

Appendix B

LAX NORTHSIDE PLAN UPDATE

**Scoping Period Public Comments**

May 2014

*Prepared for:*

Los Angeles World Airports  
One World Way  
Los Angeles, California 90045

*Prepared by:*

URS Corporation  
915 Wilshire Boulevard, Suite 700  
Los Angeles, California 90017

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# Regional Planning Commission Airport Land Use Commission

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## Commissioners

Curt Pedersen, *Chair*  
David W. Louie, *Vice Chair*  
Esther L. Valadez  
Harold V. Helsley  
Pat Modugno

May 9, 2012

Herb Glasgow, Chief of Airport Planning I  
City of Los Angeles, Los Angeles World Airports  
1 World Way, Room 218B  
Los Angeles, CA 90045

Dear Mr. Glasgow,

**SUBJECT: LAX NORTHSIDE PLAN UPDATE NOTICE OF PREPARATION FOR AN  
ENVIRONMENTAL IMPACT REPORT**

Thank you for the opportunity to comment on the Initial Study/Notice of Preparation for the LAX Northside Plan Update. Staff of the Los Angeles County Airport Land Use Commission has reviewed the documents and has the following comments.

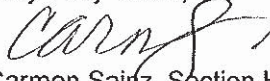
In accordance with the Public Utilities Code (PUC), Section 21676, the Airport Land Use Commission (ALUC) has the responsibility of reviewing local jurisdiction actions for compatibility with the adopted Airport Land Use Plan (ALUP). The type of project requiring ALUC review includes adoption or modification of a Specific Plan within the airport influence area for an existing public-use airport. In this case, the LAX Northside Plan update is part of the LAX Specific Plan and therefore this project will require review by ALUC.

Pursuant to the above PUC provision, the City of Los Angeles, as lead agency for the project, must submit the proposed project materials to the ALUC at the appropriate time for a determination of consistency. All project information should be filed with the Department of Regional Planning.

An appointment for submittal of materials is required. To schedule an appointment for project submittal, please call (213) 974-6438. The timing of submission of materials for review by the ALUC should be after the City of Los Angeles has taken a preliminary action on the project, such as Planning Commission approval, but before the City Council has considered the matter. A copy of the Consistency Review Submittal Checklist form has been enclosed.

If you have any questions in this regard, please call David McDonald at (213) 974-6425, Monday through Thursday between 7:30 a.m. and 5:30 p.m. We are closed on Fridays.

Very Truly Yours,

  
Carmen Sainz, Section Head  
Community Studies East

CS: DM  
Enclosure

**Date Received:**

**MAY 11 2012**

**LAWA Facilities Planning Division**

## CONSISTENCY REVIEW SUBMITTAL CHECKLIST

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- If applicable, one hard copy and one electronic copy of proposed project document (i.e. specific plan, general plan amendment, etc.)
- If applicable, a detailed site plan showing ground elevations, the location of structures, open spaces, and water bodies, and the heights of structures and trees.
- A scaled map showing relationship of the project site to the airport boundary and runways. Map should also show the current noise contours.
- A description of the existing and proposed land uses.
- A description of the proposed land use action being sought from the local jurisdiction (i.e. general plan amendment, zone change, building permit, etc.).
- For residential projects, indication of the potential or proposed number of dwelling units per acre (including any secondary units on a parcel); or for non-residential uses, the number of people potentially occupying the total site or portions thereof at any one time.
- Identification of any characteristics that could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight.
- Any environmental document (initial study, DEIR, etc.) that may have been prepared for the project.
- Any staff reports regarding the project that may have been presented to the planning commission or local agency decision makers.
- Documentation confirming that the local jurisdiction's planning commission or other body making recommendations has taken action on the project. This should not be the final action, but the preliminary action, a stage at which the project has already been subject to public review and is considered near its final form.
- Other relevant information.

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

File: SC.CE.

DATE: May 15, 2012

TO: Herb Glasgow, Chief of Airport Planning  
Los Angeles World AirportsFROM: Ali Poosti, Division Manager   
Wastewater Engineering Services Division  
Bureau of SanitationSUBJECT: **Los Angeles International Airport (LAX) Northside Plan Update –  
Notice of Preparation EIR**

This is in response to your April 4, 2012 letter requesting a review of your proposed project to update regulations for development at the Project site. The Bureau of Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

**WASTEWATER REQUIREMENT**

The Bureau of Sanitation, Wastewater Engineering Services Division (WESD) has reviewed the request and found the project to be related to setting new regulations for future development occurring within the Northside area of the LAX Specific Plan only. Based on the project description, we have determined the project is unrelated to sewers and therefore do not have sufficient details to offer an analysis at this time. Should the project description change, please continue to send us information so that we may determine if a sewer assessment is required in the future

If you have any questions, please call Kwasi Berko of my staff at (323) 342-1562.

**STORMWATER REQUIREMENTS**

The Bureau of Sanitation, Watershed Protection Division (WPD) is charged with the task of ensuring the implementation of the Municipal Stormwater Permit requirements within the City of Los Angeles. We anticipate the following requirements would apply for this project.

**POST-CONSTRUCTION MITIGATION REQUIREMENTS**

The project requires implementation of stormwater mitigation measures. These requirements are based on the Standard Urban Stormwater Mitigation Plan (SUSMP) and the recently adopted Low Impact Development (LID) requirements. The projects that are subject to SUSMP/LID are required to incorporate measures to mitigate the impact of stormwater runoff. The requirements are outlined in the guidance manual titled "*Development Best Management Practices Handbook – Part B: Planning Activities*". Current regulations prioritize infiltration, capture/use, and then biofiltration as the preferred stormwater control measures. The relevant documents can be found at:

www.lastormwater.org. It is advised that input regarding SUSMP requirements be received in the early phases of the project from WPD's plan-checking staff.

## GREEN STREETS

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-way to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local ground water basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways and can be implemented in conjunction with the SUSMP/LID requirements.

## CONSTRUCTION REQUIREMENTS

The project is required to implement stormwater control measures during its construction phase. All projects are subject to a set of minimum control measures to lessen the impact of stormwater pollution. In addition for projects that involve construction during the rainy season that is between October 1 and April 15, a Wet Weather Erosion Control Plan is required to be prepared. Also projects that disturbed more than one-acre of land are subject to the California General Construction Stormwater Permit. As part of this requirement a Notice of Intent (NOI) needs to be filed with the State of California and a Storm Water Pollution Prevention Plan (SWPPP) needs to be prepared. The SWPPP must be maintained on-site during the duration of construction.

If there are questions regarding the stormwater requirements, please call Kosta Kaporis at (213) 485-0586, or WPD's plan-checking counter at (213) 482-7066. WPD's plan-checking counter can also be visited at 201 N. Figueroa, 3<sup>rd</sup> Fl, Station 18

## **SOLID RESOURCE REQUIREMENTS**

The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact Daniel Hackney of the Special Project Division at (213)485-3684.

cc: Kosta Kaporis, BOS  
Daniel Hackney, BOS  
Rowena Lau, BOS

**DEPARTMENT OF TRANSPORTATION**  
DISTRICT 7, REGIONAL PLANNING  
IGR/CEQA BRANCH  
100 MAIN STREET, MS # 16  
LOS ANGELES, CA 90012-3606  
PHONE: (213) 897-9140  
FAX: (213) 897-1337



*Flex your power!  
Be energy efficient!*

April 11, 2012

Mr. Herb Glasgow  
Los Angeles World Airport  
1 World Way  
P.O. Box 92216  
Los Angeles, CA. 90009-2216

IGR/CEQA No. 120412/NY  
NOP/Los Angeles International Airport (LAX)  
Northside Plan Update  
Vic. I-405, I-105  
SCH # 2012041003

Dear Mr. Glasgow:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. This Initial Study analyzes the impact of the followings: Permit up to 2,320,000 SF of new employment, retail, restaurant, office, hotel, research and development, education, civic, airport support, recreation and buffer uses on approximately 340 acres of land located north of LAX.

To assist in evaluating the impacts of this project on State transportation facilities, a traffic study in advance of the DEIR should be prepared. Please refer the project's traffic consultant to Caltrans traffic study guide Website: [http://www.dot.ca.gov/hq/tpp/offices/ocp/igr\\_ceqa\\_files/tisguide.pdf](http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf)

Listed below are some elements of what is generally expected in the traffic study:

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to I-405, I-105 and its on/off ramps in the project vicinity.
2. Consistency of project travel modeling with other regional and local modeling forecasts and with travel data. We may use indices to check results. Differences or inconsistencies must be thoroughly explained.
3. Analysis of ADT, AM and PM peak-hour volumes for both the existing and future conditions in the affected area. Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions would include build-out of all projects (see next item) and any plan-horizon years.
4. Inclusion of all appropriate traffic volumes. Analysis should include traffic from the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments. For example include: existing + project + other projects + other growth.

5. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:

- Description of Transportation Infrastructure Improvements
- Financial Costs, Funding Sources and Financing
- Sequence and Scheduling Considerations
- Implementation Responsibilities, Controls, and Monitoring

Any mitigation involving transit, or Transportation Demand Management (TDM) should be justified and the results conservatively estimated. Improvements involving dedication of land or physical construction may be favorably considered.

6. Caltrans may accept fair share contributions toward pre-established or future improvements on the State Highway System. Please use the following ratio when estimating project equitable share responsibility: additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guide).

For purposes of determining the project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes, which include build-out of all approved and not yet approved projects, and other sources of growth. Analytical methods such as select-zone travel forecast modeling might be used.

Caltrans has jurisdiction superceding that of Metro in identifying the State facility analysis needed for this project. Caltrans is responsible for obtaining measures that will off-set project vehicle trip generation that worsens Caltrans facilities. CEQA allows a responsible agency such as Caltrans to develop criteria for evaluating impacts upon those facilities it manages. In addition, the County CMP standards states that Caltrans should be consulted for the analysis of the State facilities. State Route(s) mentioned in item #1 and its facilities should be analyzed preferably using methods suggested in Department's Traffic Impact Study Guide. To assist in determining the appropriate scope it is requested that a select zone model run is performed. Caltrans welcomes the opportunity to provide consultation regarding the preferred scope and methods of analysis used to evaluate the State Highway System.

We look forward to reviewing the traffic study and although we expect to receive a copy from the State Clearinghouse when the DEIR is completed, you may send a copy in advance to the undersigned to expedite the review process and clarify any issues early in the process.

If you have any questions, please feel free to contact Mr. Nerses Armand Yerjanian the Project Engineer/Coordinator at (213) 897-6536 and refer to IGR/CEQA No. 120412/NY.

Sincerely,



DIANNA WATSON  
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse



TRIFILETTI, LISA

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From: Keith Lockard <klockhard@cityofinglewood.org>  
Sent: Thursday, May 03, 2012 8:13 AM  
To: LAX Northside Project  
Cc: Harry Frisby Jr.  
Subject: LAX Northside Plan EIR Scoping Comments  
Attachments: EIR Scoping Letter-LAX Northside Plan 2012-05-03.PDF

Good morning Mr. Glasgow,

Attached are our comments regarding the EIR scope.

Would you please confirm receipt of this transmittal.

Thank you.

Keith Lockard, P.E.  
Acting City Engineer/Principal Transportation Engineer  
City of Inglewood  
One W Manchester Boulevard  
Inglewood, CA 90301  
310-412-5383  
[klockard@cityofinglewood.org](mailto:klockard@cityofinglewood.org)



# CITY OF INGLEWOOD

Public Works Department

Inglewood



2009

Harry Frisby, Jr.  
Acting Public Works Director

May 3, 2012

Mr. Herb Glasgow, Chief of Airport Planning  
City of Los Angeles, Los Angeles World Airports  
1 World Way, Room 218B  
Los Angeles, CA 90045

RE: EIR Scoping – LAX Northside Plan Update

Dear Mr. Glasgow:

We appreciate the opportunity to comment on the scope of the forthcoming EIR in response to the Notice of Preparation and Notice of Public Scoping Meetings dated April 4, 2012. The mission of the Public Works Department is to enhance the City of Inglewood's quality of life through the construction and operation of a safe and effective physical environment. The provision of safe and effective transportation systems is critical to both residents and visitors. The Department is responsible for the maintenance of a street network and related intersection control devices near the project site.

The Initial Study document dated April 4, 2012 indicates potentially significant transportation/traffic impacts. Accordingly, we are seeking a comprehensive and robust traffic analysis that evaluates both construction and development traffic impacts on Inglewood streets and intersections, and identifies appropriate mitigation measures. Some particular concerns and pertinent information is subsequently presented to highlight issues we believe merit study in the EIR, but the study should not be limited to these issues.

The Initial Study document references potential construction impacts. There are concrete and asphalt production facilities within Inglewood located north of Florence Avenue. If these facilities produce construction materials for the development, we would seek appropriate mitigation of pavement deterioration associated with construction vehicle traffic.

Arbor Vitae Street is an east/west arterial that provides access to the project site. Although Caltrans had been planning Arbor Vitae interchange improvements at the I-405 freeway for some time, in 2010 Caltrans made a decision not to proceed with a project.

The absence of an interchange at Arbor Vitae Street will intensify future traffic impacts at the I-405 interchanges with La Cienega Boulevard, Florence Avenue, Manchester Boulevard and Century Boulevard, which also provide access to the LAX area. Possible interchange improvements were identified in a July 2003 I-405 Arterial Improvement Planning Study prepared for SCAG and SBCCOG.

Goods movement is an additional concern in the LAX area. Street improvements that would facilitate goods movements at the intersections of La Cienega/Florence and La Cienega/Manchester were identified in the April 2009 South Bay Goods Movement Study prepared by Metro and SBCCOG.

La Cienega Boulevard is a major corridor that facilitates travel to and from LAX. Potential capacity and operational improvements are discussed in the September 2010 La Cienega Corridor Improvement Project report prepared for SCAG.

The Initial Study document references the Metro Congestion Management Program (CMP). There are CMP corridors and intersections within Inglewood.

If you have questions or if there is a need for discussion regarding our comments, I can be reached at 310-412-5383 and [klockard@cityofinglewood.org](mailto:klockard@cityofinglewood.org)

Yours truly,



Keith Lockard, P.E.  
Acting City Engineer/Principal Transportation Engineer



MICHAEL F. CALZADA  
DIRECTOR

# CITY OF INGLEWOOD

Residential Sound Insulation Department

Inglewood



2009

Date Received:

May 3, 2012

MAY - 4 2012

Herb Glasgow, Chief of Airport Planning I  
City of Los Angeles, Los Angeles World Airports  
1 World Way, Room 218B  
Los Angeles, CA 90045

LAWA Facilities Planning Division

Subject: Los Angeles International Airport (LAX) Northside Plan Update

The City of Inglewood as neighboring community of nearly 120,000 has been engaged in collaborative efforts with LAWA in mitigating noise impacts of LAX for a generation.

From early legal wrangling to the creation of stakeholder discussions resulting in the adoption of Airport Noise Contour and Land Use Compatibility study findings in the 1970's to 1984 to the resolution of lawsuits in respect to the 2004 Master Plan, the City has constructively engaged a succession of administrations in defining and then dealing with the affects of aircraft noise at minimum.

The Stipulated Agreement which followed the Master Plan earlier this past decade, in addition to the adopted Mitigation Monitoring and Reporting Program for the Master Plan's Specific Plan, has enabled a mutually beneficial framework from which results can be measured.

It is with this historical framework in mind that the city wishes to comment on the Notice of Preparation for Los Angeles International Airport (LAX) Northside Plan Update and the preparation of Draft Environmental Impact Report (DEIR).

The prospect of over 2.3 million square feet of development inclusive of over 1.4 million square feet of commercial offices and mixed uses must be considered regionally significant within the context of LAX as an economic and commercial catalyst. This is evident in the adjacent Westchester center. The ancillary north field operations area and uses should be identified. These uses and operational affects should be considered significant as an adjunct to the airport functions and their effect on airport capacity.

The City of Inglewood continues to be concerned with the long term impacts to **health** due to **noise** (sleep interruption and deprivation, and interruptions to learning and educational study) and **air quality** from airfield operations, aircraft exhaust and increased traffic; impacts to the **traffic circulation** to and from the airport along with congestion within and through the community. The introduction of a multi-modal system within regional transit systems and a consolidated rental/parking area(s) will all have an impact on **local circulation patterns**.

At minimum an assessment of the present status of the adopted ***Mitigation Monitoring and Reporting Program*** should be undertaken.

The DEIR should address either the 1) progress made, 2) impediments to progress or 3) recommend revised mitigation measures in several areas: **Land Use, Aircraft Noise Mitigation Program, Residential Sound Insulation, Residential and Business Relocation and Acquisition, Traffic Improvements/Circulation, and Air Quality**. The following are specific comments to be addressed.

1. Provide adequate and sustained funding of Mitigation Measures in respect to an ongoing residential sound insulation program within the Stipulated Agreement noise contours and Relocation of Residences and Acquisition along Century Boulevard.
2. Long term affects of noise and air quality continue to be studied. The exposure to particulates, lead and fumes from exhaust and fumes adversely impact residents near or in proximity to freeways and airports. Implement a Mitigation Plan for Air Quality for operations, transportation, and construction.
3. As noted by the changed regional conditions remarking upon the MTA approval for funding of the Crenshaw Prairie corridor, several intersections require further study and consideration.
  - a. In pursuing employee parking alternatives consider the existing multi-modal opportunity at La Brea and Florence. Within the Inglewood Market Street area are parking structures and a Bus Transit Center.
  - b. As site selection for transit centers come to fruition consider Inglewood as a central location for Los Angeles area employees.
  - c. The list of intersections affecting the City of Inglewood as identified in the Master Plan Mitigation Monitoring and Reporting Program includes:
    - i. Aviation Boulevard between Century and Imperial
    - ii. 111<sup>th</sup> between Aviation and La Cienega
    - iii. Northbound I-405 off ramp at Imperial Highway
    - iv. Airport Boulevard and Arbor Vitae Street
    - v. Arbor Vitae Street between Aviation and La Cienega
    - vi. Aviation Boulevard between Arbor Vitae and Century
    - vii. La Cienega Boulevard between Arbor Vitae and Imperial
    - viii. Century Boulevard between Aviation and Glasgow
    - ix. Arbor Vitae Street and Inglewood Avenue
    - x. Arbor Vitae Street and La Brea Avenue
    - xi. Aviation Boulevard and Manchester Boulevard
    - xii. Centinela Avenue and La Cienega Boulevard
    - xiii. Century Boulevard and La Brea/Hawthorne Boulevard

- xiv. Century Boulevard and Inglewood Avenue
- xv. Century Boulevard and La Cienega Boulevard
- xvi. Florence Avenue and La Cienega Boulevard
- xvii. Imperial Highway and Inglewood Avenue
- xviii. La Cienega Boulevard and Manchester
- xix. I-105 ramps and internal airport roadways
- xx. I-405 Interchange at Lennox Boulevard

d. If improvements proposed for the freeways (i.e. 405 Arbor Vitae interchange) are not completed or the Ground Transportation Center remains incomplete, identify substitute mitigation measures to respond to how the lack of these improvements would affect local traffic circulation.

In addition important intersections not considered previously are:

- 1. the Manchester Avenue/Florence Boulevard off ramp at the 405 freeway;
- 2. the Manchester Avenue exit at NB 405 off ramp; and
- 3. Centinela Avenue and La Tijera Boulevard.

Thank you for the opportunity to provide comment and for your consideration in advance. You may contact me at 310.412.5371.

Sincerely



Michael F. Calzada

Director

Cc:

Artie Fields, City Manager  
Linda Tatum, Planning Manager  
Cal Saunders, City Attorney  
Harry Frisby, Acting Public Works Director

May 4, 2012

**VIA E-MAIL (LAXNORTHSIDE@LAWA.ORG)**

Herb Glasgow  
Chief of Airport Planning I  
City of Los Angeles  
Los Angeles World Airports  
1 World Way  
Room 218B  
Los Angeles, CA 90045

Re: Comments on Notice of Preparation and California Environmental Quality Act  
Initial Study and Checklist for Los Angeles International Airport (LAX)  
Northside Plan Update

Dear Mr. Glasgow:

The following constitute the comments of the City of Culver City ("Culver City") concerning the "Notice of Preparation" ("NOP") and associated "Initial Study and Checklist" ("Initial Study") for the "Los Angeles International Airport (LAX) Northside Plan Update" ("Northside Project").

I. THE NORTHSIDE PROJECT DOES NOT TAKE INTO ACCOUNT THE CONCURRENT APPROVAL OF A SPECIFIC PLAN AMENDMENT FOR AIRFIELD DEVELOPMENT

The Initial Study does not contain any mention of the potential impacts of the Specific Plan Amendment Study ("SPAS") process currently underway which seeks alternatives to the "Yellow Light" projects originally approved in the LAX Specific Plan. Some of those alternative projects, including the shift of the north runway further north, will have discernible impacts on the proposed Northside Project. These impacts include, but are not limited to, the potential realignment of Lincoln Boulevard which is a primary north/south artery for both the Northside Project and Culver City. As the Initial Study acknowledges that the adopted LAX Specific Plan "currently governs development at the project site," Initial Study, § 1.1, p. 8, as it also governs the airfield development, and as both the airfield and Northside properties are owned by LAWA and were purchased with Federal funds, the environmental impacts of the two components of the Specific Plan project should be evaluated together.

This is because the term “project” means “the whole of an action which has the potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change.” 14 Cal. Code Regs. § 15378(a) (14 Cal. Code Regs. § 15000, *et seq.*, will hereafter be referred to as the “CEQA Guidelines”). A public agency may not divide a single project into smaller individual subprojects to avoid responsibility for considering the environmental impact of the project as a whole. *Orinda Ass’n v. Board of Supervisors*, 182 Cal.App.3d 1145, 1171 (1986). That sort of “segmentation” appears to be at issue here. There is no dispute that both the Northside and airfield development projects are part of the same larger scope, the LAX Specific Plan, nor is there any dispute that the two “segments” of the LAX Specific Plan project will have potentially significant environmental effects on each other, as well as on surrounding communities, including Culver City. As a consequence, these two segments of the LAX Specific Plan should, at minimum, be incorporated into a Program EIR from which their individual, as well as cumulative, impacts may be more comprehensively analyzed.

II. THE NORTHSIDE PROJECT WILL HAVE DIRECT IMPACTS ON CULVER CITY THAT DO NOT APPEAR TO BE ADDRESSED IN THE INITIAL STUDY

Initial Study, § 1.2.1, Project Location, does not include mention of Culver City as being in the “project vicinity,” even though the environmental review “must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project level, indirect as well as direct, and construction as well as operational impacts.” 14 Cal. Code Regs., Division 6, Resources Agency, Chapter 3, Guidelines for Implementation of the Environmental Quality Act, Article 20, Definitions, Appendix G, ¶ 2.

Nevertheless, the Northside Project’s direct traffic impacts on Culver City will indisputably be significant, although apparently unaccounted for in the Initial Study. First, the Initial Study anticipates that the Northside Project will involve at least 2.3 million square feet of development, Initial Study, ¶ 1.1, p. 8, including “retail, restaurant, office, hotel, research and development, and airport support,” *Id.*, as well as some residential uses. While the Initial Study discloses that “the proposed project includes a net increase in development which would result in an increase in daily and peak hour traffic within the project site vicinity,” Initial Study, § XVI.a., p. 41, the Northside Project “vicinity” is not defined as including Culver City. Initial Study, § 1.2.1, p. 8. Nevertheless, the Northside Project will directly and adversely impact Culver City.

For example, the location of the Northside Project in close proximity to, and dependent upon, the 405 freeway interchanges will generate car trips directly onto the 405, significantly impacting traffic flow both north and south through Culver City. Moreover, like the Northside Project site, *see, e.g.*, Initial Study, § 1.2.3, Culver City is heavily dependent upon Lincoln and Sepulveda Boulevards for north/south traffic flow. The Northside Project will demonstrably add to the already heavy congestion on those arteries, where many intersections already operate at Level of Service (“LOS”) E or F at peak hours.



Finally, while the Initial Study discloses that the “LAX Specific Plan limits development within the project site by establishing a vehicle trip cap of no more than 3,922 project related a.m. peak hour trips (or 3,152 inbound trips) and 4,421 project related p.m. peak hour trips (or 3,040 outbound trips),” nowhere does the Initial Study disclose the estimated total vehicle trips from the total 2.3 million square feet of development, or the estimated number on each of the impacted arteries. Culver City anticipates that a detailed discussion and analysis of the generation and allocation of vehicle trips on arteries providing access to, and affecting traffic flow into and through, Culver City will be included in the DEIR.

III. THE NORTHSIDE PROJECT’S CUMULATIVE IMPACTS ON CULVER CITY WILL BE EQUALLY SIGNIFICANT

In addition to the Northside Project’s direct impacts on vehicular access to, and flow through, Culver City, it will have demonstrable cumulative impacts affecting Culver City as well.

As you are aware, a “cumulative impact” is “an impact which is created as a result of the combination of the project evaluated . . . together with other projects causing related impacts . . .,” CEQA Guidelines § 15130(a)(1). Included in this category are “past, present and probable future projects producing related or cumulative impacts including . . . those projects outside the control of the agency.” CEQA Guidelines § 15130(b)(1)(A).

Just such projects exist but are unaccounted for in the Initial Study. First, the ongoing SPAS process will result in roadway changes that could significantly alter the assumptions upon which the Initial Study is based. Specifically, a number of alternatives raised in the SPAS process involve the rerouting of Lincoln Boulevard to accommodate the widening of the distance between LAX’s two northernmost runways. Only an in-depth analysis of the impacts of the Northside Project taken together with the potential changes to traffic capacity and intersecting arteries brought about by the relocation of Lincoln Boulevard can fully reveal the cumulative traffic impacts of the Northside Project.

Further, changes to the airfield brought about by the SPAS process that will cause, or, at a minimum, be the generating influence for, increased passenger capacity, will also increase traffic to and from the airport. The facilitation of arrivals and departures which is the purpose of the SPAS process will ultimately result in more passengers requiring some form of transportation. As the rail system in Los Angeles is not highly developed, and, in any event will not directly access LAX, it must be assumed that the indirect impacts of the SPAS process will include increased traffic on both on and off-airport access roadways. As those roadways include Lincoln and Sepulveda Boulevards, upon which Culver City relies heavily, the traffic impacts of the SPAS and Northside Projects must also be analyzed as an integral unit to satisfy the requirements of CEQA.

Moreover, because of the synergy between the SPAS and Northside Projects, a single traffic study for both would result in more traffic mitigation measures than if treated separately.

For example, Culver City will expect intersections that are impacted in Culver City to be mitigated by physical improvements, advanced traffic signal synchronization and transit improvements. Physical improvements should include grade separations at locations where widening is not feasible, such as a flyover at the Sepulveda/Centinella intersection. Culver City will also expect transit improvements (operational funding and capital improvements such as buses, ITS, and bus stop facilities) for Culver City Bus service in the Project area and other impacted areas, including funding to conduct a study for the implementation of exclusive bus lanes on impacted arterials in/around the Project area. In addition, the LAX projects should contribute to projects in the regional development and traffic mitigation listing, and, if allowed under the new CMP guidelines, Culver City would require CMP trip fees generated by the LAX projects to help pay for CMP projects in Culver City.

Finally, the Initial Study makes no mention of Phase II at Playa Vista which is expected to contain, among other things, 2,600 residential units, 50,000 square feet of office space, 200,000 square feet of retail and 40,000 square feet of community serving amenities. The most imminent part of Phase 2, expected to start construction as early as June, 2012, is the "Runway at Playa Vista" project which is bordered by Jefferson and Lincoln Boulevards. Consequently, Playa Vista will play an important role in the generation of traffic impacts on Lincoln Boulevard that will, in turn, when combined with the impacts of the Northside Project, have a substantial and adverse impact on Culver City which Culver City will expect to be fully explored in the Northside Project's environmental review.

IV. THE NORTHSIDE PROJECT'S AIR QUALITY IMPACTS SHOULD BE ANALYZED IN CONJUNCTION WITH THOSE OF THE AIRFIELD/SPAS PROJECT

The segmentation of the two components of the Specific Plan amendment project will artificially minimize the air quality impacts of both. "No department, agency, or instrumentality of the Federal Government shall engage in, support in any way or provide financial assistance for, license or permit, or approve, any activity which does not conform to an implementation plan after it has been approved or promulgated under section 7410 of this title." 42 U.S.C. § 7506(c)(1) ("Conformity Provision"). As both the airfield and Northside components involve the use of Federal funds, separate analysis of the airfield and land use components of the Specific Plan amendment project may lead to more than a simple lapse in the integrity of the cumulative impacts analysis.

Specifically, both the airfield and Northside components of the Specific Plan amendment project currently in play will involve increased emissions of certain criteria pollutants from surface traffic. The airfield component will also involve emissions from aircraft, auxiliary power units and ground support equipment. If the potentially significant emissions from the Northside Project are analyzed separately from those of the airfield project, there is a strong potential for an impermissible understatement of the conformity impacts of both projects. Culver City strongly urges LAWA to reconsider the analysis of the Northside Project in isolation and create a comprehensive EIR that accommodates all aspects of anticipated development, both on and off the airfield.

BuchalterNemer

Herb Glasgow

May 4, 2012

Page 5

Culver City appreciates this opportunity to comment and LAWA's cooperation in addressing Culver City's concern more fully in the DEIR.

Sincerely,

BUCHALTER NEMER  
A Professional Corporation

By 

Barbara E. Lichman, Ph.D.



DEPARTMENT OF FISH AND GAME

South Coast Region  
3883 Ruffin Road  
San Diego, CA 92123  
(858) 467-4201  
<http://www.dfg.ca.gov>

Date Received:

May 1, 2012

MAY - 4 2012

Mr. Herb Glasgow  
Los Angeles World Airports  
1 World Way  
P.O. Box 92216  
Los Angeles, CA 90009-2216

LAWA Facilities Planning Division

**Subject: Notice of Preparation for a Draft Environmental Impact Report for  
Los Angeles World Airport (LAX) Northside Plan Update  
SCH # 2012041093, Los Angeles County**

Dear Mr. Glasgow:

The Department of Fish and Game (Department) has reviewed the Initial Study and Notice of Preparation for a Draft Environmental Impact Report (DEIR) for the LAX Northside Plan Update (project). The project will change development standards and uses for the LAX Northside area of the LAX Specific Plan. The project will facilitate the permitting of 2,320,000 square feet of new employment, retail, restaurant, office, hotel research and development, education, civic, airport support, recreation and open space and buffer areas on approximately 320 acres of land located north of LAX, City of Los Angeles. The site contains some vegetation including shrubs, trees and non-native grasses and is maintained by mowing and disking to restrict use by wildlife to reduce hazards to air traffic at the airport. Two federally-listed species have been identified in the vicinity of the project site: the El Segundo blue butterfly (*Euphilotes battoides allyni*) and the Riverside fairy shrimp (*Streptocephalus woottoni*). The project site also has potentially suitable habitat for burrowing owl (*Athene cunicularia*) a California Species of Special Concern.

The California Wildlife Action Plan, a recent Department guidance document, identified the following stressors affecting wildlife and habitats within the project area: 1) growth and development; 2) water management conflicts and degradation of aquatic ecosystems; 3) invasive species; 4) altered fire regimes; and 5) recreational pressures. With these stressors in mind, the Department has previously worked with LAX in recommending conservation and protective measures for biological and botanical resources and looks forward to continuing this effort. Please let Department staff know if you would like a copy of the California Wildlife Action Plan to review.

The Department is California's Trustee Agency for fish and wildlife resources, holding these resources in trust for the People of the State pursuant to various provisions of the California Fish and Game Code. (Fish & G. Code, §§ 711.7, subd. (a), 1802.) The Department submits these comments in that capacity under the California Environmental Quality Act (CEQA). (See generally Pub. Resources Code, §§ 21070; 21080.4.) Given its related permitting authority under the California Endangered Species Act (CESA) and Fish and Game Code section 1600 *et seq.*, the Department also submits these comments likely as a Responsible Agency for the project under CEQA. (*Id.*, § 21069.)

To enable Department staff to adequately review and comment on the proposed project we recommend the following information, where applicable, be included in the DEIR:

1. A complete, recent assessment of flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, and locally unique species and sensitive habitats including:
  - a. A thorough recent assessment of rare plants and rare natural communities, following the Department's Guidelines for Assessing Impacts to Rare Plants and Rare Natural Communities. (See Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities at: <http://www.dfg.ca.gov/habcon/plant/>).
  - b. A complete, recent assessment of sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use within the project area should also be addressed. Recent, focused, species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required.
  - c. Endangered, rare, and threatened species to address should include all those species which meet the related definition under the CEQA Guidelines. (See Cal. Code Regs., tit. 14, § 15380). Burrowing owl should be included in the assessment following the Department's Guidelines (see 2012 Staff Report on Burrowing Owl Mitigation at: [www.dfg.ca.gov/wildlife/nongame/docs/BUOWStaffReport.pdf](http://www.dfg.ca.gov/wildlife/nongame/docs/BUOWStaffReport.pdf)).
  - d. The Department's Biogeographic Data Branch in Sacramento should be contacted at (916) 322-2493 ([www.dfg.ca.gov/biogeodata](http://www.dfg.ca.gov/biogeodata)) to obtain current information on any previously reported sensitive species and habitats, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code. Also, any Significant Ecological Areas (SEAs) or Environmentally Sensitive Habitats (ESHs) or any areas that are considered sensitive by the local jurisdiction that are located in or adjacent to the project area must be addressed.
2. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts. This discussion should focus on maximizing avoidance, and minimizing impacts.
  - a. CEQA Guidelines, Section 15125(a), direct that knowledge of the regional setting is critical to an assessment of environmental impacts and that special emphasis should be placed on resources that are rare or unique to the region.
  - b. Project impacts including deposition of debris should also be analyzed relative to their effects on off-site habitats and populations. Specifically, this should include nearby public lands, open space, natural habitats, and riparian ecosystems. Impacts to and maintenance of wildlife corridor/movement areas, including access to undisturbed habitat in adjacent areas are of concern to the Department and should be fully evaluated and provided. The analysis should also include a discussion of the potential for impacts resulting from such effects as increased vehicle traffic, outdoor artificial lighting, noise and vibration and pest management.

- c. A cumulative effects analysis should be developed as described under CEQA Guidelines, Section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.
  - d. Impacts to migratory wildlife affected by the project should be fully evaluated including proposals to remove/disturb native and ornamental landscaping and other nesting habitat for native birds. Impact evaluation may also include such elements as migratory butterfly roost sites and neo-tropical bird and waterfowl stop-over and staging sites. All migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of birds and their active nests, including raptors and other migratory nongame birds as listed under the MBTA.
  - e. Impacts from project activities (including but not limited to, staging and disturbances to native and non native vegetation, structures, and substrates) should occur outside of the avian breeding season which generally runs from March 1-August 31 (as early as January 1 for some raptors) to avoid take of birds or their eggs. If project activities cannot avoid the avian breeding season, nest surveys should be conducted and active nests should be avoided and provided with a minimum buffer as determined by a biological monitor (the Department generally recommends a minimum 300 foot nest avoidance buffer or 500 feet for all active raptor nests).
  - f. Proposed impacts to all habitats from City or County required Fuel Modification Zones (FMZ). Areas slated as mitigation for loss of habitat shall not occur within the FMZ.
3. A range of alternatives should be analyzed to ensure that alternatives to the proposed project are fully considered and evaluated. A range of alternatives which avoid or otherwise minimize impacts to sensitive biological resources including wetlands/riparian habitats, alluvial scrub, coastal sage scrub, should be included. Specific alternative locations should also be evaluated in areas with lower resource sensitivity where appropriate.
- a. Mitigation measures for project impacts to sensitive plants, animals, and habitats should emphasize evaluation and selection of alternatives which avoid or otherwise minimize project impacts. Compensation for unavoidable impacts through acquisition and protection of high quality habitat elsewhere should be addressed with off-site mitigation locations clearly identified.
  - b. The Department considers Rare Natural Communities as threatened habitats having both regional and local significance. Thus, these communities should be fully avoided and otherwise protected from project-related impacts (Attachment).
  - c. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Department studies have shown that these efforts are experimental in nature and largely unsuccessful.

4. An Incidental Take Permit (ITP) from the Department may be required if the project, project construction, or any project-related activity during the life of the project will result in "take" as defined by the Fish and Game Code of any species protected by CESA. (Fish & G. Code, §§86, 2080, 2081, subd. (b), (c).) Early consultation with Department regarding potential permitting obligations under CESA with respect to the project is encouraged. (Cal. Code Regs., tit. 14, § 783.2, subd. (b).) It is imperative with these potential permitting obligations that the draft environmental document prepared by the Lead Agency includes a thorough and robust analysis of the potentially significant impacts to endangered, rare, and threatened species, and their habitat, that may occur as a result of the proposed project. For any such potentially significant impacts the Lead Agency should also analyze and describe specific, potentially feasible mitigation measures to avoid or substantially lessen any such impacts as required by CEQA and, if an ITP is necessary, as required by the relevant permitting criteria prescribed by Fish and Game Code section 2081, subdivisions (b) and (c). The failure to include this analysis in an environmental document could preclude the Department from relying on the Lead Agency's analysis to issue an ITP without the Department first conducting its own, separate Lead Agency subsequent or supplemental analysis for the project. (See, e.g., Cal. Code Regs., tit. 14, § 15096, subd. (f).) For these reasons, the following information is requested:
  - a. Biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA Permit.
  - b. A Department-approved Mitigation Agreement and Mitigation Plan are required for plants listed as rare under the Native Plant Protection Act.
5. The Department opposes the elimination of watercourses (including concrete channels, blue line streams and other watercourses not designated as blue line streams on USGS maps) and/or the channelization of natural and manmade drainages or conversion to subsurface drains. All wetlands and watercourses, whether intermittent, ephemeral, or perennial, must be retained and provided with substantial setbacks which preserve the riparian and aquatic habitat values and maintain their value to on-site and off-site wildlife populations. The Department recommends a minimum natural buffer of 100 feet from the outside edge of the riparian zone on each side of drainage.
  - a. The Department also has regulatory authority with regard to activities occurring in streams and/or lakes that could adversely affect any fish or wildlife resource. For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) or a river or stream or use material from a streambed, the project applicant (or "entity") must provide written notification to the Department pursuant to Section 1602 of the Fish and Game Code. Based on this notification and other information, the Department then determines whether a Lake and Streambed Alteration (LSA) Agreement is required. The Department's issuance of an LSA Agreement is a project subject to CEQA. To facilitate issuance of a LSA Agreement, if necessary, the environmental document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA Agreement. Early consultation is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. Again, the failure to include this analysis in the project's environmental document could preclude the Department from relying on the Lead Agency's analysis to issue a LSA Agreement without the Department first conducting its own, separate Lead Agency subsequent or supplemental analysis for the project.

Mr. Herb Glasgow

May 1, 2012

Page 5 of 5

Thank you for this opportunity to provide comments. Please contact Mr. Scott Harris, Environmental Scientist, at (626) 797-3170 if you should have any questions and for further coordination on the proposed project.

Sincerely,



Terri Dickerson  
Senior Environmental Scientist  
South Coast Region

Attachment

cc: Ms. Leslie MacNair, CDFG, Laguna Hills  
Ms. Terri Dickerson, CDFG, Laguna Niguel  
Ms. Kelly Schmoker, CDFG, Pasadena  
Mr. Scott Harris, CDFG, Pasadena  
State Clearinghouse, Sacramento

Ms. Christine L. Medak  
U.S. Fish and Wildlife Service  
6010 Hidden Valley Road  
Carlsbad, CA 92011



Sensitivity of Top Priority Rare Natural  
Communities in Southern California

Sensitivity rankings are determined by the Department of Fish and Game, California Natural Diversity Data Base and based on either number of known occurrences (locations) and/or amount of habitat remaining (acreage). The three rankings used for these top priority rare natural communities are as follows:

- S1.# Fewer than 6 known locations and/or on fewer than 2,000 acres of habitat remaining.
- S2.# Occurs in 6-20 known locations and/or 2,000-10,000 acres of habitat remaining.
- S3.# Occurs in 21-100-known locations and/or 10,000-50,000 acres of habitat remaining.

The number to the right of the decimal point after the ranking refers to the degree of threat posed to that natural community regardless of the ranking. For example:

- S1.1 = very threatened
- S2.2 = threatened
- S3.3 = no current threats known

Sensitivity Rankings (February 1992)

<u>Rank</u>	<u>Community Name</u>
S1.1	Mojave Riparian Forest Sonoran Cottonwood Willow Riparian Mesquite Bosque Elephant Tree Woodland Crucifixion Thorn Woodland Allthorn Woodland Arizonan Woodland Southern California Walnut Forest Mainland Cherry Forest Southern Bishop Pine Forest Torrey Pine Forest Desert Mountain White Fir Forest Southern Dune Scrub Southern Coastal Bluff Scrub Maritime Succulent Scrub Riversidean Alluvial Fan Sage Scrub Southern Maritime Chaparral Valley Needlegrass Grassland Great Basin Grassland Mojave Desert Grassland Pebble Plains Southern Sedge Bog Cismontane Alkali Marsh

## Sensitivity of Top Priority Rare Natural Communities in Southern California

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**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

File: SC.CE.

DATE: May 15, 2012

TO: Herb Glasgow, Chief of Airport Planning  
Los Angeles World AirportsFROM: Ali Poosti, Division Manager   
Wastewater Engineering Services Division  
Bureau of SanitationSUBJECT: **Los Angeles International Airport (LAX) Northside Plan Update –  
Notice of Preparation EIR**

This is in response to your April 4, 2012 letter requesting a review of your proposed project to update regulations for development at the Project site. The Bureau of Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

**WASTEWATER REQUIREMENT**

The Bureau of Sanitation, Wastewater Engineering Services Division (WESD) has reviewed the request and found the project to be related to setting new regulations for future development occurring within the Northside area of the LAX Specific Plan only. Based on the project description, we have determined the project is unrelated to sewers and therefore do not have sufficient details to offer an analysis at this time. Should the project description change, please continue to send us information so that we may determine if a sewer assessment is required in the future

If you have any questions, please call Kwasi Berko of my staff at (323) 342-1562.

**STORMWATER REQUIREMENTS**

The Bureau of Sanitation, Watershed Protection Division (WPD) is charged with the task of ensuring the implementation of the Municipal Stormwater Permit requirements within the City of Los Angeles. We anticipate the following requirements would apply for this project.

**POST-CONSTRUCTION MITIGATION REQUIREMENTS**

The project requires implementation of stormwater mitigation measures. These requirements are based on the Standard Urban Stormwater Mitigation Plan (SUSMP) and the recently adopted Low Impact Development (LID) requirements. The projects that are subject to SUSMP/LID are required to incorporate measures to mitigate the impact of stormwater runoff. The requirements are outlined in the guidance manual titled "*Development Best Management Practices Handbook – Part B: Planning Activities*". Current regulations prioritize infiltration, capture/use, and then biofiltration as the preferred stormwater control measures. The relevant documents can be found at:

www.lastormwater.org. It is advised that input regarding SUSMP requirements be received in the early phases of the project from WPD's plan-checking staff.

## GREEN STREETS

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-way to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local ground water basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways and can be implemented in conjunction with the SUSMP/LID requirements.

## CONSTRUCTION REQUIREMENTS

The project is required to implement stormwater control measures during its construction phase. All projects are subject to a set of minimum control measures to lessen the impact of stormwater pollution. In addition for projects that involve construction during the rainy season that is between October 1 and April 15, a Wet Weather Erosion Control Plan is required to be prepared. Also projects that disturbed more than one-acre of land are subject to the California General Construction Stormwater Permit. As part of this requirement a Notice of Intent (NOI) needs to be filed with the State of California and a Storm Water Pollution Prevention Plan (SWPPP) needs to be prepared. The SWPPP must be maintained on-site during the duration of construction.

If there are questions regarding the stormwater requirements, please call Kosta Kaporis at (213) 485-0586, or WPD's plan-checking counter at (213) 482-7066. WPD's plan-checking counter can also be visited at 201 N. Figueroa, 3<sup>rd</sup> Fl, Station 18

## **SOLID RESOURCE REQUIREMENTS**

The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact Daniel Hackney of the Special Project Division at (213)485-3684.

cc: Kosta Kaporis, BOS  
Daniel Hackney, BOS  
Rowena Lau, BOS



contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests cooperation from other public agencies in order that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources.

Furthermore, the NAHC if the proposed project is under the jurisdiction of the statutes and regulations of the National Environmental Policy Act (e.g. NEPA; 42 U.S.C. 4321-43351). Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254( r) and may also be protected under Section 304 of the NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for inadvertent discovery of human remains mandate the processes to be followed in the event of a discovery of human remains in a project location other than a 'dedicated cemetery'.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

Finally, when Native American cultural sites and/or Native American burial sites are prevalent within the project site, the NAHC recommends 'avoidance' of the site as referenced by CEQA Guidelines Section 15370(a).



**ASSOCIATION of GOVERNMENTS**

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Bill Jahn, Big Bear Lake  
  
Energy & Environment  
Margaret Clark, Rosemead  
  
Transportation  
Paul Glaab, Laguna Niguel

May 3, 2012

Mr. Herb Glasgow  
Chief of Airport Planning I  
City of Los Angeles, Los Angeles World Airports  
1 World Way, Room 218B  
Los Angeles, CA 90045  
Laxnorthside@lawa.org

**RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Los Angeles International Airport (LAX) Northside Plan Update [I20120070]**

Dear Mr. Glasgow:

Thank you for submitting the **Notice of Preparation of a Draft Environmental Impact Report for the Los Angeles International Airport (LAX) Northside Plan Update [I20120070]** to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review). Additionally, pursuant to Public Resources Code Section 21083(d) SCAG reviews Environmental Impact Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act Guidelines, Sections 15125(d) and 15206(a)(1). SCAG is also the designated Regional Transportation Planning Agency and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP) under California Government Code Section 65080 and 65082.

SCAG staff has reviewed this project and determined that the proposed project is regionally significant per California Environmental Quality Act (CEQA) Guidelines, Sections 15125 and/or 15206. The proposed project would set forth new regulations for future development occurring within the Northside area of the LAX Specific plan located in a 340 acre area north of LAX in the City of Los Angeles, California.

Policies of SCAG's Regional Transportation Plan (RTP) and Compass Growth Visioning (CGV) that may be applicable to your project are outlined in the attachment. The RTP, CGV, and table of policies can be found on the SCAG web site at: <http://scag.ca.gov/igr>. For ease of review, we would encourage you to use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format (example attached).

The attached policies are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. We also encourage the use of the SCAG List of Mitigation Measures extracted from the RTP to aid with demonstrating consistency with regional plans and policies. **When available, please send environmental documentation ONLY to SCAG's main office in Los Angeles and provide a minimum of 45 days for SCAG to review.** If you have any questions regarding the attached comments, please contact Pamela Lee at (213) 236-1895 or [leep@scag.ca.gov](mailto:leep@scag.ca.gov). Thank you.

Sincerely,

*Ping Chang for*  
Jacob Lieb, Manager

Environmental and Assessment Services

**COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL  
IMPACT REPORT FOR THE LOS ANGELES INTERNATIONAL AIRPORT (LAX)  
NORTHSIDE PLAN UPDATE [I20120070]**

**PROJECT LOCATION**

The project site is comprised of approximately 340 acres within the City of Los Angeles, located approximately 15 miles southwest of downtown Los Angeles. The project vicinity includes the Westchester community of the City of Los Angeles to the north, the City of El Segundo and unincorporated community of Del Aire to the south, the City of Inglewood and unincorporated community of Lennox to the east, and the City of Los Angeles community of Playa del Rey and the Pacific Ocean to the west. Major surrounding regional landmarks include Loyola Marymount University to the north, Dockweiler Beach State park to the west, LAX to the south, and Interstate 405 to the east. The project site is generally bounded by Sepulveda Westway and Sepulveda Boulevard to the east, LAX to the south, Pershing Drive to the west, and generally 91<sup>st</sup> Street, Manchester Avenue, and 88<sup>th</sup> Street to the north.

**PROJECT DESCRIPTION**

The proposed project is intended to update regulations for development at the project site to create a vibrant and sustainable center of employment, retail, restaurant, office, hotel, research and development, education, civic, airport support, recreation and buffer uses that support the needs of surrounding communities and Los Angeles World Airports (LAWA). Up to 2,320,000 square feet of development would be allowed on the approximately 340-acre project site. In order to allow the flexibility for future development to respond to future market conditions, transfers and exchanges of uses and development rights would be allowed within limited areas of the project site, not to exceed specified development, environmental and design constraints. In order to implement the proposed project, the LAX Specific Plan will be amended and the LAX Northside Design Guidelines will be updated, among other actions.

The proposed project would bring the existing design standards up-to-date; respond to current market realities and stakeholder interests; comply with FAA requirements and regulations; and allow the development of the Northside area in line with current best-practices in urban design and sustainability. The objectives of the proposed project include: balancing the needs of neighborhoods and the Airport; meeting rigorous environmental sustainability standards in design, construction, operation, and landscaping; being sensitive to managing vehicle traffic through smart engineering and trip reduction; achieving the best use of the property and fair market value; complying with all applicable zoning, land use, and air traffic regulations; and, providing a foundation for other neighborhood improvements and services.

**CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN**

**Regional Growth Forecasts**

The DEIR should reflect the most current SCAG forecasts, which are the 2008 RTP (May 2008) Population, Household and Employment forecasts. The forecasts for your region, subregion and city are as follows:

**Adopted SCAG Regionwide Forecasts<sup>1</sup>**

	<b><u>2008</u></b>	<b><u>2020</u></b>	<b><u>2035</u></b>
Population	17,895,000	19,663,000	22,091,000
Households	5,814,000	6,458,000	7,325,000
Employment	7,738,000	8,414,000	9,441,000



**Adopted Los Angeles County Forecasts<sup>1</sup>**

	<b>2008</b>	<b>2020</b>	<b>2035</b>
Population	9,778,000	10,404,000	11,353,000
Households	3,228,000	3,513,000	3,852,000
Employment	4,340,000	4,558,000	4,827,000

**Adopted City of Los Angeles Forecasts<sup>1</sup>**

	<b>2008</b>	<b>2020</b>	<b>2035</b>
Population	3,770,500	3,991,700	4,320,600
Households	1,309,900	1,455,700	1,626,600
Employment	1,735,200	1,817,700	1,906,800

1. The 2012 RTP/SCS growth forecast at the regional, subregional, and city level was adopted by the Regional Council in April 2012. City totals are the sum of small area data and should be used for advisory purposes only.

The **2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)** also has goals and policies that may be pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

**Regional Transportation Plan/Sustainable Communities Strategy Goals:**

- RTP G1** *Align the plan investments and policies with improving regional economic development and competitiveness*
- RTP G2** *Maximize mobility and accessibility for all people and goods in the region.*
- RTP G3** *Ensure travel safety and reliability for all people and goods in the region*
- RTP G4** *Preserve and ensure a sustainable regional transportation system*
- RTP G5** *Maximize the productivity of our transportation system*
- RTP G6** *Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)*
- RTP G7** *Actively encourage and create incentives for energy efficiency, where possible*
- RTP G8** *Encourage land use and growth patterns that facilitate transit and non-motorized transportation*
- RTP G9** *Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies*

**GROWTH VISIONING**

The fundamental goal of the **Compass Growth Visioning** effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

**Principle 1: Improve mobility for all residents.**

- GV P1.1** *Encourage transportation investments and land use decisions that are mutually supportive.*
- GV P1.2** *Locate new housing near existing jobs and new jobs near existing housing.*
- GV P1.3** *Encourage transit-oriented development.*
- GV P1.4** *Promote a variety of travel choices*

**Principle 2: Foster livability in all communities.**

- GV P2.1 *Promote infill development and redevelopment to revitalize existing communities.*
- GV P2.2 *Promote developments, which provide a mix of uses.*
- GV P2.3 *Promote "people scaled," walkable communities.*
- GV P2.4 *Support the preservation of stable, single-family neighborhoods.*

**Principle 3: Enable prosperity for all people.**

- GV P3.1 *Provide, in each community, a variety of housing types to meet the housing needs of all income levels.*
- GV P3.2 *Support educational opportunities that promote balanced growth.*
- GV P3.3 *Ensure environmental justice regardless of race, ethnicity or income class.*
- GV P3.4 *Support local and state fiscal policies that encourage balanced growth*
- GV P3.5 *Encourage civic engagement.*

**Principle 4: Promote sustainability for future generations.**

- GV P4.1 *Preserve rural, agricultural, recreational, and environmentally sensitive areas*
- GV P4.2 *Focus development in urban centers and existing cities.*
- GV P4.3 *Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.*
- GV P4.4 *Utilize "green" development techniques*

**CONCLUSION**

As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA. We recommend that you review the SCAG List of Mitigation Measures for additional guidance, and encourage you to follow them, where applicable to your project. The SCAG List of Mitigation Measures may be found here:  
[http://www.scag.ca.gov/igr/documents/SCAG\\_IGRMMRP\\_2008.pdf](http://www.scag.ca.gov/igr/documents/SCAG_IGRMMRP_2008.pdf)

**SUGGESTED SIDE BY SIDE FORMAT - COMPARISON TABLE OF SCAG POLICIES**

For ease of review, we would encourage the use of a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format. All policies and goals must be evaluated as to impacts. Suggested format is as follows:

The complete table can be found at: <http://www.scag.ca.gov/igr/>

- Click on "**Demonstrating Your Project's Consistency With SCAG Policies**"
- Scroll down to "**Table of SCAG Policies for IGR**"

SCAG Regional Transportation Plan Goals and Compass Growth Visioning Principles		
Regional Transportation Plan Goals		
Goal/ Principle Number	Policy Text	Statement of Consistency, Non-Consistency, or Not Applicable
RTP G1	Maximize mobility and accessibility for all people and goods in the region.	<b>Consistent:</b> Statement as to why <b>Not-Consistent:</b> Statement as to why or <b>Not Applicable:</b> Statement as to why
RTP G2	Ensure travel safety and reliability for all people and goods in the region.	<b>Consistent:</b> Statement as to why <b>Not-Consistent:</b> Statement as to why or <b>Not Applicable:</b> Statement as to why
RTP G3	Preserve and ensure a sustainable regional transportation system.	<b>Consistent:</b> Statement as to why <b>Not-Consistent:</b> Statement as to why or <b>Not Applicable:</b> Statement as to why
Etc.	Etc.	Etc.



# South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182  
(909) 396-2000 • www.aqmd.gov

Date Received:

MAY - 4 2012

LAWA Facilities Planning Division

May 1, 2012

Herb Glasgow, Chief Airport Planning I  
City of Los Angeles Los Angeles World Airports  
1 World Way, Room 218B  
Los Angeles, CA 90045

## Notice of Preparation of a CEQA Document for the LAX Northside Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

### Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. The lead agency may wish to consider using land use emissions estimating software such as the recently released CalEEMod. This model is available on the SCAQMD Website at: <http://www.aqmd.gov/ceqa/models.html>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM<sub>2.5</sub> emissions from construction and operational activities and processes. In connection with developing PM<sub>2.5</sub> calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM<sub>2.5</sub> emissions and compare the results to the recommended PM<sub>2.5</sub> significance thresholds. Guidance for calculating PM<sub>2.5</sub> emissions and PM<sub>2.5</sub> significance thresholds can be found at the following internet address: [http://www.aqmd.gov/ceqa/handbook/PM2\\_5/PM2\\_5.html](http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html).

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: [http://www.aqmd.gov/ceqa/handbook/mobile\\_toxic/mobile\\_toxic.html](http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html). An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

#### **Mitigation Measures**

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: [www.aqmd.gov/ceqa/handbook/mitigation/MM\\_intro.html](http://www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html). Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

#### **Data Sources**

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD staff is available to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. If you have any questions regarding this letter, please call Ian MacMillan, Program Supervisor, CEQA Section, at (909) 396-3244.

Sincerely,



Ian MacMillan

Program Supervisor, CEQA Inter-Governmental Review  
Planning, Rule Development & Area Sources

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LAX **NORTHSIDE**  
PLAN UPDATE

**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**

Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME Vicki Vaughn DATE 4/18/12  
ADDRESS 8433 Holy Cross Pl CITY Westchester ZIP 90045  
Email vicki@vickivaughn.com Phone 424.227.9948

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

- Noise levels! ~~≠~~
- AIR POLLUTION IF RUNWAY IS MOVED FURTHER NORTH
- Traffic issues and pollution caused by slow traffic

Additional comments:

Right now my house vibrates horribly every time a 777-EK takes off. Please do not move the runway further north!

Mailing Address: LAXNORTHSIDE  
C/O Herb Glasgow  
1 World Way  
P.O. Box 92216  
Los Angeles, CA 90009-2216

Website: LAXNORTHSIDE.org  
Email: LAXNORTHSIDE@LAWA.org

**LAX** **NORTHSIDE**  
PLAN UPDATE

**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**  
Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME Joann Duray DATE 4-18-12  
ADDRESS 8114 West 83rd St. #1 CITY Playa del Rey ZIP 90293-7854  
Email joannmduray@aol.com Phone 310 822-3144

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

We need neighborhood-serving facilities  
such as a hardware store in the retail  
area.

Additional comments:

Mailing Address: LAXNORTHSIDE  
C/O Herb Glasgow  
1 World Way  
P.O. Box 92216  
Los Angeles, CA 90009-2216

Website: LAXNORTHSIDE.org  
Email: LAXNORTHSIDE@LAWA.org



**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**

Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME LYNNE PAXTON DATE 4.18.12  
ADDRESS PO. BOX 10958 CITY BEVERLY HILLS ZIP 90213  
Email LYNNE.PAXTON@CAMOVES.COM Phone 310.285-7577

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

I AM VERY MUCH IN FAVOR OF THE DOG PARK,  
& SUPPORTIVE OF A FENCED LARGE DOG PARK,  
THE MAINTENANCE OF WHICH WOULD BE PAID  
FOR BY THE LEASE REVENUES FROM THE  
COMMERCIAL PROPERTIES (IF POSSIBLE).

I UNDERSTAND THE BUREAU OF SANITATION  
IS REQUIRING THE UNDERGROUND USE OF THE  
LAND WHERE PROPOSED DOG PARK IS. THEY  
SHOULD BE REQUIRED TO COMMIT TO SURFACE  
USAGE AS DOG PARK, & SO DEDICATE THE SURFACE  
IN THEIR LEASE (OR WHATEVER DOCUMENT

Additional comments: THEIR USAGE IS FORMATTED IN)  
PERHAPS BY GRANTING AN EASEMENT FOR  
SURFACE USAGE TO REC. & PARKS / CITY OF L.A  
FOR DOG PARK USAGE ONLY.

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1 World Way  
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Los Angeles, CA 90009-2216

Website: LAXNORTHSIDE.org  
Email: LAXNORTHSIDE@LAWA.org

**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**  
Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME BRIAN WALSH DATE 4/18/12  
ADDRESS 7456 W. 91<sup>ST</sup> ST CITY LA ZIP 90045  
Email BRIANWALSH7@GMAIL.COM Phone \_\_\_\_\_

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

1. PREFER NOTHING. LEAVE THE LAND THE WAY IT IS.
2. IF MUST HAVE BUILDINGS:
  - BLDGS NEXT TO WESTCHESTER PKWY, PARKING IN REAR (CLOSER TO HOMES)
  - BLDGS NO MORE THAN ONE STORY HIGH
  - NO WINDOWS FACING HOUSES.
3. NO ACCESS TO NEW DEVELOPMENT FROM NEIGHBORHOOD, ONLY WESTCHESTER PKWY ACCESS

Additional comments:

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1 World Way  
P.O. Box 92216  
Los Angeles, CA 90009-2216

Website: LAXNORTHSIDE.org  
Email: LAXNORTHSIDE@LAWA.org

LAX **NORTHSIDE**  
PLAN UPDATE

**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**

Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME Martin Askgaard DATE 4/18/12  
ADDRESS 8334 Delgany Ave CITY Playa Del Rey ZIP 90293  
Email martin@cargo.maritime.com Phone 310-895-5372

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

Very important that the recreation areas including a dog park, which could be controlled by access cards for people living in the area, like a \$10 - per year for the card subject to that you are living in the area.

This is for control and usage purpose. It has to be a "community center" and the dogs has to behave according to specific standards - but the key issue for local people only.

Additional comments:

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1 World Way  
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LAX **NORTHSIDE**  
PLAN UPDATE

**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**

Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME Yvonne Noro DATE 4-18-12  
ADDRESS 4240 Michael Ave CITY LA ZIP 90066  
Email ynoro@ca.rr.com Phone 310-821-7104

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

I'm only concerned with the dog park portion of the plan. My understanding is the current plan for park is 40yds x 40yds. They would make the park similar to the existing Playa Vista. I would want a larger park created, which included trees for shade, grass Not wood chips which cut up the dogs paws.

When the dog park is designed I would want the people who would be using it to have a say in the design

Additional comments:

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1 World Way  
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Los Angeles, CA 90009-2216

Website: LAXNORTHSIDE.org  
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**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**

Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME ALLEN OFFENITZ DATE 4/18/2012  
ADDRESS 8158 MANITOBA #3 CITY P.D.R ZIP 90293  
Email \_\_\_\_\_ Phone 310-827-4971

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

INCREASED AUTO TRAFFIC AROUND ST.  
BERNARD - FALMOUTH + WESTCHESTER PKWY  
DUE TO OFFICE USE. CLOSING OFF CUM  
~~KADL~~ LAUDE STREET ELIMINATES 360° ACCESS  
TO ST. BERNARD SCHOOL FOR FIRE FIGHTING  
AND SECURITY PURPOSES.

I WOULD THINK THAT A "BUFFER ZONE" ON  
NORTH SIDE OF LAX WOULD BE DESIRABLE FROM  
A SAFETY (PLANE CRASH) AND ANTI-TERRORISM  
STANDPOINT. DO MARKET RESEARCH SURVEYS  
SHOW A NEED FOR OFFICE /RETAIL IN THIS AREA?

Additional comments:

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1 World Way  
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Website: LAXNORTHSIDE.org  
Email: LAXNORTHSIDE@LAWA.org

LAX **NORTHSIDE**  
PLAN UPDATE

**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**

Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME Oscar, Philip & Frances Mata DATE 18 April 12  
ADDRESS 8620 Kittyhawk Ave CITY Westchester ZIP 90045  
Email l.h.construction@me.com Phone 310.410.2124

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

our main concern is the potential DOG PARK mentioned. This would be extremely beneficial to those living in the area who reside in townhouses/condos/apartments and who own dogs. I have seen MANY of all sorts and sizes in the area. It would also be most beneficial to us personally since we take our dogs every day to the El Segundo Dog Park - which in itself is a great place - but on weekends it does get kind of crowded and parking is almost impossible.

Additional comments:

Dog park is more than welcomed in this area. I will even provide the water bowls! a good size (LARGE) Dog park would be better  
Thank you for your consideration

Mailing Address: LAXNORTHSIDE  
C/O Herb Glasgow  
1 World Way  
P.O. Box 92216  
Los Angeles, CA 90009-2216

Website: LAXNORTHSIDE.org  
Email: LAXNORTHSIDE@LAWA.org

**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**

Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME SVETLANA BENDERSKI DATE 4/18/2012  
ADDRESS 8300 MANITOBA #231 CITY PDR ZIP 90293  
Email SVETLANAB@CA.PR.COM Phone 310 306 0099

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

1. All should be on your web site asap or move 5/2/12 public opinion date to future

2. Area I - larger dog park, gated, charge for entrance, build tree fence along the condo properties

Additional comments:

AREA I IS WHERE WILD ANIMALS LIVE

o

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1 World Way  
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LAX **NORTHSIDE**  
PLAN UPDATE

**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**

Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME Edgar Saenz DATE 4-18-12  
ADDRESS 7357 W. 85th St. CITY LA ZIP 90045  
Email \_\_\_\_\_ Phone (310) 410-3080

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

I am concerned by the absence of new open space. The plan retains current open space uses (golf course, stormwater catchment). It appears that the lot behind St. Bernard H.S. is slated for open space, which I support.

Additional comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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LAX **NORTHSIDE**  
PLAN UPDATE

**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**

Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME LINDA CHING-LEI DATE 4/18/2012

ADDRESS 8031 GEORGETOWN AVE CITY LOS ANGELES ZIP 90045

Email lctiger@yahoo.com Phone (310) 941-5312

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

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Additional comments:

LOOKS LIKE DOG PARK HAS A GOOD CHANCE OF GOING FWD (MY MAIN REASON)  
PARK COMING

POSSIBLE TO HAVE COMMUNITY GYM FOR ADULT USE - MADE AFFORDABLE  
(ESP. FOR INDOOR VOLLEYBALL). PARK ON LINCOLN/MANCHESTER WAS  
LAI D OUT INEFFICIENTLY AND HAS BECOME PROHIBITIVELY EXPENSIVE TO  
RENT.

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LAX **NORTHSIDE**  
PLAN UPDATE

**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**  
Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME Susan Foltz DATE 4/18/12  
ADDRESS 8640 Gulana Ave K-399 CITY PDR ZIP 90293  
Email Stoltz2123@gmail.com Phone 310 822-2938

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

We need DOG Parks! - Area I by Jet Pets  
and movie Theaters -

Additional comments:

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**LAX** **NORTHSIDE**  
PLAN UPDATE

**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**  
Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME Helga Gendell DATE 4-18-12  
ADDRESS 220 Waterview St. CITY Playardel Key ZIP CA 90293  
Email gendell@ca.rr.com Phone 310-302-8988

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

air quality - LEED bldgs - drought tolerant plants

Additional comments:

Dog park is a great idea - really needed in this area!

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1 World Way  
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Los Angeles, CA 90009-2216

Website: LAXNORTHSIDE.org  
Email: LAXNORTHSIDE@LAWA.org

**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**  
Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME Mariko Kahn DATE 4/18/12  
ADDRESS 13080 Mundanao Way CITY MDR ZIP 90292  
Email mariko60@verizon.net Phone \_\_\_\_\_

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

I am in favor of the leash-free dog park  
It is much needed and a great use of the  
land. More & more people have dogs and  
we need space for them. LA County is so  
backward in comparison to the Bay area in  
terms of acreage for dogs. There are fewer  
dog behavior problems and even fights between  
dogs when they have a place to run.  
Please think of these wonderful creatures.  
They bring so much comfort.

Additional comments:

Mailing Address: LAXNORTHSIDE  
C/O Herb Glasgow  
1 World Way  
P.O. Box 92216  
Los Angeles, CA 90009-2216

Website: LAXNORTHSIDE.org  
Email: LAXNORTHSIDE@LAWA.org

LAX **NORTHSIDE**  
PLAN UPDATE

**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**  
Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME Douglas C. MacLellan DATE \_\_\_\_\_

ADDRESS 8324 Delgany Ave., PDR CITY \_\_\_\_\_ ZIP 90293

Email MacLellanGroup@mac.com Phone 310-201-7722

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

We want a dog park in Area 1 on the west side  
of Falmouth, without this reasonable request we  
will boycott the entire project! Please take this request  
seriously!

Regards, D. MacLellan

Additional comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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LAX **NORTHSIDE**  
PLAN UPDATE

**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**  
Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME Nora MacLellan DATE 4/18/12  
ADDRESS 8324 Delgany CITY Playa del Rey ZIP 90293  
Email dougnora@aol.com Phone 310-301-7728

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

Dog Park!

Additional comments:

Dog Park.

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Annie Siegmann <smooches4pooches@gmail.com>

---

**Re: PLAYA DEL REY DOG PARK MEETING!!! JOIN US!!**

---

DixieLWilliams@aol.com <DixieLWilliams@aol.com>  
To: smooches4pooches@gmail.com

Sun, Apr 15, 2012 at 10:33 AM

**I SUPPORT A DOG PARK IN PLAYA DEL REY 100%! IT IS DEFINITELY NEEDED AND WOULD BE A BENEFIT TO ALL THE WONDERFUL DOGS WHO LIVE HERE AND TO THEIR WONDERFUL, RESPONSIBLE GUARDIANS!!!!!!!!!!!!!!**

**A LONGTIME RESIDENT ON MANITOBA STREET ----DIXIE WILLIAMS (CAT OWNER, BUT ALSO A DOG LOVER!)**

In a message dated 4/15/2012 10:04:38 A.M. Pacific Daylight Time, smooches4pooches@gmail.com writes:

---



April 16, 2012

Robin Rosebrook  
8117 Manitoba Street # 2  
Playa del Rey, CA 90293

To Whom It May Concern:

I would like to take this opportunity to go on record as being in favor of a new dog park in Playa del Rey. I am taking the time to write this letter, in spite of the fact that I am not a dog owner, nor do I intend to be in the future.

I am basing my support on the fact that there are so many doggies in our neighborhood. I can't imagine that a nearby place where dogs and their owners could go to enjoy and area designated for their use, would not be a great asset to our community. This is particularly true given the fact that as far as I know, the proposed area is currently not being used at all.

Thank you for taking the time to consider the opinions and wishes of our community.

Regards,  
Robin Rosebrook

To whom it may concern:

I am in most in favor of a dog park in Playa del Rey. We really do need one and I am, for one, tired of telling people when I show them around to purchase a home that they can go to El Segundo or Playa Vista for a dog park.

I have long attended the dog park in El Segundo and I would think it would be such an asset to our town. As a real estate agent, I know that the availability of parks for our community members is a really important item when purchasing a property.

We have so many dogs in the neighborhood and we all know each other but we don't have any place to go and let our dogs off leash to "be dogs".

A couple of rules to consider:

My dog is licenced, well behaved and up on all shots. I think we should make it a requirement by posting a sign as does El Segundo.

I would limit the dogs being brought in to possibly three as that would limit dog walkers coming in with large amounts of dogs that can not be adequately watched.

Also, there should be a sunset to sunrise rule as they have in El Segundo so that neighbors would not be impacted.

Last but not least. There needs to be a double gate for safe entry and exit of the dogs.

Thanks for your consideration and thanks for the dogs.

Christina McCole  
8227 Redlands  
310-823-5404

**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**

Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME Stephanie Beckman DATE 4/21/12  
 ADDRESS 8635 FAIRMOUTH #301 CITY Puaya Del Rey ZIP 90293  
 Email beckmans@earthlink.net Phone (310) 823-4163

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

- IMPACT ON BLUE BUTTERFLY HABIT AREA (PRESERVE)
- IMPACT OF STORM WATER RUNOFF ON AQUIFER ! OCEAN WATER  
 - TOXINS INTRODUCED TO AQUIFER (TMDL)  
 - SOIL COMPACTION & STABILITY
- SANITATION : WATER RESOURCES TO SUPPORT DEVELOPMENT
- TRAFFIC LOAD ON RECENTLY PRESERVED BANONA WETLANDS
- TRAFFIC LOAD ON PERSHING NORTHBOUND ! MITIGATION THAT WOULD NOT IMPACT BANONA WETLANDS
- TRAFFIC LOAD PAST ST. BERNARD HIGH ON FAIRMOUTH  
 - POTENTIAL HAZARD TO STUDENTS INCREASE TRIPS ON FAIRMOUTH
- LIGHT ! NOISE IMPACT TO RESIDENCES ON FAIRMOUTH
- IMPACT ON NEIGHBORHOOD EMERGENCY RESOURCES

Additional comments: TRAFFIC DELAYS TO EMERGENCY VEHICLES  
IMPAIRMENT OF EVACUATION

- IMPACT OF TRAFFIC ON VISTA DEL MAR WITH
- # PROPOSED DEVELOPMENT OF CURVED VISTA  
CARTRIPS ON FAIRMOUTH, PERSHING, VISTA DEL MAR, NICHOLSON, CULVER, MARCHESSAULT
- VISUAL & EXPERIENCIAL IMPACT OF COMMERCIAL OF
- RESIDENTIAL AREA IMPACT ON PROPERTY VALUE OF RESIDENTIAL

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 Email: LAXNORTHSIDE@LAWA.org

LAX **NORTHSIDE**  
PLAN UPDATE

**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**  
Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME Nora MacLellan DATE 4/20/12  
ADDRESS 8324 Delgany CITY Playa del Rey ZIP 90293  
Email dougnora@aol.com Phone 310-306-7728

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

① want a dog bart - located near Jet Pets  
West of Falmouth

② would like to see a walk-way / xeroscape Garden  
along the Propert from St. Bernards to Otis

Additional comments:

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LAX **NORTHSIDE**  
PLAN UPDATE

**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**  
Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME Booker Pearson DATE 4/21/2012  
ADDRESS 8331 Delgany Ave CITY Pd R ZIP 90253  
Email Booker.PEARSON@VERIZON.NET Phone 310 827 6754

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

We need a dog PARK south of Falmouth  
NEAR Jet Pts!  
Booker Pearson

Additional comments:

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**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**  
Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME Toni Wright DATE 4/18/12  
ADDRESS 8114 Manitoba St. CITY PDR ZIP 90293  
Email \_\_\_\_\_ Phone 310-822-0627

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

- ① Construction  
Noise — noise abatement plans
  - ② traffic impact on local PDR  
community and Westchester Pkwy
  - ③ Population density impact on  
local PDR neighborhood
  - ④ Please provide realistic dates for  
likely commencement of development
- Additional comments:  
low density  
low building heights  
small — less — as little as  
feasible development is requested  
by this neighbor

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LAX **NORTHSIDE**  
PLAN UPDATE

**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**  
Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME ANNA BERESTEN DATE 04/21/12  
ADDRESS 27003 Springcreek Rd. CITY Rancho Palos ZIP 90275  
Verdes, CA  
Email annabere@gmail.com Phone \_\_\_\_\_

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

- noise during construction & operational phase
- water sanitation impact (noise, pollutants released during operation / air quality). My condo back into jet neb so clam interested in that area and the impacts on it. (construction & operational phase)

Additional comments:

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LAX **NORTHSIDE**  
PLAN UPDATE

**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**

Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME Richard J. Sauschuck DATE April 21, 2012  
ADDRESS 8160 Manitoba St #312 CITY P.A.R. CAL ZIP 90293  
Email RSauschuck@CA-RR.com Phone 310-562-9061

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

My unit Faces Area 1. you put a park there you  
will increase the noise levels the Home owners Have.  
We already have loud noise from St. Bernards Football  
games AND Bright Lights, now, more lights for a  
Football Field in Area 1  
Also, it will bring in the "gang Bangers" in our Area!  
they already Destroy Del Rey Lagoon where the  
Basketball Court are! and increase crime!  
NO park in Area 1

Additional comments:

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LAX **NORTHSIDE**  
PLAN UPDATE

**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**  
Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME ~~LYNZE~~ LYNZE BROWNING DATE 4/21/12  
ADDRESS 8512 TUSCANY BLVD 316 CITY PDR ZIP 90295  
Email Lynzee720@gmail.com Phone 310 456 0428

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

TRAFFIC - MANAGEMENT IS IMPORTANT  
① SO FEWER VEHICLES ARE USED  
② LIMIT USE OF FACILITY UPKEEP  
VEHICLES - TRUCKS  
REDUCE OR LIMIT EMISSIONS, NOISE,  
AND VOLUME FROM TRAFFIC  
INCREASE PLANTS TO HELP

Additional comments:

DOG PARK - VERY MUCH NEEDED +  
WANTED - !! MUST HAVE GRASS !!  
IMPORTANT NO WOOD CHIPS - They are  
dirty, house picks, dogs  
don't like them  
Thank you

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LAX **NORTHSIDE**  
PLAN UPDATE

**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**  
Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME S. KRADEN DATE 4/21/2012  
ADDRESS 8650 GULANA CITY P.O. R. ZIP 90293.  
Email alevy64795@aol.com Phone 310-822-3927

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

Would like an LAPD  
sub station somewhere in  
this plan

either next to Fire station  
or on corner of Lincoln + Manchester  
or on 12 A West

We need L.A.P.D., as well as  
airport police. Airport police cannot  
Additional comments: enter high schools.

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LAX **NORTHSIDE**  
PLAN UPDATE

**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**  
Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME Dayle Ricciardi DATE 4-21-12  
ADDRESS 8707 Falmouth Ave #210 CITY Playa Del Rey ZIP 90293  
Email incognito2wo@ca.rr.com Phone 310-822-6034

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

noise  
pollution  
traffic congestion  
green building + environment  
all topics on your environmental topics and  
technical studies list  
parking lots can be beautiful - see the one  
at Culver + Venice w/ the Albertsons which  
has beautiful trees.

Additional comments:

Of course, using open land for building is sad, but  
if the architecture is pleasant to the eye (not  
garish and cheap looking) goes w/ the terrain and is green  
people will be more supportive. Let this project be a  
shining model for Los Angeles to share w/ other cities.  
If we put our minds to it we can create beauty and

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allow for  
businesses to prosper.

LAX **NORTHSIDE**  
PLAN UPDATE

**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**  
Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME Richard Ricciardi DATE 4.21.12  
ADDRESS 8707 Falmouth Ave #210 CITY PLAYA DEL REY ZIP 90293  
Email incognitwo@ca.rr.com Phone 310.822-6034

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

noise  
pollution  
Public Safety  
maintaining property values

Additional comments:

I am against the proposed park by jet pets  
having a soccer field, basket ball court -  
anything that can attract gang activity, let it be  
a dog park. we already have the night games  
at St. Bernard and we think we get car break-  
ins because of that,

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LAX **NORTHSIDE**  
PLAN UPDATE

**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**  
Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME Delicia Kuchner DATE 4-21-12  
ADDRESS 8105 Redlands St - CITY Blayne Kelly ZIP 90293  
Email Mussardha914@Verizon.net Phone 310-821-0356

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

The neighborhood is requesting a dog park,  
the park should be with grass and not  
with wood chips, as dogs do not like to  
walk on it.  
also the traffic should be limited to  
cars and not big trucks -

Additional comments:

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**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**

Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME Gregg Aniolek DATE 4/21/12  
ADDRESS 8515 Falmouth Ave #310 CITY Playa Del Rey ZIP 90293  
Email gregg.aniolek@gmail.com Phone \_\_\_\_\_

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

Bikes, Bikes, Bikes!!!  
Make sure there are plenty of secure places  
to lock, repair, store Bikes to encourage  
this more environmentally friendly habit.  
Heavy vehicle traffic is something  
that PDR can do without.

Additional comments:

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LAX **NORTHSIDE**  
PLAN UPDATE

**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**

Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME EVENING WRIGHT DATE 04/21/2012  
ADDRESS 6758 W 87th ST CITY WESTCHESTER ZIP 90045  
Email EVEFEKT@GMAIL.COM Phone \_\_\_\_\_

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

My MAIN CONCERN IS REGARDING THE AREA DESIGNATED AS "AREA 12A, EAST". I HAVE RECENTLY MOVED INTO THE NEIGHBORHOOD DIRECTLY N/W OF THAT AREA. PART OF WHAT ATTRACTED ME TO THIS PARTICULAR PORTION OF THE WESTCHESTER NEIGHBORHOOD WAS THE FACT THAT IT WAS QUIET, AND THE STREETS LESS TRAVELED THAN OTHER AREAS. I BELIEVE THAT THE PROPOSED USE OF "AREA 12A EAST" FOR OFFICE SPACE AND RETAIL WOULD DIRECTLY IMPACT THE QUALITY OF LIFE IN MY NEIGHBORHOOD IN A NEGATIVE WAY. I BELIEVE THERE WOULD BE AN INCREASE IN VEHICULAR AND PEDESTRIAN TRAFFIC THROUGH THE NEIGHBORHOOD WHICH IN TURN WOULD CAUSE AN INCREASE IN CONGESTION AND POLLUTION. IN ADDITION, INCREASED

Additional comments:

TRAFFIC, ULTIMATELY MEANS INCREASED CRIME; BY DRAWING MORE PEOPLE INTO OUR NEIGHBORHOOD THIS PROJECT IS INCREASING THE LIKELIHOOD THAT MYSELF AND MY NEIGHBORS WILL BE THE VICTIMS OF CRIME. AT THE VERY LEAST I WOULD REQUEST THAT THE TRAFFIC LIGHTS LOCATED AT EMERSON NEAR THE FIRE STATION

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OVER →

REMAIN IN PLACE. IN ADDITION THERE SHOULD BE SOME MEASURES TAKEN TO PREVENT TRAFFIC FROM TRAVELING THROUGH THE NEIGHBORHOOD OFF OF MANCHESTER AND LA TIJERA. I TRULY BELIEVE THAT THE INCREASED CONGESTION WILL NEGATIVELY IMPACT PROPERTY VALUES IN THE AREA. ~~HOWEVER~~ OBVIOUSLY THIS IS DETRIMENTAL TO THE HOMEOWNERS BUT ULTIMATELY IT WILL BE DETRIMENTAL ~~TO~~ TO THE CITY AND COUNTY, THROUGH LOWER PROPERTY SALES AMOUNTS AND LOWER PROPERTY TAXES. THE CITY HAS AN OBLIGATION TO ASSIST HOMEOWNERS IN PROTECTING THEIR INVESTMENTS; WE INDIVIDUALS WHO BOUGHT HOMES IN THE CITY, DIDN'T JUST INVEST IN OUR HOMES, WE INVESTED IN THE CITY AND THE NEIGHBORHOOD AS WELL. I WOULD PREFER TO SEE OPEN SPACE USE IN "AREA 12A EAST" TO PROVIDE THE NEIGHBORHOOD WITH A BUFFER BETWEEN US AND THE ~~THE~~ INCREASED COMMERCIAL AND RETAIL SPACE OF "AREA 11," AND THE SEPULVEDA CORRIDOR IN GENERAL. THERE SHOULD BE STEPS TAKEN TO PREVENT ~~OF~~ OUR NEIGHBORHOOD STREETS FROM BECOMING AN OVERFLOW PARKING LOT, SUCH AS PERMITTED STREET PARKING, OR ROAD RESTRICTIONS FOR "LOCAL TRAFFIC ONLY".





# NORTHSIDE

PLAN UPDATE

## COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE

Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME Robinsons DATE 4/21/12  
ADDRESS 7712 Paseo Del Rey #4 CITY Playa Del Rey ZIP 90293  
Email jmateo@alumni.usc.edu Phone 323.251.6117

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

1. How the "Future Transit Station" near <sup>envisoned</sup> La Tijera + Westchester Pkwy will be integrated with the proposed pedestrian/athletic pathway proposed to run the length of Westchester <sup>(northside of)</sup> Pkwy + how that will impact vehicular + non-vehicular users' experience; Furthermore, what is biker/walker/runner experience on Northside of Pkwy?
2. Encourage study of idiosyncratic qualities particular to biker/walker/runner along Westchester Pkwy + incorporate those qualities into how the Northside Plan can be developed; Study if perhaps non-vehicular use would be better suited on south side of Westchester Pkwy to create virtually

Additional comments:

continuous path from Sylvestra to Pershing (possibly integrate with existing dirt path along Water view Street) so those activities can be uninterrupted by new commercial traffic at new parking lots + La Tijera intersection; Additionally, the landscaping should possibly mimic the somewhat majestic/intimate existing quality of the neighborhood/Westchester Pkwy.

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# NORTHSIDE PLAN UPDATE

## COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE

Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME \_\_\_\_\_

DATE \_\_\_\_\_

ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ ZIP \_\_\_\_\_

Email \_\_\_\_\_ Phone \_\_\_\_\_

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

3. How will new/additional public transit lines (i.e. buses) be incorporated? ~~§~~ Suggest routing, if any, along main routes, i.e. Lincoln, to avoid congestion within Playa del Rey community. Playa del Rey is so small + isolated that if Lincoln + Sepulveda are congested, have found sometimes it is difficult to even leave the community. Traffic is noticeably more congested in summer with beach goers.

4. How will new traffic impact the wetlands + lagoon wildlife?

5. I think the efforts on establishing building heights + s.f. are a great improvement on old plan. I hope the qualities of

Additional comments:

the Playa community as is today can be carried through development. Most concernably, our neighborhood is intimate + small scale. Although the development would increase traffic, hopefully can be done in a thoughtful considerate way... For example

(TURN OVER) →

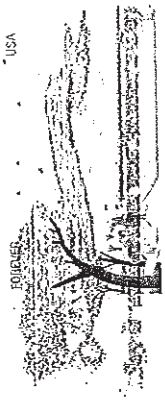
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new lighting that emphasizes the intimacy of the neighborhood while supporting the security + activities of the community (bad lighting example: Westchester High School solar shades @ parking lot... the lights are too bright a fluorescent and clash with the intimate immediate surrounding) Also residents west of Lincoln are not used to typical "commercial noise pollution" (ex: on airport)... how to mitigate?

6. Allow for small scale businesses to occupy new retail space (survey residents on desires/needs); Disallow "big box" stores to occupy new development.
7. PDR is one of the last remaining neighborhoods where ~~it~~ it is relatively easy to park (as a resident) on the street. While the Plan does not have additional residential development proposed, how will new program elements affect neighborhood streets? (i.e. parking availability... will lots be closed at night? ... is there enough pkg. to support program?)
8. How will traffic of new work commuters affect commute of residents?
9. How to ensure successful implementation of infrastructure with involved groups? (Ex: paving on Pershing, between Westchester Pkway + Imperial Hwy is poor... Was traffic not anticipated correctly? How do we avoid poor construction/development?)
10. Lastly, can LAWA look into a more <sup>(aesthetically)</sup> pleasing security buffer/fence that surrounds the unoccupied land West of Pershing? (i.e. Change chain link fence + concrete barricades)

Robinson  
7712 Paseo Del Rey, #4  
Playa Del Rey, CA  
90293



LOS ANGELES, CA 90009  
MAY 24 1994

Received  
5/9/12  
*[Signature]*

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Los Angeles, California  
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90009221616

From: [TRIFILETTI, LISA](#) on behalf of [LAX Northside Project](#)  
To: [Siranosian, Veronica](#); [Joan Kradin](#)  
Subject: FW: My thoughts on the LAX Northside Project  
Date: Wednesday, May 02, 2012 3:46:02 PM

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Please see email and include as part of the official NOP comments.

-----Original Message-----

From: Kris Showman [<mailto:mymail@krisshowman.com>]  
Sent: Tuesday, May 01, 2012 9:44 PM  
To: LAX Northside Project  
Subject: My thoughts on the LAX Northside Project

To whom it may concern:

I'm sending this email in the hopes that my voice will be heard in this matter.

I've been a resident of Playa del Rey since 1996, and have always enjoyed living next to the undeveloped areas surrounding LAX. Every spring many of these locations are covered with wildflowers. Many types of wildlife inhabit the location, such as racoons, possums, foxes and squirrels. Herons and snowy egrets visit the area on occassion. Last fall, for the first time, I heard a pair of owls hooting nearby. Though we didn't know it at the time of our purchase, our residential property came equipped with a possum!

I would hate to see anything interfere with the natural beauty of the area and would prefer that we leave it as it is.

Kris Showman  
8300 Manitoba St. Unit #231  
Playa del Rey, CA 90293  
(310) 306-0099  
[mymail@krisshowman.com](mailto:mymail@krisshowman.com)

## DANNA COPE

Mr. Herb Glasgow  
Los Angeles World Airports  
1 World Way, P.O. Box 92216  
Los Angeles, CA 90009-2216

[laxnorthside@lawa.org](mailto:laxnorthside@lawa.org)

Re: **LAX Northside Plan Update**

Dear Mr. Glasgow:

I agree with the comments made by the Los Angeles International Airport Area Advisory Committee regarding the scoping process for the LAX Northside Plan Update.

Two areas however, need further clarification.

One is the additional strain on the severely limited water supplies for our desert-area metropolis. Offsets in terms of reduction of existing water usage need to be included to accommodate the increased usage of the planned development in LAX Northside. Mandates to utilize and facilities for generating grey water should be established throughout the Plan area. Usage of Hyperion-treated wastewater should be included where appropriate.

If soils and other materials are transferred from or to other LAX sites, the danger of hazardous wastes may be increased. Measures must be included to control dust, especially fugitive hazardous waste dust, at all times, preferably by covering the material. If watering down the area is allowed for dust control, it must be done on a 24-hour basis (not just during daytime shifts). Also, there may be some mineral impact if excavation exceeds the levels done for the former residential areas (as would be the case in Area A for the Los Angeles Department of Water and Power storm runoff basin), or if old oil pipelines, which may be leaking, are discovered.

In general, this scoping process has been one of the most thorough and complete plans that LAWA has presented. Congratulations to the LAWA staff, especially Lisa Trifiletti, for outstanding work.

I look forward to working with LAWA staff on the planning process for the LAX Northside Plan.

Sincerely,

Danna Cope  
8219 Reading Avenue  
Westchester, CA 90045  
310 641-2503

[dannacope@gmail.com](mailto:dannacope@gmail.com)



M. Debra Reno, CPA

528 Arizona Avenue, Suite 205  
Santa Monica, CA 90401

tel: (310) 587-2380  
fax: (310) 587-2382  
e-mail: [debra@mdrenocpa.com](mailto:debra@mdrenocpa.com)  
web: [www.mdrenocpa.com](http://www.mdrenocpa.com)

Member of the  
American Institute  
of Certified Public  
Accountants

April 18, 2011

**Date Received:**

Mr. Herb Glasgow  
Chief of Airport Planning I  
City of Los Angeles  
Los Angeles World Airports  
World Way, Room 218B  
Los Angeles, CA 90045

**APR 23 2012**

**LAWA Facilities Planning Division**

Dear Mr. Glasgow:

The north runway project and development of the areas on the Westchester Parkway continues to move ahead despite the negative public outpouring and economic issues that seem to controvert the necessity for the constructions.

The runway construction and movement north may be required. Updating the Los Angeles Airport Facility is required for safety and security. Aesthetics are something that are not required at this time and in this economic climate.

It would seem that the construction proposed by the LAWA along Westchester is simply a method to raise money for the unnecessary aesthetics for the second phase of the LAX airport renovation.

As a CPA licensed in California and Florida, I have seen the deleterious effects of rampant construction for the sake of construction. In the El Segundo and the surrounding areas there are a plethora of empty warehouse, commercial and office space available for businesses to use. Building a new campus is unnecessary. The proximity of these empty facilities is close enough to service the LAX ancillary businesses.

If you review Florida's trends – they have not fared well with these types of projects oin the last decade because of the bloated “build just to build” mentality.

The traffic congestion, construction noise, bad element of homeless people and thieves that always follow construction and loss of park space overshadow the usefulness of the construction itself.

Leave the area as a park for the residents and visitors to use. Charge a fee for usage if needed. To enjoy the airport view of airplanes taking off and landing in a park setting would make the area a much more pleasant area for visiting.



Mr. Herb Glasgow  
Chief of Airport Planning I  
City of Los Angeles  
Los Angeles World Airports  
April 18, 2012  
Page Two

Having another half empty, useless building on a street that cannot tolerate heavy traffic seems a waste of time and taxpayer money – just so LAX can have makeover. Like other bloated governmental agencies, LAWA is proposing these changes when there is no economic reason at this time to promote this type of construction.

Unfortunately, as with most of government and their agencies these days, our comments will be falling on deaf ears and these requests for comments are simply form over substance. I would be most interested in seeing if anyone is listening out there. These plans are making Playa Del Rey and El Segundo less appealing as wonderful beachside communities for people to populate.

I look forward to the next installment of these proceedings. Your comments will be gratefully accepted, but I doubt the responses will be anything other than the touting of the project regardless of the local residents' point of view.

Very truly yours,



M. Debra Reno

MDR/nds

From: [TRIFILETTI, LISA](#) on behalf of [LAX Northside Project](#)  
To: [Siranosian, Veronica](#); [Joan Kradin](#); [Mehta, Kavita](#)  
Cc: [GLASGOW, HERB](#)  
Subject: FW: Comment on the scope of the EIR for the LAX Northside Plan Update  
Date: Tuesday, April 24, 2012 1:23:19 PM

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-----Original Message-----

From: doc.dough@verizon.net [<mailto:doc.dough@verizon.net>]  
Sent: Wednesday, April 18, 2012 9:21 PM  
To: LAX Northside Project  
Cc: TRIFILETTI, LISA; Pat Gibson  
Subject: Comment on the scope of the EIR for the LAX Northside Plan Update

Some parts of the Westchester/Playa del Rey area are impacted more by traffic noise than they are by aircraft noise.

Based on answers I received during the community outreach session on 18 April at the St Bernard High School gym to my question about how the noise baseline will be established for the EIR, (it will apparently be based on data collected from the existing LAX noise monitoring system) it appears that existing traffic noise hot spots will go unmeasured and thus local area resident complaints of increased traffic noise after plan implementation cannot be met with fact-based rebuttals.

I suggest that an analysis be performed to identify high surface traffic noise sources/zones that are not being captured by the existing LAX noise monitoring system (which seems to be aimed exclusively at collecting aircraft noise) and make specific baseline collections to document a valid traffic noise baseline within the impacted areas.

Doc Dougherty  
Playa del Rey

From: [TRIFILETTI, LISA](#)  
To: [Joan Kradin](#); [Siranosian, Veronica](#)  
Subject: FW: Northside Plan Update  
Date: Wednesday, May 02, 2012 3:45:41 PM

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Please see email and include as part of the official NOP comments.

-----Original Message-----

From: LAX Northside Project [<mailto:laxnorthside@lawa.org>]  
Sent: Wednesday, May 02, 2012 2:05 PM  
To: TRIFILETTI, LISA; MARTINEZ-SIDHOM, BRENDA  
Subject: FW: Northside Plan Update

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From: donaldfast@ca.rr.com[SMTP:DONALDFAST@CA.RR.COM]  
Sent: Wednesday, May 02, 2012 2:05:03 PM  
To: LAX Northside Project  
Subject: Northside Plan Update  
Auto forwarded by a Rule

I agree with the plans as set forth in the Northside Plan Update. And, I would like to see further airport / runway expansion, as needed, on the Airport Property south of Westchester Parkway, so we can maintain a viable and competitive airport for the region.

Thanks and good job. Sincerely, Donald Fast (property owner/ resident)

8137 Billowvista Drive  
Playa del Rey, CA 90293-7805

P: (310) 822-2717  
C: (310) 849-3106

# Drollinger

P R O P E R T I E S

April 20, 2012

Herb Glasgow, Chief of Airport Planning I  
City of Los Angeles  
Los Angeles World Airports  
1 World Way, Room 218B  
Los Angeles, CA 90045

RE: Notice of Preparation for Draft Environmental Impact Report for Los Angeles International Airport (LAX) Northside Plan Update

Dear Mr. Glasgow:

The following comments are prepared by the Drollinger Properties (“Drollinger”) in response to the Notice of Preparation (“NOP”) for the Los Angeles International Airport (“LAX”) Northside Plan Update.

Drollinger has owned commercial property in Westchester for more than 60 years. We have been through many iterations of LAX development and there are no commercial properties that have a longer history or closer proximity to LAX than HBD’s properties on the North side of the airport.

Drollinger’s commercial real estate holdings include the Ralph’s Supermarket Center adjacent to the Northside Parcel 11 property and the Drollinger office building and parking garage on the East side of Parcel 11.

As such, our interest in the Northside is to see that it is developed responsibly in a way that will contribute to the vitality of the commercial district, bring employment to the community and still preserve the quality of life that we, as business owners and residents of Westchester and Playa del Rey, enjoy.

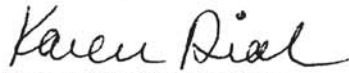
Representatives of Drollinger have attended all of the Northside workshops conducted by Lisa Trifiletti and her project team. It is the opinion of Drollinger that this process has been open and informative and we applaud those efforts of inclusion.

We are excited by the prospects of redevelopment of these parcels of property and are in agreement with the initial land uses proposed by the project team.

We also believe that allowing the project team to obtain entitlements, development standards and design guidelines for the project will enable future development to proceed with a higher level of predictability.

We appreciate the opportunity to comment on this Notice of Preparation and look forward to continuing our engagement with the project team in the development and entitlement of the Northside Plan.

Sincerely,

A handwritten signature in cursive script that reads "Karen Dial".

Karen Drollinger Dial

President

Drollinger Company

April 30, 2012

"LAX Northside Plan"

The Argonaut, Helga:

Herb Glasgow, Chief of  
Airport Planning.

Why would you think it is  
OK to build in this area, where  
homes were already removed. We do  
not need any of those things,  
most all of, which we already  
have in Westchester, Westchester  
Parkway is a wonderful Rd. &  
hardly ever crowded, which is  
very rare in this area or any  
place, today, what is the  
matter with open space?  
So little left!

Jeanne Moody  
Jeanne Moody  
50 yr. resident  
Playa del Rey

310 823-0315  
7023 Tro Way Way  
Playa del Rey Ca. 90293

**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**

Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME Lila Maloof DATE 4-20-12  
ADDRESS 8707 Falmouth Av Unit 102 CITY Playa del Rey ZIP 90293  
Email LJMalooof@hotmail.com Phone (310) 306-3305

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

1) In area 1 of proposed development where there are ball parks and dog park being proposed; would like to see picnic tables; barbecues; walking trails; sitting areas; small fountain.

2) In Westchester Square; would like to see more restaurants from major chains and shopping from major chain stores. Also would like to see a movie theater.

Additional comments:

3) Would like to see a playground in Area 1 as well. There are a number of small children in the area that would enjoy it.

Mailing Address: LAXNORTHSIDE  
C/O Herb Glasgow  
1 World Way  
P.O. Box 92216  
Los Angeles, CA 90009-2216

Website: LAXNORTHSIDE.org  
Email: LAXNORTHSIDE@LAWA.org

**COMMENT ON THE SCOPE OF THE ENVIRONMENTAL IMPACT REPORT FOR THE LAX NORTHSIDE PLAN UPDATE**

Please suggest topics to be studied in the environmental analysis of the LAX Northside Plan Update Environmental Impact Report.

NAME Michelle Valencia DATE 4.17.12  
ADDRESS 7449 W. 91st Street CITY LA ZIP 90045  
Email svalencia9@aol.com Phone (310) 910-0012

Please list the environmental issues that you are concerned with and would like to see addressed in the Environmental Impact Report. Please be as specific as possible:

- Buildings to be closer to Westchester Parkway and Parking lot to be closer to homes on 91st street - buffer zone
- No access to residential community (especially through Rayford and Stanmoor
- Buildings closest to homes on 91st Street to be designated as single story - those more removed to be multiple levels
- No lighting to be shined into backyards or homes on 91st street
- LAPD or LAXPD to provide security to buffer zone & greenbelt - NOT PRIVATE SECURITY

Additional comments:  
Running trail and/or Dog Park included into final design.

Mailing Address: LAXNORTHSIDE  
C/O Herb Glasgow  
1 World Way  
P.O. Box 92216  
Los Angeles, CA 90009-2216

Website: LAXNORTHSIDE.org  
Email: LAXNORTHSIDE@LAWA.org



M. VALENCIA  
7449 W. 91ST ST.  
LA CA 90045

LAX NORANSIDE  
c/o Herb Glasgow  
1 WOND WAY  
P.O. BOX 92216  
LOS ANGELES, CA 90009-2216

Received  
4/27/12

LOS ANGELES CA 900

25 APR 2012 PM 12 L



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9009221615



**From:** [TRIFILETTI, LISA](#)  
**To:** ["joan@greerdailey.com"](mailto:joan@greerdailey.com); [Siranosian, Veronica](#)  
**Subject:** Fw: LAX Northside Plan Comments  
**Date:** Thursday, May 03, 2012 7:56:04 AM

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**From:** LAX Northside Project [mailto:laxnorthside@lawa.org]  
**Sent:** Wednesday, May 02, 2012 11:40 PM  
**To:** TRIFILETTI, LISA; MARTINEZ-SIDHOM, BRENDA  
**Subject:** FW: LAX Northside Plan Comments

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**From:** Mike Davison[SMTP:SFWEDGE@GMAIL.COM]  
**Sent:** Wednesday, May 02, 2012 11:40:25 PM  
**To:** LAX Northside Project  
**Subject:** LAX Northside Plan Comments  
**Auto forwarded by a Rule**

Hello,

A few random comments:

1. The 127 acres of open space at the west end of the area looks good, but since your website notes that LAWA cannot build or maintain open space or recreational facilities (Why can't LAWA build or maintain open space? What about Parcel 12, Westchester Park? What about the park south of In-N-Out on Sepulveda?), I am concerned that in the end there will be no open space component of this development. I don't think Jets Pets is going to build a park around its property. If LAWA can't maintain recreational facilities, I have to assume LA City Recreation and Parks runs Westchester Park (Parcel 12), so couldn't the City of LA build and maintain the open space/recreational facilities? I'm not going to hold my breath waiting for some munificent developer to build a 127-acre park. It seems to me you're trying to win community support for this project by promising a park whose chances of getting built are slim.

2. I like the idea of Otis Art Institute and St. Barnyards being able to expand on nearby vacated land, and I hope each will have the first opportunity at the land each desires.

3. I very much want to see Emerson Avenue opened up to thru traffic north of Westchester Parkway. Emerson was a thru street for 40+ years or whatever, so it wouldn't be like an entirely new street. Currently, one must detour east to La Tijera, which is inconvenient, especially after heading east on Westchester Parkway, because one must then make a U-turn at La Tijera and El Manor to go back west on 88th Street to catch Emerson. (Yeah, I know the gate in front of the fire station will open northbound if you go slow, but I'm assuming that's not a long-term solution.)

3A. On a related note, I don't see how you are going to be able to make a left from eastbound 88th Street onto NE-bound La Tijera after parcels 11 and 12E get

developed. There will be too much traffic. If you put in a signal there, that would be three signals in a short space (that one, La Tijera/Sepulveda Westway, and La Tijera/Westchester Parkway) and probably not a good thing. Add to that people making a U-turn at La Tijera/El Manor because Emerson is blocked, and it seems like traffic will be a mess there.

4. May I suggest that the extreme southwest portion of parcel 12E (immediately south of the fire station) be set aside as parking for the community meeting room at the fire station? That room gets a fair amount of use by various community organizations, and as the area gets developed, it will be difficult to park for meetings at the fire station (there is no public parking on the fire station property).

5. I am concerned about additional traffic on Pershing, and then on Nicholson and Culver, so please reduce the square footage developed in areas 2 and 4. And it would be nice if Falmouth could be extended to Culver, especially since there's already a Gas Co. road there.

6. The square footage of the mixed-use/commercial area seems a little high as-is, and I would not want to see that zoning transferred to another parcel if LAX moves the north runway north, preventing any development on parcels 11 and 12E. And I don't want to see the north runway moved north, although I realize that's not part of this project.

7. I understand the need to avoid attracting the wrong kind of birds and animals, but I would favor native vegetation wherever possible. I often see hawks and other raptors flying in the area along Westchester Parkway now, and I'd like to continue to do so in the future.

8. Will sound walls, similar to what's already along 88th Street, be built in the green buffer to protect the neighborhoods west of Lincoln? If they work and can be landscaped attractively, I'm for them.

9. Is someone building a trail from Westchester Parkway down to Lincoln, next to the golf course? There's a bench and stairs, but it seems like you're walking at least part way in a concrete drain. In any event, I think the trail is a good idea, even if it's not part of this project.

10. I am wondering why the bike path on Westchester Parkway is painted in the left-hand side -- next to traffic -- of the curb lane, rather than on the inside. Wouldn't the bike lane be a little safer on the inside? Again, probably not part of this project, I know, but still . . . .

Thanks for your time,

Mike Davison  
8033 Denrock Avenue  
Los Angeles 90045

From: [LANGLOIS, MEIGHAN J.](#) on behalf of [LAX Northside Project](#)  
To: [Siranosian, Veronica](#)  
Subject: FW: LAX Northside Plan Comment  
Date: Wednesday, May 23, 2012 11:59:41 AM

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Veronica – please add the below to the Northside interest list.

Thank you,  
Meighan Langlois

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From: liverpool11@verizon.net [mailto:liverpool11@verizon.net]  
Sent: Saturday, May 19, 2012 12:29 PM  
To: LAX Northside Project  
Subject: LAX Northside Plan Comment

5/19/2012

Hello (Lisa I hope)

I attended the recent presentation regarding subject at St Bernard's, just wanted to share my email address for future presentations, and offer a comment.

For the record I have been resident in Playa Del Rey for over 18 years. I regularly attend developers meetings, all the plans seem to call for additional traffic to the areas of Westchester, Playa Del Rey and LAX.

The problem it seems to me, unless someone comes up with a viable plan to adequately address the traffic flow from Culver Boulevard to and from the Freeway it will become a traffic mess.(in total candor) at certain times in the morning, its already a bloody mess.

Already we “The Legado Group” wanting to re-develop lower Playa Del Rey, (Culver Boulevard) regardless of the finer points of the proposal and the juggling of traffic statics, more vehicle on Culver .

I would like to know if “The Legado Group” working on their re-developing of Playa der Rey interphases with the decision makers/planners within the North side Plan.

Thank you

Richard Austin  
8512 Tuscany Ave, Unit 416  
Playa Del Rey, CA 90293

[liverpool11@verizon.net](mailto:liverpool11@verizon.net)

From: [TRIFILETTI, LISA](#)  
To: [Joan Kradin](#); [Siranosian, Veronica](#)  
Subject: FW: Soccer Field (area1)  
Date: Wednesday, May 02, 2012 3:46:43 PM

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Please see email and include as part of the official NOP comments.

-----Original Message-----

From: [rsauschuck@ca.rr.com](mailto:rsauschuck@ca.rr.com) [<mailto:rsauschuck@ca.rr.com>]  
Sent: Tuesday, May 01, 2012 6:41 PM  
To: TRIFILETTI, LISA  
Cc: [rsauschuck@ca.rr.com](mailto:rsauschuck@ca.rr.com)  
Subject: Soccer Field (area1)

Hi Lisa,

Richard Sauschuck, Home owner 8160 Manitoba St. #312. Thank you for your replied. The majority of homeowner's at our Association Meeting are not in favor of a Soccer Field in Manitoba West back yard (Area 1),they would like to keep it open Field, (Dog Walker's) as it been for the last 30 year's, why.

1.A city park will bring in Gang's, Drug's,and Crime to our area.

2.The noise factor,we are already dealing with the jet noise from LAX, now noise from a public park in Manitoba West back yard 7 days a week,we have a total 185 unit's in our complex.

3.St. Bernard's High Football Field activity's goe's seven day's a week, the noise that is generated to our area from Bernard's,is from football games,Traffic, Band's, Truck,s that are doing Movie Shoot's, and what anything they can rent there field out to. Now Bernard's would like to expand there Sport Field to (area 2)so There is a possibility of two new Sport's Field's being built next to our complex.This subject will be on the next Manitoba West Board meeting in April.

Thank you

Richard Sauschuck



May 3, 2012

Karen Dial  
H.B. Drollinger Co.  
President

John Ruhlen  
Ruhlen & Associates  
Secretary

Miki Payne  
H.B. Drollinger Co.  
Treasurer

Sander de Wildt  
CB Richard Ellis

William F. Allen  
HFH Ltd.

Heather Lemmon  
The Real Estate Consultants  
LB Property Management

Donald R. Duckworth  
Executive Director

Mr. Herb Glasgow  
Los Angeles World Airports  
1 World Way  
Room 218B  
Los A90045

Re: Notice of Preparation and Public Scoping for EIR Re Northside Plan Update

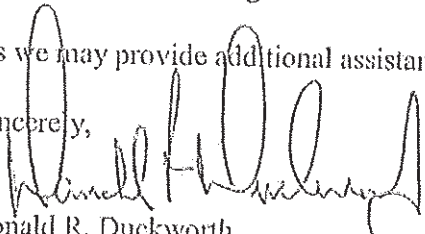
Dear Mr. Glasgow:

The Westchester Town Center Business Improvement District is writing to support the Northside Plan Update that has been prepared after extensive community involvement conducted over a long period of time by LAWA staff and consultants.

The WTC BID and its individual members have been involved in this work, which has seemed to strike an appropriate compromise between competing community needs for jobs, mixed use commercial, R&D, education, civic, airport support, recreation, and buffer land uses. The flexibility provided within the proposal is important to future implementation given the reality of changing market conditions over time. WTC believes that vehicle access from south bound Lincoln Boulevard to Sepulveda should be built-in to the Plan to enhance connectivity and reduce un-necessary travel associated with the current street configuration.

As we may provide additional assistance, please contact us.

Sincerely,

  
Donald R. Duckworth  
Executive Director

C: WTC Board of Directors