operations at LGB in October 2002 with the screening of passengers. On January 1, 2003, TSA initiated the screening of baggage at the airport. They currently have 134 employees working at the airport screening luggage and passengers. They currently have 10 Explosives Trace Detection (ETD) machines at the airport for screening luggage and six stations for screening passengers.

2.2 Regulatory Setting

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



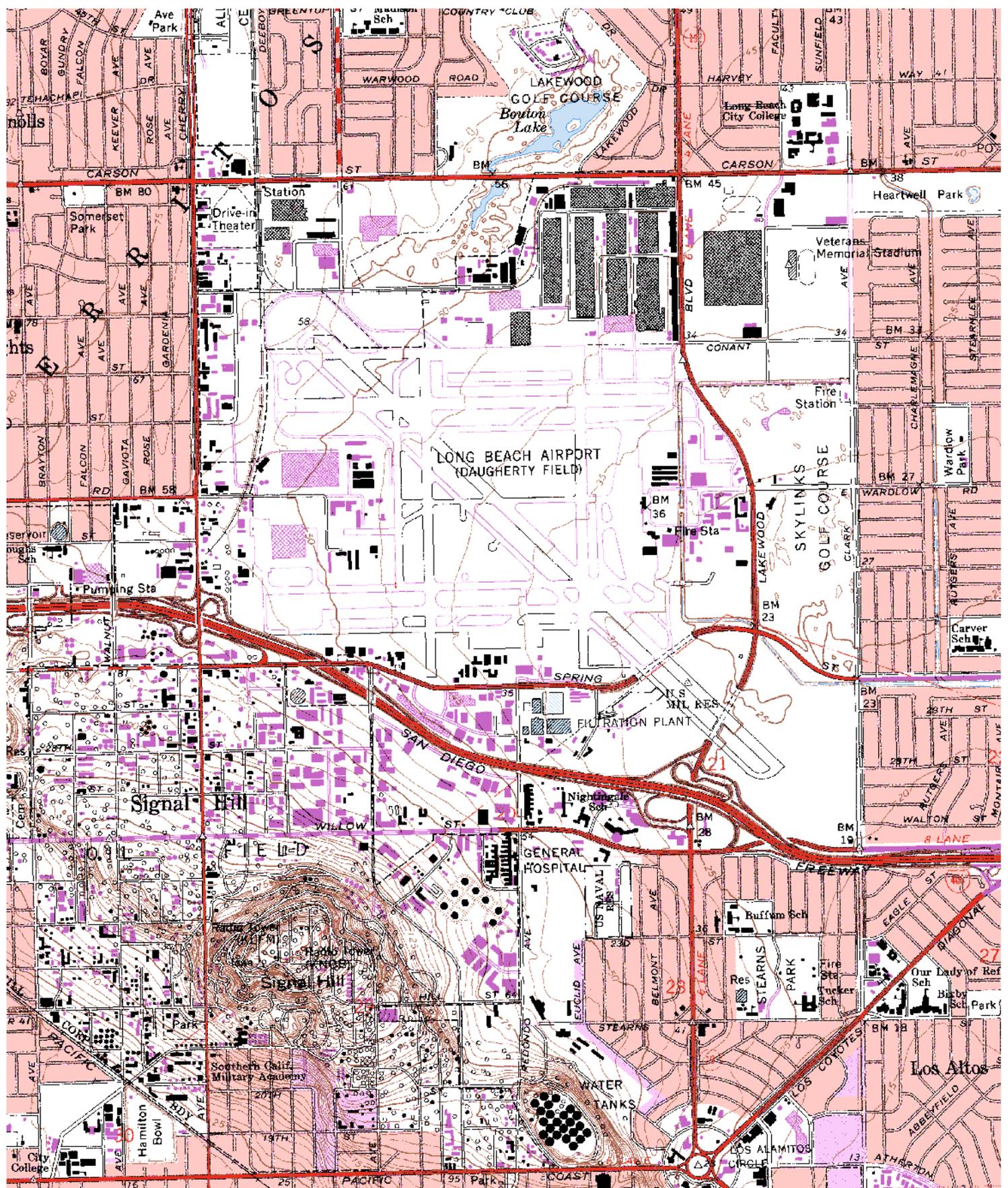
Regional Location

Long Beach Airport Terminal Improvements Project

Exhibit 1



Bonterra
CONSULTING



Source: USGS 7.5 Minute Long Beach Quadrangle, 1964

Local Vicinity
Long Beach Airport Terminal Improvements Project

Exhibit 2



Bonterra
 CONSULTING

S:/GIS_Exhibits/LBJ001_LV_082503.pdf

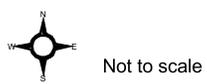


Source: City of Long Beach

Existing Terminal Area Facilities

Long Beach Airport Terminal Improvements Project

Exhibit 3



Federal Aviation Administration (FAA) regulations. The task force recommended allowing air carrier flights to increase to 41 daily flights provided certain noise limits could be met.

In 1986, the City adopted a second noise ordinance that established noise limits and restricted the number of air carrier operations to 32 flights per day². The federal court rejected this ordinance, finding that the limitation on the number of flights was too restrictive. The federal court ultimately ordered the City to permit a minimum of 41 commercial air carrier flights per day. The City appealed the federal court's order; however, in January 1992, the Ninth Circuit Court of Appeals upheld the trial court's decision.

In an effort to resolve the protracted litigation, the City and the airlines entered into a stipulated settlement agreement. In February 1995, the City of Long Beach City Council certified Negative Declaration (ND-19-94), which analyzed the proposed settlement of long-standing airport noise litigation between the City of Long Beach and a number of air carriers and other users of the Long Beach Municipal Airport titled *Alaska Airlines et al v. City of Long Beach*. Under the settlement, the City Council would adopt a new Airport Noise Compatibility Ordinance (see Section 2.4 for a summary of the settlement provisions). For the period from adoption of the new Ordinance through 2001, no party to the settlement would be allowed to challenge the ordinance, and the City would not be allowed to amend the Ordinance so as to make it more restrictive on aircraft operations. The court approved the settlement and entered a final judgment on June 13, 1995.

As a result of the settlement, the City was permitted to enact Chapter 16.43 of the Municipal Code. Chapter 16.43 permits air carriers to operate a minimum of 41 airline flights per day while commuter carriers are permitted to operate a minimum of 25 flights per day. There are provisions in the ordinance allowing the number of flights to be increased if the air carrier flights and commuter flights operate below their respective Community Noise Equivalent Level (CNEL) limits³.

In 1990, while the City's appeal to the Ninth Circuit Court of Appeals was pending, Congress passed the *Airport Noise and Capacity Act* (ANCA), which limited an airport operator's right to control Stage 3 aircraft⁴. ANCA's specific objective was to stop local municipalities from imposing new restrictions on aircraft operations without complying with significant procedural requirements and obtaining federal approval. Included within the ANCA legislation is a "grandfather" provision which permits LGB to continue to enforce the flight and noise restriction that are contained in the Noise Compatibility Ordinance (Chapter 16.43). In May 2003, the FAA reaffirmed the "grandfather" status of the Noise Compatibility Ordinance under ANCA.

2.3 Transportation Security Administration

On November 19, 2001, the President of the United States signed into law the Aviation and Transportation Security Act (ATSA) which, among other things, established the new TSA within the Department of Transportation. This Act established a series of challenging but critically important milestones toward achieving a secure air travel system.

The TSA is directly responsible for developing increased air travel security programs. They have developed enhanced screening procedures at airports across the country. For example,

² To provide CEQA compliance for the noise ordinance, the City of Long Beach certified the Final Environmental Impact Report (E-45-85/ERR-82-85) for the Airport Noise Compatibility Program FAR Part 150 Study at Long Beach Airport (SCH No. 86012911).

³ The Noise Compatibility Ordinance can be viewed at the airport web site at www.lgb.org.

⁴ A "Stage 3 airplane" means an airplane that has been shown to comply with Stage 3 noise levels prescribed in FAR Part 36, Appendix C.

each passenger must go through two stages of screening known as baggage checkpoints and passenger checkpoints, described below. Some passengers may go through an additional stage of screening, gate screening.

As of January 1, 2003, TSA began screening 100 percent of checked baggage at all 429 commercial airports across the United States. Several methods are being used to screen 100 percent of checked baggage. The most common methods involve electronic screening either by an Explosives Detection System (EDS) or ETD device. The EDS machines are the large machines that can be over 20 feet long and weigh up three tons.

The passenger checkpoint includes three primary steps: (1) all carry-on baggage must be placed on the belt of the X-ray machine; and (2) all passengers must walk through a metal detector. If an alarm is set off, the passenger will undergo a secondary screening; and (3) secondary screening includes a hand-wand inspection in conjunction with a pat-down inspection.

The ultimate goal of the Transportation Security Administration is to create an atmosphere that aligns with the passenger's need to be secure while ensuring freedom of movement for people and commerce. Their mission is to protect our nation's transportation systems – aviation, waterways, rails, highways, and public transit.

2.4 Summary of the Principal Terms of the Existing Settlement Stipulation

The settlement agreement provisions were incorporated into the City's Noise Compatibility Ordinance. The Ordinance is grandfathered under the 1991 federal ANCA. The principal terms of the settlement reached in May 1995 and approved in June 1995 by Federal District Court, include:

1. Minimum flight activity of 41 daily airline flights and 25 daily commuter flights, assumed to be all Stage 3 aircraft;
2. Flight activity limits can only be exceeded if City determines that flights can be added without airlines or commuters exceeding their allocated portion of Community Noise Equivalent Level (CNEL) noise budget based on baseline year of 1989 to 1990;
3. General aviation, charter, and manufacturing operations must stay within their portion of the baseline year CNEL budget;
4. Single Event Noise Exposure Limits (SENEL) at the 18 monitor Airport Noise and Operations Monitoring System (ANOMS) that provide flight tracking capability with a 99 percent current violation identification rate;
5. SENEL limits are more stringent during 6:00 a.m. to 7:00a.m., 10:00 p.m. to 11:00 p.m., and very stringent during 11:00 p.m. to 6:00 a.m.;
6. Limitations on hours of training and run ups, including early curtailment on weekends and holidays, and all but one runway closed during late night hours;
7. General Aviation Noise Committee (GANC) formed to monitor and manage the general aviation noise budget;
8. Noise abatement program with a multi-step violation process that includes notifications, noise abatement plans, administrative penalties and possible criminal prosecution; and

9. Pilot education programs and process created.

3.0 Description of the Proposed Project

3.1 Physical Improvements

The proposed project provides improvements to the existing terminal facilities consistent with the noise budget and flight stipulations set forth in the 1995 Settlement Agreement. In order to provide the decision makers and the public with information useful in considering the policy and environmental ramifications of a possible terminal improvement project, the City intends to prepare a project level EIR to analyze the project. The proposed project includes construction/alteration to the five areas listed and described below:

- South Holdroom, Security Screening Areas, Concession Area/Restrooms and Baggage Claim Area
- Parking Structures and Parking Lots
- North Holdroom, Security Screening Area, Concession Area/Restrooms and Baggage Claim Area
- Traffic and Pedestrian Circulation
- Air Carrier Ramp Parking

The anticipated improvements are described below in more detail; however, during final design, the precise size and configuration of the proposed improvements may vary to ensure compliance with the applicable fire and building codes and with refinement of planning data. The terminal improvements are being designed to accommodate the 41 airline flights and 25 commuter flights, passengers associated with those flights, and security requirements imposed by TSA. This flight level is anticipated to result in approximately 3.8 million annual passengers (MAP) being served at LGB.

Holdroom, Security Screening Area and Baggage Claim Area Improvements

The improvements to the holdroom, security screening, and baggage claim areas listed below are proposed to accommodate the number of passengers resulting from the minimum number of flights allowed by the City's noise ordinance.

- a) The temporary holdrooms would be replaced with a permanent structure or structures totaling approximately 20,000 square feet. This square footage would include required restrooms, seating areas, boarding check in areas, and required aisles needed for general circulation. If it is determined that the new square footage needs to be spilt in to two structures, it is anticipated that approximately 12,000 square feet would be constructed on the southside of the terminal area and 8,000 square feet would be added to the north.
- b) The existing security screening of both passengers and baggage would be designed to meet the requirements of the TSA for serving the passengers resulting from the minimum number of flights allowed by the noise ordinance.

The additional area required is estimated to be approximately 6,000 square feet. If the new holdroom square footage is spilt into two structures, this additionally required square footage for passenger security screening would also be spilt into two areas, with approximately 4,000 square feet added to the south and 2,000 square feet added to the north.

The additional area required for the security screening of baggage is estimated to be between 7,000 and 10,000 square feet. The TSA has requested a structure to house their new explosive detection equipment, which will include an in-line baggage conveyor. An exact location for this structure has not been identified, but it would need to be located between the terminal building and the aircraft parking positions.

- c) Expanded concession areas are proposed as an adjunct to the new holdroom areas and in the baggage claim area/public circulation areas to serve the anticipated number of passengers. The concessions would be located potentially both north and south of the Terminal and would be approximately 3,000 and 5,000 square feet, respectively.
- d) The proposed baggage claim area to the south of the terminal would be improved to include new bag carousels, necessary public circulation area, a baggage service office with a public counter and baggage storage area, restrooms, and a multi-purpose room designed for media use, security debriefings, etc. It is estimated that three new baggage carousels would be required, each with 210 linear feet for a total of 630 linear feet, providing a total of approximately 380 linear feet on the passenger bag retrieval side of the carousel and 230 linear feet on the airline loading side. The new building square footages for the baggage service office, restrooms, and multi-purpose rooms are estimated to be 825 square feet, 850 square feet, and 300 square feet, respectively.

Office Space for Security, Airport and Airline Support Staff

Office space, to serve the needs of the TSA, the airlines and airport, would be provided. It is currently proposed to construct second stories on the new holdroom areas, which would provide approximately 20,000 square feet of office space. Request for space from the TSA, airlines, and airport administration and security are 30,000, 10,000, and 10,000 square feet, respectively. These numbers will be reviewed and refined during the EIR process.

Parking Structures and Parking Lots

Improvements to the parking structure would include the construction of a new parking structure that would also result in onsite roadway modifications and architectural modifications to the existing parking structure. These modifications would include the following components:

- a) A new parking structure designed for an estimated 4,000 spaces would be constructed east of the existing parking structure in the area currently used for surface parking. The precise number of parking spaces would be refined during the design of the structure. The structure's location would require the relocation of the east side of the Donald Douglas Drive loop. With the construction of the parking structure, the airport parking spaces currently leased from Boeing and at Veteran's Stadium would no longer be needed for airport use. Approximately 1,000 parking spaces would be impacted during the construction of the parking structure.
- b) Proposed modifications to the existing parking structure would include a new façade to match the new parking structure and complement the architecture of the Terminal Building. The façades of the Terminal Building and parking structures would provide a unified appearance and enhance the aesthetics of the terminal area. Other improvements include replacement of the existing elevator, modifications to the entrances and exits, and, constructed in and/or adjacent to the parking structure, offices for the parking management company and offices and public counters for the car rental agencies along with vehicle preparation and ready return vehicle parking areas.

- c) Proposed modifications to surface lots would include modified access points, refencing, restriping, signage, etc.

Traffic and Pedestrian Circulation Improvements

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

Air Carrier Ramp Parking

This proposed improvement would consist of the increase in the area of the air carrier ramp, which is needed for the parking of commercial and commuter aircraft resulting from the minimum number of flights allowed by the City's noise ordinance. The proposed improvements would accommodate an additional six aircraft.

This increase would result in the take-back of property currently leased to Million Air and Gulfstream and the displacement of some general aviation parking on the Million Air leasehold and/or aircraft manufacturing facilities on the Gulfstream leasehold. Parking for the displaced aircraft would be provided elsewhere at the airport.

3.2 Project Phasing

The project is designed to serve the current minimum permitted passenger levels at the airport. The phasing of the project would be determined based on availability of funding and service priorities. Design of the improvements would begin following the completion of the EIR. Pending funding, it is anticipated that construction of the improvements would begin approximately one year following completion of the EIR. The construction would be phased to minimize impacts to operations at the airport.

3.3 Project Objectives

The key project objective is to be able to provide airport terminal facilities to serve the permitted number of flights at LGB and the associated number of passengers served on those flights, in full compliance with all applicable fire, building, safety codes and other applicable standards. Associated with that objective is the commitment to compliance with the existing Noise Ordinance adopted for the airport and maintaining the current character of the airport.

4.0 Project Alternatives

The City of Long Beach will also evaluate project alternatives providing various levels of facilities improvements. The level of analysis will vary from a comprehensive evaluation to a "fatal flaw" evaluation, which just discusses why certain alternatives were not carried forward. At a minimum, the EIR will evaluate the following alternatives at a comparable level detail:

- The No Project Alternative – This alternative, as required by CEQA, assumes the existing terminal with the temporary facilities (no change from current conditions);

however, the parking spaces currently leased from Boeing are not assumed to be available because of the temporary nature of the lease agreements.

- Year 2000 Project Alternative – This alternative assumes the removal of the temporary facilities (north and south holdrooms) and utilization of the existing terminal to accommodate passengers. This alternative also assumes that the leased parking would not be available.
- Reduced Facilities Alternative – This alternative will evaluate the potential impacts associated with reducing the size of the proposed facilities, while still serving the same number of passengers. This alternative assumes the elimination of the temporary north and south holdroom to be replaced with a single smaller permanent building. The parking spaces currently leased from Boeing and at Veteran Stadium are not assumed to be available because of the temporary nature of the lease agreements. Similar to the proposed project, air carrier ramp parking would consist of the increase of the air carrier ramp to the north and/or south, which is needed for the parking of commercial and commuter aircraft. As with the proposed project, this would result in the relocation of some general aviation parking or aircraft manufacturing facilities.

5.0 Anticipated Project Approvals

The City of Long Beach is the lead agency for the proposed project. This EIR will serve as the environmental analysis permitting construction of the terminal improvements as previously described. The City would be responsible for the following approvals:

- Cultural Heritage Committee Review
- Certification of the EIR Planning Commission
- Alternative Selection by City Council

Upon selection of the project alternative and preparation of development plans, the project would be subject to Site Plan Review by the Planning Commission for a height variance due to height of the parking structure.

6.0 Anticipated Schedule

The project schedule, as currently envisioned, anticipates a draft EIR to be available for public review in late June 2004. A 45-day public review period will be provided, after which responses to comments received would be prepared. Hearings on the project would be expected to be scheduled in January 2005, with the City Council taking action on the project shortly thereafter.

7.0 Probable Environmental Effects of the Proposed Project

Until the EIR analysis is completed, it is not possible to identify with precision the “probable environmental effects of the proposed project.” However, the City has performed an initial study, a copy of which is attached to this notice, to identify the potential adverse environmental effects of the proposed project that the City believes require further and more detailed analysis in the EIR. The City has specifically identified the following specific topics as requiring detailed EIR analysis:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources

- Geology and Soils
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Public Services
- Transportation

Based on the Initial Study, the proposed project would not result in any potentially significant effects with the following areas, and they do not require further analysis in the EIR:

- Agriculture
- Mineral Resources
- Hydrology and Water Quality
- Population and Housing
- Recreation
- Utilities and Service Systems

ENVIRONMENTAL INITIAL STUDY FOR THE LONG BEACH AIRPORT TERMINAL IMPROVEMENTS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS –Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
II. AGRICULTURAL RESOURCE –Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
III. AIR QUALITY –Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IV. BIOLOGICAL RESOURCES –Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**ENVIRONMENTAL INITIAL STUDY FOR
THE LONG BEACH AIRPORT TERMINAL IMPROVEMENTS (Continued)**

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
V. CULTURAL RESOURCES —Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human resources, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
VI. GEOLOGY AND SOILS —Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL INITIAL STUDY FOR THE LONG BEACH AIRPORT TERMINAL IMPROVEMENTS (Continued)

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VII. HAZARDS AND HAZARDOUS MATERIALS--Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter-mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or people residing or working in a project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VIII. HYDROLOGY AND WATER QUALITY--Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**ENVIRONMENTAL INITIAL STUDY FOR
THE LONG BEACH AIRPORT TERMINAL IMPROVEMENTS (Continued)**

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of pollutant runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IX. LAND USE AND PLANNING —Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plans, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. MINERAL RESOURCES —Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. NOISE —Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**ENVIRONMENTAL INITIAL STUDY FOR
THE LONG BEACH AIRPORT TERMINAL IMPROVEMENTS (Continued)**

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XII. POPULATION AND HOUSING —Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIII. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Parks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police Protection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
School?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XIV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XV. TRANSPORTATION/TRAFFIC —Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or change in location that results in substantial safety risks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**ENVIRONMENTAL INITIAL STUDY FOR
THE LONG BEACH AIRPORT TERMINAL IMPROVEMENTS (Continued)**

ENVIRONMENTAL ISSUES		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e)	Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f)	Result in inadequate parking capacity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g)	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XVI. UTILITIES AND SERVICE SYSTEMS —Would the project:					
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
MANDATORY FINDINGS OF SIGNIFICANCE					
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DETERMINATION:

Based upon the evidence in light of the whole record documented in the attached environmental checklist explanation, cited incorporations and attachments, I find that the proposed project:

COULD NOT have a significant effect on the environment, and a negative declaration (ND) will be prepared pursuant to CEQA Guidelines Article 6, 15070 through 15075.

COULD have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures have been added to the project. A negative declaration (ND) will be prepared pursuant to CEQA Guidelines Article 6, 15070 through 15075.

MAY have a significant effect on the environment which has not been analyzed previously. Therefore, an environmental impact report (EIR) is required.

Signature: _____

Printed Name: Angela Reynolds Date: _____

City of Long Beach
Telephone: 562-570-6357

NOTE: All referenced and/or incorporated documents may be reviewed by appointment only, at the City of Long Beach, Planning and Building, 333 W. Ocean Boulevard, Long Beach, California, unless otherwise specified. An appointment can be made by contacting the CEQA Contact Person identified above.

ENVIRONMENTAL ANALYSIS AND EXPLANATION OF CHECKLIST RESPONSES

I. Aesthetics – Would the project:

- a) **Have a substantial adverse effect on a scenic vista?**
- b) **Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

The Project is not located within the viewshed of a designated scenic vista. The area surrounding the site is urbanized and relatively flat. Interstate-405 (I-405) and commercial and industrial development border the airport. Improvements would be limited to the area surrounding the existing terminal and would have minimal affect outside the immediate area. The project would not impact any trees or rock outcroppings. The project is not within viewshed of a state scenic highway. The EIR will not discuss visual impacts associated with these scenic resources.

- c) **Substantially degrade the existing visual character or quality of the site and its surroundings?**

The LGB main terminal building was named a City of Long Beach Cultural Heritage Landmark in 1990. The proposed improvements would not directly involve the main terminal building, but would be in the immediate vicinity of the terminal. Additionally, the improvements would be visible from the main terminal building. A project design feature involves providing a complementary architectural façade of the parking structures with the existing terminal building. This would be an enhancement to the aesthetics of the terminal area. Though not a significant impact, the EIR will address the potential visual affects of the project so the decision-makers have a full understanding of the potential change in visual character of the terminal area. There are no sensitive uses, such as residential development, within the project viewshed; therefore, the visual evaluation in the EIR will focus on the changes in the vicinity of the terminal.

- d) **Create a new source of substantial light or glare, which would adverse affect day or nighttime views in the area?**

The project would result in new lighting at the airport including, but not limited to, the lighting surrounding the holdrooms, on pedestrian walkways, the parking structure, and apron areas. The improvements and associated lighting would be limited to the area immediately adjacent to the terminal. This lighting would be adequate for operation, but would not result in an adverse affect on day or night views in the area because lighting would be required to comply with FAA rules and regulations pertaining to minimizing glare and shielding lighting from pilots. As a result, there would be minimal spillover lighting to offsite uses. The terminal area is set back from other uses off the airport and is not directly visible from view sensitive uses, such as residential development. The closest existing residential development to the terminal area is approximately 3,300 feet away and is separated by commercial uses and the Skylinks Golf Course. There are no sensitive uses in proximity to the proposed improvements that would be affected by lighting associated with the project. No further discussion of lighting impacts will be discussed in the EIR.

II. Agriculture Resources – Would the project:

- a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**
- b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract?**
- c) **Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?**

The proposed project would not result in any impacts to farmlands listed as “Prime,” “Unique,” or of “Statewide Importance” based on the 1998 Los Angeles County Important Farmland Map prepared by the Department of Conservation. The study area is generally designated as “Urban and Built-Up Land.” No farmland exists in proximity to the project. No part of the project site or adjacent areas are subject to the Williamson Act. The project would not result in pressures to convert farmlands to other uses. The EIR will not address agricultural impacts.

III. Air Quality – Would the project:

- a) **Conflict with or obstruct implementation of the applicable air quality plan**
- b) **Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**
- c) **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?**
- d) **Expose sensitive receptors to substantial pollutant concentrations?**

The proposed project would result in the construction of terminal area improvements. These activities may result in emissions that exceed the standards established by the South Coast Air Quality Management District. To fully address the potential impacts, the EIR will:

- Determine existing ambient air quality in the vicinity of the Airport
 - Quantify existing emissions at the Airport
 - Predict future emissions and ambient air quality concentrations with the project and its alternatives, and the associated air quality impacts regionally and in the vicinity of the Airport
 - Determine consistency of the project with applicable air quality plans and policies
 - Propose mitigation measures to reduce the potential impacts associated with the project, if necessary
- e) **Create objectionable odors affecting a substantial number of people?**

The project proposes the construction of terminal area improvements that would serve passengers at the airport. The project would not create objectionable odors because it would not change the operations or function of the facilities in the terminal area. The project is designed to serve permitted passengers. No new uses would be introduced to the area.

IV. Biological Resources – Would the project:

- a) **Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**
- b) **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**
- c) **Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**
- d) **Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native nursery sites?**

The proposed airport improvements would be constructed on a portion of the airport that is currently developed/paved to support airport-associated activities. The project would not be expected to have any direct impact on biological resources because it would not result in the removal of any sensitive habitat or impact any sensitive species. The project would not change the number of operations or operational procedures at the airport; therefore, the project would not result in substantial interference with the movement of wildlife or migration of birds. However, the EIR will address the potential indirect impacts on biological resources on the airport and surrounding environs. The analysis will utilize existing documentation, updated with a field reconnaissance.

- e) **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**
- f) **Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?**

The project would not result in the removal of any resources that would be protected by a local ordinance or policy. As previously indicated, the locations where improvements are proposed do not support any sensitive resources. Additionally, the airport is not included in a local, regional or state habitat conservation plan. The project would not change the operational characteristics of the airport; therefore, the project would not conflict with the requirements of the Migratory Bird Act. No further discussion of local biological planning programs will be discussed in the EIR.

V. Cultural Resources – Would the project:

- a) **Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?**

As previously indicated, the terminal building has been designated as a local historical landmark. The proposed project would not have any direct impacts on the terminal building. The EIR will address potential indirect impacts and the effects of the project on the historical attributes of the building and its environment.

- b) **Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?**
- c) **Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?**
- d) **Disturb any human resources, including those interred outside of formal cemeteries?**

The project would not be expected to have an impact on archaeological or paleontological resources because the project site is currently developed. However, there is the potential for subsurface resources. Given that the area is currently paved or covered by buildings, this is difficult to determine. Mitigation measures, such as construction monitoring when subsurface work is conducted, will be developed as part of the EIR to address protection of potential archaeological and paleontological resources.

VI. Geology and Soils – Would the project:

- a) **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
 - i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issues by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**
 - ii) **Strong seismic ground shaking?**
 - iii) **Seismic-related ground failure, including liquefaction?**
 - iv) **Landslides?**
- b) **Result in a substantial soil erosion or the loss of topsoil?**
- c) **Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?**
- d) **Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

The area of the proposed improvements is relatively flat and is currently covered by an impervious surface. Construction activities would expose the underlying soils; however, the overall area exposed would be limited. Additionally, since the area is currently designed for runoff to drain away from the existing structures, the area would be exposed to limited wind or water erosion. The project site would not be prone to geotechnical constraints such as slope instability or landslides because the site is relatively flat. There are no slopes, either natural or man-made, located within the immediate project area. Based on information in the Long Beach Seismic Safety Element of the General Plan, the site would have a low potential for liquefaction. The EIR will provide an overview of the geotechnical constraints at the airport and how those would be affected by the construction of the proposed improvements.

- e) **Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

The project would not rely on septic tanks or alternative waste water disposals systems; therefore, the soils ability to support septic tanks is not applicable.

VII. Hazards and Hazardous Materials – Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

The project would not result in a significant hazard from the transport of hazardous materials. The project does not propose the alteration of airport practices regarding the handling of hazardous materials, fueling, or other maintenance or operational procedures. The project would not require the routine transport of any hazardous materials. During construction materials identified as having a hazardous component, such as paints and other construction materials, would be brought to the site; however, handling of these materials in compliance with existing regulations would provide a sufficient safeguard to public safety. No further discussion of this issue will be contained in the EIR.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**
- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

Hazardous materials have been located and used on the project site and surrounding uses. The EIR will review and summarize the findings of a hazardous materials government records search identifying location of past spills, leaking tanks, or other potential safety risks. The records search is a radius search of governmental records for Phase I preliminary site assessments. Maps and site-specific detail information identify risk sites by their distance from the project site will be incorporated. Available information on methane gas and subsoil materials will be incorporated into the EIR.

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter-mile of an existing or proposed school?**

The project site is not within a quarter-mile of any existing or proposed schools. This issue will not be further discussed in the EIR.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in a project area?**

The project is located at an airport. The project is consistent with the provisions of the airport land use plan, in that it is providing facilities to support the ongoing airport operations. The project does not propose any changes in the number of flights, the flight patterns or the operational procedures at the airport that would result in increased safety hazards offsite. The EIR will not address these safety issues.

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

The project is not within the vicinity of a private airstrip; therefore, this does not apply.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The project would not alter or interfere with an adopted emergency response plan or emergency evacuation plan. Improvements would be limited to on-airport property and would not alter the access. Access to the project site is off of Lakewood Avenue, which is not designated as an evacuation route. No further discussion of emergency evacuation or response plans will be in the EIR.

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The project site is not located in an area subject to wildland fires. The area surrounding the airport is urbanized and the conditions for wildland fires do not exist in close proximity. This issue will not be discussed in the EIR.

VIII. Hydrology and Water Quality – Would the project:

- a) Violate any water quality standards or waste discharge requirements?**
- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?)**
- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation onsite or offsite?**
- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?**

The proposed project involves the development of improvements to the LGB terminal. The area proposed for development is currently paved or covered by structures. As a result, the improvements would not result in a substantial increase in impervious soil, which would result in increased runoff. This development would not alter the existing drainage pattern of the site or affect the quality or quantity of the groundwater table.

The project would not result in the alteration of the course of a stream or river in a manner that would result in substantial erosion or siltation onsite or offsite. Neither is it anticipated that project implementation would alter the existing drainage pattern of the site or area through the alteration of the course of a stream or river.

The EIR will not discuss these issues related to hydrology.

- e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of pollutant runoff?**
- f) Otherwise substantially degrade water quality?**

The drainage system is strictly regulated by City ordinances and by the California Regional Water Quality Control Board. The airport currently is operating under an industrial National

Pollutant Discharge Elimination Systems (NPDES) permit. The project would be held to the requirements of the NPDES permit and would have to implement Best Management Practices (BMPs) in compliance with the permit provisions. The EIR will not discuss these issues further.

- g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**
- h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?**
- i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?**
- j) Inundation by seiche, tsunami, or mudflow?**

The proposed project consists of terminal improvements and does not lie within a 100-year flood hazard area nor would it alter the flood zone. As such, project implementation would not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. No structures which would impede or redirect flood flows would be placed within a 100-year flood hazard area because the proposed project does not lie within a 100-year flood hazard area. Additionally, people and structures would not be exposed to a significant risk of loss injury or death involving flooding, including flooding as a result of the failure of a levee or dam. The proposed project does not lie in close proximity to a levee or dam. Neither is there a risk of inundation by seiche, tsunami or mudflow; therefore, no impact is expected. These issues will not be addressed in the EIR.

IX. Land Use and Planning – Would the project:

- a) Physically divide an established community?**

The proposed improvements would occur on the airport property and would not result in modifications to land uses offsite. The project would not physically divide any established communities because all improvements would be limited to airport property. The EIR will not include any further discussion of physical impacts on an established community.

- b) Conflict with any applicable land use plans, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

The EIR will document existing land uses on and surrounding the airport. The EIR will evaluate the consistency of the project with the applicable policies in the *Long Beach General Plan* and the applicable Planned Development zoning designation. At a minimum, the Land Use Element, Noise Element, Open Space Element, and Public Safety Element will be evaluated. In addition to applicable goals and policies from the General Plan, the analyses would include applicable planning policies identified in regional planning documents, such as the *Regional Comprehensive Plan and Guide* and *Regional Transportation Plan* that will need to be addressed.

- c) Conflict with any applicable habitat conservation plan or natural community conservation plan?**

The project is not located in a reserve area of a habitat conservation plan or natural community conservation plan. The project site and surrounding areas are developed and do not support substantial amounts of sensitive resources.

X. Mineral Resources – Would the project:

- a) **Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**
- b) **Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

The California Division of Mines and Geology (CDMG) is the state agency with the responsibility to oversee the management of mineral resources in California. The CDMG considers a site to be significant in regard to mineral commodities if the site can be mined commercially and there must be enough of the resource to be economically viable. There are no such resources on site. There would be no significant impacts to mineral resources from the proposed Project. The EIR will not address impacts to mineral resources.

XI. Noise – Would the project result in:

- a) **Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**
- c) **A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**
- d) **A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**
- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

The proposed project would not be expected to have a significant impact on the noise environment because it does not propose changes in the number of flights, the type of aircraft used, or the operational procedures at the airport. However, EIR will document the existing noise environment and the future noise environment with and without the project. This analysis will use noise data collected at the LGB noise monitoring stations to establish existing cumulative CNEL noise levels and representative single event noise levels. The evaluation will also utilize the maximum CNEL contours permitted by current City regulations. The EIR will explain the noise budget that operates at LGB. The EIR will also address short-term construction noise associated with the proposed improvements. The LGB noise budget serves as a mitigation measure.

- b) **Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**
- f) **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

The project does not propose changes to the operations at LGB; therefore, it would not result in excessive groundborne vibration during operation. However, there is the potential for construction noise and vibration. The project is not in the vicinity of a private airstrip. As indicated above, the EIR will address the noise environment surrounding the airport facility.

XII. Population and Housing – Would the project:

- a) **Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)?**
- b) **Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**
- c) **Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

The Project would not result in substantial growth inducing impacts or result in changes in population projections for the project study area. The improvements proposed at LGB are designed to serve the approved flight levels at the airport. It would not result in increased flight levels or employment levels that would result in an increased demand for housing in the area. Improvements would occur on airport property so there would not be any displacement of existing housing to permit the terminal area improvements. Therefore, there would be no need for construction of replacement housing. Additionally, the project would not change the noise budget for LGB resulting in potential displacement of housing to achieve noise/land use compatibility. No further discussion of population or housing is proposed in the SEIR.

XIII. Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

Police protection?

Other public facilities?

The project would not be expected to substantially increase the demand for fire and police services. However, this issue will be addressed in the EIR. The EIR will document the anticipated change in emergency response times and need for additional services as a result of the proposed terminal improvements.

The project would result in additional maintenance responsibilities for the airport because of the increased size of the facilities; however, this would not be expected to be a significant increase and the additional cost associated with maintenance would be covered through the use of airport fees. City General Funds would not be used to provide maintenance of airport facilities. No further discussion of increased maintenance demand will be addressed in the EIR.

Schools?

Parks?

The proposed terminal improvements would not result in an increase in demand for schools and parks. The project would not result in an increase in population or other characteristics that would increase the demand for these facilities. Since the project would not change the number of flights, the type of aircraft, or the operational procedures at the airport, there would not be any increase in noise from the airport and the associated indirect impact to parks and schools.

XIV. Recreation

- a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**
- b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

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

XV. Transportation/Traffic – Would the project:

- a) **Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?**
- b) **Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?**
- c) **Result in a change in air traffic patterns, including either an increase in traffic levels or change in location that results in substantial safety risks?**
- d) **Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**
- e) **Result in inadequate emergency access?**
- f) **Result in inadequate parking capacity?**
- g) **Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

The EIR will address the potential traffic impacts associated with the project. The evaluation will compare existing and future conditions with and without the terminal improvements. The analysis will include peak hour trip distribution patterns of the proposed airport terminal improvements project based on likely origins and destinations of passengers and employees. The evaluation will also include a freeway link analysis. Additionally, the future conditions evaluation will take into consideration traffic generated by other proposed projects in the study area.

The EIR will include an evaluation of parking requirements and how the project and alternatives address them. Zoning will be the basis for determining the applicable parking requirements.

XVI. Utilities and Service Systems – Would the project:

- a) **Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**
- b) **Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**
- c) **Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

- d) **Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**
- e) **Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**
- f) **Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**
- g) **Comply with federal, state, and local statutes and regulations related to solid waste?**

The proposed project would require the City to coordinate with the various service and utility providers prior to the initiation of construction. However, existing capacity would be sufficient to serve the new terminal facilities. The airport recently upgraded their electrical system to provide the level of service required for TSA activities. The terminal improvements would be constructed in an area currently covered with impermeable service; therefore, the amount of runoff generated from the site would not substantially increase. As a result, the existing storm drain system would be adequate. No further evaluation of utilities and service systems is required in the EIR.

Mandatory Findings of Significance

- a) **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?**
- b) **Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**
- c) **Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

The project has the potential of having significant effects directly and indirectly on human beings. It is anticipated that there would be significant construction air quality impacts. The EIR will evaluate the potential cumulative impacts associated with other projects in the study area.



Gray Davis
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse



Tal Finney
Interim Director

Notice of Preparation

September 23, 2003

To: Reviewing Agencies

Re: Long Beach Airport Terminal Area Improvements
SCH# 2003091112

Attached for your review and comment is the Notice of Preparation (NOP) for the Long Beach Airport Terminal Area Improvements draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

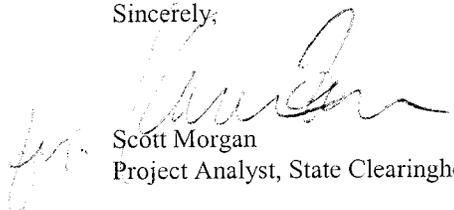
Please direct your comments to:

Angela Reynolds
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,


Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2003091112
Project Title Long Beach Airport Terminal Area Improvements
Lead Agency Long Beach, City of

Type NOP Notice of Preparation
Description Implementation of the facilities needed to accommodate the growth at the airport and the necessary security measures in the post-September 11, 2001 era.

Lead Agency Contact

Name Angela Reynolds
Agency City of Long Beach
Phone 562-570-6357 **Fax**
email
Address 333 West Ocean Boulevard
City Long Beach **State** CA **Zip** 90802

Project Location

County Los Angeles
City Los Angeles, City of
Region

Cross Streets

Parcel No.	Range	Section	Base
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Proximity to:

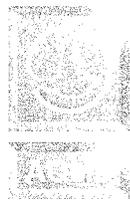
Highways I-405, SR-1
Airports
Railways
Waterways Long Beach Airport (LGB)
Schools
Land Use Airport Land Use, Public Land Use

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Flood Plain/Flooding; Geologic/Seismic; Noise; Public Services; Sewer Capacity; Toxic/Hazardous; Traffic/Circulation; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Parks and Recreation; Delta Protection Commission; Department of Fish and Game, Region 5; Office of Emergency Services; Native American Heritage Commission; Public Utilities Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7; Air Resources Board, Airport Projects; Regional Water Quality Control Board, Region 4

Date Received 09/23/2003 **Start of Review** 09/23/2003 **End of Review** 10/22/2003

<input type="checkbox"/> Resources Agency Nadell Gayou	<input type="checkbox"/> Dept. of Fish & Game 3 Robert Floerke Region 3	<input type="checkbox"/> Public Utilities Commission Ken Lewis	<input type="checkbox"/> Dept. of Transportation 8 Linda Grimes, District 8	<input type="checkbox"/> Regional Water Quality Control Board (RWQCB)
<input type="checkbox"/> Resources Agency Nadell Gayou	<input type="checkbox"/> Dept. of Fish & Game 4 William Laudermilk Region 4	<input type="checkbox"/> State Lands Commission Jean Sarino	<input type="checkbox"/> Dept. of Transportation 9 Gayle Rosander District 9	<input type="checkbox"/> RWQCB 1 Cathleen Hudson North Coast Region (1)
<input type="checkbox"/> Dept. of Boating & Waterways Suzi Betzler	<input checked="" type="checkbox"/> Dept. of Fish & Game 5 Don Chadwick Region 5, Habitat Conservation Program	<input type="checkbox"/> Tahoe Regional Planning Agency (TRPA) Lyn Barnett	<input type="checkbox"/> Dept. of Transportation 10 Tom Dumas District 10	<input type="checkbox"/> RWQCB 2 Environmental Document Coordinator San Francisco Bay Region (2)
<input type="checkbox"/> California Coastal Commission Elizabeth A. Fuchs	<input type="checkbox"/> Dept. of Fish & Game 6 Gabrina Gatchel Region 6, Habitat Conservation Program	Business, Trans & Housing	<input type="checkbox"/> Dept. of Transportation 11 Bill Figge District 11	<input type="checkbox"/> RWQCB 3 Central Coast Region (3)
<input type="checkbox"/> Colorado River Board Gerald R. Zimmerman	<input type="checkbox"/> Dept. of Fish & Game 6 I/M Tammy Allen Region 6, Inyo/Mono, Habitat Conservation Program	<input type="checkbox"/> Caltrans - Division of Aeronautics Sandy Hesnard	<input checked="" type="checkbox"/> Dept. of Transportation 12 Bob Joseph District 12	<input type="checkbox"/> RWQCB 4 Jonathan Bishop Los Angeles Region (4)
<input type="checkbox"/> Dept. of Conservation Roseanne Taylor	<input type="checkbox"/> Dept. of Fish & Game M Tom Napoli Marine Region	<input type="checkbox"/> California Highway Patrol Lt. Julie Page Office of Special Projects	<input type="checkbox"/> CalEPA	<input type="checkbox"/> RWQCB 5S Central Valley Region (5)
<input type="checkbox"/> California Energy Commission Environmental Office	Other Departments	<input type="checkbox"/> Housing & Community Development Cathy Creswell Housing Policy Division	<input type="checkbox"/> Air Resources Board	<input type="checkbox"/> RWQCB 5F Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/> Dept. of Forestry & Fire Protection Allen Robertson	<input type="checkbox"/> Food & Agriculture Steve Shaffer Dept. of Food and Agriculture	<input type="checkbox"/> Dept. of Transportation	<input type="checkbox"/> Airport Projects Jim Lerner	<input type="checkbox"/> RWQCB 5R Central Valley Region (5) Redding Branch Office
<input type="checkbox"/> Office of Historic Preservation Hans Kreutzberg	<input type="checkbox"/> Dept. of General Services Robert Sleppy Environmental Services Section	<input type="checkbox"/> Dept. of Transportation 1 Mike Eagan District 1	<input type="checkbox"/> Transportation Projects Kurt Karperos	<input type="checkbox"/> RWQCB 6 Lahontan Region (6)
<input checked="" type="checkbox"/> Dept. of Parks & Recreation B. Noah Thighman Environmental Stewardship Section	<input type="checkbox"/> Dept. of Health Services Wayne Hubbard Dept. of Health/Drinking Water	<input type="checkbox"/> Dept. of Transportation 2 Don Anderson District 2	<input type="checkbox"/> Industrial Projects Mike Tollstrup	<input type="checkbox"/> RWQCB 6V Lahontan Region (6) Victonville Branch Office
<input type="checkbox"/> Reclamation Board Lori Buford	Independent Commissions, Boards	<input type="checkbox"/> Dept. of Transportation 3 Jeff Pulverman District 3	<input type="checkbox"/> California Integrated Waste Management Board Sue O'Leary	<input type="checkbox"/> RWQCB 7 Colorado River Basin Region (7)
<input type="checkbox"/> Santa Monica Mountains Conservancy Paul Edelman	<input type="checkbox"/> Delta Protection Commission Debbly Eddy	<input type="checkbox"/> Dept. of Transportation 4 Tim Sable District 4	<input type="checkbox"/> State Water Resources Control Board Jim Hockenberry Division of Financial Assistance	<input type="checkbox"/> RWQCB 8 Santa Ana Region (8)
<input type="checkbox"/> S.F. Bay Conservation & Dev't. Comm. Steve McAdam	<input type="checkbox"/> Office of Emergency Services John Rowden, Manager	<input type="checkbox"/> Dept. of Transportation 5 David Murray District 5	<input type="checkbox"/> State Water Resources Control Board Mike Falkenstein Division of Water Rights	<input type="checkbox"/> RWQCB 9 San Diego Region (9)
<input checked="" type="checkbox"/> Dept. of Water Resources Resources Agency Nadell Gayou	<input type="checkbox"/> Governor's Office of Planning & Research State Clearinghouse	<input type="checkbox"/> Dept. of Transportation 6 Marc Bimbaum District 6	<input type="checkbox"/> Dept. of Toxic Substances Control CEQA Tracking Center	<input type="checkbox"/> Other
Fish and Game	<input type="checkbox"/> Native American Heritage Comm. Debbie Treadway	<input checked="" type="checkbox"/> Dept. of Transportation 7 Stephen J. Buswell District 7		
<input type="checkbox"/> Dept. of Fish & Game Scott Flint Environmental Services Division				
<input type="checkbox"/> Dept. of Fish & Game 1 Donald Koch Region 1				
<input type="checkbox"/> Dept. of Fish & Game 2 Banky Curtis Region 2				



South Coast Air Quality Management District

21865 E. Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

September 30, 2003

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

Dear Ms. Reynolds:

Notice of Preparation of a Draft Environmental Impact Report for Long Beach Airport Terminal Area Improvements

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The AQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR).

Air Quality Analysis

The AQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The AQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the AQMD's Subscription Services Department by calling (909) 396-3720.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be considered. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the evaluation. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the AQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, AQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

AQMD rules and relevant air quality reports and data are available by calling the AQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the AQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The AQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,



Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:li

LAC030923-06LI
Control Number



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

JAMES F. STAHL
Chief Engineer and General Manager

October 6, 2003

File No: 03-00.04-00

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

Dear Ms. Reynolds:

Long Beach Airport Terminal Area Improvements

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on September 23, 2003. The proposed development is located within the jurisdictional boundaries of District No. 3. We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Joint Outfall "C" Unit 4B Trunk Sewer, located in Clark Avenue at Stearns Street. This 48-inch diameter trunk sewer has a design capacity of 26.5 million gallons per day (mgd) and conveyed a peak flow of 14.6 mgd when last measured in 2000.
2. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant (JWPCP) located in the City of Carson, or the Long Beach Water Reclamation Plant (WRP). The JWPCP has a design capacity of 385 mgd and currently processes an average flow of 325.3 mgd. The Long Beach WRP has a design capacity of 25 mgd and currently processes an average flow of 18 mgd.
3. The expected increase in average wastewater flow from the project site is approximately 10,000 gallons per day.
4. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is required to construct an incremental expansion of the Sewerage System to accommodate the proposed project, which will mitigate the impact of this project on the present Sewerage System. Payment of a connection fee will be required before a permit to connect to the sewer is issued. A copy of the Connection Fee Information Sheet is enclosed for your convenience. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into the Air Quality Management Plan, which is prepared by the South Coast Air Quality Management District in order to improve air quality in the South Coast Air Basin as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 699-7411, extension 2717.

Very truly yours,

James F. Stahl



Ruth I. Frazen
Engineering Technician
Planning & Property Management Section

RIF:eg

Enclosure

285433.1

**INFORMATION SHEET FOR APPLICANTS
PROPOSING TO CONNECT OR INCREASE THEIR DISCHARGE TO
THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY SEWERAGE SYSTEM**

THE PROGRAM

The County Sanitation Districts of Los Angeles County are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting to a Sanitation District's sewerage system. Your connection to a City or County sewer constitutes a connection to a Sanitation District's sewerage system as these sewers flow into a Sanitation District's system. The County Sanitation Districts of Los Angeles County provide for the conveyance, treatment, and disposal of your wastewater. **PAYMENT OF A CONNECTION FEE TO THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY WILL BE REQUIRED BEFORE A CITY OR THE COUNTY WILL ISSUE YOU A PERMIT TO CONNECT TO THE SEWER.**

I. WHO IS REQUIRED TO PAY A CONNECTION FEE?

1. Anyone connecting to the sewerage system for the first time for any structure located on a parcel(s) of land within a County Sanitation District of Los Angeles County.
2. Anyone increasing the quantity of wastewater discharged due to the construction of additional dwelling units on or a change in land usage of a parcel already connected to the sewerage system.
3. Anyone increasing the improvement square footage of a commercial or institutional parcel by more than 25 percent.
4. Anyone increasing the quantity and/or strength of wastewater from an industrial parcel.
5. If you qualify for an Ad Valorem Tax or Demolition Credit, connection fee will be adjusted accordingly.

II. HOW ARE THE CONNECTION FEES USED?

The connection fees are used to provide additional conveyance, treatment, and disposal facilities (capital facilities) which are made necessary by new users connecting to a Sanitation District's sewerage system or by existing users who significantly increase the quantity or strength of their wastewater discharge. The Connection Fee Program insures that all users pay their fair share for any necessary expansion of the system.

III. HOW MUCH IS MY CONNECTION FEE?

Your connection fee can be determined from the Connection Fee Schedule specific to the Sanitation District in which your parcel(s) to be connected is located. A Sanitation District boundary map is attached to each corresponding Sanitation District Connection Fee Schedule. Your City or County sewer permitting office has copies of the Connection Fee Schedule(s) and Sanitation District boundary map(s) for your parcel(s). If you require verification of the Sanitation District in which your parcel is located, please call the Sanitation Districts' information number listed under Item IX below.

IV. WHAT FORMS ARE REQUIRED*?

The Connection Fee application package consists of the following:

1. Information Sheet for Applicants (this form)
2. Application for Sewer Connection

3. Connection Fee Schedule with Sanitation District Map (one schedule for each Sanitation District)

*Additional forms are required for Industrial Dischargers.

V. WHAT DO I NEED TO FILE?

1. Completed Application Form
2. A complete set of architectural blueprints (not required for connecting one single family home)
3. Fee Payment (checks payable to: County Sanitation Districts of Los Angeles County)
4. Industrial applicants must file additional forms and follow the procedures as outlined in the application instructions

VI. WHERE DO I SUBMIT THE FORMS?

Residential, Commercial, and Institutional applicants should submit the above listed materials either by mail or in person to:

County Sanitation Districts of Los Angeles County
Connection Fee Program, Room 130
1955 Workman Mill Road
Whittier, CA 90601

Industrial applicants should submit the appropriate materials directly to the City or County office which will issue the sewer connection permit.

VII. HOW LONG DOES IT TAKE TO PROCESS MY APPLICATION?

Applications submitted by mail are generally processed and mailed within three working days of receipt. Applications brought in person are processed on the same day provided the application, supporting materials, and fee is satisfactory. Processing of large and/or complex projects may take longer.

VIII. HOW DO I OBTAIN MY SEWER PERMIT TO CONNECT?

An approved Application for Sewer Connection will be returned to the applicant after all necessary documents for processing have been submitted. Present this approved-stamped copy to the City or County Office issuing sewer connection permits for your area at the time you apply for actual sewer hookup.

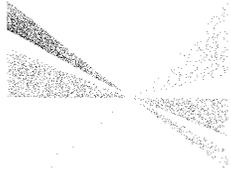
IX. HOW CAN I GET ADDITIONAL INFORMATION?

If you require assistance or need additional information, please call the County Sanitation Districts of Los Angeles County at (562) 699-7411, extension 2727.

X. WHAT ARE THE DISTRICTS' WORKING HOURS?

The Districts' offices are open between the hours of 7:00 a.m. and 4:00 p.m., Monday through Thursday, and between the hours of 7:00 a.m. and 3:00 p.m. on Friday, except holidays. When applying in person, applicants must be at the Connection Fee counter at least 30 minutes before closing time.

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

Officers: President: Mayor Bev Perry, Brea • First Vice President: Councilmember Ron Roberts, Temecula • Second Vice President: Supervisor Hank Kuiper, Imperial • Past President: Councilmember Ronald Bates, Los Alamitos

Imperial County: Hank Kuiper, Imperial County • Jo Shields, Brawley

Los Angeles County: Yvonne Brathwaite Burke, Los Angeles County • Zev Yaroslavsky, Los Angeles County • Melanie Andrews, Compton • Harry Baldwin, San Gabriel • Paul Bowen, Cerritos • Tony Cardenas, Los Angeles • Margaret Clark, Rosemead • Gene Daniels, Paramount • Mike Dispenza, Palmdale • Judy Dunlap, Inglewood • Eric Garcetti, Los Angeles • Wendy Greuel, Los Angeles • Frank Gurute, Cudahy • James Hahn, Los Angeles • Janice Hahn, Los Angeles • Sandra Jacobs, El Segundo • Tom LaBonge, Los Angeles • Bonnie Lowenthal, Long Beach • Martin Luoluo, Los Angeles • Keith McCarthy, Downey • Llewellyn Miller, Claremont • Cindy Mischkowski, Los Angeles • Paul Nowatka, Torrance • Pam O'Connor, Santa Monica • Alex Padilla, Los Angeles • Bernard Parks, Los Angeles • Jan Perry, Los Angeles • Beatrice Proo, Pico Rivera • Ed Reyes, Los Angeles • Greig Smith, Los Angeles • Dick Stanford, Azusa • Tom Sykes, Walnut • Paul Taibbi, Alhambra • Sidney Tyler, Jr., Pasadena • Tonia Reyes Uranga, Long Beach • Antonio Villaraigosa, Los Angeles • Dennis Washburn, Calabasas • Jack Weiss, Los Angeles • Bob Yousefian, Glendale • Dennis Z. Zine, Los Angeles

Orange County: Chris Norby, Orange County • Ron Bates, Los Alamitos • Art Brown, Buena Park • Lou Bone, Tustin • Ricardo Chavez, Anaheim • Debbie Cook, Huntington Beach • Cathryn DeYoung, Laguna Niguel • Richard Dixon, Lake Forest • Alta Duke, La Palma • Bev Perry, Brea • Tod Kidgeway, Newport Beach

Riverside County: Marion Ashley, Riverside County • Ron Lovenshige, Riverside • Jeff Miller, Corona • Greg Pettis, Cathedral City • Ron Roberts, Temecula • Charles White, Moreno Valley

San Bernardino County: Paul Biare, San Bernardino County • Bill Alexander, Rancho Cucamonga • Edward Burgon, Town of Aostle Valley • Lawrence Dale, Barstow • Lee Ann Garcia, Grand Terrace • Susan Longvale, San Bernardino • Gary Owitz, Ontario • Deborah Roberson, Rialto

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Ichi Young, Port Hueneme

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

October 9, 2003

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 W. Ocean Boulevard
Long Beach, CA 90802

RE: SCAG Clearinghouse No. I 20030539 Long Beach Airport Terminal Area Improvements

Dear Ms. Reynolds:

Thank you for submitting the **Long Beach Airport Terminal Area Improvements** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Long Beach Airport Terminal Area Improvements**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

A description of the proposed Project was published in SCAG's **September 16-30, 2003** Intergovernmental Review Clearinghouse Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Regional Planner
Intergovernmental Review



City of Seal Beach



CITY HALL 211 EIGHTH STREET
SEAL BEACH, CALIFORNIA 90740
(562) 431-2527 • www.ci.seal-beach.ca.us

October 14, 2003

City of Long Beach
Attn: Ms. Angela Reynolds, Environmental Officer
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802

Dear Ms. Reynolds:

SUBJECT: CITY OF SEAL BEACH COMMENTS RE: NOTICE OF PREPARATION OF DRAFT EIR – “LONG BEACH AIRPORT TERMINAL AREA IMPROVEMENTS”

The City of Seal Beach has reviewed the above referenced Notice of Preparation (NOP) and has several general comments and observations relative to the document, which are set forth below.

Provided below are our concerns regarding the information and discussion within Section 3.0, **Description of the Proposed Project**, of the NOP:

□ **Concern of the City of Seal Beach:**

As indicated in this section, *“The terminal improvements are being designed to accommodate the 41 airline flights and 25 commuter flights . . .”* The document also indicates in various sections that settlement agreements and the provisions of Chapter 16.43 of the Long Beach Municipal Code, *“. . . permits air carriers to operate a minimum of 41 airline flights per day while commuter carriers are permitted to operate an minimum of 25 flights per day. There are provisions in the ordinance allowing the number of flights to be increased if the air carrier flights and commuter flights operate below their respective Community Noise Equivalent Level (CNEL) limits.”* (Page 6 and elsewhere)

This language indicates that the number of flight operations may in fact exceed the 41 flights for air carriers and 25 flights for commuter carriers on a daily basis. The

DEIR must clearly indicate if those numbers of minimum flight operations have been exceeded in the past, the extent of those exceedences, and clear projections as to the number of annual passengers that would be anticipated if the stipulated minimum number of daily flights are exceeded, based on past airport operation characteristics. It is not appropriate to base an analysis for EIR purposes on the minimum flight operations permitted by provisions of settlement agreements and provisions of Chapter 16.43 of the Municipal Code. This comment applies to all analysis conducted for the preparation of the DEIR

The DEIR analysis must be based on the anticipated number of flight operations, and the resulting number of annual passengers, and the impacts of those anticipated numbers of passengers and resulting support staff, based on the projected number of flights that could be added without airlines or commuters exceeding their allocated portion of the Community Noise Equivalent Level (CNEL) noise budget based on the baseline year of 1989 to 1990.

The DEIR needs to clearly set forth the above information regarding past flight operations that exceeded the minimum number of flight operations permitted, and project those exceedences into the future, based on the assumed operational noise levels of the types of aircraft that will utilize Long Beach Airport in the future.

Provided below are our concerns regarding the information and discussion within Section 7.0, **Probable Environmental Effects of the Proposed Project**, sub-section XI, Noise, of the NOP:

□ **Concern of the City of Seal Beach:**

It is indicated that the DEIR “. . .will document the existing noise environment and the future noise environment with and without the project. The analysis will use noise data collected at the LGB noise monitoring stations to establish existing cumulative CNEL noise levels and representative single event noise levels. The evaluation will also utilize the maximum CNEL contour permitted by current City regulations. The EIR will explain the noise budget that operates at LGB. The EIR will also address short-term construction noise associated with the proposed improvements. The LGB noise budget serves as a mitigation measure.”

The City of Seal Beach supports the evaluations that will be prepared as described above. However, there are several issues that the City requests be also evaluated within the DEIR document, as discussed below.

The City requests that the DEIR thoroughly analyze the project based on the anticipated number of flight operations, and the resulting CNEL and SENEL noise levels, based on the projected number of flights that could be added without airlines or commuters exceeding their allocated portion of the Community Noise Equivalent Level (CNEL) noise budget based on the baseline year of 1989 to 1990, not just the minimum number of flights permitted by the appropriate settlement agreements and

the provisions of Chapter 16.43 of the Long Beach Municipal Code. The cumulative noise analysis will not be adequate under CEQA unless it is based on an analysis of the anticipated flight activity, not the minimum flight activity permitted by the appropriate settlement agreements and the provisions of Chapter 16.43 of the Long Beach Municipal Code.

During several of our recent City Council meetings concerns have been raised by City Council members and the general public regarding the perceived variances from the approved flight paths for flights descending into Long Beach Airport, and the low level of many of those flight operations. There is a concern that the enforcement of the existing flight approach patterns are not be rigorously monitored and enforced by the Airport. The City has received complaints from the residents regarding the noise impacts of these perceived deviations of the allowable arrival flight patterns. The City has also received comments that airport responses have not been timely or have adequately addressed concerns, requiring additional follow up by City staff.

The DEIR should present a clear and thorough presentation of information regarding the number of arriving flights that deviate from the approved approach patterns, both vertically and horizontally. The document needs to clearly establish the resulting noise levels that may be generated by such deviations for the flight patterns, and determine if there are exceedences of the CNEL and SENEL provisions of Chapter 16.43 of the Long Beach Municipal Code in those instances. The City of Seal Beach requests that the DEIR include information as to the locations of the current noise monitoring stations, and evaluation as to the necessity of establishing additional noise monitoring locations within the City of Seal Beach to ensure full and complete compliance with the provisions of the appropriate settlement agreements and the provisions of Chapter 16.43 of the Long Beach Municipal Code.

The City further requests that the DEIR provide an “Air Carrier Arrivals Crossing Seal Beach” and a “Penetration Gate Plot” analysis similar to that provided within the “Long Beach Airport Brief – Huntington Beach Presentation”, dated July 31, 2003 for the appropriate “gate plot” locations either within Seal Beach or the closest applicable gate plot locations to our city boundaries.

Provided below are our concerns regarding the information and discussion within Section 7.0, **Probable Environmental Effects of the Proposed Project**, sub-section XV, Transportation/Traffic, of the NOP:

❑ **Concern of the City of Seal Beach:**

The DEIR Transportation/Traffic analysis must be based on the anticipated number of flight operations, and the resulting number of annual passengers, and the impacts of those anticipated numbers of passengers, and the resulting support staff, based on the projected number of flights that could be added without airlines or commuters

exceeding their allocated portion of the Community Noise Equivalent Level (CNEL) noise budget based on the baseline year of 1989 to 1990.

The DEIR needs to clearly set forth the above information regarding past flight operations that exceeded the minimum number of flight operations permitted, and project those exceedences into the future, based on the assumed operational noise levels of the types of aircraft that will utilize Long Beach Airport in the future.

All transportation/traffic analysis in the DEIR must be based on the projected number of flights that could be added without airlines or commuters exceeding their allocated portion of the Community Noise Equivalent Level (CNEL) noise budget based on the baseline year of 1989 to 1990, not just the minimum number of flights permitted by the appropriate settlement agreements and the provisions of Chapter 16.43 of the Long Beach Municipal Code

During the public comment period on the Draft EIR, our City will provide comments and concerns as determined appropriate. Again, our primary concerns would be related to potential increases in noise impacts to the City of Seal Beach based not on a minimum number of flight operations, but on a reasonably expected number of flight operations, based on past flight operational levels that have occurred within the allowable noise budget for Long Beach Airport, and the impacts of continuing arrival flight path deviations over our community.

The City Council considered and discussed the NOP on October 13, 2003 and authorized the Mayor to sign this letter, representing the official comments of the City of Seal Beach.

Thank you for your consideration of the comments of the City of Seal Beach. Please do not hesitate to contact Mr. Lee Whittenberg, Director of Development Services, City Hall, 211 Eighth Street, Seal Beach, 90740, telephone (562) 431-2527, extension 313 if you have any questions regarding this matter. In addition, please provide four (4) copies of the Draft EIR on this project to Mr. Whittenberg, so the City can have a copy available at City Hall and at each library within the City available for public review during the public comment period. The City would also request a PDF formatted-copy of the DEIR, including all technical appendices, be forwarded to Mr. Whittenberg at the time of distribution so that it might be posted on our web page for interested citizen's to view and prepare any comments they may wish to forward to Long Beach on this project during the public comment period.

Sincerely,



Patricia E. Campbell
Mayor, City of Seal Beach

Distribution:

Seal Beach City Council
Seal Beach Environmental Quality Control Board

Seal Beach Planning Commission

City Manager

Director of Development Services

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
120 SO. SPRING ST.
LOS ANGELES, CA 90012
PHONE (213) 897-4429
FAX (213) 897-1337



*Flex your power!
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October 16, 2003

Ms. Angela Reynolds, Environmental Officer
Long Beach City Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802

IGR/CEQA 030966 SCH # 2003091112
Notice of Preparation for EIR, Vic.LA/405/3.32
Long Beach Airport Terminal Area Improvements

Dear Ms. Reynolds:

We have received the Notice of Preparation (NOP), and the accompanying Initial Study (IS) and Environmental Analysis (EA) materials, for the proposal referenced above, right. For the California Department of Transportation (Caltrans), we have the following comments.

We appreciate that according to Page 10 of the EA a freeway link analysis will be done. Project-generated trips during hours of peak congestion on freeway mainline sections are of concern to us, and we ask that these be estimated. Please remember to estimate those freeway trips both inbound and outbound and in all directions relative to the facility. Distribution of those trips on the various freeways is relevant for estimating project contribution to cumulative impacts and share of mitigation effort, so we ask for volumes estimates at least as far as expected average freeway trip length. In any case please estimate project-generated freeway trip volumes into and from Orange County (Caltrans District 12).

Please note the California Environmental Quality Act (CEQA) allows a responsible agency such as the State Department of Transportation (Caltrans) to develop criteria for evaluating impacts upon those activities and facilities it manages. Caltrans facilities are located within counties; however, the counties do not have final word on management of Caltrans facilities within their geographical boundaries. The local-county CMP cutoff-volume criteria for significance do not apply. A development project is still responsible for its equitable share pursuant to the formula in Appendix B of the Caltrans Guide for the Preparation of Traffic Impact Studies. For your reference, we enclose with this letter a separate page that includes the name of the WEB-site for downloading the Guide.

We are also concerned about freeway interchanges, particularly exit ramps in situations where traffic might possibly be backed up as far as onto freeway moving lanes, where potential for very dangerous high-speed collisions would exist. Particular attention should be paid to the capacity of surface streets and intersections to accept sufficient flow to prevent exit-ramp backup even during times of peak traffic. Especially if trucking involving air cargo is involved, we ask that appropriate PCE ratios (Passenger Car Equivalents) be used for trucks in estimating traffic volumes on ramps as well as elsewhere.

Considering that extensive and specialized construction operations might occur, we ask that the applicant explicitly consider truck-management plans and develop such plans if and when needed. Particularly we ask that the applicant avoid excessive or poorly timed truck platooning (caravans of trucks) even on days when many truck trips per day to or from a location might be desirable. We ask that large size truck trips on State highways typically be limited to periods other than peak commute times. Also we remind you that transportation of certain construction materials or special equipment, of kinds requiring use of oversized-transport vehicles on State highways, would require a Caltrans transportation permit.

If you have any questions for us regarding these comments, please refer to IGR/CEQA No. 030966/EK, and contact me at (213) 897 – 4429 .

Sincerely,



STEPHEN J. BUSWELL
IGR/CEQA Program Manager

enclosure page: Traffic Study Elements, based on Caltrans Guide

cc: Mr. Scott Morgan, State Clearinghouse

The following listed are elements of what is expected in a full-scale traffic study for consideration by the IGR/CEQA Branch at District 7 of California State Department of Transportation (Caltrans). This WEB-site contains access to the Caltrans Guide for the Preparation of Traffic Impact Studies, at selection item "tisguide.pdf" :

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports> .

1. a) Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to route. Also, b) Consistency of project travel modeling with other regional and local modeling forecasts and with travel data. The IGR/CEQA office may use indices to check results. Differences or inconsistencies must be thoroughly explained.
2. Analysis of ADT, AM, and PM peak-hour volumes for both existing and future conditions in the affected area. This should include freeways mainline sections, interchanges, intersections, and all HOV facilities. Interchange Level of Service should be specified (HCM2000 method requested when usable). Utilization of transit lines and vehicles, and of all other facilities, should be realistically estimated. Future conditions would include build-out of all projects (see next item) and any plan-horizon years.
3. Inclusion of all appropriate traffic volumes. Analysis should include a) traffic from the project under consideration, b) cumulative traffic from all specific approved developments in the area, c) cumulative traffic from likely not-yet-approved developments in the area, and d) traffic growth other than from the project and developments. That is, include: existing + project + other projects + other growth. Scenarios involving different assumptions on development and growth might be considered.
4. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. This discussion should include, but not be limited to, the following:
 - description of transportation infrastructure improvements
 - financial costs, funding sources and financing
 - sequence and scheduling considerations
 - implementation responsibilities, controls and monitoringAny mitigation involving transit, HOV, or TDM must be rigorously justified and its effects conservatively estimated. Improvements involving dedication of land or physical construction may be favorably considered.
5. A plan of realistic mitigation measures under the control of the developer as well as specification of developer's percent shares of the costs for various mitigation actions undertaken by other agencies. Assessment fees for mitigation action should be in proportion of the additional traffic generated by the project to the amount of traffic benefiting from action (see Traffic Impact Study Guidelines). Number of trips from the project on each travel segment or element is estimated in the context of forecasted traffic volumes that include all sources of growth. Analytical methods such as select-zone travel forecast modeling might be used.



County of Orange
Planning & Development Services Department

BRYAN G. SPEEGLE
DIRECTOR

300 N. FLOWER ST.
SANTA ANA, CALIFORNIA

MAILING ADDRESS:
P.O. BOX 4048
SANTA ANA, CA 92702-4048

NCL 03-104

October 17, 2003

Angela Reynolds - Acting Environmental Officer
Department of Planning and Building
City of Long Beach
333 W. Ocean Boulevard, 7th Floor
Long Beach, CA 90802

SUBJECT: DEIR for the Proposed Neighborhood Park (2910 East 55th Way)

Dear Ms. Reynolds:

Thank you for the opportunity to respond to the above referenced project. The County of Orange has reviewed the Draft Environmental Impact Report (DEIR) and has no comment at this time. However, we would appreciate being informed of any further developments.

If you have any questions, please contact Charlotte Harryman at (714) 834-2522.

Sincerely,

Timothy Neely, Manager
Environmental Planning Services Division

BOARD MEMBERS

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Curt Castagna
Aeroplex Aviation Center

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Million Air at Aeroplex
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Terminal II

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Holiday Inn Long Beach
Airport

Don Richardson
Long Beach Transit

Jerry Slatton
Long Beach Airport Marriott

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AirFlite

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LB School-to-Career
Consortium

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Long Beach Airport Bureau

Ron Salk
Airport Advisory
Commission

Candy Robinson
Long Beach Airport Assoc.

Long Beach Convention &
Visitors Bureau



AIRPORT AREA BUSINESS COUNCIL (AABC)



October 22, 2003

Ms. Angela Reynolds -Environmental Officer
Planning and Building
City of Long Beach, CA
333 W. Ocean Blvd
Long Beach, CA 90802

RE: Notice of Preparation: Comments regarding Permanent Airport
Terminal Facilities- Long Beach Airport

Dear Ms. Reynolds:

The Airport Area Business Counsel supports the construction of permanent terminal facilities at the Long Beach Airport, commensurate with the current minimum permitted flight passenger levels, as set by ordinance for 41 commercial air carrier and 25-commuter air carrier flights.

The current permanent facilities were designed to accommodate only fifteen airline flights and the last permanent addition was done over twenty years ago. Temporary facilities, which include tents, trailers, and mobile office structures, currently in place are inconvenient and do not adequately provide the level of facilities needed for the traveling public, the citizens of Long Beach, and promote the image of California's fifth largest city. They are unsustainable for long-term use.

We strongly suggest that the scoping of the EIR process for this project be narrow in character, limited ONLY to the environmental effects of the construction of the physical buildings, parking structures, and other permanent facilities. The scoping should NOT include issues related to the noise, pollution and other environmental concerns not directly related to the project. These latter areas were covered extensively in a previous EIR and confirmed by the Federal Court in 1995 when the Airport Noise Ordinance, approved by City Council, confirmed the limitations of flights out of Long Beach Airport.

Thank you for providing the opportunity for us to submit this input.

Sincerely


Curt Castagna
Chair

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S.#40
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY (916) 651-6827



*Flex your power!
Be energy efficient!*

October 27, 2003

Ms. Angela Reynolds
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

Dear Ms. Reynolds:

Re: *Long Beach Airport Terminal Area Improvements*
SCH# 2003091112

Thank you for including the California Department of Transportation (Department), Division of Aeronautics, in the environmental review process for the above-referenced project. We have reviewed the Notice of Preparation for an Environmental Impact Report (EIR), dated September 2003, and offer the following comments relative to environmental planning for airport projects and airport land use compatibility planning.

1. The proposed project would provide improvements to the existing terminal facilities consistent with the noise budget and flight stipulations set forth in the 1995 Settlement Agreement for Long Beach Airport operations. The project would include construction and alteration to the various airport terminal facilities, including passenger screening areas, concession areas, baggage claim areas, parking structures, and parking lots. The project would also make potentially significant changes to traffic and circulation patterns as they relate to airport access and circulation within the airport. Some of the terminal area improvements are related to the airport physical security requirements imposed by the Transportation Security Administration (TSA).
2. The guidance in the Federal Aviation Administration's (FAA) Advisory Circular 150/5370-2E, "Operational Safety on Airports During Construction," should be incorporated into the environmental document. The environmental analyses should clarify any permanent or temporary (construction-related) impacts on airport imaginary surfaces, as defined by Federal Aviation Regulation Part 77. The FAA may require the filing of the Form 7460-1, Notice of Proposed Construction and Alteration, for some of the project-specific activities. For further technical information and an electronic copy of the form, please refer to the FAA's Air Traffic and Airspace Management web page at <http://www1.faa.gov/ats/ata/ata400/oeaaa.html>. In particular, the interagency coordination and consultation efforts for the analyses of the potential impacts of the proposed structured parking facility on the airport imaginary surfaces should be clearly disclosed in the environmental document.
3. We recommend that the applicability of the National Environmental Policy Act (NEPA), due to federal funding and/or the involvement of the TSA, be clarified in the environmental document. Please be advised that the Airport Environmental Handbook (FAA Order

Ms. Angela Reynolds

October 27, 2003

Page 2

5050.4A) reads: "the construction or relocation of entrance or service road connections to public roads which adversely affect the capacity of such public roads is an action that normally requires an environmental assessment." Therefore, we recommend that your analyses of consistency with the municipal General Plan, the Regional Transportation Plan, and consultation with the Department's District 07 office examine if there may be potentially significant transportation/circulation impacts. From a California Environmental Quality Act (CEQA) standpoint, our recommendation is based on CEQA Section 15125.d, which reads: "the EIR shall discuss any inconsistencies between the proposed project and applicable general plans and regional plans." CEQA Section 15125.d adds that "such regional plans include, but are not limited to, the applicable air quality attainment or maintenance plan (or the State Implementation Plan), area-wide waste treatment and water quality control plans, regional transportation plans, regional housing allocation plans, habitat conservation plans, natural community conservation plans, and regional land use plans for the protection of the coastal zone, Lake Tahoe Basin, San Francisco Bay, and Santa Monica Mountains." CEQA Section 15125.d complements the FAA's consistency review and interagency coordination requirements for the assessment of air quality, land use compatibility, transportation, and secondary/indirect (growth-inducing) impacts, outlined in the Airport Environmental Handbook, Chapters 3 and 5. Moreover, whenever feasible, it is State policy to recommend the preparation of joint CEQA/NEPA documents for the environmental analysis of airport projects.

4. The proposed projects may require amendments to the Airport Layout Plan and a corrected State airport permit. Please coordinate with our Aviation Safety Officer Mr. Kurt Haukohl at (916) 654-5284 for the processing of these forms.

The need for compatible land uses around airports in California is both a local and a State issue. We strongly believe the protection of airports from the encroachment of incompatible land uses is vital to the safety of airport operations, to the well being of communities surrounding aviation facilities, and to California's economic future.

We appreciate the opportunity to review and comment on this project. If you have any questions, please call me at (916) 654-5253.

Sincerely,



DAVID COHEN

Associate Environmental Planner

c: State Clearinghouse
Long Beach International Airport
Los Angeles County



JAMES A. NOYES, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

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Planning and Building Dept.
Advance Planning

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: WM-4

October 27, 2003

Ms. Angela Reynolds
Environmental Officer of Planning and Building
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

Dear Ms. Reynolds:

**RESPONSE TO A NOTICE OF PREPARATION
AND SCOPING LONG BEACH AIRPORT
TERMINAL AREA IMPROVEMENTS
CITY OF LONG BEACH**

Thank you for the opportunity to provide comments on the subject document. The objective of the proposed project is to provide airport terminal facilities to serve the permitted number of flights and the associated number of passengers served on those flights, in full compliance with all applicable fire, building, safety codes, and other applicable standards. Associated with that objective is the commitment to compliance with the existing noise ordinances adopted for the airport and maintaining the current character of the airport. The project will be implemented at Long Beach Airport in the City of Long Beach. We have reviewed the submittal and offer the following comments:

Environmental Programs

The existing hazardous waste management infrastructure in this County is inadequate to handle the hazardous waste currently being generated. The continued operation and expansion of activities at Long Beach Airport may generate hazardous waste, which would adversely impact existing hazardous waste management infrastructure. This issue should be addressed and mitigation measures provided. Furthermore, if any soil

Ms. Angela Reynolds
October 27, 2003
Page 2

excavated during construction is contaminated by or classified as hazardous waste by an appropriate agency, this issue should be addressed and mitigation measure provided.

If you have any questions, please contact Mr. Coby Skye at (626) 458-5163.

Geotechnical and Materials Engineering

The Environmental Impact Report shall address the geotechnical issues identified in the Notice of Preparation/Initial Study.

Description of the project and the associated grading, i.e., existing and proposed grades, etc., must be shown on a topographic map. Also, all geotechnical hazards must be identified and any mitigation measures discussed in detail. The requested information shall be included in the appropriate documents, as requested by others.

The project is located within a mapped potentially liquefiable area, per the State of California Seismic Hazard Zone Map, Long Beach Quadrangle. However, a liquefaction analysis is not warranted at this time. Detailed liquefaction analyses, conforming to the requirements of the State of California Division of Mines and Geology Special Publication 117, must be conducted at the tentative map and/or grading/building plan stages.

If you have any questions, please contact Mr. Amir M. Alam at (626) 458-4925.

Land Development

Hydrology and Standard Urban Stormwater Mitigation Plan (SUSMP) Review

This environmental document has been reviewed only for drainage and SUSMP impacts to Los Angeles County areas and facilities.

This report inadequately addresses SUSMP and drainage issues. The environmental document does not provide sufficient information to determine what drainage impacts, if any, the project may have towards County facilities (storm drain Project Number 633 and 456). To properly assess any drainage and SUSMP impacts and to determine appropriate mitigation, a drainage concept/SUSMP report will be required. We recommend that the applicant prepare a drainage concept/SUSMP report showing the extent of the drainage and SUSMP quality impacts, and if necessary, provide mitigation acceptable to the County. The analysis should address increases in runoff, any change

Ms. Angela Reynolds
October 27, 2003
Page 3

in drainage patterns, treatment method proposed for SUSMP regulations, and the capacity of storm drain facilities. We recommend that a copy of the drainage concept/SUSMP report, once approved, be included in the environmental document.

If you have any questions, please contact Mr. Timothy Chen at (626) 458-4921.

Traffic and Lighting

The project will not have any significant impact to County and County/City roadways in the area. No further information is required.

If you have any questions, please contact Ms. Jennifer Frary at (626) 300-4792.

Watershed Management

The proposed project should include investigation of watershed management opportunities to maximize capture of local rainfall on the project site, eliminate incremental increase in flows to the storm drain system, and provide filtering of flows to capture contaminants originating from the project site.

Los Angeles River Watershed Section

The construction proposed as a part of this project will change the drainage pattern of the project site. Also, due to the increased air and vehicle traffic, the project could contribute to a change in the water quality at the site. Although these impacts may be determined to be less than significant, there will still be some impact resulting from the project. Please see Sections VII(a), (c), and (d) accordingly.

Please consider opportunities to incorporate best management practices and water management techniques into the design of the project. These include capturing the rainfall and infiltrating or filtering flows to reduce contaminants in the runoff.

If you have any questions, please contact Mr. Travis Perry at (626) 458-4319.

Ms. Angela Reynolds
October 27, 2003
Page 4

If you have any questions regarding the environmental review process of Public Works, please contact Ms. Massie Munroe at (626) 458-4359.

Very truly yours,

JAMES A. NOYES
Director of Public Works



ROD H. KUBOMOTO
Assistant Deputy Director
Watershed Management Division

MM:sw
C:\MyFiles\EIRs\54.doc

3435 Wilshire Boulevard
Suite 320
Los Angeles, CA 90010-1904



(213) 387-4287 phone
(213) 387-5383 fax
www.angeles.sierraclub.org

Comments on the Proposed Long Beach Airport Terminal Expansion

October 13, 2003

Dear Ms. Reynolds,

Please register our protest at the so-called "scoping proceedings." The public was not permitted to provide scoping comments. This was entirely inappropriate.

These are our written comments:

Fact: At the end of each flight, Jet Blue proudly announces that they purchase a new airplane every two weeks.

The terminal expansion is clearly in preparation of expansion of the airport and the number of flights. Five votes on any given evening at the city council or a federal ruling can change present law and flight numbers. For this reason, all studies must include the environmental impacts of an expanded airport. Not to do so would make the document useless.

A health impact survey should be done in the vicinity of the airport and in Greater Long Beach. It should be compared to a health study in a nearby city without a port or an airport like Huntington Beach.

Our area is out of air quality compliance and it has been so for many years. Since parking and traffic will be increased, how will these impacts be mitigated?

Sincerely,

Gordon LaBedz, M.D.
Conservation Chair

GORDON LaBEDZ, M.D.



SIERRA
CLUB
FOUNDED 1892

621 Manila Avenue
Long Beach, California 90814

(323) 881-5520 day
(562) 494-6368 eve
GLaBedzMD@aol.com





TO: Environmental Officer

FAX NUMBER: Maui Land Adm: 7150 Coast Ave Long Beach 90807

FROM: Cora Manalang CEO Dream Home Care Inc

DATE: 10-15-03 NUMBER OF PAGES: 2

(including cover page)

Please advise the following staff & residents
If there are any problems regarding this transmission, please call: () or fax: (562) 426-4800
(562) 595-9021

REMARKS:

We are strongly opposed to expansion of the Long Beach airport. We do have many homes in the area. Noise, dust, and health issues are numerous impact on us if the airport is expanded resulting into more flights & residents in the area.

- | | |
|-------------------|---------------------|
| 1) Rose Gardo | 11) Cora Manalang |
| 2) Helen Griffith | 12) Yvonne Owens |
| 3) Barbara Baker | 13) Julie Campbell |
| 4) Sally Bayas | 14) Charlotte Smith |

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- | | |
|-------------------|----------------|
| 9) TERESA NAYPE | 15) ESTER TATE |
| 21) SAMMIA COZANO | 16) PFIUTUANAN |

copied by: CE/Ann 10-15-03



page 2 of 2

TO: _____

FAX NUMBER: _____

FROM: _____

DATE: _____ NUMBER OF PAGES: _____

(including cover page)

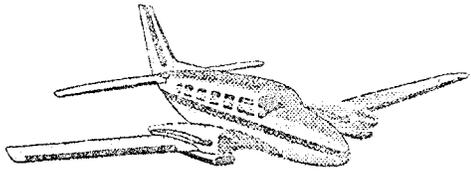
If there are any problems regarding this transmission,
please call: () or fax: ()

REMARKS:

- (2) Saida HAUS
- (3) Valerie ZARER
- (14) Mercedes KANAKIO
- (15) Elvie POLINTAN
- (16) Alex CASTRO
- (17) Roman Richardson

Phone # where to call
 (572) 989-1884
 989-9151
 395-4348
 595-9021

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LONG BEACH
AIRPORT ASSOCIATION
"In support of general aviation"

P.O. BOX 91372 LONG BEACH, CA 90809

October 20, 2003

Ms. Angela Reynolds
Environmental Officer
Planning and Building
City of Long Beach
333 W. Ocean Blvd.
Long Beach, Ca. 90802

Ms. Reynolds:

Reference: Notice of Preparation; permanent airport terminal facilities project, Long Beach Airport.

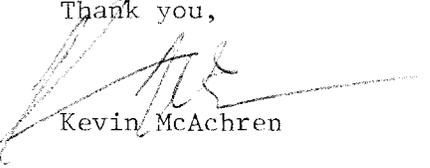
The Long Beach Airport Association supports the construction of permanent terminal facilities at the Long Beach Airport, commensurate with the current minimum permitted flight and passenger levels, as set by ordinance (41 commercial air carrier and 25 commuter air carrier flights). The present permanent facilities were designed to accommodate only fifteen airline flights, and the last permanent addition (south boarding lounge) was completed over twenty years ago. Patchwork, temporary facilities of "tents and trailers", currently in use, are an inconvenience and a disservice to the travelling public, the citizens of Long Beach, and the image of California's fifth largest city; they are unsustainable for long-term use.

We further maintain that the "scoping" of the EIR process for this project should be narrow in character, limited to the environmental effects of the construction of the physical buildings, parking structures, parking lots, etc.; not to include such issues as aircraft noise, pollution, etc., these latter areas having been covered extensively in a previous EIR and confirmed in a 1995 federal court settlement and the subsequent ordinance limiting flights, as approved by the Long Beach City Council.

Thank you for accepting this input. Any questions, comments, or updates, please address to:

Kevin McAchren
Secretary, Long Beach Airport Association
c/o Airserv
4137 Donald Douglas Drive
Long Beach, Ca. 90808
Ph. (562) 429-8062
FAX (562) 421-2858

Thank you,


Kevin McAchren

James R. Phillips
Vice President & Gen. Mgr.
717 Program & Long Beach Site
Commercial Airplanes

The Boeing Company
3855 Lakewood Boulevard MC D800-0083
Long Beach, CA 90846-0001

P. 01/01

October 22, 2003

Facsimile: (562) 570-6068



Ms. Angela Reynolds - Environmental Officer
Planning and Building
City of Long Beach
333 W. Ocean Blvd.
Long Beach, CA 90802

Dear Ms Reynolds,

The Boeing's Long Beach Commercial Unit supports the construction of permanent terminal facilities at the Long Beach Airport, matching the minimum number of passenger flights permitted by the City's noise ordinance. We believe these facilities will help our airline customers better serve their passengers.

The Airport's permanent facilities were completed more than twenty years ago and designed to handle only fifteen flights daily. Tents, trailers and mobile structures currently used don't meet the needs of the traveling public and the citizens of Long Beach.

We recommend that this project's EIR be limited to only the environmental effects of constructing buildings, parking structures, and other permanent facilities. It should not include aircraft noise and emissions and other environmental concerns, since they have been already addressed in a previously approved EIR.

Thank you for the opportunity for us to submit our position.

Sincerely,

A handwritten signature in black ink, appearing to read "James R. Phillips".



LOCKWOOD GREENE
A J.A. JONES COMPANY
ENGINEERING & CONSTRUCTION

October 22, 2003

Ms. Angela Reynolds - Environmental Officer
Planning an Building
City of Long Beach, CA
333 W. Ocean Blvd
Long Beach, CA 90802

RE: Notice of Preparation: Comments regarding Permanent Airport
Terminal Facilities- Long Beach Airport

Dear Ms. Reynolds:

Lockwood Greene Engineers in Long Beach supports the construction of permanent terminal facilities at the Long Beach Airport in an effort to accommodate the current, permitted flight passenger levels. The existing permanent facilities are grossly inadequate to accommodate the present ordinance approved level of 41-commercial air carrier and 25-commuter air carrier flights.

Currently, the Long Beach Airport operates within dated, permanent terminal facilities designed to accommodate only 15 air carrier flights. Temporary facilities, such as tents, trailers, and mobile office structures have proven to be an inconvenient and inefficient solution, and do not properly project or promote the image of California's fifth largest city.

We respectfully request that the scope of the EIR process exclude issues related to noise, pollution and other environmental concerns that are not directly related to the proposed terminal expansion. A previous EIR report extensively covered these topics and was confirmed by the Federal Court in 1995. We continue our support of the EIR process, and in this case to evaluate only the environmental effects of construction of the physical buildings, parking structures and other permanent facilities.

Sincere regards,

LOCKWOOD GREENE



James N. Conner, AIA
Office Manager

LOCKWOOD GREENE
10000 W. Century Blvd.
Suite 1000
Los Angeles, CA 90047
Tel: (310) 554-1000
Fax: (310) 554-1001
www.lockwoodgreene.com

.....

2830 E. Wardlow Rd.
Long Beach, CA 90807
Telephone 562-988-0456 FAX 562-427-6680
Email: hart_hangar@msn.com
Internet Site: www.link-usa.com/hartair

Hart Air Jg 54

October 23, 2003

Ms. Angela Reynolds -Environmental Officer
Planning and Building
City of Long Beach, CA
333 W. Ocean Blvd
Long Beach, CA 90802

RECEIVED
NOV 7, 2003
Planning and Building Dept.
Advance Planning

Dear Ms. Reynolds:

RE: Notice of Preparation: Comments regarding Permanent Airport Terminal Facilities-
Long Beach Airport

I have an airport business. I support the construction of permanent terminal facilities at the Long Beach Airport, commensurate with the current minimum permitted flight passenger levels, as set by ordinance for 41 commercial air carrier and 25-commuter air carrier flights.

The current permanent facilities were designed to accommodate only fifteen airline flights and the last permanent addition was done over twenty years ago. Temporary facilities, which include tents, trailers, and mobile office structures, currently in place are inconvenient and do not adequately provide the level of facilities needed for the traveling public, the citizens of Long Beach, and promote the image of California's fifth largest city. They are unsustainable for long-term use.

The current facility is not representative of what is needed by Long Beach and one of its money producing facilities. If we don't do this right, then let us build a new terminal commensurate with the real needs of the city where Boeing is proposing more unneeded housing at the PacifiCenter. We do not need more housing; we need a new airport terminal for this city. Wake up and put real vision and leadership into this city.

I strongly support the scoping of the EIR process for this project be narrow in character, limited ONLY to the environmental effects of the construction of the physical buildings, parking structures, and other permanent facilities. The scoping should NOT include issues related to the noise, pollution and other environmental concerns not directly related to the project. These latter areas were covered extensively in a previous EIR and confirmed by the Federal Court in 1995 when the Airport Noise Ordinance, approved by City Council, confirmed the limitations of flights out of Long Beach Airport.

Sincerely:



Don Hart

.....

Sept. 26, 2003

To The Environmental Officer
City of Long Beach, CA

Dear Mrs. Reynolds:

I am writing in regard to the proposed L.B. Airport improvement and expansion.

I am 68 years old. I came to L.B. to care for my aging parents seven years ago. After their deaths I am finally free of responsibilities and would like to enjoy my retirement.

I have always had lung problems and I felt that Long Beach would be the ideal place to live out my last years - the sea breeze somewhat moist & cleans the air. Lately, I have been awakened in the early hours of the morning (2:30 a.m. to be exact) from airplane noise and jet fuel fumes wafting into my home. I simply choke on those fumes and often it takes me the rest of the night to clear out the pollution from my home and resume normal breathing. In other words, the jet fumes are killing me and ^{the noise} disturbing my daytime peace.

I spent most of my early life in Long Beach, paid my taxes and now I would like some consideration. I'm sure there are other retirees who find the noise and fuel pollution detrimental to their well-being - physically & mentally.

→

Please keep the airport small and be considerate
to all members of the community.

Thank you,

R. J. MCKEE
1826 Litchfield Ave.
Long Beach, CA
90815

NORMA ANN DAWSON

4155 Keever Avenue
Long Beach, California 90807-3014
562-997-9245 telephone
562-997-0995 facsimile

October 1, 2003

Angela Reynolds
Environmental Officer
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, California 90802

Re: Long Beach Airport
Environmental Impact Review

Dear Ms. Reynolds:

This letter is in response to the City of Long Beach's notice of preparation for the environmental impact report required by state law before the City embarks on a series of "improvement" projects at Long Beach Airport.

Please ensure that the City includes in its analysis consideration of the recent study by Russell Rosenberg, Ph.D., director of the Northside Hospital Sleep Medicine Institute in Atlanta. That study of 1,700 adults living in Berlin found that residents exposed to average nighttime noise greater than 55 decibels are twice as likely to have high blood pressure as those who contend with 50 decibels or less.

As I am sure you are aware, the ingress and egress flight paths for Long Beach Airport are over residential areas and schools with young children and employed adults whose sleep hours conflict with the current permitted flight times. Please ensure that the health and well-being of both our City's children and their parents is preserved, protected and maintained.

Sincerely,



Norma Ann Dawson

NAD:hrs:l01

cc: LBHUSH2
The Press Telegram
The Signal
View From The Hill



Monkutare1@aol.com

10/06/2003 10:48 PM

To: airporteir@longbeach.gov

cc:

Subject: airport flights

Dear Ms Reynolds:

Long Beach residents breathe what may be the dirtiest air in America. Thank you for at least the little relief your rejection of more flights at the Long Beach Airport will bring.

Reduced flights will help alleviate stress from the constant bombardment of dirt and noise put upon us.

Sincerely,

Mr. and Mrs. Steve Ross

Long Beach, Ca



LBMARRIOTTGM@aol.
com

10/06/2003 11:03 AM

To: airporteir@longbeach.gov
cc: gknott@ruffinco.com
Subject: Long Beach Airport Terminal Area Improvements -Prep & Scoping

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City Of Long Beach
VIA: e-mail @ airporteir@longbeach.gov

October 6, 2003

Dear Ms. Reynolds,

We are in receipt and review of the above report. We and the many guest's utilizing the Long Beach Airport welcome the proposed improvements of this project. We look forward in working with you and your department to make this a reality for the city, Airport employee's and all of its users. Moving this Airport from under 1 million passengers to over 3 million this year and more next, has and will be, a fantastic improvement for the Airport, all Long Beach Business's, with jobs creation, convention building, services to all residents and the City's Image.
We thank the City and Council.

I look forward to meeting you at the October 11th meeting .

Sincerely,
Jerry Slatton
General Manager
Long Beach Marriott Airport

cc: Phil Ruffin
Owner Marriott Hotel



"Rebecca Stahley"
<StahleRS@abilityone.
com>

To: <airporteir@longbeach.gov.>
cc:
Subject: Expansion of the Long Beach Airport

10/06/2003 12:01 PM

To: Angela Reynolds, Environmental Officer

I am a home owner in California Heights and live close to the Long Beach Airport.

I am concerned about the possibility of expanding the terminals at the Long Beach

Airport which would result in an increase of flights out of Long Beach. In the time

that I have lived here it seems that the flights have significantly increased which

makes it difficult for me to operate on the phone in my home office. I often have to

pause while talking with customers as the jets fly overhead.

There have also been times when the runway has had problems and the aircrafts were diverted directly over our house which caused an extreme disturbance with noise, rattling windows etc.

I am also concerned about the pollution which is already here not to mention the increase in pollution that would come from an increased number of flights.

Please, do whatever you can to stop the expansion and preserve the historic, lovely neighborhoods that surround the airport.

Thank you for your consideration.

Sincerely,

Becky Stahley
3640 Rose Ave
Long Beach CA 90807
(562) 595-0887

2415 Stearnlee Ave.
Long Beach, CA 90815
October 6, 2003

Angela Reynolds
Environmental Officer
Planning and Building
333 West Ocean Blvd.
Long beach, CA 90802

To whom it may concern,

I am writing at this time to ask "why" for airport expansion. I have lived under the flight pattern for the last 28 years. The community and the airport seemed to have been able to get along fairly well over these years. I was aware of the airport use when I purchased my home and was OK with the use of it. This was prior to extensive use of it by commercial airlines.

As a group of concerned residents, could we not put our thinking caps on and come up with some "other ways" to generate revenue for the city that will not include the destruction of a community. Yes, indeed there appears to be a market for increased flights and a wonderful opportunity to raise additional funds for the city. This would be wonderful for all of the Orange County residents, who dream of the convenience of LB without the hardship of the airport noise, pollution, and decreased quality of life.,

I would like to be able to get needed rest when I have the opportunity not on a schedule when there may not be any flights overhead, excluding military landings occasionally. I would really like to be able to speak on the telephone without interruption. Maybe even enjoy my backyard without having to concern myself with what my drop from the plane besides all of the oil spots on the yard.

I and the citizens of this community beg the supporters for airport expansion to hear our plea for maintaining a quality of life that is livable for us in this community. The added health issues as well, the increased asthma and loss of hearing from the excess noise.

This airport seems to be quite beneficial to the private aircraft who use it. We have two major airports very near to LB.

I do feel that the losses that will occur will far outweigh any gains to be seen with expansion of the airport.

Due to the fact that I am disabled and unable to attend this meeting, it is my hope that this letter will be recognized.

Sincerely,
Robert A. Gingras





Meemee39@aol.com

10/07/2003 09:37 PM

To: airporteir@longbeach.gov
cc: R.Gabelich@lbhush2.com
Subject: Long Beach Airport Expansion

To: Angela Reynolds, Environmental Officer, Planning and Building
Living under the 40 commercial + 3 commuter flights per day is bad enough.
We have lived in our home for over 40 years and have always loved it here,
especially sitting out on our patio. It is, however, becoming less and less
pleasurable for us due to the noise caused by the increase in flights going
over

all day every day.

Please, please don't make it worse for us.

Thank you.

Mr.&Mrs. Donald W. Ball
4255 Boyar Avenue
Long Beach, California 90807

12-07-03 ①

Ms Angela Reynolds:

These comments relate to the Airport EIR mentioned in the Business Journal of 9/30 - 10/13.

Traffic congestion has greatly increased on Bell Flower, Carson & Neighborhood streets since arrival of the Airline. Traffic speed & density on Bell Flower between Carson & Los Altos Area is very, even excessively high, 50+ mph.

There is a high volume of cars on my street, Conant, to & from the Airport Area, speed bumps & traffic stop signs are ignored, large trucks are increasingly in evidence. No policing occurs.

Overall noise has increased, both car/truck & flight noise, especially helicopters, many at night, outside the restricted hours.

Small plane traffic & overflights are excessive over this area. No correction of their noise violations ever seems to be made.

(2)

We are concerned also about the long term effects of Jet Fuel fumes falling on us from the Jet Takeoff & landing activity. Jet fuel residue is harmful, both to vegetation, but mostly to human health.

The same applies to gasoline fumes.

We favor Restrictions on Airport use, flights, traffic around the Airport Area, especially on neighborhood streets like Conant. We especially need & want greater policing & traffic control. We've been here 28 years & would like to see the area returned to some semblance of its former & long lost tranquility.

Sincerely
Thomas Riste

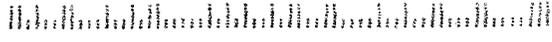
Mr/Mrs THOS. PRISK
5424 CONANT ST.
LB CA 90808



ANGELA REYNOLDS
CITY OF LB Planning/Building
333 W. OCEAN BLVD
LONG BEACH CA 90802

EIR

50802+4604



10-07-03

ANGELA REYNOLDS
ENVIRONMENTAL OFFICER
PLANNING & BUILDING
333 W. Ocean Blvd.
Long Beach, CA 90802

ENCLOSED ARE SOME OF MY VIEWS
AND RESPONSES AND NONRESPONSES
REGARDING EXPANSION AT LBMAP.

THE LBMAP IS CITY OWNED. IN
THE PAST THE FAA HAS PROVIDED
MONEY TO THE AIRPORT MAKING THEM
ELIGIBLE TO DICTATE WHAT GOES
ON THERE. IM POSITIVE THE CITIZENS
OF LONG BEACH WOULD VOTE A BOND
ISSUE TO GIVE CONTROL BACK TO
LONG BEACH.

IF YOU READ ALL THE MATERIAL ENCLOSED
YOU WILL SEE I'M WELL QUALIFIED TO WRITE
THANK YOU FOR YOUR TIME.

Clyde M. Spencer

P.S. LBMAP WAS ONCE AN OIL FIELD

Clyde M. Spencer
2100 Faust Avenue
Long Beach, California 90815-3303
(562) 596-6482

TO: City Officials and others

*FIRST MAILED - 04-14-02
ONLY EIGHT RESPONDED -
SUPERVISOR DON KNABE ONLY ONE AGREED, LONG BEACH
MUNICIPAL AIRPORT WAS NOT THE PLACE TO EXPAND.*

RE: Long Beach Municipal Airport Expansion

Dear: *ANGELA REYNOLDS -*

I called staff writer Felix Sanchez of the Long Beach Press Telegram recently to comment about his lack of reporting the citizens concerns about expansion of and increase of commercial flights at the Long Beach Municipal Airport. This includes physical structures, runways, lighting, parking, etc. He called Thursday April 4, 2002 and asked to interview me over the phone and an article was to appear in Monday's Business Section on April 8, 2002. I agreed. What a mistake. We talked about twenty minutes - He only reported about where I lived and noise levels and even misquoted me about American Airlines and their share of slots. They have no slots coming period.

What I did talk about was the peoples' will and the three times proposed expansion and building of another 10,000 feet of runway was soundly defeated at the polls.

To keep McDonald Douglas in Long Beach, we reluctantly voted to extend the diagonal runway. The citizens expressed concerns that this would open the door for further commercial expansion. All the "Brass" downtown pooh-poohed the idea saying it would never happen, even though plans were drawn up for a second long runway. This was kept secret for fear of blowing the whole deal. I know first hand working in the construction division of Long Beach Gas Department a lot of our facilities would have to be relocated or abandoned.

Besides what I talked about above, I briefly talked about shopping centers, both ends of diag. runway schools and churches, relocation of infrastructure, roads, pumping stations, drainage ditches, the Pyramid at Long Beach State University, 7,000 souls, 2 ½ miles of end of diag. runway, FAA rules regarding a 6,000 foot X 2 ½ mile buffer zone off of any commercial runway, lost tax base - when peoples homes of 30 to 40 years are bought up (the city can not repair streets as it is).

People in surrounding areas would soon learn there would be a heavy price to pay for convenience and cheap flights. Anyone that is inclined to can find out that the air corridor in Southern California is the most congested in the West Coast. We have had plenty of air mishaps in and around Long Beach Municipal Air Port. Albeit, most have been private or military aircraft (again, I have had first hand knowledge, being on emergency call for Long Beach Gas Department).

Talk about safety – once these air lines get a foot in the door, watch out. It will be grow – grow – grow.

I think most will agree we are long over due for a location that will handle another hub or international airport. There are many municipal airports in the area. None are being considered because there is no 10,000-foot runway.

A full-blown airport and a bedroom community will not mix; one or the other. Common sense voters have spoken three times. Look what El Toro voters have in store for them.

Most of what I've stated can be found in the files at City Hall, City Attorney, Press Telegram, and plenty of other attorney's offices.

Bottom line, no body at City Hall can or wants to be at City Hall will talk about the airport and safety. Its just money – money – money, and none of it will go to the taxpayer anyway.

What should, but will probably never happen is to go back to an open City Council election where we vote for everyone. They represent the entire city, why shouldn't all voters have a say in their elections? If we don't like what they are doing, it is out the door. No term limits needed. Mayor elected from the council, money saved could go toward a full time council, saving even more with smaller office staff.

I thank you for your time. It would be nice to receive an acknowledgement of receiving this letter.

Sincerely,

Clyde M. Spencer

enclosure

LETTER AND NEWS PAPER CLIPPINGS
REGARDING LONG BEACH MUNICIPAL
AIRPORT MAILED 04-14-02 TO THE
FOLLOWING. (SOME MAILED AT LATER DATE)

+ MAYOR BEVERLY O'NEILL - 04-14-02
1ST DISTRICT - COUNCILMEMBER BONNIE
LOWENTHAL -

+ 2ND - COUNCILMEMBER - DAN BAKER

+ 3RD - COUNCILMEMBER - FRANK COLANNA

+ 4TH - COUNCILMEMBER - DENNIS CARROLL

ALSO HAND DELIVERED AT BRISTOL FARMS.
LETTER ON 05-18-02

+ 5TH - COUNCILMEMBER - JACKIE KELL

6TH - COUNCILMEMBER - LAUREN R. BATTI

7TH - COUNCILMEMBER - RAY GRABNICKI

8TH - COUNCILMEMBER - ROB WEBB

9TH - COUNCILMEMBER - JERRY SHULTZ

+ CITY ATTORNEY - BOB SHANNON

CITY AUDITOR - GARY BURROUGHS

45TH DISTRICT - RE. DANA ROBRABACHEN

+ 4TH DISTRICT COUNTY SUPERVISOR - DON KNABE

27TH DISTRICT - STATE SENATOR BETTY KARNETZ

54TH DISTRICT - ASSEMBLYMAN ALLAN LOWENTHAL

OFFICE OF GOVERNOR - GREY DAVIS

+ U.S. SENATE - BARBARA BOXER

U.S. SENATE - DIANNE FEINSTEIN

RAN FOR MAYOR - NORM RYAN

GRUNION GAZETTE - KURT HELM

SPEAKOUT - PRESS TELEGRAM

BEACH COMBER - PUBLISHER JAY BEELER

MY ARTICLE APPEARED - MAY 3 2002

L. B. HUSH-2 - REA GABELICH

CITY OF LONG BEACH MUNICIPAL AIRPORT
TOM HENNESSY - VIEW POINT (COVER)

I CAN SEND COPIES OF THEIR RESPONSES

Airlines' interest in L.B. surges

Airport: Possibility of more flights clashes with residents' desire for less noise.

By Felix Sanchez

Staff writer

LONG BEACH — Clyde M. Spencer has lived in the same house several blocks from Long Beach Airport for going on four decades.

The 78-year-old Long Beach native, who worked for the city's utilities department all his adult life, doesn't have much in the bank, but he knew if there was something he could leave his children it was his two-story house on Faust Avenue.

"And what's going to happen? There are going to be airplanes flying over their house day and night. Great," Spencer sighed.

Spencer's increasing concern is over a recent surge of interest by at least two major commercial airlines in establishing new daily flights out of Long Beach Airport.

Spencer remembers the long battle between residents, airlines and the city from the early 1980s until the 1990s over just how many daily flights should be allowed, and at what times.

But a possible court battle again looms as American Airlines has made thinly veiled threats to sue the city over how it's managing the 41 daily flight slots imposed on the airport after a federal settlement of the litigation.

Last month American made a strong suggestion that the airport provide it with four permanent daily flight spots even though all 41 existing slots are already parceled out, including 27 to fast-growing commercial carrier JetBlue Airways.

And before city officials could digest American's demands, Alaska Airlines jumped into the mix, asking for three permanent daily flight slots so it could start service to and from Seattle.

Why the sudden interest in Long Beach Airport, a facility that prior to JetBlue's arrival last summer had seen its share of smaller, upstart airliners come and go, and had been consistently rejected by larger carriers when the 27 slots were sitting unused?

"Long Beach has always been a yo-yo airport. Up and down, up and down," said Mike Boyd, an airline industry analyst with the Boyd Co. in Denver.

"The problem recently with Long Beach is the curfew issue. Flying into Long Beach is like operating on a Jewish holiday. The sun goes down and traffic stops," Boyd said.

"For that reason airlines come and go."

But some other factors are now stirring interest.

• The Orange County public vote against an airport at the former El Toro Marine Base has Southern California

PLEASE SEE AIRPORT/A16

AIRPORT: More people traveling

CONTINUED FROM A13

Regional Airport Authority planners scrambling to track how existing facilities from San Diego to the San Fernando Valley and to the high desert will be able to handle the surge of airline passengers over the next two decades.

• JetBlue's success with its no-frills, non-stop, low-fare service from Long Beach to New York's John F. Kennedy International Airport, and planned expansion in the next few weeks to Washington, D.C., has caught the eye of competitors. Part of the success is tied to the airport's accessibility and convenience, compared to Los Angeles International Airport.

• And, finally, on Jan. 1, a term of the federal settlement expired that had prevented airlines from being able to sue the city or contest the ordinance that imposed the 41 daily flight cap and noise requirements.

"Long Beach, Ontario, even Bakersfield airports are going to become more important as alternatives," Boyd said about the impact of the El Toro defeat.

Stephen Levy, with the Center for the Continuing Study of the California Economy in Palo Alto, said that the way planners deal with that issue will have a dramatic impact on the Southern California economy and on jobs.

The friction will come as the demand for more airport capacity clashes with the demands of residents for fewer flights and less noise.

"That is the trade off," Levy said.

"The local community doesn't want a lot of air traffic flying out there," Boyd said.

"You can bet your boots 41 won't satisfy these airlines. They want their share," Spencer said. "The noise as it is right now, especially with these new planes, is not bad. I can live with that. But I can't live with this being a full-blown airport. You can't have both."

Boyd said Long Beach's best bet is to work within the community standards.

"If those rules make sense to the community. The community is part of the airport's infrastructure. I think the airports should conform to the community, not the other way around. Otherwise, get to know your legal department really well," Boyd said.

Long Beach City Attorney Robert Shannon said the only way to increase the number of daily flights to more than 41 would be a vote by the City Council to change the ordinance. Or a court order.

"There are no slots available, no permanent slots. It is our position that we have the absolute right to cap at 41 flights. And I get no sense that anywhere near a majority of the City Council would be inclined to consider" increasing the number, Shannon said.

And as for a legal challenge, "Our position is that the ordinance is legal and was blessed by the Ninth Circuit Court of Appeals," Shannon said.

American Airlines executives say

by allowing JetBlue Airways to reserve 27 flight slots for two years. JetBlue pays \$5,000 a slot every 90 days to keep the rights to the positions until it begins to use them.

JetBlue CEO David Neeleman maintains that the airline will have 10 daily flights at Long Beach Airport by the end of this year, and all 27 daily flights operating by the spring of next year.

American says if the flight slots aren't being used, they should be available to whomever wants them. American wants to start flights to Chicago and New York on June 15. Alaska's service is slated to begin in September.

Besides American and JetBlue, others holding the remainder of the 41 daily flight slots are America West, FedEx, Airborne Express and UPS.

"JetBlue was the only airline that stepped up to the plate and agreed to take the slots. At the time they came forward there was nobody else, and believe me, it was not because we didn't try," Shannon said.

American Airlines had a history of turning down requests and recruiting efforts by the city to fill the slots, Shannon said.

Boyd said American, which began operations in 1983 but pulled out for nearly three years in mid-1994, is reacting like any other major airline that sees a competitor having success.

"Airlines are lemmings. They see one go, they want to go, too," Boyd said. Speculation that American and Alaska are out to put JetBlue out of business is misguided, Boyd said.

"American has been there in the past. So has Alaska. So for them wanting to go back in is not prima facie evidence of them preying on JetBlue," Boyd said.

Airport spokeswoman Sharon Diggs-Jackson said the airport had taken a "very aggressive" approach to recruiting potential airliners to take empty slots since Winair went out of business at the airport in late 1999. But recruiting has been going on since the early 1990s, when total flights dropped from a high of 41 in 1990 to 16 in 1993.

In one instance, Aloha Airlines was heavily pitched by the airport, with detailed presentations on marketing programs, terminal accommodations and routes, but in the end chose to fly out of John Wayne Airport in Orange County.

"They usually came back and say 'no', it's a business decision," Diggs-Jackson said.

(COVER)



Swopester@aol.com

10/08/2003 02:34 PM

To: airporteir@longbeach.gov

cc:

Subject: Fwd: airport noise

----- Message from Swopester@aol.com on Wed, 8 Oct 2003 17:32:05 EDT -----

To: airporteir@longbeach.gov.

Subject: airport noise

The airport noise is out of control. Not only dose it go on all day and all night long at this point, but it is also costing me lost time and money. Some of us work nights and need to sleep during the day. This is not as easy task, I have put new windows in my home to improve the quality of sleep I receive and to keep out the never ending noise of the jets screaming over my house. Although the windows cut out some noise, it doesn't solve the problem. Than theirs the shaking of my home. I am right over the take of flights as the noise filters down to me so dose the shock waves. My home is vibrating and walls and ceilings are cracking this to has cost me money to maintain and fix the problems. Something needs to be done to protect my investment as well as the future of our neighborhood.

One last note. This airport dose not benefit me in any way. It is much cheaper for my family and I to travel out of lax than longbeach.

Sincerely,
Dale f. Swope
4400 walnut Ave.
longbeach, ca 90807



Peter Greenfield
<peter_greenfield@yahoo.com>

To: airportair@longbeach.gov
cc:
Subject: Question about Flight ordinance

10/08/2003 07:42 PM

I have been reading the "Notice of Preparation and Scoping" posted on the LGB website. I am confused by the wording regarding the restriction on the number of flights. In the document, this restriction is frequently referred to as a "minimum" of 41 flights per day. Here is an example from page 6:

"As a result of the settlement, the City was permitted to enact Chapter 16.43 of the Municipal Code. Chapter 16.43 permits air carriers to operate a minimum of 41 airline flights per day while commuter carriers are permitted to operate a minimum of 25 flights per day. There are provisions in the ordinance allowing the number of flights to be increased if the air carrier flights and commuter flights operate below their respective Community Noise Equivalent Level (CNEL) limits3."

Should this not be a "maximum" of 41 flights per day, and a "maximum" of 25 commuter flights per day? If it were a minimum number, then wouldn't the airlines be required to conduct at least those numbers of flights, and more? It doesn't make any sense to me.

Also, is the project described in this report (mostly expanding the facilities) the extent of the controversial airport expansion? Are there additional plans in the works to increase the number of permitted flights? Also, will the shorter east-west runways be used more extensively for commercial flights? I believe this would be environmentally undesirable, since there are major residential areas at the ends of these runways.

Thank you for your attention to this matter. I await your reply.

Sincerely,

Peter L. Greenfield
3698 California Avenue
Long Beach, California 90807

Do you Yahoo!?

The New Yahoo! Shopping - with improved product search
<http://shopping.yahoo.com>



Bruce Greenberg
<bagreenberg@netzer
o.com>

To: airpoteir@longbeach.gov
cc: R.Gabelich@lbhush2.com
Subject: Airport Expansion

10/09/2003 07:50 PM

I live at 1031 Claiborne and the departing flights go right over my house. I support airport expansion provided the additional flights are the newer & quieter jets and heavier fines are imposed for flights after 10:00 p.m. During summer or any time the windows are open, I can't hear the TV for about 30 seconds when the flights go over, so I press the mute button and dialog for the deaf pops up. A very small inconvenience for the benefits the airport brings. According to LBHush, the airport can have an extra 23 flights. That would be great for the Long Beach economy. As for property values, we've lived with the airport for years and have you seen the prices of Bixby Knolls & Virginia CC houses? Buyers simply have little concern because the impact is so minimal. As for the health issues, anyone who thinks a little noise creates "physiological stress" doesn't have a life, anyway. Some people will complain about anything; complaining makes them feel better. Trus stress is not having a job, not having money for food, etc. We must do everything to boost our local economy as long as the sacrafices are nominal and a few seconds of noise a couple of times during reasonable hours is minimal. Thanks for listening. Bruce A. Greenberg



David Finch
<res0xwdv@verizon.net>

To: airpoteir@longbeach.gov
cc: district7@ci.long-beach.ca.us
Subject: Jet at 2am

10/10/2003 02:19 AM

I was just jarred from sleep quite dramatically by a huge jet flying directly over my house at 2 this morning. I can not get back to sleep because it was so shattering of a surprise. This has happened more frequently and I would like my complaint to be registered some how. I have also called the airport hotline to complain.

Every day I feel there is less concern or respect from the airport and the City--that there is a residential area with humans living and TRYING to sleep in it.

David Finch
3644 Gaviota Ave
Long Beach, CA 90807



"Mike Kells"
<mike.kells@verizon.net>

To: <airporteir@longbeach.gov>
cc: <r.gabelich@lbhush2.com>
Subject: NO RO AIRPORT EXPANSION

10/10/2003 08:13 AM

WE ARE AGAINST TO AIRPORT
EXPANSION ++++++

Mike/evelyn



"Dunn, Lisa"
<lisa.dunn@nissan-us
a.com>

10/10/2003 09:14 AM

To: "AIRPORTEIR@LONGBEACH.GOV"
<AIRPORTEIR@LONGBEACH.GOV>
cc: ".R.GABELICH@LBHUSH2.COM" <.R.GABELICH@LBHUSH2.COM>
Subject: Airport Issues

Hi,

My name is Lisa Dunn I reside at 3751 Falcon Avenue, Long Beach 90807 and I have owned my home here for 3 years. I have to tell you, since I have moved into this neighborhood the plane noise has completely disrupted my family and animals. My daughter has had many nights of waking up crying scared of the airplane noise and my one animal hides under the bed everytime he hears these big loud jets flying overhead, not to mention most of the time I'm on the phone talking I have to tell the other party to hold on a moment while the jets fly over. I really wished I had never moved into this neighborhood, it has one thing holding it back from being the best and that's the loud jets flying over! I cannot stress enough on how these loud jets MUST be controlled and I will fight this battle to the end!
Sincerely,

Lisa Dunn
Nissan North America, Inc.
Infiniti West Region
(310) 771-4525 (Office)
(310) 771-4501 (Fax)
lisa.dunn@nissan-usa.com



SMASHINGJB@aol.co
m

10/10/2003 10:02 AM

To: airporteir@longbeach.gov
cc:
Subject: airport expansion

I am totally againt the expansion of the Long Beach Airport. On a nightly basis the noise has increase and the commercial flights have come more regularly. What's most irritating are the commercial flights that fly late at night. I can't tell you how many times a roaring aircraft has rumbled my bed room and interupted my sleep... I just want to scream!!!!!! In addition, are those prop planes which I believe are commuter flights that seem to fly within touching distance at 8:00 a.m. So much for ever a quiet morning. I have to leave my own neighborhood and stay with a friend in order to ever sleep pass 8:00. I CAN'T STAND THAT!!!!!! I am a traveler and I refuse to fly out of Long Beach Airport. I refuse to support vocally or financially any part of the future development of this airport.

Sleepless Resident

NO ON LONG BEACH AIRPORT EXPANSION



"Tony and Rosemary"
<trfalcon@charter.net>

10/10/2003 10:46 AM

To: <AIRPORTEIR@LONGBEACH.GOV>
cc:
Subject: living under the take-off path

To whom it may concern,

My husband and I live under the take-off path of Long Beach Airport. Since the start of the 41 flights, it interrupts our sleep and our right to peace and quiet inside and outside our home.....We can't hear the TV or each other talking when a plane goes over. Also, when a plane goes over, we can't hear anyone on the telephone.

We are having a very difficult time with all the noise and pollution that is coming from these jets and we don't think it's right for the city to try and encourage more air traffic when our homes were here BEFORE there was all this commercial air transportation.

These jets take off over elementary and junior high schools too. Doesn't the health and well being of children even matter to this city? Interruption of education while these planes are going over can't be a good thing for children trying to hear the teacher, as well as the teacher concentrating on her lesson to students. What about when students are at play on the playground and the effects on their hearing?

It would be better to reduce the number of aircraft and not to increase it. The entire city must burden the added pollution and traffic regardless of whether noise impacts the entire city or not.

Sincerely,
Anthony and Rosemary Caruso
Long Beach



KarenOMayer@aol.co
m
10/10/2003 02:30 PM

To: airporteir@longbeach.gov
cc: rgabelich@lbhush2.com
Subject: NO TO EXPANSION OF THE LB AIRPORT

I am concerned resident and am against expansion of the Long Beach airport. It is extremely annoying to endure the noise from the airplanes. Is there an alternative? Is there another route?

Concerned resident

Karen Mayer

310.466.6240 - Mobile

562.989.9669 - Home

562.989.9161 - Fax



Daryl & Sheryl Stegall
<dstegall@charter.net>

10/10/2003 07:41 PM

To: AIRPORTEIR@LONGBEACH.GOV
cc: R.GABELICH@LBHUSH2.COM
Subject:

October 10, 2003

In regards to expansion at the Long Beach Airport:

I am a resident of the California Heights neighborhood, and when I purchased my home two years ago a main concern of mine was the noise from the airport. Both my realtor and neighbors assured me that the noise if any was minor and it never affected their daily routines. As you can imagine I was stunned a few weeks ago when the airport began construction on one of the existing runways. The noise was absolutely unbearable. When I was told through our California Heights president, that this construction on the runway would continue next year, I became very concerned. Not only did the noise keep me up very late; the vibrations from the airplanes rattled the inside of my house so much that I thought the windows were going to break. I suffer from migraine headaches as a result of which I have extreme sensitivity to noise. Therefore the increased airport disturbance has greatly affected my livelihood.

Another factor that concerns me is the volume of airplane traffic from all of the smaller planes that rent out spaces from the airport. These are often more of a nuisance than the larger jets because they fly so much lower and therefore cause more daily noise.

I am adamantly against any further construction to expand the Long Beach airport. Not only will the proposed expansion decrease the value of my house; it will severely disturb the inhabitants of this lovely neighborhood.

Thanks you for your consideration,
Mr. and Mrs. Daryl Stegall
3529 Myrtle Avenue
Long Beach, CA. 90807



BAJATED@aol.com

10/10/2003 08:55 PM

To: airporteir@longbeach.gov

cc: r.gabelich@lbhush2.com, MRMoncure@aol.com,
MJMoncure@aol.com, BillMoncure@aol.com,
greenlightlb@yahoo.com, mdweal@yahoo.com

Subject: Long Beach Airport Environmental Impact Report Input

We recently received notice that we can provide input about the impact that the airport has on our life. We would like to take this opportunity to do so.

The Long Beach airport has made traveling to and from Long Beach much more convenient than in times past, and we generally support it, although there are a few items which are annoying. The most annoying is the Long Beach Police helicopter which passes directly over our house (3733 Cedar Ave) at least twice daily at 200 to 300 feet above the ground. It's loud and annoying, and wakes up our kids in the morning, which causes them to be grumpy all day. It also comes by at night usually when we're trying to put the kids to bed. For some reason the news helicopters and other training helicopters don't use this route or fly higher, because we don't notice them. I know it's Long Beach PD because I've seen them at AirFlite gassing up the helicopter. Please ask them to stop, or at least to fly at 500 to 700 feet above ground level, and maybe mix up their routes a bit. They also have a tendency to hover outside my brothers bedroom window over the water on the 6th floor of the Portofino building in Naples. He's called the police about this several times, but they don't seem to understand the negative impact that they are having by their inconsiderate flying behavior.

Other than the police helicopter, we don't have any real issues with the airport or further expansion to the total cap of 41 commercial and 25 commuter flights per day. We do think that turboprop and piston engine airplanes are less intrusive than the jets though, and would welcome a tradeoff for more piston engines and less jets if we had the choice; The jet engines are higher pitched and more obnoxious, and make it difficult to talk over, whereas the piston engines actually have a nice sound, especially the DC-3 that flies over our house at 7 AM every morning on the way to Catalina. We actually love the sound of that airplane, and our neighbors do too.

I apologize for the somewhat random comments, but I would like to summarize by reiterating our support for the Long Beach airport and the convenient transportation it offers, pointing out that in general the noise is not offensive to us, and that we'd like the city to restrict the police helicopter to more normal behavior, similar to the rest of the helicopters which use the airport daily. Feel free to contact us further with any questions. Thanks for considering our comments.

Sincerely,

Ted and Michele Moncure
3733 Cedar Ave
Long Beach, CA 90807

October 10, 2003

In regards to expansion at the Long Beach Airport:

I am a resident of the California Heights neighborhood, and when I purchased my home two years ago a main concern of mine was the noise from the airport. Both my realtor and neighbors assured me that the noise if any was minor and it never affected their daily routines. As you can imagine I was stunned a few weeks ago when the airport began construction on one of the existing runways. The noise was absolutely unbearable. When I was told through our California Heights president, that this construction on the runway would continue next year, I became very concerned. Not only did the noise keep me up very late; the vibrations from the airplanes rattled the inside of my house so much that I thought the windows were going to break. I suffer from migraine headaches as a result of which I have extreme sensitivity to noise. Therefore the increased airport disturbance has greatly affected my livelihood.

Another factor that concerns me is the volume of airplane traffic from all of the smaller planes that rent out spaces from the airport. These are often more of a nuisance than the larger jets because they fly so much lower and therefore cause more daily noise.

I am adamantly against any further construction to expand the Long Beach airport. Not only will the proposed expansion decrease the value of my house; it will severely disturb the inhabitants of this lovely neighborhood.

Thanks you for your consideration,
Mr. and Mrs. Daryl Stegall
3529 Myrtle Avenue
Long Beach, CA. 90807

October 10, 2003

Att: Angela Renolds

If there is any doubt about the adverse impact over active airport traffic has on surrounding neighborhoods spend several hours near L.A.X. The noise is deafening and the jet fuel residue covers the area like fine snow, not to mention the traffic congestion.

I live in the Cal Heights area, my white house needs yearly washing and new painting every five years (airport soot) If you continue to book additional flights the only option is to paint the house battle snip gray.

Mayor B.O. will be all for this project it will give her new back-ground for her daily photo shoots. Perhaps if you provided her with a pony she could pose at every tree planting, and curb painting site in town, and sign autographs. Can we recall her?

NO ON AIR TRAFFIC EXPANSION

NAME WITHHELD TO
PROTECT THE TRUTHFUL
CITIZEN



"Chris Vaughn"
<chris.tv@verizon.net>

10/11/2003 11:41 AM

To: <AIRPORTEIR@LONGBEACH.GOV>
cc: <R.GABELICH@LBHUSH2.COM>
Subject: AIRPLANE NOISE

My name is Christine Vaughn and my husband is Douglas Vaughn. We have two children who are adults now, we have lived at 4603 Goldfield Avenue for almost 32 years. Prior to us my grandparents owned this house and lived here since the house was built. In the past year, our lives have changed dramatically from the horrible, terrible amount of flights and noise that is allowed from the Long Beach Airport. I have called a few times to complain about the hour or level of noise from planes taking off over our house. Most of the time you have to stop your conversation in your own house either with members of our family or on the phone when these planes take off. Our house has huge cracks that are caused by the planes shaking and rattling windows and the house on a daily basis, and this was prior to the 40+ that are now taking off sometimes every five minutes.

We work full time every weekday and still feel the huge impact on our daily lives from the noise every evening especially. Planes take off after 10:00 p.m. which we thought was illegal or not allowed as a courtesy to the neighborhood. Ha Ha, what a joke! Of course all that matters is \$\$\$\$\$. When original owners moved in here the Long Beach Airport was mostly small planes buzzing around and now look. They are trying to make it into a mini LAX. Everyone in our neighborhood hates what is happening, and we intend to speak up for all that it's worth. This is our home and our lives that are affected and the only ones who care are the people like us who own homes in either the take off pattern or landing pattern. I hope someone will help to protect our neighborhoods, maybe our city councilman will care. We shall see.



"Joe Chesler-Home"
<jchesler@charter.net>

10/11/2003 08:42 PM

To: <AirportEIR@longbeach.gov>
cc:
Subject: Scoping Meeting Comments

Ms. Angela Reynolds, Environmental Officer
Department of Planning & Building
City of Long Beach

Re: Comments on Proposed Airport Expansion NOP

Dear Ms. Reynolds:

1. The NOP project description is confusing with regarding proposed office space requirement and allocation. The NOP indicates that 20KSF of new office space will be provided, yet it also indicates that 50KSF is the demand by various carriers, TSA and airport administration.
2. Any office space should occupy the ground level or sub-floor level of any new buildings, so that passengers and concessions are above any airport operations level, thus affording sweeping views over the airport. This design change would add to the public appeal of the airport and be consistent with the current operation of the airport restaurant and observation deck.

--JOE--

~~~~~  
Joseph Chesler  
4054 Locust Avenue  
Long Beach, CA 90807-2653  
EM: [jchesler@charter.net](mailto:jchesler@charter.net)  
~~~~~

DONALD J. BERNARDINI

1506 Carogaena Street
Long Beach, California 90807
Home number: 562-424-1147
djb@bernardinid.com

October 11, 2003

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802

Dear Ms. Reynolds,

The purpose of this letter is to express my concern over the Long Beach Airport terminal area improvements.

On Saturday, October 11, 2003, my wife and I attended a meeting at The Long Beach Energy Department regarding the above issue. At this meeting, the audience was told verbal comments would not be officially recorded, and if we wished to express our concerns, we needed to communicate via the written word.

I have been living in the California Heights area since 1975, and have watched the area grow beyond what the environment can endure. With the expansion/improvements of the airport, I can only anticipate the quality of life deteriorating more, and the property values in and around California Heights falling.

At this time, flights leave the airport at 0700 hours and the last flight leaves after 2200 hours. Needless to say, sleep deprivation is at a high level in the Bernardini household due to the noise levels of the airplanes. Also, the amount of traffic on Carson is tremendous – causing us to alter our lives. If you expand/improve the airport, please imagine the number of cars, the air pollution, noise levels, etc., in or around my working class neighborhood.

Also, I understand that methane gas is an issue around the Long Beach Airport, which has my family and I highly concerned.

I pray that you and the City of Long Beach care about the neighborhoods around the airport. Life issues are at stake with the airport expansion, and I wish to remind my city leaders that neighborhoods like mine are not to be taken lightly.

Should you have any questions, please call me or my wife, Kathryn Bernardini, at the above number.

Sincerely,



October 11, 2003

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

Re: Long Beach Airport Environmental Impact Report (EIR)

Dear Ms. Reynolds,

On Saturday, October 11, 2003, at the EIR public scoping meeting, the City of Long Beach stated that the ground rules and scope to the EIR consultants assumes the project does not address flight operations and their associated environmental impacts.

Public input at that same meeting from numerous sources requested that this assumption be changed, and that flight operations be included in the EIR in order to properly evaluate the true impacts of the terminal area improvements.

Thus, there are differing opinions regarding the recommended scope of the EIR. It is in the public interest to expand the EIR scope to address their concerns and quantify the associated impacts so an informed decision can be made. It is in the airport proprietor's interest to keep the scope narrow so as to minimize the economic impacts of their proposed project. I suppose it is in the consultant's interest to expand the scope of the EIR because it leads to more business for them. So the question is, who plays the role of impartial arbitrator to settle these competing interests?

As you know, according to the CEQA guidelines, it is the Lead Agency who ultimately defines the scope. However, in this situation, the City of Long Beach is not only the Lead Agency, they are also the Responsible Agency preparing the EIR and they are the proprietors of the Long Beach Airport who have the most to gain from a narrowly scoped EIR. This poses a significant challenge to the Lead Agency to remain impartial, just and unbiased.

Fortunately, there are specific rules in the CEQA guidelines that will help guide the Lead Agency in maintaining "informed and balanced" decisions. On Policies, Section 15003 (b) states "The EIR serves not only to protect the environment but also to demonstrate to the public that it is being protected." And (d) states "The EIR is to demonstrate to an apprehensive citizenry that the agency has, in fact, analyzed and considered the ecological implications of its actions."

Regarding the guidelines to determine what is included in the scope of a project, Section 15064 provides a long list. Some pertinent points are (d) "... the Lead Agency shall consider direct physical changes in the environment which may be caused by the project and reasonably foreseeable indirect physical changes in the environment which may be caused by the project." According to Section 15005: "(e) 'Must' or 'shall' identifies a mandatory element which all public agencies are required to follow."

Scott A. Green, Ph.D.
5352 Fallingwater Drive
Huntington Beach, CA 92647
Phone/Fax: (714) 596-5595
email: scott.a.green@jeee.org

As an example of an indirect physical change, the CEQA states, “for example, the construction of a new sewage treatment plant may facilitate population growth in the service area due to the increase in sewage treatment capacity and may lead to an increase in air pollution.” Put in our context, the modification of an existing airport to increase capacity may facilitate increased passenger traffic in the service area due to the increase in airport capacity and may lead to an increase in air and noise pollution. Thus, by similarity, air and noise pollution due to increased passenger traffic caused by increased airport capacity must be included in the EIR as an “indirect physical change.”

Note, Section 15064 also states, “An indirect physical change is to be considered only if that change is a reasonably foreseeable impact which may be caused by the project.”

My argument is this, a 41/25 flight combination with 1 million annual passengers, which is the permanent capacity of the existing Long Beach Airport, produces less noise and less air pollution than a 41/25 flight combination with 3.8 million annual passengers, the proposed permanent capacity of this project. Fundamentally, this is reasonably factual information that should be considered by any impartial Lead Agency, independent of the need for expert testimony. More people imply more weight, which implies more fuel consumption, more pollution, and more noise on approach and departure. That air and noise pollution impact comes not only at the airport, but also during flight operations in the surrounding community. Thus, flight operations and their associated environmental impacts are an indirect physical change resulting from this project, and as such, are a mandatory issue that must be included in the scope of this EIR.

Simply because temporary passenger capacity was added by the airport without a comprehensive EIR does not preclude the inclusion of the increased passenger capacity when a permanent facility is proposed and the associated EIR is initiated. The proposed project is a capacity change of the permanent airport facility from accommodations for 1 million to accommodations for 3.8 million annual passengers, nearly quadrupling the permanent capacity of the airport. Airplanes are bringing in more passengers than ever before, and the associated environmental impacts from those additional passengers have never before been evaluated. This EIR is the appropriate instrument for such an evaluation.

The fact that the temporary airport improvements are currently allowing 3.4 million annual passengers, rather than the 1 million enabled by the permanent facility alone, demonstrates beyond a reasonable doubt that this “indirect physical change” of increased passenger traffic is very much “a reasonably foreseeable impact.” Hence, this issue of including the environmental impacts of flight operations satisfies all of the criteria necessary to be included in the scope of the EIR, as defined by the CEQA guidelines.

Furthermore, in order to avoid any appearance of a conflict of interest, to guarantee the protection of the citizens which it represents, and to accumulate as much information as possible so as to make a truly informed decision, it is in the best interest of the City of Long Beach to include the environmental impacts of flight operations in the surrounding communities of Long Beach, Seal Beach and Huntington Beach in the scope of the EIR.

Scott A. Green, Ph.D.
5352 Fallingwater Drive
Huntington Beach, CA 92647
Phone/Fax: (714) 596-5595
email: scott.a.green@ieee.org

Undoubtedly the proprietors of the Long Beach Airport are feeling pressure to accommodate the growing legions of passengers generated by the 41/25 flight combination. We, the public in the impacted area, feel that same pressure 41 times each day, so we can certainly relate to their distress. However, that mounting pressure does not inherently deny the public of their legal rights to a fair and comprehensive review of the environmental impacts resulting from either those expanding accommodations or their indirect implications.

Let me end with a question. If the EIR scope is expanded to include flight operations, which I believe is mandatory based on CEQA guidelines, what additional studies do the consultants recommend be included?

Sincerely,



Scott A. Green, Ph.D.
Huntington Beach, CA

CC: Long Beach City Council

P.S. Let me again emphasize, the impacts to the City of Huntington Beach must be included in the scope of flight operational impacts from this proposed project. Specific studies required are: an air dispersion model; a human health risk assessment; an assessment of the long-term health issues and classroom disruption impacts to our children at Hope View Elementary School.

Dear Ms. Reynolds,

10-11-03

The following is my written testimony regarding the disturbance I've experienced from the increase in flights at the Long Beach Airport. I live at California Heights/Bixby Knolls, near the flight path where planes take off. There have been many occasions when planes in this area after 10pm. Oftentimes, the planes fly as late as 11pm or even later. The late flights have disturbed my normal sleep pattern, and have made it difficult to awake at 4:45am for work.

My quality of life has been affected by the airport activity. I can no longer enjoy music or reading in peace. The roar from jet engines constantly throughout the day are the cause. The planes also wake me up in the morning on weekends, so I can no longer sleep in if I wanted to.

Please stop the Long Beach Airport expansion. Not only has the current flight activity increased noise pollution, but it's also increased air pollution. The flight patterns are too close to residential neighborhoods at relatively low altitudes. My quality of life is adversely affected since the flights increased.

Sincerely,

Wayne Mishnick
3564 California Ave.
Long Beach, CA 90807

1845 N. College Circle
Long Beach CA 90815
Oct. 11, 2003

Angela Reynolds
Environmental officer
Planning and Building Department
City Hall
333 W. Ocean Blvd.
Long Beach CA 90802

Dear Ms. Reynolds,

The Oct. 11 meeting on the Draft EIR for Long Beach airport expansion meeting was the first airport meeting I attended. After listening one hour I became so upset that I left. If I tried the same scheme at work, I would be fired. If I scheduled a three-hour meeting to present my analysis results but told my audience I didn't intend to answer questions at the meeting, and if they had concerns they could write to me, and I did not need to respond, or they could come back during lunch hour next day, I would lose my job. The officials running the meeting Saturday constantly reminded the audience that questions could only be raised and answered the following Thursday evening. **But people need to work on Thursday.** Attending a meeting on a Thursday evening is just not convenient for me. I don't need to sit through three hours listening what the city is doing. I can **read about that**. I simply cannot believe the way Long Beach city officials treated its taxpayers.

It is clear to me after the meeting that the city officials have made up their minds. As with our famous cracker box apartments, citizen's concerns against airport expansion are on the way to be trashed.

The city and Jet Blue have used a survey to show most residents approve of airport expansion. However, the recently cancelled ShoreFest told a different story. When the beachfront residents found out there would be loud air shows over their heads and massive traffic in their neighborhood, they angrily reacted. What other residents say is that you can expand the airport but don't try to bring airplanes over their heads. The city should never sacrifice one neighborhood for the benefit of other areas, as they apparently intend to sacrifice Los Altos and Bixby Knolls to benefit downtown interests that want a larger airport.

Many times the city has mentioned that a busy airport is essential to Long Beach's tourist business. However, if we conduct a citywide survey to ask residents whether fresh ocean waves or an airport is more important to the tourist business, I am almost certain that the answer is the fresh ocean waves. Should the city tear down the breakwater or part of it? I say no, because some properties could be in danger. However, I am getting more and more frustrated to find out the pro-business group, whose majority live on the beach front, is making a quick move to sacrifice my neighborhood for their benefit.

I have seen how central Long Beach has turned out. The City Hall is using the same arguments now, but from different people. When the cracker box apartments started, the housing market was booming. There were no immediate bad impacts in most neighbors' property values. However, starting from early 90s, with the real estate market went down, the cracker box neighborhoods became high-crime areas. What I am concerned is that when the next cycle comes, many neighborhoods around the airport will be the next victims. Does that help the city?

We have been told that the flight numbers will be kept the same. But everyone knows there is no guarantee that airlines will not sue Long Beach in the future. The agreement on flight limits did not stop American Airline from threatening the city. After Orange County residents have voted down an El Toro airport, sooner or later airlines will force Long Beach to have more flights. Jet Blue currently does not have enough airplanes to expand. Ten years later the story will be different. Airlines have no interests in our neighborhood's stability. We need to protect it.

So my bottom line is that in the future if airlines sue Long Beach, what are we going to do? Without the airport expansion, they are here anyway. Why should we provide them more reasons to sue us? Because there will be no El Toro airport, airlines will just continue to push more flights when the economy turns around. Are the city hall officials so eager to turn our neighborhoods into another Inglewood?

Sincerely,

A handwritten signature in black ink, appearing to read "Eric Sun". The signature is fluid and cursive, written over a light blue horizontal line.

Eric Sun



"John Mosquera"
<jamosquera@hotmail.com>

10/12/2003 10:02 AM

To: airpporteir@longbeach.gov
cc: r.gabelich@lbhush2.com, riosr@mindspring.com,
sheilah_g@hotmail.com
Subject: Airport Expansion EIR - Attn: Angela Reynolds

Angela,

<?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />

I am writing to voice my concern about the proposed airport expansion in Long Beach. I am a property owner and have noticed over the past years that the quality of life, around the airport area has diminished. The proposed expansion of Long Beach airport concerns me and many of my neighbors. I request that an Environmental Impact Report be commissioned to identify issues and concerns regarding airport expansion.

The Environmental Impact Report should include and not be limited to the following:

Air Quality (both indoor and outdoor)

Cost to City of Long Beach to soundproof and provide indoor air cleaning for all homes impacted by the airport expansion

Traffic increase

Noise Pollution

Economic Impact

Disaster Recovery

Regards,

John Mosquera
3916 Falcon Ave
Long Beach, CA 90807

Frustrated with dial-up? Get high-speed for as low as \$29.95/month*.

*Depending on the local service providers in your area.

----- Message from "John Mosquera" <jamosquera@hotmail.com> on Sun, 12 Oct 2003 17:00:40 +0000

To: airpporteir@longbeach.gov

cc: r.gabelich@lbhush2.com, jamosquera@hotmail.com, riosr@mindspring.com,
sheilah_g@hotmail.com

Subject: Airport Expansion EIR - Attn: Angela Reynolds

Angela,

<?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />

I am writing to voice my concern about the proposed airport expansion in Long Beach. I am a

property owner and have noticed over the past years that the quality of life, around the airport area has diminished. The proposed expansion of Long Beach airport concerns me and many of my neighbors. I request that an Environmental Impact Report be commissioned to identify issues and concerns regarding airport expansion.

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Traffic increase

Noise Pollution

Economic Impact

Disaster Recovery

Regards,

John Mosquera
3916 Falcon Ave
Long Beach, CA 90807



Monkutare1@aol.com

10/12/2003 11:27 PM

To: airporteir@longbeach.gov
cc:
Subject: EIR

We have very bad air in Long Beach. And we have very bad people to allow so many airplanes to terrorize us with noise and air pollution. Please see that this ceases as soon as possible and DECREASE the number of flights out of Long Beach Airport.

The stress from the increase in noise is bad for human beings, yes? And the air pollution can only be worse.

Yours truly,

SH and Grace Ross

October 12, 2003

Angela Reynolds
Environmental Officer
Planning and Building
33 W. Ocean Blvd.
Long Beach, CA. 90802

Ms. Reynolds:

I am writing in regards to the Expansion of the Long Beach Airport. I live directly under the airline takeoff pattern. When we purchased our home in 1968, yes we knew the airlines and airport were there but there was not so many and the airport was not supposed to expand as it has. Bixby Knolls is one of the nicer parts of Long Beach but the airplane noise and dirt has diminished its beauty, serenity, security etc.

I have great grandchildren who visit me and at times the noise is so loud they run into the house or to an adult's arms for security. Many telephone conversations are put on "hold" for a few minutes while a jet is taking off because of level of noise. The televisions sound volume is above normal when a jet is overhead and just general conversation in our home is halted for moments at a time because of the noise yet the noise is only one concern. The safety is the big issue. Our window sills, patio furniture etc. is covered in a black greasy substance - that substance being jet fuel and if it is on our windows and furniture WE ARE BREATHING IT. I feel the city has just been lucky so far that a tragedy has not occurred with debris falling or heaven forbids an airplane accident. I know how many "near misses" have occurred that the public is not aware of because of our mayor's objections to that knowledge "getting out". A cumulative impact study MUST be done for the citizens living in Long Beach, not standardized data but community specific data.

The noise level has certainly increased in recent months since the take off pattern has changed and more flights allowed, and now with upgrade construction in the works the jets will have a shorter runway to take off on thus making it much more dangerous for us on the ground and those passengers using the airlines. A tragedy just waiting to happen. Please don't let this happen!

Out of compassion for your fellow citizens, if nothing else, consider the requests of those of us most affected by the airplanes, large and small, and every other citizen in Long Beach, we are all in danger in many various ways.

Doris N. Greene
3981 Falcon Ave.
Long Beach, CA> 90807

cc: R. Gabelich

Mark Christoffels
10/13/2003 09:03 AM

To: airporteir@longbeach.gov
cc:
Subject: NO MORE FLIGHTS

----- Forwarded by Mark Christoffels/PW/CLB on 10/13/2003 08:54 AM -----

"Doug Cabell" <dougcabell@social.rr.com>

10/12/2003 11:00 PM

To: <mark_christoffels@longbeach.gov>
cc:
Subject: NO MORE FLIGHTS

TELL JETBLUE NO WAY. We do not want or need more flights. Enough is enough. Quality of life is important and health concerns are at the top of the list.

Please think about your choices and make the right ones. We don't need more flights. Less people are flying after 911 and airlines are going broke anyway. So no more please. No more terminals or passengers either.



"Dunn, Lisa"
<lisa.dunn@nissan-us
a.com>

To: "airporteir@longbeach.gov" <airporteir@longbeach.gov>
cc:
Subject: NO AIRPORT EXPANSION

10/13/2003 11:27 AM

To whom it may concern:

My 10 year year old daughter has a problem going to sleep and wakes up when she hears th loud planes going overhead, she never had these problems before moving here 3 years ago. My dog hides under whatever he can when he hears these big loud planes going overhead. Everytime I talk on the phone I always have to tell the other party hold on while these loud jets go overhead, everytime I sit down and try and relax to watch a movie or the news I can't hear because of these loud jets, our children at Longfellow and Hughes schools are affected in many ways by these loud jets. We as tax paying residents should have a say in these airport matters, and I will continue to fight this expansion and let all my neighbors know about this.

Lisa Dunn
Nissan North America, Inc.
Infiniti West Region
(310) 771-4525 (Office)
(310) 771-4501 (Fax)
lisa.dunn@nissan-usa.com



JTURNER949@aol.co
m
10/13/2003 11:57 AM

To: airpoteir@longbeach.gov, airport@longbeach.gov
cc: R.gabelich@lbhush2.com
Subject: LB Airport Concerns

Hello. I want to keep this friendly and short. I am a voting citizen in the Bixby Knolls area of LB.

I completely understand the financial benefits of LB airport and that the money is greatly needed....but at what cost?

Please, please obtain a full and complete EIR. Please do this for the citizens of your city who live directly under the flight path. We want COMMUNITY SPECIFIC data. This is the ONLY way to identify how the increased flights impact the community.

Yes, we knew the airport was here when we bought (there were approx half the # of flights out of the airport when we purchased our home) but the addition of increased flights over the past 3 years has had a dramatic effect on our quality of life.

Please help!! Please demand a full and complete EIR!!

Thank you

Julie Fisher



"Kelley, Jason"
<jkelley@surfcity-hb.org>

To: "airporteir@longbeach.gov" <airporteir@longbeach.gov>
cc:
Subject: NOP question

10/13/2003 03:15 PM

Angela,

Can you tell me if the City of Huntington Beach is on your distribution list regarding the NOP for the Long Beach airport project? I left you a message; however, I just need to know if the City is on the list.

Thank You

Jason Kelley
Assistant Planner
City of Huntington Beach
714-374-1553



"Carina Pollard"
<carina.pollard@verizon.net>

To: <airporteir@longbeach.gov>
cc: <R.Gabelich@lbhush2.com>
Subject: "NO" to Expansion

10/13/2003 05:29 PM
Please respond to
carina.pollard

I am writing this letter to say "NO" on the Expansion. I live in the Bixby Knolls area and have 2 little girls. The noise disrupts their sleep and it makes them cry when the planes fly over. I also have a business that I run from my home and the noise is so loud it is embarrassing when I have customers on the phone. I can't hardly hear and I know they ask me what that loud booming noise is. I don't want any expansion, and if I could have it my way, no planes taking off or landing towards the west.

Sincerely,

Carina Pollard
4455 Myrtle Ave.
Long Beach, CA. 90807



"Mark/Carina Pollard"
<pollard59@hotmail.com>
m>

To: airpoteir@longbeach.gov
cc: R.Gabelich@lbhush2.com
Subject: "NO" on Expansion

10/13/2003 06:11 PM

I am writing to cast my vote as "NO" on the Expansion. It has really disrupted our lives here in Bixby Knolls. We have 2 children and when the planes fly by it is really deafning even to talk to one another. We literally have to stop talking and wait until the noise level comes down. Take the flights somewhere else like John Wayne airport; we don't want them here. It has hurt my wife's business and our quality of life. She has a home business and can't hear her customers when these planes take off. The companies are going to have to spend millions installing "HUSH KITS" or just keep being fined. Our neighbors will continue to call every night when we think that the decimal level is too high and when we think its too late. WE in simple terms--"-HATE IT".

Sincerely,

Mark Pollard
4455 Myrtle Ave.
Long Beach, CA. 90807

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Donald A Carr
3862 Marron Ave
Long Beach, Ca 90807
October 13th. 2003

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach,
333 West Ocean Blvd.
Long Beach, Ca 90802

Dear Ms Reynolds,

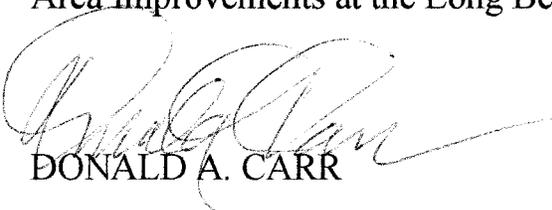
SUBJECT: Airport Facility Improvements

I am writing to you to express my complete and total dissatisfaction with the present Notice of Preparation that currently exists for Long Beach Airport Improvements.

TO WIT: The NOP is significantly flawed as it lacks complete EIR studies regarding Human Health Hazards.

SPECIFICALLY: I demand the EIR Study include a Human Health Risk Assessment with mitigation measures that comply with Regional and Federal Clean Air Standards.

FURTHER: I urge the City Council to vote no on Terminal Area Improvements at the Long Beach Airport.


DONALD A. CARR

October 13, 2003

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

Re: Long Beach Airport Environmental Impact Report (EIR)

Dear Ms. Reynolds,

If the proposed project to increase the permanent capacity of the Long Beach Airport is endorsed, it is reasonably foreseeable that additional commercial flights beyond the current limit of 41 will be pursued by and allocated to the airlines. This conclusion is based upon the publicly available summary of the October 2003 noise budget analysis, the comments made by airport officials at public meetings, and recent court litigations and settlement agreements. It would be impossible to make a contrary conclusion without further public debate and full public review of the complete noise budget analysis data. Consequently, according to the CEQA guidelines, it is mandatory to include in the scope of the EIR the environmental impact of this reasonably foreseeable indirect physical change, the addition of commercial flights.

Having attended the September 25, 2003 Noise Management Workshop, I have reviewed the noise budget results summary presented by Vince Nestry. Several important results from that summary and meeting are worth emphasizing:

- For noise budgets, evening flights (7pm-10pm) count as 3 flights
- For noise budgets, night flights (10pm – 7am) count as 10 flights
- Results from November 2002-August 2003 show airlines are exceeding the departure noise budget by approximately 9-15%
- Airlines are not exceeding their arrival noise budget
- FedEx, with 1.4 average daily flights, constitutes 16% of the departure noise utilization
- FedEx operates a B727, which is one of the oldest, loudest aircrafts in its fleet
- JetBlue, with 22.5 average daily flights, constitutes 42.9% of the departure noise utilization
- Vince stated that if night penalties were removed, the airlines would be at 100% of their departure budget
- Vince stated that if FedEx went to a more modern aircraft, the airlines would still be slightly over their departure budget
- Sharon Diggs-Jackson, the airport public affairs officer, stated FedEx is at the limit of their capacity with their current airplane, and they are considering changing to a more modern airplane with higher capacity to support the needs of their service area
- Sharon Diggs-Jackson explained that, under a settlement approved by the City Council in February 2003, JetBlue was required to forfeit to other airlines 6 of its 27 allocated slots
- Chris Kunze, the airport manager, explained that the current permanent and temporary airport facilities are stretched to maximum capacity, implying that no additional commercial flights could be accommodated within the current configuration

In the 2003 settlement agreement, JetBlue was forced to forfeit 5 of its 27 flight slots. Clearly, then, JetBlue is motivated to recover slots if possible. Furthermore, the 2003 settlement agreement creates 7 "supplemental" slots, over and above the 41 slots, to be allocated if the noise study permits more than 41 flights. The first 3 supplemental slots are allocated to JetBlue, American Airlines and Alaska on a rotating basis, while slots 4 through 7 are given to JetBlue. Thus, JetBlue has the most to gain from compliance with the noise budget.

Having summarized the facts, let us first establish the indirect physical change criteria of the CEQA guidelines. As just stated, JetBlue has recently lost flight slots, and it is reasonable to assume they are economically motivated to recover those slots. Because the current airport facility is stretched to maximum capacity with its existing permanent and temporary accommodations, it is unlikely that JetBlue will aggressively pursue any additional flights at the present. This conclusion is further supported by the 2003 noise budget study which shows an upward trend in airline noise contributions over the last few months.

However, if the proposed project to increase the permanent capacity of the Long Beach Airport is pursued, additional accommodations for approximately 600,000 annual passengers will be made available, a significant amount for an airport currently having permanent accommodations for only 1 million annual passengers. This expansion in permanent facilities eliminates a significant obstacle for JetBlue in their pursuit of recovered flight slots. Thus, as an indirect result of the expansion in permanent airport facilities, it is reasonable to conclude the airlines will pursue additional commercial flight slots. The question then shifts to whether such an increase in flight slots could be granted.

Based on Sharon Diggs-Jackson's comments, it is reasonably foreseeable that FedEx will change to a more modern aircraft in the near future in order to meet the demands of their service area. It is in fact *unlikely* that such a change will *not* occur given the anticipated local and national economic recovery and the corresponding increase in business related freight traffic. This change in aircraft will lead to a significant reduction in the noise budget utilization, though as Vince stated, that change alone will not result in allocation of additional flights.

However, with the reduction of the noise contributions from FedEx, JetBlue would then have the capability to ensure compliance with the noise budget, with margin, through simple modifications of their own departing flight operations, such as avoiding penalized evening flights. For example, moving their only daily flight to Salt Lake City from a 7:55pm departure to a 6:45pm departure would seemingly create little inconvenience, but would produce a 2 flight credit to the daily noise budget. Similarly, moving their only daily flight to Fort Lauderdale from 9:40pm to 6:40pm would create an additional 2-flight credit to the daily noise budget. With 6 evening flights, JetBlue has the potential for 12 flight credits to the daily noise budget. With careful control to eliminate night flight departures or excessively loud departures, additional flight credits may be possible. Without the detailed noise budget analysis data, it is impossible to determine with certainty if this would be enough to trigger the supplemental slot clause of the 2003 settlement agreement, but based upon public comments by Vince it seems highly likely. If the passenger capability exists in the airport, which is the point of the proposed project, then it is

*Scott A. Green, Ph.D.
5352 Fallingwater Drive
Huntington Beach, CA 92647
Phone/Fax: (714) 596-5595
email: scott.a.green@ieee.org*

reasonably foreseeable that JetBlue will make these efforts to recover their lost flight slots, thus increasing the number of commercial flights out of Long Beach Airport.

An alternative reasonably foreseeable situation would be for JetBlue and FedEx to intentionally team up to ensure that the airplanes are below the allocated noise budgets with sufficient margin to trigger the supplemental slot clause of the 2003 settlement agreement. Combined, JetBlue and FedEx take up 58.7% of departure noise utilization, with the 1.4 average daily flights from FedEx using 16% of the total utilization alone. JetBlue and FedEx do not compete with one another, one being a passenger transport and the other a freight transport, so such a teaming is reasonable considering JetBlue is economically motivated to recover lost flight slots and FedEx is motivated to increase cargo capacity. Again, if the passenger capacity exists in the airport, which is the point of the proposed project, then it is reasonably foreseeable that JetBlue will make these efforts to recover their lost flight slots, thus increasing the number of commercial flights out of Long Beach Airport.

Perhaps the most overt evidence of a reasonably foreseeable increase in commercial flights at the Long Beach Airport comes from the efforts of the airlines and the City of Long Beach themselves. Great expense and effort was invested in the negotiation of a detailed supplemental slot clause in the 2003 settlement agreement. Additional effort and expense was invested to execute the subsequently required noise study to be completed by October 15, 2003. Such efforts would have been unlikely if the possibility for supplemental slots was neither reasonably foreseeable nor highly desirable.

Based on the above evidence, I believe it is reasonable to conclude that JetBlue is motivated to recover lost slots, a combined effort between JetBlue and FedEx would result in that recovery of lost slots, and there are no competitive obstacles prohibiting such efforts, in fact, to the contrary, there are significant economic and logistical motivations driving such efforts. If the passenger capacity exists at the Long Beach Airport, which is the point of the proposed project, it is reasonably foreseeable that additional commercial flights will result due to reasonably foreseeable efforts and activities of FedEx and JetBlue. The CEQA guidelines do not require certainty of such outcomes, they require only that such an outcome is a reasonably foreseeable event. Therefore, according to the CEQA guidelines, I believe it is mandatory that the environmental impact of additional commercial flights be included in the scope of this EIR.

If the scope of the EIR is expanded to include the impact of additional commercial flights, which I believe is mandatory based on the CEQA guidelines, what additional studies do the consultants recommend be added?

Sincerely,



Scott A. Green, Ph.D.
Huntington Beach, CA

CC: Long Beach City Council



Monkutare1@aol.com

10/14/2003 01:03 AM

To: airporteir@longbeach.gov

cc:

Subject: EIR

Dear Sir or Madam:

My wife has asthma and has been hospitalized many times in the past. Anything that can be done to reduce flights at the Long Beach Airport would benefit her and many others like her.

I just don't understand how there can be any question that things as they are harm our residents. To add flights is unthinkable. The air pollution and noise pollution is a threat to all human beings. So please DO SOMETHING to stop it!

Yours truly,

Stephen H Ross

Bixby Knolls

Subj: [LBHUSH2] Forgot the article
Date: Tuesday, October 14, 2003 10:33:10 AM
From: helenmanningbrown@yahoo.com
To: lbhush2@yahoogroups.com

10/14/2003 - Updated 09:58 AM ET

Small airports go through big growth spurt

By Chris Woodyard, USA TODAY

Two years ago, Long Beach Airport had nine flights to two cities, a virtually empty waiting room and hundreds of unused parking spaces just a few steps from the art deco terminal.

Then JetBlue arrived. Today, the airport has 40 flights to 11 destinations. A hastily constructed portable waiting room has helped relieve overcrowding in the terminal. With scarce close-in parking, the airport opened satellite lots.

While major airlines made Atlanta, Chicago O'Hare, and Los Angeles the nation's biggest airports in terms of passenger counts, discount airlines are making such unlikely places as Long Beach; Flint, Mich.; and Akron-Canton, Ohio, home to the nation's fastest-growing airfields, according to research firm The Boyd Group/ASRC.

If the trend continues, some suburban airports could gain parity with their urban counterparts. Fort Lauderdale, another popular low-fare airport, now serves more U.S. destinations than nearby Miami International.

It's all because of discount airlines. While Long Beach flourishes because of JetBlue, Flint and Akron-Canton credit AirTran for their recent success. Other airlines, jealously eyeing a new competitor in their markets, have expanded operations as well.

At Flint's Bishop International, Northwest Airlines plans to add direct routes to Orlando and Tampa starting Dec. 17 even though its Detroit Metro hub is only about an hour's drive away.

Northwest spokesman Kurt Ebenhoch says the carrier chose direct DC-9 flights from Flint to Florida because, "It's a very high-demand market, and we have a large customer base that we felt would respond to the service."

Another reason, although one Northwest won't admit, is competition from discounter AirTran on its home turf. AirTran flies non-stop between Flint and Orlando.

Mike Boyd, who runs the Boyd Group, cites Flint and Akron-Canton as successful "metro peripheral" airports. Both are near fast-growing suburbs and business parks of major metropolitan areas. Long Beach is right in the middle of Los Angeles sprawl, but was largely

overlooked, until 2001 when JetBlue staked it out. Flint is outside of Detroit, and Akron-Canton is just south of Cleveland.

When discount airlines started operations in what had been sleepy suburban airports, larger competitors took notice. "Suddenly, everybody else sees traffic there," Boyd says. "If (passenger) traffic goes up 200% in a market, that's going to attract attention."

Boyd predicts the number of passengers leaving from Long Beach Airport will grow 508% from 2000 to 2008. Flint will have increased 84%, and Akron-Canton will have gone up 49%. Most of the other airports on Boyd's list, from Oakland, across the bay from San Francisco, to Chicago alternative Midway, are either in or near the nation's largest population centers.

By contrast, only one airport appears on both the 10 largest airports list and Boyd's list of the fastest growing — Phoenix, with 23% growth in passengers expected from 2000 to 2008.

In some rare cases, suburban airports are eclipsing their region's main airport. Fort Lauderdale now has non-stop flights to 46 U.S. cities, compared with Miami's 41, although Miami leads on international destinations.

Suburban airport officials say they believe their operations have grown faster because airlines are attracted by much lower landing costs, which help them keep ticket prices low compared with Miami International. The result is a Who's Who of discounters all flying to Fort Lauderdale — 10 of them, including biggies Southwest, America West, ATA, Frontier, AirTran and JetBlue.

The three fastest-growing airports on Boyd's list are far smaller than Fort Lauderdale, which attracted more than 10 times as many passengers in 2002 as Long Beach — the biggest of the three on Boyd's list. But they have made great strides:

Long Beach. Before JetBlue arrived a couple of years ago, Long Beach Airport had only America West flights to Phoenix and American flights to Dallas/Fort Worth. When JetBlue came in, passenger traffic exploded.

In December, Long Beach will reach its limit of 41 daily big jet flights allowed under a court-ordered noise limitation agreement. It will have 25 available commuter slots.

The growth isn't just from JetBlue. Alaska Airlines is starting service to Seattle, putting big jets on routes previously flown by commuter aircraft. American fought to gain extra landing slots from four to seven, serving both Dallas/Fort Worth and competing head-to-head against JetBlue on the New York JFK run.

The activity means fliers from Long Beach can reach more places non-stop, even ones far away such as Fort Lauderdale, Atlanta and Washington Dulles. JetBlue flies to all of them.

Flint. Bishop International in Flint has seen a leap in passenger traffic this year, largely because of the growth of AirTran. "We have tripled in growth since they entered the market" in 1997, says airport spokeswoman Pat Corfman. "With the fares going down, the growth in our area has been tremendous."

The airport has also attracted commuter aircraft service — ATA to Chicago Midway, Delta to Atlanta Hartsfield and Continental to Cleveland Hopkins.

Akron-Canton. Since AirTran started service in 1996, flights have grown steadily. Starting with Atlanta, AirTran has added such destinations as New York LaGuardia and, beginning Nov. 4, Tampa. Delta's commuter affiliate has increased service, too, to Atlanta and Cincinnati.

The airport has worked with AirTran to promote its new New York service. "We marketed the heck out of the new service," says airport marketing director Kristie Van Auken. The service has been successful enough that the airport has had to draw on only about \$350,000 of its \$1.7 million airport promotion war chest.

More passengers are learning about Akron-Canton. "We knew we needed passengers from throughout northeast Ohio," she says.

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The Westons
<westons@charter.net
>

To: airpoteir@longbeach.gov
cc: R.Gabelich@lbhush2.com
Subject: We say NO to expansion of LB airport

10/14/2003 03:07 PM

Dear Ms. Angela Reynolds,

My husband and I are long time residents of Long Beach, specifically in the California Heights neighborhood, so we know what we speak of when it comes to airport noise and traffic. There is too much of it. Furthermore, there are more frequent late night take-offs, plus some very disturbing middle-of-the-night traffic as well. Clearly the fines for these violations is not enough since they happen quite regularly.

We love our home and our neighborhood, but truly detest the overly loud jets, the buzzing of the smaller Cessna type aircraft, and the constant battle of grit and grime that is deposited in our airspace.

Long Beach Airport is a municipal airport. It was never meant to be a heavy traffic hub. Therefore we respectfully request that expansion to the LB airport be denied.

Sincerely,
Dan and Maria Weston
3730 Rose Ave
Long Beach, CA 90807



Mark_Sarrett@Balboal
nsurance.Com

10/14/2003 03:23 PM

To: airpoteir@longbeach.gov
cc:
Subject: Airport Expansion

Dear Ms. Reynolds:

My name is Mark Sarrett. I reside at 1041 East Amelia Drive, Long Beach, 90807. I wanted to take this opportunity to voice my concern over the proposed expansion of the Long Beach Airport. I purchased my home in 1994, and I was aware of my home being in the takeoff flight pattern for the airport. Due to being in the flight pattern, I pondered my decision to buy the house very carefully, but I purchased the home due to the relatively low volume of flights at that time.

Since the purchase of my home, there has been a steady increase in flights until today where we have approximately 40 flights per day that take off over my home. The flights begin promptly at 7:00 a.m., and many nights do not finish until well after 10:00 p.m.

The noise has become ridiculous and my life has been drastically effected by the volume and the frequency of the jet engine takeoffs and landings. I am suffering from the following issues that are a direct or indirect cause of the increased air traffic:

1. Disturbing my Home Life Enjoyment: When I am speaking on the telephone, watching television, listening to music or talk radio or just conversing with my friends in person, the overhead flight noise is so disturbing that I must make immediate adjustments. My choices are to stop speaking or turn the volume of my own electronic equipment up so high, just to not be inconvenienced by the noise. I recently remodeled my home and I installed double-paned glass to reduce the noise, but to no avail. You should spend some time in my house to feel the full effect of the overhead noise.
2. Disturbing my Home Office Environment: From time to time, my career requires that I conduct business from home. My job as a Vice President requires that I spend enormous amounts of time in concentrated telephone conversations and setting policies and procedures for those individuals who report to me. The frequent flights and their noise cause me to be less productive and disturb my opportunity to conduct business in a professional setting.
3. Health Issues: Unfortunately I suffer from insomnia. This disorder has become more prevalent in the past few years as flight noise increases and disturbs me while I am trying to catch sleep when I can. Knowing that a flight takes off every morning at 7:00 a.m., cannot be psychologically good for an individual, such as myself, that suffers from this issue. I also am taking medication for hypertension. The hypertension can have some of its roots at the fact that the constant noise overhead is upsetting and distracting. I am also very concerned that the pollution from the airliners is not healthy for me and the environment near and around my property. I also fear for the danger of a plane exploding upon takeoff around or over my property. The percentages for all of these issues cannot remain the same when more planes are allowed to takeoff in the same general flight pattern. The stress related to living so close to this active of an airport is causing me to reconsider living at my current address. Also, I worry that the value of my property is adversely effected by being so close to such an active airport. Remember, I chose to purchase this property when the airport was much less active than it is even today.

I understand that the NOP is using 2002 noise measurement data to determine whether the increased flight proposal will have an adverse effect on the community. Why doesn't the NOP use 2003 levels? Why doesn't the NOP use a better measurement tool? Isn't the better tool a noise monitor and not a mathematical equation?

Included in the EIR should be a discussion about the sociological impact of increased flights. How does the noise adversely effect society as a whole? How does it effect our children who are trying to learn? How will it effect our futures? How does the increased traffic pollute our lands? Has a ground water test been completed that illustrates the level of pollution in our ground water due to the fuels used in the airplanes and other airport-related service vehicles? What will the increased traffic do to the current levels? Are they not in compliance now?

We need Long Beach community-specific information, not standardized data. I urge you to develop a cumulative impact study that takes all of these factors into consideration before any more contemplation of this issue is considered.

I appreciate the opportunity to express my grave concern over this issue.

Sincerely,

Mark Sarrett
1041 East Amelia Drive
Long Beach, CA 90807
562.426.2346



"Andrew, Elizabeth @
IEC" <elizabeth.andrew
10/14/2003 04:50 PM

To: "airporteir@longbeach.gov" <airporteir@longbeach.gov>
cc:
Subject: against increasing flights to Long Beach Airport

October 14, 2003

Ms. Angela Reynolds
Environmental Officer
Planning and Building
333 W. Ocean Blvd.
Long Beach, CA 908025

RE: **Against increasing flights to Long Beach Airport**

Dear Ms. Reynolds:

I am a professional who has owned the home at the above address for 17 years. The home is in the landing path for Long Beach Airport. I accepted that upon the purchase of the property. My personal life is already disrupted by the flights. Increased flights would further affect my personal life to the point of severely affecting my quality of life.

Disturbance in my home and neighborhood quality of life: My personal sleep pattern is already interrupted by the roar of aircraft and other airport activity. If flights are increased, a normal night's sleep will be impossible.

My quality of life is already affected by the roar of aircraft and other airport activity. Now, planes fly over my home on their landing approach and I can not do normal activities such as hear or be heard while on a telephone call; hear TV, radio, or stereo; hear and be heard during normal daily conversations with others in my home. This I already accept, but can not tolerate any more flights.

Property values: Need I say more? This home is my retirement nest egg. Increasing flights will decrease the neighborhood property values. Now this is unacceptable. If your home were here, you would not even consider the notion of increasing flights.

Walk in our shoes: I challenge everyone involved in this decision to live for one week (7 days) in a home in both the landing pattern and take off pattern. You could not tolerate the current flights let alone the increased flights.

FYI: EVERY time anyone comes to my home as a guest or for repair projects, they ALWAYS comment on the noise and ALWAYS say, HOW CAN YOU STAND THAT NOISE? Seriously, think about it.

Would you want your mother, father, or child exposed to or living in this environment?



"Kathy Ryan"
<kathy@pro-placement
s.com>

To: <airportair@longbeach.gov>
cc:
Subject: FW: Human Impact and Safety Concerns

10/14/2003 07:25 PM

From: Kathy Ryan [mailto:kathy@pro-placements.com]
Sent: Tuesday, October 14, 2003 7:24 PM
To: 'airportair@longbeach.gov'
Cc: 'r.gabelich@lbhush.com'
Subject: FW: Human Impact and Safety Concerns

From: Kathy Ryan [mailto:kathy@pro-placements.com]
Sent: Tuesday, October 14, 2003 5:22 PM
To: 'airportair@longbeach.gov'
Cc: 'r.gabelich@lbhush2.com'
Subject: Human Impact and Safety Concerns

Sixteen years ago, I lived in Bixby Knolls, directly under the takeoff pattern of the Long Beach Airport. At that time, the city was talking about increasing the flights to 40 a day. The existing number of flights was unbearable because of the noise; although that was not the deciding factor for our family moving. It was the health concerns we had for our children. Every day, I would wipe off the jet fuel residue from my outside tables. It did not take me fifteen more years to figure out that it would not be healthy for our children if we remained in our home in Bixby Knolls.

You may also want to consider what you are forcing on the residence who have lived in their **homes** for years. The residence where people live is not just a house, it is a home, where memories are made. It should not be a cornerstone of adversity.

This is a request to have the City Manager not only prepare a report, but that it would demand that the human impact and safety concerns be added to the scope of the airport environmental impact report.

Kathy Ryan
Long Beach Citizen
5701 Lunada Lane
Long Beach, CA 90814
(562) 597-1540



"Kathy Ryan"
<kathy@pro-placement
s.com>

To: <airportair@longbeach.gov>
cc: <r.gabelich@lbhush.com>
Subject: FW: Human Impact and Safety Concerns

10/14/2003 07:24 PM

From: Kathy Ryan [mailto:kathy@pro-placements.com]
Sent: Tuesday, October 14, 2003 5:22 PM
To: 'airportair@longbeach.gov'
Cc: 'r.gabelich@lbhush2.com'
Subject: Human Impact and Safety Concerns

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This is a request to have the City Manager not only prepare a report, but that it would demand that the human impact and safety concerns be added to the scope of the airport environmental impact report.

Kathy Ryan
Long Beach Citizen
5701 Lunada Lane
Long Beach, CA 90814
(562) 597-1540



Sue Lewis
<slewis@usc.edu>
10/14/2003 08:38 PM

To: airpoteir@longbeach.gov
cc: district7@ci.long-beach.ca.us, district8@ci.long-beach.ca.us
Subject: LONG BEACH AIRPORT

Ms. Angela Reynolds
Environmental Officer
City of Long Beach

Dear Ms. Reynolds

We are writing to let you know that not all residents of California Heights are against improvements, enhancements or expansion of the Long Beach Airport. We strongly believe that economic viability of the City of Long Beach is tied inextricably to an efficient, modern airport that attracts and retains not only passenger airlines, but cargo operations, general aviation, aircraft manufacturing, and other aviation-related businesses.

Our home is directly off the departure end of Runway 25R. We have lived in the neighborhood since 1988. When we purchased our home we made a conscious evaluation of the impact of the airport on our lives, both at the time of purchase and the potential impact into the future. Life in any urban area in the 21st century brings with it some level of noise, pollution and inconvenience. But along with that comes a valuable quality of life, not the least of which includes city services and amenities available only in those cities with a strong economic base. Long Beach airport helps to provide this base to our city. But to continue to do so, it must remain a vibrant operation. Restricting airport operations, limiting necessary growth or worse, closing the airport entirely, would be a disaster for the city and its citizens.

We *know* today, what we *believed* at the time we moved into California Heights: The airport is a good neighbor.

Susan S. Lewis
Robert B. Lewis
3639 Falcon Avenue
Long Beach, CA 90807



David Federson
<dfederson@allresearch.com>

To: airpoteir@longbeach.gov
cc:
Subject: I just saw your press release

10/14/2003 10:11 PM
Please respond to
dfederson

Second Meeting Set for Proposed Long Beach, Calif., Airport Improvements
We just came across the above press announcement.

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Best regards,

The WebClipping.com Team
<http://www.WebClipping.com>
sales@webclipping.com
(323) 653-1900

October 14, 2003

Ms. Angela Reynolds
Environmental Officer
Planning and Building
333 W. Ocean Blvd.
Long Beach, CA 908025

RE: **Against increasing flights to Long Beach Airport**

Dear Ms. Reynolds:

I am a professional (Manager in a Fortune 500 company) who has owned a home at the above address for 17 years. The home is in the landing path for Long Beach Airport, and knew this at the time of purchase. My personal life is already disrupted by the current number of flights. Increased flights would further affect my personal life to the point of severely affecting my quality of life.

Disturbance in my home and neighborhood quality of life: My personal sleep pattern is already interrupted by the roar of aircraft and other airport activity. If flights are increased, a normal night's sleep will be impossible.

My quality of life is already affected by the roar of aircraft and other airport activity. Now, planes fly over my home on their landing approach, and I can not do normal day to day activities i.e. hear or be heard on a telephone call; hear TV, radio, or music on the stereo; hear and be heard during normal daily conversations with others. This I already accept, but can not tolerate any more flights.

Property values: Need I say more? This home is my retirement nest egg. Increasing flights will decrease the neighborhood property values. Now this is unacceptable. If your home were here, you would not even consider the notion of increasing flights.

Walk in our shoes: I challenge everyone involved in this decision to live for one week (7 days) in a home in both the landing pattern and take off pattern. You could not tolerate the current flights let alone the increased flights.

FYI: EVERY time anyone comes to my home as a guest or for repairs, they ALWAYS comment on the noise and ALWAYS say, HOW CAN YOU STAND THAT NOISE? Seriously, think about it.

Would you want your mother, father, or child exposed to or living in this environment?

Respectfully,



Elizabeth Andrew

2325 Heather Ave., Long Beach, CA, 90815

562-494-4430

M/M CHARLES O. CUNNINGHAM

3928 Olive Avenue
Long Beach, CA 90807-3522
Telephone: 562-424-3166
E-mail: mrgrumpy3928@yahoo.com

14 October 2003

Ms. Angela Reynolds,
Environmental Officer
Planning and Building
333 W. Ocean Blvd.
Long Beach, California 90802

Dear Ms. Reynolds:

We are seriously concerned about any increase over the present 41 daily flights at the Long Beach Airport. Each day we are subjected to many takeoffs between 7 and 8 a.m., causing us not to be able to rest, use the telephone, or even carry on a conversation during the noise of each flight. Our house is virtually under the take-off pattern because of the immediate climbing turn to the west required to prevent interference with traffic into LAX.

It is our understanding that noise measurement data from 2002 are to be used to estimate current noise levels. We cannot understand this since there has been most of a complete year of 41-flights-per-day experience in this year already. It is a principle of statistics that extensive data are more reliable than extrapolation, since no assumptions must be made. We believe that a full year of experience should be used to determine whether more flights can be added without further deterioration of the environment.

Our family already lives with cancer, hypertension, and heart disease. We are concerned that any further boost in our daily stress could worsen our conditions. We believe that "community specific" data should be used when it comes to air quality or added toxic emissions. Long Beach is already in a severely impacted air quality area, from our port, refineries and other industries, the freeways, and our current airport traffic. We are rated by Scorecard, <www.scorecard.com>, among the dirtiest 10% of areas in the nation for our air quality already. We certainly do not need further degradation of our environment.

We ask for a cumulative impact study, based on current informations and the best projections of future developments.

Very sincerely yours, *Charles O. Cunningham*, and
Charles O. Cunningham
Catherine J. Cunningham
Catherine J. Cunningham

Copy to R Gabelich
PO Box 19061
Long Beach CA 90807

October 14, 2003

Angela Reynolds
Environmental Officer, Planning and Building
333 W. Ocean Blvd.
Long Beach, Ca. 90802

Subject: Input to the EIR, Airport Terminal Expansion

I am requesting that the following items be addressed in the EIR for the expansion of the Long Beach Airport Terminal.

1. In the late 1970's the American Lung Association of Los Angeles County, did a study of the respiratory conditions of long time residence in the Cal Hights/Bixby Knolls area. They had a Mobile Lung Research Laboratory set up in the parking lot of Hughes Middle School where the testing was performed. In 1983 the study was repeated and the same persons were re-evaluated. The test results showed "the presence of a chronic lung condition" and/or "Spirometry ... less than what is considered "normal" for your age and size" in a large portion of the participants. This is a major study that showed that this area is already severely impacted with air pollution.

Please include this study in the EIR, as any additional air pollution generated by the expansion of the airport and terminal will be on top of the already documented pollution and will only increase the respiratory problems in this area.

2. As a native to Cal Hights/Bixby Knolls I have witnessed an increase in dust, dirt or Particulate Matter. We spend most afternoons or early evenings outside on our deck. Before we do, we always clean off the patio table. Over the last couple of years we have noticed that the white paper towels we use to clean off the table picks up a lot of black particles, even if it was cleaned the previous day. We are concerned that the black particles are the Diesel PM generated by the aircraft going over our house.

We are requesting that a study be undertaken to sample, identify and quantify the black particles. Sampling points should be under the flight path (such as at the noise monitoring station between Rose and Gardenia, just below Marshall Place) and other places both close to the flight path. Monitoring stations away from the airport should also be included to determine if it is an airport specific problem.

Thank you for including these issues in the EIR.

Stephen Davis
1801 Marshall Place
Long Beach, CA. 90807

Copy to: LBHUSH2
P. O Box 19061
Long Beach, Ca. 90807

(562) 424-2739

Sandra Van Wyk
3856 Marron Avenue
Long Beach, CA 90807

October 14, 2003

Angela Reynolds
Environmental Officer, Planning and Building
333 W. Ocean Blvd.
Long Beach, CA 90802

Dear Ms Reynolds:

I am writing to you because I am extremely concerned about the plans to expand the Long Beach Airport. Currently the airport is a huge disturbance in our lives and as flights increase it becomes more and more so. I have lived in the area impacted by flight takeoffs for the past 17 years and the increase in air traffic has already impacted my life and the life of my family.

Specific examples of the impact on our lives include health issues such as sleep disruption caused by evening, late night and early morning take offs, asthma in a toddler I was babysitting (he is improving now that he is away from the airport on a daily basis), and hypertension and anxiety suffered by my husband. In addition, my school age children are disrupted in their classrooms all day, every day. This severely impacts the teacher's ability to communicate with the children and subsequently cuts down on the time available during the school day for actual learning to take place. It is impossible for anyone to be heard over the noise of the planes, classroom activity must stop and order must be restored once the disruptive plane has moved far enough away. This does not even include the damage to our home from vibration caused by the aircraft or interruptions in telephone calls, leisure time activities such as listening to music or watching television, or the dirt and dust which is left behind for all of us to breath and clean off every surface in our homes and yards every time an aircraft takes off. These flights along with all the other local industries and activities are harming our lives and the lives of every person, plant and animal in our neighborhoods.

In this time of increased awareness and attention on education, increasing health issues and increasing health care costs and the cost of living in general, it is mandatory that every impact of expansion of the airport and all other industries and activities be analyzed with specific data from the entire Long Beach area. A single project examined in isolation is not sufficient to understand the impact on life in our neighborhoods. Looking at other cities or areas and making generalized assumptions about the impact on Long Beach and its neighbors is not adequate. No where else is there the combined effect of the airport, the harbor and shipping activity and associated ground transportation along with all the industry. Extrapolating from existing data accumulated in past years of lower activity is also not adequate. We must take the time to do a complete and specific cumulative impact study before anything else is even proposed. The residents of the City of Long Beach and the officials making the decisions to expand the airport facilities must have access to data showing the impact of a full flight schedule with the current flight limits as well as the maximum potential of all proposed development. This study must include the impact to the environment as well as sociological evaluations on the quality of life and the impact on property values

Rather than benefiting Long Beach as some misguided, short sighted individuals might wish us all to believe, expansion at the airport of any kind is simply a recipe for disaster! With expansion of even the ground facilities at the airport we face increased air and noise pollution, not to mention our ground water and what this would do to our property values. Expansion of ground facilities will only lead to expansion of the number of flights allowed at the airport and the opening of the current flight times to allow earlier and later take offs and landings. If the desire of the City of Long Beach is to drive out high quality neighborhoods and destroy the communities that surround the Long Beach airport, then by all means continue with expansion and do not consider the long term effects. The city will be left with

October 14, 2003

worthless slums and increased crime as good citizens are driven out of the area by the loss of quality of life and property.

I thank you for your time and consideration of my input and request that you demand a current, complete and cumulative impact study for the benefit of the City of Long Beach and all of its residents and neighbors. We must know the total cost of any expansion before we proceed, not just the dollar cost of the construction itself.

Sincerely,

A handwritten signature in cursive script, appearing to read "Sandra Van Wyk".

Sandra Van Wyk

Cc: R. Gabelich, LBHUSH2

Rob Webb, Long Beach City Council



"Sivvorn Yem"
<sivvorn_yem@hotmail.com>

To: airporteir@longbeach.gov
cc:
Subject: aircraft noise

10/15/2003 09:21 AM
Please respond to
sivvorn

I live near Orange and Del Amo and everytime the plane goes by it's very loud and interrupts my phone conversations with friends, business, etc. And if I'm watching a movie or tv in general I cannot hear a thing. It's very annoying. It's made me think about moving out of Long Beach. And I may just sell my house and move in a year.

-Sivvorn

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<http://clinic.mcafee.com/clinic/ibuy/campaign.asp?cid=3963>



Bulseco@aol.com

10/15/2003 09:37 AM

To: airporteir@longbeach.gov

CC:

Subject: noise & pollution

I am completely against airport expansion.

Friends from surrounding cities say they use our airport because of the convenience of not having to hassle LAX -- I don't see this adding tourists or dollars to our city.

The airport is a noise and health pollution spewer and an accident just waiting to happen.

Developing that area with a new golf course surrounded by upscale homes and those surrounded by top of the line townhomes and light commercial business around that perimeter would generate enough of a property tax increase to more than make up for the loss of the airport. An airport the old timers in the neighborhood tell us was built to get planes off the assembly line NOT as a commercial entity. With Douglas selling out to Boeing and Boeing downscaling -- and able to move all facilities to other locations -- it's time to use the land for better use.

My old historic area of Los Cerritos is impacted hourly! If you check the airport sight you will note that the BEST month for No noise violations is only 14 days. The worst month -- August -- there was only one day that the noise ordinance was met -- that meant that 30 days in August the airport EXCEEDED the noise/time limitations.

Give us back quality of life and clean air! No More Expansion!

Pat Bulseco, Bulseco@aol.com, 4107 Country Club Drive, Long Beach, CA 90807

PS -- I have been very vocal about the airport with the council, Press Telegram and any time there is a place to voice an opinion by proxy -- I refuse to attend one more of the City's "dog and pony" shows that do not address the ongoing concerns since the first meeting I attended when my children were in elementary school at Los Cerritos -- this was in the early 80's -- 20 years have gone by and the idea that an airport in your backyard is not compatible with quality of life seems to elude the powers that be.



"Neil Kinney"
<nkinney@xsential.com>

To: <airpoteir@longbeach.gov>
cc: <r.gabelich@lbhush2.com>
Subject: "NO" to the expansion of Long Beach Airport

10/15/2003 09:37 AM
Please respond to
nkinney

To Angela Reynolds:

We moved to Long Beach about 3 years ago and the increased air traffic has been a big disappointment for us.

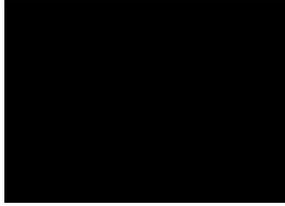
Our address is: 4212 Country Club Drive, Long Beach, CA 90807 (Near Virginia Country Club)

When the planes take-off from Long Beach Airport, apparently we are directly in the flight path. The noise is such that we can not hold a conversation, or can't hear the TV and it is quite a disruption for our sleeping children.

I would urge no more expansion of the airport. I would also urge that the plane's flight pattern stretch out further over the golf course and the freeway instead of flying directly over the neighborhood and over our house.

Thank you.

Neil Kinney
4212 Country Club Drive
Long Beach, CA 90807
562-988-1318



To: AIRPORTEIR@LONGBEACH.GOV
cc: TO.R.GABELICH@LB HUSH2.COM
Subject: My Home and My Family vs Long Beach Airport

I live in the 3900 block of Bixby Heights, within one mile of the take off runway of the airport. I have lived there for 15 years. I have coexisted with the airport quite nicely for the first 10 of those years. I've always felt that an occasional plane overhead was no big deal. I even liked looking up and seeing them pass overhead. But what was an occasional disruption and a point of interest for me has now turned into a constant birrage and assault upon me and my family. Let me tell you what the past five years and most markedly the past 2 years have been like:

Flights have increased in number and volume to the point of making my family's life unhealthy. We are startled and jolted out of a sound sleep by jet engines as early at 6am and 2am in the morning. We cannot hold a conversation INSIDE our home when a plane flies overhead because the sound is so deafening it drowns out everything and I mean everything, not even the loudest yell at the top of my voice can be heard! The vibrations literally shake every window and door. Forget any backyard parties or BBQ's, no social activity can be had with jet noise interruptions, literally minutes apart, constantly all day long. Phone conversations have to be halted every time a plane flies overhead. TV viewing is impossible. Forget trying to sleep in on a Saturday or Sunday morning. The airport sends out a series of planes just minutes apart beginning at 7am sharp. Some mornings as many as 5 or 6 planes in a row all within the first 1/2 hour!

To say this is unsettling is a gross understatement. Imagine someone following you around all day long, startling you by creeping up behind you and screaming BOO! in your ear every 5 to 10 minutes. The minute you fall asleep, BOO!, the minute you get on the phone and try to have a conversation, BOO!, the plot climax of your favorite TV show is about to be reavealed, BOO!, your kids are finally asleep, BOO! You are in the middle of dinner, BOO! Now take that visual image and multiply it by 10, that's our life. I bet the maximum legal decibel level of a heavy metal rock concert is lower than the loud jets that fly overhead every day.

Now, let me talk about the health aspects. While I'm sure none of this can be directly linked to airplanes or the frequency of low flying aircraft, I would like to mention them. Our home is constantly dusty, our patio chairs and BBQ are splattered with fine mists of "jet fuel?" or some other oily substances. I have to take allergy medication every day because my skin breaks out in welts from some unknown irritant. This is a condition that I have never had before 5 years ago. I have a constant "post nasal drip" from some unknown irritation in my throat and nasal passages. I've seen an allergist and an ear, nose and throat doctor, the cause of the irritations cannot be determined. So I take allergy medication to relieve the syptoms.

Well now, how about property values? How can I sell our house? Who would want to live under these conditions? What do you tell prospective buyers? "Oh, don't worry about the jet noise, you'll get used to it. You won't

even notice it in a few months." Baloney! If they don't notice it, it will be because they've gone deaf! How do you show your home? Try to figure out what time of day the air traffic is the lightest so you can "squeeze" in a prospective buyer?

Don't get me wrong. I'm not a plane hater. I love planes and military aircraft.

My husband, son and I, go to air shows and air museums regularly. I enjoyed living close to the airport, 10 years ago. How can we roll back time so that we get back to a kindler, gentler era? When the airport respected the rights of those living in its path and residents looked up with awe at the technology that could make a man fly?

We need to find a happy medium where respect for families and homeowners takes precedent over flight schedules. As far as I can see, the airport, airlines and our elected representatives could care less. Greed and money have taken over. It is obvious to me that no matter how many times I call to complain to the airport, the situation just gets worse. When Jet Blue's fines for late and loud flights are turned into "donations" to the city libraries for which they are commended, I need to make some noise of my own.

That's why I am writing this letter. Please do not increase flights at Long Beach airport.

Signed

Bixby Heights Homeowner of 15 years

P.S. Realizing that you won't take an anonymous letter seriously, I will identify myself to you, but I do NOT want my name made public, published, reproduced or used in any way. Thank you. [REDACTED]

cc:

ANGELA REYNOLDS,
PLANNING & BUILDING 333 W. OCEAN BLVD. LONG BEACH 90802



GayleR35@aol.com

10/15/2003 12:53 PM

To: Airpoteir@longbeach.gov
cc: R.Gabelich@lbhush2.com
Subject: Expansion of Long Beach Airport

Dear Ms. Reynolds:

I've been a Long Beach resident since 1996. Unfortunately, I reside directly under the flight approach to the Long Beach Airport and can speak, firsthand, of how the expansion of the airport will have a negative affect on my life and the lives of my family. When I purchased my home in 1996, the seller disclosed the airport, however, in all my trips to the home, I never saw a commercial plane pass overhead, nor did I notice any loud and intrusive noise -- until the day escrow closed and I took possession of my new home. Since that day, I have learned to cope with the daily noise (which drowns out all telephone conversations), interruption to satellite service/transmission, the copious smell of airline fuel, the constant downdrafts of jet wash that cause the pool and spa to be littered with debris, and I have learned to pray and clutch my chest as I watch near misses occur over my little homestead.

Two years ago I had the opportunity to relocate to Houston, Texas. I placed my home for sale, at a competitive price, only to have my house remain on the market for 15 months unsold. At one point, I was in escrow with a buyer. However, as soon as they spent one hour in the home and witnessed the heavy airline traffic overhead, the deal was off. My hopes of relocating were dashed.

I've had to endure a lot living here, but I haven't any other choice. The thought of expanding the airport has me shaking my head and angry.

I have no idea what kind of long term health impact the airport is having on me and my family, but I can tell you we're miserable. Recent reports concerning fuel and fuel exhaust has me questioning whether or not to drain the pool and fill it in -- could we be swimming in petroleum waste and not know it?

Before Long Beach goes along with the expansion, someone better study this problem and get back to the residents -- otherwise, you're causing us all irreparable harm and damages.

Sincerely,
Gayle A. Risley
5231 E. Burnett Street
Long Beach, CA 90815
(562) 597-0077



Candice_Blansett@spe
.sony.com

10/15/2003 01:04 PM

To: airporteir@longbeach.gov
cc: r.gabelich@lbhush2.com
Subject: Airport Expansion Concerns

When we bought our house in Bixby Terrace 5 years ago, I hardly noticed there was an airport nearby and was so excited to start my family in such a wonderful neighborhood. I now have two kids, both of whom have learned "airplane" as one of their first recognizable words because of the repeated interruption that airplane take-offs (and sometime landing depending on the weather) introduce to our dialogue. I am unable to work from my home office if I have conference calls to participate in because of the disruption it causes.

The dramatic addition of air traffic has come as an awful wake-up call to us in other areas as well. I couldn't understand why my patio furniture and pale yellow patio umbrella were covered in black soot within a day of cleaning them. I thought originally that there must have been a fire somewhere and that ashes were blowing all the way into Long Beach. I have now come to suspect that this is soot falling from the air as planes fly directly overhead. If this is how my furniture looks, I can only imagine what the cumulative damage to my family's health might look like: the air we breathe, the water we drink. Even my poor dog suffers: certain jets hurt the ears of the canines in our neighborhood and they respond with howling, which in turn results in complaints to the city about the noise that the dogs make. If only more people would voice their concern about the noise the planes make....! . (and how often they violate the restrictions around take-off times). I have had every intention to send my children to the wonderful public schools in my neighborhood, but am concerned that if I can't work from home with the noise, how can I possibly expect them to be able to focus on learning each day with the constant, audible interruptions of jets?

If this airport continues to expand and does so with such little concern and involvement of the impacted community it is supposed to serve, then I should probably start planning my move out of the neighborhood before my property is devalued to the point that I will have lost everything I have ever worked for. Please do the right thing for the people of Long Beach that have dedicated themselves to making these neighborhoods the best they can be for their families.

Candice Blansett
562-492-9229

Subj: **Airport environmental impact report needs to include:**
 Date: Thursday, October 16, 2003 6:07:47 PM
 From: Handsome knight
 To: airporteir@longbeach.gov

Angela Reynolds
 Environmental Officer
 Planning and Building
 333 W. Ocean Blvd. 90802

October 15, 2003

Dear Ms Reynolds:

As regards the expansion of facilities at Long Beach Airport to accomodate the 41 flights approximate that have, mostly in the last year, begun flying out of Long Beach Airport, I am against the expansion. The obvious reason is that it is already having a negative impact on my family which lives in a nice house my family built 40 years ago after my father finished his stint as a navy officer stationed here. At the time, and while I was growing up, this area was much less impacted by noise from aircraft of all types as well as vehicular traffic noise from freeways and surface streets. The flight path for jets is currently about one and one-half miles from our house. Major surface streets running near our house and also near the airport include Lakewood Boulevard.

To focus, in the environmental impact report, on issues that are incidental to the quality of life resulting from airport facility enlargement, while purposely ignoring the obvious negative blows that the flights are having on noise-impacted residents in many neighborhoods is criminal. It is like assessing the impact of the manufacture of guns on the acres surrounding a factory without looking at the environmental impacts on the human species which are being harmed with those guns.

There is no acceptable noise limit..... we should be working to eliminate the use of the airport by an estimated 3.9 million passengers (up 300% this year) when there are only 450,000 residents, or so, living here. Are we to be a toxic dumping ground for air passengers from surrounding cities?

The best way to reduce the number of flights overhead is to stop bending over backwards to accomodate the persons that want to use our airspace. Obviously, if all 450,000 residents took to the skies in various aircraft daily there would be chaos. So why should a few corporate entities which are not even human residents be allowed to ruin the quiet enjoyment and relaxation which is the way most Long Beach residents normally enjoy this great natural resource, the sky, without harming or bothering anyone. Rest, enjoyment and relaxation are things things that enhance life and longevity for residents.... clean skies ,quiet except for the joyful sounds of birds, is just an expected commodity like water in an aquarium is for fish. This quiet daily enjoyment is the way the overwhelming number of residents enjoy and rely on our shared sky.

Please work to save our peace and tranquility, our enjoyment of what we have taken for granted, the sanctity of our homes as a place of quiet, rejuvenation for our bodies and souls in an environment that has come to be all about the money.

Sincerely,



5310 Los Lunas St
 Long Beach, CA 90805

10/16/03 6:18 PM

Jeff Huso
5310 Las Lomas Street
Long Beach, CA 90815

Mr. & Mrs. Nathaniel Glover
1036 East 46th Street
Long Beach, CA. 90807
562-728-1717
Facsimile 562-428-7110

October 15, 2003

City of Long Beach
Planning and Building
333 West Ocean Blvd.
Long Beach, CA. 90802
ATTN: Angela Reynolds
Environmental Officer

RE: Proposed Long Beach Airport Terminal Improvement

Ms. Reynolds:

My wife and I reside in the Bixby Knolls area of Long Beach on East 46th Street. We have the misfortune and suffer the duress of having the departing flights from Long Beach Airport fly directly over our home. At least 95% of the time, the planes fly so low that we feel the vibration causing the windows in our home to rattle and very likely affecting the foundation and potentially causing cracks in the stucco exterior or exacerbating existing ones. In addition, the noise level is so extreme that when each plane passes through our air space, we are unable to hear the television, phone conversations or other audio media we may be attempting to enjoy. It routinely disturbs sleep. The noise level has infringed upon our legal right to the "quiet enjoyment" of our property. In addition, we, nor do we believe any other affected resident, has ever granted to the City of Long Beach an Avigation Easement that would through written agreement grant the City of Long Beach or Long Beach Airport free and unobstructed rights of use and passage by Aircraft in and through the airspace above and within the vicinity of our property. Such an easement would typically provide for the homeowner's acknowledgement or consent to the noise, sound, vibrations, air currents, electronic interference and aircraft engine exhaust and emissions that may (and do) result from or be related to the taking-off, landing or flight of Aircraft to or from the Airport and over our Property. As taxpaying citizens, neither the City or Airport officials have provided us the courtesy of a personal inquiry regarding the flight paths, its affects, or tendered any offer to fund a program to acoustically treat and insulate our residence or install any improvements and modifications to our property that would reduce noise levels or structural damage.

We realize that the City may have legal rights through an eminent domain action; however, we have been unable to locate a Notice or Memorandum of such action recorded in the public

records. If the private rights to the air space over our properties are subject to the right of passage or flight of Aircraft, it should not cause any form of injury to the homeowner or their property.

Furthermore, it is our belief that the passage of Aircraft has increased the air pollution affecting the health and growth of the plant life, fruit trees and vegetables grown on our property. We randomly experience a black ashy film covering the vegetation that after some research, we feel may be the effects of the debris emitted from engine exhaust or emissions. This also raises the concern of potential health risks to the residents affected.

During recent years, Southern California has benefited from the appreciation of real estate values. Though we realize the market will adjust within the next 12 –18 months, the current flight path will undoubtedly have an adverse impact on the livability of the neighborhood and resale value of the properties.

Where is the equity for those of us who live within the flight paths? Who will compensate us for the monetary loss we suffer in the increase costs of maintenance and ultimate property devaluations? It is stressful and often embarrassing to have social gatherings at our home due to this nuisance.

Though we regret the implication, we feel it would behoove the City and Airport to consider shifting the flight path North of Del Amo Boulevard where property values are currently lower or consider moving the airport closer to the ocean, thereby minimizing the impact to Long Beach residents. Utilizing the land vacated by the closing of the Naval Shipyard may be a costly proposition, but potentially worth the investment for the City and its residents. At the very least, has the City thoroughly considered and investigated the acceleration and angle of the Aircraft at take off, potentially allowing the Aircraft to reach a higher altitude in a shorter time period and minimizing the nuisance levels.

We respectfully request that the City of Long Beach place the concern, health and welfare of its residents over the monetary benefits of any proposed Airport Terminal improvement and responsibly address the current problems.

We await a reply,


Nathaniel Glover


Christina Glover

cc: Long Beach Airport

Please attach to the
Long Beach Airport facilities
expansion environmental impact
report.

October 15, 2003
5310 Las Lomas Street
Long Beach, CA 90815

Thanks
Jeff

Angela Reynolds
Environmental Officer
Planning and Building
333 W. Ocean Blvd.
Long Beach, CA 90802

Dear Ms Reynolds:

As regards the expansion of facilities at Long Beach Airport to accommodate the 41 flights, approximate, that have, mostly in the last year, begun flying out of Long Beach Airport, I am against the expansion. The obvious reason is that it is already having a negative impact on my family which lives in a nice house my family built 40 years ago after my father finished his stint as a navy officer stationed here. At the time, and while I was growing up, this area was much less impacted by noise from aircraft of all types as well as vehicular traffic noise from freeways and surface streets. The flight path for jets is currently about one and one-half miles from our house. Major surface streets running near our house and also near the airport include Lakewood Boulevard.

We are concerned about falling pollution from aircraft jet engine exhaust of spent fuel, additional noise pollution from the sounds of jet engines, noise and exhaust pollution from additional automobiles utilizing the expanded facilities for parking at or near the airport, and tiny rubber particles blowing up off the pavement from the abrasion of tires of increased vehicular traffic.

Increased vehicular traffic utilizing the larger parking facilities and expanded airport terminal buildings will also pose a safety threat to residents utilizing city streets which are arteries to and from the airport; persons on foot and in vehicles will naturally be more likely to be involved in traffic accidents as the density of traffic increases. We can expect larger facilities to attract more outsiders who will require more policing and increase tension among residents at and near the airport since the general perception is that the larger the city facilities, the more criminals are attracted by the anonymity and increased number of crime targets among the crowd.

To focus the environmental impact report in a very narrow and expedient way that ignores the obvious negative blows that airport flights are having on noise-impacted residents in many neighborhoods is criminal. It is like assessing the impact of the manufacture of guns on the acres surrounding a factory without looking at the environmental impacts on the human species at large which are being harmed with those guns.

There is no acceptable noise limit... we should be working to eliminate the use of the airport to accommodate persons that want to exploit the airspace overhead. Obviously, if all 450,000 residents took to the skies in various aircraft daily there would be chaos. So why should a few corporate entities which are not even human residents be allowed to ruin the quiet enjoyment and relaxation which is the way most Long Beach residents normally enjoy this great natural resource, the sky, without harming or bothering anyone. Rest, enjoyment and relaxation are things that enhance life and longevity for residents... clean skies, quiet except for the joyful sounds of birds, is just an expected commodity like water in an aquarium is for fish. This quiet daily enjoyment is the way the overwhelming number of Long Beach residents enjoy and rely on our shared sky.

Please work to save our peace and tranquility, our enjoyment of what we have taken for granted- the sanctity of our homes as a place of quiet, rejuvenation for our bodies and souls in an environment that has come to be all about the money.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Huso". The signature is stylized with a large, sweeping initial "J" and "H".

Jeff Huso

**1021 AMELIA DRIVE
LONG BEACH, CA 90807**

October 15, 2003

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

Subject: **Comments, Notice of Preparation and Scoping, Long Beach Airport Terminal Area Improvements**

Dear Ms. Reynolds:

We have read the Notice of Preparation and Initial Study and have comments regarding potential impacts of the subject project. Airport activities, particularly noise from aircraft, has had a major impact on our daily lives, both at home and at work. We are concerned that any additions to airport facilities will result in increased impacts. This is not only because of the proposed project itself, but also because of cumulative and growth-inducing impacts.

Airport activities already have resulted in what we consider significant impacts in the following areas:

- Aesthetics -- lighted airplanes flying overhead at night.
- Air quality – reduction in air quality both from airplanes and vehicular traffic to and from the airport.
- Hazards and hazardous materials – due to exposure of people and structures to the risk of injury should there be an air accident or release of hazardous materials stored at the airport.
- Water quality – there is a risk of degradation of groundwater due to the potential for leakage or spillage of stored hazardous materials.
- Land use and planning – the physical presence of the airport impacts land use and planning in much of the City.
- Noise – aircraft and related noise is heard over a wide area, including our home and place of work.
- Population and housing – impacts have resulted from growth inducing aspects of the airport and related activities.

Ms. Angela Reynolds
October 15, 2003
Page 2

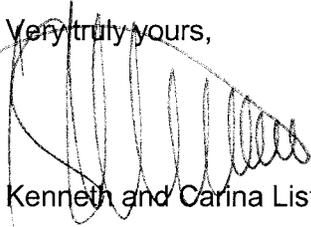
- Public services – public services are required by airport and related activities and this will necessarily increase with the proposed new facilities.
- Transportation/traffic – airport traffic, and traffic resulting from surrounding businesses induced to move to the area because of the airport, has been growing and the proposed project is likely to increase traffic even more.

Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time. As airport facilities grow so do business activities in the surrounding area. The cumulative impact of these activities is likely to be much greater than that of the subject project itself. For this reason we believe that the analysis of the potential cumulative impacts in the areas listed above, and other environmental issues, should be included in the Environmental Impact Report (EIR).

It is clear to us that activities at the Long Beach Airport over the last few years have fostered growth, particularly in the working population in the area surrounding the facility. This growth has resulted in impacts to aesthetics, air quality, hazards and hazardous materials, land use and planning, noise, public services, and traffic. It should not be assumed that growth in the area is necessarily beneficial or of little environmental significance. As required by State regulation, we request that the EIR discuss the ways in which the proposed project could foster business or population growth, and additional construction in the surrounding area, and that the document provide an evaluation of the of all potential growth-inducing impacts.

We would appreciate your response to these issues.

Very truly yours,



Kenneth and Carina Lister



October 15, 2003

Angela Reynolds
Environmental Officer
Planning and Building
333 W. Ocean Blvd.
Long Beach, CA 90802

Dear Ms. Reynolds,

When we purchased our home at 4218 Boyar Ave. in 1964, I believe the Long Beach Airport was being maintained by Douglas Aircraft Fire Dept. The major use of the airport was by Douglas Aircraft.

Sometime later, the runway was extended to accomodate larger Douglas Aircraft planes. We were assured this was not for the purpose of commercial expansion.

In the early 1970's, the voters of Long Beach decided by ballot to not expand the airport.

Based on this vote, we decided to add to the size of our home as opposed to relocating. As we all know, commercial expansion has increased steadily over the years and with it the noise levels of take-offs and landings, jet fuel pollution, traffic increases in addition to stress and health issues which affect me personally,

Two other issues have been impacted by the growing expansion: property values are dramatically affected along with the overall quality of life.

We must have a cumulative impact study undertaken. And as residents affected by airport decisions, we demand it.

Sincerely,

Charles and Dee Patterson

The image shows two handwritten signatures in cursive. The top signature is for Charles Patterson and the bottom signature is for Dee Patterson. Both signatures are written in dark ink and are positioned below the typed names.

October 15, 2003

Angela Reynolds
Planning & Building
333 West Ocean Blvd.
Long Beach, CA 90802

I live in the 3900 block of Bixby Heights, within one mile of the take off runway of the airport. I have lived there for 15 years. I have coexisted with the airport quite nicely for the first 10 of those years. I've always felt that an occasional plane overhead was no big deal. I even liked looking up and seeing them pass overhead. But what was an occasional disruption and a point of interest for me has now turned into a constant birrage and assault upon me and my family. Let me tell you what the past five years and most markedly the past 2 years have been like:

Flights have increased in number and volume to the point of making my family's life unhealthy. We are startled and jolted out of a sound sleep by jet engines as early at 6am and 2am in the morning. We cannot hold a conversation INSIDE our home when a plane flies overhead because the sound is so deafening it drowns out everything and I mean everything, not even the loudest yell at the top of my voice can be heard! The vibrations literally shake every window and door. Forget any backyard parties or BBQ's, no social activity can be had with jet noise interruptions, literally minutes apart, constantly all day long. Phone conversations have to be halted every time a plane flies overhead. TV viewing is impossible. Forget trying to sleep in on a Saturday or Sunday morning. The airport sends out a series of planes just minutes apart beginning at 7am sharp. Some mornings as many as 5 or 6 planes in a row all within the first 1/2 hour!

To say this is unsettling is a gross understatement. Imagine someone following you around all day long, startling you by creeping up behind you and screaming BOO! in your ear every 5 to 10 minutes. The minute you fall asleep, BOO!, the minute you get on the phone and try to have a conversation, BOO!, the plot climax of your favorite TV show is about to be revealed, BOO!, your kids are finally asleep, BOO! You are in the middle of dinner, BOO! Now take that visual image and multiply it by 10, that's our life. I bet the maximum legal decibel level of a heavy metal rock concert is lower than the loud jets that fly overhead every day.

Now, let me talk about the health aspects. While I'm sure none of this can be directly linked to airplanes or the frequency of low flying aircraft, I would like to mention them. Our home is constantly dusty, our patio chairs and BBQ are splattered with fine mists of "jet fuel?" or some other oily substances. I have to take allergy medication every day because my skin breaks out in welts from some unknown irritant. This is a condition that I have never had before 5 years ago. I have a constant "post nasal

drip" from some unknown irritation in my throat and nasal passages. I've seen an allergist and an ear, nose and throat doctor, the cause of the irritations cannot be determined. So I take allergy medication to relieve the symptoms.

Well now, how about property values? How can I sell our house? Who would want to live under these conditions? What do you tell prospective buyers?

"Oh, don't worry about the jet noise, you'll get used to it. You won't even notice it in a few months." Baloney! If they don't notice it, it will be because they've gone deaf! How do you show your home? Try to figure out what time of day the air traffic is the lightest so you can "squeeze" in a prospective buyer?

Don't get me wrong. I'm not a plane hater. I love planes and military aircraft. My husband, son and I, go to air shows and air museums regularly. I enjoyed living close to the airport, 10 years ago. How can we roll back time so that we get back to a kinder, gentler era? When the airport respected the rights of those living in its path and residents looked up with awe at the technology that could make a man fly?

We need to find a happy medium where respect for families and homeowners takes precedent over flight schedules. As far as I can see, the airport, airlines and our elected representatives could care less. Greed and money have taken over. It is obvious to me that no matter how many times I call to complain to the airport, the situation just gets worse. When Jet Blue's fines for late and loud flights are turned into "donations" to the city libraries for which they are commended, I need to make some noise of my own.

That's why I am writing this letter. Please do not increase flights at Long Beach airport.

Signed

Bixby Heights Homeowner of 15 years

P.S. Realizing that you won't take an anonymous letter seriously, I will identify myself to you, but I do NOT want my name made public, published, reproduced or used in any way. Thank you. [REDACTED]

cc:

ANGELA REYNOLDS,
PLANNING & BUILDING 333 W. OCEAN BLVD. LONG BEACH 90802



Handsomeknight@aol.
com

10/16/2003 06:07 PM

To: airpoteir@longbeach.gov
cc:
Subject: Airport environmental impact report needs to include:

Angela Reynolds
Environmental Officer
Planning and Building
333 W. Ocean Blvd. 90802

October 15, 2003

Dear Ms Reynolds:

As regards the expansion of facilities at Long Beach Airport to accomodate the 41 flights approximate that have, mostly in the last year, begun flying out of Long Beach Airport, I am against the expansion. The obvious reason is that it is already having a negative impact on my family which lives in a nice house my family built 40 years ago after my father finished his stint as a navy officer stationed here. At the time, and while I was growing up, this area was much less impacted by noise from aircraft of all types as well as vehicular traffic noise from freeways and surface streets. The flight path for jets is currently about one and one-half miles from our house. Major surface streets running near our house and also near the airport include Lakewood Boulevard.

To focus, in the environmental impact report, on issues that are incidental to the quality of life resulting from airport facility enlargement, while purposely ignoring the obvious negative blows that the flights are having on noise-impacted residents in many neighborhoods is criminal. It is like assessing the impact of the manufacture of guns on the acres surrounding a factory without looking at the environmental impacts on the human species which are being harmed with those guns.

There is no acceptable noise limit.... we should be working to eliminate the use of the airport by an estimated 3.9 million passengers (up 300% this year) when there are only 450,000 residents, or so, living here. Are we to be a toxic dumping ground for air passengers from surrounding cities?

The best way to reduce the number of flights overhead is to stop bending over backwards to accomodate the persons that want to use our airspace. Obviously, if all 450,000 residents took to the skies in various aircraft daily there would be chaos. So why should a few corporate entities which are not even human residents be allowed to ruin the quiet enjoyment and relaxation which is the way most Long Beach residents normally enjoy this great natural resource, the sky, without harming or bothering anyone. Rest, enjoyment and relaxation are things things that enhance life and longevity for residents.... clean skies ,quiet except for the joyful sounds of birds, is just an expected commodity like water in an aquarium is for fish. This quiet daily enjoyment is the way the overwhelming number of residents enjoy and rely on our shared sky.

Please work to save our peace and tranquility, our enjoyment of what we have taken for granted, the sanctity of our homes as a place of quiet, rejuvenation for our bodies and souls in an environment that has come to be all about the money.

Sincerely,

Jeff Huso
5310 Las Lomas Street
Long Beach, CA 90815



"Draza O'Brien"
<draza3@hotmail.com
>

To: airporteir@longbeach.gov
cc:
Subject: airport expansion

10/16/2003 12:09 AM

I am writing to request that all plans for airport expansion be stopped. I have lived in Long Beach since 1997 and have noticed an increase in the number of flights that wake my children and me. In addition to the noise factor I am extremely concerned about the health issues that accompany airport expansion. My home is located near Los Altos Park and is very near the flight path.

I am in favor of keeping ground facilities at an absolute minimum, and would like a full and complete Environmental Impact Report made available to the Long Beach City Council.

I say no to expansion of the Long Beach Airport and am in favor of all steps necessary to end expansion.

Sincerely,

Draza O'Brien
Bixby PTA President
Long Beach Resident

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<http://join.msn.com/?PAGE=features/es>



"Patricia Walker"
<PWalker@lbusd.k12.c
a.us>

To: <airporteir@longbeach.gov>
cc:
Subject: airport noise/expansion

10/16/2003 07:33 AM

For 46 years I have called Long Beach home. I have invested in the schools, shops restaurants, and homes. for the first time I am wary of what the future holds for me in this fine city. When it is obvious that big business cannot be controlled even with laws and monetary fines (our bucket of noise runneth over), why would we further entice/invite the devil in for more. Be very wary of how comfy our airport becomes. Build small--stay small. The feds already show no warmth for this state (Bush, et al). Do not allow them to weasle into our backyards to park more planes!

Pat Walker



"DuBon, Hector"
<hector.dubon@lausd.net>

To: <airporteir@longbeach.gov>
cc: <r.Gabelich@lbhush2.com>
Subject: No Expansion of Airport Facilities

10/16/2003 11:48 AM

This is to make a matter of record my strong opposition to the expansion/development of existing facilities at the LB Airport. Long Beach has very few liveable communities. Communities that are not beset by crime, drugs and urban decay. Cal Heights and Bixby Knolls are two of these rapidly vanishing communities. When I purchased my home in Cal Heights 15 years ago, I did so because I found it to be a safe environment with good schools for my children. There was and still is a sense of community that I had not found before in other areas I've lived in Los Angeles and Gardena. The flights at the airport are at best tolerable at this point in time. We have learned to live with the airport. We residents and homeowners already suffer from the pollution and noise emitted by planes on a non-stop daily basis. The late takeoffs disrupt our sleep. The early departures do not allow us to catch a few extra minutes of sleep on the weekends. Pollution from jets and general aviation rains down on us continuously. Expanding the facilities is an obvious attempt by the City to expand the number of flights at the airport. The city needs to consider the health, safety, and welfare of homeowners and residents in the Cal Heights and Bixby Knolls neighborhoods as a priority, rather than looking for ways to enrich the City's coffers, and putting the economic interest and profits of the airlines ahead of the interests of taxpaying, voting homeowners. Expansion will decrease property values and will lead to our beautiful neighborhoods becoming another blighted area on the Long Beach map. We chose to live in this area because of its architecture, low crime, good schools, and sense of community. Expansion of the airport facilities will eliminate all of these fine points. I beseech and urge you to NOT expand the facilities. Your attention to and consideration of this request is much appreciated. I can be reached at (310) 354-3400 or at (562) 988-0843, if needed.

Thank you.

H.E. DuBon
3734 Walnut Avenue
Long Beach, 90807



"Gillian Klinkert"
<gklinkert@charter.net
>

To: <airporteir@longbeach.gov>
cc:
Subject: Fw: No to Expansion

10/16/2003 12:43 PM
Please respond to
"Gillian Klinkert"

----- Original Message -----

From: Gillian Klinkert
To: AIRPORTEIR@LNGBEACH.GOV
Cc: R.Gabelich@LBHush2.com
Sent: Thursday, October 16, 2003 12:41 PM
Subject: No to Expansion

We moved to Long Beach for the close knit community within the city. We do not need expansion of the airport when LAX is but a mere 20 minutes drive away. We do not want the extra noise; the current flights are annoyance enough. Nor do we need the added air pollution which increased air traffic would bring. Personally, we do not intend to use Long Beach airport, as we need to make a statement as to how it is in the community's interest to keep this a small operation (as initially promised by various authorities).
Gillian and Philip Klinkert
Richard Johnson



Kevin Lane
<geokevin@yahoo.co
m>

To: airporteir@longbeach.gov
cc:
Subject: Airport Impact

10/16/2003 01:06 PM

Angela Reynolds
Environmental Officer

Dear Ms. Reynolds:

I oppose expansion of the Long Beach airport because, in my opinion, the current level of flights already adversely impacts my family's life more than I would like and indeed more than the regulations allow.

I am a long-term Long Beach resident. For the past 10 years my family has lived in a home near Orange and Carson. Occasional flights from noise-reduced planes during the promised flight windows are a manageable inconvenience to me and my family. Unfortunately, in recent years, a marked increase in flight levels, noisy planes and off-hours flights has had a distinct negative impact on my family's life.

Specifically:

- Planes that do not have proper noise-reduction equipment or planes that fly too low on takeoff wake my infant from his sleep 2-3 times a week. Research has consistently shown the deleterious effects have impacting a child's sleep pattern.
- My wife and I have noticed an increase in dust and particulate matter in our home consistent with the recent increase in flights. This dust negatively affects allergies, eye irritation, and general hygiene. I cannot, of course, PROVE that the planes are causing this problem. At the same time, I feel strongly that my neighborhood should be included in any environmental impact report PRIOR to decisions about the airport.

Until now, the complaints of residents have largely been ignored. I ask that you reverse this trend in supporting an unbiased, comprehensive environmental impact study as a basis for any airport expansion decisions.

Thank you,

Kevin Lane
1151 Claiborne

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Subj: Airport environmental impact report needs to include:
Date: Thursday, October 16, 2003 6:07:47 PM
From: Handsome knight
To: airporteir@longbeach.gov

Angela Reynolds
 Environmental Officer
 Planning and Building
 333 W. Ocean Blvd. 90802

October 15, 2003

Dear Ms Reynolds:

As regards the expansion of facilities at Long Beach Airport to accomodate the 41 flights approximate that have, mostly in the last year, begun flying out of Long Beach Airport, I am against the expansion. The obvious reason is that it is already having a negative impact on my family which lives in a nice house my family built 40 years ago after my father finished his stint as a navy officer stationed here. At the time, and while I was growing up, this area was much less impacted by noise from aircraft of all types as well as vehicular traffic noise from freeways and surface streets. The flight path for jets is currently about one and one-half miles from our house. Major surface streets running near our house and also near the airport include Lakewood Boulevard.

To focus, in the environmental impact report, on issues that are incidental to the quality of life resulting from airport facility enlargement, while purposely ignoring the obvious negative blows that the flights are having on noise-impacted residents in many neighborhoods is criminal. It is like assessing the impact of the manufacture of guns on the acres surrounding a factory without looking at the environmental impacts on the human species which are being harmed with those guns.

There is no acceptable noise limit..... we should be working to eliminate the use of the airport by an estimated 3.9 million passengers (up 300% this year) when there are only 450,000 residents, or so, living here. Are we to be a toxic dumping ground for air passengers from surrounding cities?

The best way to reduce the number of flights overhead is to stop bending over backwards to accomodate the persons that want to use our airspace. Obviously, if all 450,000 residents took to the skies in various aircraft daily there would be chaos. So why should a few corporate entities which are not even human residents be allowed to ruin the quiet enjoyment and relaxation which is the way most Long Beach residents normally enjoy this great natural resource, the sky, without harming or bothering anyone. Rest, enjoyment and relaxation are things things that enhance life and longevity for residents.... clean skies ,quiet except for the joyful sounds of birds, is just an expected commodity like water in an aquarium is for fish. This quiet daily enjoyment is the way the overwhelming number of residents enjoy and rely on our shared sky.

Please work to save our peace and tranquility, our enjoyment of what we have taken for granted, the sanctity of our homes as a place of quiet, rejuvenation for our bodies and souls in an environment that has come to be all about the money.

Sincerely,



5310 Las Lomas St
 Long Beach, CA 90815

10/16/03 6:18 PM

Jeff Huso
5310 Las Lomas Street
Long Beach, CA 90815



Handsomeknight@aol.com

10/16/2003 06:21 PM

To: airporteir@longbeach.gov
cc:
Subject: Fwd: Airport environmental impact report needs to include:

----- Message from Handsomeknight@aol.com on Thu, 16 Oct 2003 21:07:47 EDT -----

To: airporteir@longbeach.gov

Subject: Airport environmental impact report needs to include:

Angela Reynolds
Environmental Officer
Planning and Building
333 W. Ocean Blvd. 90802

October 15, 2003

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Sincerely,

Jeff Huso
5310 Las Lomas Street

Long Beach, CA 90815



LMLOCK96@aol.com

10/16/2003 07:20 PM

To: airpoteir@longbeach.gov
cc: r.gabelich@lbhush2.com
Subject: L.B. Airport EIR

Please see enclosed letter.

Mary Lockwood
2110 Faust Ave.
Long Beach, CA 90815



10.14.03 Airport EIR.do



Liginwilcox@aol.com

10/16/2003 08:47 PM

To: airporteir@longbeach.gov

cc:

Subject: Airport Terminal Project

With this e-mail my wife and I want to express our **strong support** for the "expansion" of the LB Airport terminal facilities. We feel the airport is a major public resource that serves a significant need. Recent surveys clearly showed that small minority, about 15% of the city people, are opposed while the remainder have support for the level of service presently in force with the noise controls in place. People who choose to fly out of LB deserve and need comfortable, modern and spacious gate areas with amenities comparable to those found at other like-size airports. Those people in opposition seem to overlook the rights that users of the airport have. In particular, the need for the gates to have jetways to allow all people without regard to weather conditions to board an airplane in ease is vital to be fulfilled. We are life long residents of LB and make use of our airport from time to time. We have, on many occasions, been under the path of a plane landing or taking off and have found the noise to be much less with modern planes and with no noticeable vibrations. We want our airport to be an asset to LB and serve the people who use it as well as to abide by the noise rules in place. Respectfully, Loyd and Ginnie Wilcox

7885 E. Garner Street
Long Beach, CA 90808



"Guy Hutchinson"
<hutchlinda@hotmail.com>

To: airporteir@longbeach.gov
cc: R.Gabelich@lbhush2.com
Subject:

10/16/2003 09:56 PM

October 16, 2003

I work 12 hour rotating shifts at BP's Carson refinery, when I get home after a night shift, the 7:00 AM takeoffs wake me out of a sound sleep. These takeoffs keep me awake throughout the day... Very noisy...

After arising at 4:15 AM to work a day shift, again for 12 hours I am ready for bed at 9 or 9:30 PM. At 10:15 PM I awake for the last round of late takeoffs. I cannot remember the last time there wasn't departures after 10:00PM.

My children attended St. Barnabas School for 9 years each. In all this time many of the teachers and students complained about how to work around the noise of the airliners as they leave Long Beach Airport. All of this noise affects the ability of students to learn. If measured throughout the school day there is a significant amount of time that is wasted waiting for the noise to pass out of the area. This is not fair to students or teachers.

The noise and traffic negatively affect my home and family daily. We suspend personal conversations, phone conversations and awake at all hours of the day and night. We are forced to endure additional pollution from jet engine exhaust and leaking fluids of unknown content. We don't need an expanded airport!

With the announcement that the "noise bucket" is full and no additional flights will be allowed there is NO REASON to expand the airport facilities. The airport will negatively impact property value. My wife and myself planned to retire here, we bought a nice home here in Bixby Knolls. If the airport expands, the quality of life will be so low, property value will be so low that this neighborhood will turn into a blighted and unliveable area. This will drive tax revenues down and allow the whole area to turn into a new South Central LA neighborhood. We do not want to see this happen. Although, by that time we will be gone from this now beautiful community.

Guy & Linda Hutchinson

3926 Marron Ave.

Long Beach, CA 90807

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To: Ms Angela Reynolds
City of Long Beach,
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802

Thursday, October 16, 2003

From: Patrick J Mulligan
3829 Weston Place,
Long Beach, CA 90807

Re: EIR for the proposed expansion

As part of the EIR for the airport expansion, accurate measurements should be taken of the noise levels and chemical pollution caused by the planes taking off and landing at Long Beach airport. Current methods measure pollutant and noise levels at a few monitoring stations situated around the airport and interpolate the results to determine those levels over the airport and the surrounding homes. This is not an accurate method of recording this vital information and is subject to interpretation. Landing and take off patterns vary dramatically during the day and I recently heard testimony at the Long Beach City council that indicates that many Long Beach pilots are aware of the location of the existing monitors and attempt to direct their flights away from them.

The results of the noise and pollution studies will be the backbone of the EIR and as such should be accurate and not subject to statistical interpretation. The number of monitoring stations should be increased dramatically and should be set up in a grid pattern around the airport to measure the real world conditions experienced by the homeowners and businesses that are in proximity to the airport. This format will also reduce inaccuracies caused by faulty equipment and will reduce the possibility that planes could avoid the monitors to skew the results.

A handwritten signature in black ink, appearing to read "Patrick J Mulligan". The signature is fluid and cursive, with a large loop at the beginning and a long horizontal stroke at the end.

Susan Plichta
4217 Boyar Avenue, Long Beach California 90807

October 16, 2003

Angela Reynolds, Environmental Officer
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802

Dear Ms. Reynolds:

I am writing this letter because my family and I are strenuously opposed to any expansion of the Long Beach Airport.

The growth of the airport and the dramatic rise in the number of flights since I purchased this home in 1979, has been increasingly disruptive to my family life.

My daughter, who recently graduated from nursing school, works from 11 pm until 7 am. Her sleep is interrupted every day from current airport traffic (which has increased four-fold over the past year). This disruption of her rest causes her daily stress and will eventually negatively impact her health. If airport expansion is allowed to go forward, there will be further disruption of her sleep impacting even further her health as well as the safety and well-being of the patients for whom she cares.

My son, also a relatively recent graduate, works from a home office and finds it extremely difficult to conduct the telephone conferences his business requires while competing with the increasing noise of jet engines. He feels this disturbance has greatly affected the quality and quantity of his work over the past year.

I am retired with a disability resulting from cancer surgery. I also suffer from allergies. The filth and pollution caused by airport traffic is not helpful to my immune system or overall health.

As citizens of Long Beach directly and negatively affected by the airport, we demand COMMUNITY SPECIFIC data relating to the environmental impact of any proposed airport expansion. How will expansion affect ground water, air quality, quality of life, property values, noise pollution, etc. We have a right and a NEED TO KNOW how our lives will be interrupted by growth of the Long Beach Airport.

Sincerely,



Susan Plichta

October 16, 2003

Angela Reynolds
Environmental Officer
Planning and Building
333 W. Ocean Blvd.
Long Beach, CA 90802

Re: Long Beach Airport

Dear Ms. Reynolds:

My husband and I live on Boyar Ave. in Long Beach. We are in the departure path of the planes taking off at the Long Beach Airport. Our personal life and my business work have been interrupted by the growth at the Long Beach Airport.

Both my husband and I have very busy schedules and must arise early every morning. We retire fairly early in the evening because of this. We usually retire between 9:00-10:00pm. Over the past year we have been awakened frequently, shortly after we have gone to sleep due to aircraft taking off. It takes awhile to get back to sleep and has disrupted our sleep patterns and the rest that we should be getting.

Additionally, over the past year, my husband has developed severe respiratory problems. He has had to purchase a breathing machine and is under the care of a pulmonary specialist for constant breathing related problems. Over this past year he was even hospitalized for one week because he was not able to breath. Due to his breathing problem he has had to limit much of his physical activity. He has diverted his attention to watching many TV programs because it does not require physical effort. The increase in air traffic frequently disrupts his ability to enjoy a television program.

I also work out of my home two or three days a week. My work is done on the computer and the phone. I am constantly on the phone helping workers and clients with problems. I frequently have to ask callers to hold because I cannot hear to transact business. Over the past year this has increased quite a bit. This has reduced my productivity and has contributed to additional anxiety in completing my tasks for the day.

We would like to demand a community specific study and not the standardized data associated with most communities. Long Beach does not fit a standard study because we do not have an average environment here. We are impacted by air quality from our port, refineries, the surrounding freeways and the current airport activity. We need a cumulative impact study that includes the current condition of the ground water, volatile organic compounds and fuels. Any study should include methane testing along the airport perimeters. Any additional expansion of the Long Beach Airport would adversely affect our lives, health and property.

Sincerely,


Barbara and James Russell
4211 Boyar Ave.
Long Beach, CA 90807



"karenlfox"
<karenlfox@cyberhotli
ne.com>

To: <airporteir@longbeach.gov>
cc: <r.gabelich@lbhush2.com>
Subject: Proposed Airport Expansion

10/17/2003 07:51 AM
Please respond to
karenlfox

To Whom It May Concern:

I would like to add my voice to those of my neighbors protesting the increased activity in Long Beach airport.

I have personally noticed flights occurring well outside the supposed curfews enforced for commercial airlines--flights as late as 11:29 p.m. and as early as 6:48 a.m., in other words, during conventional sleeping hours.

Also, as a teacher at California State University, Long Beach, I am often interrupted in class by low overhead flights which interfere both with my ability to hear student responses and with their ability to understand me. These practical concerns affect the quality of life for all of us on the east side of Long Beach and need to be addressed in any plans for airport expansion.

Karen L. Fox
1965 North Britton Drive
Long Beach, California 90815
562/594-8875 (home)
562/985-1805 (work)



"Peter Wu"
<pwu@amatel.com>

10/17/2003 08:52 AM
Please respond to pwu

To: <airporteir@longbeach.gov>
cc:
Subject: Opinion

I have been a lifetime Long Beach resident and someone with great pride and interest in Long Beach. My wife and I moved into the Artcraft Manor area of Long Beach a few years ago with the hope of starting a new family in the serene and friendly neighborhood. After recently having an infant girl, I realized that our neighborhood is going to be besieged with more flights going in and out of the airport and my daughter's quality of life is going to be effected by extra noise, pollution, and people. The Long Beach Airport has always been the "common people".... meaning offering services for commuter flights rather than commercial flights. Upon seeing that the airport is subject to expansion, my wife and I have decided to put our house on the market before the property values decline further. Hopefully, we will be living in neighboring Seal Beach soon.

Kind regards,
Peter Wu, another Long Beach resident disillusioned with the city.



"Jeremy Eskenazi"
<jeremy@rivieraadvisors.com>

10/17/2003 09:25 AM

To: <airporteir@longbeach.gov>
cc:
Subject: Airport EIR

Dear City of Long Beach:

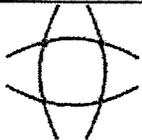
I wanted to provide my comments in support of the proposed changes and improvements to Long Beach Airport. I own and operate a human resource consulting firm based in Long Beach. I have lived in Long Beach since 1991. The improvements at the airport are very much needed in my view. I am in total support of enhancing the terminal and passenger facilities. I use Long Beach Airport exclusively for business travel...and travel at least three to four times per month from Long Beach. The accessibility of a close in, convenient airport (I take a cab to the airport from my home in Belmont Heights for about \$12 or get dropped off), is critical to my business and quality of life. No longer do I have to drive to LAX or Orange County airport to travel...which adds to the time and cost, not to mention the aggravation of travelling to and from these airports...I now travel from Long Beach, and it has made my life better.

However, the airport facilities are not up-to-par. The terminals are very small, and cannot handle the number of passengers travelling...there is little in the way of foodservice...and the poor little gift shop is not able to service my needs. Waiting outside or under tents to go through security is unacceptable in the cold or heat, and is simply unprofessional and not a good reflection of our great city.

I am very concerned that the "not-in-my-backyard" people who are against the airport will push away the outstanding and convenient resource we now have at the airport. I am not an Orange County resident who comes to Long Beach for cheap flights. I live in Long Beach, I own a business in Long Beach, and I need the airport to support my quality of life. I have to hear the jets flying over and taking off as well...I think its part of life in 2003.

I heartily support the improvements at LGB. Thank you.

Jeremy M. Eskenazi
Managing Principal
Riviera Advisors, Inc.
Home: 270 Roycroft Avenue, Long Beach, CA 90803
562-856-5787
562-438-5099 (Fax)
www.RivieraAdvisors.com



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"Cmdr Billy P: NCC
1701-P"
<plmgood@prodigy.ne
>

To: airpoteir@longbeach.gov
cc:
Subject: EIR Public Input

10/17/2003 12:29 PM

I feel that an EIR is a good thing to really see if any damage in the long term will affect those that live around the Long Beach Airport. I am all for saving the environment and protecting the people from man-made waste.

Yet there needs to be compromise in this particular situation. The Long Beach Airport has always been in it's current location but builders built communities around it not caring about the long term effects of an airport that was sure to grow and expand. To not look ahead to the future and possible expansion is ignorant.

I am pretty confidant that the City of Long Beach will not allow anymore flights beyond the current max of 41. Although the runway is longer than Orange County's, our airport just could not handle anymore flights. The airport is a viable commodity that will help Long Beach with increased revenue and is the newest alternative in the crowded So. Cal. skies.

The old song and dance that "we were not told or expected the Airport to expand" is plain ludicrous. I still maintain that the people who have been buying homes around the airport or in it's flight path new what they were getting into. People cannot be that ignorant.

Plus, if it is so bad why is the city allowing Boeing to use a developer to come in with the planned community of new homes and businesses right on the airports doorstep? It is just a case of N.I.M.B.Y.'s. There would be those that would say, "how would I like a freeway in my back yard." I would have to say, "Been there, done that."

My parents bought their home over 30ys ago right off the 5 freeway, south, in Capistrano Beach. They have been subjected to the noise of traffic this whole time, and the county even bought some of their land to install a 16' tall sound wall and still they can hear the noise. But my parents knew what they were getting into, so they just adapted and got used to the noise.

If any of those residents under the flight path or surrounding areas want to GIVE me their home, I would gladly take it as I am low income and would never be able to afford a nice place like they live in over by the airport. Compromise is about giving and taking for the benefit of all citizens, just not a few that are against progress.

Thank you for allowing me to express my opinion. I am sure you will do what's right for ALL Long Beach citizens.

Bill Plummer
Long Beach, 90802



WRW7@aol.com
10/17/2003 01:00 PM

To: airporteir@longbeach.gov
cc: R.Gabelich@lbhush2.com
Subject: No to LB Airport Expansion

As a resident and homeowner in Long Beach since 1972 I strongly oppose the proposed airport expansion.

My personal sleep pattern is disrupted by current airport activity, particularly when I have to sleep during the day due to occasional shift work. My

quality of life is adversely affected by the current level of airport activity.

I also have health concerns that airport expansion would affect such as increased air and ground water pollution and increased noise pollution. Any noise measurement data used in evaluations should be true noise measurements monitored when 41 flights are in force and measured on the airport runway.

All studies related to air quality or air toxins should be community specific data not standardized data.

The environment in Long Beach is currently impacted by the port, nearby oil refineries, surrounding freeways, increased population and overcrowding and the

current airport activity.

'NO' to airport expansion.

W. R. Winkler
4256 Falcon Av.
Long Beach, CA 90807



"Win Freeman"
<wfreeman@biomixer.
com>

To: <airporteir@longbeach.gov>
cc:
Subject: Long Beach Airport

10/17/2003 01:36 PM

Dear Ms. Reynolds:

What in the world is wrong with these people who buy a house near an airport and then complain that it's "noisy" where they live????? It's not like they bought a house and suddenly someone decided to build an airport nearby!

I'm afraid these clowns are drowning out the sentiments of the MAJORITY of residents who like having an airport nearby, thereby not having to drive up to LAX or down to Orange County – John Wayne. What can we do to make sure the "other side" of the story is told?

Win Freeman
Prince Island
Long Beach



john green
<jpkmgreen@yahoo.com>
m>

To: angela_reynolds@longbeach.gov
cc: r.gabeich@lbhush2.com
Subject: eir

10/17/2003 02:44 PM

"If you build it, they will come!". This famous line from a popular movie pretty well describes what the city is doing by expanding the facilities at OUR airport. To make the facilities more attractive to airlines, is to invite more flights with their accompanying environmental assaults on the health and mental well being of the people of Long Beach. This at a facility in which the airlines already exceed the limits of the agreement they entered into with the city. There are still over 20 slots that can be used by what are euphemistically called "commuter airlines". Those aircraft make just as much noise and spew just as many pollutants into the environment as the larger planes do. To expand the capacity of the terminal to handle more passengers will encourage commuter airlines to utilize the vacant slots. It will also make Long Beach more important as a regional airport to the FAA. This is a cruel slap in the face to the people who will be impacted by the noise and air pollution produced by any expansion to this facility.

Further, The law regarding an environmental impact study is pretty clear in regards to scope. It is abundantly clear to the people impacted by the airport what the city is trying to do by attempting to limit the scope of the report. Of course the buildings and parking structures will have little, if any impact, on the people. It is the noise and pollution that the buildings and parking lots will attract that will make an already intolerable situation even worse. Rest assured that unless the EIR addresses the issues of the increased impact on the health and quality of life of the citizens who live in the environmental footprint of the airport, the city will face more lawsuits, and we will remember those who worked in our behalf at election time.

John Green

3930 Gundry Ave.

Long Beach, Ca, 90807

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BRACERR@aol.com

10/17/2003 03:18 PM

To: airpoteir@longbeach.gov
cc: MFree6131@aol.com
Subject: Airport noise.

Ms. Reynolds

I lived under the final approach for "25 left" for about 18 years and never thought about complaining. The good of our airport greatly outweighs the bad. The time limits for operations are ample noise control. Tell the complainers to get more insulation and double paned windows or find a house in the country and deal with the roosters.

Dr. James Loos.



Hoorae1@aol.com
10/17/2003 03:28 PM

To: airporteir@longbeach.gov
cc:
Subject: Fwd: eir

----- Message from john green <jpkmgreen@yahoo.com> on Fri, 17 Oct 2003 14:52:56 -0700 (PDT) -----

To: angela_reynolds@longbeach.gov

cc: r.gabelich@lbhush2.com

Subject: eir

"If you build it, they will come!". This famous line from a popular movie pretty well describes what the city is doing by expanding the facilities at OUR airport. To make the facilities more attractive to airlines, is to invite more flights with their accompanying environmental assaults on the health and mental well being of the people of Long Beach. This at a facility in which the airlines already exceed the limits of the agreement they entered into with the city. There are still over 20 slots that can be used by what are euphemistically called "commuter airlines". Those aircraft make just as much noise and spew just as many pollutants into the environment as the larger planes do. To expand the capacity of the terminal to handle more passengers will encourage commuter airlines to utilize the vacant slots. It will also make Long Beach more important as a regional airport to the FAA. This is a cruel slap in the face to the people who will be impacted by the noise and air pollution produced by any expansion to this facility.

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John Green

3930 Gundry Ave.

Long Beach, Ca, 90807

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"nancy fox"
<nancyfox@charter.net
>

To: <airporteir@longbeach.gov>
cc: <R.Gabelich@lbhush2.com>
Subject: "No" to Expansion of the LB Airport

10/17/2003 03:31 PM

As a long-time resident of the Virginia Country Club (and previously Cal Heights) area, I am writing to tell you that I am NOT in favor of expanding the LB Airport. Over the last year, the noise from the departing planes has becoming unbearable. Cal Heights/ Bixby Knolls/ Virginia Country Club is one of the best residential areas of Long Beach, and we should not let it deteriorate due to noise and pollution from the airport. When the planes depart, I can't hear myself think, much less carry on a telephone conversation. My dog is terrified by the noise. I can't enjoy my backyard anymore, because the noise from the planes is so disturbing. My patio is constantly covered with soot and immediately after the morning onslaught of departing planes the air smells of jet fuel. This area is a beautiful, historical area and we must protect it. Please stop the expansion of Long Beach Airport.

Thank you,
Nancy J. Fox
4160 Chestnut Avenue
Long Beach, CA 90807
(562) 595-0032



Hoorae1@aol.com
10/17/2003 03:31 PM

To: airporteir@longbeach.gov
cc:
Subject: Fwd: FEEDBACK

----- Message from Joseph_Valles@ahm.honda.com on Fri, 17 Oct 2003 11:56:06 -0700 -----

To: R.gabelich@lbhush2.com

cc: "Gutierrez, Paul A." <paul.gutierrez@med.va.gov>

Subject: FEEDBACK

To Who It May Concern,

I attended last night's Scoping Meeting and felt that it was very informative! Be expecting my donation within the next week! Personally, I feel that it's very important for city council (who have a direct influence whether the proposed expansion will be taking place or not) fully understand the issues that we have and what we experience every single day not only in terms of the commercial flights arriving and departing Long Beach but all the freight carrying flights and smaller recreational flights that constantly circle around and above us everyday, all day!

I am sure you are familiar with the expression "walk a mile in my shoes", well, I feel that city council needs to walk a mile in our shoes to fully understand how we really feel about the noise and air pollution that exists due to the current 41 commercial flights and most importantly probable increased flights in the future. In order to accomplish this, I propose that we recruit Mr. Rob Webb to coordinate and encourage his fellow councilmen to actually visit our neighborhoods, our homes, our schools, our parks, and other areas that would be severely impacted by the proposed airport expansion and most likely the probable consequences this expansion will cause.

In addition, I would like to propose the most prominent community real estate agent(s) to conduct tours of our hidden treasures, Cal Heights, Bixby Knolls, Los Cerritos, and Virginia Country Club in order for city council to fully understand the impact on our beautiful and prime residential real estate. I strongly feel that city council members whose districts are not directly impacted be reminded (if they are not already aware) of the historical value that exists in our community and request that they be as protective in preserving our residential treasures and business community, and I would like to add, its very significant tax base!

These are just a few suggestions that I would like to recommend but I need a powerful voice like LBHUSH to help implement my suggestions, that is if you feel they are warranted

If you require any additional information, please feel free to contact me, anytime.

Regards,

Joe Valles
4330 Myrtle Avenue
(562) 290-8802



Edwin_Kampmann@d
ot.ca.gov

10/17/2003 03:46 PM

To: airpoteir@longbeach.gov
cc:
Subject: NOP comments - Caltrans D.7

To: Ms. Angela Reynolds et. al. - -

Thank you for the opportunity to respond by E-mail. Attached is an electronic-file copy of a letter of comment from my Office. A paper copy of the letter also was put into the U.S. mail earlier today.

(See attached file: 030966DC LBairportTermnlAreaNOP.doc) (See attached file: 030966encl Traffic Study Elements.doc)

Yours truly,

Edwin C. Kampmann (tel. 213/897-1346; CALNET 8-647-1346)
Associate Transportation Planner, IGR/CEQA Branch
Office of Regional Transportation Planning
Caltrans District Seven, Los Angeles



Friday, October 17, 2003 0344PM 030966DC LBairportTermnlAreaNOP.



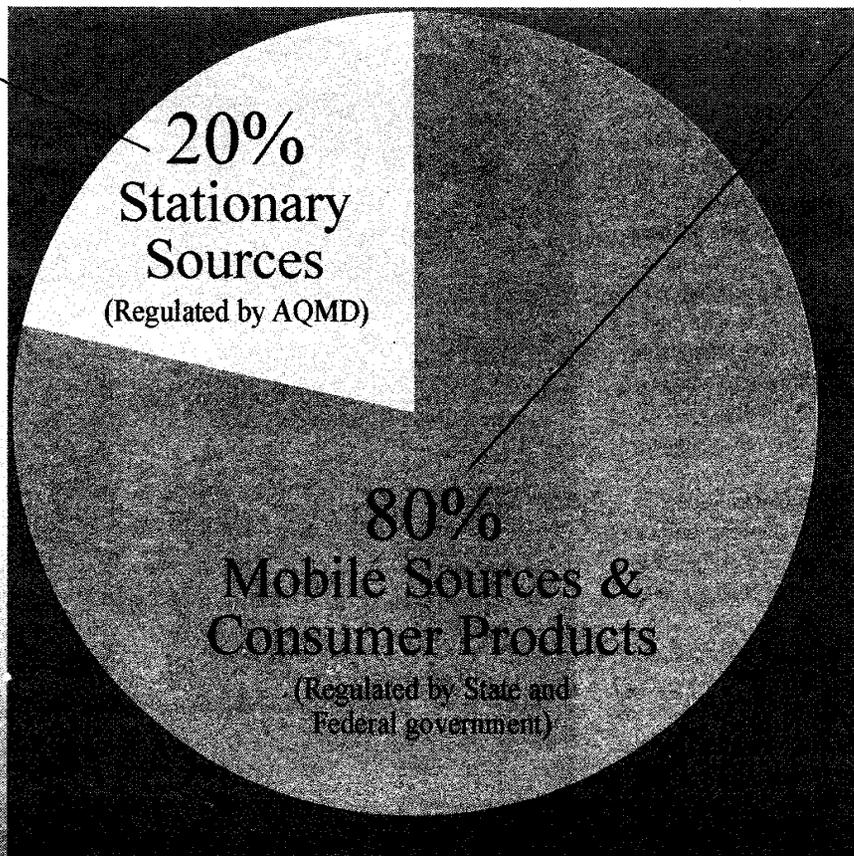
030966encl Traffic Study Elements.c

Sources of Air Pollution

There are many sources that contribute to our region's air pollution problem.

Stationary Sources

- Industries, such as refineries and power plants;
- Businesses, such as factories, dry cleaners, gas stations, and auto body shops;
- Commercial products, including paints, solvents, adhesives, and furniture varnishes; and
- Other sources such as dairy livestock operations.



Mobile Sources & Consumer Products

- Motor vehicles, including cars, diesel-powered trucks and buses, ships, trains, planes and off-road construction equipment;
- Consumer products, such as household cleaners, cosmetics, gas-powered lawn mowers and leaf blowers.



from AQMD insert - 10-19-03.



LMLOCK96@aol.com

10/17/2003 05:16 PM

To: airpoteir@longbeach.gov
cc: r.gabelich@lbhush2.com
Subject: L.B. Airport EIR

October 14, 2003

Angela Reynolds
Environmental Office
Planning and Building
333 W. Ocean Blvd.
Long Beach, CA 90802

Dear Ms. Reynolds:

I am writing to speak up regarding the proposed expansion of the Long Beach Airport ground facilities and the recent increase in the number of flights.

My husbands and my personal life have been adversely affected by the growth at the Long Beach Airport, and, therefore, we do not want the Airport ground facilities expanded to allow more growth.

- 1) Our sleep is regularly disturbed at all hours of the night. Just this morning we were awoken at 5:00am by a landing aircraft. It is a common occurrence to be awoken between 11:00pm and 6:00am by incoming aircraft, sometimes several times in one night. Being awoken during the night doesn't allow for a good night's sleep.
- 2) If our windows are open, aircraft noise drowns out the television, radio and conversation.
- 3) Enjoying our backyard is much harder now with the recent increase in flights. Our backyard barbecues are frequently interrupted by loud aircraft, drowning out conversations.
- 4) Black soot from aircraft fuel deposits on our house and in our yard.

Expanding the airport ground facilities will enable more flights into the Long Beach Airport which will worsen the adverse effects I just wrote about. I believe the growth of the Long Beach Airport is adversely impacting communities within Long Beach much more than anyone realizes or wants to acknowledge. Before any expansion occurs at the Airport, I believe it is very important to conduct a community specific study to measure the true environmental and human impact of this Airport growth. To be accurate, this study must include current 2003 data.

I strongly urge you to obtain a full and complete Environmental Impact Report identifying all impacts of the Long Beach Airport expansion at and outside the airport. Please do the right thing.

Sincerely,

Mary Lockwood
2110 Faust Ave.
Long Beach, CA 90815

Cc: R. Gabelich



Thomas Zink
<tomzink@ix.netcom.com>

To: AIRPORTEIR@LONGBEACH.GOV
cc:
Subject: Hush Meeting 10-16-03

10/17/2003 06:08 PM

Dear Angela

It seems (based on the ideas presented in the meeting) that the entire focus of the study will be to determine the environmental impact of the facility enlargement itself, and not the overall environmental impact of the current slot usage. It further seems as though there is little that the City Of Long Beach can do to reduce the current levels, as it is exclusively the decision of the FAA as to the number of slots. Finally, it seems that the size of the airport and its available facilities is really the only factor that is influenced by local decision making bodies such as the city council.

Therefore it is imperative in my mind that if airport growth is to be controlled, it must occur in the area of facilities growth. The Airport manager spoke on Thursday evening assuring us that this facility improvement would in no way spur airport growth (in terms of slot demand). I'm not certain if he is intentionally attempting to deceive the citizens of Long Beach, or if he is just incredibly ignorant of the requisites of growth. There can be little doubt in the mind of a rationally thinking individual (based on innumerable historical examples from the LA area alone) that the first step to increased airport usage, flight capacity and FAA mandated flight slots is the "improvement" (make that enlargement) of existing facilities. Currently, the FAA bases their slot allotment solely on noise levels. This is, however a very malleable measurement. There are many ways to determine and weigh the various measurements of noise (for example taking instantaneous versus averaged noise levels), and the overall allowable levels could easily be made to show that more slots are acceptable. Therefore, I reiterate that (whether you are for or against airport growth) the only way to exert local control over such growth is through facility management. Smaller facilities simply will not allow out of control growth, or increased flight capacity.

I believe that you must find a way to quantify the environmental impact that this facility enlargement will have not just in terms of the new structures themselves, but rather the INEVITABLE airport growth and FAA mandated slot increases that are certain to follow if the project is approved. . Anything less would be disingenuous, and show a disregard for the residents of Long Beach.

Thank you for your time,
Thomas Zink



Handsomeknight@aol.
com

10/17/2003 07:36 PM

To: airpoteir@longbeach.gov

CC:

Subject: Airport Environmental Impact Report Considerations to Include

One human-friendly aspect of our current, smaller-dimension buildings is their smaller size. It is simply so much less search-and-find effort and simply so many fewer steps from terminal entrance to departure doors with the current smaller buildings.

So why should we local residents put up with larger buildings that accomodate more people, many of whom will be coming from outside the city? If there are only 450,000 residents and 3.9 million projected passengers next year then we Long Beach residents will be sacrificing our own convenience for a messy situation with more vehicular traffic, further distances from park to terminal and less ease of use within the new larger terminal building, at least in terms of walking distances within the terminal. Please don't think a people-mover cart within the terminal will make up for these inconveniences of increased scale because such carts are actually a stress producer for persons on foot or waiting for a cart. (Persons on foot have to worry about being hit by one of these or at least avoid them which takes extra attention and makes for a more stressful experience. The current building, being smaller, does not need to offer such carts.. it is convenient.)

The obvious loser in all of this are the residents who use the airport as it is presently configured with the smaller buildings. The smaller buildings are simply more convenient and less stressful to use. Having larger facilities will only attract more outsiders who will trample the nice, classy, little terminal we now have. Bigger is not better in terms of pleasure of use for Long Beach residents. How many residents drive to John Wayne so they can have the pleasure of navigating a bigger airport terminal and parking area with more people moving through them.

The airport belongs to the people of the City of Long Beach and it is best left the way it is or put back the way it was... as a small airport with convenience of use. Persons who want to commute directly to various cities can connect elsewhere.... to reach most destinations they will have to connect irregardless. It seems clear that persons living elsewhere in the much bigger pot which is Southern California will be the ones searching for flights in Long Beach that enable them to connect direct. The odds of a Long Beach resident happening to utilize one of the new flights that is direct is much smaller because there are fewer of we local residents. In other words, Long Beach Airport will be just another piece of the Southern California Airport grid and all of Southern California will be systematically exploiting our new planned larger facilities to fly out of at our inconvenience.

We resident/owners of the airport would not benefit from this: only some business owners located near the airport or perhaps downtown in tourist areas would benefit. This amounts to these business owners "selling" our local airport, which is perfectly suited for use by local inhabitants as currently configured, to a different set of people entirely who will use it for a much different purpose.... that is to say for their commercial profit. The profits will accrue to corporations such as Carnival Cruise Lines, Marriott, Hyatt, Jet Blue and American Airlines whose management is not locally based and these companies will invest the profits nationally and internationally, not locally in Long Beach. Many towns have been decimated by the withdrawl of monies spent by local customers at nationally based stores to other parts of the country. Local customer money is not recirculated within the community but is used to build new stores or hotels in other areas.

Accomodating corporate entities by selling our small convenient local airport facilities out to them for their reconfiguration according to their needs will not benefit we local citizens. The managements of these companies don't even live in Long Beach and cannot be counted on to use their growing clout here to influence politicians in a way that is consistent with benefitting the lives of we residents. Our political representatives need to be about the business of protecting our local resources not giving them away. Enlarging and expanding our local airport facilities amounts to destroying a local resource- a friendly, convenient, relatively low stress local airport- and rebuilding a more stressful, less convenient, less locally based, less familiar and less friendly facility on top of it. Never mind that the old building will be left standing, the new facilities will change the functional utility of the premises forever.

Jeff Huso
5310 Las Lomas St
Long Beach, CA 90815
562-597-4063



"Ronan Cohen"
<RonanCohen@yahoo.com>

To: <airporteir@longbeach.gov>
cc:
Subject: Kill the airport expansion.

10/17/2003 09:56 PM
Please respond to
RonanCohen

Clearly, there are vocal and concerned citizens in Long Beach who do not want to see the Long Beach airport expanded. Based upon their attendance and objections at the meeting you have sponsored, they are willing to act with their votes. I am not aware of any similar movement in favor of the expansion.

The noise limitation is a ruse. If the noise ordinance is the only limitation on flights then there will be more flights just as soon as the airplane manufacturers figure out how to make slightly quieter airplanes. This will happen sooner rather than later. In fact, I suspect that Jet Blue, (which flies only new planes) will attempt to demonstrate that their newer planes already make less noise than the ordinance allows and will demand increased landings as soon as they fill the slots they have.

It is unimaginable to believe otherwise.

I am not aware why the City Council is so keen to expand the airport. Obviously, the more we accommodate Jet Blue and the other airlines, the more they will want to use the airport. By keeping Long Beach small and rather inconvenient we will reduce the desire to use this airport.

I want to add my name to a growing list of voters who do not want the airport expanded under any circumstances.

You are elected to represent the people. This is what the people want.

Ronan Cohen
644 Flint Ave
Long Beach, 90814



winmail.dat



Frank.Perry@pb.com

10/18/2003 08:09 AM

To: airpoteir@longbeach.gov
cc: R.Gabelich@lbhush2.com
Subject: Expansion of LB Airport

I urge the City of Long Beach to conduct an Environmental Impact Report before any expansion is considered.

Here in my home the noise effects the family in several ways.

It would be possible for me to work remotely from my home if the noise from the airport didn't deafen the ability to make client telephone calls possible.

More importantly, we can not carry out an uninterrupted family conversation or simple sit down in the evening to share a movie without planes taking off obscuring our ability to hear the TV or each other for many seconds at a time. We have to stop talking and stare at each other awaiting the planes ascension. It's maddening.

If it gets any worse, there is no doubt in my mind that we would move out of Long Beach all together.

Frank
3756 Gundry Ave, 90807



Hoorae1@aol.com
10/18/2003 11:06 AM

To: airporteir@longbeach.gov
cc:
Subject: Fwd: Airport Environmental Impact Report Considerations to Include

----- Message from Handsomeknight@aol.com on Fri, 17 Oct 2003 22:56:54 EDT -----

To: r.gabelich@lbhush2.com

Subject: Fwd: Airport Environmental Impact Report Considerations to Include

----- Message from Handsomeknight@aol.com on Fri, 17 Oct 2003 22:36:41 EDT -----

To: airporteir@longbeach.gov

Subject: Airport Environmental Impact Report Considerations to Include

One human-friendly aspect of our current, smaller-dimension buildings is their smaller size. It is simply so much less search-and-find effort and simply so many fewer steps from terminal entrance to departure doors with the current smaller buildings.

So why should we local residents put up with larger buildings that accomodate more people, many of whom will be coming from outside the city? If there are only 450,000 residents and 3.9 million projected passengers next year then we Long Beach residents will be sacrificing our own convenience for a messy situation with more vehicular traffic, further distances from park to terminal and less ease of use within the new larger terminal building, at least in terms of walking distances within the terminal. Please don't think a people-mover cart within the terminal will make up for these inconveniences of increased scale because such carts are actually a stress producer for persons on foot or waiting for a cart. (Persons on foot have to worry about being hit by one of these or at least avoid them which takes extra attention and makes for a more stressful experience. The current building, being smaller, does not need to offer such carts.. it is convenient.)

The obvious loser in all of this are the residents who use the airport as it is presently configured with the smaller buildings. The smaller buildings are simply more convenient and less stressful to use. Having larger facilities will only attract more outsiders who will trample the nice, classy, little terminal we now have. Bigger is not better in terms of pleasure of use for Long Beach residents. How many residents drive to John Wayne so they can have the pleasure of navigating a bigger airport terminal and parking area with more people moving through them.

The airport belongs to the people of the City of Long Beach and it is best left the way it is or put back the way it was... as a small airport with convenience of use. Persons who want to commute directly to various cities can connect elsewhere.... to reach most destinations they will have to connect irregardless. It seems clear that persons living elsewhere in the much bigger pot which is Southern California will be the ones searching for flights in Long Beach that enable them to connect direct. The odds of a Long Beach resident happening to utilize one of the new flights that is direct is much smaller because there are fewer of we local residents. In other words, Long Beach Airport will be just another piece of the Southern California Airport grid and all of Southern California will be systematically exploiting our new planned larger facilities to fly out of at our inconvenience.

We resident/owners of the airport would not benefit from this: only some business owners located near the airport or perhaps downtown in tourist areas would benefit. This amounts to these business owners "selling" our local airport, which is perfectly suited for use by local inhabitants as currently configured, to a different set of people entirely who will use it for a much different purpose.... that is to say for their commercial profit. The profits will accrue to corporations such as Carnival Cruise Lines, Marriott, Hyatt, Jet Blue and American Airlines whose management is not locally based and these companies will invest the profits nationally and internationally, not locally in Long Beach. Many towns have been decimated by the withdrawl of monies spent by local customers at nationally based stores to other parts of the country. Local customer money is not recirculated within the community but is used to build new stores or hotels in other areas.

Accommodating corporate entities by selling our small convenient local airport facilities out to them for their reconfiguration according to their needs will not benefit we local citizens. The managements of these companies don't even live in Long Beach and cannot be counted on to use their growing clout here to influence politicians in a way that is consistent with benefitting the lives of we residents. Our political representatives need to be about the business of protecting our local resources not giving them away. Enlarging and expanding our local airport facilities amounts to destroying a local resource- a friendly, convenient, relatively low stress local airport- and rebuilding a more stressful, less convenient, less locally based, less familiar and less friendly facility on top of it. Never mind that the old building will be left standing, the new facilities will change the functional utility of the premises forever.

Jeff Huso
5310 Las Lomas St
Long Beach, CA 90815
562-597-4063



Hoorae1@aol.com
10/18/2003 12:38 PM

To: airporteir@longbeach.gov
cc:
Subject: Fwd: airport expansion

----- Message from Hoorae1@aol.com on Thu, 16 Oct 2003 09:59:34 EDT -----

To: baker@ci.long-beach.ca.us, carroll@ci.long-beach.ca.us, colonna@ci.long-beach.ca.us, district7@ci.long-beach.ca.us, district9@ci.long-beach.ca.us, kell@ci.long-beach.ca.us, labatts@ci.long-beach.ca.us, lowenthal@ci.long-beach.ca.us, district8@ci.long-beach.ca.us, mayor@ci.long-beach.ca.us, Hoorae1@aol.com

Subject: Fwd: airport expansion

October 16, 2003
#2 HUSH2

----- Message from "Donna Guido" <guidod@centinela.k12.ca.us> on Tue, 7 Oct 2003 14:31:41 -0700 -----

To: <AIPORTER@LONGBEACH.GOV>

cc: <R.GABELICH@LBHUSH2.COM>

Subject: airport expansion

My name is Donna McCoy. My husband Bert and I live in the California Heights neighborhood of Long Beach. We are very much opposed to airport expansion. Since moving into the neighborhood over one year ago, our quality of life has been affected as a result of living so close to Long Beach Airport. Our sleep is disrupted in the evenings and in the mornings due to planes taking off and landing at all hours of the day and night. It has also affected our children's sleep. Further, due to the noise pollution, it is sometimes very hard to hear another family member talking in the house because the vibrations are so great.

We are also concerned about all of the pollutants that are being generated by the aircraft.

Anyways, thank you for your time and consideration to this matter.

Sincerely,

Bert and Donna McCoy



"Tony and Rosemary"
<trfalcon@charter.net>

10/18/2003 01:56 PM

To: <airporteir@longbeach.gov>
cc:
Subject: NO ON PERMANENT AIRPORT EXPANSION!!!

Hello,

I live under the take-off area of Long Beach airport in Cal Heights. I strongly urge an Health assessment along with the EIR used to determine if the city will make permanent facilities, but please read my comment below.

It's best to not make permanent facilities at LB airport for the simple reason that if those who use it are uncomfortable with the temporary facilities, SO WHAT let those who use LB airport be uncomfortable. If the temporary facilities were unsafe, they would be illegal to use....So the city shouldn't spend the money for permanent facilities to pamper those who only spend a couple of hours at the airport awaiting flights anyways. I think Long Beach residents are the ones who should be pampered with results to our requests for the EIR and the impacts on our health. This whole issue goes beyond noise which is intolerable... The old saying if you build it they will come....will bring disaster down in the future. Please stop spending city revenue on facilities that serve mostly ORANGE COUNTY RESIDENTS while degrading the lifestyle, health, and property values of those who are LONG BEACH RESIDENTS. The best way to keep Long Beach airport to a minimum is to make it inconvenient. Long Beach shouldn't taylor this airport to take the pressure down the road for the inevitable need for commerical airline capacity shortages... Permanent facilities will foster growth. Please Long Beach representitives, please represent Long Beach!!!

**Rosemary Caruso
4558 Falcon Ave.
Long Beach, CA.
90807**

Jon Welte
3700 E. Ocean Blvd. #5
Long Beach, CA 90803
18 October 2003
(562) 621-0310

Angela Reynolds
Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Blvd.
Long Beach, CA 90802

Dear Ms. Reynolds,

I wish to comment on the Airport Terminal Improvement Project at Long Beach Airport.

As a Long Beach resident and frequent business traveler, LGB is my airport of choice. The terminal is only 10 minutes by surface street from my Belmont Shore home, and is the closest airport to my Huntington Beach office. At best LAX is forty minutes from my home, easily an hour if there is congestion on the 405 Freeway. Checking in at LAX and negotiating security takes at least twice as long, and departures spend far longer waiting their turn to take off compared to uncrowded LGB.

I fully support the initiative to update and modernize the terminal facilities at LGB. Although the temporary structures erected to support America West, American, Horizon and JetBlue have worked, they do not represent a permanent solution for an airport expected to see more than 3 million passengers annually in the near future.

Furthermore, I believe the city should consider renegotiating its current noise allocation ordinance with the FAA and the airlines to reduce the number of commuter slots allowed (currently 25) and increase the number of full-sized jet slots available (currently 41). The airlines have shown a preference for flying large jets into LGB, and some of today's modern regional jets exceed the 75,000 lbs weight limit for regional aircraft that is part of the existing agreement at LGB. With today's quieter jet transports such as the A320 and CRJ900 being operated at LGB, I suspect that 51 full-size and 10 commuter slots at LGB would have less noise impact on the community than 41 full-size and 25 commuter slots created a decade ago, and would also serve the airlines and citizens of Long Beach better.

Regarding the airport's impact on the community, I lived in Bixby Knolls several years ago during WinAir's operations at LGB and am aware of the noise impact on that neighborhood, as well as on the Los Altos area where I grew up and where my parents live today. However, I have found the noise impact of commercial aircraft in these areas pales in comparison to the volume of unwanted noise Ocean Blvd. produces in Belmont

Shore. The airport serves an important function in our community and I often travel on planes out of LGB; the motorcycles cruising past my home offer no such redeeming qualities to me as I am not a biker.

Finally, it has been argued that traffic along Lakewood Blvd. and surrounding areas generated by 3 million passengers using LGB each year will have a negative impact on both the air quality, traffic and noise level in the surrounding community. Clearly those passengers will have to pass through East Long Beach to reach the airport, and the impact of this activity should be understood as the airport is improved. However, were commercial flights to be stopped entirely at LGB the majority of those passengers would choose another airport. Many would pass through Long Beach enroute to LAX, and in most cases they would have to travel farther (and through worse traffic) to reach whatever airport they selected.

In my case, if LGB were unavailable I would shift about 10 business and leisure trips per year to LAX and/or SNA. I usually have a friend or relative drop me at the airport, so my air travel may include up to 20 vehicle roundtrips to and from each airport (2 per flight). Without allowing for traffic, 20 vehicle roundtrips from my home to LGB (about 5 miles one-way) will cause about 200 miles to be driven, burning about 10 gallons of gasoline within the City of Long Beach and contributing proportionately to local air pollution.

In contrast, 20 vehicle roundtrips from my home to either LAX or SNA (some 35 miles each way) will involve about 1,400 miles to be driven, burning about 70 gallons of gasoline with the accompanying increase in pollution. Granted, not all of these emissions will be released in Long Beach, but Southern California's air pollution is a regional and not local issue and there is no question that driving to the more distant airport has a greater impact on both traffic and emissions.

Not all LGB passengers derive such an environmental benefit from using the local airport, especially if they park at the airport instead of taking rides from friends, relatives or taxis. However, most LGB passengers choose it for its closeness and convenience, and it seems likely that removing commercial flights from LGB or limiting its development on environmental grounds is more likely to increase regional traffic and air pollution.

Again, as a Long Beach resident I fully support the improvement of the Long Beach Airport terminal to better support current flights and possible future flights allowed under the city's agreement with the FAA and airlines. Thank you for allowing this forum for feedback on such an important local issue.

Sincerely,



Jon Welte



"Stuart Galloway"
<thegalloways89@hotmail.com>

To: airporteir@longbeach.gov
cc:
Subject: EIR: Airport Expansion

10/19/2003 09:13 PM

Stuart & Crystal Galloway, 820 E. Cartagena Street, Long Beach, CA 90807

We wish to object to the expansion of the airport terminal buildings in any form, since this will enable future increases in the number of passengers using the facility, and coincidentally increase the number of vehicles making their way through residential neighborhoods to the airport.

The EIR should examine the following:

1. The noise bucket that currently exists is exceeded on a daily basis with the "minimum" number of take-offs & landings, the worst offenders being American Airlines & Federal Express (we can see who they are, as they take over almost directly above us). Any increase in aircraft size will only exacerbate this situation.
2. The City Attorney's office is obviously "in the pocket" of the airlines, as the recent agreement/library "donation" gives the airlines virtual carte-blanche to offend beyond the curfew time for the next three years with impunity (why can't I come to this same arrangement with illegal parking in the city?). The scheduling of aircraft movements needs to be enforced rigorously: the noise at late hours is a definite impact on the local environment;
3. The noise bucket should be examined on the basis of recent studies of aircraft noise in Denmark and Sweden, wherein high blood pressure, deleterious effects on hearing, learning disabilities and lowering of learning and comprehension in students were just some of the observed effects of airport flight paths in close proximity to schools and homes;
4. Aircraft movements, both incoming and outgoing, create environmental hazards from jet fuel residues, adding to an already stressed environment caused by the 710 diesel clouds.

The EIR must be carried out by consultants who are demonstrably and visibly NOT connected to the City, the Councillors, City personnel or any person directly involved with the airport/airlines/airport suppliers etc. In fact, we think a legally-binding statement of independence (not drawn up by the City Attorney's office!) should be produced.

We are going to copy the above in a letter to the Press Telegram, since we think the points raised are very relevant.

Thank you for incorporating our comments into the EIR "brief".

The new MSN 8: advanced junk mail protection and 2 months FREE*
<http://join.msn.com/?page=features/junkmail>



"Annie Bianchino"
<abianchino@earthlink
.net>

To: <airporteir@longbeach.gov>
cc: <R.Gabelich@lbhush2.com>
Subject: EIR

10/19/2003 09:39 PM

As a resident of Long Beach who lives directly beneath the flight path of the airport I have several issues that I feel need be addressed in the EIR for the terminal area improvements.

First of all, the City of Long Beach should have hired an external, independent agency to conduct the EIR. It is absurd that the city or its specific designee should prepare such a report when there is an obvious conflict of interest.

Secondly, even though the enhancements being addressed by the EIR are only in the airport area, it is critical that the EIR address the environmental issues that impact the surrounding neighborhoods. The quality of life and the general well being of residents have been directly and negatively affected by the expansion of the airport over the past two years. It is because of this expansion that the new terminal enhancements are "needed" to support the increase in passengers. The expansion has not received the full scrutiny of an EIR because of the temporary nature (which would become permanent with these enhancements) and thus all aspects of the enhancements must be addressed.

- I. Environmental concerns:
 1. Levels of particulate matter from jet exhaust, measured accurately from many vantage points on the ground
 2. Size of particulate matter
 3. Groundwater contamination from all airport activities including exhaust across all affected areas running into the water table

II. Health effects of the number of flights currently operating at LB airport measured throughout the neighborhoods under and adjacent to the flight path to include

1. Projected health effects of measured particulate matter in terms of
 - a. Increase in number and severity of asthma, emphysema, and other respiratory illnesses
 - b. Increase in cancer risk to the population
 - c. Increase in anxiety disorders
2. Projected health effects of noise from airport activity
 - a. Impact of noise on hearing of residents
 - b. Impact of noise on learning of school children under flight path
 - c. Impact of noise on sleep patterns of children and adults

All these health effects should be assessed for different cohorts such as children, adults, and seniors.

III. Property Values

Address the projected influence on real estate values and projected property tax revenues. Who wants to buy a home underneath the dirty, loud planes?

IV. Effect on Quality of Schools

Several schools under the flight path are CA distinguished schools and have earned awards for excellence in education. The interference suffered from the noise and the adverse health effects on the children must be addressed.

City officials continue to insist that there is no intent to increase the number of flights from the current 41/25. However, historical analysis shows that if there is financial gain and political pressure to increase the number of flights, Long Beach has done so. Therefore, the EIR must address not only the current number of flights at the airport, but also to calculate the environmental impact if the airport is utilized to its future maximum capacity.

Sincerely,

Dr. Annie Bianchino

Chemistry Professor

October 19, 2003

Dear Ms. Reynolds,

I was born in Long Beach in 1938, graduated from Wilson High and attended Long Beach City College. After seven years in the military service, I went to work for the Douglas Aircraft Company/McDonnell Douglas/Boeing and retired from that company in 1998. I have owned a home in the immediate airport vicinity since 1985 and currently live just to the northwest of the airport.

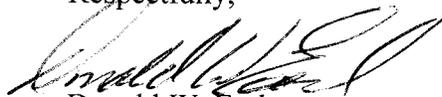
Historically, the Long Beach Airport, specifically Douglas Aircraft Company, has been a good thing for the citizens of Long Beach. Our young men and women, including those without the benefit of a college education, could go to work in aerospace and make a good living. They were able to support a family, buy homes and educate their children. The demise of aerospace employment opportunity in Long Beach is a matter of record and will cease to exist with the end of the C-17 and 717 programs.

My neighborhood, as are most of the neighborhoods surrounding the airport, is a great place to live. It is well maintained, safe, diverse and friendly. We have good schools and concerned and caring citizens. The only significant drawback to living where we do is noise pollution.

Most, and I would like to think all of us, moved into our homes aware of the airport and noise from aircraft. Sadly, the level and frequency of noise continues to get worse and worse. Most of the people I know that rent hangar or tie down space at the airport do not live in Long Beach. All too many of the people that own and/or fly on private jet aircraft do not respect the noise and flight hour restrictions. The paltry fines imposed upon violators is little more than they tip the limo driver for the ride to the airport. American Airlines past and current attitude regarding our airport and its' regulations is a classic example of corporate America's disdain for the "little people". And sadly, it seems Jet Blue is getting caught up in the "maximum profits at any cost" mentality and we are letting them get away with it.

I am sitting here typing this at ten minutes after seven on a Sunday morning listening to one jet aircraft after another roar over my home. I am very much opposed to airport expansion. I will spend as much time and money as I can defending my neighborhood against those that would expose us to their noise pollution for no other reason than their personal selfishness and greed.

Respectfully,



Donald W. Earl
3909 Gaviota Ave
Long Beach, CA 90807-3739
(562) 424-8128

Please attach to the
Long Beach Airport facilities
expansion environmental impact
report.

October 19, 2003
5310 Las Lomas Street
Long Beach, CA 90815

Thanks,
Jeff Huser

Angela Reynolds
Environmental Officer
Planning and Building
333 W. Ocean Blvd.
Long Beach, CA 90802

Dear Ms. Reynolds:

One human-friendly aspect of our current, smaller-dimension buildings is their smaller size. It is simply so much less search-and-find effort and simply so many fewer steps from terminal entrance to departure doors with the current smaller buildings..

So why should we local residents put up with larger buildings that accomodate more people, many of whom will be coming from outside the city? If there are only 450,000 residents, but 3.9 million projected passengers next year, then we Long Beach residents will be sacrificing our own convenience for a messy situation with more vehicular traffic, further distances from park to terminal and less ease of use within the new larger terminal building, at least in terms of walking distances within the terminal. Please don't think a people-mover cart within the terminal will make up for these inconveniences of increased scale because such carts are actually a stress producer for persons on foot or waiting for a cart. (Persons on foot have to worry about being hit by one of these or at least avoid them which takes extra attention and makes for a more stressful experience. The current building, being smaller, does not need to offer such carts.... the buildings are convenient.)

I think it should be obvious that the increased walking and commuting distances into and within the proposed terminal will create more inconvenience and hardship and stress on the persons using the terminal and at all times of day and all times of year. The terminal is simply not that crowded right now most of the time to possibly create an advantage to enlarge the facilities. Noone would trade an experience trying to navigate a larger airport such as John Wayne for the comparatively much simpler, easy, and intelligent experience of navigating our current come smaller airport facility which is much superior for the use of Long Beach residents.

The smaller buildings we currently have are simply smaller, smarter, and less stressful to use. Having larger dimension facilities will only attract more outsiders who will trample the nice, classy, little terminal we now have. Bigger

is not better in terms of pleasure of use for Long Beach residents. Again, how many residents drive to John Wayne so they can have the pleasure of navigating a bigger airport terminal and parking area with more people moving through them.

The airport belongs to the people of the City of Long Beach and it is best left the way it is or put back the way it was... as a small airport with convenience of use. Persons who want to commute directly to various cities can connect elsewhere... to reach most destinations they will have to connect irregardless. It seems clear that persons living elsewhere in the much bigger pot which is Southern California will be the ones searching for flights in Long Beach that enable them to connect direct. The odds of a Long Beach resident happening to utilize one of the new flights that is direct is much smaller because there are fewer of we local residents. In other words, Long Beach Airport will be just another piece of the Southern California Airport grid and all of Southern California will be systematically exploiting our new planned larger facilities to fly out of at our inconvenience.

We resident/owners of the airport would not benefit from this facility expansion, as stated above: only relatively few business owners located near the airport or perhaps downtown in tourist related areas would benefit. This amounts to these businesses "selling" our local airport, which is perfectly suited for use by local inhabitants as currently configured, to a different set of people entirely who will use it for a much different purpose.... that is to say for their commercial profit. Most profits will accrue to corporations such as Carnival Cruise Lines, Marriott Corporation, Hyatt Regency, Jet Blue and American Airlines whose management is not locally based and these companies will invest the profits nationally and internationally, not locally in Long Beach.

Accommodating corporate entities by selling our small convenient local airport facilities out to them for reconfiguration according to their needs will not benefit we local citizens. The managements of these companies don't even live in Long Beach and cannot be counted on to use their growing clout here to influence politicians in a way that is consistent with benefitting the lives of we residents. Our political representatives need to be about the business of protecting our local resources not giving them away. Enlarging and expanding our local airport facilities amounts to destroying a local resource- a friendly, convenient, relatively low stress local sized facility and rebuilding a more stressful, less convenient, less locally-based, less familiar, and less friendly facility on top of it. Never mind that the old building will be left standing, the new facilities will change the functional utility of the premises forever.

One other point is that we might consider the Federal Aviation Administration to be headed by persons connected with or favorable to the airline industry. This is because the process of political corruption tends over time to have this result. To take any funds from the federal government to enlarge our airport

facilities would no doubt involve obligating ourselves to further encroachments upon our smaller, more locally friendly facilities in the future, as the airlines use their pull with the FAA to muscle in additional facility expansion and additional flights incrementally.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Huso", written over the word "Sincerely,".

Jeff Huso

October 19, 2003

Angela Reynolds
Environmental Office
Planning & Building
333 W. Ocean Blvd.
Long Beach, CA 90802

Reference: Long Beach Airport EIR

Dear Ms. Reynolds:

I am extremely concerned about the possible expansion of Long Beach Airport. I live in Los Altos (4th district) directly under the flight path. Planes fly very low right over our house. The noise and pollution and stress are already unbearable. In the last 2 years since Jet Blue has been using the airport things have only gotten worse. Our quality of life has dropped to an all time low. I own my home and have lived here 20+ years and am now feeling I may be forced to move because of the proposed expansion.

I have many concerns and would like to discuss some of them in this letter. I feel that by "improving" and expanding the airport you are only inviting more airlines to want to use the local air space. More airplanes mean more noise, more cars/trucks and machinery, more people, more pollution, more health risks! We are already at full capacity as far as these issues are concerned.

The noise created by these airplanes interrupts our lives continually during the day and often in the middle of the night. There are noise limits but the rules are often broken. The fines for breaking these rules are way too low and amount to a joke. More noise monitoring stations need to be set up and not at areas where planes do not fly or where they can turn and avoid these monitors.

The pollution created by all these airplanes is at a dangerous level when you take into consideration that we already live in one of the most unhealthiest air quality areas of the entire United States. We have the freeways nearby and the Port of L.B. and the Wilmington Refinery and local power plants. We are breathing this pollution and it is causing health issues such as respiratory problems, asthma, high blood pressure and heart rates, cancers and many other ailments. We need to think about the hazardous waste issues involved and the pollution that is going into our storm runoff drains that go directly into the ocean.

This EIR needs to look at ALL planes that fly in our air space. We often have military planes and police helicopters and hospital helicopters flying overhead. There is so much talk of limiting the large commercial planes to 41 – well the smaller aircraft can be just as disturbing and have a great impact on our quality of life also.

Mental health issues need to be studied. We who live under the flight path are well aware of the stress and how these planes affect our personality each day. We live in fear of the health concerns of what this noise and pollution is doing to our families. Some nights we get little sleep due to illegal flights waking us up at all hours of the night. We watch our dogs and pets crouch and cry when large UPS/Fed Ex planes roar overhead.

Many schools fall directly under the flight paths. I live across from CSULB and Minnie Gant Elementary School. It is a worry to me now to watch the little children out in the Gant playground each day and wonder how much harm is coming to them due to the noise and pollution and stress caused by these many airplanes that disrupt their daily lives.

I personally have to wash off my patio furniture and car several times a week because of pollution coming from the planes. Just last week I had a large commercial plane "dump" oil and hydraulic fluid all over me as I was coming out of a meeting at CSULB.

We live in a nice area (Los Altos) but if these issues are left unchecked the value of our real estate will drop and we will be left with a neighborhood of rentals and people not taking pride in their homes. Potential blight studies and effects on our real estate need to be addressed. Many people in this neighborhood are original families and we care about our neighborhood.

Safety issues need to be addressed in this EIR. I lost friends in the Cerritos air disaster and would hate to have a situation like that ever happen again. Increasing the airport is only putting us at risk for a potential disaster such as this.

I have a concern about who is going to be conducting this EIR. I have had some experience working with EIR's in the past. We must have an independent outside agency who will be able to remain neutral and unbiased and will not slant the results in favor of one party or another. We want a true accurate accounting for the records. Do not use information obtained years ago by an old EIR study. Things have changed drastically in this area.

This EIR cannot just focus on the airport property alone but must take into account the entire surrounding area for many miles surrounding the airport location. Do not just think of this as an impact study on a new parking structure or a new permanent building or a new concession eating area – this affects the entire residential area for many miles outside the airport property.

I am very glad an Environmental Impact Study is being conducted. Now let us do it in a proper way. Please listen to the concerns of the local residents. We live in the area surrounding the Long Beach Airport and WE CARE ABOUT OUR COMMUNITY.

Yours truly,



Jan Sampson
1877 Britton Drive
Long Beach, CA 90815
(562)493-7077

cc: Beverly O'Neill, L.B. Mayor
Dennis Carroll, L.B. City Council
HUSH 2



patricia.gergen@us.pw
c.com

10/20/2003 08:31 AM

To: airpoteir@longbeach.gov
cc: r.gabelich@lbhush2.com
Subject: Terminal Area Improvements EIR

I request that the Terminal Area Improvements EIR include the following components:

Consideration that the terminal area improvements will lead to additional airport traffic, and what the affects of that additional traffic will have on the environment, the residents and property values in surrounding communities;

A human health risk assessment;

A new methane gas study; and

An examination of the cumulative effects of the freeway systems, ports, refineries and airport expansion (made possible by the terminal area improvements) will have on Long Beach.

Respectfully,

Patricia Gergen
3625 Cerritos Avenue
Long Beach CA 90807
562 427-5746

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"Liz Email"
<liz.ruiz@verizon.net>
10/20/2003 11:55 AM

To: <airpoteir@longbeach.gov>
cc:
Subject: neighborhood quality of life

I live with my family in the California Heights neighborhood just west of Long Beach Airport. I understand that an EIR is being considered regarding the Long Beach Airport. Please include a sociological evaluation that focuses on the impacts on neighborhood quality of life & property values at today's flight number limits, as well as maximum utilization potential of proposed development. Also, please don't use 2002 noise measurement data. The noise has increased since the number of flights has increased & new noise measurement should be performed.

The amount of time that we, as a family have is limited as a result of school, work, soccer, etc. Therefore, the time we spend together is precious. It is unacceptable to have an increase in the amount of interruptions we have as a result of airplane noise. We have a hard enough time communicating with each other secondary to airport noise. I want to be clear that I am against any increase in the number of flights in to and out of Long Beach Airport. The amount we have now is also unacceptable.

Regards,

Liz Ruiz

3620 Cerritos Ave.

Long Beach, CA 90807



LAnnD4animals@aol.com

10/20/2003 01:24 PM

To: airporteir@longbeach.gov

cc:

Subject: Re: Scoping for Long Beach Airport EIR

RE: Scoping for Long Beach Airport EIR:

We join thousands of other Long Beach residents who are negatively impacted by the increased flights over our home; we live in the Third District on East 11 Th. Street, under the landing pattern. We have used the LB Airport terminal and have enjoyed the convenience of leaving from and arriving in LB, but believe there are too many flights which are causing excessive noise and air pollution. We have found the present terminal facilities adequate, with no need for expansion. Any airport EIR should include a study of health, safety, noise and property values.

Thank you.

Sincerely,

Mr. & Mrs. James L. Denison
6931 E 11th St
Long Beach, CA 90815



BCFTBI@aol.com

10/20/2003 02:12 PM

To: airporteir@longbeach.gov

cc:

Subject: LB Airport letter

October 20, 2003

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

Dear Ms. Reynolds,

This letter is to provide you with my comments and suggestions regarding the preparation of the EIR for the L.B. Terminal Area Improvements.

- 1) Expand the EIR scope of the geographical study to include all of Long Beach, West Long Beach, East Long Beach, the Port, and the 710 & 405 freeway adjacent areas.
- 2) Include a study on the human health impact from the terminal area improvements, including the human health impact from the anticipated increased airport activity from the expansion. Activity to include: increased number of general aviation flights, increased number of automobile activity, increased number of truck and ancillary vehicles, increased number of servicing operations.
 - a. Include a study of the effects of methane, diesel particulate matter and all other chemicals resulting in aircraft and airport operations and automobile use – using new and current data to evaluate the impact. This study should also include the effects all of the chemicals have synergistically and reactions caused by atmospheric and solar effects.
 - b. Include a current study of Dispersion Modeling for particulates and look at the dispersion levels of current flights per day, and at the increase in dispersion levels of anticipated increased general aviation activity.
 - c. Include a current study of the effects of noise pollution from the current airport usage level to the level from increased activities, including physiological and psychological hazards.
 - d. Include a study of changes in air quality resulting from the increased motor vehicle activity as a result of the airport expansion of its parking spaces
- 3) Include a study on the economic impact from the anticipated increased airport activity resulting from the improvements. Do not use multiplier assumptions. Use a spreading model with the airport as the focus.
 - a. Include the anticipated decreased quality of life in the area. Include the negative economic impact to Long Beach from decisions of future homeowners to not move into the area because the expansion of the airport demonstrates that Long Beach continues

to employ the idea of “spoiling its nest” for the neighborhoods currently impacted by the expansion.

b. Include a study of the decrease in housing prices for the neighborhoods most severely affected.

4) Include a study of the maximum amount of operations with the terminal improvements. Consider that the current configuration of the airport facility is running at 300% of capacity, and that the proposed improvements will increase the capacity. What is the maximum amount of operations with the improvement, plus 300%?

Thank you for your time and consideration.

Lorraine Fitton

Homeowner – California Heights Historical District
Seventh District
3635 Walnut Avenue
Long Beach, CA 90807
562-426-5503

cc: Mr. Charles Shoemaker, Esq.
Ms. Tonia Reyes-Uranga, Seventh District

Lorraine Fitton, President
Betty Clooney Foundation
4426 Village Road
Long Beach, CA 90808
562-938-9005 fax 562-938-9211
bcftbi@aol.com
Serving the TBI community since 1983



"Martel, Laura L"
<Laura.Martel@Mattel.com>

To: "airporteir@longbeach.gov" <airporteir@longbeach.gov>
cc: "r.gabelich@lbhush2.com" <r.gabelich@lbhush2.com>
Subject: EIR

10/20/2003 07:04 PM

I attended the 10/16 EIR Scoping Meeting at the LB Energy Facility and I concur with each and every concern that was documented at that meeting. What I also want this EIR to address is the impact of traffic near intersections, and on the 405 at the on ramps/off ramps closest to the airport. We need to see data on traffic accidents prior to the airport expansion and now. I know, I worked in a Hughes/Raytheon Facility building that sits almost directly on the 105 freeway at the Nash Street on/off ramps. From our office windows we could watch accidents occur at almost any given time of the day. Not only are we living with dangerous airport pollution and just the most stressing noise, but we have a freeway that cannot accommodate the dangers of airport traffic congestion and will further add to the destruction that this airport brings to the Long Beach community.

Laura Martel
217 West San Antonio Drive
Long Beach, CA 90807
laura.martel@mattel.com



Vala Runolfsson
<vala@dslextre.me.co
m>

To: airpoteir@longbeach.gov
cc: hoorae1@aol.com
Subject: [Fwd: EIR]

10/20/2003 07:38 PM

To the Airport Scoping Committee: As a resident of Bixby Terrace, I am terrified regarding the proposed expansion of the airport. If it can handle the current load of passengers WHY increase it. I prefer that those who fly out of Long Beach suffer a little discomfort which in NO WAY can be equated to the discomfort of my family and I on a daily basis. The EIR should include a Health Assesment based on noise and pollution, including the diesel fumes which spew black soot in my yard and fruit trees, and wind-up in the lungs of my 3 year old daughter. The EIR should also measure the additional cars/buses etc. which will be contibuting to the pollution in the area I live in. The Health assesment must be based on the most current scientific information. It is not fair or appropriate to use standards from 1995 when clearly, things have changed. The EIR must measure how equipped Long Beach/Lakewood is to handle the additional vehicles and what this will mean to the residents who travel these roads daily, as well as the impact on the local law enforcement, fire department and surrounding hospitals. More cars, mean more accidents which mean longer delays for the residents of Long Beach in an emergency. The EIR must include a safety assesment for our neighborhoods. How prepared is the city of Long Beach to handle an aircraft emergency when it is surrounded on all sides by homes and communities? What is the probability that increases the chances of those who live near the airport being involved in some type of aircraft mishap - problem during either takeoff or landing.. Is the safety of the community an acceptable risk? THE EIR must include an assesment of how these flights impact our children, their education and their quality of life. I've heard that planes flying overhead stop instruction at local schools. When my child is old enough to attend Longfellow, I want it to be there and provide her with the excellent education unhampered by noise disturbance. Sincerely, Vala Runolfsson & Rob Groome1536 E. Armando DriveLong Beach, CA 90807



Hoorae1@aol.com
10/20/2003 07:47 PM

To: airporteir@longbeach.gov
cc:
Subject: EIR comments

<< Dwight:

Your comments hit home with me when you said: "You know, I have been saying this all along. I didn't need some governmental agency (ARB) telling me that the air round the airport was bad. It is all common sense." We are on the same page, as the comments that I sent to the City regarding the Human Impact and Safety Concerns are very similar. >>

Kathy,

Not to mention the unannounced takeoffs of the military jets. I personally think that they are pretty cool looking. However, what about the impact on residents with health conditions? Senior citizens? People with anxiety or heart trouble? When I lived on Pine and Roosevelt (next to Susan S.), an SR-71 took off one day. The pilot took off just above the homes and kicked in the afterburners and banked towards the 405/710 interchange. I was at the new car wash on Carson near Cherry. I thought that it was awesome. When I got home, I found out that a guy was on a ladder (near Roosevelt and Linden) and fell off when this thing came barreling over his head. He ended up being treated at the scene for a heart problem brought on by the sudden intense fear and adrenaline. I do not recall this being in the Depressed Telegram. Every aspect of this airport needs to be looked at including unannounced takeoffs by military jets. Kris Kunze will say that "we have no control over military operations." He might be right. However, I believe that the city needs to have some type of warning system.

Dwight



Steve Vandewater
<svandewa@yahoo.com>
m>

To: airpoteir@longbeach.gov
cc: rgabelich@lbhush2.com
Subject: Airport EIR Scoping Meeting

10/20/2003 10:34 PM

To Whom It May Concern:

It is with profound concern that we wish to express how our quality of life has been impacted with the increase in airport traffic in just the last year. My husband and I have lived in California Heights for 15 years.

Every weekend we are awakened at 7:05 with the continuous roar of jets; one taking off after another. I have also registered a number of complaints to the Airport Noise Complaint Hotline about jets taking off after 11 p.m. (one awakening us at 1:30 am) and several times at 5:15 a.m. On the weekends it is impossible to have a conversation outdoors. Our 9 year old son says that his teacher must pause while teaching at Longfellow Elementary when jets are overhead during the school day.

In the last year I have been diagnosed with a sleep dysfunction where I cannot maintain my sleep. I have been seeing Dr. Stephen Brown, Director of the Long Beach Memorial Sleep Clinic. My son has had asthma since he was 3. I was hoping he would outgrow it, but he continues to have occasional attacks, some requiring a doctor visit.

The situation is hardly bearable now, and I cannot imagine enduring a 50% increase in flights. Being so close to the airport, I can only imagine what the air quality is with tons of jet fuel being burned on take-off.

We sincerely beseech the planning commission to consider how our daily lives have been impacted with the increase of noise and pollution. We understand the 2002 noise measurement data will be used as a baseline. Please consider using data from at least one year prior; 2002 already reflected substantially more activity than we had ever experienced since 1988.

If you would like to contact us personally, please feel free to call or write to:

Sue and Steve Vandewater
3616 Olive Ave.
Long Beach, 90807
(562) 424-6788 eve
(213) 244-0283 day (Sue)
(714) 541-7718 day (Steve)

Sincerely,
Sue, Steve and Kenny Vandewater

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"Kathy Striegl"
<katstriegl@hotmail.com>

10/20/2003 11:58 PM

To: airpoteir@longbeach.gov
cc: R.Gabelich@lbhush2.com, district7@ci.long-beach.ca.us, district8@ci.long-beach.ca.us, district9@ci.long-beach.ca.us, district6@ci.long-beach.ca.us, kell@ci.long-beach.ca.us, district4@ci.long-beach.ca.us, baker@ci.long-beach.ca.us, district3@ci.long-beach.ca.us, district1@longbeach.gov, mayor@ci.long-beach.ca.us

Subject: What to include in LGB EIR

I would like the LGB EIR to include the following:

Human Health Risk study specific to airport impacted residents and to focus on children, adults, & seniors separately.

1. Impact of 41 + 25 flights on:

PHYSICAL HEALTH of individuals

Cancers
Hypertension & Heart Disease
Jet engine emissions impact
Immune System Deficiency
Asthma & Respiratory Illness
Sleeping patterns

MENTAL HEALTH of individuals

Anxiety Disorder
Stress from Airport/Airplane noise
Stress of feeling powerless in airport issues,

fear of planes crashing, should we stay in our home and add on or sell?, what will happen to property values?, we're building good friendships and feel a sense of community that we've never felt before so how can we pick up and leave ALL BECAUSE OF AIRPORT

EXPANSION?

LEARNING ABILITIES (especially children)
QUALITY OF LIFE
AIR QUALITY

Toxic Air contaminants including Diesel Particulate Matter

Jet engine emissions

MITIGATION MEASURES

Any residence exposed to 65db CNEL or greater to be paid for 100% by the City of Long Beach or its Airport Bureau including but not limited to triple insulation, air conditioning, monthly stipend to pay for air conditioning, dual pane windows. Must comply with the Federal Clean Air Act

Concerned Long Beach citizen,
Kathy Striegl

Send instant messages to anyone on your contact list with MSN Messenger 6.0. Try it now FREE! <http://msnmessenger-download.com>

Oct. 20, 2003

EIR FOR PERMANENT TERMINAL EXPANSION

We feel the EIR should include the following:

- 1) Noise Pollution
- 2) Traffic Pollution From Trucks, Autos & Etc.
- 3) Health Problems From Pollution (Asthma, Bronchitis & Etc.

We feel that if permanent holding rooms, screening areas, parking structure & Etc. are built — Next we will have more flights.

We're NOT HAPPY with the allotted flights now, and certainly don't want any more.

Sorry about the hand written letter, but I don't own a computer.

See the attached article about NOISE and the effects on people.

Lloyd & JoAnn Knott
3941 Lower Meriden Blvd. #200
Newport News, VA 23602

BY JIM LOUDERBACK



A sound solution

New technology promises to cut down on ever-growing noise pollution — and help you regain your sanity.

IN THE 1960s comedy series *Get Smart*, dimwitted spy Maxwell Smart used a device called “the cone of silence” to pass along secrets to the chief. Designed to shield a conversation from eavesdroppers, the clear plastic dome dropped down from the ceiling, but it never did work right.

We’ve come a long way. New technologies designed to shape sounds and eliminate noise are rapidly moving from the fantasy world of television and into our living rooms and beyond. And that’s good news for apartment dwellers, commuters and anyone aggravated by noise pollution.

In case you hadn’t noticed, life is getting louder. In 1999 Americans rated noise as the biggest problem in their neighborhoods, according to the U.S. Census Bureau; more than 1 in 10 people

highlighted street or traffic noise, and nearly half of those considered relocating to escape it.

TV executive and apartment dweller Scott Murphy is a typical sufferer: Whenever his neighbors play their stereo too loudly or leave the TV on, “I feel like my personal space has been violated,” he says, exasperated.

Even low levels of sound are annoying. The background roar of cars, airplanes and even a loud fan can increase anxiety and stress. It’s even worse for kids. A 2001 study in Austria found that children living in noisy neighborhoods had higher blood pressure and heart rates, and they generally were more stressed out. A Swedish study found that people living near airports had higher blood pressure than those farther away.

Now a wave of new technology prom-

ises to cut down on the decibel levels. Some car makers are installing “noise cancellation” technology into newer models to drown outside traffic noises.

Other portable items are ideal for commuters: For \$80 to \$300, you can buy headphones designed to reduce low-frequency noises. They filter out ambient noise — like an airplane’s growl or a subway’s whine — from other sounds like voices and music.

I’ve tested a few of them while flying, and for the first time, I was able to really hear the movie or music without engine sounds or nearby conversations seeping into my brain. But the headphones don’t cancel everything out. And the bulky headphones aren’t the most attractive fashion accessory to sport in public.

Another new option: electronic plates that attach to walls to keep them from vibrating when a 747 lands nearby or when your next-door neighbor blasts the stereo.

But the best may be yet to come. For all of us who suffer through other people’s cellphone calls and blaring TVs and boom boxes, HyperSonic Sound promises to reduce noise pollution by isolating sound to a single person. How it works: Normal sounds, like music from a stereo, send ripples of noise out in a circle, not unlike tossing a pebble into a pool. HSS squirts sound like a Super Soaker into a narrow stream that can travel 150 yards or more without petering out or overflowing into someone else’s earshot.

Pinpoint delivery of audio has almost infinite uses. Inventor Woody Norris of the San Diego-based company American Technology Corp. has used HSS to spook trick-or-treaters by whispering “boo” in their ears from across the street. Among

its more serious applications: Life-guards could warn errant swimmers over crashing waves, and emergency workers could direct trapped people to freedom. Even the Pentagon foresees more powerful versions that can incapacitate an enemy from miles away.

On the homefront, the first plasma TVs using the technology are expected out within a year, Norris says. I can’t wait: I’ll finally be able to snuggle up to my wife while she watches *Friends* and I concentrate on the newspaper. It also will mollify the neighbors whenever we turn the volume up to 11 after 11 p.m.

For now, HSS is helping to sell things in supermarkets, restaurants and at other retailers. McDonald’s in Florida, Oklahoma and Texas are testing “sizzling” sounds to help sell fries; one day, soda machines will beam frosty beverage sounds to passers-by.

Noise can have physical effects like anxiety, stress and high blood pressure.

Next year, Disney will add audio-directed video screens to thousands of grocery stores around the country to promote its TV shows and movies.

I’m excited about the ability to focus sound, but its uses have the potential to

cross the line. How unnerving will it be to hear voices inside our heads? I don’t want Ronald McDonald nudging me to “supersize it” or a vending machine babbling “taste me, taste me.” And hearing someone whisper in my ear from across the mall could be downright scary. Now, more than ever, we really may need a cone of silence. With 40 years’ worth of technological advances to work out the kinks, someone should be able to design one that finally works. **W**



JIM LOUDERBACK is editor in chief for *Internet at Ziff Davis Media*, the publisher of *PC Magazine* and *eWeek*.

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Janet L. Mebust
3632 Walnut Ave.,
Long Beach, CA 90807

October 20, 2003

Ms. Angela Reynolds, Environmental Officer
City of Long Beach Planning and Building Department
333. W. Ocean Blvd.,
Long Beach, CA 90802

SUBJ: Comment on LB Airport EIR

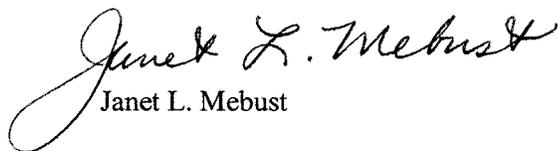
Dear Ms. Reynolds,

This letter serves to notify you of my comments regarding the upcoming EIR on the airport expansion project. I am a 23-year homeowner in the City of Long Beach. I find the expansion of the airport to be a reprehensible plan on the part of the City Council and Staff, intolerable, unnecessary and wholly without merit. The airport should not be enhanced to further expand its operational capacity because continued expansion will only further degrade the quality of life and property values in the surrounding areas.

The following items **MUST** be included in the EIR.

1. First and foremost, the EIR must be conducted by an outside, independent organization. The current EIR execution plan smacks of CONFLICT OF INTEREST.
2. The EIR must include the impact of jet traffic off runway 25R. This practice, which will take place in earnest during the summer of 2004, has already created extreme fear, noise and health pollution over the residents of California Heights. The waiver the City issued to itself for the runway maintenance project is illegal because it did not include a study of any environmental impacts of this NEW USE (read: air carriers off 25R).
3. The EIR must include in-depth analysis of the physical and mental health of residents in Districts surrounding the airport in particular Districts 7 and 8. In particular, children should be analyzed, especially for asthma. Breast milk should be analyzed as well
4. The EIR must measure the negative impact on residential property values, especially in the California Heights Historical District.
5. The EIR should address the negative impact of noise to area residents, particularly during late night/early morning flights.

You **MUST** take our input seriously. The future health, happiness and quality of life of thousands of people are in your hands. Conduct yourselves accordingly!


Janet L. Mebust

cc: Tonia Reyes Uranga, Council member, City of Long Beach
Beverly O'Neill, Mayor, City of Long Beach
Rae Gabelich, President, LBHush2

Larry Mebust
3632 Walnut Avenue
Long Beach, CA 90807
(562) 426-8400

October 20th, 2003

Ms. Angela Reynolds
Environmental Officer
Planning and Building
333 W. Ocean Blvd.
Long Beach, CA 90802

Subject: Items for inclusion in the scope of the EIR for the Airport Expansion Project

Dear Ms. Reynolds,

I respectfully request that the following be included in the scoping statement for the EIR to be conducted relative to the expansion of the Long Beach Airport Terminal facility.

- 1. THE EIR IS TO BE CONDUCTED BY A PERSON OR GROUP OF PERSONS THAT IS COMPLETELY INDEPENDENT FROM AND NOT PART OF LONG BEACH CITY GOVERNMENT AND THAT IS COMPLETELY INSULATED FROM ANY FIDUCIARY OR POLITICAL INTEREST IN THE REPORTS OUTCOME OR FINDINGS.**
- 2. JET AIR CARRIER FLIGHTS TO AND FROM RUNWAY 25 RIGHT HAVE CREATED NEW AND SEVERE ENVIRONMENTAL IMPACTS ON PREVIOUSLY NON-IMPACTED AREAS OF THE CITY. THE AIRPORT MANAGER STATES THAT THESE FLIGHTS WILL CONTINUE INTO THE FORSEEABLE FUTURE. THEREFORE, THE RESULTING ENVIRONMENTAL IMPACTS OF THESE FLIGHTS WILL BE INCLUDED IN THE SCOPE OF THE NEW EIR.**
- 3. THE EIR WILL INCLUDE A COMPLETE AND COMPREHENSIVE HEALTH RISK ASSESSMENT FOR ALL PERSONS LIVING IN PROXIMITY TO THE LONG BEACH AIRPORT. PROXIMITY SHALL BE DEFINED (FOR PURPOSES OF THIS EIR) AS THOSE AREAS OVERFLOWN BY APPROACH AND DEPARTURE AIRCRAFT WHEN THEY ARE AT AN ALTITUDE LOWER THAN 2,500 FEET MSL (above Mean Sea Level), WHICH IS THE AIR WE MUST ALL BREATHE.**

PLEASE SEE NEXT PAGE FOR BACK-UP DOCUMENTATION

ITEM 1 - The following statement is offered

I feel that it is critical for any government body to conduct the public's business in a fair and transparent manner. The Long Beach City Council and the Airport staff have damaged their credibility with the citizens of Long Beach by utilizing questionable negative declarations in an attempt to completely avoid the EIR process for environmentally sensitive airport projects. The only way to rebuild the public's confidence in the process is to conduct this EIR as a completely independent action.

ITEM 2 – My Position Paper is attached – Written Statement offered

This position paper details the new usage of runway 25R-7L for Jet Air Carrier traffic. It also details why this new usage should become the subject of an EIR of its own.

If Long Beach were attempting to newly certify this runway for Jet Air Carrier traffic today, the FAA prior to such certification would require both a complete EIR and a complete Land Use Study. These documents were the prime movers preventing the development of El Toro air station into a large regional airport. The Land Use Study for runway 25R would automatically terminate the certification process due to the number of homes under the runways immediate departure path.

ITEM 3 – The following statement and a single graphic (attached) are offered: (October 20, 2003) -- The CA Air Resources Board (ARB) has posted a map (attached) on its web site reflecting the agency's assessment of inhalation cancer risk for the 2000 calendar year, indicating the LB Airport vicinity has an elevated inhalation cancer risk...exceeding the rest of LB (including the Port) which is already at higher inhalation cancer risk than many L.A. & OC areas. {Source: Long Beach Report.com}

Of note, this high-risk assessment DOES NOT include the added dangers posed by the chemical pollutants emitted by our airport traffic! In other words, we are already one of the highest risk areas even if we closed the Airport. A complete Health Risk Assessment is mandatory for inclusion in this EIR!

Thank you for the opportunity to provide input to the EIR scoping process for this important city project and its attendant operations.

I am available by phone if you should have any questions about my requests.

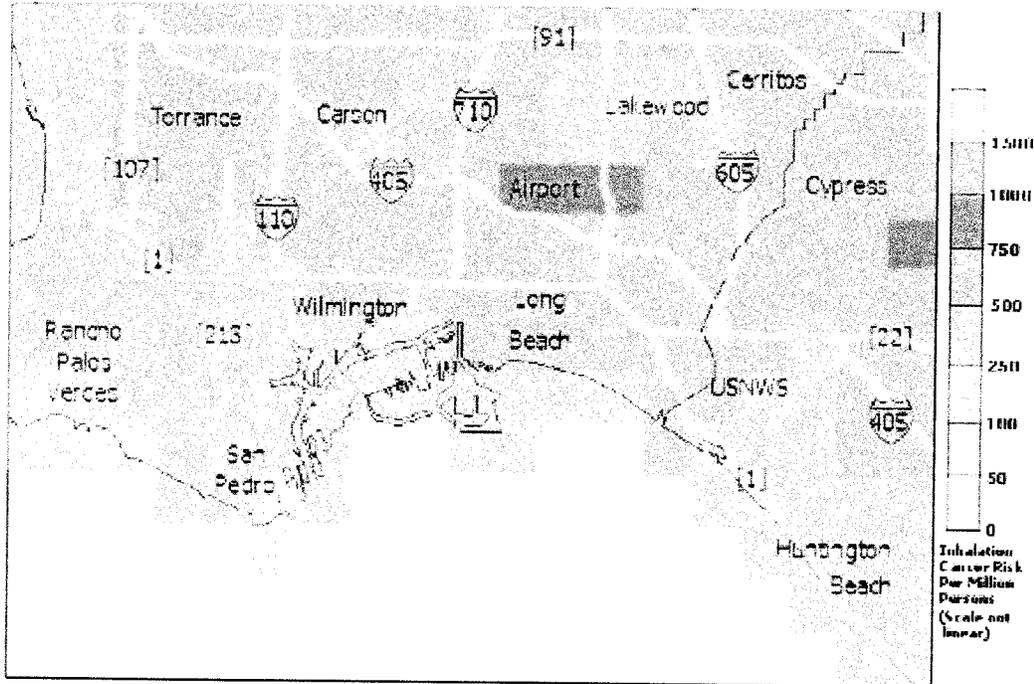
Sincerely,


Larry Mebust

Attachments:

1. Position Paper: "The Case against using 25R for Jet Airplane Traffic.
2. California Air Resources Board Graphic showing inhalation cancer risk.

Total Risk (diesel + nondiesel)
Southern LA County : 2000 Cancer Risk Per Million
All sources



See ARB web site list of sources not yet included in risk.

ARB-10-10-100002

Attachment 2 – Larry Mebust

**THE CASE AGAINST
USING RUNWAY 25R (LGB)
FOR JET AIRPLANE TRAFFIC**

BY

**LARRY E. MEBUST
P.O. Box 19057
LONG BEACH, CA 90809-1057
RESIDENT - California Heights Historical District**

Attachment 1 – Larry Mebust

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EXECUTIVE SUMMARY

Runway Rebuild Contract (Runway 30-12 at LGB)

The Long Beach Airport has, through the City Council, approved plans and a contract to rebuild the Jet Runway 30-12 during 2004. The Implementation Plan (part of the contract) requires diverting Jet Air Carrier traffic to a shorter runway called 25R.

Waiver from EIR issued

The contract and its implementation plan were approved by the Council after the City Department of Planning and Building claimed a waiver from having to do an EIR as the runway project was a simple rebuild of an existing structure with no new usage planned. The waiver is allowed under the California Environmental Quality Act (CEQA), providing that the implementation of the contract does not create any New Environmental Impact.

New Environmental Impacts Created

New and Significant Environmental Impacts will definitely result from the implementation of this contract. The neighborhood of California Heights, a "Historical District", begins ¼ mile off the departure end of runway 25R. Under the City's plan, jet Air Carrier planes will begin flying over residences at altitudes of as little as 300-400 feet while climbing under full takeoff power. The neighborhoods of East Long Beach and Los Altos will be impacted by low-level air carrier traffic making approaches to runway 25R from the East.

The Contract to Rebuild Runway 30-12 appears to be Illegal

After researching the CEQA-allowed EIR waiver process and all aspects of the Severe and Substantial New Environmental Impacts resulting from its implementation plan, it is the writer's opinion that the contract to rebuild runway 30-12 was authorized by the Long Beach City Council utilizing a waiver that clearly and specifically violates CEQA guidelines. It appears to be yet another attempt by our city to slide something through.

A Note from The Writer

The body of this paper contains descriptions of the Significant New Safety and Environmental Impacts that this implementation plan will cause to the neighborhoods of Cal Heights, East Long Beach and Los Altos.

It is somewhat laborious to read in its entirety. Every effort was made to simplify the technical discussions so that every citizen can clearly understand this issue. It contains many revealing charts and graphics to help with this understanding.

As citizens of the effected neighborhoods, we have to consider this New Usage of runway 25R as a case of the Camel having gotten his nose into our tent. Believe me, if they get away with this irresponsible and damaging plan, we will have jets on runway 25R anytime the airport sees fit to put them there. We will also have ghetto property values!

Section 1

INTRODUCTION

Long Beach Position

The Long Beach Airport Staff, under the management of Mr. Chris Kunze has devised a plan to utilize Runway 25R-7L for Turbojet Air Carrier operations when runway 30 (our Jet runway) is unavailable for use. Mr. Kunze stands on the position that runway 25R is FAA certified for such usage and therefore is safe and can be used by Air Carrier traffic whenever runway 30 is unavailable for whatever reason.

The currently approved (Long Beach City Council, September 23, 2003) contract for a one-year project to rebuild runway 30 includes "implementation language" allowing the Air Carriers to schedule the use of runway 25R for seven Saturdays during 2004 providing their loading is in keeping with the use of the shorter runway. Although these usages will definitely result in noise violations and low altitude jets for each and every operation, no plan is in place to either fine or even include these violations in the annual noise budget.

Mr. Kunze argues that the entire planning effort has been a transparent public process and that it is too late for public protest. He also states that the use of 25R for turbojet operations directly compares to current and normal operations at Orange County's John Wayne Airport. Further, Mr. Kunze states turbojet Air Carrier aircraft have always used 25R as required. Mr. Kunze does however agree that other alternatives exist to the use of runway 25R during construction even though they would be more expensive.

Writer's Position

In the 20+ years that the writer has lived under the departure path of runway 25R, he has, only occasionally experienced an Air Carrier or Private Jet departure from that runway. In fact, 13 years ago, he bought his current residence knowing full-well that it was directly in the departure path of runway 25R, a general aviation runway primarily used for training student pilots in small aircraft. Even these light aircraft training flights have been vigorously restricted on runway 25R to limit noise pollution on weekend days.

On two occasions during the last month, but most notably on the 9th of September, 25R was utilized for Air Carrier departures. Additionally, many private jets departed between those flights. These are the noise results from just the 9th of September:

| AIRLINE | AIRCRAFT | NOISE
(SENEL – dB) | PEAK NOISE
(dB) |
|---------------|--------------|-----------------------|--------------------|
| American | B-737 | 99.5 | 109.5 |
| America West | Regional Jet | 96.1 | 106.1 |
| Jet Blue | A-320 | 99.7 | 109.7 |
| Jet Blue | A-320 | 98.7 | 108.7 |
| Jet Blue | A-320 | 100.6 | 110.6 |
| Horizon | Regional Jet | 95.9 | 105.9 |
| Jet Blue | A-320 | 101.4 | 111.4 |
| America West | Regional Jet | 96.2 | 106.2 |
| Airborne Exp. | B-757 | 103.8 | 113.8 |
| Fed Ex | A-319 | 104.1 | 114.1 |
| UPS | B-757 | 105.5 | 115.5 |
| Jet Blue | A-320 | 99.8 | 109.8 |
| American | B-757 | 100.7 | 110.7 |
| Jet Blue | A-320 | 100.7 | 110.7 |
| Jet Blue | A-320 | 99.6 | 109.6 |
| Jet Blue | A-320 | 100.3 | 110.3 |
| Jet Blue | A-320 | 101.3 | 111.3 |
| Fed Ex | B-727 | 114.4 | 124.4 |

Not one of these Air Carrier operations measured less than the “allowed” 95db (SENEL) noise limit for this runway. Despite this 100% violation scenario the city does not intend to fine the airlines. Additionally, none of these flights will be utilized in calculating the annual noise budget. These 18 super loud flights simply did not happen! None of the “reconstruction” or other “as needed” flights will be included. By itself, this means that the annual noise exposure for the entire airport neighborhood will shrink. This will allow more flights under current rules!

The two runway 30 closure incidents and the numerous turbojet takeoffs resulting from them are the factors that caused the writer to investigate the reason for this new usage of the runway. When the writer was advised that this would be considered a normal occurrence when runway 30 was unavailable, he decided to approach the council in protest.

The contract to rebuild runway 30 was approved by the Long Beach City Council despite vehement protest by the writer regarding the severe negative impacts of such flights to Cal Heights and, for landings, the East Long Beach and Los Altos communities. Two council members voted against the contract after hearing the writer’s protest.

Primary Issues

The writer takes issue with this usage of 25R in several critical areas:

- **The City Approved Contract to rebuild runway 30 was approved using a possibly illegal waiver from EIR requirements under CEQA.**
- **This is a New Usage of runway 25R requiring a new EIR.**
- **These Flight Operations are Unsafe over Cal Heights.**
- **These Flight Operations produce Severe Additional Noise and Chemical Pollution.**
- **No Comparison to John Wayne 19R exists.**

Each of these important issues are fully discussed and presented in this paper. The goal is to educate the Long Beach City Council and the affected neighborhoods about what this plan actually means, and to insure that 25R is not used for jet traffic at any time. A possible exception would be “Life Guard” flight operations where human life is at stake.

Section 2

THE PLAN TO REBUILD RUNWAY 30 VIOLATES THE INTENT OF CEQA

City Issued Exemption from doing an EIR

The **California Environmental Quality Act (CEQA)** allows city governments to issue themselves an exemption from doing an EIR for certain classes of projects. In this case, the exemption from any requirement to perform an environmental study prior to approving the runway 30 contract was claimed under Section 15301 of CEQA.

This project is described by the City Of Long Beach as the rebuilding of an existing facility, runway 30, with no additions that change the environmental impact of the runway or its usage. The “scope of work” statement submitted to the state appears to be consistent with the use of this type of exemption.

The Devil is in the Details

The airport staff, in preparing the documents for submission to the state through the Department of Planning & Building eliminated all mention of the “project implementation plan” (part of the contract) which requires transferring Air Carrier flights to runway 25R during certain phases of construction. CEQA requires that all Environmental Impacts resulting from an exempted project be taken into consideration. In this case, all Environmental Impacts were clearly not included in the claiming of this exemption. In fact, the contract and attendant documents clearly violates the spirit and intent of CEQA and its guidelines.

Section 3

THIS IS A “NEW USAGE” OF RUNWAY 25R

Flight after flight of Turbojet Air Carrier and Air Transport operations from runway 25 R is a new usage of the runway. There is no history that shows this single day volume of jet traffic with the possible exception of over fifty years ago when the runway was used by the Armed Forces in the very early 1950's.

The statement that runway 25R is certified under Part 139 of the FAR's (Federal Air Regulations) making it Legal for air carrier traffic may be true. The proper question to ask is when did this certification actually take place? For how many years has the city simply “grandfathered” this certification along?

Runway 25R would not be certificated today for Air Carrier traffic because of the same environmental concerns being raised by this paper. The FAA would require a Land Use Study that would no doubt recommend that the plan be abandoned or that the City purchase several hundred homes and businesses from the “Airport Boundary” to Orange Avenue. This would require the summary demolition of almost half of California Heights, a historical district.

Since the intended New Usage of runway 25R far exceeds any historical usage (since air carriers have had jets), it is the writer's opinion that a new EIR should be undertaken prior to further usage of the runway by jets of any kind.

Section 4

SAFETY OF AIR CARRIER FLIGHT OPERATIONS – RUNWAY 25R

The airport manager states that Runway 25R-7L has always been certified under Part 139 of the Federal Air Regulations as a commercial runway and is thus safe to operate from. Certification equates to safety only on airport property.

It is the writer's position that certification does not necessarily equate to safety of the entire operation. Due to its length of 6,192 feet, Air Carrier operations from 25 R must be “weight limited” in order to utilize the runway. The following discussion of Accelerate/Stop requirements will fully explain the weight limiting equation.

Accelerate/Stop Distance and Minimum Runway Requirements

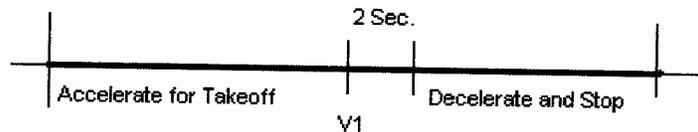
Every aircraft is subject to Minimum Runway requirements based upon its weight and the altitude of the runway; the heavier the A/C, the longer the Minimum runway requirement. Accelerate/Stop distances and thus runway length requirements are derived from a calculation graph in every aircraft operations manual.

The Accelerate/Stop Distance defined as the total of the distances required to reach a speed called V1, experience an engine failure upon reaching that speed, plus the distance covered in two seconds at that speed plus the distance then required to bring the plane to a complete stop on the runway.

**Accelerate/Stop Distance
Determined by Aircraft Weight**

Assumptions:

- Standing Start**
- Engine Failure at V1**
- 2 Seconds at V1**
- All Braking systems working**



Takeoff Decision point is V1

V1 (Velocity 1) is the “go-no go” decision point speed above which the aircraft will fly. If the airplane systems are functioning normally when V1 is reached, the pilot makes the final commitment to take off. He must then further accelerate the plane to its actual safe takeoff speed. The actual V1 speed varies with each airplane and is affected by the weight of the plane and the density altitude of the runway.

The weight of the aircraft and the density altitude of the runway also determine the Accelerate/Stop distance. There are other factors but these two are the main ones. All equipment except the failed engine is assumed to be functioning normally. In practice, you remove people and/or fuel until the aircraft is light enough to qualify for the runway.

This is not the whole story by far. The numbers are derived while test flying the airplane for initial certification. Crews who practice the maneuver intensely and with full knowledge of the impending failure conduct the flights. They are able to expect and anticipate the failure and thus score excellent reaction times to keep the distance short for the final certification. Thus, they are able to maximize the useful load (people/fuel for a particular runway length).

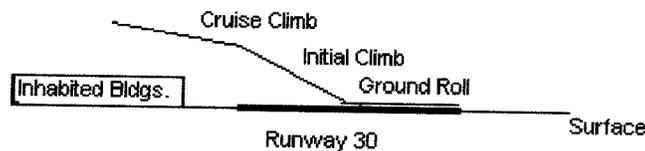
Air Safety/Human Factors specialists state, however, that in the real world of daily operations an additional reaction factor exists that delays the actual response on the part of the crew. It is that time where humans think about their mortality and experience the “Oh God, not me” thinking. Our airline pilots are pro's, but they are also just humans expecting a normal takeoff who, at the same time, are required to utilize the book numbers to plan their takeoff weight for each runway.

If an airplane is at its Max Gross Takeoff weight (structural limits) and it is operating from a runway that is longer than the book says is required, the extra runway becomes a built-in safety factor (it's why the airline pilots like long runways - SAFETY). When dealing with shorter runways, the second you get into the chart due to runway length or altitude, all safety factors above the manufacturers' Accelerate/Stop chart are gone... **no room for error at all!** In this sense, virtually every operation from 25R-7L will be a Maximum Performance maneuver. The entire burden is on the pilot to operate to a set of numbers that stretch both his and the airplanes' capabilities to the thin edge. He must do it perfectly or he will break the plane (or worse). This same statement applies to landing any airplane on a short runway.

Initial Takeoff Climb Profile – Runway 30 vs. 25R departures

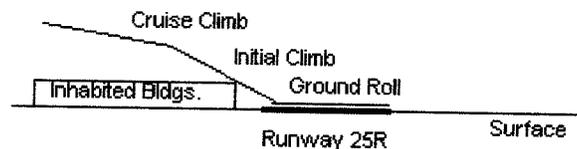
Aircraft departing from either 30 or 25R utilize the same initial climb profile. The planes departing runway 25R must begin flying over inhabited structures at as low as 150 feet.

Initial Climb Profile Runway 30



Vs.

Initial Climb Profile Runway 25R



IMPACT TO CALIFORNIA HEIGHTS (Air Carriers using 25R)

The impact to California Heights is precisely the same as moving almost 1,800 homes, a Liquor Store, a major 4 lane artery and a Ford Dealership onto and adjacent to Runway 30 beginning at the 7,000-foot mark on the 10,000 foot runway!

This could never be done in real life, you say. The City of Long Beach Staff, by granting the 30 Runway Reconstruction project a waiver from doing an EIR, has done just this very thing!

The 3500, 3600 and 3700 Blocks of all streets between the West side of the airport property at Industrial Way and the second street West of Orange Avenue (best case) are impacted by this Initial Climb flight path.

Runway 30-12 is 10,000 feet in length. Only the heavier Air Carrier aircraft would experience any weight restrictions while using this runway. While using runway 30, the Air Carrier planes are able to accelerate to takeoff speed, rotate to liftoff attitude and complete their initial, full power climb to approximately 1,000 feet before flying over any residences at all. Liftoff occurs between 4,000 and 6,000 feet down the 10,000-foot runway depending upon the weight of the plane. At an altitude of approximately 1,000 feet the pilots reduce power and reconfigure the aircraft for cruise climb. This maneuver greatly reduces the noise footprint of the aircraft and thus the noise impact of the takeoff. The vast majority of the takeoff noise is dissipated while over airport property. The residences and the noise monitoring equipment never hear the full power climb phase.

Runway 25R is 6,192 feet in length. Virtually all except very short-haul Air Carrier flights will be weight restricted while using this runway. The result of this is that most of the shorter runway is utilized in accelerating to flying speed and rotating the aircraft into liftoff attitude. The aircraft thus becomes airborne a very short distance before leaving the airport property and over-flying businesses and residences.

It should be noted that this full power takeoff segment actually ends between Orange Avenue and Atlantic Blvd. Exactly where it ends is dependent on the aircraft's actual weight. Our depictions are best case for an Airbus A-320. Most other planes are noisier.

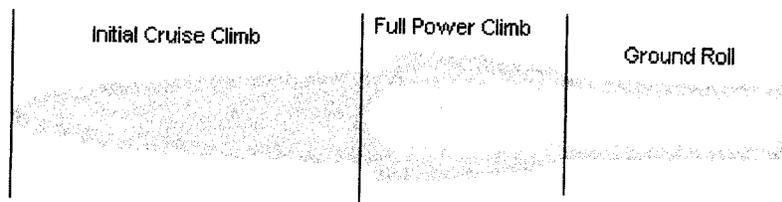
Section 5

NEIGHBORHOOD NOISE AND POLLUTION – 30 vs. 25R

For any aircraft, the full power initial climb phase of each flight burns the highest amount of fuel and produces the highest level of pollutants and of course noise of any flight configuration.

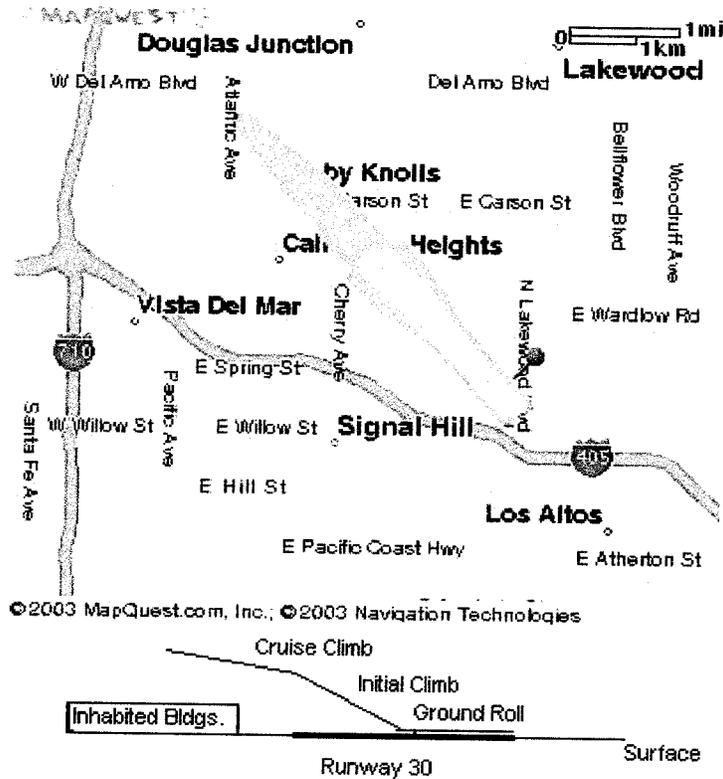
In the case of runway 30, the majority of this highest noise, highest pollution phase of the climb is completed by the time the aircraft reaches the buildings and homes off the end of the runway. Jet takeoffs from runway 25R must maintain these high power settings until they are well into inhabited areas to gain enough altitude safely reconfigure the airplane for cruise climb.

The following diagram shows the noise footprint of an Airbus 320 during both initial climb and early cruise climb.

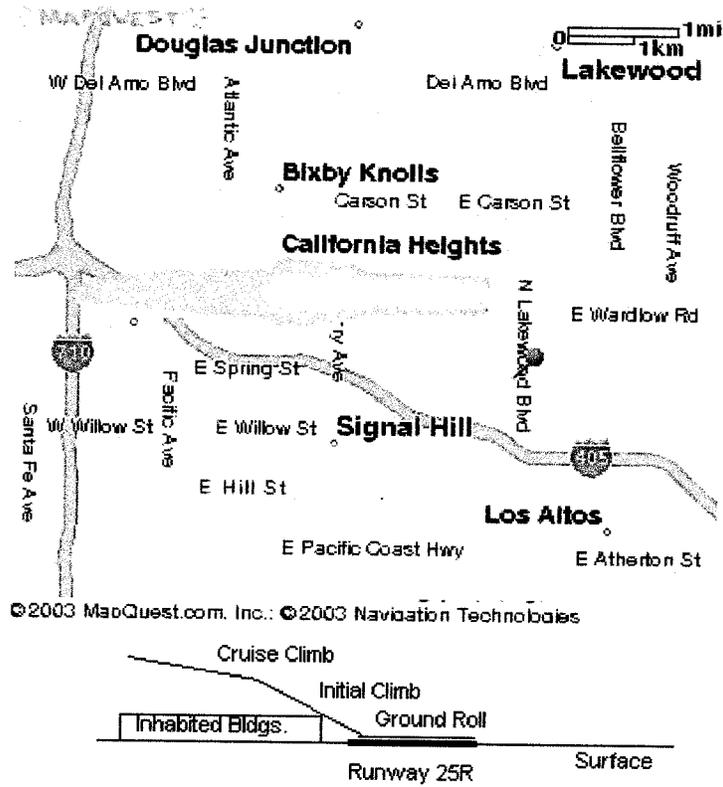


Airbus A-320 Takeoff Noise Footprint

When this noise footprint is overlaid on runway 30 it is easy to see when the high takeoff power settings are reduced. The initial power reduction takes place prior to the aircraft entering the Bixby Knolls neighborhood at the intersection of Carson St. and Cherry Avenue. Depictions are for an Airbus A-320 and are best case. Not loaded for East Coast.



The following figure depicts the same aircraft departing runway 25R. In this case, the aircraft cannot reduce power until having traveled to a point West of Orange Avenue during its initial climb.



Again, all graphics above depict Airbus A-320 airplanes, the best-case air carrier aircraft currently using Long Beach airport.

A Basic Discussion of Noise Measurement in Decibels or dB

The writer found the following very basic discussion on a website entitled www.endpcnoise.com which is dedicated to the reduction of noise in PC (Computer) construction. The simplicity of the explanation will allow anyone to understand the basics of noise energy measurement in dB.

The measurement of noise (bels and decibels) is logarithmic. In other words 40 decibels is not just twice as loud as 20 decibels. And, 40 decibels is actually about **nine times** as loud as 20 decibels. The reason for this is that loudness increases approximately three times for every bel (or 10 decibels). So 30 decibels is three times as loud as 20 decibels. 40 decibels is three times as loud as 30 decibels. This makes 40 decibels **nine times** as loud as 20 decibels. You should know that loudness itself is quite subjective. What sounds twice as loud to

one person may not sound twice as loud to another. **To the average human ear, however, an increase of 10 decibels means that the perceivable increase in noise is tripled.**

The following Definitions of terms used in neighborhood and aircraft noise measurement were sourced from the Draft EIR 573 on the El Toro Airport Proposal. They are terms that 'noise impacted' people should attempt to understand.

MCAS EL TORO MASTER DEVELOPMENT PROGRAM

Aircraft Noise – Draft EIR 573

Definitions:

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)

- **CNEL is a time-weighted, cumulative noise metric used to assess community response to noise by including the loudness of the noise, the duration of the noise, the total number of noise events and the time of day of these events into on single rating scale. In the CNEL scale, noise occurring between 7:00 pm and 10:00 pm is penalized by approximately 5 decibels (dB) and noise that takes place from 10:00 pm to 7:00 am is penalized by 10 dB.**

The 65 dB CNEL contour is the standard measurement used by the State of California – as well as cities, including those in south county - as the measure of land use compatibility or, more specifically to define those areas where noise-sensitive uses such as homes, churches and schools ideally should not be developed.

SINGLE EVENT NOISE EXPOSURE LEVEL (SENEL)

- **SENEL takes into account and describes the maximum noise level and the duration of individual aircraft noise events. Specifically, the SENEL value is the integration of all the acoustic energy contained within a given noise event. Speech and sleep interference are typically assessed relative to SENEL data.**

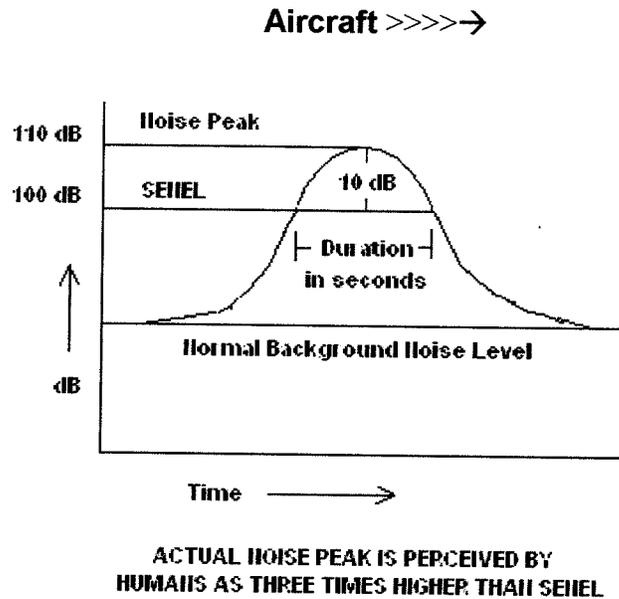
WHAT DOES THIS REALLY MEAN TO US AS NOISE VICTIMS?

When all is said and done and the math is fully understood, AIRPLANE NOISE IS STILL AIRPLANE NOISE! OR IS IT??

A small Cessna trainer flying over the noise monitor produces a directly measured noise reading of 95dB. The airport noise monitoring system will calculate this at 85dB SENEL

because the noise at the monitor site is actually spread out over time. To most peoples' hearing ability, the true peak of the noise at the monitor is actually 3 times louder than the numbers reported!

The following chart showing SENEL and its relationship to the actual maximum sound is offered to further simplify and clarify all of the jargon. It depicts an aircraft flyover and the resulting noise graph.

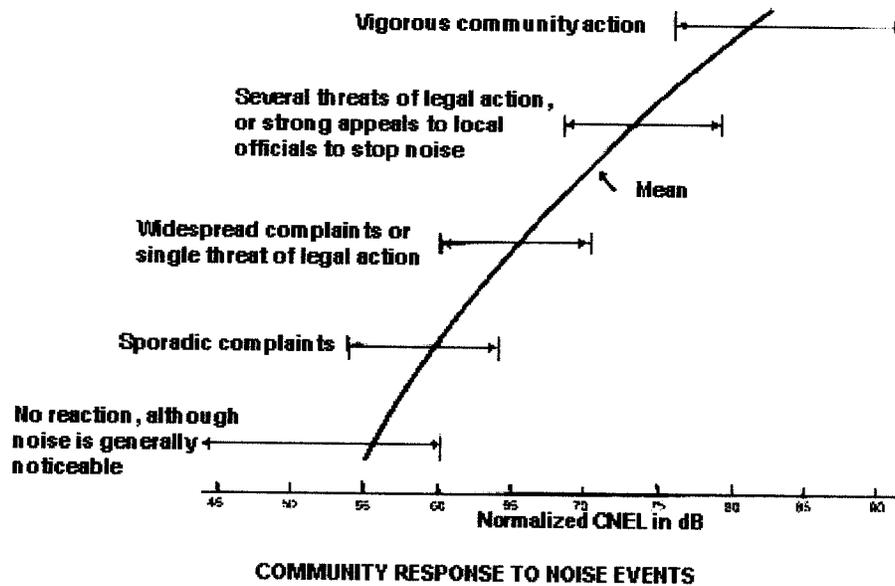


HUMANS REALLY AREN'T SO DUMB

We hear what we hear but the experts tell us we really didn't hear what we heard... My Dad used to tell me, "you can use math and numbers to prove anything. Trust your instincts and your common sense!"

When an Airbus A-320 goes over my house at 350-400 feet under full takeoff climb power and I get a big shot of kerosene fumes and a deafening roar, the thing is too low say nothing of my too noisy! The Fed Ex 727 at 114.4 dB (SENEL), 124.4 dB actual, was an exceptional shocker.

WHEN DO HUMANS BEGIN TO COMPLAIN ABOUT NOISE?



Source: HANDBOOK FOR ACOUSTIC ECOLOGY, Barry Truax, editor, Second Edition, 1999. Originally published by the World Soundscape Project, Simon Fraser University, and ARC Publications, 1978

The above chart is very telling. Noise levels of 83 decibels are enough in most cases to provoke “Vigorous Community Action”. Anyone reading this who is familiar with the decibel levels allowed by the Long Beach Airport noise ordinance will readily understand why people continue to complain about jet noise. The current and now promised levels are simply too high for humans to absorb without suffering a severe impact and finally, a reaction!

The Medical Issues of Aircraft Noise

The medical, behavioral and learning disorders caused by the effects of noise from jet aircraft are well documented, especially in school children. The information is there to gather. The data are no secret. The people perpetuating the noise problem just don't choose to include it in their planning!

Pollution Issues Associated With Airport Operations

The writer was absolutely overwhelmed with the amount of Internet based, scientific data available describing the disastrous effects of Jet Exhaust emissions on the human body. Suffice it to say, every human living under or near the Turbo Jet flight paths of Long Beach airport qualifies as a medical case study. Much study is required prior to any further use of 25R for Jet Arrivals or Departures.

Section 6

DIRECT COMPARISON OF RUNWAY 19R AT JOHN WAYNE TO 25R AT LGB

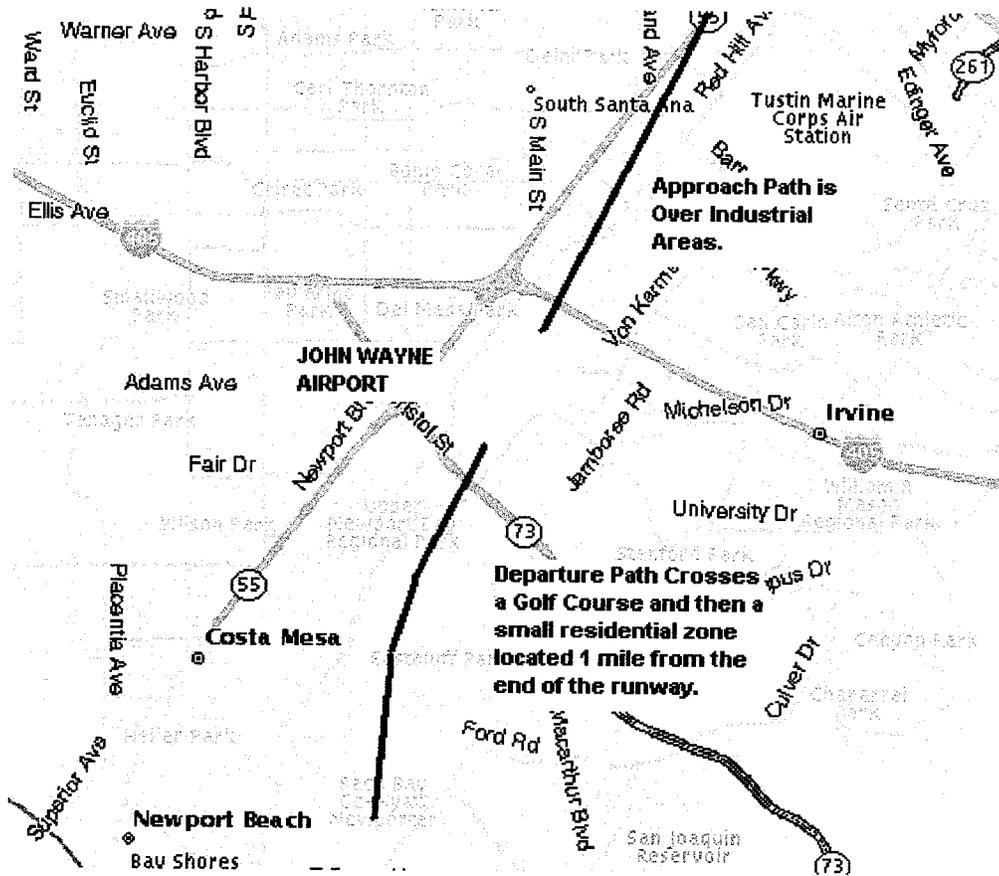
The comparison of the jet runway, 19R, at Orange County's John Wayne airport and runway 25R at Long Beach airport stops at the fact that they are both runways and both are located in the State of California! No Operational Similarities exist!

Mr. Chris Kunze, Airport Manager at Long Beach Airport states unequivocally that John Wayne's runway 19R is a "direct comparison" to runway 25R at Long Beach. Therefore, he concludes the argument against using 25R for jet traffic is without foundation.

Mr. Kunze used the above argument again and again to "spin" the writer's concerns about the safety and environmental aspects of utilizing runway 25R at Long Beach for jet operations. The "spin" was specifically around the word SAFETY. Mr. Kunze states that the FAA certified the runway under Part 139 of the FAR's therefore it is safe. Part 139 ends at the airports boundary! The safety inspections end there also and have to do with whether or not the public can inadvertently walk onto airport property. WORDS MEAN THINGS!

The Mayor of Long Beach refused to allow the writer to clarify and correct Mr. Kunze's statements before the council. This resulted in the council approving the runway 30 rebuilding project with its included plan to utilize runway 25R for jets without evaluating the full impact of their ill-informed decision.

The following map depicting both the arrival and departure paths to and from John Wayne Airport clearly belies the statement that 25R at LGB and 19R at John Wayne are essentially the same. The writer added the black lines and comments to this map. The lines approximate the last four (4) miles of approach and the first four (4) miles of the departure.



This map clearly illustrates the fact that landing occurs over industrial property and take-off occurs over Newport Back Bay – certainly, this does not even approximate the same densely populated environment as California Heights presents!

Section 7

CONCLUSIONS

- 1. The City issued itself an exemption from EIR for this project under Section 15301 of CEQA. It did this while failing to acknowledge to the State the Negative Environmental Impacts that the Implementation Plan (part of the contract) will have upon California Heights and East Long Beach.**
- 2. The runway rebuild project for LGB runway 30 has been approved by the Long Beach City Council under this waiver (September 23rd, 2003) even though the project will create New and Substantial Negative Environmental Impacts on the residents of California Heights and East Long Beach.**
- 3. The actions taken in 1 and 2 above are a clear violation of both the spirit and the intent of CEQA guidelines. The courts have “stringently” ruled against this type of waiver usage to circumvent EIR requirements.**
- 4. Runway 25R has a very limited historical usage as a Turbojet Air Carrier runway.**
- 5. Runway 25R could never be certified today as an Air Carrier runway if it were just being built.**
- 6. A complete EIR associated with any Jet Usage of 25R is obviously required before the runway is put to such new and damaging use.**
- 7. The contract to rebuild runway 30-12, approved by a majority vote of the Long Beach City Council is appears to be the subject of an ill-gotten environmental waiver. If this is true, the contract is probably illegal and unenforceable.**

City Management has thus far done everything in its power to grow the airport while saying that it is trying to help us hold that very growth to a minimum! We must begin to trust our own, individual common sense and declare WAR on those who would destroy all value in yet another set of neighborhoods!

They do not live here... WE DO!

NO JETS ON 25 RIGHT!!!

XXX

This paper is respectfully submitted for review and action by concerned individuals and groups including the Mayor and the members of the Long Beach City Council.

Larry E. Mebust
October 12, 2003

A handwritten signature in black ink, appearing to read 'Larry Mebust', written over the printed name and date.

Larry E. Mebust is an Instrument Rated, Commercial Pilot qualified to fly single and multi-engine airplanes and helicopters. He has over 17,500 hours of flight time including 11,500 hours as pilot in command.



DavidPawLewis@cs.co
m

10/21/2003 07:21 AM

To: airpoteir@longbeach.gov.
cc:
Subject: EIR & Airport

As a Long Beach resident, parent, educator and resident of the Wrigley area of Long Beach, I believe it is necessary that health and environmental impact studies that goes beyond the perimeter of the terminal is conducted and results presented before the public before terminal expansion is completed. I already had concerns living in Wrigley as my neighborhood is sandwiched between two major freeways. The 710 services one of the busiest ports in the world and the 405 is considered one of the busiest freeways in the world. Additionally the port itself has had some environmental issues itself over the past several years with concerns about open containers containing hazardous materials. All these concerns coupled with the refineries to the west in Carson makes it ironic that the Wrigley, which may be the most culturally diverse neighborhood in the country, may also be the most polluted. A study must be done.

David P. Lewis
840 West 28th Street
Long Beach, CA 90806
(562) 981-1067



"Nugent, Sheri L"
<sheri.l.nugent@boeing.com>

To: <airporteir@longbeach.gov>
cc: <r.gabelich@lbhush2.com>
Subject: LGB EIR

10/21/2003 07:59 AM

My name is Sheri Nugent. My family of five live at 3521 Gardenia Ave. in the California Heights Historical District. My family and I are outraged at the possibility of adding even one more parking space or one more concession stand at Long Beach Airport! We have lived in Cal Heights for several years and the degradation to the quality of life and health with the dramatic increase in air traffic at LGB is alarming. Why the city allows jets to routinely fly 300 feet, spewing jet fuel and pollution, over houses in a historical district, for God's sake, not to mention PEOPLE....I just don't get it....

It is a fact that the adjoining ports of LA and Long Beach make up the largest single source of air pollution in the region and the least regulated. It is a fact that pollution is expected to increase in the next two decades as ship traffic grows by an estimated 70%. Long Beach has the dirtiest air of all LA/OC beach cities!

Yet, we have NO studies examining the economic, environmental or social impacts to expanding the airport terminal. My family and I demand a moratorium on the construction of any Long Beach Airport terminal facilities until its environmental, economic and social impacts are understood by the City and its citizens. The EIR should provide an honest assessment of the situation WITHOUT the current conflicts of interest built in to the process.

Sheri Nugent
Project Management Specialist (PE/PI)
The Boeing Company
Phone 562-593-3251
Fax 562-593-2214
Pager 562-272-8405



"Ray Hokans"
<Ray.Hokans@NRServi
ces.com>

To: <airporteir@longbeach.gov>
cc: <r.Gabelich@lbhush2.com>
Subject: EIR

10/21/2003 12:18 PM

To Whom It May Concern:

We live under the flight path in Los Altos. The aircraft noise we experience is anxiety provoking. It interferes with conversation, leisure activities and sometimes sleep.

Not only do we hear the aircraft at the moment it passes over, but we often hear its sound reverberating again as the sound waves travel across the power wires at the rear of our yard. At times we detect the odor of the aircraft fuel and tiny particles of black dust seem to be everywhere.

Definitely, aircraft flying overhead at a low level is having a negative impact on our lives. The prospect of enduring even more daily flights is greatly disturbing.

Ray Hokans
Account Manager
National Retirement Services, Inc.
3030 Old Ranch Parkway, Suite 400
Seal Beach, CA 90740
P 562-799-6333 Ext. 234
F 562-799-6340



"ron levy"
<levy.ronanddonna@v
erizon.net>

To: <airporteir@longbeach.gov>
cc: <R.Gabelich@1bhush2.com>
Subject: No to Expansion

10/21/2003 12:30 PM

I'm sending you this e-mail because I'm not for airport expansion. I live at 2389 Tulane Ave. It happens to be under the path of landing planes. Sometimes they fly so close to the ground; I think I can count the bolts on the planes.

When we bought this house 2 yrs. ago, we were aware of the landing planes. We have adapted to the noise of the plans since it doesn't happen consistently. However, if the flights increase, we will not be able to live in our house. The landing planes are so loud that we can not hear the TV, talk on the phone , even talk to one another when we are outside, and sleep.

Mostly we are concern with sleeping. I work mostly nights. So I don't get to bed until 2 am or 3 am, The early fights in the morning wake me up so I've taken to wear earplugs. But sometimes they don't work.

So the quality of our life will be greatly effected. We understand the economics of the airport to Long Beach is important, But we think the people's quality of life in Long Beach should be considered before making a few bucks.

Sincerely,
Donna Levy



Pat_Reid@dot.ca.gov

10/21/2003 02:29 PM

To: airpoteir@longbeach.gov

CC:

Subject: Public Comments on Long Beach Airport EIR

Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 W. Ocean Blvd.
Long Beach, CA 90802

This is an official public comment to be included in the EIR for the proposed Airport Terminal Improvement Project:

I have owned my property (1900 San Anselme Avenue, Long Beach 90815), which is directly under the flight-path for Long Beach Airport, since 1987. We have suffered terribly over the years from the unbearable impacts of the planes that fly in and out of Long Beach Airport. We realized the noise impact would be tremendous (and it is), however we did not realize the air pollution would be as horrific as it has been (and continues to be). Conditions are nearly intolerable now and the proposed airport expansion and additional flights would only exasperate the current bad conditions and make the area totally unlivable to man or beast!

We inhale the burned jet fuel that is dropped by descending planes daily. Everything in our yards is totally black from the burned jet fuel residue at all times. Cars parked outdoors have to be frequently repainted due to the heavy black residue -- they suffer terrific damage daily. The leaves and fruit on our navel orange tree are totally black and slimy due to the jet fuel residue that is dropped on our property daily. You have to scrub oranges with strong soap and a heavy brush before you can eat them. Patio furniture must be covered with heavy plastic to prevent them from being totally ruined by the jet fuel residue.

We must keep towels in every window sill to prevent the jet fuel residue from entering the house so we won't inhale more of it in the house. These towels get totally black from the jet fuel droppings in a short time. My family is extremely concerned about the health impacts of the jet fuel residue. We wonder what it is doing to our lungs and other organs as we inhale such volumes of it every day.

Our carpets are always black and our floors dirty because it's impossible not to track the jet fuel residue into the house. There couldn't be a more major impact on the quality of life of members of my family! We are forced to stay in the house because we can't afford to move.

The thought of any kind of airport expansion and adding additional jet planes (which would further pollute the air and cause even greater damage to our health and property) is unimaginable!!
!!!!!!!!!!!!!!!!!!!!!!!!!!!!

We want to go on record that every member of the Reid family is totally opposed to any type of airport expansion. In fact, we urge airport officials to make every effort to reduce the number of flights (especially commercial flights) and to start realizing the tremendous impact these flights have on nearby residences. We strongly believe the airport should be used only for light aircraft.

Patricia L. Reid
1900 San Anseline Avenue
Long Beach, CA 90815



"Reichenbach,
Suellen"
<suellenreichenbach@
paulhastings.com>

To: "airporteir@longbeach.gov" <airporteir@longbeach.gov>
cc: "r.gabelich@lbhush2.com" <r.gabelich@lbhush2.com>
Subject: Airport EIR

10/21/2003 05:24 PM

I have been unable to attend either of the recent EIR scoping meetings in connection with expansion of the Long Beach Airport and so am sending you my thoughts here.

It is my opinion - and hope - that airport flight schedules and noise SHOULD **NOT** BE INCREASED, but SHOULD BE DECREASED from present levels.

I do not live directly under the normal path of the jetliners that are flying over the Cal Heights area, and the flights nonetheless have caused me distress. The sounds sometimes are so penetrating and loud that it seems they're pulling the sky apart.

And there is no escaping the sounds from where I live. Specifically, I have tried closing all windows (going without air circulation) and using various types of earplugs, but my sleep and peace are disturbed daily. As my work requires I be up until quite late most nights, I now go to bed concerned at how loud the first current major flight - at 7 a.m. - will be. And when the first flight comes, well, it's an awful way to wake up - to the sound of massive machinery. And throughout the day, when I am trying to work at home, the flights jar my thoughts and senses. I've found it difficult to catch up on sleep lost due to flights, as I never know when the next barrage will begin. It's bad.

So, the increased flights have had a negative impact on my health. I arranged a month ago to see a doctor later this month to speak with him about medication of some kind. I have become agitated and vaguely anxious in the last few months, which I attribute directly to the airport noise. The flight noise has an impact on my psyche similar to that of earthquakes - that is, each time I start to hear a flight I worry about how much worse it's going to get and how long it will last. The noise then makes me exasperated or, worse, angry.

Since moving here a few years ago, I have greatly come to treasure the peace of this neighborhood. To the extent the quiet is broken by small aircraft, I have made my peace with them, even kind of liking the lazy buzzing small planes create. But I find THIS new, GIANT, SHAKING NOISE to be something I cannot overcome or incorporate into my lifestyle. I am, in short, dismayed at this adverse change in my neighborhood.

I request that an environmental impact investigation be conducted and a report prepared which would include consideration of my experience, above, as well as that of my neighbors.

If you've any comments or questions concerning the above opinion, please contact me either by email (below) or by phone at (562) 424-0605. Thank you.

suellen reichenbach
nsreichenbach@earthlink.net
Why Wait? Move to EarthLink.

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For additional information, please visit our website at www.paulhastings.com.



"Mike Lavia"
<mlavia@charter.net>
10/21/2003 07:33 PM

To: <airporteir@longbeach.gov>
cc: <R.Gabelich@lbhush2.com>
Subject: Fw: Facilities Expansion Airport EIR Written Testimony

----- Original Message -----

From: Mike Lavia
To: airporteir@longbeach.gov
Cc: R.Gabelich@lbhush2.com
Sent: Tuesday, October 21, 2003 2:20 PM
Subject: Facilities Expansion Airport EIR Written Testimony

July 22, 2003

To whom it may concern:

I do not understand why gardeners in Long Beach had to modify their tools to avoid unwanted noise yet airplane noise, which is so much worse, seems to increase daily.

I finally reached retirement age and my retirement is a living hell because of airplane noise. My sleep is disturbed both morning and night with planes polluting my airspace. An afternoon nap is out of the question. It is impossible to estimate how many times I've been awakened by planes at 10:30 p.m., 11:30 p.m., midnight, and even later.

Saturdays and Sundays are supposedly days of rest yet we are bombarded with plane noise to the extent that enjoying one's yard or having a B.B.Q. is an impossibility.

Please FAA, do not add more daily flights in the Long Beach area. If anything, reduce the number of flights and don't increase the size of the airport. Let us live in peace and quiet.

Sincerely,
Lori McAfee
1826 Litchfield Ave.
Long Beach, CA 90815
via email from neighbor's computer



BAPLIN4023@aol.com

10/21/2003 11:41 PM

To: airporteir@longbeach.gov

cc:

Subject: terminal expansion

To Whom it May Concern:

I have lived in the same house in California Heights for 12 years. The airport noise has never been as loud, and as much as it has been recently. California Heights is the largest historical district in Long Beach, and there is alot of neighborhood pride. Residents in our neighborhood have always been able to visit with neighbors outside their homes. But it can be difficult to hear with the increased airport noise.

It is disturbing to me to hear of the Terminal expansion at the Long Beach Airport. An increased number of flights seems inevitable with an expansion project. I would like to know that the EIR for the proposed project will include a sociological evaluation. This evaluation should focus on our neighborhood quality of life and property values.

I understand that the noise measurement data will be taken from the 2002 results. I would like the data to be current. Especially since the noise has definitely increased since 2002.

One evening recently, the jet noise was so loud our house shook; and it sounded as if the plane was going to hit our house. It was actually very frightening. I found out that the planes were flying out of a different runway, that happens to put their path straight over our house. I know that maintenance needs to be done on the regular runway, so the planes will be using the alternate runway next summer. That is not acceptable to me. There must be some other solution.

In regards to the air toxics emission levels; I would like community specific information. Standardized data would not reflect accurate emission levels. We need a cumulative impact study.

I hope that the city is listening to their residents, and not just worrying about more money for their government. Please don't turn a beautiful, flourishing area of Long Beach into a ghetto.

Sincerely,

Beth Aplin

October 21, 2003

Angela Reynolds,
Environmental Office, Planning and Building
333 W Ocean Blvd
Long Beach Ca 90802

Office of Planning and Building,

Living in the path of the airport, noise interruptions are a common occurrence. Talking on the phone outside I often have to pause until the airplanes are out of range. Conversations are also interrupted due to airport noise.

I know the government promised the people if the airport was built it wouldn't become a commercial airport; well the government has failed to keep its promise to the people. Now the people are forced to endure the noise. The airplane wakes me every morning. And have wakened me really early in the morning and late at night. The airport disrupts my sleep.

The consistent irritations presented by the airport from occur day and night, interrupting listening to the radio, TV conversations with neighbors to just taking a nap. The roars are often deafening.

Airport expansion would only increase the frequency of the events.
I want this information placed into the EIR.

Sincerely



Gary Favello
904 Cartagena
Long Beach Ca 90807

4625 Ruth Avenue
Long Beach CA 90805
October 21, 2003

Angela Reynolds
Environmental Officer
Planning and Building Dept., City of Long Beach
333 W. Ocean Blvd.
Long Beach CA 90802

Dear Ms. Reynolds:

I am writing you to request a full and complete EIR regarding any increase in facilities at the Long Beach Airport. Our area already has too much noise and ^{too many} other harmful environmental impacts and potential hazards. The whole situation here needs to be considered, including the ports and existing pollution from freeways and the Southern California lifestyle. Inviting additional air traffic by expanding facilities threatens the quality of life, if not lives, of too many Long Beach citizens in a gamble for economic gain that could disappear instantly with another, promised terrorist attack.

Lucy L. Hawk

Ernest R. Barat

Below are a couple of corroborating statements, in case you didn't see them in Sunday's Press Telegram.

Thank you for considering this request.

Sincerely,
Lucy R. Hawk

cc: Rae Habelich, LBHHS#2; Councilman Rob Webb

TechSmart

BY JIM LOUDERBACK



JIM LOUDERBACK is editor in chief for Internet at Ziff Davis Media, the publisher of PC Magazine and eWeek.

In case you hadn't noticed, life is getting louder. In 1999 Americans rated noise as the biggest problem in their neighborhoods, according to the U.S. Census Bureau; more than 1 in 10 people highlighted street or traffic noise, and nearly half of those considered relocating to escape it.

TV executive and apartment dweller Scott Murphy is a typical sufferer: Whenever his neighbors play their stereo too loudly or leave the TV on, "I feel like my personal space has been violated," he says, exasperated.

Even low levels of sound are annoying. The background roar of cars, airplanes and even a loud fan can increase anxiety and stress. It's even worse for kids. A 2001 study in Austria found that children living in noisy neighborhoods had higher blood pressure and heart rates, and they generally were more stressed out. A Swedish study found that people living near airports had higher blood pressure than those farther away.



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A Message From William A. Burke, Chairman AQMD Governing Board

Together, we must commit to lifting the burden of poor air quality from our loved ones. We must keep pushing one resounding message, from chambers of commerce and school boards, from not-for-profit organizations and trade associations, from operators of small businesses and local youth groups, from medical clinics and houses of worship, from neighborhoods and cities to all state officials - - from every reader of this publication to every policymaker: Southern Californians want clean, healthful air in this decade.

LBPT. 10-14-03

October 21, 2003
5310 Las Lomas Street
Long Beach, CA 90815

Angela Reynolds
Environmental Officer
Planning and Building
333 W. Ocean Blvd.
Long Beach, CA 90802

Re: For attachment to the Long Beach Airport environmental impact report file:

Dear Ms. Reynolds:

In a few words: please stop the expansion of Long Beach Airport. The air pollution falling from the planes, the pollution from all the additional car exhaust fumes and tiny rubber tire particles blowing up off the pavement.

Let us be a beach city. A city can be built anywhere but not a beach city.

The shipyard is enough of a problem here, put the airports inland. We had a nice beach city- now we've become a commercial buzz- and are ruining the nature's ocean area we had- and there's so little of it, just a narrow space along the coasts.

Orange County voted against making Pendleton Air Force Base an Airport and Burbank voted down enlarging their airport; we should too to stop our city from being ruined.



Faye Huso

Mike Kowal
3756 Pine Avenue
Long Beach, CA 90807

October 21, 2003

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

Re: Notice of Preparation and Scoping
Long Beach Airport Terminal Area Improvement

Dear Ms. Reynolds,

I send this document as an extremely concerned resident of Long Beach. Like most other citizens I have had no formal environmental, scientific or technical education. Therefore, like other citizens I must rely on agencies such as yours to perform the due diligence necessary to protect citizens health, safety and well being. I trust that you will not take these concerns lightly!

Please accept the following comments, suggestions and concerns regarding the scope of the Environmental Impact Report (EIR) being prepared for the improvements at the Long Beach Airport (LGB). I presume this letter will become part of the public record allowing recourse if my comments, suggestions and concerns are not adequately addressed.

Entire scope of the project must be evaluated

The logic noted in the Notice of Preparation (NOP) of studying only current flight levels is faulty and shamefully dishonest. To base assumptions on the current LGB Noise Ordinance, at its current number of allowable flights (a minimum) and current operational levels is neither rational nor acceptable. No consideration should be given to the local noise ordinance; which by the way only speaks to noise, a minor part of overall airport impact. This ordinance is subject to change by whim of governmental agency, the Long Beach City Council or by any successful challenge from any other entity desiring to expand operations at the facility. Your findings must determine maximum flights, passengers and total operations possible. The EIR must include the entire scope and impact of the project - reaching well beyond the boundaries of LGB and addressing "Cumulatively Considerable" impacts. A ten-mile radius should be a minimum.

It is imperative that all potential and existing adverse conditions be identified not only at the site but also the surrounding communities. These would include but not be limited to, Long Beach, Signal Hill, Lakewood and the nearby, airport impacted communities located in Orange County. At Chicago's O'Hare Airport, studies have suggested that residents within a 10-mile radius of the airport face cancer rates that are some 29 percent greater than in the rest of Illinois. At Boston's Logan Airport, studies have shown respiratory disease, asthma and allergies are twice as common in neighborhoods near the airport. Studies around airports in the rest of the country have indicated potential health impacts ranging from cancer to respiratory, neurological, and reproductive impacts. The British Medical Journal, Lancet, reports people living near Heathrow Airport had increased risk of mental illness. Discovery Magazine (Aug '2003) reports that a recent study showed a

significant lag in brain development in the testing of newborn rats whose mother was subjected to noise impact. The above noted afflictions and all others must be included, studied and mitigated. Any addition to existing facilities will increase impact. Any expansion will enable an increase in the number of potential operations with large increases in the number of vehicles and passengers. The EIR must calculate maximum potential use and must take all potential impacting increases into consideration.

Negative Impacts

Noise is largely the most noticeable impact associated with airports. Effects of all types of noise pollution must be considered and studied. Serious physiological and psychological effects to those subjected to the daily impact must be evaluated. Evaluation should include any and all known effects from inaudible low and high frequency sound waves, which most likely contribute to adverse health in humans according to recent studies. Noise pollution greatly affects children and senior citizens. Special attention must be given to these at risk segments of our population. Any recommended mitigation must be substantial and scientifically proven.

Noise effects may be minor when the products of jet engine exhaust and other airport pollution sources are considered. Airports produce massive amounts of hazardous and toxic emissions. Huge amounts of data are available through the Internet. Among the list of constituent compounds are: Freon 11; Freon 12; Methyl Bromide; Dichloromethane; cis-1,2-Dichloroethylene; 1,1,1-Trichloroethane; Carbon Tetrachloride; Benzene; Trichloroethylene; Toluene; Tetrachloroethene; Ethylbenzene; m,p-Xylene; Styrene; 1,3,5-Trimethylbenzene; 1,2,4-Trimethylbenzene; o-Dichlorobenzene; Formaldehyde; Acetaldehyde; Acrolein; Acetone; Propionaldehyde; Crotonaldehyde; Isobutylaldehyde; Methyl Ethyl Ketone; Benzaldehyde; Beraldehyde; Hexanaldehyde; Ethyl Alcohol; Isopropyl Alcohol; Methyl Ethyl Ketone; Butane; Isopentane; Pentane; Hexane; Butyl Alcohol; Methyl Isobutyl Ketone; n,n-Dimethyl Acetamide; Dimethyl Disulfide; m-Cresol; 4-Ethyl Toluene; n-Heptaldehyde; Octane; 1,4-Dioxane; Methyl Phenyl Ketone; Vinyl Acetate; Heptane; Phenol; Octane; Anthracene; Dimethylnaphthalene (isomers); Fluoranthene; 1-methylnaphthalene; 2-methylnaphthalene; Naphthalene; Phenanthrene; Pyrene; Benzo(a)pyrene; 1-nitropyrene; 1,8-dinitropyrene; 1,3-Butadiene; sulfur oxides; Sulfur dioxide; sulfuric acid; urea; ammonia; carbon monoxide; ozone; particulate matter (PM10, PM2.5) and 3-nitrobenzanthrone which may be the most hazardous compound ever to be tested for carcinogenicity, scoring substantially higher in the well-known Ames test than its nearest rival, 1,8-dinitropyrene. Many of the others listed are considered to be carcinogens. Adding to the direct effect of any single chemical listed above, the probabilities of synergistic effects must be fully considered.

Airport pollutants mixing with other nearby pollutants, including the Port of Long Beach; Boeing; the 405, 605, 91 and 710 Freeways; numerous nearby chemical plants, petroleum refineries, energy producers, industrial and manufacturing facilities can create a toxic brew of compounds which are further subject to reactions caused by atmospheric and solar effects. Not to identify all sources of pollution and environmental concern would be a disservice to the citizens who deserve to know the total quality of their environment. Proposition 65 requires California business to warn the public and employees of potential exposure. All business and agencies who have filed Proposition 65 notices past and present should be identified and included in the study, with the cumulative impact addressed. A minimum radius of ten miles from the project would seem reasonable. Cumulative impacting conditions can result in new consequent hazardous compounds. The probable and possible effects of these and all other health damaging compounds must be fully identified at, above and below ground levels and be addressed. It's imperative that the scope of this exposure extend well beyond the boundaries of the facility!

Other Negative & Cumulative Impacts

Comprehensive study, analysis and mitigation should include and evaluate all other impacting conditions and projects. Unfortunately the Long Beach Airport is located in the middle of the city with residential housing surrounding it. The neighborhoods located at each end of runway 12/30 are two of the largest, stable, and attractive in the city. The potential impact of increased operations and health impact upon these neighborhoods creates the probability of blight and decline in home value. This will create the flight of current owner-occupied, middle to upper income residents. In their place will be a high percentage of non-owner, lower income residents and rental housing. The overall effects of this transition must be calculated. The resulting dynamic could in itself be a final blow to our city. City spending has surpassed revenue to the tune of \$60 to 90 million dollars (debt). Not only do we live in a fragile environment, we live with a fragile economy. The City of Long Beach currently is unable to provide adequate services to its residents. It should be noted that the Long Beach current population currently consists of approximately 50% low-income residents. Long Beach also shamefully ranks among the worst in the nation in homicides and crimes against property.

As the majority of commercial activity is located over these extremely important housing areas it is imperative to qualify and insure that the probability of an air disaster (crash) is not increased! Serious evaluation must be given in regards to airport safety. LGB continues to expand general aviation operations facilities. The increased risk of disaster improves with the increased operations. Commercial and general aviation uses do not safely mix. This is exasperated by the existence and use of the multiple runway layouts found at LGB. It should be noted in the EIR that LGB ranks among the top 10 of all airports in reported runway incidents. The existing scenario at LGB of increasing mixed operations at the site with operations over large expanses of residential homes invites disaster. Long term and on going re-construction and modifications to runway 30/12 have not been fully or properly assessed. This project was approved by the Long Beach City Council (as other incremental improvements and additions have) with the use of a Negative Declaration based on an outdated EIR. This did not evaluate the enormous impact residents would be experiencing that live on both ends of the inadequate back up runway. This dangerous existing condition should be considered in your evaluations and mitigations.

There are many other existing and planned projects both in and surrounding the city. Residential growth in Long Beach is at an all time high with over 10,000 residential units being built and on the drawing board. The Boeing Pacific Center Project will add unknown development, residential, industrial, service oriented, commercial and retail to an already fragile environment. Nearby Killroy has plans for development, and I am told there are plans for both a new hotel and existing hotel expansions being considered and planned. All current and planned developments along with their cumulative effect must be identified, considered, measured and mitigated. Vehicular traffic creates enormous impact and pollution. This must be fully evaluated both on and off site with all nearby existing and planned projects taken into consideration.

Property Values / Right of Enjoyment

Every citizen has the basic right to enjoy and protect his property from impacting effects, health impact, disturbance of peace, loss of sleep, and loss of enjoyment. Property value loss is realized thru adverse condemnation. When property is subjected to negative outside negligence or impact, loss of value can occur. This potential for loss of value must be determined and mitigated. Any mitigation, including condemnation and noise retrofitting must be borne by the City of Long Beach.

Human Health Risk Assessment

The expansion will create additional environmental impact upon the community. As the citizens of Long Beach currently suffer from unacceptable and high levels of pollution, it is imperative that a full and complete Human Health Risk Assessment be completed as part of the EIR. All data must be community

specific, not standardized! Any and all potential health, safety or life threatening effects must be completely mitigated prior to any approved airport expansion. Part of this study should include 'Breast Milk' analysis. Our citizens have the right to know the dangers of living in a city that has been ignoring and minimizing health risks and concerns while allowing impacting growth.

Geologic Unknowns

The airport and surrounding properties are located upon a known and productive petroleum field containing numerous chemicals and gases. The existence of all toxins must be explored, tested and confirmed to be safe in or around a facility which itself produces many dangerous toxins. Flammable natural gasses are present on site and at extremely high and explosive levels. These highly dangerous conditions must be fully explored and mitigated. There are many sources available for research. All available data should be included in your findings and conclusions.

Responsible Agencies must respond to the full impact of this project.

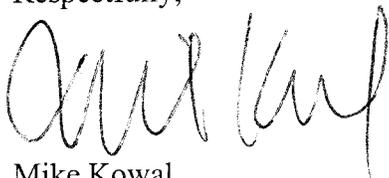
The City of Long Beach acting as the lead agency has dishonestly confined the EIR impact study area to the improvement site(s). I suggest that once the full scope of the impact study area is determined (ten mile radius as a minimum) all Responsible Agencies and the public within these impacted boundaries be notified with required response per CEQA guidelines.

Conclusion

The residents of Long Beach and surrounding communities deserve the very highest protection possible towards their health, safety and enjoyment of property. We currently live and breath the worst air in the country! We live with the combined impact of two major shipping ports, the impact of 4 major freeways adjoining our homes, and the two major rivers in LA County which deposit all upstream pollution upon our beaches and into our water. The price for this has already jeopardized and taken a toll upon our citizen's health and well-being

Our local airport was never intended to have or accommodate commercial flights. Thru poor planning and irresponsible governmental policy we now have an expanding airport in the middle of our city. The facility is surrounded by homes and families and has already caused too much impact. Strangely, we live within 20 miles of two international airports, how important is LGB to its residents? The time to put an end to this is now. The vehicle to stop the expansion insanity is a full and complete EIR showing all cumulative impacts and including a Human Health Risk Assessment. Anything less than this is dishonest and a breach of your responsibility!

Respectfully,



Mike Kowal

Information/research sources: California Environmental Protection Agency, Air Resources Board; US Citizens Aviation Watch; Natural Resources Defense Council; Alliance of Residents Concerning O'Hare; South Coast Air Quality Management District.

October 21, 2003

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Blvd.
Long Beach, Ca. 90802

My letter is in concern to the improvements at the Long Beach Airport. After attending both public meetings, I have many doubts about the improvements. I would ask that my concerns be addressed in the EIR.

The EIR should use data that is current and involves the total number of allotted flights (66).

A Health Impact Study is conducted examining the total effects of **all** the airport functions on and off the facility. Ground pollution, air pollution, and sound pollution, classroom disruptions at all grade levels, chemical contamination etc.

Traffic congestion, accident rate increase

Stress on current city services necessary to provide for the operation of the facility with 3.4 million travelers a year. Police/Fire, public works, airport personnel etc.

Projected increases in city personnel, equipment, and budget to provide necessary service to operate the airport at the projected 3.4 million travelers per year.

With the enlargement of the facility, are there adequate hospital facilities in case of a disaster involving an airline or commuter flight.

What are the financial impacts on the airport/city if the improvements **are not approved**?

Failure of the airlines to live within the current regulations has resulted in numerous flight and sound violations. Based on the current violation rate of the airlines, what would be the projected violation rate with a total of 66 flights? How would that new violation rate effect the surrounding residences, students, people employed in the area of the airport?

What are the effects on our property value?

If the facility is completed, what are the maximum amount of travelers and flights that the facility could safely handle within fire codes and FAA regulations? If this number is over the 3.4 million travelers, what is the new environmental impact on the city? Adjusting for the violation rate of the airline, what are the overall effects of operating the airport? (I know we have sound ordinance, which regulate flights and sound pollution. But if the airline sued us again, what are the total number of flight and there effects on the city.

Sincerely,

A handwritten signature in black ink, appearing to read "Tim Morey". The signature is written in a cursive style with a horizontal line underneath the name.

Tim Morey
1924 Marber Ave.
Long Beach, Ca. 90815

Edwin and Judith Reeves
3940 Lemon Avenue
Long Beach CA 90807
(562)427-4565

Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802

October 21, 2003

Re: Airport expansion

Dear Ms. Reynolds:

Our personal lives are interrupted by the increased activity at the Long Beach airport. We live in Bixby Knolls under the flight path. When aircraft fly over our home and neighborhood, we cannot hear voices on the telephone or television, we have to stop conversations inside our home as well as out of doors. We have increased amounts of sooty dirt on our home and yard.

My husband has heart disease which is exacerbated by the stress created by the high noise levels. We are also concerned about the increasing levels of pollution created by increased airport activity.

The expansion of the Long Beach airport, particularly adding to the number of flights can be very detrimental to the health of citizens living below or adjacent to the flight paths. Children are particularly endangered.

A study from Cornell University in Ithaca, New York, describes this problem: "The constant roar from jet aircraft can seriously affect the health and psychological wellbeing of children.... The health problems from chronic airport noise, including higher blood pressure and boosted levels of stress hormones, the researchers say, may have life-long effects."

"This study is probably the most definitive proof that noise causes stress and is harmful to humans," says Gary Evans, a professor of design and environmental analysis in Cornell's College of Human Ecology.

The current plans for the Environmental Impact Report address improved parking and terminal space only. They do not address the problems created by the number of flights. Moreover, the testing mechanisms do not test the current noise levels and pollution in the residential areas surrounding the airport, and they do not take into account the existing heavy pollution from the port, the freeways and the refineries.

Angela Reynolds
October 21, 2003
page 2

A Human Health Risk Assessment should be included in the EIR before any construction begins.

The City and the airport are breaking laws and agreements currently in effect:

The airport had agreed that flights taking off would not bank until they reached the 91 Freeway. They are banking over our heads 3 miles south of the 91 Freeway.

The current noise ordinances are being violated.

The curfew is being violated repeatedly.

For all of the above reasons, we are concerned that our health is threatened, our property values will be reduced, and our neighborhoods will deteriorate.

Sincerely yours,



Edwin Reeves



Judith Reeves

cc: Beverly O'Neill
Robb Webb



"Linda Williams"
<lwilliams5@earthlink.net>

To: AIRPORTEIR@LONGBEACH.GOV
cc:
Subject: airport expansion

10/22/2003 08:11 AM
Please respond to
lwilliams5

This family is strongly opposed to any airport expansion.

I normally go to bed around 9:00pm only to have my sleep disturbed or prevented by airplanes taking-off, even past 10PM.

My husband works part/time from an office in our home. When planes take-off it's impossible to conduct business over the phone. When calling to make doctor's appt. I have to ask the receptionist to wait until the planes go over our.

Recently when runway 30 was closed the big planes used 25R. Our home is directly under 25R. Our windows shook, my heart rate increased, my ears hurt, my dogs ears hurt, we couldn't hear each other talk, we couldn't hear the TV and we couldn't even hear the phone ringing. It was horrible.

I have allergies for which I take medication. The airplane soot/polution is a constant irritation. I should not be required to stay in door with my windows and doors shut to try and stay healthy. The airplane soot is so bad I have someone clean my house twice a month. I am not physically able to do it myself. This is expensive.

We've lived in our home for 31 years and moving is not an option and besides; I love my community and neighbors.

My husband and I travel but we use John Wayne Airport and LAX. Super Shuttle is very convenient. There is no reason to expand Long Beach Airport - I recommend closing it.

Linda Williams
lwilliams5@earthlink.net
Why Wait? Move to EarthLink.



**"Helen
Manning-Brown"**
<helenmb@verizon.net
>

To: <airporteir@longbeach.gov>
cc: <r.gabelich@lbhush2.com>, <district7@ci.long-beach.ca.us>
Subject: NOP for LB Airport

10/22/2003 09:56 AM
Please respond to
helenmb



EIR letter.doc



Hoorae1@aol.com
10/22/2003 09:59 AM

To: airpoteir@longbeach.gov, baker@ci.long-beach.ca.us,
carroll@ci.long-beach.ca.us, colonna@ci.long-beach.ca.us,
district7@ci.long-beach.ca.us, district9@ci.long-beach.ca.us,
kell@ci.long-beach.ca.us, labatts@ci.long-beach.ca.us,
lowenthal@ci.long-beach.ca.us, mayor@ci.long-beach.ca.us

cc:
Subject: LGB EIR comments

This was sent to me as an attachment so I am forwarding to you on email - may be a duplicate. R. Gabelich

October 20, 2003

Angela Reynolds, Environmental Officer
Planning & Building
333 W. Ocean Blvd.
Long Beach, CA 90802
airpoteir@longbeach.gov

RE: Response to the NOP

Dear Ms. Reynolds:

We are requesting a full EIR report on the impact of the terminal expansion. The expansion of the airport terminal is not just an unconnected set of buildings being built in a vacuum, but buildings that will have long-term effects on the potential growth of the airport and surrounding communities. Because of this, we believe the EIR should include:

- A cumulative impact report to include the ports, freeways, local refineries, and the airport.
- Assessment of the potential for long-term airport growth and those impacts (maximum utilization potential) including increased motor vehicle use from service operations, increased motor vehicle traffic from increased parking availability, and increased congestion around the airport. Although the proposed project does not add any flights at this time, upgrading the facilities creates the potential for more flights and this needs to be considered.
- Environmental and health risk assessment of air quality (AQMD and California Air Resources Board have both released reports pinpointing the area surrounding the Long Beach airport as having among the highest long term cancer risk from airborne toxics in the L.A. Basin), the effect of toxic air contaminants including diesel particulate matter from ground support equipment as well as jet fuel and methane (cumulative effects), and the impact on schools under the flight path.
- Economic impact to include impacted property values, potential loss of property tax revenues, and the economic impact of tourists and businesses spending their money in less polluted cities,
- Assessment of effects of noise pollution using a study based on current airport usage on physiological and psychological hazards.
- Compliance with CEQA document review - projects with potentially significant adverse environmental impacts require this evaluation of mobile and stationary emissions.
- Mitigation measures.

Sincerely,

David Brown and Helen Manning-Brown
Homeowners, 7th District
3640 Walnut Avenue
Long Beach, CA 90807
562/424-3417

cc: Rae Gabelich, r.gabelich@lbhush2.com
Tonia Uranga, district7@ci.long-beach.ca.us



"Bernard Hawkins"
<s.b.hawk@worldnet.att.net>

To: <airporteir@longbeach.gov>
cc: <R.Gabelich@lbhush2.com>
Subject: complete airport eir

10/22/2003 10:53 AM

Dear Angela Reynolds, Environmental Officer,

My husband and I have lived in Long Beach for ten years. Having discovered the city as students at Cal State Long Beach, we decided to stay after we were married. We loved the diverse mix of people, fantastic restaurants, lovely shops, charming historic houses, as well as the wide availability of cultural assets such as the Long Beach Museum of Art, MOLAA, and the Long Beach Symphony, that this city had to offer. We bought our first house here, in California Heights neighborhood almost nine years ago. We chose this neighborhood for several reasons: its beautiful old houses on tree-lined streets, the strong, stable sense of family and community created by residents, and its affordability. At time, we were newly married, my husband had only recently graduated from CSULB and I was still working on my MFA degree there as well. We worked hard to come up with a down payment so that we could buy the house that would become the foundation for our life.

In many ways buying our house and living in this neighborhood has fulfilled many of our dreams. In one huge aspect it has not. Our lovely Spanish house which we have restored and renovated from the ground up by ourselves, lies directly in the flight path of runway 25R/7L. At the time that we bought our house, this was not deemed to be a problem because only the smaller planes used that runway and flights were not allowed to take off or land before 8 am and after 10 pm. Now, however the situation is drastically different. From 7 am to 11 pm daily, we have a constant flow of airplanes, and the accompanying airplane noise, flying over our house. In addition, we have regular and frequent violations of noise abatement hours regulations (planes flying in or out of the airport after 11 pm and before 7 am) as well as obvious noise level violations. Recently, on the evening of September 9, 2003, jets were re-routed to runway 25R for takeoff because of repairs being made to the main runway. I cannot even begin to describe the hell we endured that night. From 7 pm on, we had a continuous flow of jets- passenger and cargo, flying directly over our house. It was like being tied to the train tracks while watching the train barrel down on you at full speed. Each with each instance, I was certain that I was going to die. Even as I write this letter now, my heart is pounding at the memory of this night and my hands are shaking so that I can barely type. These planes were flying so low that had it not already been getting dark, we would have clearly been able to read the numbers on the planes. The noise was absolutely unbelievable and unbearable. Not only were our windows nearly rattled out of the frames, our whole house shook. The floor and furniture shook. We couldn't, talk- either to each other or on the phone, watch television, hear the radio, or even read. Our pets freaked out. The water in our fish pond even vibrated. Every time another plane flew over, I was sure it was about to crash into us. There is no possible way that this amount of noise could even remotely have been within the 92db SENEL noise level restrictions set by the FAA for runway 25R. Interestingly enough, these flights were not listed as noise violations on the city's web site. The claim was made that these flights were not considered noise violations because the FAA Tower directed the airport to re-route these jets to runway 25R for so that repairs could be made to the main runway. Why could not these repairs have been made after hours? It was just as dark after 7 pm as it was after 11 pm only there would have not been any jets to be re-routed. I ask you this: What is the point of having noise level restrictions if they are not going to be applied? It seems to me that the noise level restrictions should be applied consistently. The fact that the flights of September 9, 2003 were not listed as violations is an intentionally deceptive act on the part of the airport and the city to cover up grievous violations. This is not the only time this sort of violation occurs. Usually, however, it happens at between 2:30 and 3:00 am.

So do you see why we are angry and outraged at this proposed "enhancement" of the Long Beach Airport? We do not believe for a minute (or less) that either the airport or the city intends to stand by the current flight and noise restrictions placed on the Long Beach Airport. Apparently, the FAA cannot be trusted to stand by their own rules as well. After all, what is the purpose of increase the parking areas, passenger waiting areas, baggage claim areas, build a bigger food court and provide more parking slots

for airplanes if you do not intend to increase the amount of flights in and out of the airport? Therefore, **we as residents, not just of California Heights, but of the City of Long Beach, demand that a full, complete, total, comprehensive Environmental Impact Report, *reflecting the maximum utilization potential of the airport facilities*, be completed. We demand that this report include the following and to reflect maximum potential utilization of the Airport:**

-current and community specific- not standardized- noise measurement data (based on 2003 flight frequency and noise levels, not 2002)

-Noise levels should be determined by actual noise measurements- not mathematical averaging formulas- for the maximum airport usage

-air quality and toxic emissions studies including the compounded impact on our air quality from our proximity to the port, refineries, and surrounding freeways

-ground water quality

-increased traffic impact

-testing of methane along the airport perimeters

-the impact of all of the above on property values for residential areas in the airport vicinity

California Heights is a designated historic district. Our houses and street trees are protected by this status. Our houses are being shaken off their foundations by airport noise and our trees are being killed by pollution. In addition, this pollution is killing residents as well. According to the Air Quality Management Districts Multiple air Toxics Exposure Study (MATES II), parts of Long Beach, specifically in the vicinity of the Long Beach Airport, "have the highest projected risk rating for cancer from exposure to airborne toxics in the L.A. Basin" (LBReport.com). On our half of our block alone, 3 people have been afflicted recently with cancer- one neighbor on either side of our house, and one 3 doors down. One of those neighbors has died. As a tax paying resident of the City of Long Beach, my husband and I do a lot to contribute to the economic health of our city by supporting local businesses, cultural organizations and charities, in addition to paying property taxes. Likewise, we feel that the city has a responsibility to support its residents, at the very least by not killing us through the willful creation of a toxic environment.

Recently, Mayor O'Neil was quoted as saying to a Long Beach resident regarding these issues, "You bought in that neighborhood." Yes, that is true. However, we bought our homes based on entirely different airport climate- one with substantially stricter noise abatement requirements and 400 percent less airplane traffic. Likewise, had people like us been able to afford to buy homes in other lovely areas of Long Beach, like Naples, that are not directly in the flight path we probably would have. Are we some kind of subclass of humanity that is less deserving of a reasonable quality of life because we cannot afford to buy million dollar homes? Perhaps it is time that our public officials be reminded of how they got into office. Like Governor Davis, we elected them an, as recently shown by the recent elections, we can un-elect them as well. Mayor O'Neil's comment smacks unfortunately of "Let them eat cake". Perhaps she should remember the what befell Marie Antoinette as a result of those fateful words.

Sincerely,

Susan and Bernie Hawkins



"Curt Castagna"
<castagna@aeroplex.net>

To: <airporteir@longbeach.gov>
cc:
Subject: Terminal EIR

10/22/2003 11:17 AM
Please respond to
castagna

BOARD MEMBERS

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Candy Robinson

Long Beach Airport Assoc.

Long Beach Convention & Visitors Bureau

October 22, 2003

Ms. Angela Reynolds -Environmental Officer

Planning and Building

City of Long Beach, CA

333 W. Ocean Blvd

Long Beach, CA 90802

RE: Notice of Preparation: Comments regarding Permanent Airport Terminal
Facilities- Long Beach Airport

Dear Ms. Reynolds:

The Airport Area Business Counsel supports the construction of permanent terminal facilities at the Long Beach Airport, commensurate with the current minimum permitted flight passenger levels, as set by ordinance for 41 commercial air carrier and 25-commuter air carrier flights.

The current permanent facilities were designed to accommodate only fifteen airline flights and the last permanent addition was done over twenty years ago. Temporary facilities, which include tents, trailers, and mobile office structures, currently in place are inconvenient and do not adequately provide the level of facilities needed for the traveling public, the citizens of Long Beach, and promote the image of California's fifth largest city. They are unsustainable for long-term use.

We strongly suggest that the scoping of the EIR process for this project be narrow in character, limited ONLY to the environmental effects of the construction of the physical buildings, parking structures, and other permanent facilities. The scoping should NOT include issues related to the noise, pollution and other environmental concerns not directly related to the project. These latter areas were covered extensively in a previous EIR and confirmed by the Federal Court in 1995 when the Airport Noise Ordinance, approved by City Council, confirmed the limitations of flights out of Long Beach Airport.

Thank you for providing the opportunity for us to submit this input.

Sincerely

Curt Castagna

Curt Castagna

Chair



alden
<alden.bohlig@verizon
.net>

To: Angel Reyes <airporteir@longbeach.gov>
cc:
Subject: AirPort

10/22/2003 11:40 AM

I wish to second all the comments and concerns expressed by those who spoke at the meeting at St. Barnabas

The EIR should include all concerns regarding

Impact on health, environment of whole community, noise,

Should be area wide and not just the immediate airport buildings

alden



mikejen@jps.net

10/22/2003 12:09 PM

Please respond to
mikejen

To: airpoteir@longbeach.gov

cc:

Subject: NOP Comment

Airport NOP Comments

Notification is in error - Individuals who reside under the flight path and live in the City of Long Beach were not properly notified of the NOP and scoping meetings. These individual are greatly effected by the proposed development.

The cumulative air quality of the allowable flights should be evaluated as part of this EIR.

The proposed office/commercial building space at 50,000 square feet is excessive and more than can be supported with the current environmental conditions. The relationship of the size of the proposed structures and the current number of flights allowed should be evaluated as part of the EIR. The EIR should evaluate that after build out of proposed project the airport would be able to handle additional flights and how many the new structures could support. Whatever number of flights the newly developed airport could support should be evaluated in the EIR.

The two story parking structure will block views of a significant cultural monument (the existing airport terminal) and effect aesthetics to a significant level.

The cumulative impact of the surrounding Boeing housing/commercial project, as well as the Marriot hotel expansion, 710 frwy expansions, and other neighboring projects should be included in the EIR. The project alternatives should allow for leased parking agreements since these leases have the ability to be long term leases. These alternative should seek reasonable parking alternative such as off-site parking and shuttle service to other City owned property or properties available for lease. The year 2000 alternative should include a reasonable parking plan and not be excluded from consideration by decision makers.

Mike LoGrande
2040 Ocana Avenue
Long Beach, CA 90815



Sally Schliesmayer
<sschlies@csulb.edu>

10/22/2003 02:25 PM

To: airporteir@longbeach.gov
cc:
Subject: Comments on Long Beach Airport

Good Afternoon-

Attached is a letter regarding the Long Beach Airport and the request for an environmental impact report.

Thank you!

Sally Schliesmayer



EIR Comments.doc



"Kushner, Deborah"
<DKUSHNER@SYCR.com>

10/22/2003 04:43 PM

To: "airporteir@longbeach.gov" <airporteir@longbeach.gov>
cc: "r.gabelich@lbhush2.com" <r.gabelich@lbhush2.com>
Subject: SAY "NO" TO EXPANSION OF THE LONG BEACH AIRPORT

Ladies and Gentlemen:

According to the South Coast Air Quality Management District, some parts of Long Beach and surrounding areas have among the highest projected long-term cancer risk from exposure to cumulative airborne toxics in the L.A. air basin, and that this risk is worse near the ports, airport and freeways.

I live in the Bixby Terrace neighborhood in Long Beach, which is severely impacted by operations at the airport, including the effects of airborne toxics emissions and noise. The late William Meecham, an expert in the studied effects of airport noise, linked constant noise exposure to heart disease and strokes because of increased tension, anxiety and fear, as well as hearing loss and increased mental illness. Add these severe symptoms to the projected long-term cancer risk in some parts of Long Beach and it is a disaster story in the making. For these important health reasons, expansion of the airport must be curtailed.

To preserve what quality of life and good health still exists in the impacted neighborhoods, the Long Beach City Council must obtain a full and complete Environmental Impact Report which evaluates how current operations at and outside the airport, including any plans for future expansion, impact every neighborhood in the surrounding areas. The long-term health and prosperity of these neighborhoods will be dictated by the overall environment, and it is becoming very evident that many neighborhoods in Long Beach are not now, and will not be in the near future, healthy places to live.

Thank you.

Deborah Kushner



Long Beach anabnr2.gif Nature Bkgrd.jpg



Steve Dwyer
<sjdwyer@verizon.net>
10/22/2003 06:41 PM

To: airporteir@longbeach.gov
cc:
Subject: [Fwd: Re: Airport EIR]

----- Original Message -----

Subject:Re: Airport EIR

Date:Wed, 22 Oct 2003 07:46:37 -0700

From:Steve Dwyer <sjdwyer@verizon.net>

To:airporteir@langbeach.gov, R.Gabelich@lbhush2.com

Gentlemen:

Please take this as my urgent demand that you use the actual noise measurement from the noise monitored runway in your analysis and not use mathematical formulas or old data. The study should be based on the actual noise currently being generated on the active runways, particularly in light of the constantly increasing flights over the past year.

You also need to focus on how disruptive the late night flights are, which continue on a fairly regular basis as there is no meaningful penalty for violating the curfew. It is extremely disruptive to my entire family when the planes go out after 10 pm, and even worse when they go out after 11 pm, and later. In addition, the pollution has increased visibly with the increase in flights over the last year or two. I can see it all over my patio furniture and god only knows what breathing this stuff is doing to my kids.

Also, it has become clear to me that people are traveling great distances to get to Long Beach airport because of the cheap fares that are being offered. They are driving past much closer airports in order to get the cheaper fares. Any EIR should include an extensive survey of

where people that are flying in and out of Long Beach are driving to and from. This extensive driving to get the cheap fares at Long Beach has to have a negative impact on freeway congestion and ,must generate more automotive air pollution for the entire area.

Steve Dwyer
4210 Cerritos Avenue
Long Beach, CA



"P. Kushner"
<pamkushner@hotmail.com>

To: airpoteir@longbeach.gov
cc: R.Gabelich@lbhush2.com
Subject: Airport traffic

10/22/2003 06:47 PM

To whom it may concern,

I am a family doctor in private practice in Long Beach for the past twenty years.

On a personal level, I am very concerned regarding the increased traffic out of Long beach airport. My children can no longer sleep in on Sunday mornings because of the loud airport noises over our home. We have to keep our windows closed, and yet are still disturbed by the steady noise. Unfortunately, we do not have room for both cars in the garage. The soot that accumulates by the morning requires us to wipe the car windshield down in the AM.

On a profesional level, I am seeing many more allergies and respiratory illnesses in Long Beach than ever before. We are already affected by our close proximaty to the freeway and refineries. I sincerely believe that an investigation should be carried out to detirmine the effect of the airport on the health of Long Beach citizens. This community deserves a cumulative impact study on our health.

I appreciate your attention to this critical issue. I am available for further questions.

Sincerely,
Dr. Pam Kushner (562)595-6770,
4225 Pine Avenue, Long Beach, 90807

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LProano@aol.com
10/22/2003 07:35 PM

To: airpoteir@longbeach.gov
cc:
Subject: Long Beach Airport Improvement Concerns

To: Angela Reynolds
Environmental Officer
Planning and Building
City of Long Beach
333 W. Ocean Blvd.
Long Beach, California 90802

Dear Ms. Reynolds,
I have lived in the Bixby Knolls area all my life. For over fifty years, the family residence has been located on Tehachapi Drive, in the heart of Bixby Knolls. My parents originally purchased the land in 1950 and buildt their home when the airport was not an airport. At that time, residents had given permission to Douglas Corporation to use the runways to test their large airplanes. The residents felt at the time that this was a "neighborly thing" to do since Douglas provided so many jobs to area citizens. That decision was a mistake.

Since that time, the airport has drastically changed its direction. Now serving the area with 41 daily flights, the original purpose of an airport assisting area business has long been forgotten.

Since I've been a silent observer, (I do not attend LBHUSH2 meetings, put anti-airport signs in my yard, or attend council meetings with other frustrated and angry neighbors)I can certainly address how the airport expansion has already affected the quality of living on Tehachapi Drive.

My street is definately right under the flight path. With the noise of the larger planes, it is hard to talk in a normal voice to a neighbor, yard furniture needs to be replaced every other year, there is a fine layer of dirt and oil that constantly layers on the cement, pool equipment, and other yard equipment. The environmental issues has grown increasingly more prevalent although, to save money and water, we choose not to hose down our property on a daily basis. The smells permeating from the planes cast a rancid odor that guests immediately notice and comment upon. My concerns about health risks compound. I have small grandchildren playing in that very backyard. Have I noticed a difference in the quality of life in 50 years.....you bet I have!

Now, regarding expansion. I see no reason to provide newer facilities for this airport. Larger, newer, better means more. More planes. More noise. More dirt. More diesel oil. More costs for cleanup work. More health concerns as we breathe in and out the air that surrounds us.

We've noticed that planes "gun their engines" on take-off then then "back off" when going over sensors. We've noticed that the airlines refuse to follow time guidelines so we can not sleep until after 11 p.m. We've noticed that Long Beach residents have had to make all the adjustments. This letter is to let you know the "quiet ones" on Tehachapi Drive also do NOT support improvement of the Long Beach Airport.

Thank you for noting my concerns.

Joyce Proano
1106 Tehachapi Drive
Long Beach, California 90807



"Helen
Manning-Brown"
<helenmb@verizon.net
>

To: <airporteir@longbeach.gov>
cc:
Subject: NOP comments w/o attachment

10/22/2003 07:40 PM
Please respond to
helenmb

October 20, 2003

Angela Reynolds, Environmental Officer
Planning & Building
333 W. Ocean Blvd.
Long Beach, CA 90802
airporteir@longbeach.gov

RE: Response to the NOP

Dear Ms. Reynolds:

We are requesting a full EIR report on the impact of the terminal expansion. The expansion of the airport terminal is not just an unconnected set of buildings being built in a vacuum, but buildings that will have long-term effects on the potential growth of the airport and surrounding communities. Because of this, we believe the EIR should include:

- A cumulative impact report to include the ports, freeways, local refineries, and the airport.

- Assessment of the potential for long-term airport growth and those impacts (maximum utilization potential) including increased motor vehicle use from service operations, increased motor vehicle traffic from increased parking availability, and increased congestion around the airport. Although the proposed project does not add any flights at this time, upgrading the facilities creates the potential for more flights and this needs to be considered.

- Environmental and health risk assessment of air quality (AQMD and California Air Resources Board have both released reports pinpointing the area surrounding the Long Beach airport as having among the highest long term cancer risk from airborne toxics in the L.A. Basin), the effect of toxic air contaminants including diesel particulate matter from ground support equipment as well as jet fuel and methane (cumulative effects), and the impact on schools under the flight path.

- Economic impact to include impacted property values, potential loss of property tax revenues, and the economic impact of tourists and businesses spending their money in less polluted cities,

- Assessment of effects of noise pollution using a study based on current airport usage on physiological and psychological hazards.

- Compliance with CEQA document review - projects with potentially significant adverse environmental impacts require this evaluation of mobile and stationary emissions.

- Mitigation measures.

Sincerely,

David Brown and Helen Manning-Brown
Homeowners, 7th District
3640 Walnut Avenue
Long Beach, CA 90807
562/424-3417

cc: Rae Gabelich, r.gabelich@lbhush2.com
Tonia Uranga, district7@ci.long-beach.ca.us



"Proano, Pat"
<PPROANO@ladpw.org>

To: <airporteir@longbeach.gov>
cc:
Subject: Long Beach Airport EIR

10/22/2003 07:40 PM

As a long time resident of Bixby Knolls I would like to express my comments with regards to the upcoming EIR for the Long Beach Airport. First of all, I believe that all of the improvements that you constructed on Lakewood Boulevard and the proposed public works improvement surrounding the airport have already violated the environmental process. The City is proceeding with design and construction of these projects without regard of public participation and a total violation of public health.

I would like to see noise, air contamination, health risks, dirt, and other quality of life issues addressed in the EIR. The City has already committed many acts of environmental injustice against the residents of neighborhoods surrounding the airport. It is also clear that the City Manager and the Airport Department Manager have already made up their minds and will continue to press forward without any regard of the residents they serve. It seems like they have forgotten who they work for (Long Beach residents). They do not work for Jet Blue, unless they are getting money under the table. They are destroying beautiful neighborhoods that are the essence of this City. These environmental crimes are occurring at the expense of the neighborhoods surrounding the airport.

This airport is not suitable for further expansion. It is a bulls eye in a populated area. You could never get away with building this kind of airport in an urban area like Long Beach. I am totally opposed to any kind of new improvements or expansion of this airport. The city should focus their efforts and spend our money in finding regional solutions to air travel. This airport was built to help McDonnell Douglas and it was not built for commercial travel. Please stop any more airport expansion.

Thanks

Pat Proano



JaneBehr@aol.com

10/22/2003 08:44 PM

To: airpoteir@longbeach.gov

CC:

Subject: EIR Concerns

Ms. Reynolds,

I request that the upcoming EIR include an in-depth health risk assessment involving the impact of the airport to children, seniors, the general population, and the animals. Without this important information I don't know how an accurate EIR can be conducted. Our lives have been significantly impacted by the recent increase in flights and I can't imagine how much worse things will be if the airport is allowed to expand.

Another concern I have is concerning the methane gas and jet fuel at the airport. Can you guarantee that our water supply is not being affected? Please make sure a study of the ground water and impact of the fuels at the airport are studied.

I would also like to request that when the airport is ready to give their report, they hold more than two public meetings, do a better job advertising they have information to share, and allow us to have an opportunity to review the data before any meetings are held and decisions are made.

My husband and I love our home and don't want to have to move because of the noise, pollution, and irritation of the airport. We are not alone in feeling this way and I believe the airport staff and city council are not in touch with what the majority of the community want. Or worse yet, they don't care because they believe their agenda is more important than our lives.

Regards,

Jane M. Nadeau

Jane M. Nadeau



"gary hytrek"
<hytrek@earthlink.net>
10/22/2003 09:52 PM

To: <airporteir@longbeach.gov>
cc: <R.Gabelich@lbhush2.com>, "Gary Hytrek" <ghytrek@csulb.edu>
Subject: for Angela Reynolds re: Airport Expansion

Dear Ms. Reynolds,

Please see the attached note concerning the expansion of the Long Beach Airport. We appreciate this opportunity to voice our opinion,

Sincerely,



Gary and Sherry Hytrek Angela Reynolds.doc



"Dan Avery"
<dan.avery3@verizon.net>

To: <airpoteir@longbeach.gov>
cc: <r.gabelich@lbhush2.com>
Subject: Expansion

10/22/2003 10:20 PM

When I moved here a little less than 20 years there were about 4 flights a day. As the years go by, my family and I have tried to adjust to the ever increasing no. of flights and the noise that comes with it. I work about 50 to 60 hours a week, Monday thru Friday and would really like to sleep in. Forgetaboutit. At 7:00 am on the dot the 1st of series of usually 2 or 3 flights begin every Saturday and Sunday. You would have to be dead drunk or just plain drunk not to hear the planes. If that's not bad enough, ever since Jet Blue started using the airport, the 10 pm cutoff seems to mean nothing to them. How many nights have planes taken off after 10pm. Having the palnes does interfere greatly with our family's quality of life. Given the choice, I would chose not to live here, but I didn't know about the airport and when I finally saw articles in the paper, it seemed that the airport would be operating only a handful of planes. As I write this at 10:14pm a plane has flown overhead. Now as I read about the expansion and the no. of planes, it seems that it's my fault and I should just live with it. I say No to more planes, more noise and No to a bigger airport.



"Bill Bonds"
<b2bonds@worldnet.at
t.net>

To: <airporteir@longbeach.gov>
cc: <r.gabelich@lbhush2.com>
Subject: No to Expansion of the Long Beach Airport

10/22/2003 11:23 PM

I want a complete Environment Impact Report (EIR) identifying all impacts at and outside the airport that have an impact on me and the community in which I live and the other surrounding areas of the airport. This needs to include community specific data NOT standardized data when it comes to air quality or air toxics emission studies. Long Beach is already severely impacted air quality area from our port, refineries, surrounding freeways and the current airport activity. We need this to be a cumulative impact study - all aspects included, and community specific when it comes to air quality or air toxics emission studies. Also the current condition of the ground water needs to be accessed. Does it identify volatile organic compounds and fuels? Methane testing needs to be performed along the airport perimeters. Is it at a volatile level? Could increased flight activity further negatively impact our health and quality of life?

It is unacceptable for the NOP to use 2002 noise measurement data because the noise has increased with the 400% increase in flight activity in the last year. The noise has increased as the number of flights has increased. It should not be a mathematical equation, but true noise levels monitored when 41 flights are in force and on the noise monitored runway.

A sociological evaluation that focuses on the impacts on neighborhood quality of life and property values should be included in the EIR at today's flight number limits, as well as maximum utilization potential of proposed development.

Within the last year, my quality of life in the last year has severely deteriorated due to airport noise and the inability to get to sleep at a decent hour. I can't go to sleep at a decent hour because of the late night flights routinely take off after 10 p.m. With flights scheduled to take off minutes before 10pm they are routinely late. As a result, I get up late and get into work late and am routinely tired from not getting enough sleep. The stress of this then turned into an inability to get to sleep at all. I have had to seek medical treatment and now have sleeping pills.

Being able to conduct business on the phone is nearly impossible when planes are taking off.

Please ensure the Long Beach City Council gets the word.

Thanks,

Susan Drumm
California Heights Resident

Submitted October 22, 2003

To: Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Blvd.
Long Beach, CA 90802

Rec'd 4:20 p.m. 10/22/03
Pat Garrow, Planner V

Thank you for the opportunity to provide comments on the record for what should be included in the scope of the Airport Terminal Area Improvements EIR.

I. THE PROJECT DEFINITION AND ITS ALTERNATIVES

The project and alternatives must clearly be defined in the EIR (like the number of parking spaces, building square footage, phasing and location). These details should **not** be postponed to a future time. CEQA requires that the EIR consider the *potential* impacts of a project. Since the proposed terminal improvements *could* result in accommodating more passengers and flights than the current condition, the EIR must evaluate the environmental impacts associated with the additional capacity *potential* that will be created. The maximum capacity must be evaluated and is not limited to the current 66 flights (132 one-way trips).

Project alternatives must be fully identified and considered and not merely limited to one reconfigured facilities option. *The environmental analysis must be quantitative, and not qualitative as stated in the Notice of Preparation and Scoping.*

II. CUMULATIVE IMPACTS

CEQA is very clear that projects must be evaluated for both the project-specific *and* cumulative impacts. The Airport, it seems, has inappropriately approved projects on an incremental basis, such as the recent approval of the temporary terminal facilities (with a negative declaration). This incremental project-by-project approach circumvents both the spirit and the intent of CEQA to provide full disclosure, opportunity for public input, and informed decision making with appropriate mitigations.

The EIR *must* present a detailed list of related projects both current and proposed, including not only the Boeing proposal but other proposed commercial, residential, and industrial developments such as those in Lakewood, or in Huntington Beach. *Mitigation for those cumulative impacts must also be contained in the EIR.*

III. ANALYSES IN THE EIR

The project may have potentially significant impacts on hydrology and water quality, particularly as it pertains to storm water runoff and contamination of ground water and, or other aquifers. Other study areas that that should also be included in the EIR are utilities and service systems. The project will result in increased need for electrical power, water, sanitation and their associated infrastructures.

IV. TECHNICAL STUDIES.

Additional technical studies and analyses for both the project and the cumulative impacts are required to be included in the EIR.

These studies include but are not limited to:

1. Updated information such as noise, traffic, flights, and other baselines. *Information such as that presented in the 1986 EIR is outdated and cannot be relied upon.* The scope of study must be expanded to include the impacted areas, not just those areas "in the vicinity of the airport".

2. Updated air pollution data including those recently released by SCAQMD and ARB pertaining to both the Long Beach area and as pertains to airport pollution. In addition to the traditional pollutants (NOx, Sox, CO, CO2, PM10, etc.), studies must include PM2.5 and diesel, and other currently recognized air toxics. This information should also be included in any health risk assessment.
3. A health risk assessment, as was recently completed for LAX.
4. A detailed evaluation of hazardous waste contamination with both surface and subsurface sampling, including a proposed remediation plan.
5. A risk and safety impact study, due to the terminal expansion and the increased potential for collision and upset due to the potential for additional flights.
6. A socioeconomic study, looking at the potential impacts of blight and the resulting reduced property values, especially for residential property adjacent to the airport and under the flight path.

V. MITIGATION MEASURES

CEQA requires that *all* reasonable mitigation measures be identified for both project-specific and cumulative effects. These measures should be real, enforceable, and the responsible party identified. Standard conditions of approval are insufficient.

The EIR should present the state of current noise levels, including current violations and exceedances of the Noise Ordinance, and mitigations that are available to mitigate the exceedances. Mitigations should include but not be limited to:

- Utilization of the full length of the runway
- Increased mandatory take-off angles and altitudes
- Additional noise monitoring stations
- Cleaner, quieter aircraft deployed to Long Beach fleet

VI. GROWTH-INDUCING IMPACT

An increase in airport capacity through Airport Terminal Area Improvements, *will* grow the number of retail and commercial establishments and activities in the area, along with increased car and truck trips, air pollution and other impacts that that growth will cause.

Under CEQA, an Environmental Impact Report (EIR) must identify and evaluate *potential* growth inducing impacts of proposed projects and identify ways in which the proposed project could foster economic or population growth, either directly or indirectly in the surrounding environment. Furthermore, CEQA requires an analysis of the project characteristics that could facilitate and encourage other activities, which could affect the environment either individually or cumulatively.

Thank you for this opportunity to provide these comments.

Craig M. Carter
4281 Country Club Dr.
Long Beach, CA 90807

P.S.

I hereby request that I be included in your mailing list and that I receive copies of all airport-related public notices and documents, including the draft and final EIRs.

Susan and Bernie Hawkins
3570 Brayton Ave.
Long Beach, CA 90807

October 22, 2003

Ms. Angela Reynolds, Environmental Officer
City of Long Beach, Building and Planning
333 West Ocean Blvd.
Long Beach, CA 90802

Dear Ms. Reynolds,

My husband and I have lived in Long Beach for ten years. Having discovered the city as students at Cal State Long Beach, we decided to stay after we were married. We bought our first house here, in the California Heights neighborhood almost nine years ago. We chose this neighborhood for several reasons: its beautiful old houses on tree-lined streets, the strong, stable sense of family and community created by residents, and its affordability. We worked hard to come up with a down payment so that we could buy the house that would become the foundation for our life.

In many ways buying our house and living in this neighborhood has fulfilled many of our dreams. In one huge aspect it has not. Our lovely Spanish house, which we have restored and renovated from the ground up by ourselves, lies directly in the flight path of runway 25R/7L. At the time we bought our house, this was not deemed to be a problem because only the smaller planes used that runway and flights were not allowed to take off or land before 8 am and after 10 pm.

Now, however, the situation is drastically different. From 7 am to 11 pm daily, we have a constant flow of airplanes, and airplane noise, flying over our house. In addition, we have regular and frequent violations of the noise abatement hours regulations as well as obvious noise level violations.

On the evening of September 9, 2003, jets were re-routed to runway 25R for takeoff because of repairs being made to the main runway. I cannot even begin to describe the hell we endured that night. From 7 pm on, we had a continuous flow of passenger and cargo jets flying directly over our house. It was like being tied to the train tracks while watching the train barrel down on you at full speed. Not only were our windows nearly rattled out of the frames, our whole house shook. The water in our fish pond even vibrated. There is no possible way that this amount of noise could even remotely have been within the 92db SENEL noise level restrictions set by the FAA for runway 25R. Interestingly enough, these flights were not listed as noise violations on the city's web site. The claim was made that these flights were not considered noise violations because the FAA Tower directed the airport to re-route these jets to runway 25R so that repairs could be made to the main runway.

The question is, why could not these repairs have been made after hours? It is just as dark after 7 pm as it is after 11 pm, only there would have not been any jets to be re-routed. I ask you this: What is the point of having noise level restrictions if they are not going to be applied? It seems to me that the noise level restrictions should be applied consistently. The fact that the flights of September 9, 2003, were not listed as violations appears as a deceptive act on the part of the airport and the City to cover up grievous violations

So do you see why we are angry and outraged at this proposed "enhancement" of the Long Beach Airport? We do not believe for a minute that either the airport or the City intends to stand by the current flight and noise restrictions placed on the Long Beach Airport. Apparently, the FAA cannot be trusted to stand by their own rules as well. After all, what is the purpose of increasing the parking areas, passenger waiting areas, baggage claim areas, building a bigger food court and providing more parking slots for airplanes if you do not intend to increase the amount of flights in and out of the airport? Therefore, we as residents, not just of California Heights, but of the City of Long Beach, demand that a full, comprehensive Environmental Impact Report *reflecting the maximum utilization potential of the airport facilities*, be completed. We demand that this report take the following into consideration:

- **-Current and community specific- not standardized- noise measurement data (based on 2003 flight frequency and noise levels, not 2002)**
- **-Noise levels determined by actual noise measurements- not mathematical averaging formulas- for the maximum airport usage**
- **-Air quality and toxic emissions studies including the compounded impact on our air quality from our proximity to the port, refineries, and surrounding freeways**
- **-Increased traffic impact**
- **-The impact of all of the above on property values for residential areas in the airport vicinity**

California Heights is a designated historic district. Our houses and street trees are protected by this status. Our houses are being shaken off their foundations by airport noise while trees and even residents are being killed apparently by pollution. According to the Air Quality Management District's *Multiple Air Toxics Exposure Study (MATES II)*, parts of Long Beach, specifically in the vicinity of the Long Beach Airport, "have the highest projected risk rating for cancer from exposure to airborne toxics in the L.A. Basin" (LBReport.com). On our half of the block alone, three people have been afflicted recently with cancer. One of those neighbors has died. As a tax paying resident of the City of Long Beach, my husband and I do a lot to contribute to the economic health of our city by supporting local businesses, cultural organizations and charities, in addition to paying property taxes. Likewise, we feel that the city has a responsibility to support its residents, at the very least by not killing us through the willful creation of a toxic environment.

Recently, one Long Beach public official was quoted as saying to a Long Beach resident regarding these issues, "You bought in that neighborhood." Yes, that is true. However, we bought our homes based on an entirely different airport climate- one with substantially stricter noise abatement requirements and 400 percent less airplane traffic. Likewise, had people like us been able to afford to buy homes in other lovely areas of Long Beach, take Naples for example, that are not directly in the flight path we probably would have. Should we deserve a poorer quality of life because we can't afford a million dollar home? We implore you to conduct a thorough, inclusive environmental impact report on the airport improvements.

Sincerely,


Susan and Bernie Hawkins

LAURA L. SALCIUNAS

1835 East 37th Street

Long Beach, CA 90807

laura.salciunas@verizon.net

Home: (562) 426-1191

October 22, 2003

Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 W. Ocean Boulevard
Long Beach, California

OCT 27 2003

RE: The Notice of Preparation for the Long Beach Airport Terminal Improvements EIR

Ms. Reynolds:

I'd like to thank you for preparing the Notice of Preparation (NOP) for citizens' evaluation. Here are my comments regarding the NOP.

I believe you may want to reconsider the scoring for Item c in "Mandatory Findings of Significance" as this project does potentially significantly impact environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly, provided one evaluates a likely scenario. I believe that you've been asked to evaluate only one scenario, the current state, which is the result of California Environmental Quality Act (CEQA) violations and is likely to change. Furthermore, I believe the Environment Impact Review (EIR) should include a human health risk assessment given the changes at the airport may potentially have significant impacts:

- To cultural resources,
- In hazards and hazardous material handling,
- To hydrology and water quality, and
- In noise.

The NOP should be amended to reflect these potentially significant impacts. Additionally, it should be amended because it appears to neglect federal and state standards and sensitive receptors.

First, let's reflect on the past and current state. When the Airport Noise Compatibility Ordinance (ANCO) was signed in 1995, the Long Beach Airport had a permanent building that was sufficient for a minimum of 41 daily airline flights and 25 daily commuter flights. Last year, a temporary building was added; approval for its construction was done by a Negative Declaration based on a 1986 EIR. The Negative Declaration had some faulty assumptions as it claimed that there would be no increase in traffic. However, the rationale for building temporary facility was:

- JetBlue had higher load ratios than previous airlines, and
- The newly created Transportation Security Administration (TSA) needed more rigid passenger and luggage screening.

The 1986 EIR should not have been used given the length of time since the last EIR. There have been substantial changes:

- To the City's economic base,
- In freeway traffic, and
- In port traffic.

As you know, CEQA mandates that an agency may not prepare a Negative Declaration that piecemeals a project by treating one project as several smaller projects for purposes of environmental review. The benchmark for this current project, the temporary building, is the result of a CEQA violation.

Second, let's evaluate likely scenarios. The airport building is not used to full capacity during all its hours of operations. Therefore, any permanent construction done to accommodate the impact of peak passenger travel increases potential capacity permanently. Given the temporary building was approved violating CEQA, it is essential to understand the impacts if the building is now to be permanent.

It appears the NOP developed assumes that the current ANCO would continue in perpetuity. The City Airport Manager has expressed numerous times that the City of Long Beach is fortunate to have such a noise ordinance; it is only one out of two such ordinances allowed by the FAA nationally, and is more stringent. Additionally, from comments made from our City Attorney during the negotiations for the current ANCO, the City was fortunate to pound out this agreement with the FAA and airlines. Getting ANCO renewed was difficult.

Given that the FAA is the decision-maker regarding any additional ANCOs, we need to anticipate likely eventualities. If the population in Southern California continues to grow, and if there continues to be increased demand for air travel, there will be increased need for additional flight traffic in Southern California. Therefore, it is highly likely that the FAA will not renew Long Beach's ANCO in the future, and Long Beach Airport may be instructed to take the maximum capacity allowed. Would you please ensure that the EIR accounts for the probability that the new facility is utilized to its maximum capacity?

If there are increased flights, there are potentially significant impacts:

- To cultural resources,
- In hazards and hazardous material handling,
- To hydrology and water quality, and
- In noise.

There are potentially significant impacts to cultural resources. In section V. Cultural Resources, item a, you mention the impact to the historic airport terminal. I believe you may have accidentally overlooked the adverse impact to another cultural resources as designated by the City, the California Heights Historic District (CHHD). This historic district would be significantly adversely impacted. CHHD is the city's largest historic district. Since the CHHD was established, many homes have been sold to individuals who are interested in historic preservation, and many homes have been restored. It is expensive for these homeowners to live in CHHD because:

- The restoration process is expensive.
- Historic homes have higher maintenance costs.

If this airport building facilitated additional flights, preservation-sensitive homeowners would not find the area an attractive investment or place to live. It is unlikely that CHHD would continue to be a cultural resource.

Additionally, the CHHD neighborhood association holds a home & garden tour to showcase these cultural gems to the general public. If the preservation-sensitive homeowners tended to move out of the area, there would be fewer homes for the public to enjoy as well as a potential loss of the manpower to support the home & garden tour. Would you please amend the evaluation of section V.a.?

There are potentially significant impacts in hazards and hazardous material handling. If the terminal capacity increases, this could lead to increased flights once ANCO expires, and this would lead to increased

hazardous material use and handling. Given the increased volume, additional storage and new procedures may need to be established. These impacts should be noted and evaluated.

There are potentially significant impacts to hydrology and water quality. If the terminal capacity increases, this could lead to increased flights once ANCO expires, and this would lead to increased potential impacts to hydrology and water quality. Given the City of Long Beach provides many of its residents with well water, any impacts to hydrology should be noted and evaluated.

There are potentially significant impacts in noise. If the terminal capacity increases, this could lead to increased flights once ANCO expires, and this would lead to increased noise impacts.

The NOP mentions that the type of aircrafts and operational procedures to be evaluated would not change. Why would the NOP assume current case when that is only one possible scenario? In the last year, numerous jets have taken off and landed on Runway 25. Is that not a change in both aircrafts and operations? Does the noise monitoring system account for these changes? Given the airport has already used up its noise bucket, and yet has not reached the minimum number of aircrafts permitted in the ANCO, what if there were 66 flights?

Although the noise bucket does not restrict military flights, what is the overall impact of these operations to residents? What would the impact be if local air bases are closed, as some believe will happen? All of these impacts to noise should be noted and evaluated.

The NOP appears to neglect federal and state standards and sensitive receptors. In section on Air Quality, although the initial study indicates potentially significant impact for two issues, the text explaining what the EIR will address does NOT include any mention of the following:

- Conflict with federal or state ambient air quality standards.
- Exposure of sensitive receptors to substantial pollutant concentrations.

Does the project conflict with federal or state ambient air quality standards? Since this project is only one of several that will adversely impact Long Beach's air quality, the net projected impacts should be evaluated. The City is expanding the Port of Long Beach, and the State is hoping to expand the 710 Freeway. To adequately understand the impact on air quality, we should understand the incremental effects of these other projects, and use the projected impact numbers PLUS the impact of airport changes.

Does the project expose sensitive receptors to substantial pollutant concentrations? In addition to comments made in the previous paragraph, we need to acknowledge that Long Beach, like the U.S. in general, has a graying population who are sensitive receptors. In addition, there is a greater density of senior care facilities in heavily impacted areas.

Likewise, we need to evaluate the impact to other sensitive receptors, children. There are many schools in and near heavily impacted areas. What will the effect to children be given this project as well as the Port and / or 710 Freeway expansion?

In sum, given the likely changes in scenario as well as the complex nature of this project, it's time for the City to evaluate the true impact of the airport on its residents by including a human health risk assessment.

Sincerely,



Laura Salciunas

MICHAEL A. WRIGHT

1835 East 37th Street ♦ Long Beach, CA 90807 ♦ michael.wright1@verizon.net ♦ Wireless: (562) 889-7310 ♦ Home: (562) 426-1191

October 22, 2003

Ms Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA

RE: Notice of Preparation for Long Beach Airport Terminal Improvements EIR

Ms. Reynolds:

I have reviewed the Long Beach Airport Terminal Improvements NOP scoping document and have the following comments regarding the scale of the proposed EIR as well as the sufficiency of indicated impacts regarding noise.

Scale of EIR Assessment

It appears from the checked responses in the scoping document that the City intends for the EIR to focus only on the impacts associated with changes of the Airport Terminal Area Facilities rather than on the broader impacts associated with the likelihood for increased flight volumes if the FAA fails to renew the City's Airport Noise Ordinance.

While it is true that the FAA could fail to renew the Noise Ordinance with or without the Terminal Improvement project, the proposed improvements will allow for the of processing of a greater number of daily flights should the FAA take this action.

Failure to at least offer this scenario as one of the study alternatives creates a defacto situation of "piecemealing" the environmental review process in order to reduce the effect of study impacts. Such piecemealing prevents the reviewing agency from accurately evaluating the entire project's environmental impacts, thereby resulting in an underestimation of and failure to disclose significant environmental impacts.

An EIR based on this limited review violates the Agency's duties to adequately disclose under CEQA, the impacts of the project by preparing and certifying an EIR, considering mitigation measures and adopting findings and overriding considerations conforming to the requirements of CEQA and the CEQA Guidelines.

Moreover, the approach anticipated by the City ignores the issue of cumulative impacts. Cumulative impacts are defined in the CEQA Guidelines as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant impacts (CEQA Guidelines § 15355). In a CEQA evaluation, the proposed action must be considered with the combined effects of the cumulative actions in a single analysis. The CEQA Guidelines require that cumulative impacts be discussed when they are significant, and that the discussions of cumulative impacts reflect the severity of the impacts and their likelihood of occurrence.

The current structure, which is a temporary facility, was approved by Negative Declaration by the City without any substantial review of its broader impacts. The focus that the City apparently intends to take with this EIR is equally

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narrow in scope. It appears that the intent of City is to seek the narrowest possible definition for this project and ignore the broader implications for health, safety and socio-economics.

Noise Impacts

As mentioned above, a non-renewal by the FAA of the City's Airport Noise Ordinance is a possibility given regional pressure for increased airport capacity. Though the loss of this ordinance is not a certainty, the threat of non-renewal and the subsequent increase in flight volumes, should be assessed as a possible scenario under any valid environmental review.

Regarding specifically Section XI – Noise; the NOP document indicates that the City believes noise impacts resulting from the terminal improvement project will be less than significant in all cases.

Given the potential for increased flight volumes following an FAA non-renewal of our noise ordinance, the impacts from noise indicated in the NOP should be increased to that of Potentially Significant. The NOP is incomplete and misleading in that it incorrectly concludes the project will not expose people residing and working in the project area to excessive noise levels.

While there are many impact areas to consider when noise levels increase, (such as health and well-being) I will focus here only on the socio-economic impacts. It is common for such impact assessments to be included in an EIR that reviews airport related improvements.

I am personally aware that socio-economic impacts were assessed recently for the construction of a third runway at SEA TAC and for similar improvements to St. Louis International Airport. In both cases, community impacts related to increased flight volumes were assessed. In particular, the impacts to residential and commercial real property and retail/service business operations were investigated in detail.

Both academic and FAA sponsored studies of airport noise impacts conclude that housing values are reduced in communities surrounding airports, with the greatest reductions occurring in areas where the average value of the housing stock is greatest.

The impact of noise on the value of residential property immediately surrounding an airport has been investigated around the United States. The results have generally shown an inverse correlation between noise levels (measured by Ldn contours) and residential property values. The academic studies all found a positive relationship between the noise, and related pollution, caused by airport operations and reduced residential property values. Recently published articles in peer-reviewed journals and university presses detailing this are numerous. Several are indicated below:

- a. Cockerill, Lee, 2001, *Airport Proximity and Single-Family Home Prices in Southern California: A Hedonic Housing Value Approach* (Institute for Economic and Environmental Studies at California State University at Fullerton).
- b. Greenberg, Michael and Schneider, Dana, 1996, *Environmentally Devastated Neighborhoods: Perception, Policies and Realities* (Rutgers University Press).
- c. Frankel, Marvin, 1991, "Aircraft Noise and Residential Property Values," *The Appraisal Journal*.
- d. Nelson, J. P., 1980, "Airports and Property Values: A Survey of Recent Evidence," *Journal of Transportation Economics and Policy*.

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- e. Mieszkowski, P. and Samper, A.M., 1978, "An Estimate of the Effects of Airport Noise on Property Values," *Journal of Urban Economics*.
- f. Crowley, R.W., 1973, "A Case Study of the Effects of an Airport on Land Values," *Journal of Transportation Economics*.

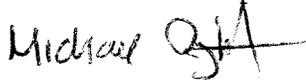
The following two studies were done for the FAA and both found a positive correlation between noise, and related pollution, caused by airport operations and reduced property values.

- a. Booz-Allen & Hamilton, Inc., 1994, *The Effect of Airport Noise on Housing Values* (FAA, Office of Environment and Energy, September).
- b. Newman, J.S. and Beattie, K.R., 1985, *Aviation Noise Effects* (FAA Report EE-85-2).

The Booz-Allen study used both statistical regression analysis and on-site appraisals to analyze noise impacts at five airports around the country. It concluded that housing values were reduced at all the airports, with the greatest reductions occurring in areas where the average value of the housing stock was greatest.

Conclusion

I urge the City to amend the NOP to consider the potential impacts of increased flight volumes which could potentially result from a combination of improvements done to the terminal facility and possible FAA non-renewal of the City's Noise Ordinance. Moreover, the resulting EIR will be significantly incomplete and misleading if the socio-economic impacts of increased noise levels are not included.



Michael A. Wright
1835 East 37th Street
Long Beach, CA. 90807



elliott brown
<emooky@yahoo.com>
10/23/2003 01:29 AM

To: airporteir@longbeach.gov
cc: R.Gabelich@lbhush2.com
Subject: Testimony

We're writing you today because we have serious concerns for our health and well being if we continue to live in our home, located at 1400 E. Armando Drive.

We are located directly under the flight path of the planes that take off from the Long Beach Airport. We have two children under the age of 3 and are worried that their health and education may be compromised by the expansion of the airport. As it stands now, our children are disturbed by the loud noises, especially when the planes leave before or after the allowed time frame and we see much evidence on our plants and patio furniture of pollution caused by the jet fuel.

We are very adamant that the EIR study include a human health risk assessment that covers the affects of noise and air pollution on our children's learning abilities, sleeping patterns, hearing, and health problems such as asthma, respiratory illnesses, cancers, heart disease, hypertension, anxiety, immune system deficiencies, and allergies. We also think that it would be very short sighted on the part of our city to complete a study that doesn't include the combined impacts of the ports, the freeways, the local refineries, and the airport have on the health and well being of all Long Beach residents. The airport is only one element and should be part of a cumulative impact report for the entire city.

The EIR report must also include examination and mitigation for the cumulative adverse health effects of existing poor air quality and hydrocarbon emissions of jet engine exhaust. The mitigation measures identified must comply with the Federal Clean Air Act!

Our health is our primary concern, however we are also very concerned with our property values since it is our biggest financial investment. We live in one of the most beautiful neighborhoods in the city and we love our neighbors. It would be a shame to see such a lovely area ruined by the airport expansion. Who would ever choose to live under an LAX runway! We certainly don't want to.

We strongly believe that since the recent report shows that the airplanes are currently exceeding their 65db CNEL "noise bucket" we should be looking at removing flights instead of adding them. The argument that the airport brings increased revenues to the city is a weak one. Most people using the airport are commuters from Orange, San Diego, LA and San Bernardino Counties and do not spend the night in our hotels or eat in our restaurants. We, the City of Long Beach residents, need to look out for ourselves. Let's keep the airport up and running, but not at the expense of losing our health and our beautiful neighborhoods.

Please submit our testimony to the record. Showing that we demand that these items, the Human Health Risk Assessment and the Cumulative Impact Report be included in this EIR. It is our right to know what impact the airport expansion will have on our health.

Respectfully,

Veronica and Elliott Brown

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"Gina Clemmer"
<info@smartgirltechnologies.com>

10/23/2003 05:32 AM
Please respond to "Gina Clemmer"

To: <AirportEIR@longbeach.gov>
cc:
Subject: California Demographic Analysis Workshops (Non-Profit Grants Available)

Demographic Analysis Workshops Offered (California: LA, San Francisco and San Diego)

LA: December 9th, 10th, 11th, 12th

San Francisco: December 15th, 16th

San Diego: January 21st, 22nd, 23rd

These are one day workshops. Participants may choose either day. **Can't make these dates? Sign up for a Virtual Workshop! Check website for details.**

Fee: \$225 for payment at time of registration, \$249 regular price. **(Non-profit grants available for 501(c)(3) organizations)**

Smartgirl Technologies has partnered with the American Computer Foundation (ACF), a non-profit that provides computer education and job training. They are able to offer grants for this workshop to non-profit employees through their status as a Verizon Foundation ePartner. More Info available at www.smartgirltechnologies.com.

How To Enroll: You may enroll online at www.smartgirltechnologies.com via our secure online registration system, or call us toll free at 877-241-6576.

The Local Demographic Analysis Workshop (LDAW)[™] will:

- Teach you to extract, query, download, analyze and present 2002-1990 demographic Census and American Community Survey (ACS) data that includes Income, Race/Ethnicity, Age, Housing, Language and Transportation;
- Teach you to construct a Local Community Change Profile[™]. The Profile is comprised of 30 key demographic variables and customized for each city and a Census tract within that city (participants may also substitute their own community);
- Teach you analytical, demographic and spatial analysis techniques including commonly used mathematical formulas to transform raw data into compelling information;
- Teach you about Census geography including common problems such as working with non-Census boundaries, analyzing change over time despite boundary changes and how to use new mapping functionality recently built in to American Factfinder;
- Provide you with an extensive LDAW workbook that includes the a copy of the presentation, exercises, exercise answers and written reference materials;
- Provide a valuable Demographic Data Resource CD[™] that includes useful GIS tools such as ArcExplorer, a free map browser produced by ESRI;
- Provide several boundary shapefiles such as tracts, counties, cities, water and school district boundaries for the entire United States;
- Entitle you to receive Information Activist[™], a quarterly e-letter highlighting new data rich websites and interesting social research;

- Learn techniques to present data in clear, compelling ways in terms of tabular and graphical data.

Former Workshop Participants' Comments:

South Central Los Angeles Regional Center, Los Angeles, CA, 2003

"This information will be a valuable tool to add to my skills arsenal. I'm excited about applying what I have learned to the grant writing process."

University of California at Berkeley, Traffic Safety Center, San Francisco, CA, 2003

"An incredibly useful workshop. The instructor very skillfully presented a lot of information in a clear, articulate way. Highly recommended for anyone who uses census data on any level. It far exceeded my expectation."

King County, Washington, Public Health Department, Seattle 2003

"The workshop was absolutely fantastic. It was full of very useful information presented in a completely user-friendly way. The instructor was wonderful. Thank you very much."

City of San Diego, San Diego, CA, 2003

"This workshop was very interesting and worthwhile. I've worked with census data for years, but still learned new things."

Smartgirl Technologies, the creator of the original "Local Demographic Analysis Workshop" is a social research company located in Portland, Oregon. For more information about the workshop, who we are and what we do, check out our website at www.smartgirltechnologies.com.

If do not want to receive further announcements, simply reply to this message with the word "remove" in the subject line. We will immediately remove you from the announcement list.



Mike Singleton
<mike4boxes@yahoo.com>

To: airporteir@longbeach.gov
cc:
Subject: Environmental Impact Report Human Health Risk Study

10/23/2003 08:30 AM

Dear Mrs. Reynolds (Environmental Officer, Planning),

It has come to my attention, through local newspapers and grass-roots community activity, that the City of Long Beach plans to expand facilities at the Long Beach Airport in order to accommodate the growing use of our airport.

It is also my understanding that an Environmental Impact Report is being written as part of this process. While this concern to detail by the city is appreciated, as a concerned resident, I believe that a Human Health Risk Study should also be an integral component to this report.

It would seem that, for a complete report, studies on: noise, air pollution and traffic as well as on how changes in these aspects will affect the local population (in terms of: health, quality of life and property values/economic vitality in the area) would be essential to determine the total environmental impact that residents throughout Long Beach--but particularly in the flight path of airport traffic--would be faced with as a result of airport facility/traffic expansion.

Naturally, as a Long Beach homeowner/resident living adjacent to the airport (California Heights), maintaining a livable, healthy environment with the quality of life that Long Beach currently affords is a great concern to my self, my family and my community. As such we kindly request that a comprehensive Human Health Risk Study be a part of the EIR currently being produced.

Thank you for your consideration.

Sincerely,

Michael W. Singleton
3547 Walnut Avenue
Long Beach, CA 90807

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"Chesser, Steven B"
<steven.b.chesser@boeing.com>

10/23/2003 08:44 AM

To: <airporteir@longbeach.gov>
cc:
Subject: Boeing Comments on Airport EIR Scoping

Ms. Reynolds,

The following was faxed to your office yesterday from Jim Phillips, Vice President and General Manager of the Boeing Long Beach Division and 717 Program, and is our comment on the scoping for the Airport EIR:

October 22, 2003

Facsimile: (562) 570-6068

Ms. Angela Reynolds - Environmental Officer
Planning and Building
City of Long Beach
333 W. Ocean Blvd.
Long Beach, CA 90802

Dear Ms Reynolds,

The Boeing's Long Beach Commercial Unit supports the construction of permanent terminal facilities at the Long Beach Airport, matching the minimum number of passenger flights permitted by the City's noise ordinance. We believe these facilities will help our airline customers better serve their passengers.

The Airport's permanent facilities were completed more than twenty years ago and designed to handle only fifteen flights daily. Tents, trailers and mobile structures currently used don't meet the needs of the traveling public and the citizens of Long Beach.

We recommend that this project's EIR be limited to only the environmental effects of constructing buildings, parking structures, and other permanent facilities. It should not include aircraft noise and emissions and other environmental concerns, since they have been already addressed in a previously approved EIR.

Thank you for the opportunity for us to submit our position.

Sincerely,

Jim Phillips (signed)

Thank you for this opportunity to record our opinion in this important issue.

Steven B. Chesser
Senior Manager, Community Relations
C-17 and 717 Programs
2401 E. Wardlow Rd., C076-0667
Long Beach, CA 90807
562/593-9223 Fax 562/496-5106 Cell 562/889-3544
steven.b.chesser@boeing.com



Rick Cannata
<cantrax@earthlink.net
>

To: airpoteir@longbeach.gov
cc:
Subject: EIR

10/23/2003 09:27 AM

I am writing this letter due to my concern of the growth of the Long Beach Airport. I have lived in the Los Altos area since 1973. Over the years it seems the city has a propensity to make this airport larger than I believe this area can support.

With the increase of flights I have noticed a black residue on my fruit trees and windowsills. Often it is very difficult to hold a conversation on the phone due to departing flights. There have been many late night arrivals and departures after the cities curfew. It is very disconcerting to be awakened by a large commercial airliner flying over your home at 3 AM.

American Airlines has one jet that is so loud you cannot hold a conversation or listen to Television when it takes off over Los Altos. This affects the quality of life.

With the planned growth of a new terminal & the widening of Lakewood Blvd, I think the city is going ahead with their plans without a proper environmental impact study. We are hoping the EIR study will help our cause to limit the growth of LPG.

I believe our city is more concerned over profits than the quality of living in Long Beach for its residents. Airports do not belong in the center of a city. The approach path crosses over elementary schools disrupting classroom teaching and spews pollution from spent jet fuel right over these children.

I often fear that if one of the jet liners ever crashed the fatalities on the ground would be enormous due to the approach going over many residential areas within Long Beach.

My final concern is the airport impacts two of Long Beach's prime realestate areas. With growing noise and pollution, I am sure our property values will decrease rapidly. This will cause a decline in the area similar to what happened to the areas around LAX.

What is more important, this airport or us citizens?

Rick Cannata
2119 Fidler Ave.
Los Altos/ Long Beach

Rick Cannata



NoraM@aol.com
10/23/2003 09:51 AM

To: AirportEir@longbeach.gov
cc:
Subject: Long Beach Airport NOP

My wife, son, and I moved to Bixby Knolls last year. My wife is expecting twins and we are very concerned about the environmental impact of the airport expansion. Because of that concern, we attended the Saturday meeting at the Energy Building a couple weeks ago.

When we first moved here the 24 flights a day weren't bad but now it seems like planes are always roaring over our house in the evenings. We just received

a bid of approximately \$ 9,000 for new double pane sashes to partially mitigate the noise. With our family expanding, we really didn't need this extra

expense now but must do it for quality of life. A minor municipal airport shouldn't be allowed to expand to the extent that it is ruining many of Long Beach's

neighborhoods. I attend Wednesday night RCIA meetings at St. Barnabas's parish hall on Cerritos Ave. Periodically we have to completely stop our discussions due to the planes roaring overhead.

I echo the sentiments of many at the Saturday meeting: monitoring the current air quality levels around the airport needs to be included in this EIR.

Even though the expansion shouldn't impact the current pollution level I think it

is obvious to everyone that the airlines and the federal government will push to expand the number of flights in the future. If a pollution study isn't done now, the future expansions could just be railroaded through without any rebuttal evidence of the severe detrimental effects.

My wife and I went through 7 years of infertility treatment to have our son and the unborn twins. As a result of this struggle we really cherish our son and have been extra careful about everything. We bought our house in an area that was safe and that had good schools and we bought as close to the ocean as we could afford so the air quality would be better. The thought that we will be exposing our kids to increased air pollution due to an expanding airport is very depressing.

Solution

To best benefit Long Beach air quality and finances, it seems like the EIR process should be as long as possible and include the air quality study. For one thing, this time will show whether Jet Blue has any financial staying power.

If they pull out or have financial issues, then the whole project would be mute anyway.

If Jet Blue has the staying power, making some minimal accommodations/improvements at the airport to improve the flying experience could probably keep the airlines from challenging the noise ordinance and yet not make the airport look attractive for an increase in the number of flights.

Thank you for addressing our concerns,

Sincerely,

Bill and Nora Mueller
3834 Lime Ave

Long Beach, CA



"Bruce Alton"
<altonbr@earthlink.net
>

10/23/2003 10:20 AM
Please respond to
altonbr

To: <airporteir@longbeach.gov>
cc: "Rob Webb" <district8@ci.long-beach.ca.us>, "Council District 8 Field
Office" <jecalig@ci.long-beach.ca.us>, "Mike Kowal"
<mike4kath@aol.com>, "Joe Sopo" <joesopo@earthlink.net>, "Rae
Gabelich" <hoorae1@aol.com>
Subject: Airport EIR NOP scope comments

Please include the following elements in the EIR scope.

·All airport operational activities taking place on LGB property and all other sites supporting airport operations represent the EIR project area.

·The EIR will address the following operational scenarios with respect to aircraft flight levels and terminal/parking structures capacity and hourly passenger throughput levels generating environmental impacts.

-Scenario #1, "Ordinance Planned Utilization", the full use of aircraft take off and landing slots as identified in the existing noise compatibility ordinance.

-Scenario #2, "Fully Planned Utilization" Given that ordinance is successfully challenged and is no longer in effect: flight level environmental impacts generated by the full utilization of proposed hold room capacity and throughput (the hourly passengers per square foot planning values supporting planned peak arrival & departure flights per hour), with the assumption that that peak hour utilization will be all hours from 7:00 am to 10:00 pm daily.

-Scenario #3, "Maximum Planned Utilization" Given that ordinance is successfully challenged and is no longer in effect: flight level environmental impacts generated by the maximum utilization of airport capacity and throughput (all hours 7:00am to 10:00pm), to a point at which the fire marshal would be required to restrict terminal passenger population to maintain compliance with LB fire codes.

·Scenario 1,2,& 3 will include all environmental impacts generated by military and other flights outside the scope of the LB airport noise compatibility ordinance.

·65Db, 70Db &75Db, CNEL footprints will be developed for all operational scenarios and will include identification of all community impact mitigation activity required with associated costs.

·The EIR will reflect the strategy and objectives of a published LGB Airport Master Plan.

·The EIR will include a comprehensive Health Risk Assessment.

·The EIR will address the cumulative environmental impact to Long Beach neighborhoods. Impacts from all other regional sources will establish a baseline with an additional value representing the scenario 1,2 &3 impacts as forecast by all airport area improvements.

·Ground transportation environmental impacts will be addressed as defined in: Caltrans Standard Environmental Reference. <http://www.dot.ca.gov/ser/>

·All documentation will be in electronic form and be made available in both draft and final form on the City of Long Beach web site.

·"Thresholds of Significance" will be identified, for each EIR criteria prior to the engagement of an EIR study. These thresholds will be defined by objective criteria, meet statistical representation standards, and provide a

recurring lifecycle metric to measure theoretical environmental impact to actual impact.

Bruce Alton
1106 E. La Dera Drive
Long Beach, CA 90807
(562) 424-5550



DL90815@aol.com
10/23/2003 11:31 AM

To: airporteir@longbeach.gov
cc:
Subject: NOP901903

I am not for the expansion but would like a up to date analysis on the impact of Airport area growth on local infrastructure, neighborhoods and human health. The report now on file is 10 years old and a lot of changes have been made since that time. We must have a health and economic analysis report published.

Dorothy Wolf
4912 Ferro St
Long Beach, CA
90815
dl90815@aol.com



Birgit De La Torre
<delatorre.birgit@verizon.net>

To: <airporteir@longbeach.gov>
cc:
Subject: Terminal expansion

10/23/2003 11:58 AM

Dear City Council of Long Beach,

Given the most recent studies by the SCAQMD and CARB, showing Long Beach to be one of the most polluted cities in California and even in the nation, you must open your minds to the effects of future growth in our unique and wonderful city. The port alone is expected to double its traffic and pollution in just 16 years. What will life be like in Long Beach? Our children already show an alarming increase in pollution caused illnesses. Just ask the folks at Miller Children's Hospital. You cannot let the airport terminal expansion go forward without a comprehensive health impact study that looks beyond the immediate area of the terminal and does not consider projected future growth in our city as a whole. The EIR must consider a worst case scenario that could take place when our noise ordinance expires and we might be compelled by the FAA to accept more flights. Such a scenario would certainly be advanced with a larger capacity terminal. You always tell those of us, whose quality of life is highly impacted by the airport, that we must not "rock the boat" or we might lose our ordinance. If you are truly sincere in portending the limit on flights, as you profess all the time, then would it not make sense to be proactive and accumulate all the possible evidence, i.e. a comprehensive EIR, that could help ward off such an attack by the federal agency and keep the control of our environment in local hands. Please, consider what happens to cities with unchecked growth, there are plenty of examples around. What we need now in Long Beach is a master plan for the future that is based not only on monetary values, but considers the **true** cost growth, including but not limited to increasing health care costs and urban blight.

We sincerely hope that the leadership of Long Beach could become a role model for civic leadership in the nation,

Birgit and John De La Torre
4465 Cerritos Ave.
Long Beach, Ca. 90807



"GENE JENKS"
<nofearlb@msn.com>
10/23/2003 12:08 PM

To: mayor@ci.long-beach.ca.us, district1@longbeach.gov,
baker@ci.long-beach.ca.us, district3@longbeach.gov,
district4@ci.long-beach.ca.us, kell@ci.long-beach.ca.us,
district6@ci.long-beach.ca.us, district7@ci.long-beach.ca.us,
district8@ci.long-beach.ca.us, district9@ci.long-beach.ca.us
cc: governor@governor.ca.gov, lgarpt@longbeach.gov,
larry.allison@presstelegram.com, lgarpt@ci.long-beach.ca.us,
airpoteir@longbeach.gov, president@whitehouse.gov,
vice.president@whitehouse.gov, senator.aanestad@sen.ca.gov,
info@lbhush2.org, senator.alpert@sen.ca.gov,
rich.archbold@presstelegram.com, jim.robinson@presstelegram.com,
Scribe17@aol.com, grobaty@earthlink.net, letters@latimes.com,
ocletters@latimes.com, story@nbc4.tv
Subject: Long Beach Municipal Airport

Dear Mayor Beverly O'Neill and respected members of the Long Beach city council,

I'm writing you today out of the growing concern regarding the expansion of the Long Beach municipal airport. My purpose here is not to push blame or criticize past decisions made by the city council, but rather to express my growing concern over what has been transpiring recently at the airport.

I am a 27 year resident of Long Beach California (particularly the Bixby Knolls and California Heights districts). I was raised in Bixby Knolls and attended all the educational institutions from pre-school through the University that Long Beach had to offer. Knowing the quality of life and benefits that Long Beach had to offer, I purchased a home in the California Heights district (less than a mile from the home I was raised) at which I've been residing for the past 5 years. During the 27 years I've lived in Long Beach, I've never had a problem with the airport or planes flying over. It's something you get use to and the benefits of the area out way the noise. A small price to pay.

Over the past year I've noticed a dramatic increase in flights departing from the airport (large jumbo jets). At first I just thought it was my imagination. But after doing some research I discovered that the departures had increased from approximately 25 to 40 in the past year. Here's the thing, 40 flights does not seem like a lot, but when you stack them first thing in the morning and late at night it affects peoples' sleep. A couple of Saturday's ago I counted 6 jumbo jets taking off from 7:00 AM to 7:30 AM.

Within a half an hour a total of 6 planes took off. That's one jet every five minutes for a half an hour. Every Saturday since, it's been averaging four to five jets taking off between 7:00 AM to 7:30 AM. I don't know about you, but I consider this excessive. On the opposite end of the spectrum, roughly three to four jets take off between 9:45 PM to 10:15 PM every night.

Let me also point out for the past month, at least two jumbo jets take off after the 10:00 PM deadline every night. I am not exaggerating, I mean every night! Just this past Sunday night, October 19, 2003, two jumbo jets took off after 11:00 PM. One at 11:15 PM and the other at 11:30 PM. I understand that the carriers are allowed to take off after 10:00 PM if the delay was uncontrollable to the carrier, such as weather, traffic control, etc. Well to me that covers just about 90% of all the delays in the industry. As I read more and more about the airport ordinance, I get the feeling that it was written by the attorney's representing the carriers. Where were the attorneys representing the city of Long Beach when this was approved?

I know that the Long Beach airport has some of the strictest noise abatement rules in the nation. I also know that the airport manager Chris Kunze consistently refers to this abatement as the main tool that the city and the

residents have in controlling the amount of flights coming in and out of the Long Beach airport. He also repeatedly mentions that when the carriers break the ordinance they are penalized, but rarely does he mention the actual penalty. To my understanding, the penalty for breaking the noise abatement ordinance is a warning the first offence then based on the discretion of the airport manager roughly a \$300 fine per incident. So my understanding is that a multi billion dollar company would have to pay a \$300 fine if the airport manager deems fit? That's like telling every commuter in Los Angeles that if they drive in the carpool lane with only one individual in the vehicle they would be penalized \$1 if the officer deems fit. Where is the deterrent?

Also it is my understanding that the city is contemplating a terminal expansion. Mr. Kunze continually states that this is not an expansion of flights, just the terminal area. I don't know who Mr. Kunze is trying to fool, but it doesn't take a rocket scientist to figure out what will happen down the road. If the airport is allowed to increase the terminal capacity, Long Beach will be pressured to take on more flights regardless of the noise abatement ordinance. All the noise abatement ordinance does is monitor the volume of each departure and approach. It is my understanding that the minimum number of departures allowed to the carriers is 41. It is also my understanding that more flights could be added if the noise abatement violations for a 12 month period are below the allotted amount. All I know is that if you build something attractive for businesses they will come (econ 101). But then again, maybe this is the strategy of the city's leaders since most of them do not live in the affected areas. In this case, carriers will be more inclined to increase flights out of Long Beach. Also, representatives from the FAA have stated they would not pressure the city of Long Beach in taking on more flights if the noise abatement ordinance is not met. But seriously, the FAA representatives stating this now will probably not be with the FAA in 15 years. How good is the word of the government? Get something in writing!

The city of Long Beach has basically given up all control to the airport by taking on the federal grant. The only bit of control the city of Long Beach has left is limiting this terminal expansion. Sure, renovating might be necessary, but we can do that without increasing the capacity.

I also understand that the main runway needs renovation. But diverting the jumbo jets onto the shorter runway does not in my opinion seem like the safest solution. Mr. Kunze repeatedly states that it's within FAA regulation so long as the carriers limit their payload. How often in the past have we seen airplanes go down due to overloaded and improperly balanced planes. More than once. Mr. Kunze keeps on stating that the FAA this and the FAA that. Well to Mr. Kunze, I would like to state that "the FAA is not loading those planes and making sure every plane is balanced". It only takes one accident. Also Mr. Kunze, repeatedly mentions that the runway at John Wayne airport is actually shorter than the alternate runway proposed for the diversion. But he also leaves out the fact that the John Wayne airport does not have residences right at the end of the runway like Long Beach. When one can see the pilots in the cockpit flying over, you would think someone would question whether or not the plane is too low? I just hope the council really thinks this through from a safety standpoint. My feeling is that the real reason Mr. Kunze does not want to shut down the airport for the approximated eight days is due to the revenue that would be lost to the carriers. I just hope that money doesn't come before safety.

I know that it might seem that I'm ranting and raving here, but I strongly feel that a small nuisance has now become a bigger health hazard. Due to the lack of uninterrupted sleep my health has been effected severely. For the past two weeks I've been exhausted and experiencing migraines on a daily basis. The problem has become so severe that I have contemplated in selling

my home and seeking legal counsel. I'm tired. I'm tired physically and emotionally. I'm tired of fighting politics as usual. It is really sad to see the people we elected to watch out for the well being of the community fail in their duties. It is sad to see that the ole mighty dollar is more important than the residents of the community. It is sad to see big corporate giants having their way just to make a buck. Seriously, how much extra revenue is generated from tourism to the city of Long Beach as a result of more flights with LAX so near by? I'm sorry, but most people do not fly into Long Beach airport to vacation in Long Beach. It's purely convenience.

Concerned resident,

Eugene Jenks

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Cecelia Lynch
<clynch@uci.edu>

10/23/2003 12:35 PM

To: airporteir@longbeach.gov, district7@ci.long-beach.ca.us
cc:

Subject: Urgent: Comprehensive EIR needed

Dear City Council of Long Beach,

Recent studies by the SCAQMD and CARB indicate that Long Beach is one of the most polluted cities in California. Moreover, future growth projections are alarming: the port alone is expected to double its traffic and pollution in just 16 years.

I have asthma, and it is worsened by air pollution. I am also concerned about the increasing number of children who have asthma, including youngsters in my own children's elementary and middle school classes.

I am writing to request, urgently, that you not let the airport terminal expansion go forward without a comprehensive health impact study. Such a study must look beyond the immediate area of the terminal and consider projected future growth in our city as a whole, including the port area and the 710 freeway. Such an EIR is critical for the health of our current citizens and our children, as well as for the beauty and health of our city.

I urge you to consider the negative impact on unchecked growth for the health of cities and their citizens. What we need now in Long Beach is a master plan for the future that is based not only on monetary values, but considers the true cost of growth, including on our health and environment as a whole.

Sincerely,
Cecelia Lynch
3645 Myrtle Avenue
Long Beach, CA 90807

Cecelia Lynch
Associate Professor
Department of Political Science
University of California, Irvine
3151 Social Science Plaza
Irvine, CA 92697-5100
phone: 949/824-2745
fax: 949/824-8762
e-mail: clynch@uci.edu
website: <http://advance.uci.edu/pages/FA-SS-1.html>



"Traci
Wilson-Kleekamp"
<twilsonklee@earthlin
k.net>

10/23/2003 01:46 PM

To: <airporteir@longbeach.gov>
cc:
Subject: Comments on the Notice of Preparation and Scoping for the Long
Beach Airport Terminal Area Improvements. (also sent by fax @
570-6068)

October 23, 2003

Ms. Angela Reynolds
Environmental Officer
City of Long Beach
Dept of Planning and Building
333 West Ocean Blvd.
Long Beach, CA 90802

Re: Comments on the Notice of Preparation and Scoping for the Long Beach
Airport Terminal Area Improvements.

1) The 1995-96 EIR reference in the NOP references is obsolete and would not be allowed in court because it is older than 5 years old. The NOP should not reference any data using the 1986 EIR -- all research data should be current and no less than 5 years old. In earlier environmental evaluations Jet fuel was not considered a toxic contaminant. Recent studies by both local agencies the South Coast Air Quality Management District and the California Air Resources Board identify that the diesel and particulate matter from LGB is among the leading causes of inhalation cancer risk for residents living adjacent to the Long Beach Airport. In 1998, California identified diesel particulate matter (diesel PM) as a toxic air contaminant.

2) The EIR should detail what is the maximum physical occupancy of passengers & employees allowed in each of the existing temporary LGB terminals and associated facilities with the existing flight schedule? What is the physical occupancy maximum of passengers & employees etc. with all commercial, commuter and cargo flights filled with the proposed enhanced facilities? What is the physical operating capacity and population occupancy maximum of the airport & its ancillary facilities (remote, onsite and proposed additional parking and all other proposed airport area developments) based upon each additional supplemental flight based that could be added beyond the 41 commercial plus 25 commuter minimum.

3) The EIR should evaluate the impact of the construction of a parking structure of 4,000 space in addition to the existing structure; plus 1,000 spaces for use during the construction of at Boeing and the Veteran's Stadium -- in addition to the proposed 2500 residents units via the Boeing PacifiCenter Project. The NOP should detail traffic mitigation impacts to the surrounding communities in response to the demand/use of the increased parking opportunities related to the airport and its associated amenities.

4) The EIR should evaluate Air Quality emission standards and their impact on the additional passengers and employees projected in the expanded facilities. Are the proposed facilities improvements (land-use) in compliance with applicable Land Use
Comments on the Notice of Preparation and Scoping for the Long Beach Airport Terminal Area Improvements - Page 2

standards (such as the City's General Plan and 7 land-use elements; and LA

County Airport Land Use Commission) to determine if the land uses exceed or meets policy/industry standards for community sustainability. What mitigation measures will be implemented to meet or exceed standards for workplace air quality? What mitigation measures will be implemented to meet or exceed local land-use standards for the proposed enhanced facilities and related airline functions.

- 5) The EIR should address the cumulative health & sociological, economic and environmental impacts on the surrounding residential and business communities, proposed local and adjacent projects, local freeways, Port traffic and proposed mitigations for each negative impact. Specifically, cumulative impacts evaluation should include the Boeing PacificCenter project and all other related projects that were presented to the council and noted on the map on the LBG website.
- 6) The EIR should review the carrying capacity of the 405, 710, 605 freeways, local streets and corridors based upon projected passenger traffic via LGB for the next 5, 10, 15 and 20 years.
- 7) EIR must include a health risk assessment on the passengers, employees, general public within the isopleth area of contamination.
- 8) EIR should include an evaluation and cost assessment to improve, enhance local streets, corresponding landscaping and infrastructure improvements necessary to accomodate passenger impact on local streets/corridors adjacent in the promixity surrounding the Airport....such as Lakewood South to Pacific; Lakewood North to the 91 Fwy.
- 9) EIR should include a general health survey/screening (for respiratory related illness and cancer) by the Long Beach Health AND another local health organizations of local school children, seniors, residents, businesses etc. impacted by the Airport and the potential or incidence of recent Leukemia cases among children as a possible causal relationship with Diesel/Jet Fuel, and other airport related air contaminants.
- 10) CEQA documents for the installation of the temporary facilities.
- 11) Purpose and author of the Air Quality topic paper.
- 12) Detailed description of airline functions mentioned in Section 3.
- 13) Location of remote parking that has yet to be determined by the city.
How will impacts be evaluated if the location is unknown.
- 14) Location of parking for general aviation parking and/or aircraft manufacturing facilities; amount of space needed, maximum physical capacity of passengers, planes and employees based on the dimensions needed for the parking and manufacturing facilities.

Traci L. Wilson-Kleekamp
4527 E. De Ora Way * Long Beach * CA 90815
562/961-8424 (tel) 562/961-8474 (fax)
twilsonklee@earthlink.net



"Mettler, James"
<jmettler@Exchange.F
ULLERTON.EDU>

10/23/2003 01:55 PM

To: <airporteir@longbeach.gov>
cc: <RandNis@aol.com>, <delatorre.birgit@verizon.net>
Subject: Long Beach Airport - Health Impact Study Needed.

Dear Long Beach City Council Members,

I join my neighbors and fellow resident's of Long Beach to implore you to conduct a health and environmental impact study of any proposed expansion of the Long Beach Airport. Our wonderful neighborhood is directly under the takeoff path of the already busy airport. The noise pollution alone is already so bad that you cannot continue a conversation until the aircraft has passed over the house, which can take over a minute before the noise dies down. The noise has even set off car alarms in our neighborhood on several occasions. I cannot imagine what kind of exhaust and soot is gently raining down on my house, my lawn and my trees.

The approach and takeoff paths to and from the airport are over some of the most prime real estate in the city and in your, the city council's, care. As city council members, you all have the power to do your part to protect this city from future damage. Please do not allow increased ruin of our great neighborhoods and an increase in the danger to our health and environment. *Please* insist on a health and environmental impact study as soon as possible.

James R. Mettler
4460 Cerritos Ave.
Long Beach, CA 90807



"Braxton Craghill"
<Braxton.Craghill@pst
erminals.com>

10/23/2003 01:58 PM

To: <airporteir@longbeach.gov>
cc: <mayor@ci.long-beach.ca.us>, <district@longbeach.gov>,
<baker@ci.long-beach.ca.us>, <district3@longbeach.gov>,
<district4@longbeach.gov>, <kell@ci.long-beach.ca.us>,
<district6@ci.long-beach.ca.us>, <district7@ci.long-beach.ca.us>,
<district8@ci.long-beach.ca.us>, <district9@ci.long-beach.ca.us>
Subject: Airport EIR

The following note from my neighbors is a concern of all of us in the Bixby Knolls area. Please do not add any further flights and keep LB a better city.

Thank you,

Braxton Craghill
IS Manager
Pasha Stevedoring & Terminals
Cell (310) 628-5422
Work (310) 233-2011
Fax (310) 835-9861

Dear City Council of Long Beach,
Given the most recent studies by the SCAQMD and CARB, showing Long Beach to be one of the most polluted cities in California and even in the nation, you must open your minds the effects of future growth in our unique and wonderful city. The port alone is expected to double its traffic and pollution in just 16 years. What will life be like in Long Beach? Our children already show an alarming increase in pollution caused illnesses. Just ask the folks at Miller Children's Hospital. You cannot let the airport terminal expansion go forward without a comprehensive health impact study that looks beyond the immediate area of the terminal and does not consider projected future growth in our city as a whole. The EIR must consider a worst case scenario that could take place when our noise ordinance expires and we might be compelled by the FAA to accept more flights. Such a scenario would certainly be advanced with a larger capacity terminal. You always tell those of us, whose quality of life is highly impacted by the airport, that we must not "rock the boat" or we might lose our ordinance. If you are truly sincere in portending the limit on flights, as you profess all the time, then would it not make sense to be proactive and accumulate all the possible evidence, i.e. a comprehensive EIR, that could help ward off such an attack by the federal agency and keep the control of our environment in local hands. Please, consider what happens to cities with unchecked growth, there are plenty of examples around. What we need now in Long Beach is a master plan for the future that is based not only on monetary values, but considers the true cost growth, including but not limited to increasing health care costs and urban blight.

We sincerely hope that the leadership of Long Beach could become a role model for civic leadership in the nation,
Birgit and John De La Torre
4465 Cerritos Ave.
Long Beach, Ca. 90807



macsheltie
<macsheltie@yahoo.com>

10/23/2003 02:15 PM

To: airpoteir@longbeach.gov
cc:
Subject: Long Beach Airport Scoping

Dear Sir/Madam:

The following are my comments regarding the Long Beach Airport Terminal Facilities project-
-I attended the 10/11 meeting. I cannot believe the City allowed the local citizens to hijack the meeting, I wanted to hear the information that the consultants were presenting.

-I cannot believe that Hush was allowed to confront citizens entering the parking area. Please ask the group to move to the side, and not intimidate people. I was very uncomfortable.

-I support the Airport Facilities project as presented, and feel the environmental work will adequately address the issues.

-I do not feel the issues being harped by Hush have anything to do with this project and should not be included in the EIR.

-The airport needs to have permanent facilities that meet the current needs, especially TSA required spece.

-Please tell me why people who buy houses in an airport flightpath complain about airport noise, similar to those who live along a street with buses complain about bus noise. Get real, people.

Thank you for your time.

Ms. Roberts

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Luisa Cariaga
<luisacariaga@yahoo.com>

To: airpoteir@longbeach.gov
cc: district4@longbeach.gov
Subject: Airport Expansion

10/23/2003 02:36 PM

Dear City Council,

I urge you to conduct a health impact study of the Long Beach Airport expansion plans and current operations. As a life-long resident of Long Beach, I am concerned about an increase in pollution to the city and its inhabitants. I hope you will provide an environmental impact report to the citizens before moving ahead with this project.

Sincerely,

M. Luisa Cariaga

5190 E. Colorado St. #307

Long Beach, CA 90814-1862

Do you Yahoo!?

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"Randy Nisbet"
<varuna@covad.net>

10/23/2003 02:56 PM

To: <airporteir@longbeach.gov>, <district8@ci.long-beach.ca.us>
cc: <editor@gazettes.com>
Subject: Terminal Expansion - Full EIR is Necessary

Dear City Council and Council Member Webb,

My family have lived in Long Beach for more than 85 years. I and my family operated one of the largest retail stores in Long Beach for the majority of those 85 years. That store was Dooley's Hardware Mart. I have seen many changes over the years. Many changes have been for the better the last few years. But the last year has brought about frightening facts and scenarios to consider regarding The Long Beach Airport.

I have always lived with the airport and occasional noise. I never assumed it would go away nor would I expect to close the airport. But I have personally experienced increased noise and very low flights over my home on Cerritos Avenue since at least 2002. I have been shocked at the lack of response in the L.B. City government in reacting to the operations by airlines breaking the rules.

I have also been surprised that the L.B. City Council has not moved to put in further restrictions to make flight less of a burden on the families living in all of Long Beach. I never expected rules as stringent as Newport Beach at John Wayne Airport. But I certainly expected something to ease the burden that you the city council has placed L.B. citizens when it allowed the remaining airline slots to be filled. These past appeals by citizens have appeared to fall on deaf eyes to say the least.

That all Said I would never consider expansion since The Council has been quite inefficient at protecting our living conditions and our homes under the airport as it is now. The L.B. City council has seemingly appeared to the public to serve some blind interest at expansion. The councils interest in expansion has also seemingly always superceded the wishes of the citizens of Long Beach. If there continues there could yet be a revolt by the citizens such as took place regarding The El Toro Airbase.

I am also personally concerned what type of lead or other pollutants will be falling on me and my home and neighborhood. I would hope that all council members would also be concerned. Long Beach is already polluted enough because of the surrounding freeways. I read that Long Beach already is one of the leaders in bad air quality. Because of this I personally believe that a comprehensive EIR is necessary to understand what could take place in our community. I advise strongly that you call for a complete EIR. Otherwise the City Council of Long Beach will to appear to be hiding back room deals in mine and other citizens judgment. I would also say that it is time that the Council listen to it's constituents.

I plan on living here for the rest of my life. I think it is absolutely necessary to know the implications of the possible expansion that the council has always pushed. A decision to

have less than a full EIR in my consideration would be immoral in my consideration.

Randy Nisbet



DooleysBarn@aol.com

10/23/2003 03:25 PM

To: airpoteir@longbeach.gov

cc:

Subject: A Comprehensive EIR is Necessary

Dear City Council.

It is my belief that a full and comprehensive EIR should be approved on The Long Beach Airport terminal expansion. It seems to me that it would be a fundamental decision before going forward with any plans that could lead to increased operations at The Long Beach Airport.

Much has been said over the last two years about flights not would not be increased unless the noise levels are under set limitations. My understanding was that the airlines have already gone quite a bit over the noise limits set. Yet the City Council is already planning new and larger structures on the airport property. I would imagine that a reasonable route to take would be to either decrease flights or set up a plan that decreases the noise over our homes and city at large. Aren't we jumping the gun a bit.

I am concerned not only over the increased noise I and neighbors have experienced but also the implications of what additional chemicals and pollutants we would be exposed to. It seems only a safe and natural conclusion to call for a comprehensive EIR on this airport *facelift* as it has been called.

A full EIR would take away the sense mystery that so many feel shrouds airport expansion. If there are no critical implications to our neighborhoods from these new buildings at the airport or future expansion then this will be made clear. I feel it is the least our city leaders owe the citizens that elected them. Many people I know are concerned that Long Beach would be adversley changed by aiport expansion. I think the city council should all listen to what concerns are being voiced by the citizens of Long Beach.

Shirley Dooley Nisbet,
33 year Resident of Bixby Knolls
& Past Owner/President of Dooley's Hardware Mart



"Joe Weinstein"
<jweins123@hotmail.com>

10/23/2003 03:32 PM

To: airpoteir@longbeach.gov
cc: lbhush2@yahoogroups.com
Subject: Response (#1 of 2) on EIR Scope, to NOP - LGB terminal area improvements

From: Joseph M. Weinstein 4000 Linden Ave. Long Beach CA 90807
562-492-6531 (home), 562-342-7202 (work), jweins123@hotmail.com

To: Angela Reynolds, Environmental Officer,
Planning and Building, City of Long Beach
333 West Ocean Boulevard, Long Beach CA 900802

Response #1 (of 2 from this respondent) concerning Scope of EIR to:
CEQA Notice of Preparation and Scoping ('NOP' : dated 22 Sep
2003) for
Long Beach Airport ('LGB') Terminal Area Improvements ('Project').

GENERAL SCOPE. The second sentence in NOP's section. 3.1 ('Physical Improvements') well states that the EIR's purpose will be "to provide the decision makers and the public with information useful in considering the policy and environmental ramifications of a possible ... project".

For BOTH long-term POLICY and long-term ENVIRONMENTAL IMPACTS, the main effects of this project (as for most others for which EIRs are prepared) owe not to its CONSTRUCTION phase but to the COMPLETED FACILITIES' CONTINUING LONG-TERM EXISTENCE AND OPERATION.

NOP language used to discuss 'Air Quality' (p. 2 of the 'Environmental Analysis') hints at focusing on impacts only of construction. In the EIR, such limited treatment would be grossly inadequate. A correct and adequate EIR must address and indeed feature the facilities' long-term environmental impacts. As other NOP language correctly suggests, terminal-area facilities may strongly influence and even determine LGB's potential long-term sustained daily USAGE LEVEL - in terms of numbers of flights by satisfied carriers and of satisfied passengers.

POLICY. The city's key LGB policy issue concerns long-term LGB USAGE LEVEL. The EIR must inform policy which will address which usage levels to permit, and - of permitted usage levels - which ones actually to promote and encourage for the long term.

Many policy options exist. Existing total noise budget restrictions do not totally fix the usage level. Further, although a court has required a certain minimum level of allowed possible activity so long as LGB is an airport, the city has wide latitude in how far to 'accommodate' each possible usage level. There is a big difference between legally allowing a given usage level, and providing attractive 'accommodations' which long-term satisfy (even gladden) carriers and passengers at that usage level (and can thereby promote that usage level). Indeed, that's the very reason for the Project as proposed; NOP language (p. 8, section 3.1, just after displayed list) says that the proposal is designed to 'accommodate' the presently allowed 41 airline flights etc.

The EIR should carefully define and defend and use at least one plausible detailed description of standards for 'accommodation' - e.g. in terms of waiting space and time allotment per passenger, and other services and amenities. Since various airports, globally and even in the region, operate satisfactorily to quite different standards, preferably two or three distinct representative concepts of adequate 'accommodation' should be defined and used.

Thank your for your phone reply earlier today: most welcome and usable information. Thank you for the opportunity to e-mail comments. Thanks to the 500-word limit, a followon response is on the way.

Sincerely,

Joseph M. Weinstein

Never get a busy signal because you are always connected with high-speed Internet access. Click here to comparison-shop providers.
<https://broadband.msn.com>



"Joe Weinstein"
<jweins123@hotmail.com>

10/23/2003 03:41 PM

To: airporteir@longbeach.gov
cc: lbhush2@yahoo.com
Subject: Response (#2 of 2) on EIR Scope, to NOP - LGB terminal area improvements

From: Joseph M. Weinstein 4000 Linden Ave. Long Beach CA 90807
562-492-6531 (home), 562-342-7202 (work), jweins123@hotmail.com

To: Angela Reynolds, Environmental Officer,
Planning and Building, City of Long Beach
333 West Ocean Boulevard, Long Beach CA 900802

Response #2 (of 2 from this respondent) concerning Scope of EIR to:
CEQA Notice of Preparation and Scoping ('NOP' : dated 22 Sep
2003) for
Long Beach Airport ('LGB') Terminal Area Improvements ('Project').

ALTERNATIVES. Deciding on how far to go in permitting or anyhow promoting LGB usage is currently the city's key LGB policy issue. Rational choice of project version will depend on this policy, and in turn project facilities will be essential for realizing the policy. By enabling a given level of long-term USAGE (daily numbers of flights and passengers) each project alternative will both allow a given POLICY choice and entail corresponding potential ENVIRONMENTAL IMPACTS.

Therefore, ALTERNATIVES considered should include and credibly sample a spectrum between least-possible and maximum-possible potential usage levels.

Because some existing facilities are widely deemed temporary, at least TWO 'NO-PROJECT' alternatives exist and should be discussed: one WITH the continuable existing temporary facilities, and one WITHOUT them.

ENVIRONMENTAL IMPACTS. For reasons argued in the earlier response, for the Project as described, and each alternative, the EIR discussion of environmental impacts must include and feature impacts on the regional environment of a plausible maximum envisaged potential continuing LGB usage level enabled by the Project facilities (or alternative).

Impacts will result from aircraft flight and ground activities, and from passenger activities and transport. Regional environment must at a minimum include the land and people of the City of Long Beach. Notably vulnerable people and places must be specially considered: school-age and younger, or retire-home-age people; and zones within a mile of take-off and landing routes.

I am especially concerned with AIR QUALITY - i.e. air pollution and consequent HEALTH impacts. Air pollution will result both directly from the aircraft flight and from additional ground traffic (including congestion effects on existing traffic).

Moreover, in relation to health and safety and other standards, the EIR must evaluate total adverse impacts from LGB (notably but not only from air pollution and traffic) not only in themselves but as part of a CUMULATION of regional impacts from existing and likely additional activities notably (but not only) on freeways and at ports.

Sincerely,

Joseph M. Weinstein

Want to check if your PC is virus-infected? Get a FREE computer virus scan

online from McAfee.

<http://clinic.mcafee.com/clinic/ibuy/campaign.asp?cid=3963>



Hoorae1@aol.com

10/23/2003 04:02 PM

To: airpoteir@longbeach.gov, Hoorae1@aol.com
cc:
Subject: No Subject

"The time is always right to do the right thing." martin Luther King Jr.

Check the methane levels at and around the perimeter of the Long Beach Airport. Assure the community that they are not at what is determined to be an explosive level creating a danger to the community.

Do breast milk studies to identify what pollutants we currently live with. Determine what an increase in capacity to include the balance of unfilled slots would do to those levels.

Determine the cumulative adverse health impacts from poor air quality and hydrocarbon emissions of jet engines exhaust combined with that from refineries upwind of the Los Cerritos neighborhood as well as exhaust emissions from the I-710.

All other concerns have been addressed verbally at the scoping meetings.

Sincerely, Rae Gabelich 4612 Virginia Avenue Long Beach, Cal.



cal0607@juno.com
10/23/2003 05:40 PM

To: airpoteir@longbeach.gov
cc: r.gabelich@lbhush2.com
Subject: Airport Noise - Attn: Angela Reynolds

Attn: Angela Reynolds

I'm writing to say "NO" to airport expansion. I have complained several times in the past year about airport noise. I have lived in this community for 5 years and the airport noise has gotten worse each year.

I'm also a business traveler who occasionally uses Long Beach Airport, but I'm not opposed to using other Airports, which I do more often than I use Long Beach, to travel in order to keep the number flights to a minimum.

Absolutely not to airport expansion!
Thank you,
C. A. Lenzi
3523 Olive Ave
Long Beach, CA 90807



"Tom Stillwagon"
<stillwagon@gns2000.com>

10/23/2003 06:43 PM

To: <airporteir@longbeach.gov>
cc: <district7@ci.long-beach.ca.us>, <mayor@ci.long-beach.ca.us>, <r.Gabelich@lbhush2.com>
Subject: Terminal Expansion

Dear City Council of Long Beach,

With the latest studies showing that Long Beach is one of the most polluted cities in California and the nation, how can you in good conscience not conduct an extensive health and environmental study regarding the airport expansion. As a taxpayer and citizen of Long Beach we implore the council to do the "right thing" to protect your constituents and order a FULL Health and environmental impact study of the airport.

Tom & Roberta Stillwagon
3933 Gaviota Ave.
Long Beach, CA 90807



WraightE@aol.com

10/23/2003 09:14 PM

To: airporteir@longbeach.gov

CC:

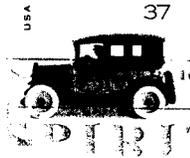
Subject: EIR for Airport

We do not want to increase the size of the airport. What we want is to have the airline companies follow the letter of the agreement regarding flights and noise. We know we have to live with flights but we do not want to be subject to late night takeoffs, takeoffs that fly too low. We want to minimize our exposure to diesel exhaust and all the carcinogens that result from the emissions. We want our children to continue to live in the neighborhood of Bixby Knolls, known for excellent schools and housing. We do not want to lose our current quality of life and settle for less only because business wants to expand. Humanity needs to come first.

DON'T SELL US OUT!

The Wraight Family
4468 Myrtle Avenue
Long Beach, CA 90807

A. Bidarian
1909 Montair Ave
Long Beach, CA 90815



Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



Relevant environmental impacts caused by the project that should be addressed in the Terminal Area Improvements EIR can be provided in writing to the address on the reverse side or e-mailed to: airporteir@longbeach.gov.

All comments must be submitted to the Planning and Building Department by October 23, 2003.

Dear Councilman for Ms. Angela Reynolds
My family has been suffering from the noise
and health problems of the Long Beach Airport
already heavy air traffic for years and it is
getting worse every day. We are deprived of
peace and quiet hours thru the day and night
We live in Los Altos area and strongly oppose
any further Airport expansion

Mr. & Mrs. Bidarian
1909 Montair Ave.
Long Beach
CA 90815



Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



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Dear Councilman Ms Reynolds
We are living in Long Beach for 26
years and we were very happy before.
now we suffer a lot about noise, pollution
and explosive Methane levels. we are 69
years old and our health is in danger.
Do something before is too late.
Thanks

D. BOWLES
1140 E. 32nd St.
Signal Hill, CA
90755



Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



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*SUBJECT - GENERAL AVIATION
WHAT IS TOO MUCH?*

*General aviation comprises 95% of airport operations
approximately 1,300 or more flights per day. Over one per
minute taking off. Commercial flights ^{only} 3% = 41 or 66 flights
There needs to be a study on the ^(EIR) CUMULATIVE EFFECT of
the NOISE + POLLUTION + HEALTH RISK of all these planes -
plus helicopters. I live on the 405 freeway west of the
25L-7R ^{runway}. There are constant flights over my property. The
noise has made me a very unhappy and anxiety ridden woman.
My health has suffered and the added pollution is terrible. 200 or
more flights a day overhead is too much.*

K. K. Byrne
4851 Los Coyotes Diagonal
Long Beach, CA 90815



Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



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PLEASE HIRE AN OUTSIDE SOURCE TO
CONDUCT THE E.I.R. IF POLLUTION
LEVELS ~~STANDARDS~~ ARE INCREASED BY
EXPANSION PUT IT UP FOR A
VOTE TO THE CITIZENS OF LONG
BEACH. - LET OC AND LAX EXPAND
NOT LONG BEACH!!
K Byrne 10/17/03

Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



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Our home was built before there were 15 flights
now there are 41 + minimum!
the noise interrupts our sleep. And you can not
watch TV, have a BBQ without the shrill of
noise from the jets - wear on the aircraft parts.
Also pollution has worsen so much. even our
cat has developed asthma. due to dirt particles
on our toes now with added flights, please use
permanent marker for all; as you see flights ^{Residential} 4555 4th Ave 90802

Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



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This is my second comment.
We definitely need a Human Health Risk
assessment. Upon my husband and I living
under the flight path with the added noise
and pollution even our cat has developed
asthma and I get Bronchitis more often.
jets pouring pollution (Dioxin-like substances) over
school children. Please do this report. Rosemary Carver
4455 Falden Ave
LB. 90807

Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



Relevant environmental impacts caused by the project that should be addressed in the Terminal Area Improvements EIR can be provided in writing to the address on the reverse side or e-mailed to: airporteir@longbeach.gov.

All comments must be submitted to the Planning and Building Department by October 23, 2003.

Is there any way that ~~the airport~~ ^{the airport} can continue without expansion?
We should not expand, as that invites more activity that creates more noise, disruption and health risks.
Let the airport stay small.
Esther Cervantes
4327 MYRTLE AVE

Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



Relevant environmental impacts caused by the project that should be addressed in the Terminal Area Improvements EIR can be provided in writing to the address on the reverse side or e-mailed to: airpoteir@longbeach.gov.

All comments must be submitted to the Planning and Building Department by October 23, 2003.

Office Space - Project description seems to indicate that only 20000 sf will be constructed, while 50000sf is the demand - which is it? Also, it would seem that administrative office should be on ground floor or subfloor so that public/concession areas could look out over the airport to provide interest as a primary function.

Joe Chesler
4054 Locust Ave
LB 90807

Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



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The project description in the NOP must be refined ~~enough~~ enough to sufficiently enable an evaluation of presumed environmental impacts.

Joe Chesler
4054 Locust Ave
Long Beach - 90807

Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802

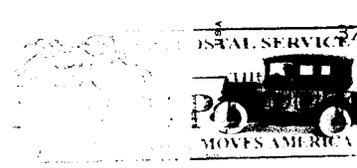
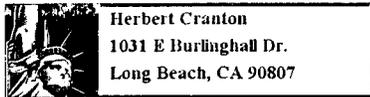
From:
Charles T. Collins
6001 Fairbrooke St
Long Beach 90815
Prof (Emeritus) Bid. Sciences, CSULB.



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The South Coast Air Quality Mgmt District in their ²⁰⁰³ draft white paper on air quality addresses this in terms of CUMULATIVE IMPACTS - so the impact on local air quality of additional flights into LB Airport should be evaluated in terms of an increase in cumulative impacts and not just those new flights by themselves. Air quality has already declined and further impacts are to be avoided; additional flights are an unwarranted increase in impacts on local air quality. Charles Collins



Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



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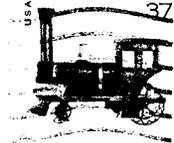
All comments must be submitted to the Planning and Building Department by October 23, 2003.

I strongly object to the expansion of L.B. Airport

Facilities for the following reasons:

- ① Property values — my home is currently worth over \$750,000, but more flights will cause a decrease.
- ② Pollution — black dirt falling from the sky on our homes, cars, outdoor furniture is a nuisance to cleanup.
- ③ Health — what is the effect of the chemicals on our bodies: our lungs, liver ??? Allergies? Asthma? ^{CANCER?} Cirrhosis?
- ④ Noise — we get up early + go to work early, therefore we go to bed early — by 9 p.m. So do most children!! The first 2 hours of our sleep are repeatedly disrupted by "excused" late take-offs. I would like to see no flights after 9 PM, + real financial penalties for even the "excused" ones (How about \$25,000 per infraction, paid to the schools.) This might cause the airlines to re-route to less residential areas.

Herbert Cranton
1031 E Burlinghall Dr.
Long Beach, CA 90807



Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



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UN-BURNT FUEL AND BURNT FUEL FALLING FROM AIRCRAFT
IF YOU ARE OUTSIDE WORKING IN THE YARD YOU BREATHE IN
THIS AIR. THIS BY PRODUCT FROM THE AIR PLANES CAUSE
HOMES TO BE PAINTED MORE OFTEN, WHICH SEEMS TO ME
TO CAUSE MORE CHEMICALS TO BE USED. I WOULD THINK
THAT MOST PAINTERS WASH BRUSHES IN SINKS CONSID-
ERING THIS TO END UP IN OUR HARBOUR.

Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



(1)

Relevant environmental impacts caused by the project that should be addressed in the Terminal Area Improvements EIR can be provided in writing to the address on the reverse side or e-mailed to: airporteir@longbeach.gov.

All comments must be submitted to the Planning and Building Department by October 23, 2003.

The attraction of our airport is that it is small
kind of art deco & it feels like we are
in the Caribbean walking on the
~~tarmac~~^{tarmac} - by enlarging & expanding we will
just be another John Wayne CC or LAX - also
inevitably if we expand the airport we will be
inviting more flights which will ruin East
LB (continued)

Andrea Freleaux
5415 STEPHENS ST.
LB CA 90815

Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802

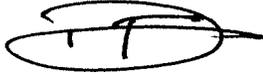


Relevant environmental impacts caused by the project that should be addressed in the Terminal Area Improvements EIR can be provided in writing to the address on the reverse side or e-mailed to: airporteir@longbeach.gov.

All comments must be submitted to the Planning and Building Department by October 23, 2003.

L.B. CANNOT SUBSIST ON BELMONT SHORE
WAPLES !! This airport was designed
TO host McDONNELL DOUGLAS AIRCRAFT & Small
planes NOT TO be LAX IT'S NOT IN THE
RIGHT LOCATION. Regional planning should utilize
military air strips that ARE NO LONGER USED
& ready to be used in over congested areas
It is a health hazard & ↓ Andrea Freckert
impediment to our teachers + children. Oudekirk

DANIEL L. FRELEAUX
5451 STEARNS ST
LONG BEACH CA 90815



Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



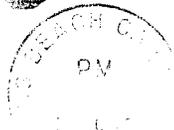
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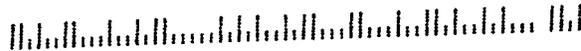
- & EXCEEDED
- 1) WE HAVE ARRIVED AT THE LIMITS OF OUR NOISE
BUCKET WITH THE AIRPORT FACILITY AS IT IS.
 - 2) THE AIRLINES CONTRACTED TO & FILLED OUR
41 COMMERCIAL FLIGHT LIMIT WITH THE AIR-
PORT FACILITY AS IT IS. THEREFORE, THE
FACILITY IS ADEQUATE & NEEDS NOT BE
EXPANDED. AN EIR IS NEEDED TO MEASURE
THE EXISTING AIRPORT ACTIVITY ON QUALITY OF
LIFE IN THE ENTIRE ACTIVITY CORRIDOR



Mr. Richard S. Howland
1845 North College Circle
Long Beach, CA 90815



Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



Relevant environmental impacts caused by the project that should be addressed in the Terminal Area Improvements EIR can be provided in writing to the address on the reverse side or e-mailed to: airporteir@longbeach.gov.

All comments must be submitted to the Planning and Building Department by October 23, 2003.

Expansion of facilities will make possible an expansion of flights. Therefore, it is folly to omit from this study the pollution and noise impacts, and reduced property values, associated with airport expansion. I just flew in to Long Beach from Seattle today (Oct. 20), and appreciate its advantages, but I do NOT want it to grow.

Mike Howland



Ms. Angela Reynolds
 City of Long Beach
 Planning and Building
 333 West Ocean Boulevard
 Long Beach, CA 90802



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This study does not address the primary concerns of Long Beach citizens affected by the airport which is the impact of increased air traffic. The study MUST include a HEALTH RISK ASSESSMENT OF INCREASED FLIGHTS into + out of the LGB airport. The assessment should be based on, among other things, the growth inducing analysis mentioned at the end of the task 6 description in the EIR scope of work.

Bob Joy Sleepy Hollow, L.B.

JULIE LEISHMAN
1318 N. GREENBRIER RD
LONG BEACH, CA, 90815



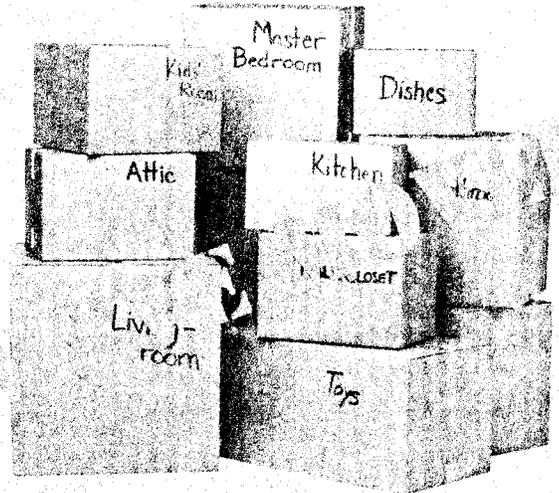
Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



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I THINK ITS GREAT THAT THE AIRPORT IS BEING EXPANDED.
THE AIRPORT IS GOOD REVENUE FOR THE CITY AND JET
BLUE IS A GREAT AIRLINE AND THEY ARE HAPPY WITH
LONG BEACH. INSTEAD OF PUTTING CONDO'S OR
APARTMENTS, AT THE BOEING PROJECT SITE, I
RECOMMEND MORE GATES FOR JET BLUE, AS
THIS IS THE ONLY ISSUE THEY HAVE WITH LGB. I HOPE
LONG BEACH IS SMART AND HOLDS ONTO JET BLUE.
NOTE: I LIVE IN LOS ALTOS AREA. I SUPPORT AIRPORT EXPANSION



OCT 2 4 2003

mead impressions

51122 © 1993 The Mead Corporation, Dayton, Ohio 45463 U.S.A. Made in U.S.A.

HELP!

WE WILL MOVE IF EXPANSION
OF LONG BEACH AIRPORT
HAPPENS.

FOR OUR HEALTH —

PLEASE DO AN E.I.R. !!!
= = = =

WE LOVE LONG BEACH -
L. LISANTI

3764 FALCON AVE

LB. CA. 90807



ANNIE MALONE
3508 MYRTLE AVE
LONG BEACH CA 90807-4842



Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



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LONG BEACH NEEDS A MASTER PLAN AND
AN IMPACT REPORT OF THE AIRPORT, NOT JUST
THE TERMINAL. WE ALSO NEED A HEALTH
ASSESSMENT SEPARATE FROM THE EIR AND
CONDUCTED BY AN INDEPENDENT COMMITTEE.
NON COMMERCIAL AND MILITARY AIR TRAFFIC
AGREES TO BE INCLUDED. WE IN THE CAL HEIGHTS
DISTRICT ARE COUNTING ON YOU TO ACT RESPONSIBLY.
A. MALONE, 3508 MYRTLE AVE., LONG BEACH 90807

Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



Relevant environmental impacts caused by the project that should be addressed in the Terminal Area Improvements EIR can be provided in writing to the address on the reverse side or e-mailed to: airpoteir@longbeach.gov.

All comments must be submitted to the Planning and Building Department by October 23, 2003.

Long term health impact of any expansion of LB City Airport must be studied. Many schools including CSULB are under flight paths. Citizens who work hard and pay taxes deserve a healthy, quiet environment. This EIR scope needs to be expanded to ^{its} impact on neighborhoods + citizens.
LISA MOORE 2092 ALBURY AVE LB 90815

 **Shirley Ranaldi**
Unit 522
4700 Clair Del Ave.
Long Beach, CA 90807-5595



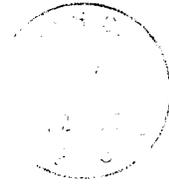
Angela Reynolds, Env. ofc.
Planning & Building
Long Beach City Hall
333 W. Ocean Blvd.
Long Beach, CA 90802

802+5023

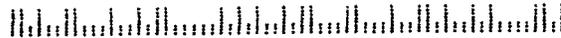


I've been to several airport meetings where Rob Webb and Dennis Carroll let all the NIMBYs whine on and on about their backyard BBQs with never a thought about how much our airport makes Long Beach a real, viable city. They shut out and ignore people like me who are in FAVOR of making our airport USEFUL. They don't care about the thousands of other people who don't want to go to LAX! Or the Conventions and Tourism that NEED THIS AIRPORT! LBAirport is a GEM - The planes are BEAUTIFUL. So what's a little noise? S. Ranaldi.

Reid
1921 Faust Ave.
L.B. ca. 90815



Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



Relevant environmental impacts caused by the project that should be addressed in the Terminal Area Improvements EIR can be provided in writing to the address on the reverse side or e-mailed to: airpoteir@longbeach.gov.

All comments must be submitted to the Planning and Building Department by October 23, 2003.

My concern against airport expansion is that the FAA will come, + take over the airport allowing many more flights. I'm concerned about pollution, increased cancer risk, noise - can't talk on phone or hear tv, filth - must clean windows + screens frequently. This expansion can not be tolerated if's unnecessary.

Thanks for your concern.
D. Reid

Janet Richardson
3102 Rose Ave.
Long Beach CA 90807

11

Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



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All comments must be submitted to the Planning and Building Department by October 23, 2003.

- geographic scope of EIR should not encompass solely the airport facilities, but also the impacted residential neighborhoods, including (but not limited to) California Heights, Bixby Knolls, and Bixby Highlands
- EIR should address impact on historic buildings; not only the terminal building but also the neighborhood of California Heights, which has been designated as historic.

Janet Richardson
3102 Rose Ave.
Long Beach CA 90801

19

Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



Relevant environmental impacts caused by the project that should be addressed in the Terminal Area Improvements EIR can be provided in writing to the address on the reverse side or e-mailed to: airporteir@longbeach.gov.

All comments must be submitted to the Planning and Building Department by October 23, 2003.

- the EIR should address the anticipated diminution in property values associated with the proposed terminal improvements, as well as the costs to the community of that diminution in value (in both lost property revenue and "takings" compensation to property owners). This should consist not just of projections but an actual impact in other airport neighborhoods.

Suzet Richardson
3102 Rose Ave.
Long Beach CA 90807

11

Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



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All comments must be submitted to the Planning and Building Department by October 23, 2003.

- in addressing the impact of TSA "requests" for space, the EIR should examine actual legal requirements for accommodating TSA (i.e., what we have to give them vs. what they want), and the comparable impacts of providing what they want vs. ~~the~~ TSA's legal entitlements.

Janet Richardson
3702 Rose Ave.
Long Beach CA 90807

11

Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



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All comments must be submitted to the Planning and Building Department by October 23, 2003.

- EIR should ~~address~~ ^{address} cumulative impact of commercial, commuter and private plane noise, air quality, health impact, etc.
- EIR noise study should incorporate a study of citizen complaints about noise.
- since noise ordinance would allow additional flights if certain noise ~~is~~ requirements are met, EIR should assess impacts of maximum flights allowable under ordinance.

Sarret Richardson
3102 Rose Ave.
Long Beach CA 90801

11

Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



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All comments must be submitted to the Planning and Building Department by October 23, 2003.

- the EIR should include new measurements of air quality and health risk, rather than merely extrapolating from prior EIRs
- air quality study should include dispersion models — not just what's emitted, but where it goes and in what quantities
- EIR should include cumulative effect of not just airport, but port, freeways, refineries, etc.

Janet Richardson
3702 Rose Ave.
Long Beach CA 90801

11

Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



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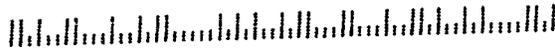
- EIR should include a comparative study of
the impacts of these improvements vs. impact
of moving airport to new location



Mrs. Teresa Sides
3942 Walnut Ave
Long Beach, CA 90807



Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



Relevant environmental impacts caused by the project that should be addressed in the Terminal Area Improvements EIR can be provided in writing to the address on the reverse side or e-mailed to: airpoir@longbeach.gov.

All comments must be submitted to the Planning and Building Department by October 23, 2003.

Planes are taking off way past 10:11-12p.m. at night.
When a plane takes off directly over my house - I stop my life > if I'm talking to my family we stop & wait, if I'm talking on the phone I stop & wait, if I'm watching T.V. we can't hear the program. Some planes are louder than others ALL are too loud to talk - often the house shakes. The ~~best~~ pollution is unbelievable.



Mr. William E. Sides
3942 Walnut Ave.
Long Beach, CA 90807



Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



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NOISE - CAN'T TALK, ON PHONE, TO FAMILY
OR LISTEN TO T.V. OR RADIO. CAN'T SLEEP.
POLLUTION > TREES, patio furniture, window
SILLS, porch - dirty all the time.
FISH POND - COVERED WITH Black oil/dirt
killling the fish. The water point on house is
My dog's water bowl has a layer of black
dirt for everyday - it is left outside.
the is great fish
water daily.



Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802

30802+4664



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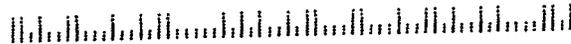
My biggest concern kept to putting
houses and business on the old Boeing
Property (thus creating more pollution and
all that goes with it) do something
about the planes exceeding the noise
level and then decide where they
wanted the money to go (i.e. Library)
Please do something
Dan M Smith



Gary J. Szymanski
3506 Myrtle Ave.
Long Beach, CA 90807



Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



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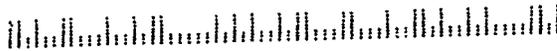
The increased activity at the airport is ruining our quality of life and destroying property values. Noise levels are unacceptable and air quality is much worse. Please conduct an independent study that will accurately reflect the environmental impact of any expansion, not just terminal expansion. Gary Szymanski

MRT + MRS.

DONALD C. WALLACE, JR
4470 OLIVE AVENUE
LONG BEACH, CA 90807



Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



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10-13-03

our home is 4470 OLIVE AVE,
airplanes from LB airport
disrupt our sleep, coat
our garden + house with
emissions, and reduce our
property value. We want use
of airport in Long Beach reduced!
Donald + Elizabeth Wallace + family.

\$0.370
US POSTAGE
062S0001001324
90813

100-921190252



Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



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What are the additional health impacts to air quality?

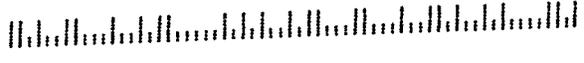
What is the maximum capacity of the projected terminal?

What is the total capacity of the projected improvements? We don't need a multi story parking structure to accommodate the increase in passengers

John Wells 3843 Bivins Ave #27-0037



Ms. Angela Reynolds
 City of Long Beach
 Planning and Building
 333 West Ocean Boulevard
 Long Beach, CA 90802



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All comments must be submitted to the Planning and Building Department by October 23, 2003.

Place into the EIR the health impact of the continued air traffic. A study was done by the city of air quality & health. Rickie Kuehl followed up on that and add health & air quality today. to the EIR

*Anna L. Wells
 3843 Pine Ave
 Long Beach 90807*

(562) 427-0831



H. C. & D. M. Williams
 1910 Senasac Ave.
 Long Beach, CA 90815



Ms. Angela Reynolds
 City of Long Beach
 Planning and Building
 333 West Ocean Boulevard
 Long Beach, CA 90802



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All comments must be submitted to the Planning and Building Department by October 23, 2003.

I must close my windows when I answer the telephone because the planes are so loud. There is a continual layer of dust & grim on my windows, screens and furniture. We are breathing in this very same dust & grim. Thank you.

*Dianne Williams / 1910 Senasac Ave.
 Long Beach 90815*

Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



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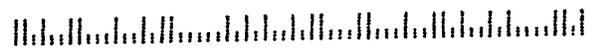
• what is the maximum occupancy of the airport (passenger & business users etc) for the existing facilities.

• what is the maximum occupancy of the airport with the improvements

Traii Wilson-Keecham
4527 E. De Ora Way LB CA
90815



Ms. Angela Reynolds
 City of Long Beach
 Planning and Building
 333 West Ocean Boulevard
 Long Beach, CA 90802



Relevant environmental impacts caused by the project that should be addressed in the Terminal Area Improvements EIR can be provided in writing to the address on the reverse side or e-mailed to: airportair@longbeach.gov.

All comments must be submitted to the Planning and Building Department by October 23, 2003.

CAL HEIGHTS RESIDENT - 3576 CANIOTA AVE LB 90807
NOISE LEVEL - BAD ENOUGH ALREADY
JET FUEL RESIDUE - HOUSES - LUNGS - CARS
VIBRATION - TAKE OFF - DAMAGE HOUSE
THE CITY COUNSEL NOT REPRESENTING
THE CAL HEIGHTS HOME OWNERS - \$\$\$
RECORDING AT MEETING. CCTIG GIVES
ALL THE ARGUMENTS NEEDED TO
CONTEST THIS EXPANSION - (GREGG)

Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



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The EIR should address not just health risks to humans, but to the health of biological resources like our urban forest which acts as our "lungs" in an increasingly polluted environment.

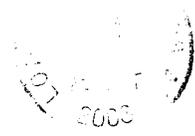
Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



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All comments must be submitted to the Planning and Building Department by October 23, 2003.

The Flights Are Too Low When
They TAKE OFF.



Ms. Angela Reynolds
 City of Long Beach
 Planning and Building
 333 West Ocean Boulevard
 Long Beach, CA 90802



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All comments must be submitted to the Planning and Building Department by October 23, 2003.

There is no assurance of the circulation of responses to the comments on the EIR. A health risk assessment regarding increased flights is also not addressed. This issue is of great concern to residents affected by the airport & must be included in EIR report.

Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



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All comments must be submitted to the Planning and Building Department by October 23, 2003.

Change the FTI pattern

11/4/03

Ms. Angela Reynolds
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802



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All comments must be submitted to the Planning and Building Department by October 23, 2003.

Based on the significant and overwhelming concerns expressed in the 10/11/03 EIR Scoping meeting, I believe that flight operations should be included in the EIR scoping + assumptions. As such, it should include an air pollution dispersion model and a human health risk assessment. To assume that the project does not address flight operations would be to ignore the very public input being requested.

Tim and Maria Price
3646 Cerritos Avenue
Long Beach, CA 90807
October 23, 2003

Ms. Angela Reynolds
Environmental Officer
City of Long Beach
Planning and Building
333 West Ocean Boulevard
Long Beach, CA 90802

SUBJECT: Long Beach Airport Terminal Area Improvements Environmental Impact Review

This letter provides our comments on the environmental impact review on the Long Beach Airport terminal area improvement. The environmental impact review (EIR) needs to assess and evaluate the short- and long-term, as well as the direct and indirect, effects of the terminal area improvement on the City of Long Beach and surrounding environment. The EIR needs to include in-depth analyses on:

- traffic congestion
- noise pollution
- air quality
- ground and water contamination
- quality of life
- residential property values
- economic liabilities and commitments
- health related illnesses and diseases
- future airport expansion

We do not support the expansion of the Long Beach Airport. Currently the airport infrastructure is a limiting factor affecting the ability of the airlines to maximize capacity. Expanding the terminal will only increase the number of passengers using the terminal and the future demands for additional airport capacity and expansion.

Sincerely,



Tim and Maria Price

Traci L. Wilson-Kleekamp
4527 E. De Ora Way * Long Beach * CA 90815
562/961-8424 (tel) 562/961-8474 (fax)
twilsonklee@earthlink.net

*sent via
email of for
m 10/23/03*

October 23, 2003

**Ms. Angela Reynolds
Environmental Officer
City of Long Beach
Dept of Planning and Building
333 West Ocean Blvd.
Long Beach, CA 90802**

Re: Comments on the Notice of Preparation and Scoping for the Long Beach Airport Terminal Area Improvements.

- 1) The 1995-96 EIR reference in the NOP references is obsolete and would not be allowed in court because it is older than 5 years old. The NOP should not reference any data using the 1986 EIR -- all research data should be current and no less than 5 years old. In earlier environmental evaluations Jet fuel was not considered a toxic contaminant. Recent studies by both local agencies the South Coast Air Quality Management District and the California Air Resources Board identify that the diesel and particulate matter from LGB is among the leading causes of inhalation cancer risk for residents living adjacent to the Long Beach Airport. In 1998, California identified diesel particulate matter (diesel PM) as a toxic air contaminant.
- 2) The EIR should detail what is the maximum physical occupancy of passengers & employees allowed in each of the existing temporary LGB terminals and associated facilities with the existing flight schedule? What is the physical occupancy maximum of passengers & employees etc. with all commercial, commuter and cargo flights filled with the proposed enhanced facilities? What is the physical operating capacity and population occupancy maximum of the airport & its ancillary facilities (remote, onsite and proposed additional parking and all other proposed airport area developments) based upon each additional supplemental flight based that could be added beyond the 41 commercial plus 25 commuter minimum.
- 3) The EIR should evaluate the impact of the construction of a parking structure of 4,000 space in addition to the existing structure; plus 1,000 spaces for use during the construction of at Boeing and the Veteran's Stadium -- in addition to the proposed 2500 residents units via the Boeing PacifiCenter Project. The NOP should detail traffic mitigation impacts to the surrounding communities in response to the demand/use of the increased parking opportunities related to the airport and its associated amenities.
- 4) The EIR should evaluate Air Quality emission standards and their impact on the additional passengers and employees projected in the expanded facilities. Are the proposed facilities improvements (land-use) in compliance with applicable Land Use

Comments on the Notice of Preparation and Scoping for the Long Beach Airport Terminal Area Improvements – Page 2

standards (such as the City's General Plan and 7 land-use elements; and LA County Airport Land Use Commission) to determine if the land uses exceed or meets policy/industry standards for community sustainability. What mitigation measures will be implemented to meet or exceed standards for workplace air quality? What mitigation measures will be implemented to meet or exceed local land-use standards for the proposed enhanced facilities and related airline functions.

- 5) The EIR should address the cumulative health & sociological, economic and environmental impacts on the surrounding residential and business communities, proposed local and adjacent projects, local freeways, Port traffic and proposed mitigations for each negative impact. Specifically, cumulative impacts evaluation should include the Boeing PacificCenter project and all other related projects that were presented to the council and noted on the map on the LBG website.
- 6) The EIR should review the carrying capacity of the 405, 710, 605 freeways, local streets and corridors based upon projected passenger traffic via LGB for the next 5, 10, 15 and 20 years.
- 7) EIR must include a health risk assessment on the passengers, employees, general public within the isopleth area of contamination.
- 8) EIR should include an evaluation and cost assessment to improve, enhance local streets, corresponding landscaping and infrastructure improvements necessary to accomodate passenger impact on local streets/corridors adjacent in the promixity surrounding the Airport....such as Lakewood South to Pacific; Lakewood North to the 91 Fwy.
- 9) EIR should include a general health survey/screening (for respiratory related illness and cancer) by the Long Beach Health AND another local health organizations of local school children, seniors, residents, businesses etc. impacted by the Airport and the potential or incidence of recent Leukemia cases among children as a possible causal relationship with Diesel/Jet Fuel, and other airport related air contaminants.
- 10) CEQA documents for the installation of the temporary facilities.
- 11) Purpose and author of the Air Quality topic paper.
- 12) Detailed description of airline functions mentioned in Section 3.
- 13) Location of remote parking that has yet to be determined by the city. How will impacts be evaluated if the location is unknown.
- 14) Location of parking for general aviation parking and/or aircraft manufacturing facilities; amount of space needed, maximum physical capacity of passengers, planes and employees based on the dimensions needed for the parking and manufacturing facilities.

Traci L. Wilson-Keechamp



"Kadee Della Donna"
<kadeedelladonna@earthlink.net>

To: <airporteir@longbeach.gov>
cc:
Subject: Airport Noise

10/24/2003 01:03 AM

As a resident of California Heights I am sickened by the way I have to put up with loud jets flying over my home. I live directly under the small runway, a great selling point when I bought the house, but now it doesn't matter. The monster jets that take off from the big runway make so much noise it's deafening, and they also use the small runway whenever it suits their needs. I try to jump out of bed and complain, but whenever I do I am told that it is a "lifeline" jet and there are no regulations on them. Yeah, right, a "lifeline" jet every 30 minutes.

I will oppose any measure that would include increasing the capacity of the airport, and I will not vote for any council man who wants to expand it as well.

Kadee Della Donna



"Bry Myown"
<brymyown@webunive
rse.net>

10/24/2003 07:52 AM

To: <angela_reynolds@longbeach.gov>
cc:
Subject: Fw: Comments on the Notice of Preparation and Scoping for the Long
Beach Airport Terminal Area Improvements.

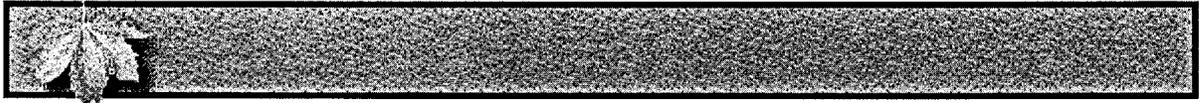
> Ms. Angela Reynolds
> Environmental Officer
> City of Long Beach
> Dept of Planning and Building
> 333 West Ocean Blvd.
> Long Beach, CA 90802
> >
> >
> Re: Notice of Preparation and Scoping for the Long Beach
> > Airport Terminal Area Improvements.
> >
> >
> The Notice of Preparation and Environmental Impact Report should not
address
> themselves to one isolated terminal building but should address the
> cumulative impacts of all airport and airport-related improvements.
>
> Environmental impact reports typically address impacts caused by both the
> uses and users of the facility in question. For example, EIRs typically
> assess congestion and pollution associated with the anticipated automobile
> traffic generated by users traveling to and from the facility.
>
> It is an insult to the public and to the environment to pretend that Long
> Beach Airport users will travel to and from the airport exclusively via
> automobile. On the off chance that some airport users might travel to and
> from the airport facility by AIRPLANES, the NOP should reference, and the
> EIR must assess the maximum airplane traffic that the total airport
facility
> can be reasonably expected to generate and accommodate. The EIR must
assess
> the air traffic/safety issues and air pollution impacts that will result
> from airplane travel to and from the airport.
>
> Sincerely,
>
> Bry Laurie Myown
>



"Kate Braid"
<kateandkevin@world
net.att.net>

10/24/2003 09:27 AM

To: <airporteir@longbeach.gov>
cc:
Subject: Written Testimony



I'm sorry this wasn't in by October 22nd, I've been ill all week.

Please consider our opinions:

The airport is the largest threat to our neighborhood and property values. These are the questions each person at City Hall should ask themselves personally, when decisions regarding the airport are being made:

Ask yourself :

- **Do you want your house worth less?** Think about how much less will be okay? **\$100,000 or \$200,000 or \$300,000** or more of **your** retirement fund gone, gone, gone.
- When the property values drop, more and more of the homes around us will become rentals. The neighbors we've know and looked our for, for years will be replaced by families who come and go, cars and visitors we don't know. The larger homes will house alot more people. Things will be very different.
- **Do you want to have to stay inside because of all the noise?** Never barbeque in your yard? Tell your guests to stay inside so you can talk?
- **How many phone calls are you willing to ask the caller to "wait until the airplane goes over"?** How many business calls are you willing to have interrupted because of the noise?
- **How much sleep are you willing to give up?** Can you work and be effective and happy on three hours sleep at a time? Are you going to be happy if you are awaken at 11pm, 1am and 3am?
- **Will you worry about the effects of all the pollution on your spouse or child with asthma?** Will you run the air all of the time so they can breath or just at night?
- **How will you feel about a City that you love, that is willing to trade your quality of life and retirement for a few dollars revenue?**

I guarantee you that the answers will be no and no. Even people who

love the Airport want to maintain their personal property value and quality of life and these are the standards that should apply to all residents, not just a few.

The airport is not what make our city a great place to live, our people, neighborhoods and community make us special.

Kevin and Kate Braid



Francisco Rodriguez

10/24/2003 04:03 PM

To: Angela Reynolds/CH/CLB@CLB
cc:
Subject: Long Beach Airport Controversy

Sandy Fox instructed me to send Airport Expansion related correspondence your way...

Francisco A. Rodriguez
Legislative Assistant
Office of the Mayor
City of Long Beach

----- Forwarded by Francisco Rodriguez/CH/CLB on 10/24/2003 04:02 PM -----



"Tarpley, Tom"
<TTarpley@tustinca.org>

10/24/2003 03:39 PM

To: "dottie_jones@longbeach.gov" <dottie_jones@longbeach.gov>, "dearjetblue@jetblue.com" <dearjetblue@jetblue.com>, "Mayor@ci.long-beach.ca.us" <Mayor@ci.long-beach.ca.us>, "district1@longbeach.gov" <district1@longbeach.gov>, "baker@ci.long-beach.ca.us" <baker@ci.long-beach.ca.us>, "Council_District3@longbeach.gov" <Council_District3@longbeach.gov>, "district4@ci.long-beach.ca.us" <district4@ci.long-beach.ca.us>, "kell@ci.long-beach.ca.us" <kell@ci.long-beach.ca.us>, "district6@ci.long-beach.ca.us" <district6@ci.long-beach.ca.us>, "district7@ci.long-beach.ca.us" <district7@ci.long-beach.ca.us>, "district8@ci.long-beach.ca.us" <district8@ci.long-beach.ca.us>, "district9@ci.long-beach.ca.us" <district9@ci.long-beach.ca.us>

cc:
Subject: Long Beach Airport Controversy

Dear Mayor O'Neill, Members of the Long Beach City Council, Jet Blue Airlines, and the Long Beach Airport Advisory Commission,

As a long time resident of the 3rd District, and a frequent flier out of Long Beach Airport, I have closely followed this week's articles in the Press Telegram, and the Grunion Gazzette concerning the Long Beach Airport. In one of the articles one of the members of the council stated they did not have a clear sense of what the residents of the city wanted in regards to the airport. I was also very concerned by Councilman Carroll's comments in the newspaper which make me question whether he is representing the interest of all of Long Beach's citizens.

I am writing to each of you to let you know how this Long Beach resident feels about Jet Blue Airlines and Long Beach Airport. For many years we were held hostage by American Airlines. American charged more for flights from Long Beach, and did not care how they treated their customers. My stomach was always in knots when I walked up to the American counter because you never knew what was going to happen. I remember one flight from Buffalo Niagara International Airport where I was headed home to Long Beach. When I checked in at Buffalo I was told all my flights home were on schedule. As we landed at O'Hare, I was told my connecting flight to Long Beach had been cancelled. I then had to go stand in line with 200 other people to make arrangements to get home. American knew full well that they were going to cancel that flight when I left Buffalo, but instead they lied to me and left me to fend for myself.

My prayers would be answered with the arrival of Jet Blue Airlines. I am always treated with respect by Jet Blue, and am always provided with the highest level of customer service. On the night of the East Coast blackout this summer I was scheduled to take a red-eye on Jet Blue to JFK from LGB. I never in a million years thought I would make it. Much to my amazement the flight left Long Beach on time, and landed at JFK at 5:00 a.m. where the terminal was dark. I thought for sure I would have to sit in a sweltering terminal until the power came back on before I could catch my connecting flight to Buffalo. Jet Blue told us to be patient and once the sun came up they would get us to Buffalo. At 8:30 a.m. after the flight plan was filed by telephone we were on our way and we made it safe and sound in Buffalo. At the same time American airlines was running around their terminal with a bull horn telling everyone their flights were cancelled, and

to find a good place on the floor to sleep. It is the can-do attitude of Jet Blue that we need our council to follow.

Our city has two jewels. One is the Airport, the other are our beaches. I will save my criticism of our city's beaches for another e-mail, but I would urge each of you to take a Jet Blue flight to Fort Lauderdale, and then take the short drive to Deerfield Beach to see what a clean, well-maintained beach looks like.

Today, I get tremendous pleasure when I sit in my house at Bay Shore and Appian and hear Jet Blue flights going over Bay Shore when the wind is coming from the north. I don't care if it is 41 flights or 101 flights a day; the sound of those flights is an indication of a strong, vibrant city. Feel free to send those flights over my house. If you don't like the noise you need to move out of Southern California.

I am begging each of you to not stifle the growth at LGB. Please do not run Jet Blue out of town. Please do not let a small minority keep Jet Blue from bringing the world to Long Beach, and don't let that small minority from keeping me from using Jet Blue to travel this great country of ours. Please move forward with the expansion of the airport. It would be a great legacy for each of you to leave.

Very truly yours,

Tom Tarpley
383 Bay Shore Avenue # 302
Long Beach CA 90803
(562) 438-4745



David Finch
<res0xwdv@verizon.net>

To: airpoteir@longbeach.gov
cc: Council_District7@longbeach.gov
Subject:

10/24/2003 11:22 PM

Almost every night I call the complaint line about late night flights. Does it make any difference? Do you do anything with this information? I am trying to get to sleep, but the large jets keep on taking off. One at 10:30 pm and another at 11:15. Will it ever stop?

Frustrated,
David Finch
3644 Gaviota Ave
Long Beach, CA 90807

October 24th

So

Angela Reynolds
Environmental Officer
Planning and Building
City of Long Beach

This is to register my deep concern at the prospect of enlarging the Long Beach airport facilities or adding flights.

Presently, the noise and black soot that covers plants and outside furniture are most unpleasant and very unhealthful.

I have lived in this house for forty nine years. What was once a first class neighborhood has become much less desirable because of the airplane caused pollution.

I favor the airport elimination over expansion.

Why are the residents who live under the flight path 24 hours a day, 365 days a year less important than those who take a flight once a year?

Thank you for your consideration,

Patricia Craig
4001 Country Club Drive
Long Beach 90807

Peggy Weaver**Subject:** RE: AIRPORT MAYHEM OVER LA MARINA ESTATES!!!!

-----Original Message-----

From: Peggy Weaver [mailto:pweaver@kriegersteel.com]**Sent:** Wednesday, October 29, 2003 10:42 AM**To:** 'airportair@longbeach.gov'**Cc:** 'citymanager@ci.long-beach.ca.us'; 'mayor@ci.long-beach.ca.us'**Subject:** AIRPORT MAYHEM OVER LA MARINA ESTATES!!!!

HAVING JUST READ THE MAYOR'S STATE OF THE UNION ADDRESS FOR 2003, I NOTICED THAT THERE WAS NO MENTION OF THE AIRPORT NOISE, WITH THE EXCEPTION OF HER THANKING JET INTERESTING! I REST MY CASE!

To Whom it may concern:

I've lived in a beautiful home in La Marina Estates for one year now and although we've invested much in the way of improvements and are content in our neighborhood, we can't wait to leave the area due to the level of incredible noise caused by irresponsible people who are more interested in increased flights and not limiting the hours of traffic over residences.

Long Beach has been a great place to live with the exception of the obscene disregard shown to good people who are trying to live beneath the air traffic and horrendous noise allowed by the city. I cannot wait until my two years are up (to avoid penalty of capitol gains tax) to get the heck out of here into a place where the city government truly cares for the people it serves. I understand and appreciate that revenue generated by the airport is desirable, but if you don't have people who want to live in the city, you're going to soon have an ugly area devoted solely to air traffic. If I had wanted that kind of life, I would have moved to Los Angeles near LAX.

I wish I would have been more aware of the City of Long Beach's intent BEFORE my husband and I made the decision to put down roots here. Every time I sit down in the evening to relax I cannot hear anything when the planes roar over, up to and past the 10 a.m. supposed cut off time, and certainly we wake up occasionally to the same deafening roar before 7 a.m.

I don't believe anything will be done to deter these flights and I actually expect to see and hear increased flights due to city government's view that this is the way to improve the city's standing and generation of revenue. I would hope the quality of life for residents would enter into the decision. That would be a pleasant surprise, though we have decided to put our home on the market in February to be out of the area by May when our two year requirement is up.

The city council that governs the city of Long Beach should be completely ashamed if air traffic is not decreased and certainly if levels of noise increase for the poor people who don't have the option to leave the area.

Sincerely,

Peggy J. Weaver
1221 Hackett Avenue
Long Beach, CA 90815
562/799-9747

4253 Olive Ave
Long Beach, CA 90808

Dear Ms Reynolds:

I am strongly opposed to increased flights from Long Beach Airport.

Our quality of life is already impacted and a new Long Beach specific study needs to be done that takes air and noise into consideration.

The increased flights with increased noise and pollution have decreased my quality of life. Between 7pm and 8:30pm there are so many noisy flights that communication +/or hearing the television is impossible. A U.P.S. flight around 8pm is so noisy it is frightening.

Additionally there is frequently an illegal flight in the middle of the night that wakes me up and makes returning to sleep difficult and often impossible. This seriously affects my productivity at work.

The air quality is worse as evidenced by increased dirt on my outdoor furniture. Increased particulate

matter from increased flights will only make the air worse. Already my husband has had more problems with his asthma this year than before the increased flights.

Please take into consideration that our air is already seriously impacted because of all the pollution from the port and the increased truck traffic serving the port. Long Beach has more issues than a typical city with air quality.

Please do not ruin the city and quality of neighborhoods because a few people will make more money with more airport traffic. People matter and Long Beach has some lovely neighborhoods that can be ruined if airplanes increase.

Sincerely
Plymouth
Susan Bobb

**Angela Reynolds, Planning and Building
333 W Ocean Blvd.
Long Beach, CA 90802**

Ms. Reynolds:

This letter is to make you aware of my family's feelings regarding the proposed airport expansion. While I understand the city's desire to develop a commercial tax base and promote business and commerce, I must tell you that as a resident, I feel that the noise level is at the maximum tolerable level.

I am a police officer, who works a swing shift, and my wife teaches school. I go to bed at about three am, and the wave of flights starting promptly at seven o'clock jars me from my sleep in the worst way. The flights continue one after another for about a half of an hour, then I am able to go back to sleep. My wife grades her papers, then attempts to go to bed at about 9 pm. She is awakened several times before the 11 o'clock cutoff.

On the days I am off and able to spend time at home, I can tell you that as I hear a plane reading for takeoff, my stress level increases. I know that minutes later, the peace of my neighborhood will be shattered by a plane. Some days are worse than others, especially in the summer when windows are open, or we are trying to enjoy the backyard. When we are on the phone, we must have the other party hold as the plane passes overhead.

Additionally, I have noticed the breakdown of the finish of the paint on both of our automobiles, which I feel is due to the exhaust by-products from the jets. This same residue coats our barbeque, hot tub, plants, and patio furniture.

I can tell you without reservation that an expansion of airport facilities, which leads to the addition of flights, will negatively impact my family's quality of life. If you have any doubts, I urge you to spend a day in any of the neighborhoods bounding the take off area of the airport. See how hard it is to relax while waiting to hear the next plane coming down the runway. Hear how the C-17 shakes the windows and doors, and sets off the car alarms as it flies over.

Another issue we have is the fact that it is my understanding that the noise levels which will be used for the environmental impact study will be from 2002. Why would a current study be conducted, utilizing both air quality and noise measurements from current flight patterns and planes? I know that the number of flights has increased drastically in the recent past, and I know I see new types of planes flying over my house. The air quality is already impacted by the refineries near the airport, the two freeways near this area, one of which is heavily traveled by large trucks, coming from the Ports of Long Beach and Los Angeles. Please, conduct current studies regarding noise and air quality so that an informed decision can be made.

I enjoy my house and am happy living in Long Beach. Even with the planes at current levels, I can and will deal with the issues. However, I feel the noise is at an absolute maximum now. I will be attending the upcoming scoping meetings, however I wanted to let you know how my family feels about this issue, as I anticipate the meetings to be very emotionally charged and busy. It must be realized that the residents in my neighborhood foresee dropping property values, leading to a mass exodus of quality residents. This, too, will affect the Long Beach economy.

Please, I urge you to not expand the airport. Bigger is not necessarily better.

Sincerely,



Jason and Sarah Davis
PO Box 4001
Culver City, CA 90231



Rita Mills
1924 Lave Ave.
Long Beach, CA 90815

The Humane Society of the United States



Friday Night I odob
I have my fingers stuck
in my ears. The noise
every Ten minutes
is unbearable from these
DAM airplanes going
over my house. - So low
I could touch them. I've
already had one stress
~~stroke~~ from disturbed
sleep etc. Cant speak
on the phone, when they
are flying over, when
friends come a calling

We can't speak
to each other until
they have flown
by. Then another
's another. Sure day night
is the worse one after
another, after another,
etc etc. I feel sorry
for the children the
pollution must be
affecting their lungs.
It is mine - I'm a senior
's, my chest feels very
bad - coughing 's, wheezing
I suffered with Bronchitis
as it was, now the aeropl.
have made it worse.

the stress has made
my blood pressure
jump sky high
My Doctor said we
should move But how
awful at our age, to
have to move when we
should be enjoying
our golden years as my
Husband has asthma,
sometimes he just gasps
for air. PLEASE Angela
Reynolds do something abo
it, I get Denis Carroll out
of office he said, "NO MOR
flights" then went back on
his promise. You ought to
run for office. I remain
yours truly,
Pete B. Miller

I can not understand my fellow Long Beach citizens. They are so anxious to increase the airplane flights over schools, churches, shopping centers etc. in our city, and for what ? How many of our citizens derive their living from this airport ? What fraction of Long Beach citizens is this ?

There have been committee meetings for years and years. I can remember when our city council ask the citizens to agree to use city money to expand the long runway. At that time they assured us that if we did not agree to this expansion that Mac Donald Douglas would pull his plant out of Long Beach and all of the nice people employed there would lose their source of income. A few year later our city council took some federal funds and the government became involved in the running of our airport. It was then that we had committee people telling us that we had to expand air flights over the city. Who are these committee members , who appoints these people, where is the money coming from to meet their payroll? Why is the only solution that they come forward with is airport expansion. They bring forth data re: air pollution, traffic problems , noise but in all of the years that I have been attending these useless meetings does any one bring forth a risk factor of one of these planes having to abort a flight over our city.. Pilots using the Long Beach airport will tell you that our airport is a target airport. In other words there is no place near or around this airport to have a plane come down with out causing great carnage to some neighborhood.in our city, and by increasing the number of flights, this risk factor increases. Yet this risk factor is never mentioned in any of these meetings. Who in the city proposes the ordinances that we are confronted with today and who in their right mind believes that expanding and upgrading the airport will not in the very near future bring pressure to then increase the number of flights. Flights that will cause a decay of a very large portion of residential areas in our city.

Please do not inform me of any future meetings regarding the expansion of the flights and the terminal at the Long Beach airport I realize that to be able to express my concerns is to no avail, and to have to be exposed to such as the airport manager is a very degrading opportunity.

I am well aware that employees of EIR, the money from the East Coast based Jet Blue, and the pro citizens will prevail. The environmental and health damages to citizens living under the air traffic means very little to these people . People, that I can not help but wonder just how many are really citizens of our city.