



*ARSAC Alliance for a Regional Solution to Airport Congestion*  
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February 10, 2017

via email: [david.olivo@lacity.org](mailto:david.olivo@lacity.org)

Mr. David Olivo  
City Planner  
City Planning Department  
City of Los Angeles  
200 N Main Street, Room 667  
Los Angeles, CA 90012

Re: CPC-2016-3390-GPA-ZC-SP, LAX Plan and LAX Specific Plan update comments

Dear Mr. Olivo:

First, please add ARSAC to the list of groups interested in LAX planning issues so that we may be notified in a timely manner of upcoming projects. Since its founding in 1995, ARSAC has been the leading community voice in LAX modernization issues.

Second, we are submitting this comment letter per our rights in ARSAC-LAX Memorandum of Understanding (MOU) to help LAWA improve their projects. We ask that the commitments and definitions contained in the MOU be incorporated into the LAX Plan and LAX Specific Plan. These include projects such as the West Gate Relocation Program, Passenger Terminal Modernization Plan (PTMA) and Interim North Airfield Safety Improvement Plan (I-NASIP). We have attached the MOU to this letter.

We have arranged our comments by topic and specific document references.

### **Public participation**

As LAX modernization has been a major issue in the City of Los Angeles and surrounding areas for almost 25 years, public interest in LAX is high and very passionate. The interest in LAX is greater than a 500 foot radius from the LAX property line. The February 2, 2017 Planning Department hearing was not publicized well enough, despite assistance from LAWA. We were not directly notified of this hearing. We had only learned about the hearing from a tenant within the 500-foot radius of the LAX property line. The Planning Department should have leveraged LAWA mailing lists from LAX Master Plan and LAX SPAS. Furthermore, the public does not know that they can contact the Planning Department to be notified of all LAX planning issues. The Planning Department can do better outreach in this regard to notify residents of this project notification option.

We are not filing an administrative complaint under the Ralph M. Brown Open Meeting Act, but the meeting materials were not available 72 hours before meeting. The LAX Plan draft document was updated on the day of hearing, February 2, 2017, and the LAX Specific Plan draft document was updated the day before. There were no handouts for the public to take home; the LAX Plan and LAX Specific Plan draft hard copies available were stamped, "Do Not Remove". The advertised updates to the Westchester / Playa Del Rey Community Plan map was not shown and the changes for the Mobility 2035 Plan were only shown briefly during the PowerPoint presentation. After Robert Acherman had inquired about the lateness of the draft documents, planning staff member Beverly explained to Robert that changes were made as requested by the City Planning Department. He asked her to have the person making the presentation to explain these changes in the draft documents. This was not done during the presentation.

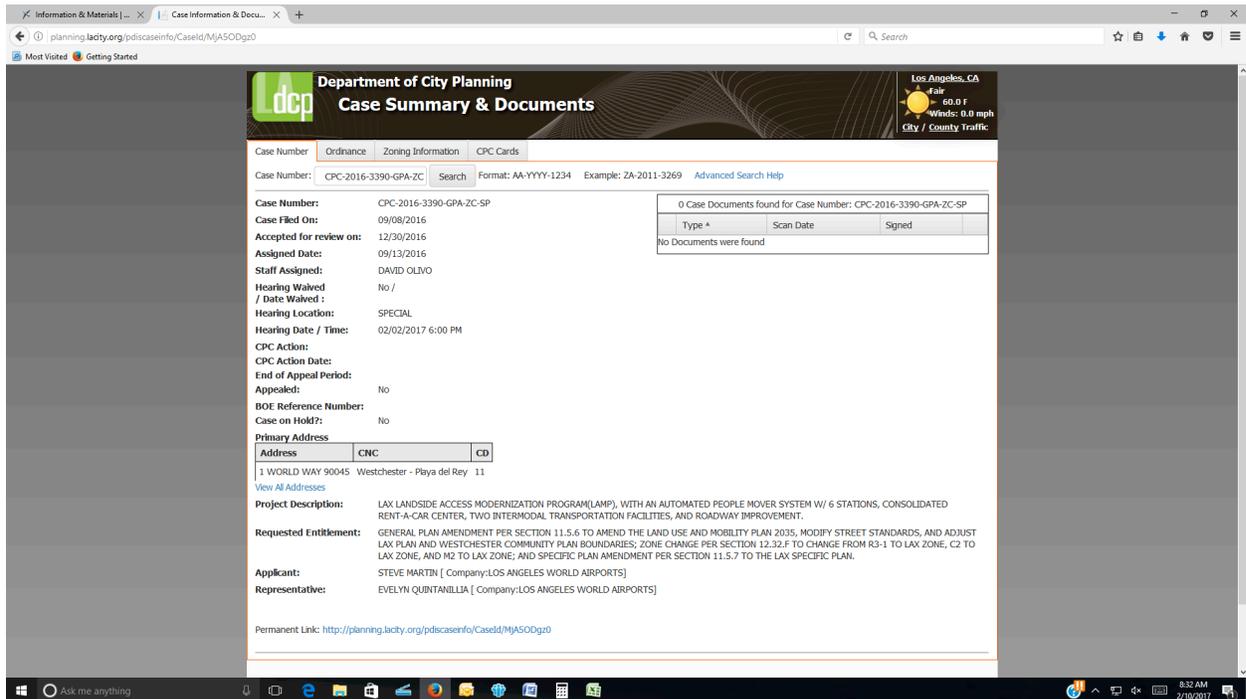
# ARSAC Alliance for a Regional Solution to Airport Congestion

In terms of web access of the draft documents, they are not posted to the LAX website and most importantly, on the City Planning Department website. Below is the link to the case number page and it clearly states, "No documents were found." We have attached screenshots of the two webpages to this letter.

LAX website: <http://www.connectinglax.com/informed.html>



City Planning website: <http://planning.lacity.org/pdiscaseinfo/CaseId/MjA5ODgz0>



**ARSAC** *Alliance for a Regional Solution to Airport Congestion*

How is the public able to participate to comment on the proposed changes to the LAX Plan, LAX Specific Plan, Westchester / Playa del Rey Community Plan and Mobility 2035 Plan amendments when they have to send you an email to get the requested documentation? This is keeping away the information from the public and it is not right, it is not fair and it may be illegal to suppress public input.

We ask that the Planning Department report include changes recommended by the public comments to the LAX Plan and LAX Specific Plan and LAWA responses to the public's recommendations. At the January 8, 2013, Planning Department hearing on the LAX Specific Plan Amendment Study (SPAS) EIR, ARSAC had submitted specific written comments in advance of the hearing. Planning staff privately told Robert Acherman at the hearing that they liked some of the changes that ARSAC had proposed. None of those recommended changes were incorporated into the LAX Plan or LAX Specific Plan. Public comment has to mean something more than, "duly noted" or "receive and file."

The Planning Commission and BOAC joint meeting should not be held at Van Nuys City Hall scheduled for March 23, 2017. This location will depress and discourage public participation. The joint Planning and BOAC hearing should be held in Westchester in the evening when more of the public can participate. We recommend the Westchester High School auditorium or the Westchester Senior Citizens' Center as locations.

Final documents should be available two weeks prior to meetings so that the public will have a chance to read and comment on them.

**ARSAC thoughts on the LAX Landside Access Modernization Program (LAMP)**

ARSAC supports LAMP, although we continue to strongly advocate that the Automated People Mover (APM) alignment should be a double loop in the Central Terminal Area (CTA) to directly serve all terminals and to provide the shortest possible distance between the APM platform and the entrances to the terminals. For the past 20 years, airport design has trended to shortening the distance between the curb and the gate. A great example of this is at Franz Josef Strauss Airport in Munich, Germany. A short distance between the curb and the gate is something that passengers appreciate and will improve the LAX guest experience. If the double loop design is not built, then the proposed "spine" APM alignment should be designed with a "wye" (a three-point switch track- one track splitting out to three) by the 1961 control tower at 1 World Way. The wye could enable a future APM alignment that could be built over the upper level roadway in the CTA. A double loop will provide a shorter distance from the curb to the gate than the spine that can assure a greater ridership of the APM and also provide redundancy during maintenance hours or irregular operations.

**LAX Plan comments**

Page 1, 1.2 Vision

The first sentence under Vision needs to be, "The vision for Los Angeles International Airport (LAX) is to be a world class airport that is a first class neighbor." All of the LAX Plan and LAX Specific Plan policies need to reflect this vision as promulgated by Mayor Eric Garcetti.

In the second paragraph, replace "envisions" to "supports." The support by the City of Los Angeles for regionalization of air service SCAG region is very important. LAX should be supportive of other passenger airports in the SCAG region winning back more passengers that are leaking out their home airport market and using LAX instead. For example, if a passenger who is closer to Ontario International Airport (ONT) than LAX flies out of ONT, this does three important things:

1. Reduces highway congestion and vehicle pollution

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2. Frees up airline seats for higher value passengers who will spend their money in the City of Los Angeles
3. Takes pressure off of LAX to expand because lower financial value passengers are being replaced with higher financial value passengers. This is the “replacement theory” that in a growing market a business can afford to lose lower value customers and profit more from serving higher value customers.

4. The wording about SCAG forecasts needs to be restored with the current aviation forecast from the 2016-2040 SCAG Regional Transportation Plan Aviation Forecast.

Page 2, 1.2 Vision

Add in new paragraph. “LAWA supports regionalization. Regionalization is the proactive redistribution of a portion of Southern California’s aviation demand to unconstrained airports in the Southern California region other than LAX, in order to achieve a more equitable and proportional allocation of airport growth and aircraft operations among the airports, reduce congestion, increase safety, and minimize vehicle miles travelled, with consequent benefits to both the environment and the economy. The scope of the definition is not intended as a passive, supply and demand based model where, when traffic LAX increases sufficiently to cover costs, either directly or through negative externalities, or impacts, passengers independently decide to use other available airports. True regionalization is a results oriented process, conducted in close collaboration with stakeholders, the success of which is to be measured by growth in absolute numbers (not percentages) of air passengers using other airports. The function of regionalization, in the most fundamental sense, is to stop the “leakage” of passengers from other airports in Southern California to LAX and to proactively promote the use of other airports that are legally and physically unconstrained such as Ontario (ONT) and Palmdale (PMD).

Page 2, 1.2 Vision

Add in the words, “community relations” between “regional economic leadership” and “and organizational performance.”

Page 2, 1.3 LAX Plan Area

Change “Westchester” to “Westchester / Playa del Rey”

Page 3, Goal 3

Change “Westchester Business District” to “Westchester Central Business District.”

Page 4, Goal 5

Change “Master Plan Program” to “LAX planning”

Change “LAX Master Plan Stakeholder Liaison” to “LAX Community Liaison”. There needs to be a single point-of-contact for community members to contact for all LAX issues.

Page 4, Goal 6

Retain the wording. “and encourage improved access to other regional airports.” LAWA needs to support regionalization to defer oversaturation of LAX resulting in gridlock on the ground and “winglock” in the air. (“Winglock” was a term coined by former California-Nevada Superspeed Rail Commissioner Angie Papadakis.)

Page 5, 3.1.1 Safety, P3

Add in wording to the end of this sentence, “Evaluate center taxiways to reduce the possibility of runway incursions (reference ARSAC-LAX MOU)”. The ARSAC-LAX MOU lays out very specific requirements of how this evaluation will be conducted on the LAX North Airfield.

Page 6, 3.1.1 Safety. P11

Please retain P11. Runway Status Lights (RSL) have been credited with a 50% reduction in runway incursions. This low cost, high safety value technology provides pilots with an important visual cue, red lights, to know if it is not safe to enter a runway. LAX needs to complete the built-out of RSL on all of its runway entrances.

Page 6, 3.1.1 Safety, new P12

Add P12. Improve Runway Safety Areas (RSA) with Engineered Materials Arrestor System (EMAS) (i.e. crushable concrete) to control runway excursions. Globally, runway excursions are far more common than incursions. Some of the Runway Safety Areas at LAX are too short to provide a long enough runway excursion overrun area. EMAS will help slow down a runaway airplane much like gravel does for a semi-truck in a runaway truck lane.

[https://en.wikipedia.org/wiki/Engineered\\_materials\\_arrestor\\_system](https://en.wikipedia.org/wiki/Engineered_materials_arrestor_system)

Page 6, 3.1.1 Safety, new P13

Add P13. “Work with the FAA to fully staff the LAX air traffic control tower with 53 highly qualified controllers.” The LAX tower is understaffed and controllers are working 6 days a week and overtime. Controllers are a key safety position on the airfield; their workload must be moved back to a more reasonable 40 workweek to prevent burnout and fatigue that could result in creating a fatal accident on the airfield.

Add P14- “Deploy additional airfield safety technologies such as Final Approach Runway Occupancy Signal (FAROS) to add multiple layers of airfield situational awareness for pilots, controllers and vehicle drivers.”

Add P15- “Work with the FAA to identify a site and build a new air traffic control tower that has a complete unobstructed view of the LAX airfield.” (Comment- the current LAX tower does not have visibility behind the west side of the Tom Bradley International Terminal. Either a taller tower will be needed to allow for controllers to see the entire airfield, or a second tower to the west of the Tom Bradley International Terminal to give controllers a better view of the Tom Bradley terminal apron.)

Add P15- “Form a Runway Safety Action Team, as recommended by the FAA, to maintain ongoing awareness of airfield safety issues for pilots, controllers and vehicle operators. Implement Airfield Safety Team Meetings comprised of LAWA, airlines, ground handling companies, the FAA and community members to meet on a regular basis to discuss airfield safety and implement safe practices.

Page 6, 3.1.2 Security, P1

Add a second sentence, “Re-evaluate previous security recommendations provided by RAND Corporation, Israeli experts and other experts.” RAND did two reports on LAX security and we never felt that LAWA gave full consideration of their recommendations to improve LAX security.

Page 6, 3.1.2 Security, new P3 (and renumber subsequent policies)

Add P3. Designate the Los Angeles World Airport Police Department (LAWA PD) as the lead agency for security at LAX and the head of any unified command.

Page 7, 3.2.1 Airport Airside, P1

Remove the word, “balanced.” It is not possible to have a “balanced” airfield. On the south runway complex, there are passenger terminals and maintenance facilities on one side and cargo facilities on the other side. On the north runway complex, there are passenger facilities and maintenance facilities on one side and the Argo Drainage Ditch on the other side. The south runway complex will always be busier because more of the airport facilities are on that side of the airport.

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Page 7, 3.2.1 Airport Airside, P2

Restore P2 with the following wording, “Consolidate passenger aircraft gates into the Passenger Terminal Modernization Area (PTMA) of the Central Terminal Area as agreed in the ARSAC-LAX MOU.” Renumber policy numbers thereafter.

Page 8, 3.2.2 Airport Landside

Add in wording, “Utilities such as water, power, natural gas, storm drains, sewers and data and telecommunications lines.”

Page 9, 3.2.2 Airport Landside, new P6

Add new P6 and renumber policy numbers thereafter, “Establish policies and enact programs to keep LAX traffic from cutting through surrounding residential neighborhoods”

Page 9, 3.2.2 Airport Landside, new P7

Add new P7 and renumber policy numbers thereafter, “Provide a parking area away from residential areas for off duty buses, taxis, shared ride van, Transportation Network Companies, etc.” The intent of this policy is to resolve a long-standing problem of commercial vehicles using residential neighborhoods for off duty parking and the Westchester Central Business District parking lots as a staging area.

Page 10, 3.2.4 LAX Northside

Changes “Westchester community” to “Westchester/Playa del Rey community”.

Page 11, 3.2.2 Sustainability, P1

Retain the words, “and provide”. Designing new facilities will not meet or exceed energy standards. The building of those facilities also has to occur to meet the energy standards.

Page 12, Circulation and Access, P3

Restore P3 with new wording, “Operate FlyAway bus services in regional locations to provide convenient direct mass transit to and from LAX for passengers as well as airline and airport employees.”

Page 12, Circulation and Access, P8

Add new P8 and renumber policy numbers thereafter, “Provide parking for off duty buses, taxis, shared ride vans, TNC’s and other licensed transportation providers at LAX.”

Page 14, 3.6 Noise, P3

Reword the last part of the sentence to, “Minimize the impacts of aircraft and airport noise through aircraft orientation.”

Page 14, 3.6 Noise, P12

New P12 and renumber policy numbers thereafter, “Provide ground power at all passenger gates, cargo ramps, maintenance areas and remote parking spaces to avoid use of aircraft auxiliary power units (APU’s).”

Page 15, 3.6 Noise, P12 (again P13)

Change the sentence to, “Construct and use a fully enclosed ground-run enclosure (GRE) to minimize aircraft engine or APU testing noise.”

Page 15, 3.6 Noise P14 (restored P13)

Retain this wording. People need to sleep at night.

Page 15, Air Quality, P4 (restore)

Restore P4 with new wording, “Operate FlyAway bus services in regional locations to provide convenient direct mass transit to and from LAX for passengers as well as airline and airport employees.”

Page 16, 3.8 Hazardous Waste, P2

Add new P2, “Identify and implement new products to replace hazardous materials with less hazardous materials.”

Page 16, 3.8 Hazardous Waste, P3

Add new P3, “Identify and implement new processes to more safely handle, store and clean-up hazardous materials.”

Page 16, 3.8 Hazardous Waste, P4

Add new P4, “Comply with Los Angeles County ALUC Comprehensive Land Use Plan Consistency Review Matrix Policy S-2:

‘Prohibit above ground storage of more than 100 gallons of flammable liquids or toxic materials on any one net acre in a designated runway protection zone. It is recommended that these materials be stored underground.’”

[http://planning.lacounty.gov/assets/upl/apps/aviation\\_ALUC-consistency-review-matrix.pdf](http://planning.lacounty.gov/assets/upl/apps/aviation_ALUC-consistency-review-matrix.pdf)

### **LAX Specific Plan comments**

General comments: ARSAC opposes wording changes here in Sections 4 and 7 (“Application of Specific Plan to Development in Specific Plan Area” and “Specific Plan Compliance Review”, respectively) where LAWA and BOAC are given broad, sweeping new powers to have sole authority for approval of projects and permits such as grading. The LAX Specific Plan language, as currently proposed, takes away the City Charter authority of the Planning Department, Building and Safety Department, Transportation Department, City Engineer, City Planning Commission and the City Council and gives those functions to LAWA and BOAC. The people of Los Angeles vote for the City Council, Mayor, City Attorney and City Controller, not the Board of Airport Commissioners. For land use decisions, the City Council must always have the final approval and should never delegate this responsibility or neglect this obligation through inaction. ARSAC wants to see the wording changed so that permits continue to be issued by the appropriate city departments and bureaus that have the expertise in these matters and that LAX planning issues are proactively sent to the City Council for final approval.

ARSAC also opposes the exclusions of a definition of what is not a project listed under “Project” in Section 5. The loophole of exclusions is so large that one can fly an Airbus A380 through it. For example, a building of 15,000 square feet is excluded as a project. A building this size would be about 9 homes with 3 bedrooms and 2 bathrooms each or a building that is slightly smaller than the 18,000 square foot Imperial Terminal at LAX.

Section 2 Purposes:

Page 2, Item G.

Add in the words, “and reduce operational impacts” between “avoid development impacts” and “to the extent possible and feasible.”

Page 2, Item I.

Rather than exclude partnerships, this section should identify the possibility of using partnerships or any other legal relationship as a tool to improve LAX.

Page 3, Section 3. Relationship to Los Angeles Municipal Code and Other Ordinances, Item H.

There should not be any hotels within 500’ of an A or R zoned property, but if it does occur the standard approval requirements should apply.

Page 4, Item K.

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Kennels should fall within the normal approval requirements. Jet Pets appears to be the only impacted use of this requirement at this time and has been present and acceptable for many years. The kennels should encompass all housed animals, not just dogs.

Page 6, LAX Master Plan Stakeholder Liaison

Change “LAX Master Plan Stakeholder Liaison” to “LAX Community Liaison”. There needs to be a single point-of-contact for community members to contact for all LAX issues.

Page 7, Passenger Terminal Modernization Area (PTMA)

Add new definition, “The PTMA as defined in Appendix D of the ARSAC-LAX MOU is an area bounded by Terminal 1, 2 and 3 on the north, Terminals 4, 5, 6, 7, and 8 on the south, the Midfield Satellite Concourse on the west and Avion Drive on the east.”

Page 8, Definition of Project. Item 4.

“Extension” of utilities must be defined so that a project as large as the Central Utilities Plan is not excluded.

Page 8, Definition of Project. Item 10.

Storage tanks need explanation; does this include fuel, water, wastewater, sewage, and more? What size storage tanks? There are special ALUC requirements for storage tanks of over 100 gallons in a runway protection zone. See “Page 16, 3.8 Hazardous Waste, P4” above. Storage tanks should be more reviewed than just excluded.

Page 8, Definition of Project. Item 12.

Improvements mandated by FAA, TSA, etc. should still be evaluated as a project to assess what mitigations are necessary under both CEQA and NEPA.

Page 9, Definition of Project. Item 17.

Special Events needs explanation and some limits on scope of item, length of time, etc. How is the public notified of a special event and what the special event restrictions are?

Page 9, Definition of Project. Item 22.

Underwater storm water infiltration, etc. should still be assessed to determine if mitigations are required even if it is not expected for the current project being contemplated for Prop O.

Page 9, Regionalization

Add definition of regionalization:

Regionalization is the proactive redistribution of a portion of Southern California’s aviation demand to unconstrained airports in the Southern California region other than LAX, in order to achieve a more equitable and proportional allocation of airport growth and aircraft operations among the airports, reduce congestion, increase safety, and minimize vehicle miles travelled, with consequent benefits to both the environment and the economy. The scope of the definition is not intended as a passive, supply and demand based model where, when traffic LAX increases sufficiently to cover costs, either directly or through negative externalities, or impacts, passengers independently decide to use other available airports. True regionalization is a results oriented process, conducted in close collaboration with stakeholders, the success of which is to be measured by growth in absolute numbers (not percentages) of air passengers using other airports. The function of regionalization, in the most fundamental sense, is to stop the “leakage” of passengers from other airports in Southern California to LAX and to proactively promote the use of other airports that are legally and physically unconstrained such as Ontario (ONT) and Palmdale (PMD).

Page 9, Run-up Enclosure

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Change to “Specialty fully enclosed facility (i.e. “hush house”) used to test aircraft engines and auxiliary power units (APU’s) to reduce noise impacts on surrounding areas.”

Hush houses are in use at major airports around the world. Tokyo Narita Airport (NRT) uses a hush house which a hangar type structure.

Page 11, Section 7 LAX Specific Plan Compliance, Item F2, Executive Director Review Sentence (a.) should include ARSAC to be consistent with the cooperation agreement in the ARSAC-LAX MOU.

Page 12, Section 7 LAX Specific Plan Compliance, Item F2, Executive Director Review Sentence (c.) is not a complete sentence that needs completion.

Page 14, Section 7 LAX Specific Plan Compliance, Item F2, Executive Director Review Sentence 3 (b) Exec Dir Review... We agree Neighborhood Council should get notice, but also ARSAC. In addition, the groups listed to be removed should be retained.

Page 15, Section 7 LAX Specific Plan Compliance, Item F6 (b) A form should be created to provide notice to LAWA that there is an interest in ALL projects.

Page 17, Section 8 Zoning and Land Use, Paragraph D. Add a sentence to the end of the paragraph, “A temporary use shall not exceed 180 days.”

Page 19, Airport Airside Subarea Permitted Uses Item B (1) These items don’t belong on airside.

Page 21, Section 10 Airport Airside Subarea, Item C Prohibited Uses should also include schools, churches, and other items subject to noise or pollution prohibitions.

Page 22, Section 11 Airport Landside Support Subarea, Item C Prohibited Uses should also include schools, churches, and other items subject to noise or pollution prohibitions.

Page 24, Section 12 LAX Northside Subarea, Item F Prohibited Uses should also include schools, churches, and other items subject to noise or pollution prohibitions.

Page 29, Section 13 Transportation Item 1 C In the sentence with the words ...”additional measures ...” replace MAY with SHALL

Page 31, Section 14 Sign Regulations, Item 2 To conform with the prior agreement with the community add wording: “Commercial signs should not be placed on runways nor bright enough to be seen across airport properties by residential areas.”

Page 34, Monitoring and Reporting Add a sentence to the end of the first sentence: “Annual reports shall be released not later than 90 days after the end of the calendar year for the report.” In the past, LAWA has issued these reports more than a year later than the period covered. Late data is not very useful for decision makers and the general public. There is no reason why the Traffic Generation Report, Aviation Activity Analysis and Mitigation and Monitoring Reporting Program (MMRP) cannot be made available in a timelier manner than as in the past.

This ends our comments.

Please contact us if you have any questions. We look forward to your reply.

**ARSAC Alliance for a Regional Solution to Airport Congestion**

Sincerely,




Denny Schneider  
 President  
[denny@welivefree.com](mailto:denny@welivefree.com) (213) 675-1817  
 Attachment: ARSAC-LAX MOU

Robert Acherman  
 Vice President  
[racherman@netvip.com](mailto:racherman@netvip.com) (310) 927-2127

- cc: Mayor Eric Garcetti  
 Councilman Mike Bonin  
 LAWA CEO Deborah Flint  
 LAWA Deputy Executive Director Trevor Daley  
 LAWA Deputy Executive Director Samantha Bricker  
 Congresswoman Maxine Waters  
 Los Angeles County Supervisor Janice Hahn  
 Los Angeles City Planning Director Vince Bertoni  
 Sean Burton, President, Los Angeles Board of Airports Commissioners  
 Val Velasco, Vice President, Los Angeles Board of Airports Commissioners

## LACityClerk Connect

Council File Management System

Council File: 16-0910	Online Documents (Doc)																																																																																					
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