

COMMUNITY DEVELOPMENT

2020 Peafowl Census: Pursuant to the City's Peafowl Management Plan, each year the City is required to conduct a census survey to assess the current peafowl population trends in the City, and based on past census reports, determine whether trapping should resume. This year's peafowl census survey began on March 15, 2020 and is being conducted by Wildlife Services. The census is being conducted based on two types of observations, which include counting roosting peafowl in trees at sunrise, and using a systematic grid pattern during the late afternoon to evening hours. Staff anticipates that the census survey will be completed by the end of the month. The results of the census count, when available, will be reported to the City Council.

Addressing Abandoned Properties Training: On March 12, 2020, Code Enforcement Staff attended an informative roundtable discussion and training in the City of Eastvale, titled, "Tackling Abandoned Properties with Missing or Deceased Owners." The topics covered in the training included, an understanding of the different types of receivership and the best approaches to find absent or deceased property owners. The training also provided information on the legal procedures and requirements for the appointment of a receiver and an overview of the duties of a receiver. Staff will utilize the information collected at the training to help address associated abandoned property issues within the City.

Las Candalistas' Spring Fundraiser at the Point View Property Canceled: On March 5, 2020, the Director of Community Development issued a notice informing the public of a Special Use Permit request to allow Las Candalistas to host their annual Spring Fundraiser on Thursday, April 23 on the Point View property located at 6001 Palos Verdes Drive South. On March 17, 2020, the Planning Division received a notice from representatives of Las Candalistas, which informed Staff that the event was being postponed as a result of recent regulations set forth by federal, state and local authorities to combat the spread of the coronavirus (COVID-19). Tentatively, the event has been rescheduled to May 28 and a new public notice will be issued when the rescheduled date has been confirmed.

LAX Community Noise Roundtable March 11 2020 Meeting Summary: At this month's meeting, the Roundtable Facilitator presented a summary of 11 proposed federal bills to Roundtable members (Attached). These proposed bills are designed to provide additional reporting on environmental impacts, increasing community involvement and Federal Aviation Administration (FAA) transparency. The Roundtable will be monitoring these bills as they move through the legislative process. The Roundtable was also given an update on the City of Los Angeles' lawsuit against the FAA. This lawsuit involves the dispute concerning noisy arrival flights to LAX over the communities of Mid-City, West Adams and Central Los Angeles. On February 26, 2020, the L.A. City Attorney filed a motion requesting the U.S. 9th Circuit Court of Appeals to grant the City's case and suspend the existing flight path over the aforementioned communities until the FAA completes an environmental review. The motion asks the Court to make a decision now instead of waiting months for all the parties to submit their full merit briefings. If the motion is denied, the L.A. City Attorney is still able to proceed and both parties would then submit their full merits briefing to the Court at a later date. Staff will continue to monitor this case as it continues through the legal process. Lastly, the Los Angeles World Airports (LAWA) staff provided an update on over-ocean operations, which are

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normal, noise-reduction flight operations that occur over the ocean between midnight to 6:30 a.m. The City of Rancho Palos Verdes (RPV) is not affected by this operation because the passenger jet flightpath departing southbound from LAX remains on an established route that takes it offshore to east and northeast destinations.

Routinely, LAWA staff provides the City of RPV with statistical updates on vectored passenger jet Peninsula overflights. The attached chart is the update period from January 1, 2020 to February 29, 2020, showing a decrease of 109 passenger jet Peninsula overflights since their last reporting period in December 2019. For more information from LAWA staff about their Roundtable meeting, including agendas and minutes, visit their website by clicking [here](#).

March 24th Planning Commission Meeting Canceled: Based upon the most-recent direction and recommendations from county, state and federal officials regarding COVID-19, the March 24th Planning Commission meeting has been canceled (Attached). The next regularly scheduled Planning Commission meeting is Tuesday, April 14, 2020.

Attachments:

Proposed Legislation on Aircraft Issues – Page 39

Passenger Jet Peninsula Overflight Data for January and February 2020 – Page 50

Notice of Cancellation – March 24, 2020 Planning Commission Meeting – Page 52

H.R.5105 Responsive Employees Support Productive Educated Congressional Talk Act (RESPECT)

- *“To require the Administrator of the Federal Aviation Administration to respond to requests for information from Members of Congress, and for other purposes.”*
 - Co-sponsored by Representatives Harley Rouda (D-CA-48), Maxine Waters (D-CA-43), and Judy Chu (D-CA-27)
- Would require:
 - FAA staff to answer questions submitted in writing by Members of Congress relating to flight procedures, or other data affecting their district within 90 days including:
 - Any data that are appropriate to provide to people from airports, airlines, procedure proponents, aviation roundtables, and non-FAA staff
 - Appropriate requests via Freedom of Information Act (FOIA)
 - FAA staff to appear at meetings or town halls with a Member of Congress with 30 days notice and under same conditions as aviation roundtable appearances
- If enacted, the FAA Administrator must inform Member of Congress if data are not sent, or if FAA staff do not attend meetings; and provide justification
- Potential effect at LAX
 - Direct – requires FAA to respond to roundtables

H.R.5106 Restore Everyone's Sleep Tonight (REST)

- *“To amend title 49, United States Code, to allow airports to impose an access restriction for certain hours, to assess certain penalties against air carriers or aircraft operators, and for other purposes.”*
 - Co-sponsored by Representatives Harley Rouda (D-CA-48), Maxine Waters (D-CA-43), Brad Sherman (D-CA-30), and Judy Chu (D-CA-27)
- Would allow airports to voluntarily impose curfews under specific circumstances, at any time between 10 pm and 7 am, and permit penalties for curfew violations
 - Exceptions for emergencies, public safety, and other circumstances
 - Notes:
 - 1-Penalties themselves are loosely defined: *“...shall set a base level for a noise deterrence penalty, at an amount sufficient to deter future violations of the access restriction imposed under subsection a.”*
 - 2-Penalties could be increased based on noise monitoring at an airport
- Would amend or supersede:
 - The Airport Noise Control Act (ANCA) of 1990
 - The Notice and Approval of Airport Noise and Access Restrictions under Title 14 of the Code of Federal Regulations Part 161
- Potential effect at LAX
 - Direct – allows airports, such as LAX, to impose access restriction/curfew



H.R.5107 Serious Noise Reduction Efforts Act (SNORE)

- *“To amend title 49, United States Code, to establish a program at San Francisco International Airport for purposes of soundproofing residential buildings in surrounding communities.”*
 - No support from Los Angeles Metropolitan Area Representatives
- Would expand the amount of funds available to San Francisco International Airport (SFO) for sound insulation projects that are beyond the current 65 DNL contour
- Would establish a program at SFO to sound insulate 200+ homes per year in noise affected communities
 - Would include any area where 10 or more measurements of ≥ 75 dB are taken in the window of 10pm-7am within a single city/community in 2 consecutive or nonconsecutive months of a given year resulting from SFO operations
- The airport would need to submit plan as a condition to get access to the funds
- If SFO did not noise mitigate 200+ facilities, they would be penalized and owe noise affected communities for this discrepancy if they had accepted the funds
- Potential effect at LAX
 - None – as written, the proposed legislation is specific to SFO

H.R.5108 Southbound HUSSH & NIITE Help Households (SHHH)

- *“To require the Administrator of the Federal Aviation Administration to continue processing the proposed SFO NIITE Departure Southbound Transition and the OAK HUSSH Departure Southbound Transition, and for other purposes.”*
 - No support from Los Angeles Metropolitan Area Representatives
- Would support formally initiating and continuing the standard processing of the proposed San Francisco International Airport (SFO) NIITE Departure Southbound Transition and the Oakland International Airport (OAK) HUSSH Departure Southbound Transition
- FAA would provide staffing and support to SFO Roundtable, would not prohibit them from formally initiating the procedures, would let Roundtable representatives participate in relevant PBN committees, and would require FAA to follow standard PBN process without adding onerous requirements or withholding permissions
- FAA administrator would submit to relevant congressional committees reports on the following deadlines
 - 60 days after the enactment of this act if NIITE and HUSSH have not been entered into IFP Gateway
 - After entry of the proposed procedures into IFP Gateway:
 - 90 days- if NIITE and HUSSH have not completed Order JO7100.41 Phase One Preliminary Activities
 - 180 days- if they have not completed Order JO7100.41 Phase Two Design Activities
 - 2 years- if they have not been fully implemented by publication and use of the Southbound Transitions
- FAA to provide formal support to SFO; Doesn't mention specific support to OAK, but like H.R. 5110 (APPRISE), would permit technical representatives from roundtables to participate in committees on procedure development
- Potential effect at LAX
 - None – as written, the proposed legislation is specific to SFO and OAK



H.R.5109 - Fairness in Airspace Includes Residents Act (F-AIR)

- *“To amend title 49, United States Code, to expand the priorities of the Administrator of the Federal Aviation Administration in developing plans and policy for the use of the navigable airspace.”*
 - Co-sponsored by Representative Harley Rouda (D-CA-48), Maxine Waters (D-CA-43), and Judy Chu (D-CA-27)
- This bill would be an amendment and reprioritization of the FAA’s mission statement
 - Safety would remain the first priority
 - Secondary priorities would put noise and health impacts (and other environmental concerns) on an equal footing as efficiency
- Provisions also would direct the FAA to develop expanded plans and policies for use of airspace
 - *“No later than 12 months of enactment, the administrator would review FAA policies, procedures, and regulations to ensure they reflect the updated mission.”*
- Potential effect at LAX
 - Indirect – relates to national policy on assigning priorities when modifying airspace

H.R.5110 All Participating in Process Reaching Informed Solutions for Everyone (APPRISE)

- *“To direct the Administrator of the Federal Aviation Administration to ensure representatives of aviation roundtables may participate in the NextGen performance-based navigation implementation process of the Federal Aviation Administration, and for other purposes.”*
 - Co-sponsored by Representative Harley Rouda (D-CA-48), Maxine Waters (D-CA-43), and Judy Chu (D-CA-27)
- Would require the FAA to include an aviation roundtable technical representative in the procedure design process for procedures affecting their communities (within 5 miles of the jurisdictional area of the roundtable)
 - To ensure community knowledge and input is represented in the design process
- Roundtable technical representatives would participate on the same terms and conditions as representatives from airports, airlines, and procedure proponents
- Timeline if enacted:
 - No later than 180 days after enactment of this bill, FAA administrator would need to submit a report demonstrating progress made in meeting the bill’s requirements
- Technical representative is not defined, so it could be a consultant hired on the Roundtables behalf or direct member of the roundtable membership
- Potential effect at LAX
 - Direct – requires the FAA to allow roundtables participation in the implementation process



H.R.5111 Notify Officials To Inform Fully and Impel Educated Decisions Act (NOTIFIED)

- *“To require the Administrator of the Federal Aviation Administration to notify the public of proposed new Performance Based Navigation Implementation Process flight procedures, and for other purposes.”*
 - Co-sponsored by Representatives Harley Rouda (D-CA-48), Maxine Waters (D-CA-43), and Judy Chu (D-CA-27)
- Regarding new and modified flight paths proposed through FAA’s Performance Based Navigation process
- The FAA would have to notify all relevant Local/State/Federal representatives and Aviation Roundtables within 5 miles of the flight path for changes to airspace under 18,000 ft.
 - Notification would be made within 30 days of entry of the procedure on the FAA Performance Based Navigation IFP Gateway
- Notification process would include:
 - Procedures being proposed/changed
 - The new flight path displayed geographically with shifts
 - Altitudes
 - Appropriate contact information for discussing the change.
- Potential effect at LAX
 - Direct – requires the FAA to notify roundtables



H.R.5112 Low-frequency Energetic Acoustics and Vibrations Exasperate (LEAVE)

- *“To establish that no Federal statute is intended to preempt a cause of action against an airport maintained in any State small claims or superior court by any individual or city within 5 miles of an airport when an action is brought for noise or nuisance caused by ground-based noise in violation of a State statute as specified, and for other purposes.”*
 - No support from Los Angeles Metropolitan Area Representatives
- As an airplane leaves from an airport, its takeoff generates significant amounts of ground-based low-frequency noise and vibration impacting residents in the vicinity
 - Airborne flight noise is well defined, but not so for low-frequency noise and vibration caused by airplane on the runway for take-off
- The bill would lead to the establishment of standards and remedies related to ground-based noise (GBN)
- Would also allow states to study GBN and subsequently take action against airports shown to have exceeded standards and have caused substantial negative community impact and devaluation of property values
- Potential effect at LAX
 - Unclear – as written it is uncertain whether a uniform standard for airports would be established



H.R.976 / S.2506 Air Traffic Noise and Pollution Expert Consensus Act of 2019 (ATNPEC)

- *“To direct the Administrator of the Federal Aviation Administration to enter into appropriate arrangements with the National Academies of Sciences, Engineering, and Medicine to provide for a report on the health impacts of air traffic noise and pollution, and for other purposes.”*
 - Co-sponsored by Representatives Julia Brownley (D-CA-26), Judy Chu (D-CA-27), Brad Sherman (D-CA-30), Grace F. Napolitano (D-CA-32), Ted Lieu (D-CA-33), Raul Ruiz (D-CA-36), Karen Bass (D-CA-37), Maxine Waters (D-CA-43), Alan S. Lowenthal (D-CA-47), Harley Rouda (D-CA-48), and Mike Levin (D-CA-49)
- Currently identical legislation language submitted in The House (H.R. 976), and Senate (S.2506)
- Would commission the Administrator of the FAA to work with the National Academies of Sciences, Engineering, and Medicine to draft a report summarizing the current consensus/state of science surrounding the health impacts of air traffic noise and pollution
 - The FAA would convene a panel of experts no later than 30 days of enactment
- Potential effect at LAX
 - Indirect – results would report state of science of health effects

H.R.2351 Protecting Airport Communities from Particle Emissions Act (PACPE)

- *“To direct the Administrator of the Federal Aviation Administration to conduct a study relating to ultrafine particles, and for other purposes.”*
 - Co-sponsored by Representatives Ted Lieu (D-CA-33), and Karen Bass (D-CA-37)
- Would commission the Administrator of the FAA to work with the National Academy of Sciences to summarize literature and studies on ultrafine particles(UFPs), focused specifically on large hub commercial airports
- Specifically would look into:
 - Characteristics, sources, and distributions of UFPs
 - Resulting potential health impacts and exposure burdens
 - More sustainable aviation fuels are affecting UFPs
 - Information gaps in UFP pollution exposure and mitigation effectiveness
- A report on the study would be submitted no later than 2 years after funding and contractual agreements have been set up between the FAA and NAS
- Potential effect at LAX
 - Direct – specifically includes “the Southern California Metroplex”



H.R.5874 Decrease Noise Levels Act (DNLA)

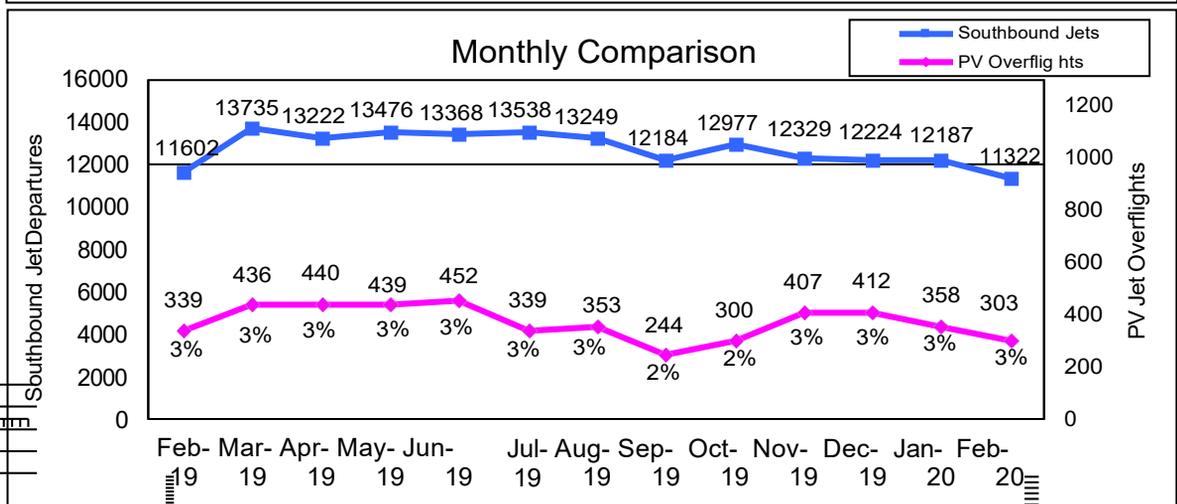
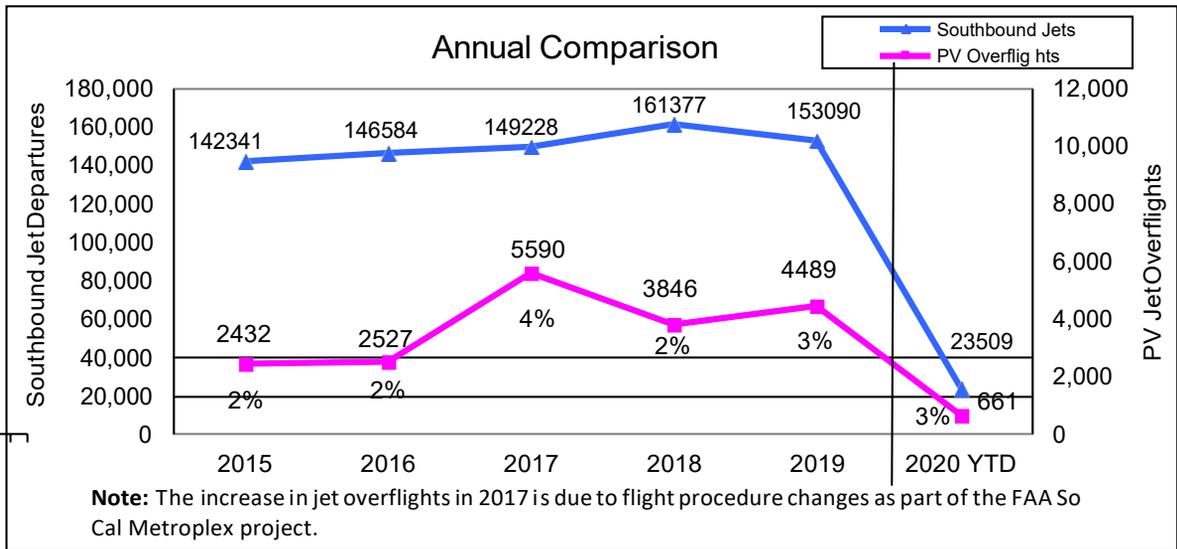
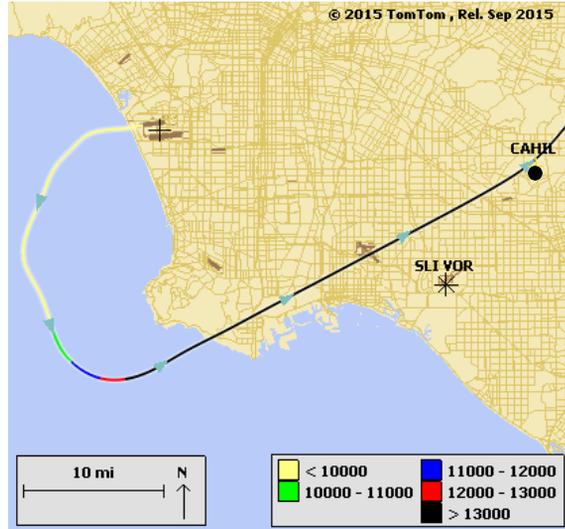
- *“To require the Administrator of the Federal Aviation Administration to amend regulations concerning the day-night average sound level, and for other purposes.”*
 - Co-sponsored by Representatives Julia Brownley (D-CA-26), Judy Chu (D-CA-27), Adam B. Schiff (D-CA-28), Brad Sherman (D-CA-30), Norma K. Torres (D-CA-35), Maxine Waters (D-CA-43), and Harley Rouda (D-CA-48).
- Would require the Administrator of the FAA to amend the Airport Noise Compatibility Planning, under Title 14 of the Code of Federal Regulations Part 150, to decrease the threshold for the Day-Night Average Sound Level (DNL) to constitute significant noise from 65 to 60, and adjust relative ranges of DNL accordingly
- Would require outreach to communities that would also include the results of the evaluation of alternative metrics to the current DNL standard under section 188 of the FAA Reauthorization Act of 2018.
- A report from the FAA would be due 365 days after enactment outlining a strategy to reduce the maximum DNL in all residential areas to 55 over the 10 years following date of enactment of the act
- Potential effect at LAX
 - Direct – reduces the threshold for compatible land use from 65 to 60 and then 55 DNL for all airports



Palos Verdes Peninsula – Jet Overflights

The graphs below show the total number of jets turning south upon departure from LAX and the number of those departures that fly over the Palos Verdes Peninsula.

Sample Jet Departure Flight Track Over PV Peninsula



Jet Altitudes over PV Peninsula

