



# Venice Neighborhood Council

PO Box 550, Venice, CA 90294 / [www.VeniceNC.org](http://www.VeniceNC.org)  
Email: [info@VeniceNC.org](mailto:info@VeniceNC.org) Phone: 310-421-8627



February 8, 2013

Via email: [shawn.kuk@lacity.org](mailto:shawn.kuk@lacity.org)

Shawn Kuk  
Los Angeles Department of City Planning  
200 N. Spring Street, Room 667  
Los Angeles, CA 90012-2601

Subject: **TESTIMONY OF VENICE NEIGHBORHOOD COUNCIL  
RE LAX AIRPORT MODERNIZATION**

Dear Mr. Kuk:

Please be advised that at a regularly held public meeting of the Venice Neighborhood Council's (VNC) Board of Officers on Tuesday, January 22, 2013, the Board of Officers received a report update regarding the modernization of LAX from the WRAC meeting in December 2012, whereby:

"...LAWLA announced last week that their preferred alternative is Alt 1 which moves the runway north 260' and requires major changes to Lincoln Blvd and Sepulveda along with all of the other local impacts and construction issues... We are told that the Final EIR will be released in January with no significant time to review the responses to the several thousand comments submitted before the approval hearings are held. LAWA has projected hearings to start late January or in February with a target for approval in March."

Following this report, the VNC reiterates to the Department of City Planning the motion it passed on Tuesday, July 19, 2011:

**WHEREAS LAX ENHANCES TOURISM AND ECONOMIC GROWTH  
IN THE ENTIRE REGION,**

**THE VENICE NEIGHBORHOOD COUNCIL ("VNC") URGES THAT  
ANY REVISED LAX MASTER PLAN ELEMENTS SHOULD:**

- 1. RETAIN THE EXISTING LAX FOOTPRINT AND FOREGO RUNWAY MODIFICATIONS WHICH INCREASE RUNWAY PROTECTION ZONE IMPACTS ON SURROUNDING NEIGHBORHOODS, OR RESULT IN WHOLESALE REMOVAL OF LOCAL BUSINESSES/TAX BASE. IMPROVE PLACEMENT OF TAXIWAYS TO HANDLE THE NEW LARGER AIRCRAFT,**



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**AND INCORPORATE SAFETY ENHANCEMENTS THAT DO NOT REQUIRE MOVEMENT OF RUNWAYS;**

2. **REDUCE FREEWAY TRAFFIC AND DISCOURAGE TRAFFIC FLOW INTO LOCAL NEIGHBORHOODS WHILE AVOIDING ANY NEW LINCOLN BOULEVARD CONNECTION TUNNELS. IMPROVE CENTRAL TERMINAL AREA ACCESSIBILITY, INCLUDING SIGNAGE, PHYSICAL ROADWAY, MULTI MODAL PASSENGER DROP OFF AND PICK UP, A CONSOLIDATED RENTAL CAR FACILITY, AND RAIL CONNECTION; AND**
3. **HOLD LAX CAPACITY TO ITS CURRENT THEORETICAL THRESHOLD OF 78.9 MILLION ANNUAL PASSENGERS AND PRECLUDE EASILY ADDED PASSENGER GATES OR CARGO FACILITIES AFTER THE 2020 PROHIBITION ENDS. ENCOURAGE DEVELOPMENT AND MAINTENANCE OF CAPACITY AT OTHER REGIONAL AIRPORTS, SUCH AS PALMDALE AND ONTARIO, WHICH CAN ACT AS A BACK UP TO LAX AND WHICH BOTH HAVE AVAILABLE CAPACITY.**

**IN CONCLUSION, THE VNC, SUPPORTS THE IMPROVEMENT OF SAFETY, SECURITY AND CONVENIENCE AT LAX BUT HAS CONCERNS WHICH SHOULD BE ADDRESSED BY THE LAX MASTER PLAN UPDATE PROCESS, INCLUDING APPROPRIATE ENVIRONMENTAL IMPACT REPORT SCRUTINY. (emphasis added)**

Thank you for your attention to this matter.

Very truly yours,

Linda Lucks, President  
Venice Neighborhood Council

cc:

West Los Angeles Planning Commission  
[Planning@lacity.org](mailto:Planning@lacity.org)



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