

Communication from Public

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Comments for Public Posting: I strongly support the Neighborhood Council of Westchester/Playa's community impact statement asking for a safety and infrastructure study of the area around LAX and how conditions in the area should be considered in relation to SB 70 and other measures that will increase housing density. I have lived in eastern Westchester since 1953 and worked for the City and LAWA for about 30 years. This area is heavily impacted by pollution from airport operations, traffic and in other ways. I wouldn't count on the LAX PeopleMover to mitigate all traffic issues; it will just change traffic patterns at best. My neighborhood recently saw the opening of a low-income housing project on Airport Boulevard. We residents lobbied hard for more parking to be provided, but the developer swore that they carefully screen tenants and have found in other developments they own and manage in Santa Monica that tenants usually depend on public transportation and do not have vehicle. That doesn't seem to be the case. The project has been open several months and all work seems to be have completed, but there are about 20 cars constantly parked on Airport Boulevard. I'm assuming that these cars belong to tenants who have no space available to them on the site. The point of this example is that while it would be nice to limit parking and force people to use public transportation, in reality, LA just doesn't have a comprehensive, safe transportation system that many people want to use. So measures like SB 79 in an area like Westchester will mean more competition for street parking and more traffic. So I strongly support the call for evaluation of an airport overlay zone, the requirement for inter-agency analysis and deferral of the community plan update.