

tag was lowered from thirteen to nine billion dollars, thus, planners hoped, inducing airline participation. Nevertheless, adjacent communities still perceived that the capacity for additional passenger trips and freight handling was unreasonably large. Many safety experts also saw the consolidated check-in facility as an even more opportune terrorist target than the existing terminals. At public meetings, the plan was still opposed by both the surrounding communities as well as by the now mostly bankrupt airlines.

Sensing the collapse of the process and possessing a genuine desire to improve runway safety, City of Los Angeles councilperson Cindy Miscikowski brokered a complex compromise. She proposed to bifurcate the Hahn plan into two phases. In the first, a consolidated rental car facility, a people mover connected to an adjacent light-rail line, and runway improvements to address safety would be completed at a cost of three billion dollars. A subsequent phase includes the other elements of Mayor Hahn's plan. These would be regulated by a legally mandated specific plan that requires yet more studies, environmental review, and public input.

At the penultimate city council meeting, amid a gaggle of protesters, one councilperson rolled out a string fifty feet from his desk to a row of seats well to the front of the cavernous council chamber. He then intoned with frustration that despite ten years and 130 million dollars of planning and community input, decision makers were still having trouble approving a plan that for all intents and purposes moves one runway fifty feet southward. Here at last was clear demonstration of the true infrastructural scale of the enterprise to be undertaken in relationship to the complexity of the exhaustive public process. While the plan passed that day, the protests did not end, and the final design is still to be determined; an even better plan, at least from the point of view of the protesting cities, might still be obtained. In fact, within weeks, the airport announced one-half billion dollars of additional measures to mitigate noise and traffic problems in surrounding locales.

Mixed-Use Mall in Glendale

While the airport expansion and its planning impact a region of 16.5 million people, the "Americana at Brand" mainly affects Glendale, California, a city of 330,000 just north of the Los Angeles boundary. The