



**PUBLIC REQUEST TO ADDRESS
THE BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES, CALIFORNIA**

MEMBERS OF THE BOARD

HILDA L. SOLIS
HOLLY J. MITCHELL
LINDSEY P. HORVATH
JANICE HAHN
KATHRYN BARGER

Correspondence Received

The following individuals submitted comments on agenda item:				
Agenda #	Relate To	Position	Name	Comments
6.		Favor	Brianna Egan	<p>Together with Abundant Housing LA and South Bay Forward I write to urge you to adopt the South Bay Area Plan, which the Regional Planning Commission voted unanimously to support in October. The South Bay Area Plan represents a modest rezoning which will help make the South Bay region a more equitable and vibrant place to live.</p> <p>LA County's Housing Element identified a shortfall over over 55,000 units that must be addressed via rezoning. The County's various Area Plans are the key interventions to accomplish the necessary rezoning to bridge the gap between existing zoned capacity and LA County's state-mandated housing target. The South Bay Area Plan is a solid step in the right direction to expand housing opportunities in high-resource neighborhoods and expand housing opportunity and affordability.</p> <p>I strongly support the modest upzoning of the northern portion of Del Aire to duplex (H18) zoning, although I prefer the original proposed H30 zoning, which would have enabled additional housing opportunities. Situated near LA Metro light rail and the LAX/EI Segundo aerospace industry, Del Aire is a high resource community that is job-rich and transit-rich. Increasing housing opportunities in neighborhoods like Del Aire is a social justice imperative, and opening up single family neighborhoods stems displacement by reducing pressure on existing multifamily housing stock.</p> <p>Affirmatively furthering fair housing by opening up communities like Del Aire is hugely important now more than ever for Los Angeles County, given the fact that the Palisades fire has exacerbated the housing crisis on the Westside and the South Bay. Please move forward and fulfill your obligation to build more housing in High Opportunity areas.</p> <p>The South Bay has remained resistant to committing to its fair share of the County's housing needs, and as a result, many Angelenos are unable to access this region which is rich in jobs, services, and amenities. The South Bay Area Plan offers a key opportunity to move this key region towards greater access, diversity, and abundance. I stand with Abundant Housing LA and South Bay Forward in urging you to pass the SBAP and to move forward on additional rezoning opportunities in the unincorporated South Bay communities.</p>
			Chester Li	<p>The Los Angeles area, including significant portions of unincorporated LA County, especially in the South Bay, faces severe housing shortages today and in the years to come. We should welcome new neighbors, new families, new hopes and dreams into our neighborhoods. The South Bay Area Plan Project may not be the end-all be-all nor is it perfect, but it helps to alleviate our housing shortage problem in a big way. I am a resident of the South Bay and fully support this project.</p>



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Courtney A Miles

Dear Los Angeles County Board of Supervisors,

As advocates for equitable housing, Abundant Housing LA and South Bay Forward – our volunteer-led local chapter composed of residents throughout the South Bay – are writing to urge you to adopt the South Bay Area Plan, which the Regional Planning Commission voted unanimously to support in October. Our organizations strongly believe that local and regional governments have a responsibility to plan and build communities where everyone can thrive, flourish, and live in the neighborhood of their choice. Please support the South Bay Area Plan, which will provide people with the opportunity to live near transit and jobs to make the South Bay region a more equitable and vibrant place to live.

Los Angeles County's Housing Element identified a shortfall over over 55,000 units in unincorporated areas that must be addressed via rezoning. The County's various Area Plans are key interventions to accomplish the necessary rezoning to bridge the gap between existing zoned capacity and LA County's state-mandated housing target. While we believe the South Bay Area Plan could have gone further to expand housing opportunities in a key LA region and jobs center, the plan is a solid step in the right direction.

We must also stress that LA County has an obligation to not just zone for more housing, but also to combat patterns of segregation and open up exclusionary high resource communities. On that note, we strongly support the proposed modest upzoning of the northern portion of Del Aire to H18, although we prefer the original proposed H30 zoning, which would have produced additional housing opportunities. Situated near LA Metro light rail and the LAX/EI Segundo aerospace industry hubs, Del Aire is a high resource community that is jobs-rich and transit-rich. Increasing housing opportunities in neighborhoods like Del Aire is an economic and social justice imperative, and opening up single family neighborhoods stems displacement by reducing pressure on existing multifamily housing stock. Furthermore, we encourage and support future updates to expand zoning opportunities in the Del Aire and Wiseburn Districts, as well as the Lennox, Alondra Park/EI Camino Village, and West Carson Districts. We also urge the county to continue its work in building permanent supportive housing in these areas such as the Aviation Apartments in Del Aire, a Homekey project.

Affirmatively furthering fair housing by opening up communities like Del Aire is imperative now more than ever for Los Angeles County, given the fact that the Palisades and Eaton fires have made the housing crisis on the Westside and the South Bay more acute as displaced families look to relocate and the housing shortfall widens. High opportunity areas like Del Aire will be even more in-demand and out of reach for Angelenos of lower incomes unless we expand zoning and opportunity. We urge you to move forward and fulfill your obligation to build more housing in High Opportunity areas with both the South Bay Area plan and Westside Area Plan.

The South Bay has historically not delivered its fair share of the County's



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		housing needs, and as a result, many Angelenos are unable to access this region which is rich in jobs, services, and amenities. The South Bay Area Plan offers a key opportunity for the County to move this key region towards greater accessibility, diversity, and abundance. We urge you to grasp that opportunity and approve the plan to continue your commitment and obligation to affirmatively further fair housing.
	Grace S Peng	I support upzoning in the South Bay unincorporated areas near transit and not adjacent to freeways. The horrific fires have been a wake up call for LACO. We must provide more homes in the safe areas-safe from fires, floods, traffic violence, and air pollution. If anything, I think the upzoning should go deeper away from the arterial roads and their pollution. Upzone around every park and elementary school.
	Grace S Peng	In light of the fires this week, I think it is urgent that we upzone aggressively in the areas that are safer from fires. If anything, I believe that the areas near job centers and transit are not upzoned enough. We should allow towers near rail stations if anyone wants to build it.
	Henry Fung	I strongly suggest the Board approve this item and implement the South Bay Area Plan without delay. Although the increase in density is modest, it is a first step to bringing more people near jobs and transit. The residents already there should not foreclose others the opportunity to be within walking distance of transit and being near thousands of high paying jobs in El Segundo and at LAX and the Los Angeles Air Force Base. Under current state laws no owner or renter can be forced out of their homes to build high density housing, and the changes in the zoning allow a single family home which ends up being damaged or destroyed to rebuild as is without being in a nonconforming zone. But for the owners who want to bring more housing opportunities to meet our housing crisis, they should be allowed to do so. Please implement this without delay. Thank you.
	Margaret Manning	Totally support SBAP for West Carson to improve mobility, walkability and health for residents of all ages.
Oppose	Christopher T Campbell	
	Ivett Arroyo	Dear Los Angeles County Board of Supervisors, I'm writing to share my heartfelt concerns about the proposed upzoning of North Del Aire. As both a resident and an employee of Wiseburn Unified School District, I care deeply about our community and its future. For the past 18 months, my neighbors and I have worked tirelessly to share our concerns about the blanket upzoning proposed for North Del Aire. We've written letters, attended countless meetings, and spoken out during public comment sessions, hoping our voices would make a difference. Unfortunately, it feels like our input has been ignored. During the Regional Planning Commission meeting, the commissioners even acknowledged that



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our concerns were valid but said they had to push the plan forward because of timing, not because the issues we raised were addressed.

Please, I ask you to take a closer look at the proposed zoning map for Del Aire and truly consider its impact. Del Aire is a tight-knit, diverse community made up of first-time homebuyers and multi-family homes. It's a place where families have lived for decades, and the proposed upzoning would drastically change its character by tripling the housing density within just a ¼ square mile area.

This level of upzoning simply isn't necessary to meet the state's housing goals. Del Aire and Wiseburn are required to add 383 housing units by 2029 under the California RHNA allocation, but the proposed maps suggest adding three times that amount, all concentrated in North Del Aire. This will undoubtedly lead to gentrification and force long-time residents out of the neighborhood they've called home for generations.

Beyond this, the plan raises serious concerns about safety and infrastructure. Del Aire already faces challenges with limited sheriff resources and slow response times. Adding thousands of residents to such a small area will only stretch these resources even thinner, putting the safety of both current and future residents at risk.

I urge you to reconsider this plan and protect the unique and vibrant community that Del Aire has worked so hard to build. Del Aire Elementary, part of Wiseburn Unified, simply does not have the capacity to accommodate a significant influx of students. Unfortunately, the environmental study didn't adequately consider this. Instead, it assessed school capacity across all eight unincorporated communities, which doesn't reflect how families and schools actually operate. Our local schools are central to our neighborhood, and this oversight could result in a strain on resources that will directly impact our children.

Traffic and Community Impact:

Del Aire has just one main street running through the neighborhood, and increasing housing density will undoubtedly lead to major traffic congestion and parking problems on our residential streets. These changes threaten the very quality of life that makes Del Aire such a special place to live.

I'm asking you, as decision-makers, to genuinely listen to the concerns of the Del Aire community. This proposal does not align with our neighborhood's needs and risks doing irreversible harm to our close-knit, diverse community.

Please reconsider the blanket upzoning of North Del Aire to H18 and take another look at the South Bay Area Plan as a whole. We are counting on you to prioritize the well-being and sustainability of our community.

Thank you for taking the time to hear us out.



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<p>Kathy Wu</p>	<p>To the LA County Board of Supervisors, I am a Del Aire resident and I am writing about the South Bay Area Plan- Project No. PRJ2022-004615-(2 and 4). I believe in fair and equitable housing, and I welcome the expansion of mixed use housing along our corridors and near the Metro station. Yet the current plan in place puts many residents at a disadvantage, including those who have been residents for many years here.</p> <p>For the past 18 months, my neighborhood has written letters, attended meetings, and tried to share our legitimate concerns with the proposed blanket upzoning in North Del Aire. Unfortunately, these concerns have been blatantly ignored. At the Regional Planning Commission meeting, the commissioners even lamented that they agreed with our concerns but said they had to move the plan forward due to timing, not facts.</p> <p>PLEASE look at the Del Aire map and re-assess the rezoning proposed for Del Aire! Del Aire is a diverse, mixed income community with mostly first- time home buyers and multi-family homes. The proposed upzoning will triple the number of housing units in a ¼ sq. mile area. Rezoning our entire single-family neighborhood is not necessary in order to achieve the state mandated housing goals. The upzoning in Del Aire will provide 3X the mandated housing for all of Del Aire and Wiseburn in a ¼ square mile concentrated in north Del Aire. Based on the State of CA's Regional Housing Needs Allocation (RHNA) goals, by 2029, Del Aire and Wiseburn need to add 383 units. The submitted PEIR maps propose upzoning a 1 / 4 sq. mile area of North Del Aire to H18 which will add 3 times the mandated RHNA allocation in that one small section alone! Rezoning at this magnitude will cause gentrification and push out residents whose families have lived here for decades. The Housing element lists Del Aire is a sensitive community at high risk of Displacement. Yet this was not considered as Del Aire is next to a transit center and is considered a transit Opportunity Area. Upzoning Del Aire will put residents in harm as Sheriff capacity is already stretched and has the longest reporting time of any of the SBAP communities. Adding thousands of people to a ¼ mile area is unsafe and will put residents in harm. According to LASD, the South Sheriff's station is understaffed and has no plans for construction of new or expansion of existing facilities. This magnitude of upzoning will hurt our children's education. Our local school- Del Aire Elementary School in the Wiseburn Unified School District, does not have the capacity to serve a huge influx of additional students. The study looked at the entire project area and assessed the capacity of schools by looking at the combined ability of all schools in all 8 unincorporated communities. Parents can't send their children from Del Aire to West Carson or El Camino Village for kindergarten so why was the study completed in this way!? That is not how communities and school districts work. The proposed upzoning of all of North Del Aire from R-1 to H18 is extremely harmful to our current single-family housing community and it has not been</p>
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	<p>appropriately studied in the EIR nor the plan. H18 allows for up to 4 units per parcel and the building across parcels to up to 18-unit apartments. So, a developer can buy 4-5 houses in a row and put an 18-plex in the middle of what is currently a 100% single-family home neighborhood. Also, density bonuses kick in once there are 15 units, so this number can increase to a 30-unit apartment.</p> <p>PLEASE look at what you are proposing in Del Aire and read our submitted concerns. The map for Del Aire triples the number of housing units in a 1/4 sq. mile radius. With zoning density bonuses, this could mean having 18 or 30 -unit apartments in the middle of a single-family home community. This is not at all necessary! PLEASE DO NOT UPZONE ALL OF NORTH DEL AIRE TO H18. PLEASE DO NOT APPROVE THE SOUTH BAY AREA PLAN.</p> <p>**Please add the entirety of this email to the public record on this matter, and the County SBAP case file for Del Aire.</p> <p>Thank you.</p>
Linda Cessor	See attached Comments
Linda Cuesta	See attached letter
Lisa Frazza-Cortiula	We welcome the expansion of mixed use housing along the corridors of Del Aire and near the Metro Station. However, the Plan is flawed, will cause harm to our Community. Sewer and water systems will be drained, schools overcrowded, traffic issues will ensue. We are a small unincorporated neighborhood. We don't have the infrastructure needed to support this plan. Thank You.
Michele L Crawford	<p>Dear LA County Board of Supervisors</p> <p>I have been a Del Aire resident for over 20 years and I am writing about the South Bay Area Plan- Project No. PRJ2022-004615-(2 and 4). I am the daughter of a Cuban immigrant and have served the public school system as an educator my entire career. We were first time home owners in this small welcoming family community and intend to stay in the community we love and work within and support.</p> <p>I believe in fair and equitable housing, and I welcome the expansion of mixed use housing along our corridors and near the Metro station. Yet THIS plan is flawed and will cause harm! I have attended meetings over the last 18 mos. and have serious concerns.</p> <p>For the past 18 months, my neighborhood has written letters, attended meetings, and tried to share our legitimate concerns with the proposed blanket upzoning in North Del Aire. Unfortunately, these concerns have been blatantly ignored. At the Regional Planning Commission meeting, the commissioners even lamented that they agreed with our concerns but said they had to move the plan forward due to timing, not facts. Please drive</p>



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through the neighborhood, talk to the sheriffs department, the fire department, and look at the lack of infrastructure, parking and facilities that are necessary to support this plan.

We have multiple large housing facilities within the neighborhood in addition to a housing project at the top of my street that is designated for houseless individuals through the Venice Community Housing Project and across the street from that structure, an 8 story building which is being completed (currently empty) and additional apartment houses which are not filled to capacity that boarder the metro station.

PLEASE look at the Del Aire map and re-assess the rezoning proposed for Del Aire! Del Aire is a diverse, mixed income community with mostly first-time home buyers and multi-family homes.

The proposed upzoning will triple the number of housing units in a ¼ sq. mile area.

Rezoning our entire single-family neighborhood is not necessary in order to achieve the state mandated housing goals.

The upzoning in Del Aire will provide 3X the mandated housing for all of Del Aire and Wiseburn in a ¼ square mile concentrated in north Del Aire.

Based on the State of CA's Regional Housing Needs Allocation (RHNA) goals, by 2029, Del Aire and Wiseburn need to add 383 units.

The submitted PEIR maps propose upzoning a 1 / 4 sq. mile area of North Del Aire to H18 which will add 3 times the mandated RHNA allocation in that one small section alone!

Rezoning at this magnitude will cause gentrification and push out residents whose families have lived here for decades.

The Housing element lists Del Aire is a sensitive community at high risk of Displacement. Yet this was not considered as Del Aire is next to a transit center and is considered a transit Opportunity Area.

Upz

oning Del Aire will put residents in harm as Sheriff capacity is already stretched and has the longest reporting time of any of the SBAP communities.

Adding thousands of people to a ¼ mile area is unsafe and will put residents in harm. According to LASD, the South Sheriff's station is understaffed and has no plans for construction of new or expansion of existing facilities.

This magnitude of upzoning will hurt our children's education. Our local school- Del Aire Elementary School in the

Wiseburn Unified School District, does not have the capacity to serve a huge influx of additional students. The study looked at the entire project area and assessed the capacity of schools by looking at the combined ability of all schools in all 8 unincorporated communities. Parents can't send their children from Del Aire to West Carson or El Camino Village for kindergarten so why was the study completed in this way!? That is not how communities and school districts work.

The proposed upzoning of all of North Del Aire from R-1 to H18 is extremely harmful to our current single-family housing community and it has not been appropriately studied in the EIR nor the plan.



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			<p>H18 allows for up to 4 units per parcel and the building across parcels to up to 18-unit apartments.</p> <p>So, a developer can buy 4-5 houses in a row and put an 18-plex in the middle of what is currently a 100% single-family home neighborhood. Also, density bonuses kick in once there are 15 units, so this number can increase to a 30-unit apartment.</p> <p>PLEASE look at what you are proposing in Del Aire and read our submitted concerns. The map for Del Aire triples the number of housing units in a 1/4 sq. mile radius. With zoning density bonuses, this could mean having 18 or 30-unit apartments in the middle of a single-family home community. This is not necessary! PLEASE DO NOT UPZONE ALL OF NORTH DEL AIRE TO H18. PLEASE DO NOT APPROVE THE SOUTH BAY AREA PLAN.</p> <p>**Please add the entirety of this email to the public record on this matter, and the County SBAP case file for Del Aire.</p> <p>Thank you. Michele Crawford 5322 West 118th Place Del Aire, Ca. 90304</p>
		Neil E Goldman	Other options exist. Current plan over-burdens residents of Del Aire, when even the exterior and other vacant areas in and near Del Aire exist.
		paul burt	<p>It is blatantly obvious, that whoever composed this "plan" has never spent any time in traffic in or around the South Bay area.</p> <p>There is absolutely no mention of the Bad Dream that is LAX and this "Vision" is void of consideration for the massively negative impact this horrifically flawed plan will have upon already horrendous traffic flow! Nightmare traffic ALREADY exists between the 110 and 710 Freeways, between the South Bay, LAX, Long Beach, into Greater Los Angeles, and even into Orange County.....</p> <p>Its is unavoidably clear that a principal cause of the "vacancies" cited in this "Vision" where parcels and neighborhoods are concerned, is due directly to the fact that like-poor planning, lack of "vision", and economic illiteracy have driven countless businesses and corporations out of the South Bay region, "unincorporated" beshrew.</p> <p>To substantiate the dynamic, one need look no further than - after 43 years - Toyota's 2017 departure from Torrance; relocating to Austin, Texas. The company took with them 3,400 in house, direct-hire employment positions. The devastating fiscal impact on surrounding small businesses has never been accurately and in a forthcoming protocol, disclosed to the taxpayers.....</p> <p>It's important to note, that that wasn't just another one of Toyota's many hubs that the company maintains across the continent no, that was their North American headquarters! Further, Toyota also withdrew it's sponsorship of the Long Beach Grand Prix, which at one time under Toyota's patronage, was the third largest attended sporting event in the United States.</p>



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			<p>I was born and raised in the shadow of Randy's doughnuts, and with but a brief period of exception, have spent my entire 67 years in the South Bay area.</p> <p>Anyone who's resided in this area, for 20 or more years can attest to the fact that we no longer have a "morning rush hour" nor an "evening rush hour". What our elected and appointed officials have provided us, is 24/7 traffic and congestion snarl on an unprecedented scale and a degree of unconscionable overcrowding, directly attributable to shortsighted, economically unsound principals being implemented again and again making "Rush Hour" an archaic word in LA County.</p> <p>Understanding that our "bettors" within the State of California, and Los Angeles County government in particular, are well known for bullying about their business and pounding their intentions into reality, regardless of objection or opposition from the law abiding taxpayers, I'm confident my input here is a tangible waste of my time but I feel it must be stated.....</p> <p>When these unintelligent and abusive State/County government agencies put forth Proposal, Hearing, and Amendments - obviously compiled by people well insulated from the reality of gridlocked Freeways, Highways, Bi-Ways, and Streets - that utilize terminology such as "long-term vision" "development density" "opportunity areas in the Planning Area" "and uses that reflect surrounding development patterns" combine into massive red flags for all taxpayers, but property owners and landlords specifically, hear the unmistakable temblor of Los Angeles County governments' tax and spend saber.</p> <p>This is a HORRIBLE idea!</p>
		Sean Kearney	<p>Good Day Supervisors,</p> <p>My name is Sean Kearney, Chief Business Official of the Wiseburn Unified School District. I appreciate the opportunity to share our district's concerns regarding the potential rezoning in Del Aire and Wiseburn. I am here to advocate for a thoughtful and thorough review of the impacts on our students' educational needs, school infrastructure, and community safety.</p> <p>The Environmental Impact Report (EIR) currently assesses school capacity by pooling resources from eight unincorporated communities. This approach does not account for the realities of school attendance rights, as each school district operates within its own defined capacity. As a result, the analysis fails to reflect the true impact of rezoning on the local schools.</p> <p>Additionally, while developer fees have been identified as a potential funding source to address facility needs resulting from increased enrollment, these funds alone are insufficient to realistically meet the facilities demands of growth.</p> <p>Also, related to attendance impacts... - to be clear, under state law, students have the right to attend school within the district where they reside. School districts cannot arbitrarily accept or deny attendance, and families seeking to enroll their children outside their home district must navigate a permit process with specific and strict requirements. The County's assessment overlooks these legal and logistical constraints, assuming flexibility in enrollment that is neither realistic nor compliant with state law. For example, Del Aire Elementary is already approaching capacity, leaving families in Del Aire and</p>



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	<p>Wiseburn with limited, if any, realistic options to send their children to distant schools, such as those in West Carson or El Camino Village. This is simply not the way school enrollment and attendance work.</p> <p>Moreover, increased housing density could exacerbate traffic congestion near our schools, significantly impacting student safety. Without clear mitigation measures, the added traffic during drop-off and pick-up times could create hazardous conditions for students and families alike. The report minimizes this impact and fails to thoughtfully and specifically address the important safety concerns that the district has related to ingress and egress. Before the approval of a plan of this nature, it would be the district's request that the Supervisors direct staff to more thoroughly look at and address the impact of higher density housing on the safety of students as they come and go from school.</p> <p>We urge the Board of Supervisors to conduct a focused, community-specific assessment to fully understand and address these school-related impacts. It is vital that the educational and safety needs of Del Aire and Wiseburn families remain a priority as you deliberate rezoning proposals and associated reports.</p> <p>Thank you for your time and consideration.</p>
Stacy Diehl	<p>I am a Del Aire resident concerned about the South Bay Area Plan- Project No. PRJ2022-004615-(2 and 4). I believe in fair and equitable housing and welcome the expansion of mixed-use housing along our corridors and near the Metro station. However, the current plan is seriously flawed.</p> <p>For the past 18 months, my neighbors and I have written letters, attended meetings, and shared our legitimate concerns about the proposed blanket upzoning in North Del Aire to no avail.</p> <p>I never knew the disadvantage of living in an unincorporated area until now; we have no government officials advocating for us or taking our concerns to heart. And while the commissioners have indicated that they agree with our concerns, they claim they have to move the plan forward due to timing, not facts.</p> <p>Please look at the Del Aire map, re-assess the proposed rezoning and consider the following:</p> <p>Rezoning our entire single-family neighborhood is not necessary in order to achieve the state-mandated housing goals. Based on the State of California's Regional Housing Needs Allocation (RHNA) goals, by 2029, Del Aire and Wiseburn need to add 383 units. The submitted maps will add three times the</p>

			<p>mandated RHNA allocation in that one small section alone. We feel unfairly targeted without any government representatives advocating for our community.</p> <p>The Sheriffs currently cannot adequately service our community. We already have the longest reporting time of any of the SBAP communities. Adding thousands of people to a ¼-square-mile area is unsafe. The South Sheriff's station is understaffed and has no plans for that to change.</p> <p>Del Aire Elementary cannot handle a large influx of students. The study looked at the entire project area (not just Del Aire) and assessed the capacity of schools by looking at the combined ability of all schools in all eight unincorporated communities. That makes no sense as parents can't send their children from Del Aire to schools in other unincorporated areas. Why was the study completed this way?</p> <p>The proposed upzoning of all of North Del Aire from R-1 to H18 has not been appropriately studied in the EIR nor the plan.</p> <p>In conclusion, please read our submitted concerns and do not upzone all of North Del Aire to H18 or approve the ill-conceived South Bay Area Plan.</p>
		Theresa Warlich	Please save my neighborhood. Why are you changing my neighborhood? I have worked so hard to obtain my home and your plans will take it away for me. You'd fight for your neighborhood. Listen to your constituents not contractors out to make mega bucks.
		Item Total	19
Grand Total			19

Linda Cessor
5360 W. 126th Street
Del Aire, CA 90250
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January 23, 2025

Los Angeles County Board of Supervisors
500 W. Temple St.
Los Angeles, CA 90012

Subject: OPPOSITION TO INCREASED RESIDENTIAL ZONING IN DEL AIRE, CALIFORNIA

Dear Members of the Los Angeles County Board of Supervisors,

I am writing to express my strong opposition to the proposed increase in residential zoning for Del Aire, California. While I understand the need to address the housing crisis in Los Angeles County, this approach would exacerbate existing issues and harm the long-term prospects for low and middle-income families in our community.

Affordable single-family residences are already scarce in Los Angeles County, and increasing zoning to build multi-family developments in Del Aire will further erode this essential housing option. Single-family homes are a cornerstone for building generational wealth, particularly for low and middle-income families who rely on these properties as their primary means of securing financial stability and passing wealth to future generations. The elimination of these homes not only reduces access to this critical pathway but also undermines the cultural and economic fabric of our community.

Additionally, Del Aire is already a compact area with limited resources and infrastructure. Increasing the zoning to allow for multi-family developments would strain vital public services, including our police and fire departments, trash collection, and traffic management. The area already experiences congestion, limited parking, and increased pollution from vehicle traffic and the Los Angeles World Airport. Adding higher-density housing would exacerbate these issues, reducing the quality of life for current and future residents.

Rather than increasing zoning to build multi-family residences in Del Aire, I urge the County to explore alternative solutions to the housing crisis. These might include repurposing underutilized commercial properties and incentivizing affordable housing developments in less congested areas.

Del Aire is a unique community that thrives on its balance between residential living and accessibility. I urge the Board to preserve this balance by rejecting proposals to increase

residential zoning in this area. This decision will protect the future of Del Aire and ensure it remains a viable and sustainable community for generations to come.

****Please add the entirety of this email to the public record on this matter, and the County SBAP case file for Del Aire.**

Thank you for your attention to this urgent and necessary matter.

Linda Cessor
Del Aire Resident



The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

To: SouthBayAreaPlan@planning.lacounty.gov,

Date: 1/24/2025

Subject: Public Comment on Item 6 Project No. PRJ2022-004615 - South Bay Area Plan Project

Dear Los Angeles County Board of Supervisors,

As advocates for equitable housing, Abundant Housing LA and South Bay Forward – our volunteer-led local chapter composed of residents throughout the South Bay – are writing to urge you to adopt the South Bay Area Plan, which the Regional Planning Commission voted unanimously to support in October. Our organizations strongly believe that local and regional governments have a responsibility to plan and build communities where everyone can thrive, flourish, and live in the neighborhood of their choice. Please support the South Bay Area Plan, which will provide people with the opportunity to live near transit and jobs to make the South Bay region a more equitable and vibrant place to live.

Los Angeles County's Housing Element identified a shortfall over over 55,000 units in unincorporated areas that must be addressed via rezoning. The County's various Area Plans are key interventions to accomplish the necessary rezoning to bridge the gap between existing zoned capacity and LA County's state-mandated housing target. While we believe the South Bay Area Plan could have gone further to expand housing opportunities in a key LA region and jobs center, the plan is a solid step in the right direction.

We must also stress that LA County has an obligation to not just zone for more housing, but also to combat patterns of segregation and open up exclusionary high resource communities. On that note, we strongly support the proposed modest upzoning of the northern portion of Del Aire to H18 (although we prefer the original proposed H30 zoning, which would have produced additional housing opportunities). Situated near LA Metro light rail and the LAX/El Segundo aerospace industry hubs, Del Aire is a high resource community that is jobs-rich and transit-rich. Increasing housing opportunities in neighborhoods like Del Aire is an economic and social justice imperative, and opening up single family neighborhoods stems displacement by reducing pressure on existing multifamily housing stock.

Furthermore, we encourage and support future updates to expand zoning opportunities in the Del Aire and Wiseburn Districts, as well as the Lennox, Alondra Park/El Camino Village, and West Carson Districts. We also urge the county to continue its work in building permanent



supportive housing in these areas such as the Aviation Apartments in Del Aire, a Homekey project.

Affirmatively furthering fair housing by opening up communities like Del Aire is imperative now more than ever for Los Angeles County, given the fact that the Palisades and Eaton fires have made the housing crisis on the Westside and the South Bay more acute as displaced families look to relocate and the housing shortfall widens. High opportunity areas like Del Aire will be even more in-demand and out of reach for Angelenos of lower incomes unless we expand zoning and opportunity. We urge you to move forward and fulfill your obligation to build more housing in High Opportunity areas with both the South Bay Area plan and Westside Area Plan.

The South Bay has historically not delivered its fair share of the County's housing needs, and as a result, many Angelenos are unable to access this region which is rich in jobs, services, and amenities. The South Bay Area Plan offers a key opportunity for the County to move this key region towards greater accessibility, diversity, and abundance. We urge you to grasp that opportunity and approve the plan to continue your commitment and obligation to affirmatively further fair housing.

Sincerely,

Courtney Alicia Miles

Abundant Housing LA Field Organizer

Scott Epstein

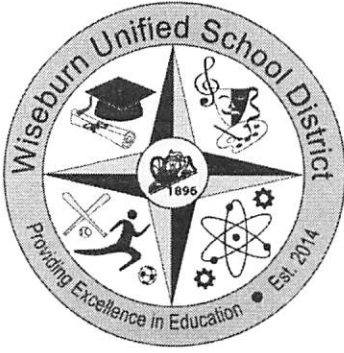
Policy Director, Abundant Housing LA

Brianna Egan

Co-Chapter Lead, South Bay Forward

Matthew Lawrence

Co-Chapter Lead, South Bay Forward



WISEBURN UNIFIED SCHOOL DISTRICT

Blake Silvers, Ed.D., Superintendent

Board of Trustees

Nelson Martinez, President • Roger Bañuelos, Vice President/Clerk
Neil Goldman, Member • Rebecca Hamburg Cappy, Member • JoAnne Kaneda, Member

November 30, 2023

Thomas Dearborn, AICP, Senior Planner
County of Los Angeles Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Via E-Mail: southbayareaplan@planning.lacounty.gov

Re: Response to Notice of Preparation of a Draft Environmental Impact Report for the Los Angeles County South Bay Area Plan Project

Dear Mr. Dearborn:

The Wiseburn Unified School District appreciates the opportunity to provide input on the environmental review process for the proposed South Bay Area Plan Project. Based on the Notice of Preparation for the proposed environmental impact report, we understand the Project will implement land use and zone changes throughout the Project area with an emphasis on increasing housing opportunities. As a local school district overlapping the Del Aire/Wiseburn portion of the Project area, the District will be uniquely affected by the Project, potentially for decades to come. The District operates five school sites in the Project area serving approximately 4,500 students. Not only is the District responsible for educating students generated by the Project, it has an obligation to ensure the health and safety of its students and staff and the quality of its learning environment.

Below we outline our concerns and provide comments on the Notice of Preparation.

Comment Period on Draft Environmental Impact Report and Community Outreach. Because of the complexity of the proposed Project and the potential to disproportionately affect District schools, we are requesting in advance that the draft environmental impact report public review period be extended to 60 days rather than 45 days.

Consistent with state legislation for environmental justice (e.g. SB 1000), outreach should be conducted with the District and surrounding neighborhoods in English and Spanish. Outreach is needed in order to provide residents affected by the Project the opportunity to understand the adverse environmental effects the Project may have on our community, schools, and the environment, and the opportunity to engage in government decisions that affect residents and District students and staff. Translation services should be provided at all meetings and hearings, even if those hearings are conducted remotely. Given that not all residents in the surrounding community may have equal access to internet, information should also be provided in writing (English and Spanish) to all residents and businesses within a mile of the various Project areas.

Air Quality. An air quality/greenhouse gas analysis should assess the Project's stationary emissions and mobile source emissions and how they may impact surrounding sensitive receptors, including the District's schools, students, and surrounding residences.

The Project is located in a community with some of the highest pollution burden in all of California. Pollution burden represents the potential exposure to pollutants and the adverse environmental conditions caused by pollution. CalEnviroScreen 4.0 identifies the Project area as an environmental justice community that is disproportionately affected by and vulnerable to poor air quality. Increased motor vehicle traffic associated with higher density development has the potential to increase emissions and adversely affect sensitive populations, especially school-aged children, attending schools and living in and near the Project area. The Project's air quality analysis should evaluate the cumulative health risks for affected residents in order to disclose the Project's cumulative contribution to the health risks and allow decision makers to make findings regarding potential air quality impacts.

We are requesting that the environmental impact report provide clear, easy to understand information on how the proposed Project affects air quality impacts and associated health risk and health impacts. The technical assessments should consider emissions from all phases of the Project based on the allowed uses under the Area Plan as well as the cumulative effects from other surrounding projects.

Noise and Vibration. The noise analysis should identify residential uses and District schools as sensitive receptors and evaluate noise generated by increased traffic and development in and around the Project area. The proposed Project has the potential to increase ambient noise and vibration levels and adversely affect sensitive populations, including school-aged children living proximate to the Project area and attending District schools.

Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. In addition, elevated ambient noise levels can result in noise interference (e.g., speech interruption/masking, sleep disturbance, disturbance of concentration) at schools, residences, and other noise-sensitive receptors.

Population Growth and Public Services. The proposed Project would induce population growth in the area and increase the residential density. These new residents are likely to include school-aged children that would attend District schools. The Population and Housing and Public Services sections should quantify population growth from the Project and analyze how the increase in students would impact the schools serving the area.

Traffic and Pedestrian Safety. The District has concerns regarding increased motor vehicle traffic in and around the Project area. The increase in traffic has the potential to disrupt and delay school drop-off and pick-

up for schools in the area. The District requests that the environmental analysis prepared for the Project address these issues. The study should also consider the cumulative effects from other surrounding projects.

The increase in traffic can also impact pedestrian safety and the safety of our students and staff at District schools. We request that the environmental impact report address pedestrian safety measures and safe routes to school.

The District appreciates the opportunity to submit these comments. We look forward to working with the County to ensure the Project's impacts on schools and student health and safety are fully mitigated. Pursuant to Public Resources Code section 21092.2, we request that all notices concerning the Project be sent to my attention.

Sincerely,

A handwritten signature in black ink, appearing to read "Blake Silvers", with a long horizontal flourish extending to the right.

Blake Silvers, Ed.D., Superintendent



Wiseburn Unified School District

Blake Silvers, Ed.D., Superintendent

Board of Trustees

Nelson Martinez, President • Roger Bañuelos, Vice President/Clerk
Neil Goldman, Member • Rebecca Hamburg Cappy, Member • Michelle Legaspi, Member

July 8, 2024

Thomas Dearborn, AICP, Senior Planner
County of Los Angeles Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Via E-Mail: southbayareaplan@planning.lacounty.gov

Re: Comments on Draft Environmental Impact Report for the Los Angeles County South Bay Area Plan Project (Project No. PRJ2022-004615; State Clearinghouse No. 2023100445)

Dear Mr. Dearborn:

The Wiseburn Unified School District has reviewed the Draft Environmental Impact Report (“DEIR”) for the proposed South Bay Area Plan Project and offers the following comments.

Project Scope

It is our understanding that the project will involve a significant general plan amendment and rezoning affecting several unincorporated communities. Among the purposes of the project is an increase in housing stock consistent with the County’s Regional Housing Needs Assessment goals. With an anticipated buildout completion date of 2045, the project could yield an additional 9,951 residential units and an estimated 31,051 project-area residents. The project would also result in increased intensity of commercial and industrial uses.

Wiseburn USD Schools

The District is responsible for approximately 4,500 students and hundreds of staff members across five campuses. All of the District school sites are either within or adjacent to the project area designated as the “Del Aire and Wiseburn” community (“Del Aire/Wiseburn”). The project therefore has the potential to impact student and staff health and safety as well as District facilities and the learning environment. A map of the District’s schools is attached as **Exhibit “A.”**

While the DEIR mentions the District in background discussion, it appears to ignore the District’s integration into the project area. For example, page 4.15-10 of the DEIR purports to describe the school districts and facilities serving the project area. However, the DEIR omits the District from the substantive discussion and states that the Del Aire/Wiseburn schools are operated by Lawndale Elementary School District. That is incorrect.

The DEIR also minimizes the potential for impacts on area schools and the need for mitigation. The DEIR suggests that impacts to schools associated with increased population and density will be fully addressed through the implementation of development impact fees on future projects. It is important to note that development fees are intended only to address the need for additional school facilities created by increased enrollment. Those fees are unrelated to environmental impacts caused by development. Development fees therefore should not be treated as a comprehensive solution to all impacts on schools and students.

Mitigation for Pedestrian Safety

The District was disappointed to find that the DEIR includes no mitigation measures related to transportation. Many District students walk to school and must negotiate busy intersections. The project's increased density of residential and commercial uses will contribute additional traffic and increase the safety risk to pedestrians. Ensuring safe paths of travel is therefore critical. The DEIR should include an analysis of routes most likely to experience increased congestion to more accurately estimate the danger. The DEIR should also evaluate speed-control measures such as increased signalization and speed limit adjustments, as well as bicycle and pedestrian lanes.

The District schools most vulnerable to safety hazards from increased traffic related to the Project are the following:

- Del Aire Elementary School – 12110 Hindry Avenue
- Da Vinci Connect – 12501 South Isis Avenue
- Hollyglen Elementary School – 5309 West 135th Street
- Wiseburn Middle School – 5504 West 135th Street
- Aviation Elementary School – 5403 West 138th Street

A significant proportion of the students attending both campuses walk or bike to and from school. The roads they must use and cross have high levels of traffic under existing conditions. The increase in density made possible by the Project has the potential to add a considerable number of vehicles to those roads. In order to protect the safety of student pedestrians and bicyclists, future development utilizing increased density under the South Bay Area Plan should be conditioned on the County or the project applicant providing for morning and afternoon crossing guards at the following intersections:

- Aviation Boulevard and West 120th Street
- South Isis Avenue and West 120th Street
- Hindry Avenue and West 123rd Street
- Hindry Avenue and West 122nd Street
- El Segundo Boulevard and South Isis Avenue
- El Segundo Boulevard and Aviation Boulevard
- Aviation Boulevard and West 135th Street

Several District schools are concentrated in close proximity to the stretch of South Isis Avenue between West 120th Street to the north and El Segundo Boulevard to the south. Given the high number of student bicyclists and pedestrians utilizing this route, the County should consider measures to limit and control motorists' speed such as speed bumps or lower speed limits during morning and afternoon school commute hours. Speed control measures should also be considered on West 120th Street between Aviation Boulevard and La Cienega Boulevard.

Air Quality. Schools are sensitive receptors for air quality impacts. The Project is located in an urban setting that already carries a high pollution burden. According to the California Air Resources Board, pollutants such as nitrogen oxide and particulates are a primary precursor to smog formation and a significant factor in the development of respiratory problems

like asthma, bronchitis, and lung irritation. Fine particulates contributor to cancer, heart disease, respiratory illnesses, and premature death.¹ Traffic-related pollution is linked to early markers for cardiovascular disease in children.²

The DEIR does not adequately address CEQA Air Quality thresholds b and c, whether the Project would:

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

c) Expose sensitive receptors to substantial pollutant concentrations?

Noise and Vibration. Residential uses and schools are sensitive receptors for noise and vibration impacts. Project noise and vibration impacts also have a unique ability to disrupt the learning environment.

According to the World Health Organization, 35 dBA Leq is the recommended maximum background noise level for school classrooms. Additionally, Appendix A5, Section A5.507.5, of the California Building Code specifies a maximum background noise level of no more than 45 dBA Leq in classrooms. For young children and those experiencing hearing loss and/or Auditory Processing Disorder (APD), a limit of 40 dBA is used (McLaren, SJ, and Page, WH, 2015).

Population Growth and Public Services. The project's growth inducing impacts are not adequately analyzed with respect to school facilities. The expected influx of residents will include school-aged children straining District resources. The Population and Housing and Public Services sections should better model population growth from the project and analyze how the increase in students would impact the schools serving the area.

Conclusion.

The District appreciates the opportunity to submit these comments on the South Bay Area Plan project. We look forward to further contributing to the County's planning process to ensure that environmental impacts and health and safety risks at schools and residential areas are fully mitigated.

Sincerely,

Blake Silvers, Ed.D.,
Superintendent

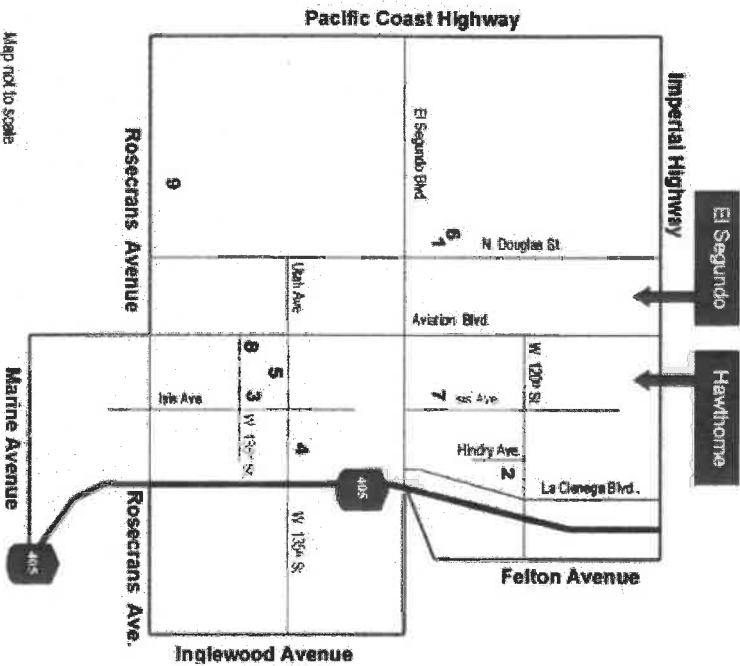
¹ California Environmental Protection Agency, California Air Resources Board. Nitrogen Dioxide & Health. Website <https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health>

² University of Southern California. Traffic-Related Pollution Linked to Early Markers for Cardiovascular Disease in Children. <https://news.usc.edu/185647/auto-emissions-pollution-children-cardiovascular-disease-usc-research/>

EXHIBIT A
Map of District Schools

LEGEND

1. **Wisburn District Office**
201 N. Douglas Street, El Segundo
90245
2. **Del Aire Elementary School (TK-5)**
12110 S. Hindry Avenue,
Hawthorne 90250
3. **Aviation Elementary School (3-5)**
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90250
4. **Hollyglen Elementary School (TK-2)**
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90250
5. **Wisburn Middle School (6-8)**
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90250
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Segundo 90245



Map not to scale



Wiseburn Unified School District

Blake Silvers, Ed.D., Superintendent

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July 8, 2024

Thomas Dearborn, AICP, Senior Planner
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201 North Douglas Street, El Segundo, CA 90245 • Phone: (310) 725-2101

A10-1

A10-2

A10-3

A10-4

A10-5

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- Aviation Elementary School – 5403 West 138th Street

A10-6

A significant proportion of the students attending both campuses walk or bike to and from school. The roads they must use and cross have high levels of traffic under existing conditions. The increase in density made possible by the Project has the potential to add a considerable number of vehicles to those roads. In order to protect the safety of student pedestrians and bicyclists, future development utilizing increased density under the South Bay Area Plan should be conditioned on the County or the project applicant providing for morning and afternoon crossing guards at the following intersections:

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- El Segundo Boulevard and Aviation Boulevard
- Aviation Boulevard and West 135th Street

A10-7

Several District schools are concentrated in close proximity to the stretch of South Isis Avenue between West 120th Street to the north and El Segundo Boulevard to the south. Given the high number of student bicyclists and pedestrians utilizing this route, the County should consider measures to limit and control motorists' speed such as speed bumps or lower speed limits during morning and afternoon school commute hours. Speed control measures should also be considered on West 120th Street between Aviation Boulevard and La Cienega Boulevard.

A10-8

Air Quality. Schools are sensitive receptors for air quality impacts. The Project is located in an urban setting that already carries a high pollution burden. According to the California Air Resources Board, pollutants such as nitrogen oxide and particulates are a primary precursor to smog formation and a significant factor in the development of respiratory problems

A10-9

like asthma, bronchitis, and lung irritation. Fine particulates contributor to cancer, heart disease, respiratory illnesses, and premature death.¹ Traffic-related pollution is linked to early markers for cardiovascular disease in children.²

The DEIR does not adequately address CEQA Air Quality thresholds b and c, whether the Project would:

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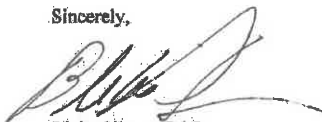
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Conclusion.

The District appreciates the opportunity to submit these comments on the South Bay Area Plan project. We look forward to further contributing to the County's planning process to ensure that environmental impacts and health and safety risks at schools and residential areas are fully mitigated.

Sincerely,



Blake Silvers, Ed.D.,
Superintendent

A10-9
Cont.

A10-10

A10-11

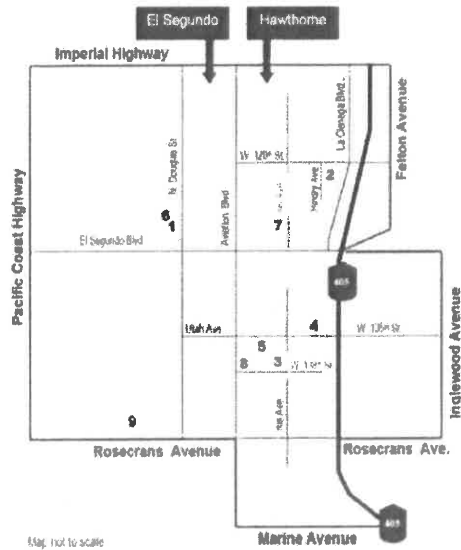
A10-12

¹ California Environmental Protection Agency, California Air Resources Board. Nitrogen Dioxide & Health. Website <https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health>

² University of Southern California. Traffic-Related Pollution Linked to Early Markers for Cardiovascular Disease in Children. <https://news.usc.edu/185647/auto-emissions-pollution-children-cardiovascular-disease-usc-research/>

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Segundo 90245

A10-13

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Response to Comment Letter A10

Wiseburn Unified School District
Blake Silvers, Ed.D., Superintendent
July 8, 2024

A10-1 This introductory comment identifies the commenter and notes review of the Draft PEIR. The comment does not express any environmental concerns related to the environmental analysis contained in the Draft PEIR.

A10-2 The comment correctly summarizes the Project description and intent. However, the comment states the Project would result in an additional 9,951 residential units and an estimated 31,051 residents within the Project area. Additionally, the comment states the Project would increase intensity of industrial uses.

As described in Chapter 3, Revisions to the Draft PEIR, of this Final PEIR, the Project would result in a total of 9,596 dwelling units and approximately 29,943 residents. While the Project would include land use changes to facilitate commercial development, the Project would not result in changes to an increased intensity of industrial uses.

A10-3 The comment states the Project would result in health and safety impacts to students and staff at schools as well as District facilities and the learning environment. The Draft PEIR analyzes the potential impacts of future development projects in the Project area. Consideration for schools, including those within the Wiseburn Unified School District, were made as schools are considered sensitive land uses. As demonstrated throughout the Draft PEIR, impacts were analyzed on a programmatic level. The Project would facilitate the implementation of programs, goals, and policies, as well as Project-related growth across the Project area. However, the Project does not include or propose any site-specific development projects. As such, site-specific and project-specific level analysis is not addressed in the Draft PEIR as it would be too speculative to assess potential environmental impacts.

For example, as detailed further in Section 4.2, Air Quality, the Draft PEIR incorporates mitigation to reduce impacts; however, due to the programmatic nature of the Project, the accuracy of the reductions that would be realized from mitigation is not able to be accurately quantifiable. Thus, impacts would remain significant and unavoidable related to the potential exposure of sensitive receptors to substantial pollutant concentrations even with the incorporation of mitigation measures MM-4.3-1 and MM-4.3-2. Similar impact conclusions were determined in Section 4.13, Noise, of the Draft PEIR. Impacts would remain significant and unavoidable even with the incorporation of MM-4.13-2.

The comment also asserts impacts to school facilities would occur. As described in Section 4.15, Public Services, impacts would be less than significant with the payment of development fees, which would be used to offset the impact of an additional student population. No mitigation is required. The County conducted outreach in preparation of the Draft PEIR and received a comment letter in response to the Notice of Preparation circulated on October 16, 2023, as summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, the Draft PEIR. Table 1-1 listed Wiseburn Unified School District as a commenter and identified the appropriate Draft PEIR sections based on the comments received (Draft PEIR, p. 1-4). Therefore, the Project would not create capacity or service level problems necessitating the need for new or physically altered school facilities.

A10-4 The comment states the Draft PEIR does not include substantive discussion on the Wiseburn Unified School District. Additionally, the County conducted outreach in preparation of the Draft PEIR, including a public services information request letter dated October 27, 2023. The County did not receive a response to this letter. Instead, the County received a comment letter on November 30, 2023, in response to the Notice of Preparation circulated on October 16, 2023. As mentioned by the comment, the Draft PEIR discloses the Project area is served by multiple school districts. The comment correctly identifies an error in the Draft PEIR which states schools within Del Aire/Wiseburn are served by the Lawndale Elementary School District. As such, a revision has been included in Chapter 3, Revisions to the Draft PEIR. This addition does not change the analysis or impact conclusions in the Draft PEIR, nor do they result in any new significant impacts or the need for new or altered mitigation measures. The revision merely clarifies the environmental setting discussion already presented in the Draft PEIR. Therefore, this revision does not warrant recirculation of the Draft EIR.

A10-5 The comment asserts impacts to schools were not adequately addressed in the Draft PEIR. Regarding development fees, Government Code 65995 states payment of fees constitutes as adequate mitigation related to impact to school facilities. Specifically, the impacts to school facilities are based on the CEQA guidelines threshold related to the Project's potential to create capacity or service level problems, such as student population capacity. In the event new or physically altered school facilities are required, the construction of such facilities would be funded through future development projects prior to the issuance of building permits.

Similar to the discussion provided in Response to Comment A10-3, the potential impacts to schools more broadly are addressed throughout the Draft PEIR. As described in Section 4.15, secondary impacts related to busing and parent vehicle trips are accounted for throughout the environmental impact analysis (e.g., transportation, air quality, greenhouse gas emissions, noise). See Section 4.3, Air Quality; Section 4.8, Greenhouse Gas Emissions; Section 4.13, Noise; and Section 4.17, Transportation of this Draft PEIR for more discussion.

A10-6 The comment states concern for Project impacts related to pedestrian safety nearby schools. The Draft PEIR analyzes the Project's potential to substantially increase hazards within Section 4.17, Transportation. Moreover, the Project would facilitate the implementation of programs, goals, and policies, as well as Project-related growth across the Project area. For example, community-specific goals and policies, such as Policy 2.3, encourages bicycle and pedestrian improvements along Aviation Boulevard through the installation of high-visibility crosswalks, bulb-outs at intersections, Leading Pedestrian Interval (LPI)/Leading Bike Intervals (LBI) phasing at traffic signals, and audible indicators to facilitate safe movements for all travel modes (Draft PEIR, p. 4.14-40). The comment will be provided to the Regional Planning Commission and Board of Supervisors for their review and consideration as part of this Final PEIR.

A10-7 The comment requests that the County be conditioned to provide morning and afternoon crossing guards at select intersections for the purpose of increasing safety for students that walk or bike to and from school. Similar to the discussion provided in Response to Comment A10-6, the Project includes goals and policies on an areawide and community-specific level. See Policy 2.2, Safe Routes to Schools Program, which supports the creation of such a program in Wiseburn (Draft PEIR, p. 4.14-40). As discussed in Section 4.17, the Project would not result in hazardous conditions related to a design feature or incompatible uses. Individual projects facilitated as a result of Project implementation would be subject to the County's development plan review process in accordance with Division 9,

Administration, of the County Zoning Code. At that time, any specific traffic hazards due to geometric design around the project sites would be identified. However, no geometric design issues are reasonably foreseeable at this time. The facilitation of infill development would not involve permanent changes to linear infrastructure (i.e., roadways) and would not introduce any uses that would be incompatible with the surrounding urban or suburban environment. Although the Project supports mobility improvements (as outlined in the General Plan's goals and policies), no specific mobility related improvements are proposed (Draft PEIR, pp. 4.17-48 and 4.17-49). The comment will be provided to the Regional Planning Commission and Board of Supervisors for their review and consideration as part of this Final PEIR.

- A10-8** The comment states speed bumps, lower speed limits, and other speed control measures should be installed for specific street segments. Similar to the discussion provided in Response to Comment A10-6, the Project includes goals and policies on an areawide and community-specific level. See Policy 2.1, Continuous Bicycle Network, which explores grant funding opportunities for potential improvements (Draft PEIR, p. 4.14-40). The comment will be provided to the Regional Planning Commission and Board of Supervisors for their review and consideration as part of this Final PEIR.
- A10-9** The comment asserts the air quality impact analysis contained in the Draft PEIR does not adequately address schools as sensitive receptors. This comment is similar to Comment A10-3. As such, see Response to Comment A10-3 for more discussion.
- A10-10** The comment states that schools are sensitive receptors for noise and vibration, and lists varying recommended background noise levels for the classroom learning environment. Compliance with noise standards for interior noise levels is a regulatory requirement per the California Building Code and the implementation of the proposed Project would have no impact on a school's ability to achieve interior noise standards. As analyzed in Draft PEIR Section 4.13, Noise, changes to roadway traffic as a result of the Project would not result in significant noise effects since the predicted changes in roadway traffic noise would be lower than a barely perceptible 3 dBA change (Draft PEIR, p. 4.13-25).
- A10-11** The comment asserts the Project's growth inducing impacts are not adequately analyzed in the Draft PEIR. As discussed further in Section 4.15, Public Services, the Project-related growth and associated student generation rate (0.7 students per dwelling unit) was estimated across the Project area, resulting in a total of 6,897 additional students at buildout. The analysis included discussion on the existing conditions of school facilities; however, as detailed in Response to Comment A10-5, payment of development fees would offset the impacts associated with an additional student population. Moreover, the Draft PEIR states implementation of the Project would be gradual through 2045. As stated in Response to Comment A10-5, Government Code 65995 states payment of fees constitutes as adequate mitigation related to impact to school facilities. As such, existing funding mechanisms address the potential impacts related to an increase in student population.
- A10-12** This comment provides a conclusory statement related to the comment letter. The comment does not express any environmental concerns related to the environmental analysis contained in the Draft PEIR.
- A10-13** This comment represents a map of the Wiseburn Unified School District, including each school within the district's boundaries. The Draft PEIR includes Figure 4.15-3, School Districts, which provides the boundaries of each school district serving the Project area. Although each school serving the Project

area are not disclosed in the PEIR, the analysis of impacts was on a programmatic level. See Response to Comment A10-3 for more discussion.

Dear LA County Board of Supervisors,

I am a Del Aire resident and I am writing about the South Bay Area Plan- **Project No. PRJ2022-004615-(2 and 4)**. I believe in fair and equitable housing, and I welcome the expansion of mixed use housing along our corridors and near the Metro station. Yet, this current plan is flawed and will cause harm!

For the past 18 months, my neighborhood has written letters, attended meetings, and tried to share our legitimate concerns with the proposed blanket upzoning in North Del Aire. Unfortunately, these concerns have been blatantly ignored. At the October 30, 2024 Regional Planning Commission meeting, the commissioners even lamented that they agreed with our concerns but that their hands were tied because they had to move the plan forward due to timing, not facts. **PLEASE look at the Del Aire map and re-assess the rezoning proposed for Del Aire!** Del Aire is a diverse, mixed income community with mostly first-time home buyers and multi-family homes.

OUR CONCERNS:

- **The proposed upzoning will triple the number of housing units in a ¼ sq. mile area.**
- **Rezoning our entire single-family neighborhood is not necessary in order to achieve the state mandated housing goals.** The upzoning in Del Aire will provide 3X the mandated housing for all of Del Aire and Wiseburn in a ¼ square mile concentrated in north Del Aire. *Based on the State of CA's Regional Housing Needs Allocation (RHNA) goals, by 2029, Del Aire and Wiseburn need to add 383 units.* The submitted PEIR maps propose upzoning a 1 / 4 sq. mile area of North Del Aire to H18 which will add 3 times the mandated RHNA allocation in that one small section alone!
- **Rezoning at this magnitude will cause gentrification and push out residents whose families have lived here for decades.** The Housing element lists Del Aire as a sensitive community at high risk of displacement. Yet this was not considered as Del Aire is next to a transit center and is considered a transit Opportunity Area.
- **Upzoning Del Aire will put residents in harm as Sheriff capacity is already stretched and has the longest reporting time of any of the SBAP communities.** Adding thousands of people to a ¼ mile area is unsafe and will put residents in harm. According to LASD, the South Sheriff's station is understaffed and has no plans for construction of new or expansion of existing facilities.
- **This magnitude of upzoning will hurt our children's education. Our local school, Del Aire Elementary School,** in the Wiseburn Unified School District does not have the capacity to serve a huge influx of additional students. The study looked at the entire project area and assessed the capacity of schools by looking at the combined ability of all schools in all 8 unincorporated communities. Parents can't send their children from Del Aire to West Carson or El Camino Village for kindergarten so why was the study completed in this way!? That is not how communities and school districts work.
- **The proposed upzoning of all of North Del Aire from R-1 to H18 is extremely harmful to our current single-family housing community and it has not been appropriately studied in the EIR nor the plan. H18 allows for up to 4 units per parcel and the building across parcels to up to 18-unit apartments.** So, a developer can buy 4-5 houses in a row and put

an 18-plex in the middle of what is currently a 100% single-family home neighborhood. Also, density bonuses kick in once there are 15 units, so this number can increase to a 30-unit apartment.

OUR REQUESTS:

- Do not approve the South Bay Area Plan (SBAP).
- Look at the Del Aire map and re-assess the rezoning proposed for Del Aire.
- Do not upzone all of north Del Aire to H18.
- Look at each unincorporated community as an individual community.
- Retroactively count the number of units currently being built at 11824 Aviation (Aviation & 118th Place) toward the proposed 383 units.
- Count the number of units proposed to be built at 12000 Aviation (Aviation & 122nd Street) toward the proposed 383 units.
- Expand mixed use housing along our corridors and near the Metro station as opposed to the single-family housing community.

I humbly ask you to **PLEASE** look at what you are proposing in Del Aire and read, with the intention of understanding, our submitted concerns and requests. The map for Del Aire triples the number of housing units in a 1/4 sq. mile radius. With zoning density bonuses, this could mean having 18 or 30-unit apartments in the middle of a single-family home community. This is not necessary! **PLEASE DO NOT UPZONE ALL OF NORTH DEL AIRE TO H18. PLEASE DO NOT APPROVE THE SOUTH BAY AREA PLAN.**

***Please add the entirety of this email to the public record on this matter, and the County SBAP case file for Del Aire.*

Thank you.

Linda Cuesta
5521 W. 124th Street
cuestal162@gmail.com

From: [LC](#)
To: [PublicComments](#); [South Bay Area Plan](#)
Cc: [Holly J. Mitchell](#); [An. Ara](#); [Gracian, Isela](#); LOBrien@bos.lacounty.gov; [Shamdasani, Karishma](#); commission@planning.lacounty.gov
Subject: OPPOSITION TO INCREASED RESIDENTIAL ZONING IN DEL AIRE, CALIFORNIA
Date: Thursday, January 23, 2025 11:16:32 AM

CAUTION: External Email. Proceed Responsibly.

Dear Members of the Los Angeles County Board of Supervisors,

I am writing to express my strong opposition to the proposed increase in residential zoning for Del Aire, California. While I understand the need to address the housing crisis in Los Angeles County, this approach would exacerbate existing issues and harm the long-term prospects for low and middle-income families in our community.

Affordable single-family residences are already scarce in Los Angeles County, and increasing zoning to build multi-family developments in Del Aire will further erode this essential housing option. Single-family homes are a cornerstone for building generational wealth, particularly for low and middle-income families who rely on these properties as their primary means of securing financial stability and passing wealth to future generations. The elimination of these homes not only reduces access to this critical pathway but also undermines the cultural and economic fabric of our community.

Additionally, Del Aire is already a compact area with limited resources and infrastructure. Increasing the zoning to allow for multi-family developments would strain vital public services, including our police and fire departments, trash collection, and traffic management. The area already experiences congestion, limited parking, and increased pollution from vehicle traffic and the Los Angeles World Airport. Adding higher-density housing would exacerbate these issues, reducing the quality of life for current and future residents.

Rather than increasing zoning to build multi-family residences in Del Aire, I urge the County to explore alternative solutions to the housing crisis. These might include repurposing underutilized commercial properties and incentivizing affordable housing developments in less congested areas.

Del Aire is a unique community that thrives on its balance between residential living and accessibility. I urge the Board to preserve this balance by rejecting proposals to increase residential zoning in this area. This decision will protect the future of Del Aire and ensure it remains a viable and sustainable community for generations to come.

****Please add the entirety of this email to the public record on this matter, and the County SBAP case file for Del Aire.**

Thank you for your attention to this urgent and necessary matter.

Linda Cessor
Del Aire Resident
Ceszna@aol.com

From: [Ivett Arroyo](#)
To: [PublicComments](#)
Cc: [Holly J. Mitchell](#); [An. Ara](#); [Gracian, Isela](#); LOBrien@bos.lacounty.gov; [Shamdasani, Karishma](#); SouthBayAreaPlan@planning.lacounty.gov; commission@planning.lacounty.gov
Subject: Urgent Concerns About the South Bay Area Plan – Protecting Del Aire
Date: Thursday, January 23, 2025 10:40:09 AM
Attachments: [image001.png](#)

CAUTION: External Email. Proceed Responsibly.

Dear Los Angeles County Board of Supervisors,

I'm writing to share my heartfelt concerns about the proposed upzoning of North Del Aire. As both a resident and an employee of Wiseburn Unified School District, I care deeply about our community and its future.

For the past 18 months, my neighbors and I have worked tirelessly to share our concerns about the blanket upzoning proposed for North Del Aire. We've written letters, attended countless meetings, and spoken out during public comment sessions, hoping our voices would make a difference. Unfortunately, it feels like our input has been ignored. During the Regional Planning Commission meeting, the commissioners even acknowledged that our concerns were valid but said they had to push the plan forward because of timing, not because the issues we raised were addressed.

Please, I ask you to take a closer look at the proposed zoning map for Del Aire and truly consider its impact. Del Aire is a tight-knit, diverse community made up of first-time homebuyers and multi-family homes. It's a place where families have lived for decades, and the proposed upzoning would drastically change its character by tripling the housing density within just a ¼ square mile area.

This level of upzoning simply isn't necessary to meet the state's housing goals. Del Aire and Wiseburn are required to add 383 housing units by 2029 under the California RHNA allocation, but the proposed maps suggest adding three times that amount, all concentrated in North Del Aire. This will undoubtedly lead to gentrification and force long-time residents out of the neighborhood they've called home for generations.

Beyond this, the plan raises serious concerns about safety and infrastructure. **Del Aire already faces challenges with limited sheriff resources and slow response times.** Adding thousands of residents to such a small area will only stretch these resources even thinner, putting the safety of both current and future residents at risk.

I urge you to reconsider this plan and protect the unique and vibrant community that Del Aire has worked so hard to build.

Del Aire Elementary, part of Wiseburn Unified, simply does not have the capacity to accommodate a significant influx of students. Unfortunately, the environmental study didn't adequately consider this. Instead, it assessed school capacity across all eight unincorporated communities, which doesn't reflect how families and schools actually operate. Our local schools are central to our neighborhood, and this oversight could result in a strain on resources that will directly impact our children.

Traffic and Community Impact:

Del Aire has just one main street running through the neighborhood, and increasing housing density will undoubtedly lead to major traffic congestion and parking problems on our residential streets. These changes threaten the very quality of life that makes Del Aire such a special place to live.

I'm asking you, as decision-makers, to genuinely listen to the concerns of the Del Aire community. This proposal does not align with our neighborhood's needs and risks doing irreversible harm to our close-knit, diverse community.

Please reconsider the blanket upzoning of North Del Aire to H18 and take another look at the South Bay Area Plan as a whole. We are counting on you to prioritize the well-being and sustainability of our community.

Thank you for taking the time to hear us out.
Sincerely,



Ivett Arroyo

*Administrative Assistant to the
Executive Director of Psych Services
Wiseburn Unified School District
Ph: (310) 725-2101 ext. 5301
iarroyo@wiseburn.org*

Privacy Notice: This message, and any attachments, is intended only for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential, or exempt from disclosure under federal or state law. If the reader of this message is not the intended recipient or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender and destroy this e-mail and all attachments.

From: [Hugh O"Gorman](#)
To: [PublicComments](#)
Cc: [Holly J. Mitchell](#); [An. Ara](#); [commission@planning.lacounty.gov](#); [Gracian. Isela](#); [LOBrien@bos.lacounty.gov](#); [Shamdasani, Karishma](#); [SouthBayAreaPlan@planning.lacounty.gov](#); [delaireneighborhood@gmail.com](#)
Subject: Del Aire resident opposes dangerous blanket upzoning across North Del Aire
Date: Wednesday, January 22, 2025 7:29:56 PM

CAUTION: External Email. Proceed Responsibly.

Dear LA County Board of Supervisors

My name is Hugh O’Gorman. I am a Del Aire resident and I am writing about the South Bay Area Plan- Project No. PRJ2022-004615-(2 and 4). **I believe in fair and equitable housing**, and I welcome the expansion of mixed use housing along our corridors and near the Metro station. Yet THIS plan is flawed and will cause harm!

For the past 18 months, my neighborhood has written letters, attended meetings, and tried to share our legitimate concerns with the proposed blanket upzoning in North Del Aire. Unfortunately, these concerns have been blatantly ignored. At the Regional Planning Commission meeting, the commissioners even lamented that they agreed with our concerns but said they had to move the plan forward due to timing, not facts.

PLEASE look at the Del Aire map and re-assess the rezoning proposed for Del Aire! Del Aire is a diverse, mixed income community with mostly first-time home buyers and multi-family homes.

- **The proposed upzoning will triple the number of housing units in a ¼ sq. mile area.**
- **Rezoning our entire single-family neighborhood is not necessary in order to achieve the state mandated housing goals.** The upzoning in Del Aire will provide 3X the mandated housing for all of Del Aire and Wiseburn in a ¼ square mile concentrated in north Del Aire. *Based on the State of CA’s Regional Housing Needs Allocation (RHNA) goals, by 2029, Del Aire and Wiseburn need to add 383 units.* The submitted PEIR maps propose upzoning a 1/4 sq. mile area of North Del Aire to H18 which will add 3 times the mandated RHNA allocation in that one small section alone!
- **Rezoning at this magnitude will cause gentrification and push out residents whose families have lived here for decades.** The Housing element lists Del Aire is a sensitive community at high risk of Displacement. Yet this was not considered as Del Aire is next to a transit center and is considered a transit Opportunity Area.
- **Upzoning Del Aire will put residents in harm as Sheriff capacity is already stretched and has the longest reporting time of any of the SBAP communities.** Adding thousands of people to a ¼ mile area is unsafe and will put residents in harm. According to LASD, the South Sheriff’s station is understaffed and has no plans for construction of new or expansion of existing facilities.
- **This magnitude of upzoning will hurt our children’s education. Our local school- Del Aire Elementary School in the** Wiseburn Unified School District, does not have the capacity to serve a huge influx of additional students. The study looked at the entire project area and assessed the capacity of schools by looking at the combined ability of all schools in all 8 unincorporated communities. Parents can’t send their children from Del Aire to West Carson or El Camino Village for kindergarten so why was the study completed in this way!? That is not how communities and school districts work.
- **The proposed upzoning of all of North Del Aire from R-1 to H18 is extremely harmful to our current single-family housing community and it has not been appropriately studied in the EIR nor the plan. H18 allows for up to 4 units per parcel and the building across**

parcels to up to 18-unit apartments. So, a developer can buy 4-5 houses in a row and put an 18-plex in the middle of what is currently a 100% single-family home neighborhood. Also, density bonuses kick in once there are 15 units, so this number can increase to a 30-unit apartment.

PLEASE look at what you are proposing in Del Aire and read our submitted concerns. The map for Del Aire triples the number of housing units in a 1/4 sq. mile radius. With zoning density bonuses, this could mean having 18 or 30-unit apartments in the middle of a single-family home community. This is not necessary! **PLEASE DO NOT UPZONE ALL OF NORTH DEL AIRE TO H18. PLEASE DO NOT APPROVE THE SOUTH BAY AREA PLAN.**

***Please add the entirety of this email to the public record on this matter, and the County SBAP case file for Del Aire.*

**Thank you,
Hugh O’Gorman
5448 W 122nd ST.
Hawthorne, CA 90250**

**Hugh O’Gorman
Professor & Head of Performance California State University Long Beach
Co-Executive Director The National Alliance of Acting Teachers
Faculty MICHA: Michael Chekhov Association of America
Faculty MCE: Michael Chekhov Europe
Author: Acting Action: a primer for actors
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213.840.6729
hugh@hughogorman.com
actingteachers.org hughogorman.com
ACTORS’ ODYSSEY RETREATS
- Koufonisia Greece Sept 2-8, 2025**

From: [Teresa Espinoza](#)
To: [PublicComments](#)
Cc: [Holly J. Mitchell](#); [An. Ara](#); [Gracian, Isela](#); LOBrien@bos.lacounty.gov; [Shamdasani, Karishma](#); SouthBayAreaPlan@planning.lacounty.gov; commission@planning.lacounty.gov
Subject: Subject: Del Aire resident opposes dangerous blanket upzoning across North Del Aire
Date: Wednesday, January 22, 2025 3:29:46 PM

CAUTION: External Email. Proceed Responsibly.

Dear LA County Board of Supervisors

I am a Del Aire resident and I am writing about the South Bay Area Plan- Project No. PRJ2022-004615-(2 and 4). **I believe in fair and equitable housing**, and I welcome the expansion of mixed use housing along our corridors and near the Metro station. Yet THIS plan is flawed and will cause harm!

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PLEASE look at what you are proposing in Del Aire and read our submitted concerns. The map for Del Aire triples the number of housing units in a 1/4 sq. mile radius. With zoning density bonuses, this could mean having 18 or 30-unit apartments in the middle of a single-family home community. This is not necessary! **PLEASE DO NOT UPZONE ALL OF NORTH DEL AIRE TO H18. PLEASE DO NOT APPROVE THE SOUTH BAY AREA PLAN.**

Thank you.

Teresa Espinoza
5421 W. 119th Street
espinoza.t.u@gmail.com

From: [K.C.](#)
To: [PublicComments](#)
Cc: [Holly J. Mitchell](#); [An. Ara](#); [Gracian, Isela](#); LOBrien@bos.lacounty.gov; [Shamdasani, Karishma](#); SouthBayAreaPlan@planning.lacounty.gov; commission@planning.lacounty.gov
Subject: Del Aire resident opposes dangerous blanket upzoning across North Del Aire
Date: Saturday, January 25, 2025 2:23:54 PM

CAUTION: External Email. Proceed Responsibly.

Dear LA County Board of Supervisors

I am a Del Aire resident and I am writing about the South Bay Area Plan- Project No. PRJ2022-004615-(2 and 4). **I believe in fair and equitable housing**, and I welcome the expansion of mixed use housing along our corridors and near the Metro station. Yet THIS plan is flawed and will cause harm!

For the past 18 months, my neighborhood has written letters, attended meetings, and tried to share our legitimate concerns with the proposed blanket upzoning in North Del Aire. Unfortunately, these concerns have been blatantly ignored. At the Regional Planning Commission meeting, the commissioners even lamented that they agreed with our concerns but said they had to move the plan forward due to timing, not facts.

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an 18-plex in the middle of what is currently a 100% single-family home neighborhood.

Also, density bonuses kick in once there are 15 units, so this number can increase to a 30-unit apartment.

PLEASE look at what you are proposing in Del Aire and read our submitted concerns. The map for Del Aire triples the number of housing units in a 1/4 sq. mile radius. With zoning density bonuses, this could mean having 18 or 30-unit apartments in the middle of a single-family home community. This is not necessary! **PLEASE DO NOT UPZONE ALL OF NORTH DEL AIRE TO H18. PLEASE DO NOT APPROVE THE SOUTH BAY AREA PLAN.**

***Please add the entirety of this email to the public record on this matter, and the County SBAP case file for Del Aire.*

Thank you.

Kathy Wu

5246 W 123rd St.

sun_mee_7@yahoo.com