

**LONG BEACH AIRPORT TERMINAL AREA
IMPROVEMENT PROJECT
SCREENCHECK DRAFT
ENVIRONMENTAL IMPACT REPORT NO. 37-03**

SCH NO. 200309112

Responses to Comments

City of Long Beach
Planning and Building Department
333 West Ocean Boulevard
Long Beach, California 90802

Contact: Angela Reynolds
(562) 570-6354

April 21, 2006

**TABLE OF CONTENTS
REPOSSES TO COMMENTS**

VOLUME 1 COMMENTS RECEIVED ON THE DRAFT EIR

<u>Section</u>	<u>Page</u>
1.0 Introduction	1-1
2.0 List of Respondents	2-1
3.0 Comments Received.....	3-1

VOLUME 2 RESPONSES TO COMMENTS

1.0 Introduction	1-1
2.0 List of Respondents	2-1
3.0 Response to Comments.....	3-1
3.1 Topical Responses.....	3-1
3.1.1 Project Description and Relationship of Improvements to Increased Flights and the Airport Noise Compatibility Ordinance	3-1
3.1.2 Determination of Significance	3-4
3.1.3 Alternatives	3-8
3.1.4 Environmentally Superior Alternative.....	3-9
3.1.5 Methodology for the Air Quality and Human Health Risk Assessment	3-10
3.1.6 Nighttime Noise Violation Review Process	3-36
3.1.7 Traffic Generation Rates.....	3-38
3.1.8 Visual Impacts Associated with the Proposed Project.....	3-39
3.1.9 Cumulative impacts analysis.....	3-40
3.2 Responses to State Agencies' Comments.....	3-41
3.3 Responses to Special Districts/Regional Agencies' Comments.....	3-44
3.4 Responses to Local Agencies Comments	3-58
3.5 Responses to Individuals and Organizations Comments.....	3-63
3.6 Responses to Oral Comments Received on November 29, 2005.....	3-190
3.7 Responses to Comment Cards Received on November 29, 2005.....	3-200
3.8 Responses to Oral Comments Received on December 03, 2005.....	3-207
3.9 Responses to Comment Cards Received on December 03, 2005.....	3-210
3.10 Responses to Oral Comments Received on December 05, 2005.....	3-211
3.11 Responses to Comment Cards received on December 05, 2005.....	3-238
3.12 Responses to Oral Comments Received December 15, 2005.....	3-239
3.13 Responses to Comment Cards Received on December 15, 2005.....	3-247
4.0 Clarifications and Revisions	4-1

Attachments

- A Supplementary Visual Analysis Exhibits
 - 1999 Aerial Photo of Terminal Area
 - Conceptual Design Overlay
 - 1991 Aerial Photo of Terminal Area
 - Sight Line Exhibit
- B Cumulative Projects List
- C Air Quality Analysis Worksheets
- D Sensitive Receptors (Schools and Hospital) Locations

TABLE OF CONTENTS (Continued)

TABLES

<u>Table</u>		<u>Page</u>
1	Summary of Fuel Flow and Black Carbon Emission Indices.....	3-19
2	Calculated Emission Rate from the Petzold Black Carbon Emission Indices	3-19
3	SCAQMD Air Quality and Health Risk Significance Thresholds	3-25
4	Data on EMU Monitors.....	3-138
5	Larson Davis Monitors	3-140
6	Noise Budgets for Monitors 9 and 10.....	3-153

EXHIBITS

<u>Exhibit</u>		<u>Follows Page</u>
1	Permissible Distance Between a Speaker and Listeners for Specified Voice Levels and Ambient Noise Levels	3-51
2	Outdoor Day Night Average Sound Levels	3-52
3	Ambient Noise Measurements	3-54
4	Arrival Tracks and Gate Penetration Plots	3-60
5	Penetration Gate Plot for Gate Seal Beach	3-61
6	Penetration Gate Plot Over Monitor 3	3-158
7	ICAO Engine Exhaust Emissions Data Bank	3-162

SECTION 1.0 INTRODUCTION AND SUMMARY

1.1 INTRODUCTION

The purpose of this document is to present public comments and responses to comments received on Draft Environmental Impact Report (DEIR) 37-03 for the Long Beach Airport Terminal Area Improvement Project (State Clearinghouse Number 200309112). The project is located in Los Angeles County, California in the City of Long Beach.

The DEIR was circulated for an 84-day public review and comment period beginning November 7, 2005 and ending January 30, 2006. In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15088, the City of Long Beach, as the lead agency, has evaluated the comments received on the Draft EIR and has prepared written responses to all comments received during that comment period.

As required by CEQA Guidelines §15132(d), the final EIR shall consist of:

- (a) The draft EIR or a revision of the draft.
- (b) Comments and recommendations received on the draft EIR either verbatim or in summary.
- (c) A list of persons, organizations, and public agencies commenting on the draft EIR.
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.
- (e) Any other information added by the Lead Agency.

Comments submitted on the Draft EIR included questions about conclusions identified in the draft EIR; findings and methodology for preparation of technical analyses; position statements for/against the project; and comments about community issues and issues of a broader regional context. Responses have been provided to comments on significant environmental points describing the disposition of issues, explanations of the EIR analysis, supporting EIR conclusions, and new information or clarifications, as appropriate. The document does not respond to the comments on the merits of the project nor does it attempt to solve regional issues.

Public Resources Code Section 21092.5 requires the lead agency to provide a copy of the written response to each public agency that commented on the EIR. The response must be provided to the agency a minimum of 10 days prior to the lead agency's certification of the final EIR. The City of Long Beach will send copies of the Responses to Comments to the public agencies that commented and notifications to all parties that commented on the DEIR of the availability of the comments and responses on the City's web site ten days prior to certification of the EIR.

The Response to Comments document has been organized in two volumes. Volume 1 contains copies of all the comments received. Volume 2 provides the responses to comments and is divided into four sections: Section 1, provides the introduction; Section 2 provides a list of respondents to the Draft EIR; Section 3 contains responses to environmental comments received on the environmental document; and Section 4 provides errata and clarifications that have been made to the Draft EIR based on the comments received. By having it bound in two

volumes the reviewer can have both the comment and response open to facility easy referencing.

SECTION 2.0 LIST OF RESPONDENTS

In accordance with of the state CEQA Guidelines §15132, the following is a list of the persons, organizations, and public agencies that submitted comments on the Draft EIR 37-03. The comments included written correspondence, oral testimony provided at the public meetings on November 29, December 3, and December 5, 2005, oral comments made at the joint study session of the Planning Commission and Cultural Heritage Commission on December 15, 2005, comment cards submitted at the public meetings or study session, and e-mail correspondence. Comments have been numbered and are contained in Section 3 of Volume 1. Responses have been developed with corresponding numbers and are provided in Section 3 of this volume.

Commenter No.	Commenter	Date of Correspondence	Page Number
<u>State Agencies</u>			
1	Department of Transportation – District 7	December 9, 2005	3-40
2	Department of Toxic Substance Control	December 22, 2005	3-41
3	Governor’s Office of Planning and Research State Clearinghouse and Planning Unit	December 22, 2005	3-43
<u>Special Districts/Regional Governments</u>			
4	Compton Unified School District	November 21, 2005	3-43
5	Southern California Association of Governments	December 13, 2005	3-43
6	South Coast Air Quality Management District	December 22, 2005	3-43
7	Long Beach Transit	January 6, 2006	3-44
8	Long Beach Unified School District	January 30, 2006	3-45
<u>Local Agencies</u>			
9	City of Cerritos	November 11, 2005	3-56
10	City of Seal Beach	December 13, 2005	3-57
11	City of Long Beach Economic Development Commission	December 16, 2005	3-60
12	City of Huntington Beach	December 21, 2005	3-60
<u>Individuals/Organizations</u>			
13	Terrence Breen	November 8, 2005	3-62
14	John Costello	November 8, 2005	3-62
15	Darcy Vernier	November 8, 2005	3-62
16	Michael Pickering	November 9, 2005	3-62
17	Daniel Barackman	November 12, 2005	3-62
18	Robert C. Land	November 13, 2005	3-62
19	Stefan Borowicz	November 14, 2005	3-63
20	Anita Clarke	November 14, 2005	3-63
21	Paul Berk	November 14, 2005	3-63
22	Mary Lou Romano	November 14, 2005	3-63
23	Susan Odell	November 14, 2005	3-63

Commenter No.	Commenter	Date of Correspondence	Page Number
24	Richard Davies	November 14, 2005	3-63
25	Kevin C. Lewis	November 14, 2005	3-64
26	George Dodelin	November 14, 2005	3-64
27	Sean Manning	November 14, 2005	3-64
28	Scott Wartenberg	November 14, 2005	3-64
29	Rachael Murray	November 14, 2005	3-64
30	Grant Johnson	November 14, 2005	3-65
31	Richard Thorpe	November 14, 2005	3-65
32	Alma Orantes	November 14, 2005	3-65
33	Lawrence J. Ewaska	November 14, 2005	3-65
34	Kimberly Hazuda	November 14, 2005	3-65
35	Sue Tucker	November 14, 2005	3-65
36	Larry Rhodes	November 14, 2005	3-66
37	Kevin Scott	November 14, 2005	3-66
38	George T. Morales	November 14, 2005	3-66
39	Cory Colpean	November 14, 2005	3-66
40	Clyde M. Spencer	November 14, 2005	3-67
41	Jean Wadsworth	November 15, 2005	3-69
42	Gary Naramore	November 15, 2005	3-69
43	Justin A. Dunne	November 15, 2005	3-69
44	Shannon	November 15, 2005	3-69
45	Donna R. Mark	November 16, 2005	3-70
46	Darian R. Rausch	November 16, 2005	3-70
47	Carl R. Berger	November 16, 2005	3-70
48	Darian R. Rausch	November 16, 2005	3-70
49	Darian R. Rausch	November 16, 2005	3-70
50	Jody L. Forter	November 16, 2005	3-70
51	Johnna & Steve Bryant	November 16, 2005	3-71
52	Robert Flippen	November 16, 2005	3-71
53	Steve Ross	November 16, 2005	3-71
54	mbbo105	November 16, 2005	3-71
55	Paula White	November 16, 2005	3-71
56	Marlene Stewart	November 16, 2005	3-71
57	Randy Brown	November 16, 2005	3-72
58	Gary W. Timm	November 16, 2005	3-72
59	Leanne Rafter	November 16, 2005	3-72
60	Bruce Greenberg	November 16, 2005	3-72
61	Brian Waitzel	November 16, 2005	3-72
62	Roger Clarke	November 16, 2005	3-72
63	Ed Zwieback	November 16, 2005	3-73
64	Margaret Brooks	November 17, 2005	3-73
65	Kevin D. Kuettel	November 17, 2005	3-73
66	David Johnson	November 17, 2005	3-73
67	Kym Elder	November 17, 2005	3-73
68	Ronald E. Rafter	November 18, 2005	3-73
69	Kevin Mullen	November 18, 2005	3-73
70	Mike Donelon	November 19, 2005	3-74
71	Stan & Evelyn Settles	November 19, 2005	3-74
72	Michael C. Baker	November 19, 2005	3-74
73	Jon Welte	November 19, 2005	3-74

Commenter No.	Commenter	Date of Correspondence	Page Number
74	Richard Earhart	November 19, 2005	3-74
75	Gabriel Rubin	November 19, 2005	3-75
76	Dirk Marks	November 20, 2005	3-75
77	Matthew Rafter	November 20, 2005	3-75
78	Vicki Arreguin, Guesthouse Hotel Long Beach	November 21, 2005	3-75
79	Mark Bixby, Bixby Land Company	November 21, 2005	3-75
80	Willa Heart, Long Beach Pride	November 21, 2005	3-75
81	Matt Kinley	November 21, 2005	3-76
82	Bob Luskin	November 21, 2005	3-76
83	Patrick G. O'Healy O'Healy Commercial Real Estate Services	November 21, 2005	3-76
84	Vivian Reeves, ZPizza	November 21, 2005	3-76
85	G. Larry Rice, Seaside Printing Co., Inc.	November 21, 2005	3-76
86	Susan Rusnak, Marron & Associates	November 21, 2005	3-76
87	Kim Hank Lim	November 22, 2005	3-77
88	Michael Forry Construction Consultant Services	November 22, 2005	3-77
89	Geof Garth	November 23, 2005	3-77
90	Sharon Mendoza	November 23, 2005	3-77
91	Domingo Leon, P.E., Society of Hispanic Professional Engineers	November 25, 2005	3-77
92	Ronald D. Salk, AAC Study Committee	November 25, 2005	3-78
93	Christine Thill	November 28, 2005	3-78
94	Suzanne Shipp	November 28, 2005	3-78
95	Jim Birge	November 28, 2005	3-79
96	Conrad Winn	November 29, 2005	3-79
97	Demetra Monios	November 29, 2005	3-79
98	Mark Flanders	November 29, 2005	3-79
99	Roy Hanson	November 30, 2005	3-79
100	Don J. Sever	November 30, 2005	3-79
101	Steven B. Chesser, The Boeing Company	November 30, 2005	3-80
102	Allan & Louise Cooper	December 1, 2005	3-80
103	Henrik von Buttlar	December 1, 2005	3-81
104	Michael Comuniello, Alteon Training	December 1, 2005	3-81
105	Darlene Kribell	December 1, 2005	3-81
106	Richard N. Brown	December 4, 2005	3-82
107	Darian Rausch, Nexion, Inc.	December 4, 2005	3-82
108	Ray Servin	December 5, 2005	3-82
109	David Pearce	December 5, 2005	3-83
110	Jim Medina	December 5, 2005	3-83
111	Michael J. Baker	December 5, 2005	3-84
112	Paul Perencevic	December 5, 2005	3-85
113	Caroline Wagner	December 5, 2005	3-85
114	Adele Katz	December 6, 2005	3-85
115	Denise Raines	December 7, 2005	3-86
116	Doug Moir	December 8, 2005	3-86
117	Alan Armilo, Tech International	December 8, 2005	3-86
118	Bill Harper, Bills Fix It Service	December 8, 2005	3-86
119	Jet Blue Airways	December 8, 2005	3-86
120	Harold Matstad	December 8, 2005	3-86

Commenter No.	Commenter	Date of Correspondence	Page Number
121	Larry Rice, Seaside Printing, Co., Inc.	December 8, 2005	3-87
122	Angel Rivas, Bank of the West	December 8, 2005	3-87
123	Gail B. Schwandner, Long Beach City College	December 8, 2005	3-87
124	Robert J. Stemler, Keesal, Young & Logan	December 8, 2005	3-87
125	Karl A. Strandberg, Mode Consultancy	December 8, 2005	3-87
126	Kathleen Thurmond, Best Washington Uniform Supply	December 8, 2005	3-87
127	Mark Tolley, Urban Pacific Builders	December 8, 2005	3-88
128	Jerry & Joyce Borisy	December 9, 2005	3-88
129	Malcolm Green	December 9, 2005	3-88
130	Blake Christian, Holthouse, Carlin & Van Trigt LLP	December 9, 2005	3-88
131	Jean Kulemin, Executive Real Estate	December 9, 2005	3-89
132	Eric Witten Wittmar Engineering and Construction	December 9, 2005	3-89
133	Sandra Gibbons	December 10, 2005	3-89
134	Tom & Kathlena Gill	December 10, 2005	3-90
135	Randy Laub	December 10, 2005	3-91
136	Georgeanne Dodie Reddington Golden Shore Bakeries, Inc.	December 10, 2005	3-91
137	Zigmund F. Huss	December 13, 2005	3-91
138	Jane Broadwell	December 14, 2005	3-91
139	Michael McCarthy	December 14, 2005	3-92
140	Dennie Wallace	December 15, 2005	3-92
141	Carol Soccio	December 16, 2005	3-92
142	Pacific Retail Partners	December 16, 2005	3-93
143	Gwen White	December 17, 2005	3-93
144	Kenneth R. Velten	December 19, 2005	3-93
145	Ed von Leffern	December 20, 2005	3-93
146	Evan & Lisa Ochsner	December 20, 2005	3-94
147	Theresa Dodge	December 21, 2005	3-96
148	Museum of Latin American Art	December 21, 2005	3-97
149	Ashley Dvorin	December 21, 2005	3-98
150	Brittany F. Dvorin	December 21, 2005	3-98
151	Fannie Dvorin	December 21, 2005	3-98
152	Robert Gumbiner Museum of Latin American Art	December 29, 2005	3-98
153	Jeff Stewart	December 30, 2005	3-98
154	Christopher R. & Ellen L. Pook	December 30, 2005	3-98
155	Elaine Brogan	December 2005	3-99
156	Kamran Dadsetan	January 4, 2006	3-100
157	Debby Thompson	January 4, 2006	3-100
158	Don Thompson	January 5, 2006	3-101
159	Laurel D. Howat	January 6, 2006	3-101
160	Karyn Haack	January 17, 2006	3-101
161	Leslie Marek	January 17, 2006	3-101
162	Linda Brown	January 18, 2006	3-102
163	Gillian Stormont	January 18, 2006	3-102
164	Long Beach Heritage	January 20, 2006	3-102
165	James L. Denison	January 21, 2006	3-102

Commenter No.	Commenter	Date of Correspondence	Page Number
166	Jeff Huso	January 24, 2006	3-104
167	Long Beach Airport Association	January 25, 2006	3-107
168	Dick & Pat Barnick	January 26, 2006	3-107
169	Camille Marie Sears	January 26, 2006	3-107
170	Ray Manning	January 27, 2006	3-115
171	Alaska Airlines	January 27, 2006	3-116
172	Charles L. Marvin	January 29, 2006	3-116
173	Joe Mello	January 29, 2006	3-118
174	Kristy Ardizzone	January 29, 2006	3-121
175	Lisa King	January 29, 2006	3-121
176	Suzanne G. Berman, Jet Blue Airways	January 30, 2006	3-123
177	Craig M. Carter	January 30, 2006	3-123
178	Gary W. Frahm	January 30, 2006	3-131
179	California Earth Corps	January 30, 2006	3-159
180	Janice Sampson	January 30, 2006	3-170
181	Shute, Mihaly & Weinberger LLP	January 30, 2006	3-170
182	Applied Measurement Science	January 30, 2006	3-178
183	Gilbert Cano	January 30, 2006	3-188
184	Terrence J. Breen	Unknown	3-188
185	Shirley Loretta Ranaldi	Unknown	3-188
186	S. L. Ranaldi	Unknown	3-188
187	Sandra Thompson	Unknown	3-189
188	Loyd V. Wilcox	Unknown	3-190

Public Meetings

November 29, 2005

Oral Comments

189	Birgit De La Torre		3-190
190	Luann Bynum		3-191
191	Michael Bauch		3-191
192	Steven Conley		3-192
193	Susan Rusnak, Long Beach Economic Development Commission		3-192
194	Linda Sopo		3-193
195	Laura Sellmer		3-194
196	Daniel Villiani		3-195
197	Joe Sopo		3-196
198	Jeff Huso		3-196
199	Daniel Freleaux		3-197
200	Jane Nadeau		3-197
201	Julie Leishman		3-199
202	Thomas Brown		3-199
203	Kimball Fuasick		3-199
204	Roy Hanson		3-199
205	Jeff Huso		3-199
206	Rachel Bauch		3-199
207	Judith Weldon		3-200

Commenter No.	Commenter	Page Number
<u>Comment Cards</u>		
208	Jane Barrett	3-200
209	Ed Barwick	3-200
210	B.J. Bergstrom	3-201
211	Mark L. Bixby	3-202
212	Birgit De La Torre, Long Beach Council PTA	3-202
213	A. Freleaux	3-203
214	George Garcia	3-204
215	Patricia Gergen	3-205
216	Tamara J. Hock	3-205
217	Dorothy Kistler	3-205
218	Terry Smiley	3-206
219	Don Thompson	3-206
220	Bill & Judy Weldon	3-206
221	Unknown	3-206

December 3, 2005

Oral Comments

222	Terry Jensen	3-207
223	Doug Haubert	3-207
224	Mark Bixby	3-208
225	Malcolm Green	3-208
226	James Bell	3-208
227	Phyllis Ortman	3-208
228	Thomas Brown	3-209
229	Jane Nadeau	3-209
230	Kevin McAchren	3-210

Comment Cards

231	K. Bertram	3-210
232	Mark Bixby	3-210
233	Ross Horn	3-210
234	Phyllis Ortman	3-211

December 5, 2005

Oral Comments

235	George Longaberger	3-211
236	Janet Richardson	3-211
237	Mike Donelon	3-212
238	George Gibbons	3-212
239	Sandra Gibbons	3-212
240	Ann Cantrell	3-213
241	Lillian Kawasaki	3-214
242	Terry Slavin	3-219

Commenter No.	Commenter	Page Number
243	Laura Sellmer	3-219
244	Gail Ramsey	3-221
245	Don May	3-221
246	Gerrie Schipske	3-223
247	Jim Saurenmann	3-223
248	Gary Frahm	3-224
249	Randy Nisbet	3-225
250	Tom Warnke	3-225
251	Steve Wraight	3-226
252	Joe Sopo	3-226
253	Ann Denison	3-227
254	Greg Herweg	3-228
255	Paul Gutierrez	3-228
256	Elena Wraight	3-228
257	Kevin McAchren	3-229
258	Bruce Alton	3-229
259	Phyllis Ortman	3-230
260	Suzanne Berman	3-230
261	Carmen Caldes	3-231
262	Gerald Mineghino	3-232
263	Birgit De La Torre	3-234
264	Mike Kownal	3-235
265	Scott Robinson	3-236
266	Ester Cervantes	3-237
267	Steve Rivero	3-237

Comment Cards

268	Sandra Gibbons	3-238
269	Ann Kresl	3-238
270	Vivian J. McKee	3-238
271	Nancy Pfeffer	3-238
272	Dodie Soto	3-239
273	Joseph Valles	3-239
274	Unknown	3-239

Joint Planning Commission/Cultural Heritage Commission Study Session

December 15, 2005

Oral Comments

275	Leslie Gentile, Cultural Heritage Commission	3-239
276	Mike Burroughs, Cultural Heritage Commission	3-240
277	Chuck Greenburg, Planning Commission	3-242
278	Gary Frahm	3-243
279	Laura Sellmer	3-243
280	Mike Cole	3-244
281	Joe Sopo	3-245
282	Stanley Poe, Cultural Heritage Commission	3-246

Commenter No.	Commenter	Page Number
283	Brian Ulaszewski, Cultural Heritage Commission	3-247

Comment Cards

284	Donald L. Brown	3-247
285	Erma Kemp	3-247

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. 051117AL, DIR
 Long Beach Airport Terminal Improvement Project
 Vic. LA-405 / PM 3.32 to 4.88, LA-19, 605, 710

December 9, 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.

The proposed project, by its nature, is not expected to generate additional trips over the existing since the project deals with facilitating the Airport to handle future increases in passengers under the permitted limits. In other words, the project is Long Beach's mitigation to the Airport facility. Nonetheless, Traffic Impact Study is required to assess a Cumulative impact under the Optimized flight level Scenario. For the Caltrans facilities (Freeway 405 and the associated ramps) in the area, the study based on CMP criteria and some assumptions is brief. The study does not clearly state the current level of Airport operation in terms of number of flights daily and number of passengers annually. Using the data from Ontario and Orange County Airports, the study assesses additional trips and concludes that additional trips due to optimized flight levels will not cause any significant deterioration in peak hour LOS over and beyond the effect by cumulative projects through year 2020. The cumulative project list in the study includes much talked about Douglas Park project.

The 405 freeway segment in both directions between Western Ave. in the west and freeway 605 in the east of the Airport, today, runs congested (stop-and-go) during AM and PM peak. Caltrans, earlier, identified this segment as becoming further deteriorated upon implementation of The Douglas Park project. The segment which has 5 lanes (includes HOV) in each direction is in a dire need for major mitigation. Although, in the study it is mentioned that a large percentage of arriving/departing passengers are from the immediate areas, that scenario can not be relied on. Trip origins can change over time and

"Caltrans improves mobility across California"

with the availability of the improved Airport facilities. The City Of Long Beach is in an explosive growth pattern and the freeway facilities (605,405,710) serving the City must remain of concern for Caltrans as well as for the City. A joint major mitigation effort is needed now.

1 cont.

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful of your need to discharge clean run-off water.

2

Any transportation of heavy construction equipment and/or materials which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. We recommend that large size truck trips be limited to off-peak commute periods. Thank you for the opportunity to have reviewed this project.

3

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. 051117AL.

Sincerely,

Edwin C. Kampmann, for

CHERYL J. POWELL
IGR/CEQA Branch Chief



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

Department of Toxic Substances Control

5796 Corporate Avenue
Cypress, California 90630



Arnold Schwarzenegger
Governor

December 22, 2005

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

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

Dear Ms. Reynolds:

The Department of Toxic Substances Control (DTSC) has received your submitted (EIR) document for the above-mentioned project. The following project description is stated in your document: "The proposed project provides improvements to the existing Airport Terminal Building and related facilities at the Airport in order to accommodate recent increases in flight activity." Based on the review of the submitted (EIR) document DTSC has comments as follow:

The draft 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 and policies.

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.

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.

1

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, 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

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.

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).

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.

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.

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.

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.

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

1 cont.

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Ms. Angela Reynolds
December 22, 2005
Page 3

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.

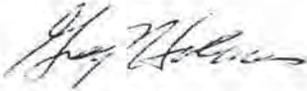
} 2 cont.

As indicated in your report on the hazardous materials use, airport maintenance operations include the limited use of paints, mineral spirits, and cleaning solvents. FBOs such as Cessna, Toyota, Mercury, and Million Air perform maintenance and repair on commercial aircraft and they store up to 200 gallons of methyl ethyl Ketone (MEK) and toluene on site, as well as small quantities of coolant/antifreeze and deicing fluids containing ethylene glycol, or propylene glycol and isopropyl alcohol. All of the waste oil and solvents that are collected at the airport must be sent out for recycling or proper disposal. Each entity contracts individually with waste hauling companies for the collection of, recycling, or proper disposal of hazardous and California regulated waste.

} 3

If you have any questions regarding this letter, please contact me at (714) 484-5461 or call Mr. Al Shami, Project Manager, at (714) 484-5472 or at "ashami@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 # 1244

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Arnold
Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Comment 3



Sean Walsh
Director

December 22, 2005

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

Subject: Long Beach Airport Terminal Area Improvement Project
SCH#: 2003091112

Dear Angela Reynolds:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on December 21, 2005, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts
Director, State Clearinghouse

Enclosures

cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2003091112
Project Title Long Beach Airport Terminal Area Improvement Project
Lead Agency Long Beach, City of

Type EIR Draft EIR
Description The proposed project would provide improvements to the existing terminal and related facilities at the 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 the following thirteen areas: 1. Holdrooms; 2. Concession Area; 3. Passenger Security Screening; 4. Baggage Security Screening; 5. Baggage Claim Devices; 6. Baggage Service Office; 7. Restrooms; 8. Office Space; 9. Ticketing Facilities; 10. Airline Gates; 11. Aircraft Parking Positions; 12. Vehicular Parking; and 13. Traffic and Pedestrian Circulation.

Lead Agency Contact

Name Angela Reynolds
Agency City of Long Beach
Phone 562-570-6354 **Fax**
email
Address 333 West Ocean Boulevard
City Long Beach **State** CA **Zip** 90802

Project Location

County Los Angeles
City Long Beach
Region
Cross Streets Lakewood Blvd. / Donald Douglas Drive
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways I-405, SR-1
Airports Long Beach Airport (LGB)
Railways
Waterways
Schools
Land Use Airport Land Use, Planned Development; Harbor / Airport

Project Issues Air Quality; Archaeologic-Historic; Toxic/Hazardous; Growth Inducing

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 5; California Coastal Commission; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services; California Highway Patrol; Caltrans, Division of Aeronautics; Caltrans, District 7; Regional Water Quality Control Board, Region 4; Department of Toxic Substances Control; Native American Heritage Commission; Air Resources Board, Airport Projects

Date Received 11/07/2005 **Start of Review** 11/07/2005 **End of Review** 12/21/2005

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

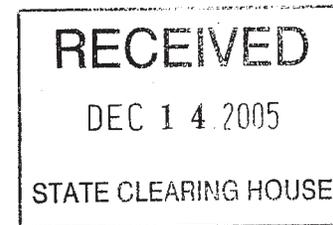


*Flex your power!
 Be energy efficient!*

IGR/CEQA No. 051117AL, DIR
 Long Beach Airport Terminal Improvement Project
 Vic. LA-405 / PM 3.32 to 4.88, LA-19, 605, 710
 SCH # 2003091112

December 9, 2005

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



Clear
 12-21-05
 e

Dear Ms. Reynolds:

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

The proposed project, by its nature, is not expected to generate additional trips over the existing since the project deals with facilitating the Airport to handle future increases in passengers under the permitted limits. In other words, the project is Long Beach's mitigation to the Airport facility. Nonetheless, Traffic Impact Study is required to assess a Cumulative impact under the Optimized flight level Scenario. For the Caltrans facilities (Freeway 405 and the associated ramps) in the area, the study based on CMP criteria and some assumptions is brief. The study does not clearly state the current level of Airport operation in terms of number of flights daily and number of passengers annually. Using the data from Ontario and Orange County Airports, the study assesses additional trips and concludes that additional trips due to optimized flight levels will not cause any significant deterioration in peak hour LOS over and beyond the effect by cumulative projects through year 2020. The cumulative project list in the study includes much talked about Douglas Park project.

The 405 freeway segment in both directions between Western Ave. in the west and freeway 605 in the east of the Airport, today, runs congested (stop-and-go) during AM and PM peak. Caltrans, earlier, identified this segment as becoming further deteriorated upon implementation of The Douglas Park project. The segment which has 5 lanes (includes HOV) in each direction is in a dire need for major mitigation. Although, in the study it is mentioned that a large percentage of arriving/departing passengers are from the immediate areas, that scenario can not be relied on. Trip origins can change over time and

"Caltrans improves mobility across California"

with the availability of the improved Airport facilities. The City Of Long Beach is in an explosive growth pattern and the freeway facilities (605,405,710) serving the City must remain of concern for Caltrans as well as for the City. A joint major mitigation effort is needed now.

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful of your need to discharge clean run-off water.

Any transportation of heavy construction equipment and/or materials which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. We recommend that large size truck trips be limited to off-peak commute periods. Thank you for the opportunity to have reviewed this project.

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. 051117AL.

Sincerely,

Edwin C. Kampmann, for

CHERYL J. POWELL
IGR/CEQA Branch Chief



COMPTON UNIFIED SCHOOL DISTRICT
DEPARTMENT OF FACILITIES PLANNING AND DEVELOPMENT

James L. Scott, Chief Facilities Officer
429 S. Oleander Street, Compton, CA 90220
Tel: (310) 639-4321, ext. 67634 Fax (310) 631-9871
E-mail: lscott@compton.k12.ca.us

November 21, 2005

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

RE: DRAFT EIR 37-03

Dear Ms. Reynolds,

Our district has received and reviewed the Draft Environmental Impact Report for the Long Beach Airport Terminal Area Improvement Project. The proposed project poses no potential environment impact to our district.

Thank for the opportunity to review and be informed of the project. If you have any questions or need additional information you may contact me at (310) 639-4321 extension 42716.

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Sincerely,

James L. Scott
Chief Facilities Officer

JLS/kg

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SOUTHERN CALIFORNIA



ASSOCIATION of GOVERNMENTS

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Orange County: Chris Nixby, Orange County • Christine Barnes, La Palma • John Braumann, Brea • Lou Bone, Justin • Art Brown, Buena Park • Richard Chavez, Anaheim • Debbie Cook, Huntington Beach • Cathryn DeYoung, Laguna Niguel • Richard Dixon, Lake Forest • Marilyn Poe, Los Alamitos • Tod Ridgeway, Newport Beach

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

San Bernardino County: Gary O'vitt, San Bernardino County • Lawrence Dale, Barstow • Paul Eaton, Montclair • Lee Ann Garcia, Grand Terrace • Tim Jasper, Town of Apple Valley • Larry McCallion, Highland • Deborah Robertson, Rialto • Alan Wapner, Ontario

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

Orange County Transportation Authority: Lou Correa, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

December 13, 2005

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

RE: SCAG Clearinghouse No. I 20050717 Long Beach Airport Terminal Area Improvement Project

Dear Ms. Reynolds:

Thank you for submitting the **Long Beach Airport Terminal Area Improvement Project** 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 Improvement Project**, 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 **November 1-30, 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) 236-1851. Thank you.

Sincerely,

BRIAN WALLACE
Associate Regional Planner
Intergovernmental Review

Doc #115655



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South Coast Air Quality Management District

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

FAXED: DECEMBER 22, 2005

December 22, 2005

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

Dear Ms. Reynolds:

**Draft Environmental Impact Report (DEIR) for
Long Beach Airport Terminal Area Improvement Project, November 2005**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated in the Final Environmental Impact Report.

Pursuant to Public Resources Code Section 21092.5, please provide the SCAQMD with written responses to all comments contained herein prior to the certification of the Final Environmental Impact Report. The SCAQMD would be happy to work with the Lead Agency to address these issues and any other questions that may arise. Please contact Charles Blankson, Ph.D., Air Quality Specialist – CEQA Section, at (909) 396-3304 if you have any questions regarding these comments.

Sincerely

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

Attachment

SS: CB

LAC051108-03
Control Number

**Draft Environmental Impact Report (DEIR) for
Long Beach Airport Terminal Area Improvement Project**

1. **Health Risk Assessment (HRA) and Hot Spots Analysis:** The carbon monoxide hot spots impacts are presented in tables 4-2 through 4-6 in Appendix C. It is stated that the CALINE4 model is utilized for the analysis. However, the model output was not provided in the Appendix for review. As a result, SCAQMD staff could not verify the input parameters and the model output.

The air quality impacts for criteria pollutants are presented in table 3.2-13 in the DEIR and Table 4-7 in Appendix C. It is stated that the EDMS/AERMOD model was used for the analysis. However, the model output was not provided for review. As a result, SCAQMD staff could not verify the results.

The health risks impacts are presented in Tables 3.2-15 through 3.2-20 in the DEIR and Tables 4-8 and 4-9 in the Appendix. It is stated that the AERMOD model was used for the analysis. The model output and spreadsheets were not provided in the DEIR or the Appendix for review. As a result, SCAQMD staff could not verify the results.

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2. **Mitigating Construction Emissions:** Construction NO_x and VOC emissions will remain significant even after the implementation of the proposed mitigation measures listed on pages 3.2-56 and 3.2-57 of the DEIR. To further reduce construction emissions SCAQMD staff recommends that the lead agency consider the following mitigation measures for implementation where feasible:

- Provide on-site lunch trucks /facilities during construction to reduce off-site worker vehicle trips.
- Prohibit parking of construction vehicles on streets adjacent to residences, schools, daycare centers, convalescent homes and hospitals.
- Prohibit construction vehicles idling in excess of five minutes to be consistent with State law.
- Suspend use of all construction equipment during a first-stage smog alert.
- Designate a person who will ensure implementation of the proposed mitigation measures through direct inspection and investigation of complaints. Project proponent should also provide a telephone number that residents may call should they have complaints regarding and construction nuisance.

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To reduce volatile organic compounds (VOC) emissions, SCAQMD staff recommends the following mitigation measures:

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

3. **Mitigating Operational Emissions:** In MM 3.2-15 on page 3.2-58 of the DEIR, the lead agency proposes to require the airlines to comply with the South Coast Ground Service Equipment (GSE) Memorandum of Understanding (MOU) signed by the airlines and California Air Resources Board (CARB) in December 2002 or replacement agreements and/or regulations. The DEIR discloses that the GSE MOU includes provisions for retrofitting diesel GSE with particulate traps where feasible.

SCAQMD staff recommends that the lead agency pursue other low emission technologies in addition to retrofitting diesel GSE with particulate traps. For example, SCAQMD staff recommends converting the ground support equipment to low or zero-emission technology, such as the use of CNG or any other clean fuel technology available.

To reduce emissions from ground access vehicles, SCAQMD staff recommends that the lead agency provide incentives or require commercial vehicles, i.e., cars, vans and trucks, that use the terminal areas to install low-emitting engines or use clean fuel.

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LONG BEACH

TRANSIT

P.O. Box 731
1963 E. Anaheim St.
Long Beach, CA 90801-0731
Phone: (562) 591-8753
Fax: (562) 218-1994
www.lbtransit.com

January 6, 2006

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

Dear Ms. Reynolds:

Long Beach Transit (LBT) offers the following comment in response to the Draft Environmental Impact Report (EIR) 37-03 for the Long Beach Airport Terminal Area Improvement Project.

- Incorporate public transit service as an access alternative to/from the airport in the future development plan.

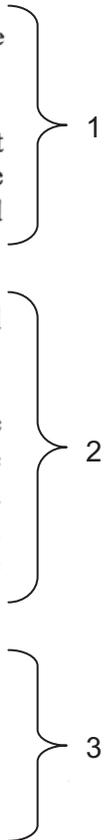
Given the impact of increasing traffic volume and parking demand on the proposed airport improvement project, LBT's transit service represents another viable resource to improve the ground access situation. LBT will participate and contribute if a working committee is created to focus on the transportation and circulation element.

- Specify public transit as one of the required ground access modes in the airport terminal design and development work.

The successful integration of public transit as a ground access mode is highly dependent on the physical layout. Important factors that need to be addressed in the design phase include: the ability to find bus stops, the walking distances, accessibility compliance to Americans with Disabilities Act (ADA) as well as the number of level changes anticipated. LBT staff will provide transit facility design guidelines and technical support to review plans to ensure efficient circulation and convenient accessibility.

- Conduct market research to better understand the travel characteristics of airline travelers and airport employees.

Since 75 percent of the airport traffic is projected to originate from the immediate area of the airport, this task may identify attractive and pragmatic trip reduction incentives tailored to



individual local market segments. For instance, airport employees who are not members of a flight crew most likely have regular commuting patterns. Study findings can serve as the basis for developing the trip reduction plan as proposed in the EIR. LBT staff will participate to assess the potential transit use as well as the routing design serving the airport.

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cont.

- Utilize advanced traveler information systems (ATIS) to disseminate public transportation information at various strategic airport locations.

Since all LBT buses have a state-of-the-art TransSmart communication system on board, a seamless trip planning system can be developed to update the availability of the service, time tables as well as real-time bus scheduling information. Passengers may conveniently obtain airport ground access information on-site, and also interactively via the internet. A prototype demonstration project has been implemented with similar capabilities on selected bus stops on Anaheim Blvd.

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Though private vehicles are a dominant access mode at airports, transportation studies have found that a public transit connection is essential to link the airport to major destinations and the surrounding metropolitan area. In a recent study of 19 airports, the transit market shares, including shuttle bus operations, is above 12 percent; San Francisco (21 percent), San Diego (19 percent) and Los Angeles (13 percent). In the case of the City of Long Beach, LBT provides a well established transit network serving more than 75,000 daily boardings (8% of total personal trips) as one of the most cost-efficient transit systems in the region. It is important for the airport design team to recognize the value of incorporating public transit as a ground access mode with adequate levels of convenience and accessibility.

LBT wishes to support the Airport Improvement Project as an integrated and dynamic multi-modal transportation environment. It is our hope to provide convenient transit services as an attractive alternative to driving for access to the airport.

Sincerely,



Shirley Hsiao
Manager, Service Development

C: Edward King, Executive Director, Operations



BUSINESS DEPARTMENT - Business Services
Facilities Development & Planning Branch
2425 Webster Ave., Long Beach, CA 90810
(562) 997-7550 FAX (562) 595-8644

January 30, 2006

Via Fax and Hand Delivery

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

Re: Long Beach Airport Improvement Draft EIR SCH # 200309112

Dear Ms. Reynolds:

The Long Beach Unified School District ("School District") appreciates the opportunity to comment on the Long Beach Airport Area Terminal Improvement Project Draft Environmental Impact Report (DEIR) (SCH # 200309112) prepared by the City of Long Beach ("City").

While the District was originally established in 1885 with fewer than a dozen students meeting in a borrowed tent, it is now fully responsible for providing school facilities and public education services to more than 95,000 students in 95 public schools in the cities of Long Beach, Lakewood, Signal Hill, and Avalon on Catalina Island. It is the third-largest school district in the state of California and employs more than 8,000 teachers and staff, making it the largest employer in the City of Long Beach.

In addition to establishing high standards of academic excellence for its students, the School District is committed to providing a safe environment and school facilities for its students and employees. Thus, the School District's primary concern in its review of the DEIR is to distinguish the environmental impacts which must be properly addressed, analyzed, and mitigated to assure an environment conducive to learning. This comment letter identifies project impacts which may affect the health, safety, and welfare of the students and staff of schools located closest to the proposed project.

This comment letter also contains courses of action that could alleviate the impacts to the School District's students and employees.

Overview of Potential Project Impacts on the School District

The proposed Project described in the DEIR would be implemented at Long Beach Airport. Aviation activities are located just north of Interstate-405 ("I-405") and generally bound by Cherry Avenue to the west, City of Lakewood and the Boeing Property to the north, and Lakewood Boulevard to the east. It is the School District's understanding that the current Airport cover 1,166 acres and has five (5) runways, the longest being 10,000 feet. The Airport serves commercial carriers, general aviation, and air cargo. The area surrounding the Airport is a mix of commercial, industrial and residential development. Surrounding uses include the existing Boeing property and industrial uses in the City of Lakewood to the north.

The proposed Project would include improvements to the existing Airport Terminal Building and related facilities at the Airport in order to accommodate recent increases in flight activity at the Airport consisted with: (1) the Airport Noise Compatibility Ordinance; and (2) a 1995 settlement agreement between the City of Long Beach and commercial airlines operating at the Airport. It is the School District's understanding that the terminal area improvements are being designed to accommodate 41 airline flights and 25 commuter flights, passengers, associated with those flights, and security requirements imposed by TSA. The size of the facilities would increase from 56,320 square feet to 102,850 square feet.

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It is also the School District's understanding that at the time the baseline for the DEIR was established there were no commuter operations at the Airport. Subsequently, America West and Delta have or will initiate daily commuter flights. The City, however, claims that the potential increase of up to 11 commercial airline flights and the initiation of 25 commuter flights are not causally related to the proposed Project. This is a major flaw in the DEIR that permeates throughout the entire document.

Based on the School District's review of the DEIR and the proposed Project details, it believes that there are at least 25 schools operating in the vicinity of the proposed Project. These school facilities are listed below and are all estimated to be within a five mile radius, with the closest school being only a half a mile away from the proposed Project.

1. Addams ES (#1): 5320 Pine Ave., Long Beach, CA 90805 (3 miles)
2. Barton ES (#4): 1100 East Del Amo Blvd., Long Beach, CA 90807 (1 ¾ miles)
3. Buffum ES (#9): 2350 Ximeno Ave., Long Beach, CA 90815 (1 ¾ miles)
4. Grant ES (#19): 1854 Britton Dr., Long Beach, CA 90815 (2 ½ miles)
5. Sutter MS (#76): 5075 Daisy Ave., Long Beach, CA 90805 (2 ¼ miles)
6. Special Education Building (SE): 5250 Los Coyotes, Long Beach, CA 90808 (1 mile)
7. Educational Partnership (#81): 4344 Atlantic Avenue, Long Beach, CA 90807 (1 ½ miles)
8. Bethune Transitional Center (#5): 2021 San Gabriel Ave., Long Beach CA 90810 (4 ¼ miles)
9. Bixby ES (#7): 5251 East Stearns St., Long Beach, CA 90815 (1 mile)
10. Garfield ES (#20): 2240 Baltic Avenue, Long Beach, CA 90810 (3 ½ miles)
11. Carver ES (#14): 5335 East Pavo St., Long Beach, CA 90808 (3 ¼ miles)
12. Longfellow ES (#34): 3800 Olive Ave., Long Beach, CA 90807 (1 ¼ miles)
13. Los Cerritos ES (#35): 515 West San Antonio Dr., Long Beach, CA 90807 (2 ¼ miles)
14. Madison ES (#38): 2801 Bomberry St., Lakewood, CA 90712 (1 mile)
15. Muir ES (#41): 3038 Delta Ave., Long Beach, CA 90810 (3 ½ miles)
16. Tucker ES (#49): 2221 Argonne Avenue, Long Beach, CA 90815 (3 ¼ miles)
17. Webster ES (#52): 1755 West 32nd Way, Long Beach, CA 90810 (3 ¾ miles)
18. Hill Classical MS (#62): 1100 Iroquois Avenue, Long Beach, CA 90815 (3 miles)
19. Hudson K-8 (& Maintenance Facility) (#64): 2335 Webster Avenue (4 miles)
20. Hughes MS (#65): 3846 California Avenue, Long Beach, CA 90807 (1 mile)
21. Lindbergh MS (#67): 1022 E. Market Street, Long Beach, CA 90805 (2 ¼ miles)
22. Stephens MS (#75): 1830 W. Columbus Street, Long Beach, CA 90810 (3 ¾ miles)
23. Cabrillo HS (#79): 2001 Santa Fe Avenue, Long Beach, CA 90810 (4 miles)
24. Reid HS (#88): 2152 W. Hill Street, Long Beach, CA 90810 (4 miles)
25. School for Adults (#91): 3701 E. Willow Street, Long Beach, CA 90815 (1/2 mile)

2

(See attached Figures)

Given the proximity of the proposed Project in the above listed schools, the School District is naturally concerned that implementation of the Project could have a significant impact (direct and indirect) on school facilities, students and staff.

Specific Concerns

In the paragraphs that follow, the School District identifies the specific concerns it has regarding the proposed Projects, potential environmental, health and safety impacts and the deficient analysis contained within the DEIR. The DEIR should recognize that schools must be treated as a sensitive land use given the concentration of young children within and around these facilities for many hours of the school day and during after-school activities. In addition, students themselves must be treated as sensitive receptors given the disproportionate impacts certain pollutants have on children.

3

Secondly, the School District is concerned that the DEIR has failed to recognize the unique nature of school facilities under California law. Schools are one of the most protected and heavily regulated land uses. The development of new schools and expansion and modernization of existing schools trigger a myriad of special regulatory requirements for the District that are enforced by a variety of state agencies, which makes finding an adequate school site, and/or expanding an existing school site challenging. These regulations include review and approval by the California Department of Education, the Department of Toxic Substances Control and various other agencies, and often trigger special studies to confirm that stringent health and safety standards are met. Such studies may involve various agency consultations and oversight and the use of rigorous study protocols. This very high level of review creates great difficulty in constructing school facilities. Therefore, the School District is very concerned that the proposed Project may subsequently preclude it from upgrading or expanding the schools in the vicinity of the Project described above. These statutorily proscribed site constraints may also make it impossible to find new or replacement school sites in this community after the Project is complete.

4

The School District requests that the DEIR be revised to include an evaluation of the proposed Project's potential direct and indirect impacts on nearby school facilities in conformance with the school siting requirements established in Title 5, California Code of Regulations (CCR), the Education Code, and the Public Resources Code.

Section 1.0, Executive Summary

Page 1-6: Section 1.7 EIR Focus and Effects Found Not to Be Significant; Hazards and Hazardous Materials. The Initial Study Checklist asks "For a project within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in a project area?" This question was determined to have a less than significant impact based on the finding that the project is consistent with the Airport Land Use Plan and that the proposed project does not "propose any changes in the number of flights, the flight patterns, or the operational procedures at the airport that would result in increased safety hazards offsite."

5

As discussed in the comments under Project Description, the proposed project involves growth-facilitating actions (i.e., enhancement of airport capacity) that accommodate increased flight operations and changes in airport-related traffic patterns. The DEIR should reevaluate this criterion and substantiate the fact that operational procedures, including safety procedures, will not be affected by the increased flight operations and changes in vehicle movement. Furthermore, it should be noted that the possibility of significant impacts are not precluded by a project being consistent with an adopted Plan.

Section 2.0, Project Description

Page 2-17: Section 2.7, Operational Considerations, paragraph one. The DEIR states that “The project is not proposing any modifications to the Noise Compatibility Ordinance or other actions that would directly or indirectly affect the number of aircraft operations at the Airport” (emphasis added).

While the Proposed Project would not modify the Noise Compatibility Ordinance and directly impact the number of aircraft operations, the proposed project involves other actions—such as a 40-percent increase in aircraft parking positions (from 10 to 14), a 38-percent increase in airline gates (from 8 to 11), and a 47-percent increase in vehicular parking capacity (from 4,935 to 6,286 spaces)—that are clearly growth facilitating. It is an established practice in CEQA analysis to characterize such features as indirectly encouraging growth, e.g., growth in the number of flights and/or spin-off growth of other types. The DEIR should acknowledge that there could be an indirect relationship between the expansion of these capacity-enhancing facilities and the likelihood that additional flights will rapidly follow despite of the Noise Compatibility Ordinance that currently restricts the number of flights. This correction in the Project Description would necessitate a careful reevaluation of project impacts and mitigation measures to assure that all aspects of potentially increased flight activity are adequately addressed throughout the DEIR.

5
cont.

Page 2-17: Section 2.7, Operational Considerations, paragraph two, sentence three. The DEIR states that “All 25 commuter flights are expected to be in regular service between December 2005 and Spring 2006.” Because the Optimized Flight Scenario is allowed under the current Noise Compatibility Ordinance, the projected increase in flight operations is not fully analyzed as part of the project and would likely occur prior to the proposed project and without a discretionary review. However, although the Project Description specifically indicates that the proposed project would not directly or indirectly affect the number of aircraft operations at the airport, some of the analyses contained in the DEIR (e.g., Air Quality and Noise analysis) assess impacts associated with the projected flight increase and provide mitigation measures.

Although no direct link between the proposed project and the Optimized Flight Scenario has been established in the DEIR, it is evident that the proposed project will support the projected increase in flight operations and accommodate any future increase in numbers of flights. Given the proposed project’s close relationship with the Optimized Flight Scenario, which would likely occur prior to project implementation, timing of mitigation measures associated with the Optimized Flight Scenario should be discussed in the DEIR and carried forward into the Mitigation Monitoring Program for implementation. This implementation timetable should be developed in coordination with the Long Beach Unified School District.

6

Footnote 11 (Paragraph two, sentence six). This footnote states that “...in February 1995, the City of Long Beach City Council certified Negative Declaration ND-19-94, which analyzed the settlement of the airport noise litigation between the City of Long Beach and a number of air carriers and other users of the Long Beach Airport titled *Alaska Airlines et al. v. City of Long Beach*. This settlement is the basis of the Airport Noise Compatibility Ordinance.” This suggests that the CEQA documentation supporting the current flight restrictions was only a Negative Declaration and that the permitted flight increases under the Ordinance have not been properly evaluated. Therefore, although an increase in flight operations is not technically part of the project, appropriate CEQA review and assessment should be conducted.

Section 3.2, Air Quality

Page 3.2-43: Section 3.3.2, Impact Analysis, Impact 3.3-3, Threshold 6, Table 3.2-21, Criterion 1. The air quality analysis evaluates whether the project is consistent with air-quality-related goals and policies. To assess consistency with the SCAQMD's Air Quality Management Plan (AQMP), project emissions are evaluated against Criterion 1, which addresses whether project emissions will increase the frequency or severity of violations of the ambient air quality standards.

The DEIR air quality analysis states, "construction of the Proposed Project would result in short-term significant, unavoidable NO_x emissions. Likewise, operations under the Optimized Flights Scenario would contribute to the exceedance of PM₁₀ concentration standards. Implementation of the mitigation measures presented in Section 3.2.3 would reduce these impacts, but not to a level considered less than significant. Consequently, the Optimized Flights scenario would be consistent with the AQMP for the first criterion."

Provided that both the project's construction and operational phases would exceed SCAQMD thresholds and air quality standards, the conclusion should be that the Optimized Flight Scenario conflicts with the AQMP for the first criterion. The Optimized Flight Scenario would increase the frequency or severity of violations of the ambient air quality standards by creating unavoidable NO_x emissions and exceeding PM₁₀ standards; therefore, could not be reconciled with the finding of being consistent with the AQMP. The analysis or the conclusion should be clarified or revised.

7

Section 3.4, Hazards and Hazardous Materials & Section 3.7, Public Services

1. **Page 3.4-19: Section 3.4.3, Mitigation Program, Standard Conditions and Requirements. Page 3.7-14: Mitigation Program, Standard Conditions and Regulations.** Some of the requirements presented as standard conditions in the DEIR appear to be actually mitigation measures. Standard conditions should be those activities that are required under some existing law, regulation, or policy, while mitigation measures should be additional actions that are not otherwise required, but necessary to reduce potential impacts. The following "standard conditions" (SC) are not required under any regulations and should be listed under mitigation measures and included in the Mitigation Monitoring Program for implementation.

- SC 3.4-4, SC 3.4-5, SC 3.4-8, SC 3.4-9, SC 3.7-3, and SC 3.7-4.

8

Section 3.5, Land Use and Relevant Planning

Page 3.5-3: Section 3.5.1, Sensitive Land Uses near the Airport. Table 3.5-1 identifies a total of 53 schools (public and private) within 2.5 miles (4 kilometers) of the airport and 23 hospitals within 1.5 miles (2.5 kilometers) of the airport. Although there are a significant number of these sensitive uses in the near vicinity of the project site, no further analyses or references were provided in the DEIR. The DEIR should provide additional information on the location and proximity of specific sensitive receptors to the airport as well as analysis of all potential impacts.

9

Section 3.6, Noise

Page 3.6-5: Subsection, Effects of Noise on Humans, last paragraph. This paragraph states, "As discussed in other sections of this report, speech interference begins at 65 dBA,

10

which is the level of normal conversation.” However, this statement is inaccurate when applied to classroom settings because it fails to address the distance between the noise source and receiver. According to Exhibit 1-5 of Appendix F (Noise Study) of the DEIR, normal speech volume is permissible at 65 dBA background noise when there is a distance of two feet between listener and speaker. In comparison, typical classroom settings often have 25–to 35-foot distances between the teacher and students. Therefore, based on Exhibit 1-5 of Appendix F of the DEIR, a normal conversation would not be possible at 65 dBA and the teacher would have to shout for students to hear if background noise is at 65 dBA, as cited in the DEIR.

10
cont.

In addition, this same Exhibit shows that even if a teacher uses a raised voice, background noise levels would begin to interfere with speech at 50 dBA when speaker and listener are 32 feet apart. Therefore, considering that building structures attenuate outdoor noise levels by 20 dBA with windows closed and 12 dBA with windows open (as discussed in the DEIR), the DEIR should include an assessment of noise impacts to classroom speech at 70 dBA with windows closed and 62 dBA with windows open.

Page 3.6-18: Section 3.6.2, Impact Analysis, Proposed Project, Construction Related Impacts. The DEIR noise analysis assesses the impact of noise generated by individual construction equipment at the nearest noise-sensitive uses against the significance thresholds. However, this method of analysis understates the magnitude of noise impacts because it does not address the total noise levels attributable to multiple construction vehicles working concurrently, which is typical. For example, the air quality analysis performed for the project lists 19 construction vehicles/equipments used in a single day on the construction of the terminal. Multiple noise sources may increase noise levels substantially. Therefore, noise levels from multiple equipment sources, not individual, should be evaluated against the thresholds.

11

Page 3.6-19: Section 3.6.2, Impact Analysis, Proposed Project, Construction Related Impacts, paragraph two. This paragraph states that “no impacts associated with construction in the terminal area would occur.” However, the noise levels shown in Table 3.6-7 show net noise levels of 43–52 dBA, which are higher than the 45 dBA (10 p.m. to 7 a.m.) and 50 dBA (7 a.m. to 10 p.m.) noise thresholds shown in Table 3.6-6. The noise analysis used these noise thresholds in the Long Beach Municipal Code as significance criteria. Because the net noise levels exceed these significance criteria, a significant daytime and nighttime impact should be declared for construction of the terminal area and the statement that there is no construction impact in the terminal area is inaccurate.

12

Page 3.6-22: Section 3.6.2, Impact Analysis, Additional Effects Related to Optimized Flights, CNEL Land Use Impacts. The DEIR identifies two District facilities (i.e., Minnie Gant Elementary School and the Special Education Building in the School Safety and Emergency Preparedness Offices) as being exposed to noise levels of 60–65 dBA CNEL due to the Optimized Flights Scenario. Attached Figure 1, *Affected LBUSD School Sites*, illustrates the location of proximate LBUSD schools and facilities in relation to the airport and projected noise contours under the Optimized Flights Scenario. The Optimized Flights Scenario would increase noise levels at these two school facilities by increasing both the magnitude of noise from each aircraft flyover as well as the number of such occurrences. However, the project’s noise analysis dismisses the impact as not significant because it does not exceed state or federal noise standards. The EIR methodology needs to go beyond the use of a simplistic 65 dBA CNEL noise significance threshold and adequately evaluate the impacts of noise on sensitive receptors such as students.

13

The Optimized Flights Scenario would increase flights from a total of 41 to potentially 52 commercial and 25 commuter flights per day. This represents an increase of 36 flights (or an 88-percent increase) to a total of 77 flights per day. These additional flights would cause significantly more interruptions in school learning activities for both outdoor and indoor environments each day and every day. For nearby residences, the increase would cause more interruptions in television/radio listening, more awakening from daytime naps, and interference with conversations for residences under the flight path. These noise intrusions may be within the limits allowed under the FAA but would still lead to additional occurrences of speech and activity interference.

14

On page 3.6-4 the DEIR states "Communication interference includes speech interference and interference with activities such as watching television. Normal conversational speech is in the range of 60 to 65 dBA and any noise in this range or louder may interfere with speech." The 65 dBA CNEL standard is accepted for use by the state and federal governments, but it is not the only gauge by which impacts could be assessed.

15

Annoyance Level

Appendix F-16 of the DEIR states, "Annoyance levels have been correlated to CNEL levels." Exhibit 1-8 relates DNL (CNEL in California) noise levels to community response from two surveys. One of the survey curves presented in Exhibit 1-8 is the well-known Schultz curve, developed by Theodore Schultz. It displays the percentage of a populace that can be expected to be annoyed by various DNL values for residential land use with outdoor activity areas. At 65 dB DNL the Schultz curve predicts approximately 14 percent of the exposed population would report themselves to be "highly annoyed" and at 60 dB DNL the percentage decreases to approximately 8 percent of the population.

Affected school sites and area residences have been experiencing noise levels of less than 60 dBA CNEL. Assuming noise levels are 55 dBA, the Schultz curve predicts that about 4 percent of the existing population is highly annoyed by airport noise. Under the Optimized Flights Scenario, the noise levels would increase to 60 - 65 dBA and the corresponding highly annoyed population percentage would increase to between 8 and 14 percent. The DEIR used the state and federal significance threshold level of 65 dBA CNEL to conclude that the impacts are less than significant. However, the number of people who would be highly annoyed by this increased airport activity would multiply by two to three, from 4 percent to between 8 and 14 percent. Any noise increase that would double or triple the number of highly annoyed population should be construed as a substantial permanent increase in noise levels and should not be disregarded as having less than significant impact.

16

Single-Event Noise Levels

The DEIR does not fully address the additional noise impacts from the increase in single-event aircraft flyovers on interior and exterior areas of noise-sensitive uses. Page 3.6-16 of the EIR states, "A single-event noise level (SENEL) of 90 dBA would produce a maximum noise level of approximately 80 dBA outdoors, directly under the flight path. The indoor maximum noise level for such a flight would be approximately 68 dBA for a home directly under the flight path."

17

Attached Figure 2, *LBUSD Schools Affected by Single Event Aircraft Flyovers*, shows the single event noise contours for 90 SEL and 85 SEL. Based on this figure, seven school facilities are

include within 90 SEL contour and 18 school facilities are included within 85 SEL contour, for a total of 25 impacted schools.

- Schools Within 90 SEL

1. Addams ES (#1): 5320 Pine Ave., Long Beach, CA 90805 (3 miles)
2. Barton ES (#4): 1100 East Del Amo Blvd., Long Beach, CA 90807 (1 ¾ miles)
3. Buffum ES (#9): 2350 Ximeno Ave., Long Beach, CA 90815 (1 ¾ miles)
4. Grant ES (#19): 1854 Britton Dr., Long Beach, CA 90815 (2 ½ miles)
5. Sutter MS (#76): 5075 Daisy Ave., Long Beach, CA 90805 (2 ¼ miles)
6. Special Education Building (SE): 5250 Los Coyotes, Long Beach, CA 90808 (1 mile)
7. Educational Partnership (#81): 4344 Atlantic Avenue, Long Beach, CA 90807 (1 ½ miles)

- Schools Within 85 SEL

1. Bethune Transitional Center (#5): 2021 San Gabriel Ave., Long Beach CA 90810 (4 ¼ miles)
2. Bixby ES (#7): 5251 East Stearns St., Long Beach, CA 90815 (1 mile)
3. Garfield ES (#20): 2240 Baltic Avenue, Long Beach, CA 90810 (3 ½ miles)
4. Carver ES (#14): 5335 East Pavo St., Long Beach, CA 90808 (3 ¼ miles)
5. Longfellow ES (#34): 3800 Olive Ave., Long Beach, CA 90807 (1 ¼ miles)
6. Los Cerritos ES (#35): 515 West San Antonio Dr., Long Beach, CA 90807 (2 ¼ miles)
7. Madison ES (#38): 2801 Bomberly St., Lakewood, CA 90712 (1 mile)
8. Muir ES (#41): 3038 Delta Ave., Long Beach, CA 90810 (3 ½ miles)
9. Tucker ES (#49): 2221 Argonne Avenue, Long Beach, CA 90815 (3 ¼ miles)
10. Webster ES (#52): 1755 West 32nd Way, Long Beach, CA 90810 (3 ¾ miles)
11. Hill Classical MS (#62): 1100 Iroquois Avenue, Long Beach, CA 90815 (3 miles)
12. Hudson K-8 (& Maintenance Facility) (#64): 2335 Webster Avenue (4 miles)
13. Hughes MS (#65): 3846 California Avenue, Long Beach, CA 90807 (1 mile)
14. Lindbergh MS (#67): 1022 E. Market Street, Long Beach, CA 90805 (2 ¼ miles)
15. Stephens MS (#75): 1830 W. Columbus Street, Long Beach, CA 90810 (3 ¾ miles)
16. Cabrillo HS (#79): 2001 Santa Fe Avenue, Long Beach, CA 90810 (4 miles)
17. Reid HS (#88): 2152 W. Hill Street, Long Beach, CA 90810 (4 miles)
18. School for Adults (#91): 3701 E. Willow Street, Long Beach, CA 90815 (1/2 mile)

This indicates that approximately 80 dBA Leq of noise would be experienced at the outdoor playgrounds of these 22 school facilities, which would preclude teachers communicating with students beyond approximately 25 feet, even at the upper limits of shouting. The indoor noise level for classrooms during an aircraft overflight would be at least 68 dBA Leq, which would require teachers to shout to be heard by students located approximately 16 feet or more away (based on Exhibit 1-5 of the Appendix F of the DEIR).

When a flyover occurs, noise levels would jump from background noise levels of approximately 50–60 dBA to 80 dBA for exterior environments and from approximately 40–50 dBA to 68 dBA for interior environments. This is an increase in noise levels of 20–30 dB. Noise increases of 20 dB would be perceived as a fourfold increase in noise levels and noise increases of 30 dB would be perceived as an eightfold increase in noise levels. Page 3.6-18 of the DEIR lists as a threshold, “A substantial permanent increase in ambient noise levels in the project vicinity above existing levels existing without the project.” Increasing noise levels by 20–30 dB or by a magnitude of eight constitutes a substantial permanent increase in ambient noise levels.

17
cont.

Because the Optimized Flight Scenario would result in single-event noise levels increasing 20–30 dB above background conditions without the project, leading to interruptions in educational instruction, daytime sleep, and conversations, among other disruptions, and because this would occur up to 36 more times every day with the project, it needs to be concluded that aircraft noise from the additional flights would be an unavoidable significant impact. The DEIR's finding of less than significant noise impacts, which is based on only the 24-hour cumulative CNEL noise descriptor, is misleading and inappropriate in assessing impacts to sensitive receptors such as schools. The cumulative 24-hour CNEL approach is not a comprehensive assessment for the school population which requires a quiet environment at all times for optimal learning. Though the overall noise level may be similar over a 24-hour period, there will be 36 more high-magnitude noise intrusions occurring on a daily basis. Under the Optimized Flights Scenario, the District school facilities would be exposed to a substantial permanent increase in ambient noise levels on a routine basis throughout the school day.

18

Though the magnitude of each flyover may be less intrusive than existing conditions, at 85–90 dBA SENEL they are still very intrusive. The DEIR should include a complete analysis of the single-event criterion and its effects on surrounding land uses. The analysis of noise impacts is deficient without properly finding that unavoidable significant impacts would occur on exterior and interior noise environments from the increase in the number of single-event flyovers.

Page 3.6-26: Section 3.6.3, Mitigation, Mitigation Measure MM3.6-2. The DEIR recognizes that the Optimized Flights Scenario would lead to adverse noise impacts and stipulates that mitigation measures which incorporate sound insulation treatment are necessary. However, the lead agency would only offer noise insulation in exchange for affected noise-sensitive receivers relinquishing their rights by signing an avigation easement. Noise levels at the Minnie Gant Elementary School and the Special Education Building located at the School Safety and Emergency Preparedness Offices of the Long Beach Unified School District, as noted above, would be exposed to noise levels of 60–65 dBA CNEL under the Optimized Flights Scenario as compared to the Year 2004 CNEL. This permanent increase in the 24-hour noise level is substantial and represents a significant noise impact. In addition, the number of impacted schools is not limited to two schools as stated in the DEIR but twenty-two schools based on the single event noise contours.

19

The Optimized Flights Scenario also results in potentially 36 more times when school activities would be interrupted by noise levels increasing from 55–60 dBA to 80 dBA during aircraft flyovers. This also constitutes a substantial permanent increase in noise levels due to single-event noise and as such is an unavoidable significant noise impact.

Recommendation

Increasing the frequency of airport operations would lead to a greater number of occurrences of interference of speech intelligibility of students and faculty. This increase in noise may restrict the District's ability to expand and improve the existing schools. Noise analysis should identify all affected schools in the DEIR and evaluate site specific impacts and mitigation for each school.

The EIR should identify all feasible mitigation measures necessary and appropriate to reduce noise impacts to any of the District's school facilities potentially impacted by the Project. All feasible mitigation needs to be applied regardless of the District relinquishing rights under an avigation easement. CEQA does not require that mitigation need only be applied if residents or schools sign an avigation easement.

20

The DEIR must analyze the need for structural improvements to minimize noise from single event noise, which may include such improvements as acoustical rated windows and doors, insulation and roof treatments and vent treatments (such as baffles). Other mitigation measures may include installation of a microphone system in each classroom with mounted wall speakers for more effective classroom communication. Construction of a physical education building is one way to mitigate outdoor noise interference. In addition, mitigation should include regular periodic spot monitoring to check how well school noise insulation is attenuating impacts due to site-specific interior conditions.

20
cont.

Section 4.0, Alternatives to the Proposed Project

Page 4-4: Section 4.3, Description of Alternatives Carried Forward. Both Alternative A and B are the same or similar to the proposed project in terms of key facilities (such as aircraft and vehicular parking, number of gates, and aircraft parking spaces) that can be considered capacity enhancing, as discussed in previous comments. Alternative C is the No Project Alternative. Consequently, there is no alternative considered that would constrain additional flights, with the exception of the No Project Alternative. This does not provide a reasonable range of alternatives that would reduce the real potential impacts of the project, namely, increased flight activity.

21

Section 5.0, Long-Term Implications of the Project

Page 5-3: Section 5.2, Growth-Inducing Impacts, Effect on Fostering Growth at the Airport, paragraph one, last sentence. This sentence acknowledges, "An increase in flights would be experienced as a result of market forces and in response to unmet demand for air travel in the southern California region."

Paragraph two, first sentence: This sentence states, "The potential to induce growth can exist only when the capacity exceeds existing or future demand for air transportation."

There is extensive documentation of unmet demand for air travel capacity in the region, as noted in Comment 3 in Section 2.0-Project Description. Facilities that are proposed as part of this project will enhance the capacity of the Long Beach Airport and facilitate additional flights in response to that demand. Consequently, the project may have significant growth-inducing impacts.

Page 5-4: Section 5.3, Cumulative Impacts. Questions raised throughout these comments with respect to the level of significance of impacts may require reexamination and alteration of correlating conclusions regarding cumulative impacts as well.

22

Potential Mitigation Measures for the Proposed Project

In order to ensure that none of the above-described Project impacts rise to a potentially significant level, the School District suggest that the DEIR include an analysis of the following potential mitigation measures to offset such impacts:

1. Acoustical rated windows and doors such as the installation of dual-paned windows to offset noise impacts to potentially impacted schools.

23

2. Insulation, roof treatments and construction of sound barriers for those schools/sites in the immediate vicinity of the proposed Project.
3. Construction of indoor lunchroom facilities so that students and staff have indoor facilities for lunch and other activities to offset noise impacts and to avoid unhealthful air quality.
4. Construction of gymnasiums/multipurpose rooms at school sites so that students and staff have indoor facilities for exercise and other activities to offset noise impacts and to avoid unhealthful air quality.
5. Improvements to the School District's air conditioning/filtration units and vent treatments such as baffles at schools within the immediate vicinity of the proposed Project to ensure adequate indoor air quality and to mitigate noise interference.
6. Microphone and/or public address system in each classroom with wall mounted speakers for more effective classroom communication.
7. Regular periodic spot monitoring to check noise interference at various school sites to verify if noise insulation and/or other mitigation is attenuating impacts due to site-specific interior conditions.

23
cont.

Thank you for the opportunity to respond to the DEIR. The District trusts that the City and the District can resolve all school facility, student and staff health and safety concerns in a collaborative manner. The District would also be happy to meet with the City and its consultants to discuss the impact of the Project on the District's facilities, students, and staff and potential mitigation measures to offset such impacts. If you have any questions or would like to arrange a meeting to discuss our concerns, please feel free to contact me at (562) 997-7550.

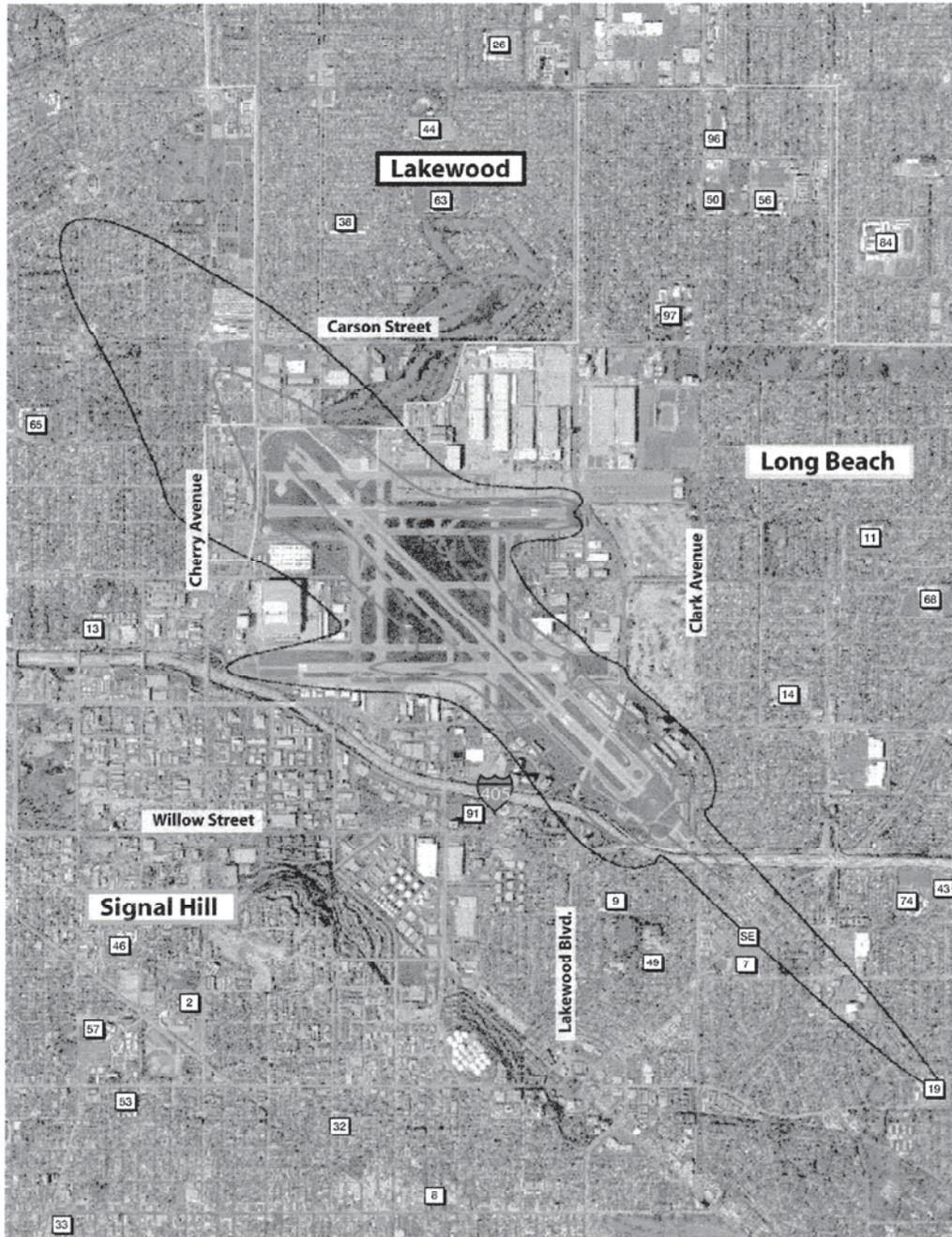
Sincerely,



Carri M. Matsumoto
Executive Director
Facilities Development and Planning
Long Beach Unified School District

cc: Chris Steinhauser – LBUSD
Kim Stallings – LBUSD

Affected LBUSD School Sites



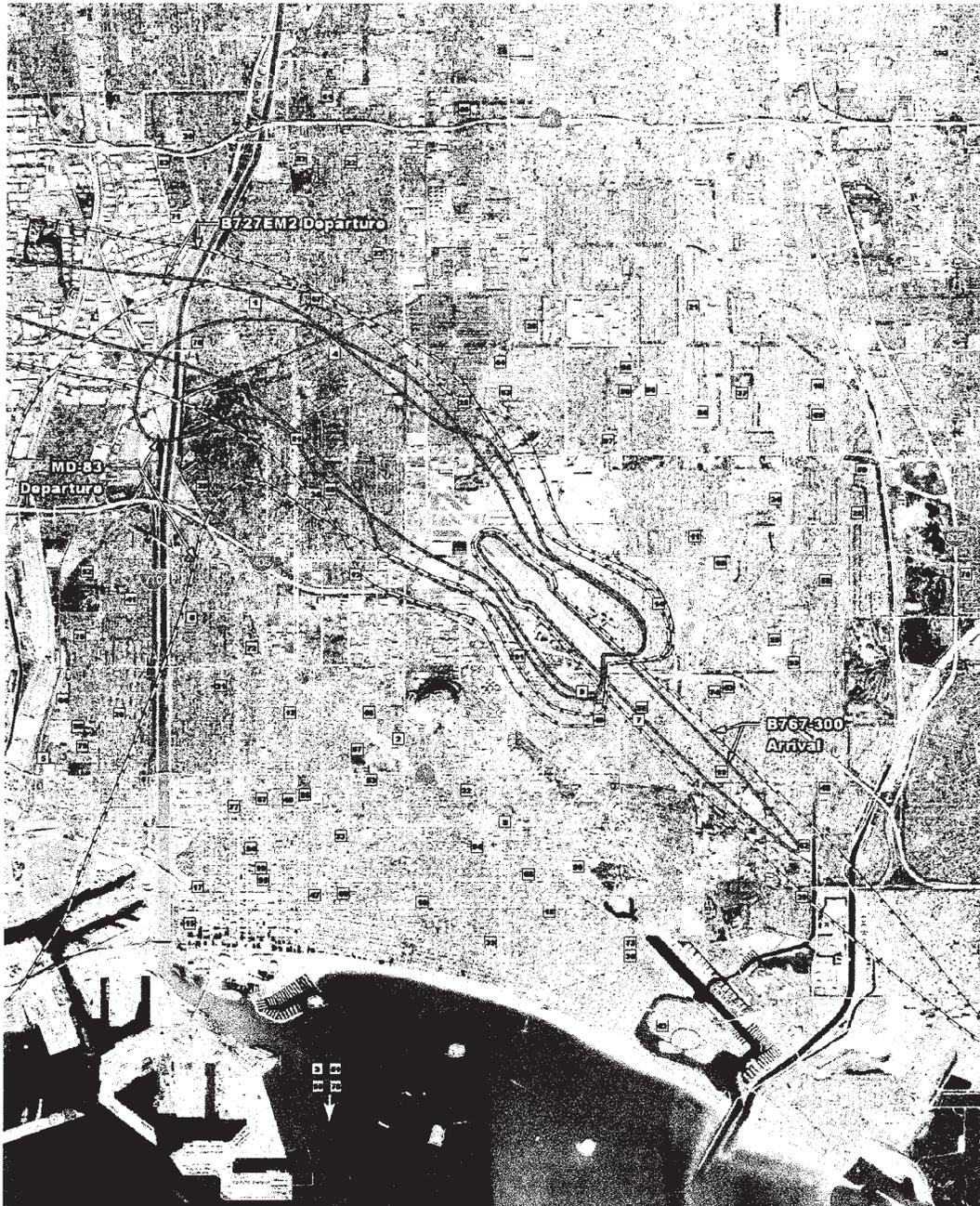
- | | | | |
|-----------------|-------------------|--|--------------------|
| 2 Alvarado ES | 33 Lincoln ES | 63 Hoover MS | 60 CNEL |
| 7 Bixby ES | 38 Madison ES | 65 Hughes MS | 65 CNEL |
| 8 Bryant ES | 43 Prisk ES | 68 Marshall MS | 70 CNEL |
| 9 Buffum ES | 44 Riley ES | 75 Stephens MS | Municipal Boundary |
| 11 Burcham ES | 46 Signal Hill ES | 84 Lakewood HS | |
| 13 Burroughs ES | 49 Tucker ES | 91 School for Adults | |
| 14 Carver ES | 50 Twain ES | 96 Long Beach City College Child Study Center | |
| 19 Gant ES | 53 Whittier ES | 97 Long Beach City College Liberal Arts Campus | |
| 26 Holmes ES | 56 Bancroft MS | SE Special Education Building of School Safety and | |
| 32 Lee ES | 57 Butler K-8 | Emergency Preparedness Offices | |



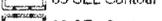
Source: Long Beach Airport Terminal Area Improvement Project
 Review of Long Beach Airport Improvements EIR

The Planning Center • Figure 1

LBUSD Schools Affected by Single Event Aircraft Flyovers



- | | | | | |
|--------------------------------|--------------------|--------------------|-----------------------------|---|
| 1. Adams MS | 21. Gardner ES | 40. 7th St ES | 59. Miller MS | 78. Lido MS |
| 2. Alvarado ES | 22. Green ES | 41. Riley ES | 60. Modjeski HS | 79. Mission MS |
| 3. Anson CG | 23. Holt ES | 42. Roosevelt ES | 61. Hughes MS | 80. Polytechnic HS |
| 4. Barton ES | 24. Keeny ES | 43. Serrano HS | 62. Jefferson MS | 81. Polytechnic Academy |
| 5. Bidwell Transitional Center | 25. Nelson HS | 44. Serrano HS | 63. Tenthred MS | 82. SHS |
| 6. Boney ES | 26. Ruler ES | 45. Trenchard HS | 64. Marshall MS | 83. Renaissance HS |
| 7. Brady ES | 27. Kirtland | 46. Tucker ES | 65. Monroe HS | 84. Wilson HS |
| 8. Bryant ES | 28. King ES | 47. Tustin ES | 66. Newcomb ES | 85. School for Arts |
| 9. Buffum ES | 29. Lafayette CG | 48. Two Harbors CG | 67. Power MS | 86. Cromwell Parkside Academy |
| 10. Eubank ES | 30. Lee ES | 49. Webster ES | 68. Robinson HS | 87. New City Center |
| 11. Franklin ES | 31. Lincoln ES | 50. Wilbur ES | 69. Rowland MS | 88. Pacific Learning Center |
| 12. Fremont HS | 32. Longfellow ES | 51. Wilbur ES | 70. Stanford MS | 89. Long Beach City College - Child Study Center |
| 13. Gortough ES | 33. Los Famosos ES | 52. Anken MS | 71. Stephens MS | 90. Long Beach City College - Liberal Arts Campus |
| 14. Carter ES | 34. Lovett ES | 53. Bancroft MS | 72. Smith MS | 91. Space Education - Study of School Safety, Emergency Preparation, Crisis |
| 15. Chavez ES | 35. McKinley ES | 54. Sisk HS | 73. Van Dyke HS | |
| 16. Cleveland CG | 36. Madison CG | 55. Dubboyle HS | 74. Arden HS | |
| 17. Clinton ES | 37. Main CG | 56. DuMile MS | 75. Cabrera/Parsons HS | |
| 18. Emerson ES | 38. McKinley HS | 57. Franklin MS | 76. Renaissance Partnership | |
| 19. Franklin ES | 39. Miller ES | 58. Hamilton MS | 77. Irvine HS | |
| 20. Gifford ES | 40. Muller ES | 59. Hamilton MS | 78. Lincoln Academy | |
| | 41. Taylor HS | 60. 14th St | | |

Single Event Noise Contours
 85 SEL Contour
 90 SEL Contour

Sources: Long Beach Airport Terminal Area Improvement Project
 Review of Long Beach Airport Improvements EIR



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CITY OF CERRITOS

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November 11, 2005

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

Subject: **DRAFT ENVIRONMENTAL IMPACT REPORT - LONG BEACH AIRPORT**

Dear Ms. Reynolds:

Thank you for providing the City of Cerritos with an opportunity to review and comment on the Draft Environmental Impact Report for the above referenced project. City staff has reviewed the Draft EIR 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.

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Sincerely,


Torrey N. Contreras
Director of Community Development

ev
cc Robert A. Lopez, Advance Planning/Redevelopment Manager
Sharon Gi, Associate Planner

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City of Seal Beach



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SEAL BEACH, CALIFORNIA 90740
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December 13, 2005

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

Dear Ms. Reynolds:

SUBJECT: CITY OF SEAL BEACH COMMENTS RE: "DRAFT ENVIRONMENTAL IMPACT REPORT 37-03 – LONG BEACH AIRPORT TERMINAL IMPROVEMENT PROJECT (SCH NO. 200309112)"

The City of Seal Beach has reviewed the above referenced Draft Environmental Impact Report (DEIR) and has several general comments and observations relative to the document, which are set forth below.

The concerns of the City of Seal Beach are heightened upon our review of a recent study released by the State of California Air Resources Board titled "*2005 Draft Diesel Particulate Matter Exposure Assessment Study for the Ports of Los Angeles and Long Beach*" ("the ARB Report"). Due to significant health risks identified within the ARB Report from existing diesel particulate emission from both the Ports of Los Angeles and Long Beach, and the regional impacts of those identified air emissions, it is requested that a supplemental analysis of air quality impacts throughout the subject document be prepared and re-distributed to all interested parties for review and provision of comments prior to closing the public review and comment period on the DEIR and the preparation of the Final EIR for this project. This analysis needs to also consider the cumulative impacts of this project and the "*Draft EIS/EIR – Long Beach LNG Import Project (SCH No. 2003091130)*", and the cumulative projects identified in both of these environmental documents.

The ARB Report contains on page 2 and 3 the following key findings that should cause all parties involved with this project to re-evaluate the impacts of additional diesel particulate matter emissions upon the region:

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"The key findings from this study are:

- Diesel PM emissions from the ports are a major contributor to diesel PM in the South Coast Air Basin.

The combined diesel PM emissions from the ports are estimated to be about 1,760 tons per year in 2002. This represents a significant component of the regional diesel PM emissions for the South Coast Air Basin (SCAB) at about 21 percent of the total SCAB diesel PM emissions in 2002. Focusing only on diesel PM emissions occurring on port property or within California Coastal Waters (CCW), the emissions from ship activities (transiting, maneuvering, and hotelling) account for the largest percentage of emissions at about 73 percent, followed by cargo handling equipment (10 %), commercial harbor craft vessels (14%), in-port heavy duty trucks (2%), and in-port locomotives (1%).

- Diesel PM emissions from the ports impact a large area and the associated potential health risks are of significant concern.

Diesel PM emissions from the ports result in elevated cancer risk levels over the entire 20-mile by 20-mile study area. In areas near the port boundaries, potential cancer risk levels exceed 500 in a million. As you move away from the ports, the potential cancer risk levels decrease but continue to exceed 50 in a million for more than 15 miles.

Primary diesel PM emissions from the ports also result in potential non-cancer health impacts within the modeling receptor domain. The non-cancer health effects evaluated include premature death, asthma attacks, work loss days, and minor restricted activity days. Based on this study, average numbers of cases per year that would be expected in the modeling area have been estimated as follows:

- 29 premature deaths (for ages 30 and older), 14 to 43 deaths as 95% confidence interval (CI);
 - 750 asthma attacks, 180 to 1300 as 95% CI;
 - 6,600 days of work loss (for ages 18-65), 5,600 to 7,600 as 95% CI;
 - 35,000 minor restricted activity days (for ages 18-65), 28,000 to 41,000 as 95% CI.
- "Hotelling" emissions from ocean-going vessel auxiliary engines and emissions from cargo handling equipment are the primary contributors to the higher pollution related health risks near the ports.

1
cont.

Hotelling emissions from ocean-going vessels account for about 20 percent of the total diesel PM emissions from the ports. These emissions are responsible for about 34 percent of the port emissions related risk in the modeling receptor domain based on the population-weighted average risk. These emissions resulted in the largest area (2,036 acres) where the potential cancer risk levels were greater than 200 in a million in the nearby communities. The second highest category contributing to cancer risk levels above 200 in a million was cargo handling equipment, which impacted a residential area of 410 acres and is responsible for about 20 percent of the total risk in the modeling receptor domain based on the population-weighted average risk. Reducing emissions from these two categories will have the most dramatic effect on reducing the port emissions related risks in nearby communities.

- Emissions from commercial harbor craft, in-port trucks, in-port rail, and ocean-going vessels (transit and maneuvering activities) account for a much smaller percentage of the near source risk, but are an important contributor to elevated cancer risk levels over a very large area.

Emissions from commercial harbor craft, on-port trucks, on-port rail, and ocean going vessels (maneuvering and transit activities) account for about 70 percent of the total diesel PM emissions for the ports. While emissions from these source categories do not have a major role in the near port risk levels, they are significant contributors to the overall elevated risk levels in the study area. Addressing the emissions from these sources is critical if we are to significantly reduce the exposure of a large population (over 2 million people) to cancer risk levels in the 50 in a million range.”¹

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cont.

Comments and Concerns re: Section 3.2, Air Quality and Human Health Risk Assessment:

Revised Analysis is Required in Light of New and Significant Air Quality Information Not Available at time of Preparation of Draft EIR:

As stated above in our comments, it is the position of Seal Beach that a revised “Air Quality” analysis must be prepared and re-circulated for public review and comments due to the release by the Air Resources Board of the referenced “2005 Draft Diesel Particulate Matter Exposure Assessment Study for the Ports of Los Angeles and Long Beach”. This document sets forth significant new information regarding impacts upon “Air Quality” and “Hazards” that are not discussed, evaluated, and proposed for

¹ “2005 Draft Diesel Particulate Matter Exposure Assessment Study for the Ports of Los Angeles and Long Beach”, State of California Air Resources Board, Page 2 and 3.

mitigation under the current DEIR document. The “Human Health Risk Assessment” portion of this section of the DEIR should also be revised and updated as appropriate, based on a review and evaluation of the conclusions and documentation in the ARB Report. This is particularly important since the DEIR indicates that PM₁₀ emissions will remain significant after imposition of all proposed mitigation measures (Section 3.2.4, page 3.2-58)

1
cont.

Comments and Concerns re: Section 3.6, Noise:

The City recognizes that the DEIR presents SENEL levels based on the anticipated number of flight operations, and the resulting CNEL and SENEL noise contours, 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.

Exhibit 3.6-10a, “A320, B727, B757-300 and B767-300 Arrival SEL Contour” clearly indicates portions of Leisure World are impacted by the arrival of all identified types of aircraft except for the A-320 and are within the 85-90 dBA noise contours. The DEIR states on page 3.6-16 that:

“A SENEL of 90 dBA would produce a maximum noise level of approximately 80 dBA outdoors, directly under the flight path. The indoor maximum noise level for such a flight would be approximately 68 dBA for a home directly under the flight path. The purpose of showing the 85 and 90 SENEL contours is to provide a comparison of the noise levels generated by different aircraft types.”

2

A review of the October 11, 2005 “Noise Budget Calculations for Budget Year October 1, 2004 to September 30, 2005 indicates that the established noise budget for RMT Location 10, the arrival noise monitoring station for enforcement of the Long Beach Airport noise regulations is within the stipulated “noise budget”.

As indicated in our previous comment letters on the “Notice of Preparation” for this project, during several of our 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 monitored and enforced rigorously enough 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 nor have adequately addressed concerns, requiring additional follow up by City staff.

The City of Seal Beach is extremely disappointed that the DEIR does not 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 DEIR document needs to be revised to clearly indicate those flight pattern deviations and to then clearly establish the resulting noise levels that may be generated by such deviations from 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 recognizes that the DEIR includes requested information as to the locations of the current noise monitoring stations, but again is disappointed that the DEIR does not include an 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.

3

4

In our April 2005 comment letter regarding the NOP for this project the City further requested 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. Again, this requested information has not been provided within the DEIR, and we again request that this information be provided to allow for full disclosure and a better understanding of the existing impacts of such flight deviations on the noise environment in Seal Beach, and particularly within the Leisure World retirement community, which experiences the SENEL levels of between 85 and 90 dBA.

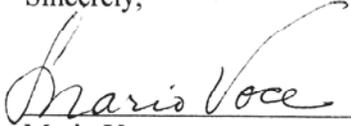
5

The Environmental Quality Control Board considered and discussed this DEIR on November 30, 2005 and the City Council considered and discussed the DEIR on December 12, 2005 and authorized the Chairman and Mayor, respectively, 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, or by e-mail at lwhittenberg@ci.seal-beach.ca.us if you have any questions regarding this matter.

We look forward to reviewing and commenting on a revised DEIR that reflects our concerns and comments on this version of such an environmental disclosure document.

Sincerely,



Mario Voce
Chairman, EQCB



Charles Antos
Mayor, City of Seal Beach

Distribution:

Seal Beach City Council
Seal Beach Environmental Quality Control Board

City Manager

Golden Rain Foundation
Attn: Bill Narang

Seal Beach Planning Commission

Director of Development Services



Economic Development Commission
 City of Long Beach, California

December 16, 2005

To: City of Long Beach
 Planning and Building Department
 Attn: Angela Reynolds
 333 W. Ocean Blvd.
 Long Beach, CA 90802

**Re: The Long Beach Airport Area Complex
 DRAFT Environmental Impact Report No. 37-03**

Dear Ms. Reynolds:

Please accept this statement on behalf of the Long Beach Economic Development Commission, so that the Commission's position may be recorded in public comments regarding the Draft EIR for the Long Beach Airport. The role of the Long Beach Economic Development Commission is to advise and make recommendations to the City Council on matters affecting economic development within the City. The City of Long Beach Economic Development Commission recommends timely and immediate action to certify the Draft EIR.

The Long Beach Airport is an important and essential asset in sustaining the City's economic growth and viability. The Economic Impact Analysis published in April 2005 presented **persuasive** evidence that continued airport operations have substantial positive impact on the city's long-term business growth and workforce development. As this report concluded, the airport is a fundamental element of the City's employment base, producing over 16,000 jobs representing \$1.0 billion in earnings.

The Commission has reviewed the Draft Environmental Impact Report, including the detailed project impacts and mitigation measures presented. The report concludes that the Proposed Project "does not result in substantially greater impacts than the other build alternatives" and declares the proposed improvements as the "environmentally superior alternative."

1

December 16, 2006

Page 2

Due to the profound positive economic impact that airport operations have on the continued vitality of this City, the Economic Development Commission respectfully urges the City Council to act without further delay or impediments to the process to approve the EIR and move forward to improve and modernize the Long Beach Airport.

} 1 cont.

Sincerely,



Joel Fierberg, Chairman
City of Long Beach Economic Development Commission

cc: Gerald R. Miller, City Manager
Morton Stuhlberg, Chair, Planning Commission
Robert Swayze, Economic Development Bureau Manager



City of Huntington Beach

2000 MAIN STREET

CALIFORNIA 92648

DEPARTMENT OF PLANNING

Phone 536-5271
Fax 374-1540
374-1648

December 21, 2005

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

Subject: Draft EIR for the Long Beach Airport Terminal Area Improvement Project

Dear Ms. Reynolds:

Thank you for giving the City of Huntington Beach the opportunity to review the Draft EIR for the Long Beach Airport Terminal Expansion Project. The City of Huntington Beach has reviewed the document and has the following comments. The City of Huntington Beach requests that these comments be addressed prior to approval of the Final EIR.

The City of Huntington Beach understands that a maximum of 41 air carrier flights and 25 commuter flights per day currently are permitted. However, the Draft EIR does not indicate whether all 66 flights are typically made each day. The City is concerned that the current number of flights out of the Long Beach Airport is less than the maximum, and that following the completion of the Airport Terminal Expansion Project, the number of flights would increase to the maximum allowable. Please clarify how many flights typically operate per day, as any increase may potentially impact the City of Huntington Beach and include the impact analysis within the EIR.

1

A second concern is the noise associated with the existing flight patterns of the aircrafts. The Draft EIR identifies noise levels within the immediate area of the runways, but does not address the noise impacts associated with the low level flight patterns over the surrounding cities when approaching the airport for landing. More information should be given regarding noise impacts along the entire flight path into Long Beach Airport from the south. It is difficult to determine what areas of Huntington Beach are being affected by air traffic noise based on the noise level maps (Exhibit 3.6-10a). Please provide additional information regarding the ground noise levels in Huntington Beach when the aircrafts are approaching the landing strip.

2

Aircraft noise is a major concern with the City of Huntington Beach. The Noise Element of the Huntington Beach General Plan identifies noise impacts generated by aircraft operations flying over the City. In addition to the Noise Element, Chapter 8.40 (Noise Control) of the Huntington Beach Municipal Code was adopted to control unnecessary, excessive and annoying sounds.

The goal of the City is to make every effort to ensure that all necessary and appropriate actions are taken to protect the residents, visitors and employees from the adverse impacts created by excessive noise levels. Therefore, the EIR needs to analyze if any residential neighborhoods or sensitive land uses beneath the Long Beach Airport's flight path are within the CNEL 65 contour.

} 2 cont.

If you have any questions please contact me at (714) 374-1553. Thank you for the opportunity to comment on the project.

Sincerely,



Jason Kelley
Assistant Planner



terry.breen@att.net
11/08/2005 08:31 AM

To: AirportEIR@longbeach.gov
cc:
Subject:

i live in cal heights area of lb.
the airport noise is very disturbing.
i'm against any and all expansion plans.
terrence Breen
3525 walnut av.
562 426 2052

} 1

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John Costello
<jjcbeme@yahoo.com>
11/08/2005 09:37 AM

To: AirportEIR@longbeach.gov
cc: mayor@longbeach.gov, district1@longbeach.gov, kell@longbeach.gov,
district3@longbeach.gov, district4@longbeach.gov,
district7@longbeach.gov, district8@longbeach.gov,
district9@longbeach.gov
Subject: Comments on EIR report of Nov.7

I am a resident near the airport. I am under the alternative runway but hear airport noise. Our house rattles with the two 9:30pm departures each night and I can set my alarm clock to the 7am *non-Airbus* departures when the airport runways open.

I strongly in favor of and encourage the full and large scale renovation of the airport terminal.

The proposed renovations are good for the city, the residents and the region. Long Beach is already the largest city in the nation without it's own media market (no TV, no commercial radio, one very regional paper) and we have a mickey mouse airport. This is a significant 'infrastructure' issue that my son and his future son will appreciate 40 years from now.

Either we are a city with real and functional airport/terminal or close the airport and accept that we are a small Lakewood-style suburb.

To the opponents on the council and the the minority of residents but who also live immediately under the flight path, several thoughts:

1) I passed on a house right under the flight path. Unless you bought your house before 1930, well?

2) It's a **renovation**. If we do not permit renovation of the airport because of the theory that it will 'lead to more flights', then we should also stop all renovations to homes, streets and sewers in the local neighborhoods also. Using their reasoning, it will lead to more people living in my house because I added a den, more cars driving down my nice new smooth street and increased waste in the sewers (I could have used a different word).

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3) The future does still get better for you. The quieter Airbus jets continue to replace out the old, louder Boeing jets. I remember the old 727's. Now that was noise.

I am sympathetic to Councilperson O'Donnell and Councilperson Gabelich who represent those homeowners that chose to live under the flight path pre-911 when the slots were rarely used. However, this is again an issue that effects the entire city. Ever since our community went from citywide to district representation in the 70's, our 'leadership' has chosen more often than not to take sub-standard compromise over strong and 'right' direction. And as such, our great city has slipped in the region in functionality and perception.

Leadership is not a popularity contest. In fact, Imagine if as parents we only did what our kids liked as opposed to making the right decisions for them? Yes, elections are largely a popularity contest but leadership (and parenting) is not.

Why does our city, from which I am born and raised, always sell short. Let's do this right.

Please do what is best for our city and start the renovation and do it at the larger/best scale we can.

Or, take the alternative option that would fully address the noise issue -- not the renovation issue -- and shut the airport down.

Either do the airport right or close it.

John Costello

2844 Radnor Avenue

Long Beach, CA 98015

1 cont.



Darcy Vernier
<airdarcy@yahoo.com>
>

To: AirportEIR@longbeach.gov
cc:
Subject: Expansion

11/08/2005 02:56 PM

At last, a realistic plan for a 21st Century facility. I am sure that you will get all kinds of negative comments from the "neighborhoods," areas made up of people who must not have known there was an airport there when they bought their house. Aviation in Long Beach has been the center and primary cause of the area's growth and development for three-quarters of a century. It has only been the foot-dragging of a few vocal groups who seem to have cowed the City Council into trying to shut down what could be one of the finest small airports in the country. Go for it.

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Darcy Vernier
(562) 989-7524

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Michael Pickering
<bosasha1@yahoo.com>

To: AirportEIR@longbeach.gov
cc:
Subject: Solicited Comments

11/09/2005 01:45 PM

With referance to the airport EIR, I believe the city should support the recommendations of the EIR and build a larger facility than previously proposed. The passengers deserve new facilities and the city can reap the benefits. Why do something initially that will require expansion or improvement later? The politics and cost alone should be an incentive.

I live in Bixby Hill, directly under the flight path, and I support this city going forward with this project and get out of the quagmire it seems to be in. I do not support the small anti airport groups as this has nothing to do with airport slots. I am sure that the airport was here long before the majority of these citizens moved here. Why are so few allowed to stagnate progress???? **At some point in time, if these issues are not resolved, the airlines will leave again, and this is exactly what the opponents want.**

If the city cannot make a timely decision, let the voters decide!

Michael Pickering

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Dan Barackman
<dan.barackman@verizon.net>

To: AirportEIR@longbeach.gov
cc: lgbarpt@longbeach.gov, kell@ci.long-beach.ca.us, kell@longbeach.gov
Subject: Airport

11/12/2005 11:08 AM

Saturday, November 12, 2005

From: Daniel R. Barackman
6827 E. Monlaco Rd.
Long Beach, CA 90808

Subject: Airport EIR

To Whom It Concerns,

This letter is to express my strong support to the maximum development recommendations for the proposed terminal and parking improvement for the Long Beach Airport. While I am not in support of unlimited expansion of flights into and out of LBG, I am completely in support of expansion of the airport terminal to allow for the effective and "friendly" processing of passengers and others in the terminal area.

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Respectfully submitted,

Dan Barackman

Cc: Jackie Kell, City Council
Long Beach Airport

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"Land, Robert"
<Robert.Land@jetblue.com>

11/13/2005 08:34 AM

To: <airportEIR@longbeach.gov>
cc:
Subject: Support for Airport Expansion

To Whom It May Concern:

As a customer who regularly utilizes the Long Beach Municipal Airport, I strongly urge prompt review and approval of the Draft EIR and movement with immediate construction of modern, spacious facilities at the airport.

Today's temporary trailer facilities behind the historic terminal building are inadequate, as noted by the EIR, for the current and expected passenger traffic. Only prompt approval of the EIR and initiation of development and construction will alleviate the current situation.

Sincerely,

Robert C. Land

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Stefan Borowicz
<yankeen@gmail.com>
>

To: airportEIR@longbeach.gov
cc:
Subject: Long Beach Airport EIR

11/14/2005 07:09 AM

To Whom it May Concern,

I have just reviewed the EIR for the Long Beach Municipal Airport expansion plan, and lend my full-throated support of the full expansion plan as outlined. With the minimal impacts outlined in the EIR, creating a modern, right-sized facility at LGB will serve the community well as well as create a true gem for a "first impression" for those using LGB as a port of entry to the Long Beach and Southern California area.

Please register this email as a YES for full expansion as outlined in the EIR.

Thank you.

-Stefan Borowicz

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AnitaPrincess82@aol.com
11/14/2005 09:14 AM

To: airportEIR@longbeach.gov
cc:
Subject: Terminal Expansion

I think that it is a great idea to expand the LGB airport terminal! As a Southern CA Irvine resident I think that it is a great airport, and it would be a great improvement to expand the terminals. I also think that it would be a great idea to allow more flights out of LGB, because it is a great airport. I am very happy that there are plans to expand the terminal.

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Anita Clarke

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"Paul Berk"
<pberk1@verizon.net>
11/14/2005 09:49 AM

To: <airportEIR@longbeach.gov>
cc:
Subject: Airport Improvement

As a resident of Long Beach, and someone who works at the airport, I urge the city council to act decisively on the recommendations of the EIR. In fact, the council should consider the 133,000 square foot alternative that the Airport Advisory Board recommended in the first place. Now is the time for action, as the current facility is woefully inadequate.

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Regards,

Paul Berk

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"Romano, Mary Lou"
<MaryLou.Romano@jetblue.com>

11/14/2005 10:07 AM

To: <airportEIR@longbeach.gov>
cc:
Subject: Support for expansion

Mary Lou Romano
Executive Assistant to John Owen, EVP & CFO
JetBlue Airways
19 Old Kings Highway South
Darien, Connecticut 06820
203-656-7649-phone
203-669-3140-fax

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"Odell, Susan"
<Susan.Odell@jetblue.com>

11/14/2005 10:12 AM

To: <airportEIR@longbeach.gov>
cc:
Subject: Support of terminal expansion

I strongly support the terminal expansion project

Susan Odell

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"Davies, Richard"
<Richard.Davies@jetbl
ue.com>

To: <airportEIR@longbeach.gov>
cc:
Subject: Support for LGB airport growth

11/14/2005 10:14 AM

As a JetBlue crewmember, I must admit that my opinion on LGB growth is somewhat jaded.

However, I think that expanding (or eliminating) the slots at Long Beach Airport would provide many pluses for the City of Long Beach in terms of increased revenue, from increased passenger counts provided by my employer, JetBlue Airways, or other airlines that currently do not have the opportunity to serve this fine airport. From a passenger perspective, LGB is a diamond in the rough. It provides efficient, easy and relatively delay-free travel into and out of the Long Beach area, which obviously includes all of the Southern Los Angeles area. Compared to LAX, Long Beach is simple and direct - our passengers love the airport and I know us crewmembers do too. Our recent expansion at BUR and ONT airports is at least partly a result of not being able to grow further at Long Beach.

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I do understand the concerns about noise. I don't live under an airport approach path but I can imagine it is difficult for those that do. But modern aircraft are so much quieter than they were just a generation ago - the noise envelope being just a fraction of what it used to be. In fact, I can't imagine what it used to be like back in the heyday of aircraft manufacturing at Long Beach... I'm sure it was much noisier then. The tradeoff for adding some extra flights is a significant tax advantage for Long Beach and I hope the city weighs the concerns of its citizens and business partners (such as JetBlue) carefully before making the right choice.

} 2

Sincerely,

Rich Davies
JetBlue Airways
Darien, CT Finance Dept.

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"Lewis, Kevin"
<Kevin.Lewis@jetblue.com>

11/14/2005 10:17 AM

To: <airportEIR@longbeach.gov>
cc:
Subject: LGB EXPANSION

I support the LGB expansion.

I work for JetBlue Airways. The traffic into LGB would be much more comfortable and simpler if the airport was expanded to include modern equipment and facilities.

Thank you for considering the expansion of LGB Airport.

Kevin C. Lewis
JetBlue FSC
Service Excellence Coordinator
Phone: (718)709-2006
Cell: (646)206-1398

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"Dodelin, George"
<George.Dodelin@jetbl
ue.com>

11/14/2005 10:21 AM

To: <airportEIR@longbeach.gov>
cc:
Subject: Terminal Expansion

To Whom It May Concern:

As a monthly customer of Long Beach Airport, I wholeheartedly support the Terminal Expansion Project.

Regards,

George Dodelin

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"Sean Manning"
<ssmanning@comcast.net>

To: <airportEIR@longbeach.gov>
cc:
Subject: LGB Expansion

11/14/2005 10:31 AM
Please respond to
ssmanning

To Whom it may concern,

I want to let you know that I support and encourage the LGB expansion. I think this is a very needed expansion and past due. The people in the area want it and would like to see it happen. Not many people like to travel to LAX to travel in and out, it is too congested, but with a few more flights out of LGB would make it the perfect airport in California.

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Thank you for your time,

Thanks,

S. Manning

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"Wartenberg, Scott"
<Scott.Wartenberg@jet
blue.com>

To: <airportEIR@longbeach.gov>
cc:
Subject: Support for expanding LGB

11/14/2005 11:09 AM

Dear Mayor, City Counsel and Airport Representatives:

I would like to support the efforts of JetBlue Airways to expand the building and improvements at Long Beach Airport. Though, obviously, JetBlue Airways would benefit from the approval of the submitted plans, the city would benefit through retail and tax revenues. I believe Burbank Airport is an example of an airport that has allowed controlled growth and yet has kept the small airport "feel." I would hope the same for LGB. I know that jetBlue has expended a large amount of money already to provide the city with viable growth plans and would continue to pour money in the airport development. Long Beach residents and the community as a whole would also benefit from this growth.

Generally, I am not for development just for the sake of development, ie., "just because we can." But thoughtful and well-applied growth, in this case, is the reasonable, sensible and intelligent thing to do. I urge the city to go ahead with the approval of the jetBlue growth plans. I can only speak as a pilot, but please know that at our operational level, we are very sensitive to minimize the amount of noise that comes with air travel. We wish to have an on-going, good working relationship with the community and hope that city of Long Beach sees this as the win-win opportunity that it is.

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Respectfully,

Scott Wartenberg
Pilot
JetBlue Airways

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RayDaisy@aol.com
11/14/2005 12:16 PM

To: airportEIR@longbeach.gov
cc:
Subject: expansion

To whom it may concern,

As a Long Beach based inflight crewmember for JetBlue Airways, I just wanted to express my enthusiastic support for the terminal expansion project. I feel the expansion is a vital need to accomodate customer success and for the betterment of our historic airport.

} 1

Thank you,
Rachael Murray

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"Johnson, Grant"
<Grant.Johnson@jetblue.com>

11/14/2005 01:01 PM

To: <airportEIR@longbeach.gov>
cc:
Subject: Local support for the terminal expansion project.

11/14/05

As a one time employee of the Boeing Commercial Airplane Co., and now an active employee with JetBlue, I have been a long time participant in the air commerce in and around Long Beach. Therefore, I can speak for it's uniqueness in providing a customer satisfaction that makes it a gem of southern California. For that reason, it is a perfect candidate for a newer, improved facility to promote it's continued prosperity.

Therefore, I would like to offer my support for the terminal expansion project.

Grant Johnson
JetBlue Airways

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"Richard Thorpe"
<richard@ypc.net>
11/14/2005 02:13 PM

To: <airportEIR@longbeach.gov>
cc:
Subject: support

To whom it may concern,

I strongly support the idea and plans for the terminal expansion project.

Richard Thorpe

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"Orantes, Alma"
<Alma.Orantes@jetblue.com>

To: <airportEIR@longbeach.gov>
cc:
Subject: LGB EXPANSION

11/14/2005 02:28 PM

I fly to LGB all the time and I'm sending this email to give my support for the LGB expansion.

Thank you!

Alma Orantes

} 1

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"Larry and Gary"
<Lar.Gar@verizon.net>
11/14/2005 03:36 PM
Please respond to "Larry
and Gary"

To: <AirportEIR@longbeach.gov>
cc:
Subject: In support of the largest airport expansion plan

Angela,

I strongly support the expansion of the Long Beach airport to the maximum extent possible.

The current facility is an eye sore that is desperately in need of a significant upgrade.

As a frequent business traveler and Long Beach resident, I applaud efforts to upgrade the Long Beach airport. The antiquated main facility and temporary trailers do not leave travelers with a good impression of Long Beach. Basic amenities such as a restaurant, bar, meal-to-go concession stand, better laid out security clearance area, modern baggage claim area, etc. are sorely in need of improvement.

Do not let a handful of people stop the expansion!

Regards,

Lawrence J. Ewaska
5501 China Point
Long Beach, CA 90803

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"hazuda"
<khazuda@cableaz.com>

11/14/2005 04:43 PM

To: <airportEIR@longbeach.gov>
cc:
Subject: LGB Expansion

To Whom it May Concern,

I wanted to add my support in the expansion of the LGB Airport Terminal to better serve the customers and the LGB employees.

I started working with JetBlue Airways in June of 2001 in the Reservations Dept. for 1 1/2 yrs and then transferred to Customer Service. I am currently working as a flight attendant and in all departments I have talked to hundreds of people who love LGB and appreciate JetBlue flying out of Long Beach. I know there is a lot of support toward expanding this awesome facility.

Thankyou so much for your time and acknowledgement.

Sincerely, Kimberly Hazuda

1

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Sue Tucker
<suetucker55@yahoo.com>

To: airportEIR@longbeach.gov
cc:
Subject:

11/14/2005 05:36 PM

Long Beach Airport needs the expansion. It's time to not only make it a convenient airport but one that is up to date and has shops and restaurants to make Customers more comfortable. Let's get rid of the tacky relocatable units!

Thanks!

} 1

Yahoo! FareChase: Search multiple travel sites in one click.
<http://farechase.yahoo.com>

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"Larry Rhodes"
<jetjam@earthlink.net>
11/14/2005 06:54 PM
Please respond to jetjam

To: <airportEIR@longbeach.gov>
cc:
Subject: airport

Hello

I'm writing to express my support for expanding the long beach airport. I fly out of long beach frequently because it is so much closer to my home and much more convenient than using LAX. The current airport facility is simply not large enough to handle the traffic, especially at busy time such as during holidays. The temporary trailer facility is cramped and quite frankly, quite ugly. It presents a poor first impression of our community for arriving travelers.

The terminal could be expanded using the same architectural style as the current building, thus preserving it's history. Quite frankly, any permanent addition would look better than the hideous "temporary" modular structures.

Larry Rhodes

Long Beach CA

} 1

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Kevin Scott
<kfscott67@mac.com>
11/14/2005 07:35 PM

To: airportEIR@longbeach.gov
cc:
Subject: I support the terminal expansion

Good day,

As a resident of the city of Long Beach as well as an air traveler who utilizes the Long Beach Airport regularly, I would like to express my support for the terminal expansion project. I support the tremendous efforts to make Long Beach Airport the gem of southern California air travel. I commend the EIR for its comprehensive study of all aspects of the terminal expansion. I wholly support every effort made in improving and expanding the terminal at LGB as soon as possible.

} 1

Regards,

Kevin Scott
359 Freeman Avenue
Long Beach, CA 90814

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GTM911@aol.com
11/14/2005 08:25 PM

To: airportEIR@longbeach.gov, GTM911@aol.com
cc:
Subject: Support for Airport Expansion

I just want to express my honest opinion about airport expansion and the misunderstanding that some of the long beach population may have about it.
 Some residents are of the opinion that airport expansion will somehow either modify or destroy the current terminal as we know it.
 The message that the terminal is an historical landmark and will not change in any way or be effected by the expansion plan needs to be conveyed so that support for this project can go on without apprehension or resentment.
 I currently work at the airport and know the frustration as well as the obstacles the passengers and airlines both have to deal with on a day in and day out basis.
 More clear well defined information regarding the preservation of the terminal and the opportunities that expansion (inclusive of convenience with expansion), needs to be conveyed to the general public here in Long Beach.
 I hope this message manages to reach others in hope that everyone effected will feel better about the Long Beach Airport and the benefits it offers.
 I, like so many others definitely do not want to see anything happen to the current terminal and the place it has made for itself in history.
 I live near the airport, visit the adjacent parking lots on occasions to watch the airplanes come in and out and feel that expansion would be a positive and financially rewarding project for the city and its' population to enjoy in years to come.

1

Respectfully,
George T. Morales

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Sharon Diggs-Jackson
11/14/2005 12:04 PM

To: airporteir@longbeach.gov
cc: corycolpean@hotmail.com
Subject: public comment

Cory,
Thank you for your comments. I have forwarded your email onto Angela Reynolds, City of Long Beach, Environmental Planner.

Sharon Diggs-Jackson
LB Airport Public Affairs

----- Forwarded by Sharon Diggs-Jackson/CH/CLB on 11/14/2005 12:02 PM -----

"Cory Colpean" <corycolpean@hotmail.com>

11/14/2005 09:35 AM

To: lgbaprt@longbeach.gov
cc:
Subject: public comment

I would like to make a comment about the proposed airport expansion from the EIR that was just released. I am a resident of Long Beach, CA and I am very much FOR the improvements. Its funny to me to see some of my fellow citizens complain about the noise and pollution, etc. But then they purchase tickets on the commercial carriers that fly out of Long Beach airport and support all the issues that they dont like! Because of this and reading the alternatives to the EIR I do strongly support the full expansion of the airport. One because I dont want to have to breath anymore of the pollution from aircraft that have to sit on the runway waiting for spaces to park. And two because I feel that there are major safety issues related to not expanding the airport.

1

One more thing I would like to point out is the traffic problem in front of the airport. I would hope that this construction would releave some of this, and help traffic flow better.
PLEASE SUPPORT THE NEW CONSTRUCTION AND NOT A PROPOSED REDUCTION!!! IF YOU ARE GOING TO DO IT, DO IT RIGHT THE FIRST TIME! DONT WASTE MY TIME AND MONEY!

2

Regard,
Cory Colpean

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Clyde M. Spencer
2100 Faust Avenue
Long Beach, California 90815-3303
(562) 596-6482

First mailing
04-14-02

TO: City Officials and others

ANGELA REYNOLDS
ENVIRONMENTAL OFFICER
CITY OF LONG BEACH
PLANNING AND BUILDING DEPARTMENT
333 W. OCEAN BOULEVARD
LONG BEACH, CA 90802

RE: Long Beach Municipal Airport Expansion

Dear: ANGELA REYNOLDS
ENVIRONMENTAL OFFICER

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 1/2 miles of end of diag. runway, FAA rules regarding a 6,000 foot X 2 1/2 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).

1

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,

11-14-65
Clyde M. Spencer
Clyde M. Spencer

enclosure (2)

1 cont.

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.

LETTER AND NEWSPAPER CLIPPINGS
REGARDING LONG BEACH MUNICIPAL
AIRPORT MAILED 04-14-02 TO THE
FOLLOWING. (SOME MAILED AT LATER DATE)

I CAN SEND COPIES OF THEIR RESPONSES

- + 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 FARM.
LETTER ON 05-18-02, (MY DISTRICT)
- + 5TH - COUNCILMEMBER - JACKIE KELL
- 6TH - COUNCILMEMBER - LAUREN R. BATTI
- 7TH - COUNCILMEMBER - RAY GRABINSKI
- 8TH - COUNCILMEMBER - ROB WEBB
- 9TH - COUNCILMEMBER - JERRY SHULTZ
- + CITY ATTORNEY - BOB SHANNON
CITY AUDITOR - GARY BURROUGHS
- 45TH DISTRICT - RE. DANA ROBRABACHER
- + 4TH DISTRICT COUNTY SUPERVISOR - DON KNABE
- 27TH DISTRICT - STATE SENATOR BETTY KARNETT
- 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
- * ALSO PATRICK O'DONNELL HAS RECEIVED
A COPY - 4TH DISTRICT COUNCILMEN
(OVER)

REA GABELICH -
HUSH - NOW COUNCILMAN

ONLY THESE THREE EXPRESSED INTEREST
IN A BETTER SITE
PATRICK O'DONNELL
REA GABELICH
DON KNABE

THINK WHAT MIGHT OF HAPPENED IF THAT
JET BLUE PILOT CHOSE TO SET DOWN AT
L. B. MUNICIPAL AIRPORT INSTEAD OF LAX,
WITH A SHOPPING CENTER AT END OF RUNWAY.

11-14-05

Dyde M. Spencer

P.S. WHY WAS SKY LINKS GOLF COURSE
REVAMPED. (TREES REMOVED AND RELOCATED)?
SO RUNWAYS L-5, OR R-5 OR BOTH COULD
BE EXTENDED.

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"Wadsworth, Jean"
<Jean.Wadsworth@jet
blue.com>

11/15/2005 08:31 AM

To: <airportEIR@longbeach.gov>
cc:
Subject: Modernization of the Long Beach Airport

Hello,

As a frequent traveler to Long Beach, I wish to express my support for improvements to the airport and surrounding facilities. Your airport is very friendly and convenient, but could be improved by some additional gate facilities. I look forward to continued years of travel to Long Beach and updated facilities in the near future!

1

Sincerely,

Jean Wadsworth

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HTSpinningGary@aol.com
11/15/2005 08:34 AM

To: AirportEIR@longbeach.gov
cc:
Subject: Airport

Long Beach needs a better airport with improvements I am for the expansion. Lets have an airport that doesn't look like it cam from the stone age.

} 1

Gary Naramore

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"Dunne, Justin"
<Justin.Dunne@jetblue.com>

To: <airportEIR@longbeach.gov>
cc:
Subject: Expansion

11/15/2005 09:44 AM

Greetings

I am writing to express my support for the expansion of the airport in LGB for a number of reasons. It will bring jobs, money & tourism to the LGB area while still keeping the integrity of the airport and its surrounding. It will also keep airfares lower for people of Long Beach & surrounding areas. The added economy only helps lower area taxes not raise them. Please consider the voters & communities as you speak for them in the expansion process. Do what is best for the people and not political agendas. Thank you for your time.

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Regards,

Justin A. Dunne.

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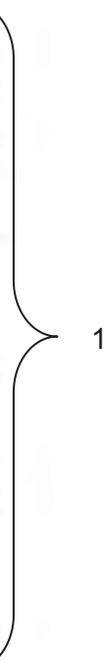


Shannon
<zoejake99@yahoo.co
m>

To: airportEIR@longbeach.gov
cc:
Subject: Airport Improvement

11/15/2005 12:29 PM

Please support improvement to the outdated facility at Long Beach Airport. It is not an issue of airport expansion as some would like everyone to think but actually one of airport improvement. I have been in the terminal during the summer, packed with people and with little to no air conditioning. There are times when the airport is so busy that there is literally no place for people to sit. Is that what you want people to think of Long Beach? Or perhaps those against the improvements will need to see some poor customer collapse from heat exhaustion? I would be interested to see those opposed to the project go to the airport on a Friday or Sunday night during the rainy holiday season and see what conditions that both the workers and the customers have to deal with. I would bet they would not spend little more that 5 minutes in those conditions. As for the argument that this will invite more airplanes and airlines well that just does not make sense from a business stand point. Why would the existing airlines welcome more competition?



Please see this project for what it is. Improvement. A safer and more comfortable environment for everyone.

Regards.

Yahoo! Mail - PC Magazine Editors' Choice 2005
<http://mail.yahoo.com>

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"TheMarks1@verizon.net" <themark1

Comment 45

11/16/2005 06:42 AM

To: <Angela_Reynolds@longbeach.gov>
cc: <AirportEIR@longbeach.gov>
Subject: EIR No. 37-03

Date: Wednesday, November 16, 2005

<?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />

Re: Support for 102,850 <?xml:namespace prefix = st1 ns = "urn:schemas-microsoft-com:office:smarttags" />Square Foot Airport Terminal and EIR No. 37-03

Dear Mayor and Council Member,

I support an improved airport terminal project that will provide adequate terminal space and parking while reducing air pollution and traffic congestion. I agree with the Long Beach Alliance position that the 102,850 square foot terminal with 14 airplane parking positions is the minimum size needed to accommodate the current and future passenger loads.

It is my hope that the City Council actively supports the current Environmental Impact Report (EIR) timeline and avoids further delays. It is time push forward the plan for an improved terminal building at the EIR recommended size of 102,850 square feet.

This improvement has been long overdue; it will be a giant step toward moving Long Beach into the 22nd Century.

Sincerely,
Donna R. Mark

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"Rausch, Darian"
<DRausch@cessna.textron.com>

11/16/2005 06:46 AM

To: "mayor@longbeach.gov" <mayor@longbeach.gov>
cc: "Angela_Reynolds@longbeach.gov" <Angela_Reynolds@longbeach.gov>, "AirportEIR@longbeach.gov" <AirportEIR@longbeach.gov>
Subject: Support for 102,850 Square Foot Long Beach Airport Terminal Remod el

November 16, 2005

Dear Mayor O'niel

I support an improved airport terminal project that will provide adequate terminal space and parking while reducing air pollution and traffic congestion. I agree with the Long Beach Alliance position that the 102,850 square foot terminal with 14 airplane parking positions is the minimum size needed to accommodate the current and future passenger loads.

It is my hope that the City Council actively supports the current Environmental Impact Report (EIR) timeline and avoids further delays. It is time push forward the plan for an improved terminal building at the EIR recommended size of 102,850 square feet.

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Sincerely,

Darian R. Rausch
4142 Mendez Street, Unit 433
Long Beach, CA 90815

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Carl Berger <carlberger2004@yahoo.com>

11/16/2005 07:32 AM

To: Angela_Reynolds@longbeach.gov
cc:
Subject: Airport expansion

Comment 47

Dear Ms. Reynolds,

As a concerned resident of Long Beach, I hope you will support the expansion and much needed improvements to our airport.

Thank you,

Carl R. Berger
1750 E. Ocean Blvd. #904
Long Beach, CA 90802

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"Rausch, Darian" <DRausch@cessna.textron.com>

11/16/2005 07:54 AM

To: "district1@longbeach.gov" <district1@longbeach.gov>
cc: "angela_reynolds@longbeach.gov" <angela_reynolds@longbeach.gov>
Subject: Support for 102,850 Square Foot Long Beach Airport Terminal Remod el

Bonnie Lowenthal, Council Member
333 West Ocean Blvd. 14th Floor
Long Beach, CA 90802

Dear Council Member Lowenthal,

I suppose an improved airport terminal project that will provide adequate terminal space and parking while reducing air pollution and traffic congestion. I agree with the Long Beach Alliance position that the 102,850 square foot terminal with 14 airplane-parking positions is the minimum size needed to accommodate the current and future passenger loads.

It is my hope that the City Council actively supports the current Environmental Impact Report (EIR) timeline and avoids further delays. It is time to push forward the plan for an improved terminal building at the EIR recommended size of 102,850 square feet.

} 1

Sincerely,

Darian R. Rausch

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" "

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"Rausch, Darian" <DRausch@cessna.textron.com>

11/16/2005 07:57 AM

To: "district2@longbeach.gov" <district2@longbeach.gov>
cc: "angela_reynolds@longbeach.gov" <angela_reynolds@longbeach.gov>
Subject: Support for 102,850 Square Foot Long Beach Airport Terminal Remodel

Dan Baker, Council Member District 2
333 West Ocean Blvd. 14th Floor
Long Beach, CA 90802

Subject: Support for 102,850 Square Foot Long Beach Airport Terminal Remodel

I suppose an improved airport terminal project that will provide adequate terminal space and parking while reducing air pollution and traffic congestion. I agree with the Long Beach Alliance position that the 102,850 square foot terminal with 14 airplane-parking positions is the minimum size needed to accommodate the current and future passenger loads.

It is my hope that the City Council actively supports the current Environmental Impact Report (EIR) timeline and avoids further delays. It is time to push forward the plan for an improved terminal building at the EIR recommended size of 102,850 square feet.

Sincerely,

Darian R. Rausch

____O(" ")O____/
" "

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"Jody Forter" <jodyforter@earthlink.net>

To: <Angela_Reynolds@longbeach.gov>
cc:
Subject: EIR for airport improvements

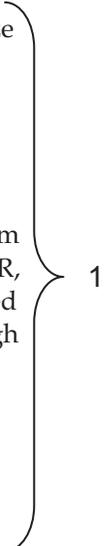
11/16/2005 08:32 AM
Please respond to jodyforter

Dear Ms. Reynolds-

I am appalled at the delays and politicking that has gone on in this city regarding this issue. I also realize that as a city employee, you have had no say in such issues, so I am not criticizing the outstanding employees of the city- just my elected officials.

I will attend the meetings, and voice my opinion that these improvement plans MUST be completed- I am in 100% support of the LB airport improving and upgrading the terminal. It is obvious that from this EIR, that we need the larger of those considered, and we need to just move forward. I am simply embarrassed by the lack of strength and leadership from the majority of city council members in saying no and enough to the irrational minority.

I am going to propose a measure- or whatever- that requires all council member sot be sworn in to tell the truth, under penalty of perjury- for all of their official city duties. Please pass this final comment along.



Best regards-

Jody

Jody L. Forter, MS

Principal

6285 E. Spring St. #235

Long Beach, CA 90808

562-618-4537

[Jodyforter@earthlink.net](mailto:jodyforter@earthlink.net)

<mailto:jodyforter@earthlink.net> **Forter Consulting**

Developing Effective Social Service Systems

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"J Bryant" <johnnbryant2002@yahoo.com>

Comment 51

11/16/2005 08:53 AM

To: <Angela_Reynolds@longbeach.gov>
cc:
Subject: Airport Improvement

November 16, 2005

Re: Support for 102,850 Square Foot Long Beach Airport Terminal Remodel

Dear Ms. Reynolds:

Steve and I travel a lot on business, and love the convenience of the Long Beach airport. We hate the facilities though! We support an improved airport terminal project that will provide adequate terminal space and parking while reducing air pollution and traffic congestion. We agree with the Long Beach Alliance position that the 102,850 square foot terminal with 14 airplane parking positions is the minimum size needed to accommodate the current and future passenger loads. It sounds like an even bigger terminal would be ideal.

It is our hope that the City Council actively supports the current Environmental Impact Report (EIR) timeline and avoids further delays. It is time push forward the plan for an improved terminal building at the EIR recommended size of 102,850 square feet.

Sincerely,

Johnna & Steve Bryant

159 Angelo Walk

Naples

} 1

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"Robert Flippen" <rtf@pgsas400.com>

To: <Angela_Reynolds@longbeach.gov>
cc:
Subject: EIR # 37-03 LB Airport Terminal Expansion

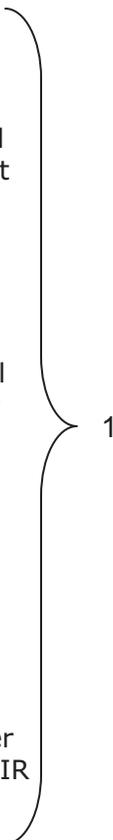
11/16/2005 09:09 AM

Dear Ms. Reynolds,

I am writing to you today to request your outspoken support for the unbiased EIR report that recommends expanding the airport terminal to 102,850 Sq Ft. Councilwoman Rae Gabelich would have you think, because of her blustering, intimidating and loud voice, that she represents ALL the people of Long Beach. Well she does not and her narrow minded and misguided approach to "inevitable" airport expansion causes more harm to the "entire" city of Long Beach than any good she might do.

Very soon now the number of passengers will exceed by eight (8) times the original design of maximum capacity at the terminal. Please support the independent EIR # 37-03 report that brings the Long Beach Airport Terminal into the 21st century's requirements. My wife and I only use the terminal once or twice per year but when we do use it we want the city of Long Beach represented by a modern and useful facility. The image of Long Beach is also what is at stake here.

When visitors to the area come through the Long Beach Air Terminal in two years, will they envision a modern city that is upwardly mobile or one that is once again overcrowded and outdated? If you go through Las Vegas, Chicago, Tampa and other city airports, they use the terminals to "sell" the cities virtues. Please support the EIR # 37-03 plan for expansion and help promote the City of Long Beach as a vibrant place to do business and vacation in.



Robert Flippen

5518 China Point

Long Beach, CA 90803

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Rossacgi@aol.com
11/16/2005 10:50 AM

To: district5@longbeach.gov
cc: airportEIR@longbeach.gov
Subject: Airport expansion

We definitely support the airport terminal remodeling program - and ask for your support as well.

Thank you.

Steve Ross

} 1

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<mbbbo105@yahoo.com>

11/16/2005 01:14 PM

To: district1@longbeach.gov, district2@longbeach.gov, district3@longbeach.gov, district4@longbeach.gov, district5@longbeach.gov, district6@longbeach.gov, district7@longbeach.gov, district8@longbeach.gov, district9@longbeach.gov, Mayor@longbeach.gov, Angela_Reynolds@longbeach.gov, AirportEIR@longbeach.gov
cc:
Subject: LGB Airport

City Officials,

It is time to act to keep the city as a great destination for business and vacationers by upgrading the LGB Airport. If you have visited the terminal lately, it is a poor example of how not to grow to match the 3 million passengers passing through now. The City needs this to be built now before prices make it out of the reach of everyone. Please get a move on with this project...

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"Paula White" <solutionsnow@earthlink.net>

To: <Angela_Reynolds@longbeach.gov>
cc:
Subject: Long Beach airport

11/16/2005 02:07 PM
Please respond to solutionsnow

Just writing to indicate my support of the Long Beach Airport remodel. I am a Long Beach Resident and Business Owner and frequent flyer in and out of Long Beach Airport.

} 1

Paula White

8303 Marina Pacifica Drive

Long Beach, CA 90803

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"Marlene Stewart"
<marstew@earthlink.net>

To: <airportEIR@longbeach.gov>
cc:
Subject: enlarging the airport

11/16/2005 02:29 PM
Please respond to
"Marlene Stewart"

I support the improvements and enlarging of the Long Beach Airport.
Marlene Stewart

} 1

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rbrown@vacation.com

To: Angela_Reynolds@LongBeach.Gov
cc:
Subject: Airport

11/16/2005 03:00 PM

Angela,

I want to make clear the "no build" option is not accurately named because constructing hard structure in place of tents is most definitely building. And, what makes most passengers prefer Long Beach from LAX is getting in and out quickly.

} 1

Randy Brown
Seaside Travel

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GARY TIMM" <timmsatthebeach@verizon.net>

11/16/2005 04:16 PM

To: <Angela_Reynolds@longbeach.gov>
cc:
Subject: Airport EIR and Improvements

Comment 58

Dear Ms. Reynolds,

Now that the EIR has been presented and the results support a larger terminal at LGB, please show your support for the project at every opportunity by voting to move ahead with the planned improvements.

Personally, I would like to see more flights to more destinations at the airport, but since that is out of the question, it is very important to the city to serve those who use our airport, and make the terminal and other facilities suitable to handle the total annual passenger load that all 66 daily flights would generate. Let's show the traveling public that we appreciate their using our airport and we want them back.

Stop bowing to the tiny minority of residents rallying against anything the city tries to do, and do what is right for the city!

Sincerely,

Gary W. Timm
219 Loma Avenue
Long Beach 90803
562-930-0515

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Leanne Rafter
<lrafter@yahoo.com>
11/16/2005 04:27 PM

To: airportEIR@longbeach.gov
cc:
Subject: Expansion support

As a passenger of JetBlue, I support the terminal expansion project at Long Beach. Please continue with the plans supported by the City Council to modernize and expand the JetBlue terminal.
Leanne Rafter

} 1

Yahoo! Mail - PC Magazine Editors' Choice 2005
<http://mail.yahoo.com>

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"Bruce Greenberg"
<bagreenberg@netzero.net>

11/16/2005 06:22 PM

To: district8@longbeach.gov
cc: AirportEIR@longbeach.gov, Angela_REynolds@longbeach.gov,
Angela_REynolds@longbeach.gov
Subject:

Councilwoman, Please know I support the EIR Draft and the improvement of the Long Beach Airport. It is about time Long Beach had an airport of which we can be proud. Improvement and expansion do NOT equal more flights as the amount of flights are regulated by law. Although, so long as the newer, quieter jets are used such as what Jet Blue flies, I have no problem with more flights. I live at 1031 Claiborne and the jets fly right over. When I bought my house 25 years ago, I knew there was an airport. The same is true for my neighbors. Please support the improvement of the airport, which is all that is being considered at this time. Thank you. Bruce A. Greenberg

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"Waitzel, Brian"
<Brian.Waitzel@jetblue.com>

To: <airportEIR@longbeach.gov>
cc:
Subject: LGB Airport Improvement

11/16/2005 07:06 PM

Sirs-

I urge that we move forward with the plans to modernize and improve the Long Beach Airport. The airport is much more convenient than LAX and SNA to thousands of travelers and offers local residents a better air travel experience. This experience would be enhanced by improving the terminal facilities.

JetBlue Airways has been an exemplary member of the community and I hope that they are given the ability to expand out of one of their favorite cities. I wish the residents of Long Beach all of the best with the progress towards building a better future.

Sincerely,
Brian Waitzel
brianwaitzel@hotmail.com
801.721.1672

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RogerAClarke@aol.co
m
11/16/2005 07:18 PM

To: airportEIR@longbeach.gov
cc:
Subject: Long Beach Airport expansion

Dear Officials,
I do support expansion of facilities at Long beach Airport as it is a much more user friendly airport than L.A.X. That would be of much help to me.

Thank you, Roger Clarke

} 1

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"Ed Zwieback" <ezwieback@uclalumni.net>

To: <Angela_Reynolds@longbeach.gov>
cc:
Subject: Support for Proposed Long Beach Airport Terminal Remodel

11/16/2005 11:02 PM
Please respond to ezwieback

Dear Ms. Reynolds ,

I support an improved airport terminal project that will provide adequate terminal space and parking while reducing air pollution and traffic congestion. There has been too much delay for a plan.

I agree with the Long Beach Alliance position that the 102,850 square foot terminal with 14 airplane parking positions is the minimum size needed to accommodate the current and future passenger loads.

It is my hope that the City Council actively supports the current Environmental Impact Report (EIR) timeline and avoids further delays.

It is past time to approve a plan for an improved terminal building .

Sincerely,

Ed Zwieback
175 Cordova Walk
Long Beach CA
90803

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"Maggi Brooks" <labgoddess22@hotmail.com>

11/17/2005 08:47 AM

To: Angela_Reynolds@longbeach.gov
cc:
Subject: Long Beach Airport Terminal Remodel

Date: November 17, 2005

<?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />

Re: Support for 102,850 <?xml:namespace prefix = st1 ns = "urn:schemas-microsoft-com:office:smarttags" />Square Foot Long Beach Airport Terminal Remodel

Dear Ms. Reynolds,

I support an improved airport terminal project that will provide adequate terminal space and parking while reducing air pollution and traffic congestion. I agree with the Long Beach Alliance position that the 102,850 square foot terminal with 14 airplane parking positions is the minimum size needed to accommodate the current and future passenger loads.

It is my hope that the City Council actively supports the current Environmental Impact Report (EIR) timeline and avoids further delays. It is time push forward the plan for an improved terminal building at the EIR recommended size of 102,850 square feet.

} 1

Sincerely,

Margaret Brooks

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"Kevin D. Kuettel M.D." <KKuettel@agmg.com>

To: <Angela_Reynolds@longbeach.gov>
cc:
Subject: LB Airport Remodel

11/17/2005 01:48 PM

Date:11-17-05

<?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />

Re: Support for 102,850 <?xml:namespace prefix = st1 ns = "urn:schemas-microsoft-com:office:smarttags" />Square Foot Long Beach Airport Terminal Remodel

Dear Representative,

I support an improved airport terminal project that will provide adequate terminal space and parking while reducing air pollution and traffic congestion. I agree with the Long Beach Alliance position that the 102,850 square foot terminal with 14 airplane parking positions is the minimum size needed to accommodate the current and future passenger loads.

It is my hope that the City Council actively supports the current Environmental Impact Report (EIR) timeline and avoids further delays. It is time push forward the plan for an improved terminal building at the EIR recommended size of 102,850 square feet.

} 1

Sincerely, KevinD. Kuettel, MD

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"David Johnson"
<ace063562@msn.com
>

To: <AirportEIR@longbeach.gov>
cc:
Subject: Airport expansion

11/17/2005 02:03 PM

My wife Rebecca Smith and I am in favor of the largest airport expansion plan. } 1

Regards,

Dave Johnson

4340 Hazelbrook Ave.
Long Beach CA 90808

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"Kym Elder" <kymelder@kymelder.com>

11/17/2005 03:04 PM

To: <Angela_Reynolds@longbeach.gov>

cc:

Subject:

Hi Angela,

I would just like to forward my letter of support to you.

Sincerely,

Kym Elder

Realtor/Notary

Century 21 Beachside, Realtors

6265 E. 2nd Street #103

Long Beach, CA 90803

(562) 254-1489 Direct

www.gotrealstate.com

#1 Century 21 Firm in the World

11 Branch Offices Serving the California Counties of Orange, Riverside, LA, and San Bernardino

Kym Elder
6077 Loynes Drive
Long Beach, CA 90803

November 17, 2005

Re: Support for 102,850 Square Foot Long Beach Airport Terminal Remodel

To Whom It May Concern:

I support an improved airport terminal project that will provide adequate terminal space and parking while reducing air pollution and traffic congestion. I agree with the Long Beach Alliance position that the 102,850 square foot terminal with 14 airplane parking positions is the minimum size needed to accommodate the current and future passenger loads.

It is my hope that the City Council actively supports the current Environmental Impact Report (EIR) timeline and avoids further delays. It is time push forward the plan for an improved terminal building at the EIR recommended size of 102,850 square feet.

} 1

Sincerely,

Kym Elder



RONALD RAFTER
<rerafter@sbcglobal.net>

To: airportEIR@longbeach.gov
cc:
Subject:

11/18/2005 09:54 AM

I would like to express my support for a new Jet Blue terminal at the Long Beach Airport. It is needed and would support the long term growth forecasts for Jet Blue.

} 1

Sincerely,

Ronald E. Rafter

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"Mullen, Kevin"
<Kevin.Mullen@jetblue.com>

11/18/2005 11:39 AM

To: <airportEIR@longbeach.gov>
cc:
Subject: I support the terminal expansion.

Please note:

I support the terminal expansion project in Long Beach.

Regards,

Kevin Mullen

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Mikedonelon@aol.com

11/19/2005 07:32 AM

To: AirportEIR@longbeach.gov

cc:

Subject: EIR Comment

I have live under the flight path for 25 years. I support the EIR's 102,850sq. ft. and 14 pads. It is enviromentally sound and protects my neighborhood.

} 1

Mike Donelon

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SSettles@aol.com
11/19/2005 10:02 AM

To: AirportEIR@longbeach.gov
cc:
Subject: Airport Expansion

We are definitely in favor of modernizing and improving the Long Beach airport. We use it regularly and feel this is very important for the first impression many people have of our beautiful city. Stan & Evelyn Settles

} 1

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Mike Baker
<mikshe@juno.com>
11/19/2005 10:06 AM

To: AirportEIR@longbeach.gov
cc: district1@longbeach.gov, district2@longbeach.gov,
district3@longbeach.gov, district4@longbeach.gov,
district5@longbeach.gov, district6@longbeach.gov,
district7@longbeach.gov, district8@longbeach.gov,
district9@longbeach.gov
Subject: Re: Support for 102,850 Square Foot Long Beach Airport Terminal Remodel

Date: 11-19-2005

Dear Council Member

I support an improved airport terminal project that will provide adequate terminal space and parking while reducing air pollution and traffic congestion. I agree with the Long Beach Alliance position that the 102,850 square foot terminal with 14 airplane parking positions is the minimum size needed to accommodate the current and future passenger loads.

It is my hope that the City Council actively supports the current Environmental Impact Report (EIR) timeline and avoids further delays. It is time push forward the plan for an improved terminal building at the EIR recommended size of 102,850 square feet.

Sincerely,

Michael C. Baker
660-102 Brocton Ct.
Long Beach, CA 90803

} 1

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"jrwelte@juno.com" <jrwelte

11/19/2005 11:51 AM

To: Angela_Reynolds@longbeach.gov
cc:
Subject: Airport Terminal Improvements

Dear Ms. Reynolds,

This message is regarding Environmental Impact Report 37-03 regarding the improvement of terminal facilities at Long Beach Airport.

I am a longtime Long Beach resident and my wife and I live near Long Beach Airport. We are pleased that the EIR has indicated that the largest improvement project studied is the best choice for our community and strongly support implementing the improvements as quickly as possible. LGB is a valuable part of our city and terminal renovations are long overdue; we look forward to seeing them made in the near future.

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Sincerely,

Jon Welte

4850 E. Los Coyotes #6

Long Beach, CA 90815

jrwelte@juno.com

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"Richard Earhart"
<richard_earhart@hotmail.com>

To: AirportEIR@longbeach.gov
cc:
Subject: Comments on Airport EIR

11/19/2005 03:15 PM

My wife and I live near the Los Altos Shopping Center, less than 500 yards from the main flight path to the Long Beach Airport and less than 700 yards from the 405 Freeway.

As a former aerospace employee who prefers to fly from Long Beach, I urge the construction of a passenger terminal that will fully support the capacity authorized by the court order.

If the City of Long Beach does not wish to replace the terminal with one that will serve the capacity authorized by the court order, it should progressively close the airport and convert it to tax-revenue-generating residential and/or commercial use. The start of any progressive closure should begin with ending passenger service as current leases expire. All air traffic should cease one year after C-17 production ends.

To build a terminal that would serve less than reasonably projected capacity is a waste of money. We already have a terminal that is inadequate for current traffic.

Sincerely,

Richard Earhart
2237 Radnor Avenue
Long Beach, CA 90815



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"Rubin, Gabriel"
<Gabriel.Rubin@jetblu
e.com>

To: <airportEIR@longbeach.gov>
cc:
Subject: Long beach terminal expansion

11/19/2005 04:48 PM

After all the research and impact studies point to terminal expansion in Long Beach, why not start taking the steps towards that? Stop giving so much regard to a vocal minority and take action! It will be good for the airport, it will be good for the city and it will be good for the traveling public. It is time for the double wide trailers to go back to the trailer park.

} 1

Kind regards

Gabriel Rubin

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"Cindy Marks" <cmlegacy@msn.com>

To: <Mayor@longbeach.gov>
cc: <Angela_Reynolds@longbeach.gov>
Subject: Re: Support for 102,850 Square Foot Long Beach Airport Terminal Remodel

11/20/2005 06:46 PM

November 19, 2005

Honorable Mayor and Council Members

I support an improved airport terminal project that will provide adequate terminal space and parking. I agree with the Long Beach Alliance position that the 102,850 square foot terminal with 14 airplane parking positions is the minimum size needed to accommodate the current and future passenger loads.

It is my hope that the City Council actively supports the current Environmental Impact Report (EIR) timeline and avoids further delays. It is time push forward the plan for an improved terminal building at the EIR recommended size of 102,850 square feet.

} 1

Sincerely,

Dirk Marks
4746 Graywood Ave.
Long Beach CA 90808

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"Rafter, Matthew"
<Matthew.Rafter@jetbl
ue.com>

To: <airportEIR@longbeach.gov>
cc:
Subject: New LGB Terminal

11/20/2005 11:52 AM

Long Beach City Council Members,

As a Belmont Shore resident and regular user of our Long Beach airport, I urge you to follow your committee's recommendation and implement the expansion of the terminal facilities at our airport. Modernizing and expanding the existing trailers is a distinct difference from expanding airline operations at the airport. As a regular customer of the several airlines using the inadequate space, I know that a modern terminal will greatly appeal to savvy travelers who now balk at using Long Beach in favor of Orange County and even LAX in order to take advantage of the many amenities offered by modern terminals and the sheer amount of time we are required to spend in them due to security timelines. In addition, our city needs an appealing airport to help make up for diminished revenue from Boeing's airfield operations. Do the right thing for our city and bring our airport up to par with other premier airports in our region. Approve a new terminal in Long Beach!

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Matt Rafter

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November 21, 2005

TO: Honorable Mayor and Members of the Long Beach City Council

RE: Long Beach Airport EIR

I support the construction of permanent terminal facilities at the Long Beach Airport, as long as such changes support the current permitted commercial flights set by ordinance (41 commercial air carrier and 25-commuter air carrier flights).

The current permanent facilities at the Long Beach Airport were designed to accommodate only fifteen airline flights and the last permanent addition was done more than twenty years ago.

Temporary Facilities Hurt Our City. Temporary facilities which are currently in place show visitors a bad impression of our great city. They also increase pollution because of the use of temporary diesel generators and insufficient parking. Other temporary facilities include tents, trailers, and mobile office structures are inconvenient and do not adequately provide the level of facilities needed for the traveling public and the citizens of Long Beach. Because of the temporary facilities in place and the lack of adequate services provided for travelers, the Long Beach Airport does not reflect and promote the image of California's fifth largest city.

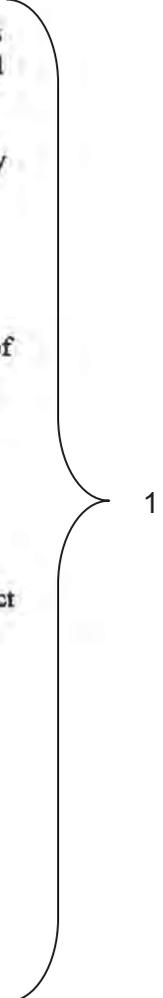
Over 16 months of community input established the foundation for the recent draft Environmental Impact Report (EIR) that concludes:

- "Neither the Proposed Project [102,850 square feet, 14 jet parking spots] nor any of the project alternatives would add passengers or flights to the airport." (Section 5-3)
- "The Proposed Project is able to meet all of the project objectives..." (Section 1.13)
- "The Proposed Project is the environmentally superior alternative." (Section 1.13)

The 102,850 total square footage proposal is both adequate to meet the passenger service demands and, according to the EIR, it is the environmentally superior alternative.

Sincerely,

Vicki Arreguin
 Director of Sales
 GuestHouse Hotel Long Beach
 varreguin@guesthouselb.com



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November 21, 2005

TO: Honorable Mayor and Members of the Long Beach City Council

RE: Long Beach Airport EIR

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- "The Proposed Project is able to meet all of the project objectives..." (Section 1.13)
- "The Proposed Project is the environmentally superior alternative." (Section 1.13)

The 102,850 total square footage proposal is both adequate to meet the passenger service demands and, according to the EIR, it is the environmentally superior alternative.

Moreover, any reduction in size from the Proposed Project size hurts our ability to handle the increasing passenger load. Any reduction from the proposed 14 aircraft parking pads would increase congestion, passenger wait time and pollution. Please take action now to plan and build the new terminal facilities as proposed in the EIR.

Sincerely,

Mark Bixby
 Vice President
 Bixby Land Company
 mark@bixbyland.com

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November 21, 2005

TO: Honorable Mayor and Members of the Long Beach City Council

RE: Long Beach Airport EIR

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- "The Proposed Project is able to meet all of the project objectives..." (Section 1.13)

- "The Proposed Project is the environmentally superior alternative." (Section 1.13)

The 102,850 total square footage proposal is both adequate to meet the passenger service demands and, according to the EIR, it is the environmentally superior alternative.

Sincerely,

Willa Heart
 Manager
 Long Beach Pride
 (562) 987-9191

1

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November 21, 2005

TO: Honorable Mayor and Members of the Long Beach City Council

RE: Long Beach Airport EIR

I reside at 785 Havana Avenue, Long Beach, and I support the conclusions of the EIR on the Airport.

I support the construction of permanent terminal facilities at the Long Beach Airport, as long as such changes support the current permitted commercial flights set by ordinance (41 commercial air carrier and 25-commuter air carrier flights).

The current permanent facilities at the Long Beach Airport were designed to accommodate only fifteen airline flights and the last permanent addition was done more than twenty years ago.

Temporary Facilities Hurt Our City. Temporary facilities which are currently in place show visitors a bad impression of our great city. They also increase pollution because of the use of temporary diesel generators and insufficient parking. Other temporary facilities include tents, trailers, and mobile office structures are inconvenient and do not adequately provide the level of facilities needed for the traveling public and the citizens of Long Beach. Because of the temporary facilities in place and the lack of adequate services provided for travelers, the Long Beach Airport does not reflect and promote the image of California's fifth largest city.

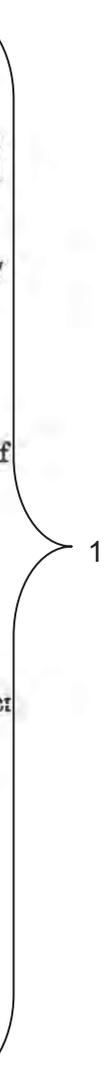
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- "The Proposed Project is able to meet all of the project objectives..." (Section 1.13)
- "The Proposed Project is the environmentally superior alternative." (Section 1.13)

The 102,850 total square footage proposal is both adequate to meet the passenger service demands and, according to the EIR, it is the environmentally superior alternative.

Sincerely,

Matt Kinley
 mkinley@tldlaw.com



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Bob Luskin
225 Belmont Ave.
Long Beach, CA. 90803

562-433-7781

November 21, 2005

Ms. Angela Reynolds, Environmental Officer
City Of Long Beach
333 W. Ocean Blvd. 7th Flr.
Long Beach, CA. 90802

Dear Ms. Reynolds,

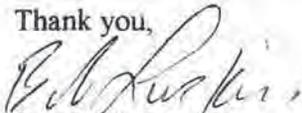
This letter is in regard to the DEIR for the proposed *Airport Terminal Area Improvement Project*. **I would like to begin by stating that I strongly recommend the proposed project of approximately 103,000 square feet.**

My opinion does not come lightly. I am one of nine members of the "Airport Advisory Commission" for the City of Long Beach. I also was part of the study committee that spent approximately fifteen months and fifty hours of community meetings with neighbors, community groups, the airport consultant HNTB, business people and professional groups, regarding the airport and terminal. However, I am writing this letter as a concerned resident of Long Beach.

The noise ordinance that was settled in Federal Court in the mid 1990's mandates a minimum of 41 commercial flights plus the "sound bucket" and 25 commuter flights. The size of the terminal is immaterial to the number of flights. However, the size of the terminal is of extreme importance when considering the number of people the terminal needs to accommodate. The recommended terminal size proposed by the airport consultant, HNTB and also the Airport Advisory Commission was approximately 133,000 square feet, with two alternatives, 103,000 square feet being the smallest workable size. Long Beach Airport currently services about three million passengers per year with a projection of about 4.2 million per year in the near future. **If we build a terminal that will not handle the passengers traveling through our airport, in a few years we will be repeating this agonizing procedure again, and will have to spend serious additional funds to rebuild a terminal that should have been built adequately to begin with!**

No one wants more flights, and the number of flights we have is not likely to change except for the addition of the approved commuter flights. **All that is desperately needed is a facility to adequately handle the currently approved flights.**

Thank you,


Bob Luskin

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November 21, 2005

To: Honorable Mayor and Members of the Long Beach City Council

RE: Long Beach Airport EIR

I support the construction of permanent terminal facilities at the Long Beach Airport, as long as such changes support the current permitted commercial flights set by ordinance (41 commercial air carrier and 25-commuter air carrier flights).

I support the amount of square footage that the EIR indicates is optimum.

The current permanent facilities at the Long Beach Airport were designed to accommodate only fifteen airline flights and the last permanent addition was done more than twenty years ago.

Temporary Facilities Hurt Our City. Temporary facilities which are currently in place show visitors a bad impression of our great city. They also increase pollution because of the use of temporary diesel generators and insufficient parking. Other temporary facilities include tents, trailers, and mobile office structures are inconvenient and do not adequately provide the level of facilities needed for the traveling public and the citizens of Long Beach. Because of the temporary facilities in place and the lack of adequate services provided for travelers, the Long Beach Airport does not reflect and promote the image of California's fifth largest city.

Over 16 months of community input established the foundation for the recent draft Environmental Impact Report (EIR) that concludes:

- "Neither the Proposed Project [102,850 square feet, 14 jet parking spots] nor any of the project alternatives would add passengers or flights to the airport." (Section 5-3)
- "The Proposed Project is able to meet all of the project objectives..." (Section 1.13)
- "The Proposed Project is the environmentally superior alternative." (Section 1.13)

The 102,850 total square footage proposal is both adequate to meet the passenger service demands and, according to the EIR, it is the environmentally superior alternative.

Sincerely,

Patrick G. O'Healy
Broker
O'Healy Commercial Real Estate Services
pohealy@ohealycommercial.com

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November 21, 2005

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- "The Proposed Project is the environmentally superior alternative." (Section 1.13)

The 102,850 total square footage proposal is both adequate to meet the passenger service demands and, according to the EIR, it is the environmentally superior alternative.

Sincerely,

Vivian Reeves
 Owner
 Zpizza
 VivianMR Reeves@msn.com

1

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November 21, 2005

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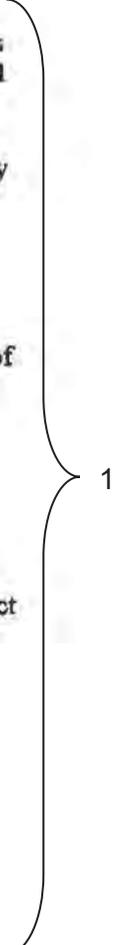
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Sincerely,

G Larry Rice
Salesman
Seaside Printing Co., Inc.
larry@seasideprinting.com



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November 21, 2005

TO: Honorable Mayor and Members of the Long Beach City Council

RE: Long Beach Airport EIR

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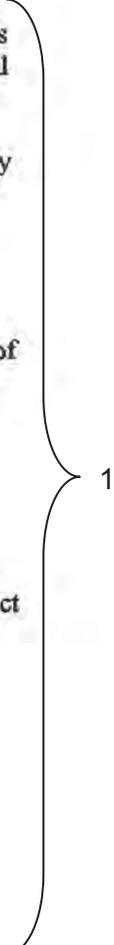
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- "The Proposed Project is the environmentally superior alternative." (Section 1.13)

The 102,850 total square footage proposal is both adequate to meet the passenger service demands and, according to the EIR, it is the environmentally superior alternative.

Sincerely,

Susan Rusnak
Attorney
Marron & Associates
srusnak@marronlaw.com



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Hank Lim <luckeystudy@yahoo.com>

To: Angela_Reynolds@longbeach.gov
cc:
Subject: EIR Recommendation on 102,850 square feet terminal

11/22/2005 04:42 PM

<?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />

Date:

Re: Support for 102,850 Square Foot Long Beach Airport Terminal Remodel

Dear Miss Reynolds,

My name is Kim Hank Lim. I live in Lakewood, about 1/2 mile west of The Lakewood mall between Paramount & Candlewood street. I am a frequent flyer from Long Beach airport to about 5 others states and 10 cities across United States as a Finacial Advisor. I feel this is more cost effective for City of Long Beach and Lakewood and for my business in terms time, cost and efficiency.

I support an improved airport terminal project that will provide adequate terminal space and parking while reducing air pollution and traffic congestion. I agree with the Long Beach Alliance position that the 102,850 square foot terminal with 14 airplane parking positions is the minimum size needed to accommodate the current and future passenger loads.

It is my hope that the City Council actively supports the current Environmental Impact Report (EIR) timeline and avoids further delays. It is time to push forward the plan for an improved terminal building at the EIR recommended size of 102,850 square feet. Please contact me back at 562-493-7688 or at my e-mail at luckeystudy@yahoo.com.

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Best Regards,

K. Hank LIm

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November 22, 2005

TO: Honorable Mayor and Members of the Long Beach City Council

RE: Long Beach Airport EIR

I support the construction of permanent terminal facilities at the Long Beach Airport, as long as such changes support the current permitted commercial flights set by ordinance (41 commercial air carrier and 25-commuter air carrier flights).

The current permanent facilities at the Long Beach Airport were designed to accommodate only fifteen airline flights and the last permanent addition was done more than twenty years ago.

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The 102,850 total square footage proposal is both adequate to meet the passenger service demands and, according to the EIR, it is the environmentally superior alternative.

Sincerely,

Michael Forry
Principal
Construction Consultant Services
562-208-4778

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Geof Garth <geofgarth@earthlink.net>

To: Angela_Reynolds@longbeach.gov, Mayor@longbeach.gov, district3@longbeach.gov
cc:
Subject: Support for improved airport

11/23/2005 10:45 PM

I want you to know that I support improving our airport. This is vital for our continued growth and prosperity.

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Geof Garth
32 57th Pl.
Long Beach

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jc247@charter.net>

To: <Angela_Reynolds@longbeach.gov>
cc:
Subject:

11/23/2005 04:07 PM

I support an improved airport terminal project that will provide adequate terminal space and parking while reducing air pollution and traffic congestion. I agree with the Long Beach Alliance position that the 102,850 square foot terminal with 14 airplane parking positions is the minimum size needed to accommodate the current and future passenger loads.

It is my hope that the City Council actively supports the current Environmental Impact Report (EIR) timeline and avoids further delays. It is time push forward the plan for an improved terminal building at the EIR recommended size of 102,850 square feet.

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Sincerely,

Sharon Mendoza
(Federal Screening Officer)

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"D'Leon Consulting Engineers"
<dleon.engineers@verizon.net>

To: <Airporteir@longbeach.gov>
cc: <angela_reynolds@longbeach.gov>
Subject: EIR Long Beach Airport Terminal Cap. Improvements-Comments
SHPE

11/25/2005 09:52 AM
Please respond to "D'Leon Consulting Engineers"

Subject: Long Beach Airport Terminal
EIR Number 37-03

To: Angela Reynolds

On behalf of the Society of Hispanic Professional Engineers (SHPE) I am making the following comments to the Long Beach Airport EIR (Refer to Part 3).

There is nothing that addresses the Seismicity of this area in the EIR. The area under consideration in the EIR has potential liquefaction soil conditions and mitigation measurements must be addressed. Unless it is addressed under a separate cover, we are surprised that the following consultants which received reasonable fees for the preparation of this EIR have missed this issues. These firms are: Bon Terra, Mestre Greve, CDM, Meyer, Jones Stokes, RBF.

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While I acknowledge that this project requires a well selected and professional team, there seems to be to many firms involved in the preparation of this EIR in relation to the construction cost of this project.

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Thank you for your attention to this matter
Sincerely,

Domingo Leon, PE

For the Society Hispanic Engineers, South Los Angeles and Harbor areas

With Copies to : Honorable Beverly O'Neille, Mayor of Long Beach , Council Member Tony Uranga

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Salkintl@aol.com

11/25/2005 12:01 PM

To: Angela_reynolds@longbeach.gov
cc: mayor@longbeach.gov, district3@longbeach.gov, district1@longbeach.gov, district2@longbeach.gov, district4@longbeach.gov, district5@longbeach.gov, district6@longbeach.gov, district7@longbeach.gov, district8@longbeach.gov, district9@longbeach.gov
Subject: EIR: LGB

Dear Ms. Reynolds:

My comments on the draft EIR for LGB are made not only as a private citizen but as chair of the AAC Study Committee on Airport Improvements, which spent more than a year and half working on this issue. In our hearings over 15 months' time listening to hundreds of experts and advocates on both sides of the issue, we took a *balanced* approach, one that represented the interests of *all* of the citizens of Long Beach and the traveling public, while taking into account the special needs of the neighborhoods in or near the flight paths.

That is why I and five other commissioners voted in favor of improvement sizing that was just adequate but fell far short of the Federal Government's guidelines. The vote was a commanding 6-3 for an airport of 133,000 sq. ft.

In my opinion, the EIR seems to support the AAC's recommendation to the City Council, and perhaps suggests that if our main recommendation of 133,000 sq. ft. had remained in the study, if it had not been prematurely jettisoned by the City Council, even it would have been found to have been valid and to be the superior option.

Keep in mind that when we advised the City Council that 133,000 sq. ft. was what was needed to adequately accommodate the needs of the traveling public, we were looking at Federal Guidelines that would have called for 266,000 sq. ft. In other words, the recommendation of the consultants, staff, and the AAC cut that in half!

Which brings me to my final thought: there is no nexus between improving the airport and the generating of more flights and more noise. Indeed, if we do not properly improve the airport, we risk losing the cherished noise ordinance in future court battles with the airlines. It was my goal and that of other commissioners to protect the noise ordinance at all costs. We who voted overwhelmingly for the 133,000 sq. ft. believed that we did that.

Sincerely,

Ronald D. Salk
Vice Chair
Airport Advisory Committee



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"Christine Thill"
 <cthill@charter.net>
 11/28/2005 10:00 AM

To: <AirportEIR@longbeach.gov>
 cc:
 Subject: Airport Expansion

After 20 years I recently moved from my lovely home near Carson Street and Cherry Avenue. The noise from the airplanes taking off over my home and the noise from the traffic on Cherry Avenue are the reasons I left. I loved my home and neighborhood, and had been a neighborhood watch captain while I lived there. However, "living there" became such a burden that I was forced to move. It is extremely important that someone listen to the people in the airport-impacted areas of Long Beach, and that you never agree to expand the airport and ruin the quality of life that sits below all those loud, polluting, dangerous airplanes. The Long Beach residents sitting below the airplanes are trying to sleep, trying to have a family barbecue in the backyard, trying to have a conversation around the breakfast table, and trying to put their grandchildren down for a nap. All of these simple activities have been ruined for us by the thunderous sound of airplane after airplane taking off. The importance this city places on the almighty dollar over the quality of life for it's residents is pressing. Cherry Avenue has been severely impacted with traffic and trashy billboards while Lakewood Blvd. is as pristine as could be. All because of the airport. Small airplanes and helicopters seem to fly whenever and wherever they wish. There is absolutely no thought about the folks below. It is time for the money-hungry politicians of Long Beach to visit the airport-impacted neighborhoods and stay there for a while so they can experience the disruption in these otherwise quiet neighborhoods and then ask why they are begging the airlines for their business. The houses may look quiet from the outside, but there is a lot of frustration and anger inside these homes. These residents deserve a quiet life especially if they are paying in-excess of a half million for a house. I have already witnessed by neighborhood deteriorate because of the airport. Good residents don't want to live that way and will move leaving nice neighborhoods open to graffiti and crime. Long Beach never seems to learn from it's mistakes.

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Christine Thill
 3226 Faust
 L.B., CA 90808

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ucanlove@aol.com

11/28/2005 11:09 AM

To: AirportEIR@longbeach.gov
cc:
Subject: EXPAND!

My mother lives over the flight path, on Carita, I live on Lees Avenue, we both want the airport expanded! Long Beach needs a modern airport! Don't listen to the few who gripe about everything they can! Make Long Beach a better city, expand the airport. Thank you.

} 1

Suzanne Shipp
3141 Lees Avenue
Long Beach, Ca 90808

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"Jim"
<yljbirge@charter.net>
11/28/2005 10:24 PM

To: <mayor@longbeach.gov>, <district3@longbeach.gov>
cc: <AirportEIR@longbeach.gov>
Subject: Long Beach Airport Terminal Project

November 28, 2005

<?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />

TO: Beverly O'Neill, Mayor
Frank Colonna, Council Member, 3rd District

FM: Jim Birge, <?xml:namespace prefix = st1 ns = "urn:schemas-microsoft-com:office:smarttags" />Long Beach Resident

RE: Long Beach Airport Terminal Project

As a concerned and long-time resident of Long Beach, I am writing to express my enthusiastic and sincere support of the Long Beach Airport Terminal Project. I am of the firm belief that the 102,850 square foot plus terminal and its 14 airplane parking positions is what the Long Beach Airport has required for years to be able to handle our existing and expanding numbers of future air travelers.

As an environmentalist, I'm excited by the prospect that such an expansion will cut down on both our city's air pollution and local traffic in the airport's vicinity.

I agree with the Long Beach Alliance position, have just joined that alliance in support, and hope that you and the City Council will stand behind the EIR's timeline, avoiding any further holdups.

I thank you for your time and immediate response to this very critical issue in our city.

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"conwinn1@netzero.net"
"conwinn1"
11/29/2005 08:14 AM

To: AirportEIR@longbeach.gov
cc:
Subject:

*The present Airport is a disgrace to a city that is trying to expand tourism. I am
for expanding it to the largest sq. footage.*

} 1

Conrad Winn

3561 Julian Ave.

Long Beach, Ca. 90808

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"Demetra Monios"
<dmonios@verizon.net
>

To: <AirportEIR@longbeach.gov>
cc:
Subject: EIR

11/29/2005 09:56 PM

I have just returned from the public meeting regarding the EIR for the Long Beach Airport Terminal Improvement Project held at The Grand .

I hereby recommend that the EIR be certified and that the City move forward to improve the Airport facility.

} 1

Thank you,
Demetra Monios
322 Coronado Avenue
Long Beach, CA 90802

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"Flanders, Mark"
<Mark.Flanders@jetblue.com>
11/29/2005 12:35 PM

To: <Angela_Reynolds@longbeach.gov>
cc:
Subject: Long Beach Airport Terminal Remodel

Date: November 29, 2005

Re: Support for 102,850 Square Foot Long Beach Airport Terminal Remodel

Dear Ms. Reynolds

I support an improved airport terminal project that will provide adequate terminal space and parking while reducing air pollution and traffic congestion. I agree with the Long Beach Alliance position that the 102,850 square foot terminal with 14 airplane parking positions is the minimum size needed to accommodate the current and future passenger loads.

It is my hope that the City Council actively supports the current Environmental Impact Report (EIR) timeline and avoids further delays. It is time push forward the plan for an improved terminal building at the EIR recommended size of 102,850 square feet.

Sincerely,

Mark Flanders

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Roy Hanson
<roydiver@earthlink.net>

To: AirportEIR@longbeach.gov
cc:
Subject: Airport EIR Comment

11/30/2005 09:13 AM
Please respond to Roy
Hanson

After attending meeting last night's briefing at Grand Avenue facility, and reviewing the EIR summary provided at that meeting, this is to indicate that we feel that the city has taken appropriate action to date to deal with the impact of this project. It sounds like the project has a positive impact on air pollution and current traffic congestion-- in conversion of certain support activities to electrical service rather than diesel based generation, and provision of new parking facilities and street improvements. It also sounds like the city is prepared to help residents now impacted by plane noise through installation of sound proofing. This sounds like a very generous offer on part of the city. As an airport user I see the improvements as needed to better accommodate the users of the airport. Thanks for opportunity to comment. Roy Hanson, 104 Santa Ana Avenue, Long Beach, California 90803. 562-438-9818.

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Don J Sever
<djsever@longbeachusa.net>

To: AirportEIR@longbeach.gov
cc:
Subject: Airport

11/30/2005 01:22 PM

The city of Long Beach has a third world airport! Quit spending money on studies, reports and hearings. Just build one that is large enough to serve the residents, visitors and business people that come to our area.

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"Chesser, Steven B"
<steven.b.chesser@boeing.com>

11/30/2005 02:55 PM

To: <AirportEIR@longbeach.gov>
cc:
Subject: Long Beach Airport Proposed Terminal Area Improvement Project Draft EIR

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

Ms. Reynolds,

Thank you for the opportunity to submit comment on the Long Beach Airport Proposed Terminal Area Improvement Project Draft EIR. The Boeing Company supports facilities at Long Beach Airport which meet the needs of the traveling public and our airline customers. We also agree with area economists that a viable airport is an essential component in the community and economic development of Long Beach.

} 1

Sincerely,

Steven B. Chesser
Senior Manager, Community Relations
Boeing Programs Long Beach
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

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Cyberkoop@aol.com

12/01/2005 12:09 AM

To: AirportEIR@LongBeach.gov
 cc: JackieKell@LongBeach.gov
 Subject: LB Airport Terminal Area Improvement Project EIR Comments

My wife and I appreciated the opportunity to hear the reports on EIR scope and findings and details of the Terminal Project last night, November 29. We were impressed with the detailed investigation and relationships of all relevant elements. We found the EIR to be comprehensive and very professionally prepared and presented.

The Long Beach Airport is a unique and invaluable resource in our community. The commercial airline operations supported are essential to the efficient conduct of business and government in our region. Without these commercial air travel links, it would be more difficult for our city to retain existing and attract new business operations that bring tax revenue and jobs to our city.

Personal air travel convenience is very important to us and our neighbors. When a plane passes on final approach over Monlaco Road, we still look up and marvel at our good fortune. I'm sure that the management of the Queen Mary, Aquarium of the Pacific, Marinas, Hotels, etc., also appreciate their good fortune in having this airport that brings so many pleasure visitors to Long Beach.

Not surprisingly, at the presentation we heard the usual vocal outpourings of self interested, parties, the NIMBY folks, and their tiresome rhetoric to find fault or gaps in the EIR. Their only apparent purpose is further delaying or killing this very necessary project and eventually terminating airport commercial operations. It was interesting that even among those people living in the aircraft overflight areas who generally oppose the airport's operations, there were comments on the personal convenience and value in flying out of Long Beach's own airport.

The airport serves all of the people who live and work in Long Beach, not just those who find flight operations objectionable. Though the detractors are relentless and noisier than the flights they whine incessantly about, they are surely a less than truly significant percentage of our population. We believe that for a long time, these people have enjoyed disproportionate, negative influence with our city's leaders and have harmed the operation of our airport and the prosperity of Long Beach.

Those people who choose to live in the "flight path impacted" zones have, in our view, little grounds for complaint. You know that our muni airport's long history of noisy, smelly and exciting flight operations have been occurring long before surrounding areas were populated. That is what happens at airports and anyone living near one who is not a developer or lawyer should understand that.

I remember FAA statistics in the 60s and 70s wherein Long Beach Airport had the third and fourth highest number of flight operations in the United States. The former Long Beach Air Force Base and Douglas and Boeing had many thousands of noisy B-17, DC-9 and countless other type aircraft operations, day and night. I can even recall a Strategic Air Command B-47 bomber's (Oh gasp, eight screaming, smoking jet engines) thrilling arrival.

The private and commercial aircraft that operate at our airport today, with hush kits, continually improving engine technology and specialized arrival/departure flight procedures are by far the quietest ever. It has never been better than it is today; tomorrow it will be.

Our specific concerns with the Terminal Area Improvement Project are the following.

- The governmentally mandated and politically timid delays and costs in order to secure approval and construction of a relatively simple, obviously needed facility expansion for the significant benefit of the public is obscene.
- While there is clearly a current prohibition or restrictions against unremediated increases in flight operations, the project has been scaled back from an optimal level. Even the most generous, and only reasonable alternative falls short of satisfying future needs such as the use of larger capacity aircraft like the new A-380. Airlines, whether majors or commuters, will continue to

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- increasingly employ larger aircraft.
- The failure to provide for Jetway installations will maintain the folksy, 1941ish type stroll across the tarmac to climb the stairs. It does not improve traveler safety, airport security, disabled traveler aircraft access, or facilitate aircraft loading and turnaround time improvements that would reduce aircraft ramp occupancy time. } 1 cont.
- The artificial and costly design constraints to continue using a charming old historical building that would be better suited for a warehouse or shops. Is LGB an airport or is it a museum? } 2
- The largest design configuration is only marginally adequate and does not anticipate any future additional space requirements. A modest increase could provide for any future growth (no matter how unexpected or undesirable) and interim or permanent space for other City of Long Beach space needs. } 3
- The current passenger, city and airline airport facilities are not only inadequate, they are shabby and a continuing embarrassment. The EIR review and City Council bureaucratic approval processes are far too long. This is an important need that must be done. Let's get it done ASAP. }
- If in fact airplanes overflying the Mini Gant elementary school truly pose a real threat to student learning and health, close the school and bus the students elsewhere. There are many schools -- there is only one, truly needed Long Beach Airport. } 4

Thank you for your consideration of our thoughts and opinions.

Sincerely,

Allan and Louise Cooper

6838 E. Monlaco Road
 Long Beach, CA 90808
 562 429-2533



"Von Buttlar, Henrik"
<Henrik.VonButtlar@jetblue.com>

To: <airportEIR@longbeach.gov>
cc:
Subject: LGB Airport

12/01/2005 09:37 AM

Dear Sirs and Madams,

I am writing you to ask for your strongest support for expansion of the Long Beach Airport, LGB.

Few things drive the regional economy stronger than an efficient and modern airport, but LGB has long since reached its capacity. Overcrowding of terminals, security areas and roads are making LGB look more like the LAX most passengers are driving far to avoid. The service provided by jetBlue and other local carriers has become extraordinarily popular and it would be a huge mistake for the city of Long Beach to turn away not only the out-of-state business- and vacation travelers, but all those Angelinos who go out of their way to fly out of Long Beach. A substantial cross-section of Long Beach companies, employing local residents, will see an increase in business, in turn generating income for the city through fees and taxes. The economic impact of a vibrant airport has been proven over and over in city after city throughout the country and ours is in desperate need of expansion and modernization.

The environmental impact of a growing airport has been studied repeatedly and extensively. As protective as I am about local flora and fauna, as little consideration do I give to those few individuals who try to abuse the EIR for their own personal, short term gain. Building condominiums on what until very recently was airport property, shows an utter disregard for the obvious. What's next? Closing a lane on the 405 and build homes? I strongly encourage you to support growth and expansion that benefits all of Long Beach.

Sincerely,

Henrik von Buttlar

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December 1, 2005

TO: Honorable Mayor and Members of the Long Beach City Council

RE: Long Beach Airport EIR

I support the construction of permanent terminal facilities at the Long Beach Airport, as long as such changes support the current permitted commercial flights set by ordinance (41 commercial air carrier and 25-commuter air carrier flights).

The current permanent facilities at the Long Beach Airport were designed to accommodate only fifteen airline flights and the last permanent addition was done more than twenty years ago.

Temporary Facilities Hurt Our City. Temporary facilities which are currently in place show visitors a bad impression of our great city. They also increase pollution because of the use of temporary diesel generators and insufficient parking. Other temporary facilities include tents, trailers, and mobile office structures are inconvenient and do not adequately provide the level of facilities needed for the traveling public and the citizens of Long Beach. Because of the temporary facilities in place and the lack of adequate services provided for travelers, the Long Beach Airport does not reflect and promote the image of California's fifth largest city.

Over 16 months of community input established the foundation for the recent draft Environmental Impact Report (EIR) that concludes:

- "Neither the Proposed Project [102,850 square feet, 14 jet parking spots] nor any of the project alternatives would add passengers or flights to the airport." (Section 5-3)
- "The Proposed Project is able to meet all of the project objectives..." (Section 1.13)
- "The Proposed Project is the environmentally superior alternative." (Section 1.13)

The 102,850 total square footage proposal is both adequate to meet the passenger service demands and, according to the EIR, it is the environmentally superior alternative.

Sincerely,

Michael Comuniello
 Customer Support
 Alteon Training
 mpenguin1@yahoo.com
 562-437-7998

1

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Long Beach, Ca
Dec 1, 2005

Angela Reynolds,

I'm surprised more hasn't been discussed about the black soot fallout that we who live close to the airport have to endure. Every day I can wipe the patio table and off comes the black soot. We, our children, grandchildren and everyone else has to daily breathe this fallout from the airplanes. Does anyone think this is healthy? I'm against any expansion + all expansion at the airport.

Mrs. Darlene Kibell
2389 Stearns Ave
Long Beach Ca
90815

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"Rick Brown"
<rbrownlb@hotmail.co
m>

To: AirportEIR@longbeach.gov
cc:
Subject: Airport EIR

12/04/2005 10:50 AM

Let me go on record as being in favor of accepting the EIR conclusion that the expansion to the terminal to 102,850 square feet and the other improvements recommended are in the best interests of the City and its people.

The City of Long Beach has a great resource in the airport, and should be doing whatever it can to improve the facility and its operations and to promote its use among the citizens.

It's rather unfortunate, really, that the land use targeted for the area surrounding the facility--an unreasonable increase in housing--will only bring more headaches: pollution from increased traffic, sewage and utility burdens, and a louder chorus of anti-airport residents who think choosing to live by an airport doesn't mean there won't be noise.

Again, count me among those praising the report and accepting its conclusions in favor of expansion.

Thank You.

Richard N. Brown
1610-C Park Ave.
Long Beach, CA 90815

562-597-6661
rbrownlb@hotmail.com

} 1

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December 4, 2005

TO: Honorable Mayor and Members of the Long Beach City Council

RE: Long Beach Airport EIR

I support the construction of permanent terminal facilities at the Long Beach Airport, as long as such changes support the current permitted commercial flights set by ordinance (41 commercial air carrier and 25-commuter air carrier flights).

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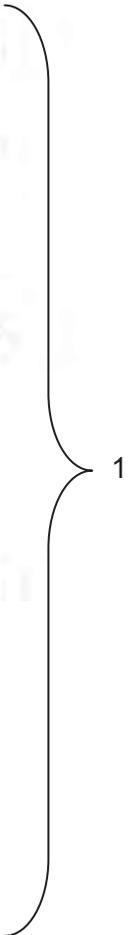
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Sincerely,

Darian Rausch
Travel Agent
Nexion, Inc.
darian@rauschtravel.com



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"Ray Servin"
<ray.servin@verizon.net>
12/05/2005 05:40 AM

To: <AirportEIR@longbeach.gov>
cc: <district1@longbeach.gov>, <district2@longbeach.gov>, <district3@longbeach.gov>, <district4@longbeach.gov>, <district5@longbeach.gov>, <district6@longbeach.gov>, <district7@longbeach.gov>, <district8@longbeach.gov>, <district9@longbeach.gov>
Subject: EIR

Dear Ms Reynolds,

I read the Draft EIR, the Powerpoint presentation and the Summary of the Proposed Project and had a few questions.

1) It is my understanding that Long Beach Blvd and 36th Street was used as the basis to evaluate the noise and air quality aspects. If this is correct, why was this area used as opposed to the area that is most impacted? Using Long Beach and 36th seems to be well outside the problem area.

} 1

2) The only school that I saw as being included in the study was Gant. What schools were included in this study?

} 2

3) Was the school district contacted regarding noise or health issues?

} 3

4) Where principles of surrounding areas schools contacted regarding noise issues and if so which ones? My kids go to Longfellow and Hughes and over the years when I went to most awards ceremonies and open houses. There were always pauses because of overhead flights. I would think that this has to be a distraction during the day.

} 4

5) The summary indicated that under any plan, both during and after construction "the air quality impact would be significant and unavoidable". What health agency was contacted regarding this issue? Did they look specifically at how this significant impact would effect young children and elderly in both the immediate area as well as ALL age groups who have health problems like asthma?

} 5

6) Did the study account for the noise and pollution impact for the addition of up to 11 commercial flights or did it simply study existing flight traffic?

} 6

7) Were the number of military flights considered in the study? I still see a number of those big cargo jets taking off and landing from time to time.

} 7

I will probably have a few more questions after reading in more detail but I would appreciate some input on the items noted above.

Regards

Ray Servin

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"Pearce, David"
<David.Pearce@jetblue.com>

To: <airportEIR@longbeach.gov>
cc:
Subject: IN FAVOR of Terminal Expansion

12/05/2005 11:15 AM

To Whom It May Concern,

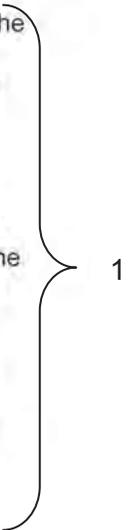
Please record this as a vote strongly IN FAVOR of the proposed terminal expansion as delineated by the draft EIR. I am currently a pilot with JetBlue Airways based in Long Beach. I realize that some will consider my opinion to be biased and short sighted due to my employment status. However, I believe that my job also gives me valuable insight.

I think the most important thing for everyone to realize is that those who use the Long Beach Airport (KLGB) are customers of the City of Long Beach, not just of the airline they have chosen to fly. Regardless of whether they live or stay locally, the first and last impression that the customers have of Long Beach is their experience at the airport – it is the gateway to your city. The image presented at the airport is the only image many people will have of Long Beach so it behooves us all to ensure that this image is extremely positive.

While everyone seems to enjoy the character of the airport (notably the art deco building), the actual facilities are severely lacking. There currently is not enough room for customers during normal operations and this problem is only exacerbated during any delays. The lack of adequate space and concessions causes customers to quickly become frustrated with what they see as a "second rate" facility. The city is also losing a significant revenue opportunity by not having space for more concessions.

Thanks for this opportunity to express my opinion. Sincerely,

David Pearce



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"Jim Medina"
<jmedina_ratboy@hotmail.com>

To: AirportEIR@longbeach.gov
cc: Rbrownlb@hotmail.com
Subject: Long Beach Airport EIR

12/05/2005 01:19 PM

The findings in the EIR support my long-held opinion that facilities at the Long Beach Airport should be expanded to better accommodate passengers. Arguments against, claiming increases to the terminal size will automatically results in increases in the number of flights are unfounded and unsubstantiated. The city restricts the number of flights for the airport. This restrictions would have to be amended by a vote of the council which is unlikely to happen.

} 1

A similar assessment of environmental impact should be made of the development at Lakewood Blvd. and Carson St. If plans for this site include 1000 residences, and we make a conservative estimate that each residence will have 1.5 vehicles (likely to be higher, and with no caps on volume), we simply need to calculate the additional pollution generated by 3,000 more vehicles, and determine which will have the greater impact on the environment: expanding the airport or additional cars.

} 2

Please count me in full support of the EIR findings.

Jim Medina
1610-C Park Ave. (on the approach path)
Long Beach, CA 90815

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"Mike Baker"
<m2baker@uci.edu>
12/05/2005 01:46 PM

To: <airportEIR@longbeach.gov>
cc:
Subject: Airport EIR and Proposed Expansion

Long Beach City Council,

Just a short note to let you know of my displeasure with the conclusions derived from the Long Beach Airport Expansion EIR. My family and I live at 5403 Daggett in Long Beach and are thus directly impacted by the decision of the council on airport matters. The current city noise ordinance is being broken on almost a daily basis (i.e. late-arriving flights), and thus for the council to trust in the validity of the ordinance to prevent additional flights in the future is laughable. It should be assumed that with the expansion of the airport, multiple airline carriers will pursue the legality of adding flights. One need only look at the demise of the cities of Lennox and Inglewood near LAX over the last twenty five years to understand the impact of substantial airport expansion on quality of life, real estate values, etc. On a more personal note, I have two children who currently attend Minnie Gant Elementary School which is directly underneath one Long Beach Airport landing pattern, and thus they are subjected daily to the pollutants rained down from commuter and commercial jets. For the EIR to conclude that commercial flights might increase in the future since jets will become quieter, without concluding that additional flights would also add immeasurable additional pollutants to the air is quite frankly irresponsible. Additionally, for the EIR to purport that a doubling of the size of the airport is actually more environmentally-friendly than to keep the airport at its current size is so ludicrous as to make one wonder what the true motivation for this EIR was. Finally, to limit public debate on this matter to a small number of sites during the holiday season when most individuals are harried and unable to participate in hearings smacks of an end-around perpetrated on the citizens of Long Beach. Hopefully, the council will remember that ultimately they are responsible for the long term health and safety of their city dwellers, and thus vigorously and stringently investigate the conclusions derived in the EIR. For the record, I am neither a member of LBHUSH2 or an unrealistic NIMBYist who is unwilling to allow for any modernizing of the airport. However, I can tell you that if misguided long-term decisions are made by the council my family and many others I know of will be forced to leave the city we have grown to love. Feel free to contact me in the future with any additional comments and questions regarding this matter.

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Mike

Michael J. Baker, M.S.
Associate Research Specialist
Department of Orthopaedics
B-168 Medical Sciences I
University of California, Irvine
Irvine, CA 92697
(949) 824-7752
(949) 824-3278 Fax
m2baker@uci.edu

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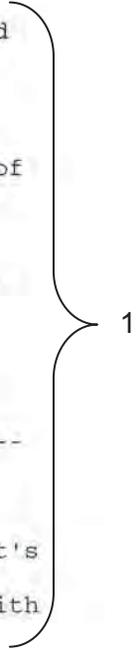


Paul Perencevic
<spedheads@earthlink.net>

To: AirportEIR@longbeach.gov
cc: speakout@presstelegram.com
Subject: Airport Expansion v. Modernization

12/05/2005 02:32 PM

Long Beach planners must realize that this airport was NOT designed and built to handle the planes it does today; rather, this was to be a small regional airport, with limited air traffic volume. Not so nowadays. The city council and the other planners simply focus on expansion of facilities and increased flights, and they do so without regard for the communities around the airport and the greater Long Beach "community." Do our leaders want the area around our airport to become like the area surrounding LAX?? Apparently so. Every butt covering those Long Beach council chair cushions since Ernie Kell was mayor, has pushed for airport expansion. The citizens want modernization--- NOT expansion. How many times do the residents of Long Beach have to repeat this? Will the making of LGB into LAX be the legacy of this city council? If so, then let's be sure to have Mayor O'Neill's name etched into each runway and building, along with the names of the council members.



Paul Perencevic
Long Beach

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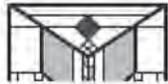
DEC. 5. 2005

Mrs. William F. Wagner
 4225 Locust Avenue, Long Beach, California 90807

PLEASE - DO NOT LET THE PEOPLE
 OF CALIFORNIA HEIGHTS TAKE OVER
 WITH THEIR DESIRE TO HAVE THE
 AIRPORT BLDG. REDUCED. I HAVE
 LIVED AT 4225 LOCUST AVENUE
 (OFF SAN ANTONIO DR.) SINCE 1955
 AND THE AIRPLANE NOISE DOES
NOT BOTHER ME. I WAS SO
 HAPPY TO HAVE "JET BLUE" INCREASE
 NUMBER OF FLIGHTS. WE HAVE
 NEEDED MORE FLIGHTS FOR A LONG
 TIME AND I HOPE THEY WILL
 CONTINUE!!!!

Caroline Wagner
 (Mrs. William F. Wagner)

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Sharon Diggs-Jackson
12/14/2005 10:44 AM

To: airportEIR@longbeach.gov
cc:
Subject: comments on the EIR

Forwarded from the LB Airport.

--- Forwarded by Sharon Diggs-Jackson/CH/CLB on 12/14/2005 10:43 AM ---

TheKopyKatz@aol.com

12/06/2005 04:32 PM

To: lgbarpt@longbeach.gov
cc:
Subject: comments on the EIR

I have tried numerous times to give my opinion on the airport expansion, at the website:
AirportEIR@longbeach.gov.

I cannot get on the website. It either says "Website not responding" or a get a list of similar websites regarding Long Beach. (Is the city of Long beach purposely "messaging up the website" so they won't get complaints about the expansion? It's just a thought!)

I would like the smallest of the proposed expansion of the airport. We do not need the largest size. I fly in and out of the L.B. airport many times, and I have never seen a need for 3 times the size that we have now. I don't even see a need for double the present size, but I understand the city wants to offer nice restaurants, etc.

At the Bixby Knolls Street Fair this weekend, the Airport had a booth. I was very surprised to find out that, with the new expansion, the passengers would still have to walk outside and up the airplane's stairs to get into the plane. All that money to expand, and seniors and handicapped people will still not be able to go up the stairs, unless a staff member picks them up (physically), which is embarrassing for them, I would imagine. Also, I told the airport representative that I was unable to get on to the website to log my opinion. She said the city had been having problems, but I should try again because it is working properly now. (No, it isn't!!)

My parents are 80 years old, and they avoid any airport that does not have a normal ramp to get into the plane. There are many, many seniors who probably feel the same way.

What was the city thinking? To expand, but not to have a modern facility?

Why was this fact not publicized in the Press-Telegram. I don't think others know that the facility will not be modernized to have ramps.

I would appreciate your forwarding my email to the proper person, so my opinion can count.

Thank you,

Adele Katz
4126 Gaviota Ave.

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} 2
} 3

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Denise Raines
<dmjraines@yahoo.com>

12/07/2005 03:32 PM

To: AirportEIR@longbeach.gov
cc:
Subject: Long Beach Airport Expansion

To Whom it May Concern:

Please be advised that I am strongly opposed to expansion of the Long Beach Airport. I live in Bixby Hill and am disturbed by airplane noise everyday. I would like to see fewer flights, not more.

} 1

Thank you.

Denise Raines

Yahoo! DSL Something to write home about. Just \$16.99/mo. or less

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D Moir
 <tdrsdm@yahoo.com>
 12/08/2005 10:37 AM

To: AirportEIR@longbeach.gov
 cc:
 Subject: Expansion of Long Beach Airport: Supportive Comments from a LB Resident

As a 30+ year resident of Long Beach, I'm appalled by the dissent and unwillingness of the airport-area residents and city council to actively move forward and take the necessary steps to keep Long Beach moving forward not backward NOW. The Long Beach airport has been in its current location for many years and I'm pretty sure that the majority of the residents in that area were aware of it's presence when they purchased their home! The airport and the it's service facilities are grossly outdated and require remodel and renovation. If Long Beach truly sees itself as the 'International City'...we should start acting like it and embrace any expansion which will bring commerce, tourism and transportation services to it's residents and guests. As I understand it...the results of the recent EIR study indicated that not only could the area sustain the planned expansion without harm to the community....but could also sustain an even more robust expansion...indicating that probably once again, Long Beach's vision of the expansion was not broad or long ranged enough. Now that these results are in, there again appears to be more roadblocks being put in place by the city council. These actions make me think that perhaps the council had a hidden agenda when they ordered the studies...and now that the results independent study were not what they expected...they've searching to reveal any new issues which might bring the results of the study into question. As an avid traveler (business and pleasure) and a Long Beach resident that hopes the residents of Long Beach cease seeing themselves as residents of a sleepy beach community, I fully support the expansion/remodel efforts and sincerely hope this project will be allowed to proceed. For those who oppose the project, I challenge them to cease using the LB airport and enjoy their drive to Orange County, Los Angeles or Ontario.

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Sincerely,
 Doug Moir
 Wrigley-area resident of Long Beach

Yahoo! Shopping
 Find Great Deals on Holiday Gifts at [Yahoo! Shopping](#)

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December 8, 2005

TO: Honorable Mayor and Members of the Long Beach City Council

RE: Long Beach Airport EIR

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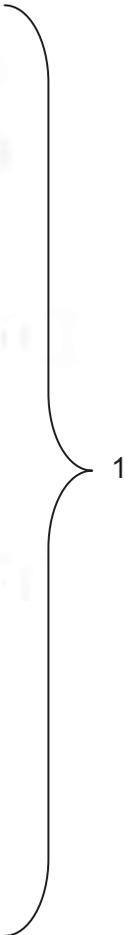
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The 102,850 total square footage proposal is both adequate to meet the passenger service demands and, according to the EIR, it is the environmentally superior alternative.

Sincerely,

Alan Armijo
 President
 Tech International / My Web Stand
 alan@mywebstand.com



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RE: Long Beach Airport EIR

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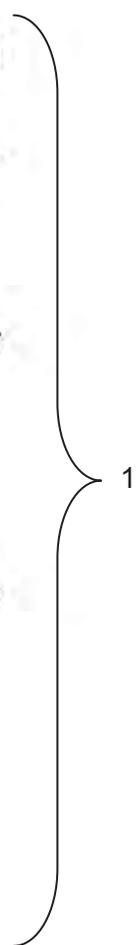
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Sincerely,

Bill Harper
CEO/Owner
Bills Fix It Service
BigBill867@nethere.com



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December 8, 2005

Dear Ms. Reynolds;

On behalf of JetBlue Airways 9,500 Crewmembers and in particular, our 500+ based Long Beach Crewmembers, I am writing in support of the Draft EIR for the Airport Improvement project.

Since commencing operations in the summer of 2001, JetBlue has strived to be a solid partner with the City, the Airport and indeed the community. This effort has continued throughout the nearly two-year process thus far experienced as part of an effort to replace the “temporary” trailers at the airport with improved and permanent facilities.

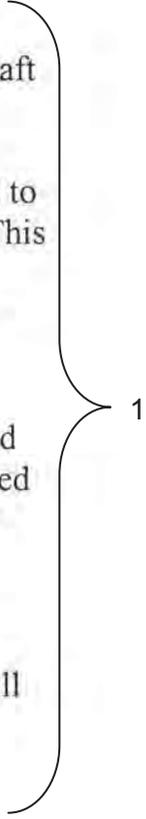
Given the current operational environment at the airport and the likelihood of additional commuter operations, JetBlue strongly supports the "proposed project" so long as it includes no fewer than fourteen aircraft parking pad positions.

JetBlue looks forward to the process moving forward in a timely manner without further delay. It is my hope that the leadership of Long Beach will recognize the positive economic impact associated with this necessary improvement project and work towards its swift completion.

Sincerely,

Robert C. Land
 Vice President for Government Affairs and
 Associate General Counsel

cc: Mayor Beverly O'Neill
 Members of the City Council
 Chris Kunze, Airport Manager



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December 8, 2005

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

Dear Ms. Reynolds,

Choices, we all have choices. I live in Belmont Shore. We have traffic, parking congestion, motorcycle, truck and helicopter noise. My mother lives by an airport, she has planes taking off and landing, my brother lives near a train track, he not only has train noise but vibration from the trains. This is called urban living!

The Long Beach Airport Terminal EIR determined that whether we left the existing terminal, built the original recommended terminal (133,000 sq.ft), built the one recommended by the city council (102,000 sq ft) or demolished the existing terminal, the 41 federally mandated flights would have the same or similar environmental effects on the city. If we provide more aircraft parking spaces and car parking spaces we may somewhat reduce environmental hazard by decreasing idleing aircraft and cars driving around looking for parking.

This city need an airport terminal that reflects how wonderful our city is. Long Beach residents and travelers should not be held hostage by a handful of noisy people making an invalid argument.

Lets at least build the 102,000 sq. ft. terminal!



Harold Matstad
179 Glendora
Long Beach, CA. 90803

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December 8, 2005

TO: Honorable Mayor and Members of the Long Beach City Council

RE: Long Beach Airport EIR

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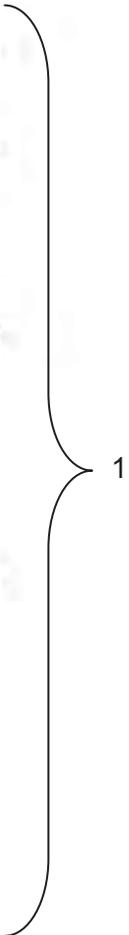
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Sincerely,

Larry Rice
Salesman-Seaside Printing Co., Inc.
Long Beach Chamber of Commerce
larry@seasideprinting.com



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December 8, 2005

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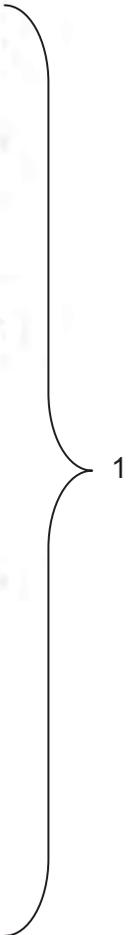
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The 102,850 total square footage proposal is both adequate to meet the passenger service demands and, according to the EIR, it is the environmentally superior alternative.

Sincerely,

Angel Rivas
V.P. and Branch Manager
Bank of The West
arivas@bankofthewest.com



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December 8, 2005

TO: Honorable Mayor and Members of the Long Beach City Council

RE: Long Beach Airport EIR

I support the construction of permanent terminal facilities at the Long Beach Airport, as long as such changes support the current permitted commercial flights set by ordinance (41 commercial air carrier and 25-commuter air carrier flights).

I use the airport regularly for business and trips back to Washington, D.C. to see my family and it is a disgrace. It is so hard for people with children when they are trapped in trailer type of facility. Temporary Facilities Hurt Our City. Temporary facilities which are currently in place show visitors a bad impression of our great city. Other temporary facilities include tents, trailers, and mobile office structures are inconvenient and do not adequately provide the level of facilities needed for the traveling public and the citizens of Long Beach. Because of the temporary facilities in place and the lack of adequate services provided for travelers, the Long Beach Airport does not reflect and promote the image of California's fifth largest city. In fact, we look more like a 3rd World City!

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Sincerely,

Gail B. Schwandner
Dean Workforce Development
Long Beach City College
gschwandner@lbcc.edu

1

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December 8, 2005

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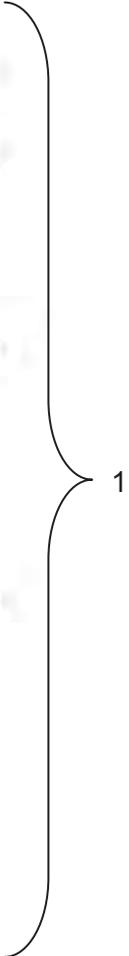
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Sincerely,

Robert J. Stemler
Attorney
Keesal, Young & Logan
robert.stemler@kyl.com



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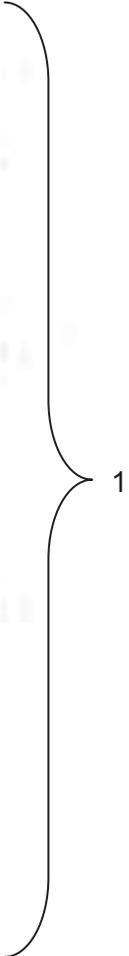
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Sincerely,

Karl A. Strandberg
Educator
Mode Consultancy
modecon@earthlink.net



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RE: Long Beach Airport EIR

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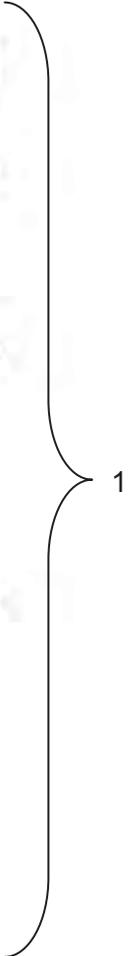
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Sincerely,

Kathleen Thurmond
President
Best Washington Uniform Supply
bestwash@mindspring.com



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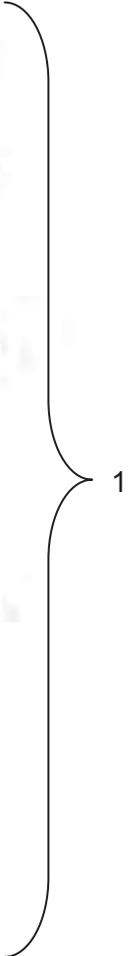
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Sincerely,

Mark Tolley
Managing Partner
Urban Pacific Builders
mtolley@urbanpacific.com



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JerJoyB@aol.com
12/09/2005 11:29 AM

To: AirportEIR@longbeach.gov
cc:
Subject: We Support Airport Improvements!

We are in full support of improving Long Beach Airport...and expanding service!
Sincerely,
Jerry & Joyce Borisy
5533 E. Ocean Blvd.
Long Beach, Ca. 90803

} 1

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Malcolmdgreen@aol.com
12/09/2005 03:16 PM

To: AirportEIR@longbeach.gov
cc: district3@longbeach.gov, dee_raines@adp.com
Subject: LGB Expansion Project Aircraft Noise Considerations

I have some comments and questions following the draft EIR presentation at City Hall 3 December 2005.

1. I understand that, under the Optimized Flight Scenario on page 15 of the copy of the PowerPoint presentation, the "Airport Budget provides for a minimum (sic) of: 41 Commercial (including Cargo) departures, 25 Commuter Departures" and that "Under optimum, but realistic conditions: 11 Additional commercial flights Could be Added in the Future"

} 1

I hope your use of the word "minimum" in your presentation chart is an error and that you meant to write "maximum". If 41 (plus the additional 11 commercial flights) and 25 commuter flights are, in fact, the proposed "minimum", what is the maximum number of flights that would be allowed?

2. As the "optimum, but realistic conditions" are approached, the mix of commercial and commuter flights will change. This brings up the point of how the different aircrafts' noise mix is measured.

Noise, or any sound pressure, is perceived quite differently by residents on the ground depending on the frequency or pitch of the noise generated and reflected by natural and man-made objects. Thus, the low rumble of an A320 aircraft may not be as annoying, as conversation disrupting, or as stressful as the whine of a commuter jet's engines. I would like to know how LGB expansion proponents have evaluated the annoyance factors and echo effects of the components of our future aircraft noise spectrum.

} 2

3. What are your plans for "night hour" operations? I vigorously oppose any relaxation of the current ban on LGB flights before 7:00 AM or after 10:00 PM.

} 3

I look forward to your comments.

Malcolm Green
1058 Palo Verde Avenue
Long Beach, CA 90815
phone (562) 594 8473
e-mail malcolmdgreen@aol.com

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December 9, 2005

TO: Honorable Mayor and Members of the Long Beach City Council

RE: Long Beach Airport EIR

I support the construction of permanent terminal facilities at the Long Beach Airport, as long as such changes support the current permitted commercial flights set by ordinance (41 commercial air carrier and 25-commuter air carrier flights).

This construction is critical for creating a comfortable and functional airport environment. This project will also create a much better income stream for the city.

The current permanent facilities at the Long Beach Airport were designed to accommodate only fifteen airline flights and the last permanent addition was done more than twenty years ago.

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The 102,850 total square footage proposal is both adequate to meet the passenger service demands and, according to the EIR, it is the environmentally superior alternative.

Sincerely,

Blake Christian, CPA
 Partner
 Holthouse, Carlin & Van Trigt LLP
 blakec@hcv.com

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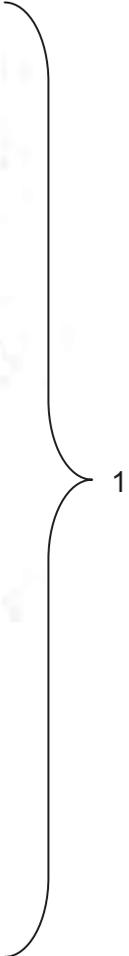
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Sincerely,

Jean Kulemin
Real Estate Broker
Executive Real Estate
jkulemin@earthlink.net



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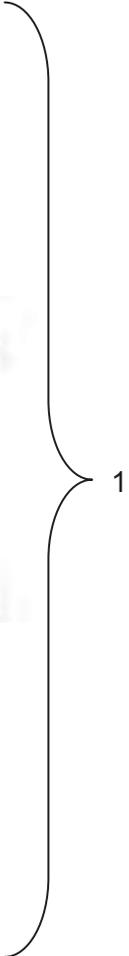
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Sincerely,

Eric Witten
President
Wittmar Engr & Const.
ebw@wittmarengcon.com



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Comment 133

Subj: **Long Beach Airport**
Date: 12/10/2005 11:07:39 A.M. Pacific Standard Time
From: SDGibbons
To: mayor@longbeach.gov

This is to express our opposition to enlarging the Long Beach Airport and increasing flights. We are in favor of improvements for security reasons but not to allow more flight.

The EIR study monitors located @ Long Beach Blvd. & 36th St. were not under the flight path of the main runway, thereby not allowing for true representation of either noise or air pollution to the affected neighborhoods and schools. } 1

There are many violations to the curfew for flights between 7:00 a.m. - 10:00 p.m. Is that ever addressed with the airlines? } 2

Many times, the departing planes make early turns on their takeoffs and go directly over our neighborhood at a much lower elevation than normal. This increases the noise and pollution levels. } 3

If we are sitting in our backyard during the takeoffs of planes, we have to stop our conversation because you can't hear one another speak. } 3

Additional flights will create more street traffic thereby creating more air pollution and traffic congestion. I don't understand how the assumption that more parking structures will decrease the drop off and pick up of passengers. I doubt that we are currently running out of parking space and that is why people are not parking their cars instead of being dropped off and picked up. } 4

More time is needed to review the entire study and the study needs to be revised to include actual areas impacted by the various flights. } 5

And lastly, who will pay for these improvements and upgrades—the airlines or the taxpayers? } 6

Sandra Gibbons
Bixby Knolls neighborhood
1041 E. Tehachapi Dr.
Long Beach, CA 90807
562-595-7232

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12/10/05

Angela Renalds – Environmental Officer
333 W. Ocean Blvd.
Long Beach, CA 90807

Dear Ms. Renalds –

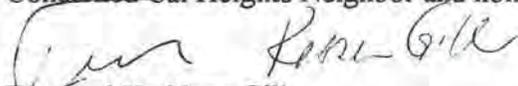
As a resident and home owner of California Heights (3654 Brayton Ave), I am very concerned about the proposed expansion of the Long Beach airport. My concerns are that the quality of life for me and my family will diminish over time. The specifics are as follows:

- 1. Noise pollution – there is already a good amount of air plane noise pollution in the neighborhood and additional flights would only cause noise pollution to increase – therefore causing increased stress and decreasing the quality of my life. } 1
- 2. Air pollution – additional flights and traffic will further diminish the air quality around the airport (which I live near by) – therefore increasing the health risks of living in my neighborhood } 2
- 3. Property values – many people in my neighborhood (including myself) have spent substantial time and money making substantial upgrades to their historic homes. Too many airplanes will cause those who have the means to move to do so and thus reducing the value of the neiborhod properties. } 3

To say the least, I am disappointed that the City has chosen the absolute worst time for the public to review the EIR and its findings. If the review period was in January, the public outcry would be much larger then what you will get by Dec 22nd. For that matter, why not the final review dates of the 25th – then the proponents could really say the neighbors of the airport don't care about the expansion. } 4

Lastly, it doesn't take a rocket scientist to figure out that if you spend the money to build beyond the needed capacity (whether it is an airport, car dealership, hotel, convention center etc), that eventually you will fill it to maximum capacity. This is simple economics. To coin a phrase from Field of Dreams "Build it and they will come" – that is a true statement and something I don't want to happen in Long beach. } 5

Concerned Cal Heights Neighbor and home owner



Tom and Kathlena Gill
3654 Brayton Ave
Long Beach, CA 90807
562-426-1840

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To: Angela Reynolds, Environmental Officer, City of Long Beach

I SUPPORT LONG BEACH AIRPORT IMPROVEMENTS!

Yes, I would like to see the Long Beach Airport Terminal improved to include:

- Larger waiting rooms
- More counters and check-in space
- Better concessions and a larger coffee shop
- Cleaner, larger more accessible bathrooms
- Modern baggage inspection and handling equipment
- More and closer parking spaces.

I appreciate the unique historic characteristics of the building architecture and understand the building facade and historical attributes will remain. But please replace the temporary trailers, tented and chain-linked fenced facilities with permanent and professional facilities.

The Airport Terminal Improvement Draft Environmental Impact Report (DEIR) states:

"The key project objective is to provide Airport facilities to accommodate the minimum permitted number of flights at the Airport (i.e. 41 commercial flights and 25 commuter flights) and the associated number of passengers served on those flights..."

After exhaustive study, the DEIR concluded: "The proposed project (102,980 square foot terminal and not less than 14 aircraft parking positions) is the environmentally superior alternative."

The Long Beach City Council needs to hear from airport users that it is time to move forward with the proposed improvements to enhance the travel experience and the image of the City of Long Beach.

Name: Randy Laws Address: 777 E South Temple #40
 City: Salt Lake City State & Zip: UT 84102
 Date: 12/10/05 Sincerely: Randy Laws

Please add my name to the list of supporters for the remodeling and improvement of the Long Beach Airport (names and contact information will not be used for any other purpose).

For more information visit: www.longbeachalliance.org
 View the Draft EIR at: www.longbeach.gov and www.lgb.org
 E-mail your comments to: AirportEIR@longbeach.gov

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December 10, 2005

TO: Honorable Mayor and Members of the Long Beach City Council

RE: Long Beach Airport EIR

I support the construction of permanent terminal facilities at the Long Beach Airport, as long as such changes support the current permitted commercial flights set by ordinance (41 commercial air carrier and 25-commuter air carrier flights).

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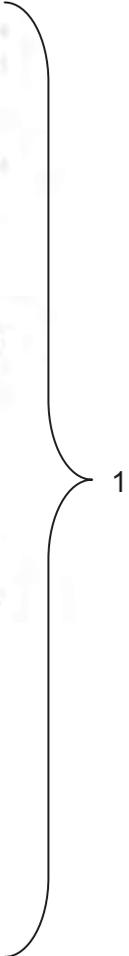
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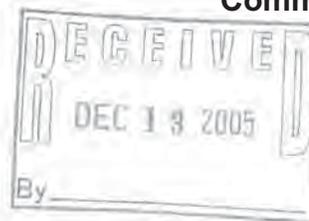
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Sincerely,

Georgianne Dodie Reddington
President
Golden Shore Bakeries, Inc.
hoblongbeach@msn.com



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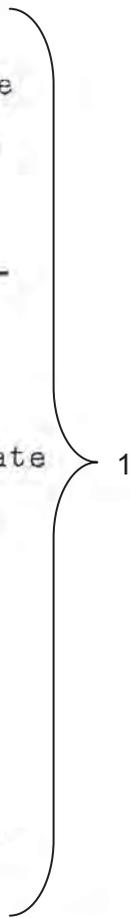
Zigmund F. Huss
 2460 Gondar Ave.
 Long Beach, CA 90815
 December 29, 2005

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

Dear Ms. Reynolds: Re: Airport Facilities

I haven't taken the time to examine your plans, or EIR but will tell you what I would recommend.

1. Build a sound-proof 3 story or 4 story building.
2. Build it near the SE end of the runway; to reduce the noise levels. I live east of Woodruff and have a monstrous tree in the parkway, but lately it seems the noise is more intense!
3. Perhaps you can lease the present facilities to an airport-related business.
4. You need an additional parking structure.
5. The number of flights you have is immaterial, because private planes probably have hangars or tie-downs; and don't use the terminal.
6. Have Boeing pay a decent share of the building expense, considering their personnel, visitors, and aircraft use the airport.
7. Perhaps the premises contain valuable land along Spring St. which would help off-set the expenses.



Yours truly,
Zigmund F. Huss
 Zigmund F. Huss

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"Jane Broadwell"
<JBROADWELL@portl
a.org>

To: <airportEIR@longbeach.gov>
cc:
Subject: Airport Expansion

12/14/2005 05:47 PM

I would like to express my vehement opposition to expansion of the Long Beach Airport to accommodate additional flights. The Long Beach Airport is already creating what too much noise. The residents in the area must put up with constant weekend noise from training flights over our homes as well as that of commercial flights. Adding even more commercial flights will severely impact our quality of life. If the airport is expanded, increased flights will be scheduled. While the FAA may dictate that we cannot set our own limits on airline flights, it cannot mandate airport expansion to accommodate them.

I would not be opposed to reconstruction as long as it does not expand the airport's ability to accommodate an increased number of flights.

Jane Broadwell
3736 Lemon Ave,
Long Beach, CA 90807
562-427-9605

} 1

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"Michael Mccarthy"
<sokar@earthlink.net>

12/14/2005 09:15 PM
Please respond to sokar

To: EIR@longbeach.gov
cc:
Subject: Draft EIR

I believe that the EIR is complete and satisfactory and the project should proceed at once. } 1

Michael McCarthy
3331 La Jara St
Long Beach 90805
562-633-5668
sokar@earthlink.net

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DENNIE WALLACE
<bigd2000@prodigy.net>

To: airporteir@longbeach.gov
cc:
Subject: Airport Modernization

12/15/2005 11:13 AM

I believe the Airport should be Modernized! The facilities that are available, now, are crowded, uncomfortable and need to be improved. We have excellent Airlines flying in and out of this Airport and they should be afforded more modern facilities.

At the same time.....I do not believe the Airport should be *Expanded* to bring in more Airlines or more flights....nor do I believe the current Airport hours should be altered.

Thank you,

Dennie Wallace

Long Beach, California

} 1

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"Carol Soccio"
<carolsoccio@mainstreetrealtors.net>

12/16/2005 04:02 PM

To: <EIR@longbeach.gov>
cc:
Subject: Environmental Impact Report, Terminal Improvements @ LGB

Attention: Ms. Angela Reynolds

Dear Ms. Reynolds,

I am an Airport Advisory Commissioner writing my personal opinion on the Terminal Improvement DEIR at Long Beach Airport.

During the Study Sessions in 2004, the fact that the number of airline parking positions is what ultimately determines the overall capacity of the airport was made over and over. While I support the proposed terminal size, I feel the number of airline parking positions should be limited to a maximum of 13, preferably 12. Even though the current noise allotment allows for 41 plus 25 commuter flights, 5 of the 41 commercial flights are cargo carriers which do not require terminal space and have separate parking.

1

Deed restrictions need to be in place, stringent ones, that will prevent the possibility of terminal space being used for anything other than what it was intended (such as, concession space being turned in to holding areas, walkways that stay walkways and not holding areas). Special attention should be given to design to create maximum benefit to all who use the terminal. It would be good to have several different designs to choose from and not cut corners on costs when it comes to design approaches. A blend of the old and the new is important to the final design, too.

2

The proposed parking structure will be designed to house rental car companies as well as parking and should be the first structure built as that in itself will relieve much of the congestion at the front of the airport.

3

The EIR cannot address cost, but creative financing, such as the current lease/lease back with the dominant carrier, would be a good approach. It is my understanding that the airlines are on a 30 day notice arrangement with the airport right now, and we certainly don't want to have a beautiful new structure and not be able to pay for it!

4

The approximately 103,000 square foot improvement seems to embody all of the space needs of staff, travelers and airlines and related fields. After several years of discussion, it is time for the City Council and Planning Commission and Cultural Heritage Commission to move this project forward, with special consideration given to the above suggestions for deed restrictions, parking positions, design and financing.

5

Sincerely,
Carol Soccio
Airport Advisory Commissioner
3926 Rose Ave.
Long Beach, CA 90807

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PACIFIC RETAIL PARTNERS

December 16, 2005

Angela Reynolds
 City of Long Beach
 333 W. Ocean Blvd.
 7th Floor
 Long Beach, CA 90802

Re: Long Beach Airport EIR

Dear Angela -

I am writing in support of the EIR for the Long Beach Airport Improvement. The goal of our City Council is to improve Long Beach. Our first impression to a Visitor is our City is a mess. Our City Council should want the best for Long Beach so that the 4.2 Million Visitors a year to have a good impression of Long Beach not the current Bad impression of a rundown, inefficient, hodge podge assembly of buildings?

As you know, my company's goal is to attract quality retailers to Long Beach, increase sales tax revenue to the City, increase investment in Long Beach and assist in making Long Beach a better City. Many of these retailers, investors and regional businesses use our airport as an arrival and departure point. If this Visitor sees our City owned asset in its current shabby condition, what makes them believe that the City will care about an investment this Visitor might want to make in Long Beach?

To attract retailers, investment and tourism in the City of Long Beach, we need an updated airport where:

- 1) Departing City Visitors do not have to stand in the rain while waiting for a flight, as I did several times last year.
- 2) Arriving City Visitors do not have to sit on the tarmac, waiting for a place to unload for up to a 1/2 hour, as I have waited recently
- 3) Departing City Visitors do not have to eat prepackaged cold food in a crowded food service or terminal area, as I have on numerous occasions.
- 4) Arriving Visitors do not have to wait in the rain for luggage.
- 5) City Airport Employees are not at risk of injury working in poorly outdated facilities

1



PACIFIC RETAIL PARTNERS

- 6) City Visitors to our airport have adequate parking.
- 7) TSA has adequate facilities to operate, to secure our Airport
- 8) Visitors are impressed with Long Beach and the direction our City is headed.

} 1 cont.

I support a City Council that will show leadership by adopting the EIR so that we can further enhance the direction our City needs to grow. We need the direction of Improvement.

Thank you and Merry Christmas


Michael C. Jensen
mjensen@pacret.com



gwen and/or bill
<gandbwhite@verizon.net>

To: AirportEIR@longbeach.gov.
cc:
Subject: terminal expansion comment

12/17/2005 05:30 AM

Dear sir or madam:

Yes, I certainly think the LB airport terminal should be expanded and improved.

My husband and I use the airport 5-6 times a year.

} 1

Gwen White
3707 Cedar Ave.
Long Beach, CA 90807

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Ken Velten
<kenneth.velten@verizon.net>

To: AirportEIR@longbeach.gov
cc:
Subject: Draft Airport EIR

12/19/2005 06:13 PM

TO: Angela Reynolds, Environmental Officer, City of Long Beach

I support the conclusions of the Draft EIR for Long Beach Airport Terminal Area Improvement and urge its speedy certification.
The Draft EIR has answered the concerns raised during the public review and comment period for the project. The City of Long Beach should proceed without further delay to improve the terminal to at least approximately 103,000 square feet and build the parking garage. Further delay will only increase the inconvenience being experienced by passengers and airport users.

1

Kenneth R. Velten
5745 Avenida Estoril
Long Beach, CA 90814

562-498-2813

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"Ed von Leffern"
<evonlef@hotmail.com
>

To: <AirportEIR@longbeach.gov>
cc:
Subject: EIR Comments

12/20/2005 12:30 PM

I was disappointed with the incomplete EIR report for the following reasons:

* The EIR assumed that the noise ordinance will limit the number of flights that can fly to 41 commercial and 25 commuter flights per day. The noise ordinance does not restrict the number of flights and right now aircraft on runway 30 almost always turn left early out of the scheduled take-off pattern. I assume that is to avoid flying over noise ordinance monitors, so there is a great big loophole using pilot discretion to avoid proper noise monitoring. Almost all aircraft departures fly near my house when the Long Beach approved takeoff pattern is over the Virginia golf course and industrial areas.

} 1

* The EIR was based on old studies and did not ascertain the environmental difference in expanding the airport by 44,750 sq ft or by more or less or what is the specific impact on homes and schools that lie under the takeoff or landing pattern. In my opinion the only real limitation to the amount of environmental pollution is the size of the airport improvement, as it is too easy to avoid the noise restriction and increase the number of flights.

} 2

* I flew 126 combat missions over Vietnam, and as a pilot I am familiar with aircraft takeoff patterns and flying procedures.

Thank you for the opportunity to comment against this EIR.

Ed von Leffern
Lt Col, USAFR, retired

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