AIRPORT ADVISORY COMMISSION
MINUTES
For meeting of May 20, 2004

approved

MEMBERS PRESENT	***MEMBERS ABSENT***	***STAFF PRESENT***	***OTHERS PRESENT***
Ron Salk		Chris Kunze	Sign-in sheet attached or available on request
Alan Fox		Dottie Jones	
Bruce Alton		Sharon Diggs-Jackson	
Douglas Haubert		Rachel Korkos	
Bob Luskin		Sileneka Smith	
Carol Soccio		Ken Ashmore	
Don Temple		Malcolm Oscarson	
Deborah Veady			
Bernhard Clever			

Call to Order
Chair Ron Salk called the Airport Advisory Commission to order at 4:05 p.m., at the Long Beach Energy Department.

Roll Call
Mr. Chris Kunze, Airport Manager, called roll and certified that a quorum was present.

Approval of Minutes
The Airport Advisory Commission minutes of the meeting of April 15, 2004 were approved as submitted.

Approval of Agenda
The agenda was approved with a correction to Old Business;
Agenda item "Douglas Center" should say "Douglas Park".

Airport Bureau Staff Report

- Mr. Chris Kunze distributed the monthly and year-to-date load factor and number of passengers report. Mr. Kunze gave a summary of the report saying that under the total passenger traffic, year-to-date versus last year, there was an increase of approximately 11%, primarily because all 36-airline flights were not flying for the full year 2003. Mr. Kunze stated that there has been a mixture of additional factors, such as aircraft types, giving America West's downsizing as an example. Mr. Kunze stated that last year the total passenger count was 2.89 million. Assuming there are no other changes, the annual passenger count for this year will be at or over 3 million. Mr. Kunze noted that the drop noted on the report regarding America West enplaned passengers, along with a large increase in the load factor, is what they wanted to see happen by downsizing from A-319 and B-737 aircraft to the CRJ700. Mr. Kunze noted that American West expects to upgrade at least one of their flights to a B-737 in June, because of anticipated summertime passenger increases. Mr. Kunze noted that JetBlue has a 16% increase, with additional flights being flown. Mr. Kunze noted relative to overall aircraft operations that general aviation is down year-to-date versus last year, approximately 3.4% and this is consistent with the last few years with general aviation having a slight decline in the number of operations. Mr. Kunze also noted that air cargo operations are up 5.3%.

Commissioner Soccio asked why general aviation is showing a reduction. Chris Kunze noted that looking at national trends of the past decade, it shows a slight decline overall in operations. He stated that there is a re-mixing of traffic at LGB, where there is more higher end business and corporate traffic as a percentage of the total. He stated that there is an increase in aircraft operations over 6,500-7,000 lbs., which shows that corporate and business travel has been increasing since 9/11. He stated that because of the cost of flying and the complexity of airspace, there has been a slight decline in training activity, which is nearly half of the operations at LGB. He stated that there is also an out migration to areas in the inland empire, because the airspace is less complex and it is cheaper to house aircraft. Commissioner Soccio asked if there is a drop in income to the airport. Mr. Kunze stated that there was not. Looking at statistics from the early 80's, there were nearly twice as many based aircraft, with no space for more aircraft. The same lack of small aircraft parking scenario is present today, as the smaller aircraft has departed, there is a recycling of land use, and for the airport that land use has generated more revenue through more rent. He stated that the only direct revenue received from general aviation is fuel flowage fees, which is a very small percentage of the revenue.

Vice-Chair Fox asked if the drop in military between this year and last year was indicative of a trend. Mr. Kunze stated that he did not believe so, that the number is very small, and therefore the variation in flights would reflect a large percentage.

Commissioner Luskin stated that there is also a factor of the graying of general aviation pilots. He stated that the experimental aircraft association is putting a big push on a "Young Eagles" program that encourages young people to learn to fly, however the general aviation fleet is also graying, and dropping off the top end is a nationwide trend. Mr. Kunze made note of the FAA 20-year forecast for general aviation, which shows a slight annual average growth rate approximately 2%-3%.

Commissioner Alton stated that American Airlines have been flying B-757's, and recently he has noticed some MD-80's, and asked if there was a reason for that change. Mr. Kunze stated that it was hopeful that American Airlines would not return to the MD-80's, that they would carry B-757's or B-737-800's in their LGB fleet. He stated that in the long run, the MD-80's would be phased out. Commissioner Alton asked if American Airlines has given an official forecast. Mr. Kunze stated that typically there is a 30-60 day advance notice. Commissioner Alton asked what the future holds for air-taxi service and how that would impact terminal space. Mr. Kunze stated that looking at the future of air-taxi, there would be demand for that service, and under the Airport's minimum standards, if there are less than five flights a week, an FBO would be allowed to accommodate that operation. He stated that typically an air-taxi is not sold over the counter, would be a contractual operation, and could be accommodated at an FBO.

- Mr. Ken Ashmore gave the noise report for April. Mr. Ashmore stated that there were 295 total noise complaints, with air carrier complaints down from the previous month, however general aviation helicopter complaints were up, most from one complainant. Mr. Ashmore noted that general aviation jet and general aviation prop are up due largely to nighttime Runway 25R operations while Runway 30 is closed for construction. Commissioner Veady noted that it appeared that the figures showing March 2003 should in fact be March 2004. Mr. Ashmore said that was correct and that

he would make that adjustment. Mr. Ashmore stated that the percentage of air carrier operations that resulted in violations is noted on the report.

- Mr. Robert Taylor from the audience asked what runway was used for the after 11:00 p.m. violation by JetBlue. Mr. Ashmore stated that it was a Runway 30 departure. Mr. Taylor asked why Runway 30 was not closed for construction. Mr. Kunze stated that the intention is to have a hard closure at 11:00 p.m., however, the aircraft was scheduled to push back prior to 11:00 p.m. They did push back prior to 11:00 p.m., with the four-minute taxi from the terminal to the brake release, they departed shortly after 11:00 p.m. which put them over the monitor minutes after that. Mr. Kunze noted that they have emphasized formally to all the airlines of the hard closure. Mr. Kunze stated that it was a staff decision to either close the runway, or allow the fully loaded aircraft taxing to the end of the runway to depart just after 11:00 p.m. Mr. Kunze also noted that the instance was reported to the City Prosecutor for Consent Decree prosecution.

  Commissioner Veady asked why the flight was an hour late taking off. Mr. Kunze stated that staff can obtain that information, and that it was most likely due to weather, traffic or mechanical, and stated that after 11:00 p.m. there is no excuse and that is why the operation was reported to the City Prosecutor.

  Ms. Christine Edwards gave a construction update. Runway 30 construction is well underway, and is the only active construction presently on the Airport. She stated that they have recently finished the first mill and replace of the existing pavement on the runway, which means that the worst sections of the runway have been addressed Ms. Edwards stated that the next phase of paving will start with the weekend closures, beginning July 9th. She stated that the pavement lifts are designed to bring the strength of the runway back to what it needs, particularly at the south end, where there may be as much as 12 inches of new pavement. She stated that the area tapers to about 5-6 inches of pavement in the middle of the runway, and tapers to no additional pavement at the far north end. She stated that the bulk of the paving is at the south end of the runway, during the first two or three weekend closures, and once that is complete; the south end of the runway will be a foot higher elevation than it is presently. She stated that there will be a new approach lighting system in the runway as part of the agreement with the FAA. She stated that the electrical work is substantially completed with installing the infrastructure for the centerline system and will begin on the touchdown zone lighting within the week. She stated that extensive grading work will be completed to ensure that the runway is higher than the surrounding safety areas. Presently, part of the existing problem with the pavement is that the runway, at various locations is lower than the surrounding dirt/grass infield, which allows water to flow onto the runway instead of away for it. She stated that the first weekend closure is a month away, and that staff is working with the air carriers over the last few months to make them aware of their use of Runway 25R during that time. She stated that with respect to the community, staff has distributed one mailing to 18,000 residents in the approach and departure path of Runway 25R, and another mailing will be distributed before July 9th. She stated that the mailing will include the basic general route the approaches and departures will follow. Ms. Edwards stated that safety has been exceptional with only one incident associated with the project, and that it was adjacent to the airport.

Commissioner Luskin asked if Runway 12 approach end will also be thickened to match the work at the approach of Runway 30. Ms. Edwards stated that it is already very thick at that end of the Runway. She stated that when the survey was done to bring the runway back up to standard, it was discovered that the Runway 12 end of the runway has a thicker base pavement than any other section on the runway. Commissioner Luskin asked to review the runway closure dates. Ms. Edwards stated that the closure begins July 9, 2004, Friday night at 11:00 p.m. and continues to 7:00 a.m. Sunday morning, which gives the contractor over 30 hours of paving time. She stated that the first five Saturday's are consecutive, a break of approximately one month, and the last two Saturday closures begin the weekend after Labor Day.

- Ms. Edwards reported on the AOPA Expo 2004. She stated that planning meetings have been held in anticipation of the Expo. Long Beach Airport hosted the convention in 2000, and it was the most successful convention that AOPA has had up to that point, with over 10,000 attendees. She stated that unfortunately the weather was bad that weekend, with only 600 aircraft flying in. She stated that weather permitting, we are expected to have as many as 3 times that number, with a parking plan nearly completed to accommodate as many airplanes on paved surfaces as possible. She stated that some of the lesser used runways could be used, such as Runway 16R and 16L, turning those areas into tie-down areas. She stated that some taxiways will also be closed or narrowed to allow the shoulders to be used as parking. She stated that volunteers are also being solicited, and if any of the Commissioners are interested, to please contact her.

  Ms. Sharon Diggs-Jackson reported on the soon-to-be-acquired Flight Tracking System. She stated that one of the problems causing a delay is the location of the current radar. She stated that the radar is located at a military installation, and since 9/11 it has been challenging to get access to it due to security. She stated that in contacting the military to install the new radar, they reviewed the old contract and asked why it was on their facility. She stated that staff was forced to find a new site, which is now on a leased site. She stated that the proposed contract is with SkyTrack, a product by Lochard, which currently runs and owns the ANOMS system used by the Airport Noise Office, and is considered one of the best. She stated that staff will submit the request to City Council in June with the lease agreement, and anticipate a July contract execution. She stated that the online flight monitoring system would allow residents to track aircraft online, and track noise activity throughout the day.

  Commissioner Haubert asked if the system will have an archival system. Ms. Diggs-Jackson stated that the system will not be real time but it will have an archival feature. Commissioner Alton stated that he wanted to support having the system online, and that it would be helpful to the community. He asked if the system is similar to the system Oakland is now using. Ms. Diggs-Jackson stated that the best example is Austin Airport. The Oakland system has similar flight tracking information, however, Lochard approaches it more from a community "user friendly" standpoint. Commissioner Alton asked if there had been an outreach to the community to ask what features they see as most important in the system. Ms. Diggs-Jackson stated that that is part of an ongoing process, and that the system will be a standard packet, with add-ons as time goes on and additional needs are identified.

Commissioner Clever asked if all the features were available to the general public or only to staff. Ms. Diggs-Jackson stated that there are some management systems that would not be available to the public. Commissioner Alton asked if anyone with a computer could see with a short-time delay, the track of any arrival or departure flight from or to LGB. Ms. Diggs-Jackson concurred and stated that in the future, there would be a 3-D visualization to track aircraft approaches and departures. Commissioner Luskin asked if the system would track general aviation as well. Ms. Diggs-Jackson said that it would, that it would not provide as much flight information, but that it would track general aviation. Commissioner Luskin asked if a flight school would be able to track the students. Ms. Diggs-Jackson stated that it would precisely track Mode C equipped aircraft.

Mr. Kunze gave an update on Minimum Standards Rules & Regulations and also gave a Rates & Fees update. Mr. Kunze stated that there was a May 5th meeting at Boeing's Altheon Center with the FBO working group. He stated that there was discussion about the FBO's and the provision of fueling as a key component, how much is enough, and how much is too much in terms of business competition. He stated that the Airport Advisory Commission worked with staff in the late 1990's on the last modification. He stated that the preponderance of discussion was from end users asking for more competition, that fuel was expensive, that they wanted self-fueling service, and lower prices that resulted in a set of Minimum Standards that were market driven. He stated that now the opposite has happened, and that there has been a drop in fuel sales, however, an increase in the number of FBO's pumping fuel. He stated that historically, for the generic FBO operator, that is where there they make their money. He stated that at the National Air Transportation Association Convention, there was much discussion about how many FBO's is too much, and how to deal with that. He stated that as an airport proprietor, we can only deal with it in two ways, 1) through land use designations and, 2) through the minimum standards, where an FBO would be required to provide a broad and deep range of services. He stated that Commissioner Luskin and Commissioner Temple, and the working group will be receiving copies of the Orange County and Van Nuys minimum standards for reference purposes. A SASO (Specialized Aircraft Service Operations) meeting will be arranged which includes flight schools, avionics, and other specialized operators on the Airport. He stated that staff will return to the Commission with recommendations in July or August, which will then be submitted to City Council to amend the underlying ordinance. He stated that some land use decisions will be coming up in the next few years, one of which is Parcel X-2, which is a small 5-acre parcel on the approach end of Runway 7R, just west of Parcel J. He stated that staff would like to move forward with that project to help alleviate congestion on Parcel J, and on the Airport Layout Plan, that Parcel is designated for aircraft parking, not FBO uses. He stated that another decision will be with regard to Parcel O, 7 acres located at the southeast corner of the Airport, and is also listed on the Airport Layout Plan as designated for aircraft parking, not FBO uses.

Mr. Malcolm Oscarson gave the report on Rates & Fees. Mr. Oscarson stated that two months ago the Commission was presented with a brief overview of the Rates & Fees, and since that time, the analysis has been completed. He stated that staff will be meeting with stakeholders at the beginning of June. He stated that the four goals for the Rates & Fees are 1) meet operating needs, 2) sufficiently fund CIP projects, 3)

building a reasonable and sufficient reserve, for both operating and CIP projects, and 4) to remain competitive with peer airports. Mr. Kunze stated that timing wise staff would most likely come to the Commission with recommendations in July.

Commissioner Alton asked for a sense of whether the Rates & Fees would be moving up, staying the same, or moving down. Mr. Oscarson stated that they would be looking at an increase of the rates. Commissioner Alton asked if there was an assessment of what the increase would do to aircraft operations. Mr. Kunze stated that staff would be looking at airline related fees. He stated that most of the revenue generated from the general aviation side is from leasehold rent, and that that revenue is governed by the lease agreements. He stated that the only direct fee received from general aviation is for fuel flowage, except for commercial operations, where landing fees are collected. Mr. Kunze stated that they will be looking at airline fees such as landing fees, gate fees, remain overnight fees, and common use fees, for common areas shared by all the airlines. He stated that staff will be proposing an increase in order to fund the projects mentioned, however, will also be comparing the rates to other airports the same size, in terms of the fees and cost per passenger to the airline as a benchmark for reasonable competitiveness. Commissioner Alton stated that staff then does not see activity diminishing. Mr. Kunze stated that he does not believe that it will and that in the industry, the airport-related cost to the airlines represent approximately 4% of their operating costs, and that he believes the increase in fees will not change behavior. Commissioner Alton asked if there would be any expectations from the airlines that the additional fee would have the result of giving them bigger terminals or baggage claim areas. Mr. Kunze stated that he did not believe that this was the case, and that in the package to be presented to the Commission, there are no facilities on the table in terms of terminal enhancements. He stated that the capital improvements are items such as pavement replacement etc.

Chairman Salk asked Mr. Tom Shippey, Manager of Maintenance Operations for Parks, Recreation and Marine Department, to give the report under new business on the Skylinks Golf Course Renovation. Mr. Shippey stated that his Bureau is responsible for Golf Courses in Long Beach including Skylinks. Mr. Shippey distributed a handout outlining the Skylinks renovation. He stated that the current plan was conceived two years ago. He stated that a six million dollar bond was secured with golf course use fees. He stated that five million dollars of that bond is going onto the golf course itself and one million is slated for the clubhouse. He stated that a renovation will be done to the clubhouse, not a complete rebuild. An overview of enhancements is listed on the handout. Mr. Shippey stated that they will open on time, on October 1st . Mr. Shippey stated that the opening of the course will attract national attention and that they have been written up in several magazines about the course development.

Vice-Chair Fox asked if there were any connection with the Golf Course and what is happening with the Airport. Mr. Shippey stated that there is absolutely no connection. He stated that Skylinks is one of five courses in Long Beach and nothing that is being done there is in relation to the Airport, and that if the Airport did not exist, they still would have made the improvements. He stated that they only link is the name Skylinks, and a new name being considered is Legends of Long Beach, which will be the center of the Golf Hall of Fame for Long Beach.

Commissioner Temple asked if the land was a donation from the Airport. Mr. Kunze answered saying that the City acquired that property in the 1960's or 1970's with federal grant money as a noise buffer and is part of the Airport property. He stated that the property is administered through an MOU with Parks, Recreation and Marine. He stated that the Department used to run the facility, but now American Golf contracts to operate the course. He stated that it is on Airport property, and the airport receives compensation through in-kind advertising.

Commissioner Alton asked if there was any flow of income to the General Fund from green fees. Mr. Shippey stated that there is a contribution to the General Fund from golf operations of approximately 4 million dollars a year. He stated that one million of that went to CIP projects throughout the City. Mr. Shippey stated that now, with the current budget situation, all the fees flow into the General Fund. He stated that upon opening, there will most likely be an increase in green fees to reflect the caliber of the course that will be in place. Commissioner Temple asked how the fees are figured. Mr. Shippey stated that the fees are set in coordination with the Municipal Golf Commission and gave the procedure of arriving at those fees.

Mr. Taylor from the audience asked if the golf course opens in October, would that impact the use of the parking areas that were used last year during the holiday season, and would the parking be reserved for golf course customers only. Mr. Shippey stated that that would be true.

Commissioner Temple asked who would be running the concessions. Mr. Shippey stated that American Golf Corporation runs the concessions.

Old Business
Airport Staff Comments on Boeing PacifiCenter DEIR (Now Douglas Park)

Chairman Salk asked for the report from the Land Use Committee.

Commissioner Veady stated that three members of the Commission met to address the subject project, Commissioner Luskin, Commissioner Soccio and Commissioner Veady. She stated that they attempted to review documents and discuss issues, and to reflect the sentiments and opinions of the Commission in order to draft the document and bring it back to the Commission for discussion. She distributed a document dated May 14, 2004, labeled Boeing Pacific Center Project. She stated that she would like additional discussion toward the end of drafting a final document to be submitted to City Council. Chairman Salk asked if the new Douglas Park plan was considered at the time the Committee met. Commissioner Veady stated that they did not receive any documentation about Douglas Park. Chairman Salk asked if the Committee would need to review their position based on the new plan. Commissioner Veady stated that she views it as being important for the Commission to discuss the topic, and because of the Brown Act, she has not received complete consensus from all the Commissioners. Chairman Salk asked if it were the opinion of the Committee that anything submitted to the City Council reflect, as stated in the document "Some members of the AAC membership are either neutral or supportive of a residential component". Commissioner Veady stated that she believes that this question needs to

be discussed at this Commission meeting.

Commissioner Haubert stated that the purpose for agendizing the subject is for the Commission to have a discussion, rather than come up with a conclusive report, and to possibly give direction to the Committee in order to further discuss the item based on their comments. He stated that he understands Commissioner Veady's request to have a discussion, since she cannot take a poll outside the meeting room, and there is an agenda item which allows a full discussion and in particular a discussion about the housing component.

Commissioner Veady thanked Commissioner Haubert for the clarification and stated that it was difficult for the Committee to render a final document for rubber stamp approval. Commissioner Haubert remarked that a statement in the document submitted by the Committee states that "While not unanimous in its conclusions, the AAC does not fully support a residential component…" and he wanted to clarify that the Committee did not have any discussions with a majority of the members, but used comments made at public meetings. Commissioner Veady stated that it is a product of the impressions the Committee had that some Commission members were in favor, and some were not in favor of residential land uses.

Commissioner Luskin stated that they discussed in length the paper submitted by Chris Kunze regarding the PacifiCenter DEIR. He stated that the Committee analyzed that in detail and felt that it conveyed that the residential component was not compatible with an airport and that the Committee concurred with Mr. Kunze's report. He stated that another item mentioned was the suggestion that hangars be constructed equal to 5% of the total residential units built, and stated that one of the reasons for that is that from Runway 25R to approximately the center of the Boeing parking lot, there is a 30-acre parcel which has a deed restriction for aviation uses only. If that deed restriction is valid and cannot be changed, then that area should be used. If there is a residential component, it should have access to hangars so as to ensure a percentage of the residents have an aviation affiliation. Chairman Salk stated that he understands the question should be whether the Commission wants to recommend for a residential component or not, or some other variation of that concept. He stated that in his view, putting in a statement about 5% aviation related use does not get at the issue. He stated that they are either for the residential component or not, or for some size of a residential component. He stated that he is against linking residential uses to a requirement about hangars being constructed. Commissioner Luskin stated that he believes they have no control as a Commission and that the City Council will be working with Boeing to come up with a final decision on the residential component. He stated that the smaller the residential component, the better. The more residents that are placed there, the greater number of people that will complain about the Airport. He stated that if they are going to have a residential component, then it should be all owner occupied, with no rentals, in that ownership gives a vested interest.

Commissioner Alton stated that he largely agrees with Commissioner Luskin comments on the deed restrictions. He stated that it would be important to have additional space be made available for small aircraft hangars at the Airport, as he believes it is important to maintain that mix. He stated that he would not like to see an overwhelming commercial flight activity component, and continues to support local Long Beach residents, who may or may not live at Douglas Park, with a place to tie down or hangar

their aircraft.

Commissioner Soccio stated that in reviewing Mr. Kunze's report, and having attended the western task force meetings, she stated that Boeing has taken into consideration a large amount of community input. She stated that the size of the residential component has been reduced dramatically from 3,800 to 1,400. She stated that the mix is 70/30 and that they have moved a north/south roadway to align with runway 16L, and the design guidelines have been written to encourage parking adjacent to roadways that aligns with Runway 16L, versus having structures in that area. She stated that FAA, LA County Airport Land Use Commission, and the LA County Health Services, City of Long Beach, CalTrans guidelines have all been considered. She stated that an avigation easement must be signed by all property owners. She referenced the reduction in the residential component, and that it has been pushed back to outside the 60 CNEL contours. She encourages the aviation theme and the renaming to Douglas Park, and she believes that Boeing has taken the time to listen.

Chairman Salk asked for an expression of opinion, and if it is the wishes of the Commissioners that the statement submitted by the Committee be re-evaluated in light of the revised project or that a simple statement come forth that the Commission is against the residential component or are in favor of a limited number of residential units. Commissioner Veady stated that she would like to hear from all the Commissioners before returning to the Committee for discussion.

Commissioner Haubert stated that before they vote on the residential component, he believes it is important to know what kind of residential component is being proposed. He stated that he would like to know how intensive the land use is, how many units, owner occupied or rentals, and that he believes it will continue to change and does not want the Commission input to be brushed aside because it is made at a point where the residential component was not completely flushed out. He stated that zoning and land use has changed in recent years, with the concept more sophisticated, and stated that if there is to be residential, there would have to be much thought put into it, it would have to be unique, and it would benefit the City with uses that are generally incompatible but that are made compatible. He stated that he has no passionate view for or against the residential component, but would like to see Airport related, Airport compatible, not just residential, but commercial and retail as well, which should be unique to Long Beach. He stated that he would support looking at an aviation themed residential component. Chairman Salk asked if Commissioner Haubert would agree that the Commission should not act on the report. Commissioner Haubert stated that the action, in his opinion, is giving direction to the Committee. Chairman Salk asked if it should be put in the form of a motion or if Commissioners should simply address the Committee with suggestions. Commissioner Haubert stated that all the Commissioners should first voice their opinions.

Mr. Kunze stated that the project will be subject to negotiations between the City and Boeing, and does not see aviation use deed restrictions as an ongoing stricture.

Commissioner Alton asked Commissioner Haubert if the housing component needed to be as close to the non-residential environment that it is adjacent to. Commissioner Haubert stated that he would like to take the incompatible uses and put them together in a way that they could be compatible. Commissioner Alton commented that if the Commission is giving the Committee additional direction, they should look at what has

taken place in other communities with similar situations and how have they solved it with similar uses. Commissioner Luskin stated that the Committee has met and is made up of only three people, and believes that it is an issue of importance and if a decision is to be made to send a recommendation to the City Council, that it should be discussed by the entire Commission. He stated that the Committee could not get comprehensive input and that it requires input from all the Commissioners. He stated that it should be discussed openly and that the microphones be opened to the community for input, a conclusion reached, possibly not at the present meeting, but at a meeting in the future, or a specifically scheduled meeting for that purpose only, and believes that the subject goes beyond the scope of the Committee. Commissioner Soccio stated that there are time constraints, as the EIR will be presented to the Planning Commission in July and to the City Council in August. Vice-Chair Fox stated that the Commission understands that there are a number of components going into what will ultimately be a decision to be made by the City Council, and that the influence of the Commission will be difficult to gauge. He stated that his position, after reviewing the report by Mr. Kunze, as of a month ago, is that there are a number of questions raised about the problems of any residential component, and that his position is that there are too many questions for him to be comfortable being in favor of any residential component. He stated that he could be persuaded by either a Boeing report or by other Commissioners. He stated that in the absence of that persuasion, he is inclined to be against any residential component at this point. Commissioner Luskin stated that he analogized an airpark in the project to the homes in Naples and Huntington Harbour. From Santa Barbara to the Mexican border, there are 8,000 homes on the waterfront that have boat docks attached. He stated that they are a rare commodity and bring a high price and are coveted because they are few. He stated that analogizing that to an airpark, there are 22 airparks in California, most in rural areas. He stated that an airpark in an urban area, such as Long Beach, with an instrument landing system, with maintenance facilities, fuel, avionics accommodations, and all that an airport like Long Beach provides, would be a desirable commodity, and a unique commodity such as Naples and Huntington Harbour, and would bring in people willing to pay a high price to have the plane at their home, and because of their relationship with the Airport would be compatible with uses at the Airport. Vice-Chair Fox asked Commissioner Luskin if that is the concept that Boeing is proposing. Commissioner Luskin stated that the comments are from his own perspective and represent a residential component concept that he could agree to. He stated that building track homes such as in Irvine would not be compatible and would ultimately be in conflict with the Airport.

Commissioner Temple asked if the latest map of the project recommendations has been made available. He asked if it would be feasible for each Commissioner to submit a letter of recommendation for or against residential from their individual perspectives.

Ms. Amy Bodek from the Community Development Department addressed the Commission. Ms. Bodek addressed the role of the Commission. She stated that the Commission could write individual letters to the City Council. She stated that the EIR period has closed, so the letters would not be considered when the EIR is taken into consideration for action. She stated that as an individual, a letter can still be submitted. She stated that as the Commission as a whole, it would be appropriate to have one letter from the Commission, being an advisor to the City Council on Airport related issues. Commissioner Temple asked if it would not be appropriate to send a packet of

letters to the City Council. Ms. Bodek stated that it would be more appropriate for one letter coming from the Commission, and if individual letters were to be sent, that it should not be a part of a package.

Commissioner Veady stated that protocol states that in expressing opinions as individuals, it is as non-Commission members. She stated that when arriving at a group opinion, that opinion is discussed and decided upon at an open meeting and one recommendation is rendered. Commissioner Alton asked to clarify that there is a preferred alternative and two others, 1) lower density housing and 2) no housing. He stated that if the Commission says that there is not to be housing, what would remain as the expected use for that site. Commissioner Soccio responded saying that she believes that there was an all-commercial alternative and a realistic additional alternative that Boeing will walk away. She stated that in that case it would be put together piecemeal with no overall plan. She stated that attending the western task force meetings, that Boeing has redesigned over and again the housing component, and has given much thought as to where those units will go. She stated that it is definitely commercial that backs up to the Airport, and further to the north, a mixed use of residential/retail, and a hotel. She stated that she had missed the concept of hangar space or tiedowns related to the hotel, and she stated that there would be a large demand for that. She stated that she believes the Commission does not have the latest information.

Chairman Salk stated that the Commission does not have the latest information, or a presentation of the new material, other that what has be provided to the press. He stated that it should be considered to have Boeing give a presentation at the June meeting and discussion at that time. Commissioner Haubert stated that in addition to an EIR to be prepared for the project, there are other things that have to happen such as zone changes for the property. He asked if the property is currently zoned for industrial use. Ms. Bodek answered saying that the current zoning is PD19, which allows aircraft manufacturing, office, and research and development. Commissioner Haubert stated that for Boeing to have any residential component, they would have to get a zoning change from the City Council. He stated that it is too late to weigh in on the EIR, but that it is not too late to weigh in on the entire project. He stated that it continues to be an ongoing item, and that it may change again. Ms. Bodek concurred with Commissioner Haubert's statement and said that it is entering into an extensive public process that will begin with the Planning Commission. She stated that there will be public hearings at the Planning Commission level and at the City Council level. She stated that Boeing has submitted a proposal to the City that would request a zone change and general plan amendments to allow the residential to be constructed. She stated that City staff have been weighing Boeing's request, and how that would impact the City overall, not just the Airport, but from a citywide perspective as well.

Chairman Salk asked if the Commissioners would agree to have Boeing come back to give a presentation on the new plan. Vice-Chair Fox asked if the timing for the Commission would be in jeopardy if they do not come forward with a recommendation. Ms. Bodek stated that their recommendation should be in place by July. She stated that the Commission's advise is to the City Council, but the Planning Commission will be taking the first action, and it would be helpful to them to hear from other commissions in the City.

Commissioner Luskin asked to make a motion that the Commission allow Boeing to give a presentation on the new project at the Commission 's June meeting and after that meeting, have discussion, have public input, and make a decision to present to the City Council. Commissioner Veady seconded the motion.

Commissioner Haubert noted that Boeing was present in the audience and asked for their remarks. Vice-Chair Fox stated that Boeing should address the questions that Mr. Kunze raised in his report, if Boeing is proposing a 1,400 residential component

Mr. Jim Schulte from Boeing stated that it is clear that the Commission does not have the information on the current plan. He stated that Boeing does not want to spend time on a plan that may not be the important components to the Commission, but they would like to focus on those questions that are foremost in the minds of the Commissioners. He stated that in addition to reviewing the report from Mr. Kunze, if there are additional questions to be addressed in the June meeting, he would like to receive them. He stated that the Committee report stated that there were unanswered questions, and that he wants to address all of them based on the facts.

Chairman Salk stated that there is interest in compatible use and aviation use that should be addressed. Mr. Schulte stated that without going into detail, the current plan on the table, as studied in the EIR, does provide for aviation related uses in specific areas of the site. He stated that the Commission should consider that it is not as simple as a housing-no housing question. He stated that the project without housing, without the amenities, without the magnet to attract the type of jobs that they are trying to attract, is a different project; it is a low job, warehouse distribution project. The primary goal given to them by the City is high quality job generation. He stated that without the housing the entire land use plan changes, which the Commission needs to understand and consider.

Commissioner Temple stated that when Kilroy submitted plans for their Kilroy Center development along the side of Runway 30, their plan was approved, however, they did not use it for the planned airport related usage, but are parking cars.

Commissioner Clever stated that to allow Boeing to present in June, the Commission would be rushed for a judgment, and suggested a special meeting before the June meeting just for the Boeing presentation. He stated that to try and have the presentation, discussion and public input would be too rushed and stated that the project is too important to handle in that manner.

Mr. Schulte stated that a special meeting would be a good idea. Vice-Chair Fox stated that there is a Study Committee meeting scheduled for May 27th, and that a special meeting could be added earlier to that meeting.

Commissioner Luskin stated that if the Commission desired to have an additional meeting, that he would amend his motion to say that instead of the regular June meeting, that another meeting be held to have the Boeing presentation as a sole issue. Commissioner Haubert seconded the motion, and asked to clarify the time of the meeting. Commissioner Luskin suggested that the Commission meet at 4:00p.m. on May 27th to discuss the Boeing issue. The motion passed unanimously.

Chairman Salk asked for the report on the Terminal Concession Request for Qualification/Concepts. Mr. Kunze stated that he recommends carrying the report over to their June meeting, and distributed a summary of what was recently given to potential concession operators.

Public Input Period

Ms. Candy Robinson stated that it is the Long Beach Airport Association's position that there be zero residential, and that it is non-compatible. She asked to distribute a three-page aviation lesson plan. She reviewed the pages saying that the first page is a copy of a page in the Airman's Information Manual and highlighted the legs of the traffic pattern which is standardized throughout the United States. She stated that on the second page of the handout, she superimposed that pattern for Runway 25R around the project site. She stated that the project site is totally encompassed by traffic patterns on Runway 25R. She stated that page three shows the same scenario for Runway 16L. She stated the she urges the Commission to promote zero housing for the site, and that the Commission is an Airport body, not an economic body, not a park commission or a historical commission, and to put housing on an airport is a travesty. She stated that she believes that if Boeing waits six-eight months, that commercial property would be very viable on that site and that is how the City will get the most jobs.

Mr. Lew Nelson stated that under current State law, there can be no deed restrictions that something can only be owned as opposed to rented or leased out by an owner. Commissioner Luskin stated that the developer could be required to build single-family homes and condominiums, with no apartment buildings, under a planned development and zoning agreement.

Commissioners Comments

None

The meeting adjourned at 6:05 p.m.

Respectfully submitted,
Dottie Jones, Airport Secretary
Long Beach Airport

APPROVED