

SECTION 4.0 RESPONSES TO ORAL COMMENTS

This section contains written responses to oral testimony provided during the County of Los Angeles Regional Planning Commission (RPC) public hearing held on February 16, 2011 for the Aviation Station Project. A summary of each oral comment received from individual members of the public during the RPC Hearing, followed by the associated responses to the oral comments are provided below. The summary of each comment does not constitute a verbatim translation of the meeting, for which a video of the proceedings is available at <http://planning.lacounty.gov/video>. The responses to oral comments may refer to one or more of the topical responses presented below prior to the individual oral comments and responses. The following eight members of the public presented oral testimony at the RPC Hearing on the Project.

Individuals Providing Testimony at RPC Hearing on February 16, 2011

John Koppelman
Barbara Furgis
Elizabeth Gonzales
Michael Hedley
Sharon Stewart
Dennis Cavallari
Michael Deiden
Coral Sandoval Eldred

Topical Responses

Because the same or similar issues were repeatedly raised as part of the oral comments received on February 16, 2011 at the RPC Hearing, topical responses have been prepared to most efficiently and wholly respond to these comments.

Topical Response-1 (Parking):

CEQA requires an analysis of whether the Project will result in parking problems with a subsequent impact on traffic conditions. The parking analysis prepared for the Project and analyzed on page 5.1-26 of the Draft EIR demonstrates that proposed parking program is appropriate and sufficient for the Project, which is a mixed-use TOD, and that the Project will not result in parking problems at the Park-and-Ride Lot and surrounding properties with a subsequent impact on traffic conditions.

Specifically, the parking code requirements for the Project were determined in accordance with Section 22.40.520.B.9.a of the Los Angeles County Code for the MXD zone. The County Code does not provide parking rates specifically for mixed-use TOD such as the proposed Project. However, extensive planning studies support reduced parking requirements at TODs such as the Project. The Project provides a total of 797 parking spaces, of which 679 spaces are allocated for the residential component and 118 spaces are allocated for the commercial component of the Project. The Project qualifies for consideration under the County Code MXD zone to provide substantially fewer parking spaces (i.e., 449 spaces in lieu of the 797 spaces to be provided).

Therefore, while the County Code and the extensive literature related to parking demand at TODs would support a relatively lower parking supply for the Project, the Project Applicant proposes to provide additional parking (797 spaces versus 449 spaces) so as to ensure that parking demand will be satisfied on-site, thereby eliminating the need for residents, patrons, and employees associated with the Project to seek alternative street parking or unauthorized parking within the Park-and-Ride Lot. Further, the ample on-site parking supply ensures that there will be no potential traffic congestion that might otherwise occur due to an inadequate supply of parking on-site.

In the unlikely event that residents of the Project park on the neighboring residential streets, MM 5.1-4 requires that the Project Applicant must coordinate with the Los Angeles County Department of Public Works regarding a possible restricted parking program for West 117th Street and Judah Avenue adjacent to the Project site, which currently have unrestricted parking. Whether or not restricted parking is implemented and the type of restriction used (e.g., meters, permits, signs) shall be determined to the mutual satisfaction of the Project Applicant, the County, and the adjacent residents.

Topical Response-2 (Circulation and Access):

Vehicular access to the Project site is planned to be provided via driveways on Aviation Boulevard and West 117th Street. The existing West 116th Street signalized project driveway will be modified to serve as the main Project driveway for access to the retail and residential components and associated parking areas, and will provide full access (i.e., left-turn and right-turn ingress and egress turning movements). The West 117th Street driveway will be designed so as to direct Project-related traffic to and from Aviation Boulevard (i.e., limit Project traffic from travelling on nearby local residential streets). The West 117th Street Project driveway will accommodate left-turn ingress and right-turn egress movements only. As such, southbound left-turn movements out of the Project driveway onto eastbound West 117th Street and westbound right-turns into the driveway from West 117th Street are prohibited. Thus, trips associated with the Project are not anticipated to utilize West 117th Street east of the Project driveway and would therefore not increase the number of vehicles on West 117th Street and Judah Avenue.

However, in response to community concerns regarding potential Project-related trips using Judah Avenue to access the Project site, additional optional Project features have been proposed. These optional features are included in Section 2.0, Errata of this document and thereby incorporated into the new Section 2.8 Optional Traffic Calming Measures and into Section 5.1, Traffic/Access of the Draft EIR.

These optional measures are not required to mitigate potential Project-related traffic impacts. As discussed in Section 5.1, Traffic/Access of this Draft EIR, all Project-related traffic impacts would be reduced to a level less than significant with implementation of Mitigation Measures (MM) 5.1-1 through MM 5.1-6, MM 3.2-6, and MM 3.4-3. Therefore, these optional Project features are included within this Draft EIR to allow for the possibility of future implementation, if determined to be warranted/beneficial by the County.

Option 1 involves the elimination of ingress into the Project's West 117th Street driveway. Access into the West 117th Street driveway would be limited to right-turn egress movements only and no vehicular entry (left-turn or right-turn) would be permitted. All of the Project's ingress traffic would be required to use the main driveway on Aviation Boulevard.

Option 2 would restrict traffic movements from entering westbound onto West 117th Street from Judah Avenue through construction of a curb extension at the northwest corner of the Judah/ West 117th intersection. Also, eastbound traffic on West 117th Street would be limited to right-turns only at the Judah intersection. This Option is depicted in the new Exhibit 2-17, located in Section 2.2 of this document.

Option 3 is the potential installation of a landscaped median island on the “wide” segment of Judah Avenue between West 118th Street and West 120th Street. Conceptually, the roadway configuration would be modified from the current two through travel lanes in each direction on Judah Avenue to one travel lane in each direction, plus a center landscaped median. Left-turn pockets can be provided at intersections. Curbside parking can also be retained on both sides of Judah Avenue with the center landscaped median. This Option is depicted in the new Exhibit 2-18, located in Section 2.2 of this document.

Regarding pedestrian circulation through the Project, Pages 2-10 and 2-11 in the Draft EIR provide a description of parking and circulation for the Project. The vehicular and pedestrian circulation plans associated with the Project are provided in Exhibit 2-7 in the Draft EIR. As described in the Draft EIR, residents and pedestrians could enter/exit the Project site via the West 116th Street/Aviation Boulevard intersection driveway and/or the West 117th Street driveway. Residents could enter/exit the Project site via pedestrian corridors between Buildings 2A and 2B, between Buildings 2B and 1B, or from two internal resident/guest lobbies located in Building 1B.

The gated ingress/egress to the Fire Lane occurs from Aviation Boulevard and from the intersection of Judah Avenue and West 116th Street and would prohibit non-emergency vehicle access and the Draft EIR states that this location may prohibit pedestrian access. However, the pedestrian access point on West 116th Street at Judah Avenue currently exists and it is the recommendation of County staff that it should remain open for direct access by the community to the Metro Green Line station. The nature of a TOD project is to encourage pedestrian access to transit facilities. If the referenced pedestrian access were removed, the route for community members would be to go south on Judah Avenue, west on West 117th Street and north on Aviation Boulevard (i.e., circle around the block) to the main driveway for access to the Metro Green Line station. Instead of a walking distance of approximately 250 feet, the new walking distance to the main driveway on Aviation Boulevard is approximately 1,320 feet. Thus, the existing community members who currently utilize the pedestrian access on West 116th Street at Judah Avenue from their residences would be highly inconvenienced.

Regarding the implementation of a cul-de-sac on West 117th Street, Section 7.3, beginning on page 7-2 of the Draft EIR, provides a discussion of the alternatives considered to the proposed Project. As stated in page 7-4 of the Draft EIR, while not specifically required by Los Angeles County Traffic and Lighting and Land Development Division staff, a review was conducted of the potential full street closure of West 117th Street at Aviation Boulevard as a Project alternative, and as documented in the Full-Street Closure Review memorandum prepared by Linscott, Law & Greenspan, Engineers, in August 2010. The full street closure would involve vacating a portion of West 117th Street and constructing a private Project driveway along Aviation Boulevard. The full street closure would involve the installation of a standard residential cul-de-sac on West 117th Street east of the Project driveway. A full street closure would eliminate all vehicle traffic that would otherwise use the segment (except for traffic associated with residences that front the street).

As described in Section 7.3 of the Draft EIR, the potential full-street closure of West 117th Street at Aviation Boulevard would not meet the requirements outlined in the *2010 California Vehicle Code* for closure of the roadway. There is no pattern of a serious crime problem in this neighborhood. In addition, based on a review of the traffic count data for the Aviation Boulevard/West 117th Street intersection, it is determined that there is currently very limited regional or “cut-through” traffic on West 117th Street, as the roadway is currently carrying less traffic (i.e., 23 vehicles during the AM peak hour, 31 vehicles during the PM peak hour, and 388 daily traffic volumes) than what would otherwise be expected based on the number of homes that take access to the street.

As discussed above, the West 117th Street Project driveway is designed so as to direct Project-related traffic to and from Aviation Boulevard (i.e., limit Project traffic from travelling on nearby local residential streets). Instead, the full-street closure of West 117th Street at Aviation Boulevard would cause a shift and increase in traffic to other existing local residential streets such as 118th Street and Judah Avenue. Residents who currently utilize the closed street for access to and from their residences would need to use other local residential streets to access Aviation Boulevard since direct access to Aviation Boulevard from West 117th Street is eliminated.

In addition, while full street closure of West 117th Street may address potential cut-through traffic on the roadway, the number of turning maneuvers or U-turns on local streets will increase, which subsequently potentially increase the number of accidents in the area as motorists try to familiarize themselves with the new access options. More importantly, full street closures would impede access to the immediate and surrounding neighborhoods by police, fire, ambulance and other emergency vehicles. Thus, the full street closure of West 117th Street at Aviation Boulevard Project alternative was determined not feasible and was eliminated from further consideration.

Also, the County of Los Angeles Fire Department (LACFD) has reviewed the cul-de-sac option on West 117th Street, and stated at the February 16, 2011 RPC meeting that LACFD believes it would have a negative impact for emergency responses, requiring additional response time. The LACFD have taken a position not approving and not recommending installation of a cul-de-sac on West 117th Street.

Topical Response-3 (Schools):

As discussed in Response WSD-1, Wiseburn School District and the Project Application have entered into a Memorandum of Agreement, which, when incorporated into a Mutual Benefit Agreement, would provide full mitigation of the Project impact on the Wiseburn School District.

Regarding high school students, as discussed in Section 5.3, Education of the Draft EIR, Centinela Valley Union High School District (CVUHSD) provided correspondence during Draft EIR preparation that the Project has “little chance” of adversely impacting the CVUHSD, and that the CVUHSD had no further comments to consider in the EIR.

Also, the Project Applicant would remit Senate Bill (SB) 50 fees to these school districts in compliance with regulatory requirements. SB 50 expressly states that the payment of SB 50 fees is deemed to provide “full and complete mitigation of impacts”.

Topical Response-4 (Public Outreach during CEQA):

In compliance with Section 15205 of the State CEQA Guidelines, the Draft EIR for the Aviation Station Project was subject to a 45-day public review period extending from January 11, 2011, through February 24, 2011. On January 10, 2011, the Notice of Public Hearing and Notice of Completion and Availability of the Draft EIR was published in the Daily Breeze and La Opinion newspapers, and a public hearing notice was sent to property owners within a 500-foot radius of the proposed Project site. The Draft EIR was distributed to the State Clearinghouse, responsible and trustee agencies, other affected agencies, surrounding cities, interested parties, and all parties who requested a copy of the Draft EIR in accordance with Section 21092 of the California Public Resources Code. The Draft EIR and the technical appendices were made available on the County's website at <http://planning.lacounty.gov/case/view/tr070853/> and at the libraries listed below:

Hawthorne Library
12700 Grevillea Ave.
Hawthorne, CA 90250

Lennox Library
4359 Lennox Blvd.
Lennox, CA 90304

Wiseburn Library
5335 West 135th St.
Hawthorne, CA 90250

Copies of the DEIR were also available for public review Monday through Thursday, 7:30 a.m. to 5:30 p.m. at: Los Angeles County Department of Regional Planning, Impact Analysis Section, Room 1348; 320 West Temple Street; Los Angeles, CA 90012.

Additionally, a Notice of Availability was sent to the Del Aire Neighborhood Association as well as numerous individuals who had requested to be informed about the Project.

John Koppelman, President of the Del Aire Neighborhood Association
– In Support/Concerned

Summary of Oral Comment

Mr. Koppelman, on behalf of the Del Aire Neighborhood Association (DANA) that represents 206 out of 850 homes in the Del Aire community, stated that DANA believes this is a good project that is well done, but with issues to be resolved. One issue is West 117th Street between Judah Avenue and Aviation Boulevard. The proposed parking structure has an entrance on West 117th Street across from single family homes. This project calls for approximately 2,200 new trips per day, many of which will go into the parking structure on West 117th Street across from single-family homes. The way it is addressed is to make a right-turn only. However, there is a concern about the future residents traveling east (also from Judah Avenue) that will park on the street to enter the back door of their townhomes. The EIR also doesn't address traffic coming from the east from Judah Avenue, which is a wide street. Judah Avenue has no stop signs or traffic; people walk and skateboard in the street. People get off of the freeway and travel up West 120th Street and then turn onto Judah Avenue. If a cul-de-sac isn't put on West 117th Street, then Judah Avenue is going to turn into a freeway that bisects the community and devastate the community.

People currently use the neighborhood as a Park-and-Ride and walk through the pedestrian access at West 116th Street and Judah Avenue, which has been a problem for many years. If the pedestrian access is not closed, it will add the Park-and-Ride people as well as everyone else that uses retail or visits the project site. The only people that will benefit from that area being open to pedestrians at West 116th Street and Judah Avenue will be the homes on two blocks closest to that opening. Everybody else will use Aviation Boulevard.

Response to Oral Comment

Regarding parking, see Topical Response-1; regarding traffic and circulation, see Topical Response-2. Please also see Responses El Segundo-1, DANA-2, DANA-3, DANA-4, DANA-7, and DANA-9.

Barbara Furgis, Del Aire Resident **– Opposed/Concerned**

Summary of Oral Comment

Ms. Furgis stated that she has lived in the neighborhood all her life and expressed that it has been decimated by the I-105 and the I-405 freeways and that this Project is another inroad to decimate the community. Ms. Furgis stated that the proposed apartments and condominiums would not be compatible with the neighborhood, which consists of mostly single family residences. Ms. Furgis stated that she and her neighbors want it to remain as a single-family neighborhood. She stated that Judah Avenue (between 120th Street and 118th Street) is four lanes, but is only two lanes after crossing 118th Street and it should be 4 lanes up to 116th Street to help alleviate traffic.

Ms. Furgis stated that the current 400 parking spaces allotted in the Park-and-Ride are not enough and that people are parking in the community all the time. Residents do not have enough street parking and it would be difficult to get more people in. Also, regarding at the La Cienega apartments near the courthouse a couple years ago, that project is not fully occupied and there is a big development of condominiums and townhomes at El Segundo and Aviation, which is not fully sold yet either. Therefore, Ms. Furgis has concerns that this project won't be fully occupied and that if it is fully occupied, the density is too high for the neighborhood.

Response to Oral Comment

Regarding parking, see Topical Response-1; and regarding traffic and circulation, see Topical Response-2. Please also see Responses El Segundo-1, DANA-2, DANA-3, DANA-4, DANA-7, and DANA-9.

The compatibility of the proposed MXD-68U-DP zone with the surrounding land uses, including the single-family residential uses located to the east and south, was analyzed under Threshold 4.4e beginning on page 6.2-24 of the Draft EIR. The issue of land use compatibility involves several interrelated topics that relate to a project's effect on surrounding land uses, in particular air quality and odors (Section 4.2), noise (Section 3.4), visual qualities (Section 4.4), traffic/access and parking (Section 5.1). Based on the analyses of these topics in their respective sections as well as the land use analysis presented under Threshold 4.4e in Section 6.2, Land Use, the Draft EIR determined the Project is considered compatible with the surrounding land uses and there would be a less than significant impact related to the change in zoning to MXD-68U-DP.

It would be speculative to state whether the Project would be fully occupied within a certain timeframe. However, the analysis in the Draft EIR assumes full occupancy and therefore presents a worst-case scenario for the analysis of environmental impacts.

Elizabeth Gonzales, Del Aire Resident
– Opposed/Concerned

Summary of Oral Comment

Ms. Gonzales expressed the following concerns regarding the project: (1) one concern is not having sufficient parking spaces for these condos; there is already insufficient parking as people come from West 116th Street and park on Judah Avenue; (2) there is too much traffic and right turn only will not resolve the traffic or parking issue; (3) opening up Judah Avenue to the freeway will create too much traffic, and a cul-de-sac will at least partially stop traffic flow even though it will be inconvenient for residents; (4) having 390 units will make the parking problem worse and some people start parking on West 117th Street as they are already parking on Judah Avenue for the Metro; (5) water pressure is already a problem and with all these new units, there is concern about how it will affect the water lines; (6) schools are going to be over populated with all the new residents and current residents who live in the area already can't attend close schools because of overpopulation.

Ms. Gonzales expressed concerns that the community is single-family residences and it will be turned into a commercial zone, and that having condominiums and townhomes will make it horrible. The fact that the Planning Commission meeting was on a weekday made it hard for people to attend and only the residents on West 117th Street received the notices of the meeting. In the future, those on 118th Street, 119th Street, and so on should receive a letter.

Response to Oral Comment

Regarding parking, see Topical Response-1; regarding traffic and circulation, see Topical Response-2; regarding schools, see Topical Response-3; regarding community outreach during the preparation of CEQA documentation, see Topical Response-4; please see Responses EI Segundo-1, DANA-2, DANA-3, DANA-4, DANA-5, DANA-7, DANA-9, DANA-10, and WSD-1.

This project will have major infrastructure upgrades for water. The 12-inch line from Isis to Aviation Station will be extended to replace the currently undersized water lines in Aviation Boulevard and West 117th Street. West 116th Street, West 117th Street, along with West 118th Street will be upgraded with new piping as well.

The compatibility of the proposed MXD-68U-DP zone with the surrounding land uses, including the single-family residential uses located to the east and south, was analyzed under Threshold 4.4e beginning on page 6.2-24 of the Draft EIR. The issue of land use compatibility involves several interrelated topics that relate to a project's effect on surrounding land uses, in particular air quality and odors (Section 4.2), noise (Section 3.4), visual qualities (Section 4.4), traffic/access and parking (Section 5.1). Based on the analyses of these topics in their respective sections as well as the land use analysis presented under Threshold 4.4e in Section 6.2, Land Use, the Draft EIR determined the Project is considered compatible with the surrounding land uses and there would be a less than significant impact related to the change in zoning to MXD-68U-DP.

Michael Hedley, Real Estate Agent for the Del Aire Area
– Concerned

Summary of Oral Comment

Mr. Hedley stated that residents in the area would like a blockade or cul-de-sac on West 117th Street. Mr. Hedley questioned why the meeting is held downtown instead of in an area where most of the residents can attend to voice their opinion. Mr. Hedley also stated that many

residents in the area have children who cannot attend the local schools because of overpopulation and another 390 units would add additional students to the local schools. Lastly, Mr. Hedley stated that only the people on West 117th Street have received the notices and questioned why other people who will be affected by the Project did not receive the notice.

Response to Oral Comment

Regarding traffic and circulation, including implementation of a cul-de-sac, see Topical Response-2; regarding schools, see Topical Response-3; regarding community outreach during the preparation of CEQA documentation, see Topical Response-4; please also see Responses DANA-4, DANA-9, DANA-10, and WSD-1.

Sharon Stewart, Del Aire Resident
– Opposed

Summary of Oral Comment

Ms. Stewart expressed her opposition to the Project and stated air quality is already bad because of the airport, changing the zoning would be bad, traffic would get worse, and the Project would mess up the neighborhood.

Response to Oral Comment

The Air Quality impact analysis presented in Section 4.2 and Appendix E of the Draft EIR includes a discussion of existing air quality, including monitored criteria pollutants, attainment designations, the LAX Air Quality and Source Apportionment Study, and toxic air contaminants. The impact analysis considers impacts that would occur from construction and operational mass daily emissions, local concentrations of criteria pollutants from on-site emissions, carbon monoxide hotspots, and toxic air contaminants.

As stated on page 4.2-27 of the Draft EIR, the following impacts would result from Project implementation: (1) Construction of the Project, including off-site Project areas, would result in less than significant regional emissions of NO_x (after implementation of MM 4.2-2 and MM 4.2-3), PM₁₀, PM_{2.5}, CO, VOCs, and Sox; (2) Construction activities would result in a significant and unavoidable impacts related to the exceedance of the PM₁₀ and PM_{2.5} local emissions thresholds for a period of approximately 28 days after implementation of MM 4.2-1 (Rule 403). The Project would result in less than significant localized impacts for local NO_x and CO emissions; (3) Operation of the Project would result in less than significant impacts related to exposure of sensitive receptors to substantial pollutant concentrations (criteria air pollutants, CO hot spots and TACs) and odors; and (4) Construction of the Project would result in short-term cumulative local impacts of PM₁₀ and PM_{2.5}. Short-term cumulative impacts for other pollutants and long-term cumulative impacts for all pollutants would be less than significant.

The Project requires a zone change to MXD-68U-DP, Mixed Use Development/68 Dwelling Units per Net Acre/Development Program. The Project furthers the goals of the MXD zone by providing housing and commercial services at a light rail station and major bus terminal, thereby reducing transportation costs, energy consumption, and air pollution. Accordingly, the Project is a planned mixed-use development as envisioned by the MXD zone.

The compatibility of the proposed MXD-68U-DP zone with the surrounding land uses, including the single-family residential uses located to the east and south, was analyzed under Threshold 4.4e beginning on page 6.2-24 of the Draft EIR. The issue of land use compatibility involves

several interrelated topics that relate to a project's effect on surrounding land uses, in particular air quality and odors (Section 4.2), noise (Section 3.4), visual qualities (Section 4.4), traffic/access and parking (Section 5.1). Based on the analyses of these topics in their respective sections as well as the land use analysis presented under Threshold 4.4e in Section 6.2, Land Use, the Draft EIR determined the Project is considered compatible with the surrounding land uses and there would be a less than significant impact related to the change in zoning to MXD-68U-DP.

Regarding traffic and circulation, please see Topical Response-2, and Responses El Segundo-1, DANA-2, DANA-3, DANA-4, DANA-5, DANA-7, and DANA-9.

Dennis Cavallari, Developer (not of Aviation Station Project)

– In Support

Summary of Oral Comment

Mr. Cavallari presented his work experience throughout the Metro area on a number of transit-oriented developments, most notably the Hollywood and Vine Development that included the Hotel W and the residences. Mr. Cavallari stated that this project is well conceived, well designed, and in the right location that addresses transit-oriented needs in the area. Mr. Cavallari also expressed his endorsement of the Project and stated that TOD projects are designed near transit stops in order to help reduce traffic issues.

Response to Oral Comment

This comment expresses support for the Project, but does not raise a specific concern or question regarding the adequacy of the analysis contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Michael Deiden, President of Creative Housing Associates (attending as private citizen)

– In Support

Summary of Oral Comment

Mr. Deiden completed the award-winning Mission Meridian Village Project in South Pasadena along the Gold Line and he is the chairman of the California Infill Builders Association and participates in the Urban Land Institute's transit-oriented development efforts. Mr. Deiden expressed his support for the project and indicated he would be willing to meet with the Del Aire community to show them how developments with public-private partnerships that are TODs are seamless and how they contribute to the health and vitality of the neighborhoods; they do not detract. Mr. Deiden indicated he understood the fears of the residents, especially the impact of the freeways and how it devastated the neighborhood, but it's important that the new TODs be connected with the existing street fabric for public safety. There needs to be activity on the street. When there is no activity on the street, there will be problems. Mr. Deiden stated that the project is very encouraging and well-designed. TOD projects have increased in value despite the downturn while others, both multi-family and single-family, have gone down in value. That is because people are willing to pay more to be close to these mixed-use, transit-oriented developments.

Response to Oral Comment

This comment expresses support for the Project, but does not raise a specific concern or question regarding the adequacy of the analysis contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Coral Sandoval Eldred, Real Estate Agency in Del Aire Area – In Support/Concerned

Summary of Oral Comment

Ms. Sandoval's main concern is traffic and keeping it from obstructing residents or the points of entry for the townhomes. Schools and traffic is her highest concern. Ms. Sandoval stated that the project is great, but is concerned about the kids and impacts to schools. She is concerned about the cumulative effects to schools of the proposed Project, the apartment project that was just completed, and the 360 project that is still in progress. School population should be addressed because soon this will push teacher to student ratio unobtainable. She would like a hearing closer to the impact site so more people can be involved in voicing opinions so the Project can be revised to make it work for everyone.

Response to Oral Comment

Regarding traffic and circulation, see Topical Response-2; regarding schools, see Topical Response-3; regarding community outreach during the preparation of CEQA documentation, see Topical Response-4; please also see Responses El Segundo-1, DANA-2, DANA-3, DANA-4, DANA-5, DANA-7, DANA-9, DANA-10, and WSD-1.