

APPENDIX A

Original Comment Letters



Gavin Newsom
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Kate Gordon
Director

February 12, 2019

RECEIVED
CITY OF LOS ANGELES

FEB 15 2019

MAJOR PROJECTS
UNIT

Milena Zasadzien
City of Los Angeles
221 North Figueroa St, Rm 1350
Los Angeles, CA 90012

Subject: Santa Monica and Barrington Mixed-Use Project
SCH#: 2016051027

Dear Milena Zasadzien:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on February 11, 2019, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2016051027
Project Title Santa Monica and Barrington Mixed-Use Project
Lead Agency Los Angeles, City of

Type EIR Draft EIR

Description The project involves the construction & operation of a five-story 316,520 sf mixed use development, comprised of 64,759 sf of ground-floor and mezzanine-level grocery store and restaurant uses along Santa Monica Blvd and 180 residential apartments (20 of which would be set aside of Very Low Income households), over three levels of subterranean parking (up to 40 ft in depth), on a 2.6-acre (114,563 sf) vacant site. The project would be a max of 62 ft in building height, with a max FAR of 3:1. The project would include the installation of rooftop-mounted cellular antennas on 8-ft poles with supporting equipment cabinets. Excavation activities would result in the export of 152,000 cy of soil.

Lead Agency Contact

Name	Milena Zasadzien		
Agency	City of Los Angeles		
Phone	213-847-3636	Fax	
email			
Address	221 North Figueroa St, Rm 1350		
City	Los Angeles	State CA	Zip 90012

Project Location

County	Los Angeles				
City	Los Angeles, City of				
Region					
Cross Streets	Santa Monica Blvd and Barrington Ave				
Lat / Long	34° 02' 37" N / 118° 27' 21" W				
Parcel No.	4262-008-018, -019, -020, -021				
Township	1S	Range	15	Section	33
				Base	W

Proximity to:

Highways	I-405
Airports	
Railways	Metro Rail Expo Line
Waterways	
Schools	University HS
Land Use	Vacant/C2-1VL, R3-1VL, and P-1VL / Neighborhood Commercial

Project Issues Air Quality; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Solid Waste; Traffic/Circulation; Water Quality; Water Supply; Growth Inducing; Landuse; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Department of Housing and Community Development; Native American Heritage Commission; Public Utilities Commission; Santa Monica Bay Restoration; Regional Water Quality Control Board, Region 4; Department of Toxic Substances Control; State Water Resources Control Board, Division of Drinking Water; Resources, Recycling and Recovery

Date Received	12/27/2018	Start of Review	12/27/2018	End of Review	02/11/2019
----------------------	------------	------------------------	------------	----------------------	------------

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, OFFICE OF REGIONAL PLANNING

IGR/CEQA BRANCH

100 MAIN STREET, MS # 16

LOS ANGELES, CA 90012-3606

PHONE: (213) 897-6536

FAX: (213) 897-1337



Making Conservation a

California Way of Life!

Governor's Office of Planning & Research

FEB 11 2019

STATE CLEARINGHOUSE

February 5th, 2019

Milena Zasadzien

City of Los Angeles, Department of City Planning

221 N. Figueroa Street Suite 1350

Los Angeles, CA 90012

Re: **Santa Monica – Barrington****Mixed-Use Project**

SCH# 2016051027

GTS# 07-LA-2016-02138TD-DEIR

Dear Milena Zasadzien:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed Project includes the construction & operation of a five-story 316,520 sf mixed use development, comprised of 64,759 sf of ground-floor and mezzanine-level grocery store and restaurant uses along Santa Monica Blvd and 180 residential apartments (20 of which would be set aside of Very Low Income households), over three levels of subterranean parking (up to 40 ft in depth), on a 2.6-acre (114,563 sf) vacant site. The project would be a max of 62 ft in building height, with a max FAR of 3:1. The project would include the installation of rooftop-mounted cellular antennas on 8-ft poles with supporting equipment cabinets. Excavation activities would result in the export of 152,000 cy of soil.

Caltrans has reviewed the Draft Environmental Impact Report and has prepared the following comment:

- Caltrans supports the implementation of mitigation measure TRA-2 (a). This mitigation measure states:
 - Monitoring traffic camera equipment will be installed at:
 - Barrington Avenue and Santa Monica Boulevard
 - Bundy Drive and Santa Monica Boulevard
 - Centinela Avenue and Santa Monica Boulevard
 - Santa Monica Boulevard and Sawtelle Boulevard

In the spirit of cooperation, Caltrans staff is available to work with your planners and traffic engineers for this project, if needed. If you have any questions regarding these comments, please contact project coordinator Mr. Todd Davis, at (213) 897-0067 and refer to GTS# 07-LA-2016-02138TD.

Sincerely,

MIYA EDMONSON

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse



Department of Toxic Substances Control



Jared Blumenfeld
Secretary for
Environmental Protection

Meredith Williams, Ph.D.
Acting Director
9211 Oakdale Avenue
Chatsworth, California 91311

Gavin Newsom
Governor

clear
2/11/19
E

January 18, 2019

Governor's Office of Planning & Research

Milena Zasadzien
Department of City Planning
221 N. Figueroa Street Suite 1350
Los Angeles, CA 90012

JAN 25 2019
STATE CLEARINGHOUSE

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE SANTA MONICA AND BARRINGTON MIXED-USE PROJECT (PROJECT)

Dear Ms. Zasadzien:

The Department of Toxic Substances Control (DTSC) has received the document for the above-mentioned project.

Based on the review of the document, the DTSC comments are as follows:

- 1) The document needs to identify and determine whether current or historic uses at the project site have resulted in any release of hazardous wastes/substances at the project area.
- 2) The document needs to identify any known or potentially contaminated site within the proposed project area. For all identified sites, the document needs to evaluate whether conditions at the site pose a threat to human health or the environment.
- 3) The document should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation, and which government agency will provide appropriate regulatory oversight.
- 4) If during construction of the project, soil contamination is suspected, construction in the area should stop and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil exists, the document should identify how any required investigation or remediation will be conducted, and which government agency will provide appropriate regulatory oversight.

Milena Zasadzien
January 18, 2019
Page 2

DTSC provides guidance for Preliminary Endangerment Assessment (PEA) preparation, and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP, please visit DTSC's web site at www.dtsc.ca.gov. If you would like to meet and discuss this matter further, please contact me at (818) 717-6555 or Pete.Cooke@dtsc.ca.gov.

Sincerely,

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

Pete Cooke
Site Mitigation and Restoration Program - Chatsworth Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Dave Kereazis
Hazardous Waste Management Program, Permitting Division
CEQA Tracking
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, OFFICE OF REGIONAL PLANNING

IGR/CEQA BRANCH

100 MAIN STREET, MS # 16

LOS ANGELES, CA 90012-3606

PHONE: (213) 897-6536

FAX: (213) 897-1337

*Making Conservation a**California Way of Life!*February 5th, 2019

Milena Zasadzien

City of Los Angeles, Department of City Planning

221 N. Figueroa Street Suite 1350

Los Angeles, CA 90012

Re: **Santa Monica – Barrington****Mixed-Use Project**

SCH# 2016051027

GTS# 07-LA-2016-02138TD-DEIR

Dear Milena Zasadzien:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed Project includes the construction & operation of a five-story 316,520 sf mixed use development, comprised of 64,759 sf of ground-floor and mezzanine-level grocery store and restaurant uses along Santa Monica Blvd and 180 residential apartments (20 of which would be set aside of Very Low Income households), over three levels of subterranean parking (up to 40 ft in depth), on a 2.6-acre (114,563 sf) vacant site. The project would be a max of 62 ft in building height, with a max FAR of 3:1. The project would include the installation of rooftop-mounted cellular antennas on 8-ft poles with supporting equipment cabinets. Excavation activities would result in the export of 152,000 cy of soil.

Caltrans has reviewed the Draft Environmental Impact Report and has prepared the following comment:

- Caltrans supports the implementation of mitigation measure TRA-2 (a). This mitigation measure states:
 - Monitoring traffic camera equipment will be installed at:
 - Barrington Avenue and Santa Monica Boulevard
 - Bundy Drive and Santa Monica Boulevard
 - Centinela Avenue and Santa Monica Boulevard
 - Santa Monica Boulevard and Sawtelle Boulevard

In the spirit of cooperation, Caltrans staff is available to work with your planners and traffic engineers for this project, if needed. If you have any questions regarding these comments, please contact project coordinator Mr. Todd Davis, at (213) 897-0067 and refer to GTS# 07-LA-2016-02138TD.

Sincerely,


MIYA EDMONSON

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

RECEIVED
CITY OF LOS ANGELES

FEB 12 2019

MAJOR PROJECTS
UNIT



Jared Blumenfeld
Secretary for
Environmental Protection



Department of Toxic Substances Control

Meredith Williams, Ph.D.
Acting Director
9211 Oakdale Avenue
Chatsworth, California 91311



Gavin Newsom
Governor

clear
2/11/19
E

Governor's Office of Planning & Research

January 18, 2019

Milena Zasadzien
Department of City Planning
221 N. Figueroa Street Suite 1350
Los Angeles, CA 90012

JAN 25 2019
Si ATE CLEARINGHOUSE

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE SANTA MONICA AND BARRINGTON MIXED-USE PROJECT (PROJECT)

Dear Ms. Zasadzien:

The Department of Toxic Substances Control (DTSC) has received the document for the above-mentioned project.

Based on the review of the document, the DTSC comments are as follows:

- 1) The document needs to identify and determine whether current or historic uses at the project site have resulted in any release of hazardous wastes/substances at the project area.
- 2) The document needs to identify any known or potentially contaminated site within the proposed project area. For all identified sites, the document needs to evaluate whether conditions at the site pose a threat to human health or the environment.
- 3) The document should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation, and which government agency will provide appropriate regulatory oversight.
- 4) If during construction of the project, soil contamination is suspected, construction in the area should stop and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil exists, the document should identify how any required investigation or remediation will be conducted, and which government agency will provide appropriate regulatory oversight.

Milena Zasadzien
January 18, 2019
Page 2

DTSC provides guidance for Preliminary Endangerment Assessment (PEA) preparation, and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP, please visit DTSC's web site at www.dtsc.ca.gov. If you would like to meet and discuss this matter further, please contact me at (818) 717-6555 or Pete.Cooke@dtsc.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Pete Cooke', with a long horizontal flourish extending to the right.

Pete Cooke
Site Mitigation and Restoration Program - Chatsworth Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Dave Kereazis
Hazardous Waste Management Program, Permitting Division
CEQA Tracking
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

February 1, 2019

Milena Zasadzien
Department of City Planning
City of Los Angeles
221 N Figueroa Street Suite 1350
Los Angeles, CA, 90012

RE: Santa Monica – Barrington Mixed-Use Project – Notice of Completion and Availability of Draft Environmental Impact Report (EIR)

Dear Ms.Zasadzien:

Thank you for coordinating with the Los Angeles County Metropolitan Transportation Authority (Metro) regarding the proposed Santa Monica – Barrington Mixed-Use (Project) located at 11650-11674 W Santa Monica Boulevard, 1551 S Barry Avenue, 1601 S Barry Avenue, 1560 S Barrington Avenue in the City of Los Angeles (City). Metro is committed to working with local municipalities, developers, and other stakeholders across Los Angeles County on transit-supportive developments to grow ridership, reduce driving, and promote walkable neighborhoods. Transit Oriented Communities (TOCs) are places (such as corridors or neighborhoods) that, by their design, allow people to drive less and access transit more. TOCs maximize equitable access to a multi-modal transit network as a key organizing principle of land use planning and holistic community development.

The purpose of this letter is to briefly describe the proposed Project, based on the Notice of Completion and Availability of Draft EIR, and to outline recommendations from Metro concerning issues that are germane to our agency's statutory responsibility in relation to the Metro 4 and 704 facilities and services, which may be affected by the proposed Project. In addition to the specific comments outlined below, Metro would like to provide the Project Sponsor with two resources: 1) the Metro Adjacent Development Handbook (attached), which provides an overview of common concerns for development adjacent to Metro-owned right-of-way (ROW) and 2) the Adjacent Construction Manual with technical information (also attached). These documents and additional resources are available at www.metro.net/projects/devreview/.

Project Description

The proposed development is a five-story building with a mix of uses, including: ground floor and mezzanine-level grocery store, 180 units of residential apartments, and over three levels of subterranean parking. The Project is adjacent to Metro bus service (4 and 704 lines) on Santa Monica Blvd.

Metro Comments

Metro Bus Adjacency

1. Service: Metro Bus Lines 4 and 704 operate on Santa Monica Boulevard, adjacent to the proposed Project. Other transit operators may provide service in this area and should be consulted.
2. Final Bus Stop Condition: Any existing Metro bus stops must be maintained as part of the final Project. During construction, stops must be maintained or relocated consistent with the needs of Metro Bus operations. Final design of the bus stop and surrounding sidewalk area must be ADA-compliant and allow passengers with disabilities a clear path of travel to the bus stop from the proposed development.
3. Impact Analysis: With an anticipated increase in traffic during and after construction, Metro encourages any impact analysis to include potential effects on the Metro Bus lines. Potential impacts could include construction traffic, operation of and shipment/deliveries to the completed Project, and temporary or permanent bus service rerouting.
4. Driveways: Driveways accessing parking and loading at the Project site should be located away from transit stops, and be designed and configured to avoid potential conflicts with on-street transit services and pedestrian traffic to the greatest degree possible. Vehicular driveways should not be located in or directly adjacent to areas that are likely to be used as waiting areas for transit.
5. Bus Stop Access & Enhancements: Metro encourages the installation of bus shelters with benches, wayfinding signage, enhanced crosswalks and ramps compliant with the Americans with Disabilities Act (ADA), as well as pedestrian lighting and shade trees in paths of travel to access bus stops and other amenities that improve safety and comfort for transit riders. The City should consider requesting the installation of such amenities as part of the development of the site.
6. Bus Operations Contacts: Please contact Metro Bus Operations Control Special Events Coordinator at 213-922-4632 and Metro's Stops and Zones Department at 213-922-5190 with any questions and at least 30 days in advance of initiating construction activities. Other municipal buses may also be impacted and should be included in construction outreach efforts.

Congestion Management Program

Beyond impacts to Metro facilities and operations, Metro must also notify the Project Sponsor of state requirements. A Transportation Impact Analysis (TIA), with roadway and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2010 Congestion Management Program for Los Angeles County," Appendix D (attached). The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed Project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic).

2. If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed Project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
3. Mainline freeway-monitoring locations where the Project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.
4. Caltrans must also be consulted through the NOP process to identify other specific locations to be analyzed on the state highway system.

The CMP TIA requirement also contains two separate impact studies covering roadways and transit, as outlined in Sections D.8.1 – D.9.4. If the TIA identifies no facilities for study based on the criteria above, no further traffic analysis is required. However, projects must still consider transit impacts. For all CMP TIA requirements please see the attached guidelines.

If you have any questions regarding this response, please contact Eddi Zepeda by phone at 213-418-3484, by email at DevReview@metro.net, or by mail at the following address:

Metro Development Review
One Gateway Plaza MS 99-22-3
Los Angeles, CA 90012-2952

Sincerely,



Georgia Sheridan, AICP
Senior Manager, Transit Oriented Communities

Attachments and links:

- Adjacent Construction Design Manual
- Adjacent Development Handbook: <https://www.metro.net/projects/devreview/>
- CMP Appendix D: Guidelines for CMP Transportation Impact Analysis

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Santa Monica —Barrington Mixed-Use Project ENV-2015-2957-EIR
Date: Monday, February 11, 2019 2:55:05 PM

----- Forwarded message -----

From: **Toan Duong** <TDUONG@dpw.lacounty.gov>
Date: Mon, Feb 11, 2019 at 2:31 PM
Subject: Santa Monica —Barrington Mixed-Use Project ENV-2015-2957-EIR
To: Milena.Zasadzien@lacity.org <Milena.Zasadzien@lacity.org>
Cc: Jose Suarez <JSUAREZ@dpw.lacounty.gov>, Long Thang
<LTHANG@dpw.lacounty.gov>, Kent Tsujii <KTSUJII@dpw.lacounty.gov>

DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)

Thank you for the opportunity to review the DEIR for the proposed project. The Project proposes to construct a new five-story 316,520 square-foot mixed-use development on a 114,563 square-foot vacant site located at 11650 W. Santa Monica Boulevard.

The following comments from Los Angeles County Public Works (LACPW) are for your consideration:

1. The intersection of San Vicente/Federal Avenue and Wilshire Boulevard is a shared County of Los Angeles/City of Los Angeles intersection. Please provide and include in the DEIR additional analysis at this intersection utilizing LA County Traffic Impact Analysis Guidelines located at <https://dpw.lacounty.gov/traffic/>. Please contact Mr. Kent Tsuji at (626) 300-4776 or ktsuji@dpw.lacounty.gov for additional information.
2. The DEIR does not specify if new storm drain connections are proposed. The proposed project is adjacent to two Los Angeles County Flood Control District (LACFCD) storm drains, Project No. 3889 Unit 1 – Line C and Project No. 499. Any new connections to the LACFCD storm drains should be identified and will require a Flood Control Permit from LACPW, Land Development Division, Permit Section.
3. Page 1-32: Threshold HYD-5 of the executive summary: This threshold addresses siltation issue but does not address whether there will be additional stormwater flows that can negatively impact nearby LACFCD's storm drains capacities. The EIR should

address whether the flow rate and volume of stormwater runoff from the project site will be greater than the design capacity of the area's existing drainage system.

4. The project's Initial Study (appendix I-1 NOP and IS of the DEIR) stated the project's approved LID Plan will address the issue of stormwater runoff volume. However, LIDs may only address runoff from a 1-to 2-year rainfall frequency storm and not runoff volumes associated with the 10- to 25-year rainfall frequency storms upon which LACFCD's local storm drain designs are usually based. The EIR should address whether the flow rate and volume of stormwater runoff from the project site will be greater than the design capacity of the area's existing drainage system.

If you have any questions regarding comments 2 to 4, please contact Mr. Long Thang at (626) 458-5119 or lthang@dpw.lacounty.gov.

We request the opportunity to review the future environmental document when it is available. If you have any question or require additional information, please contact Mr. Jose Suarez of Public Works' Land Development Division at (626) 458-4921 or jsuarez@dpw.lacounty.gov.

Toan Duong

Civil Engineer

Los Angeles County Public Works

Office: (626) 458-4921



T 510.836.4200
F 510.836.4205

410 12th Street, Suite 250
Oakland, Ca 94607

www.lozeaudrury.com
richard@lozeaudrury.com

Via Email and U.S. Mail

February 1, 2019

Milena Zasadzien, Planner
Department of City Planning
City of Los Angeles
221 N. Figueroa St., Suite 1350
Los Angeles, CA 90012
milena.zasadzien@lacity.org

Lisa Webber, AICP, Deputy Director
Department of City Planning
City of Los Angeles
200 North Spring Street, Room 525
Los Angeles, CA 90012
lisa.webber@lacity.org

Holly L. Wolcott, City Clerk
City Clerk's Office
City of Los Angeles
200 North Spring Street, Room 360
Los Angeles, CA 90012
CityClerk@lacity.org

**Re: Comment on Draft Environmental Impact Report, Santa Monica and
Barrington Mixed-Use Project aka ENV-2015-2957-EIR, SCH
#2016051027**

Dear Ms. Zasadzien, Ms. Webber and Ms. Wolcott:

I am writing on behalf of Supporters Alliance For Environmental Responsibility and its members living in the City of Los Angeles ("SAFER"), regarding the Draft Environmental Impact Report ("DEIR") prepared for the Project known as Santa Monica and Barrington Mixed-Use Project aka ENV-2015-2957-EIR and SCH #2016051027, including all actions related or referring to the proposed construction and operation of a new five-story 316,520 square-foot mixed-use development, comprised of 64,759 square feet of ground-floor and mezzanine-level grocery store and restaurant uses along Santa Monica Boulevard and 180 residential apartments, over three levels of subterranean parking on a 2.6-acre vacant lot located at 11650-11674 W. Santa Monica Boulevard, 1551 S. Barry Avenue, and 1560 S. Barrington Avenue in the City of Los Angeles ("Project").

February 1, 2019

Comment on Draft Environmental Impact Report, Santa Monica and Barrington Mixed-Use Project aka ENV-2015-2957-EIR, SCH #2016051027

Page 2 of 3

After reviewing the DEIR, we conclude that the DEIR fails as an informational document and fails to impose all feasible mitigation measures to reduce the Project's impacts. SAFER requests that the City of Los Angeles Department of City Planning address these shortcomings in a revised draft environmental impact report ("RDEIR") and recirculate the RDEIR prior to considering approvals for the Project. We reserve the right to supplement these comments during review of the Final EIR for the Project and at public hearings concerning the Project. *Galante Vineyards v. Monterey Peninsula Water Management Dist.*, 60 Cal. App. 4th 1109, 1121 (1997).

We hereby request that City of Los Angeles ("City") send by electronic mail, if possible or U.S. Mail to our firm at the address below notice of any and all actions or hearings related to activities undertaken, authorized, approved, permitted, licensed, or certified by the City and any of its subdivisions, and/or supported, in whole or in part, through contracts, grants, subsidies, loans or other forms of assistance from the City, including, but not limited to the following:

- Notice of any public hearing in connection with the Project as required by California Planning and Zoning Law pursuant to Government Code Section 65091.
- Any and all notices prepared for the Project pursuant to the California Environmental Quality Act ("CEQA"), including, but not limited to:
 - Notices of any public hearing held pursuant to CEQA.
 - Notices of determination that an Environmental Impact Report ("EIR") is required for the Project, prepared pursuant to Public Resources Code Section 21080.4.
 - Notices of any scoping meeting held pursuant to Public Resources Code Section 21083.9.
 - Notices of preparation of an EIR or a negative declaration for the Project, prepared pursuant to Public Resources Code Section 21092.
 - Notices of availability of an EIR or a negative declaration for the Project, prepared pursuant to Public Resources Code Section 21152 and Section 15087 of Title 14 of the California Code of Regulations.
 - Notices of approval and/or determination to carry out the Project, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
 - Notices of approval or certification of any EIR or negative declaration, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
 - Notices of determination that the Project is exempt from CEQA, prepared pursuant to Public Resources Code section 21152 or any other provision of law.
 - Notice of any Final EIR prepared pursuant to CEQA.

February 1, 2019

Comment on Draft Environmental Impact Report, Santa Monica and Barrington Mixed-Use Project aka ENV-2015-2957-EIR, SCH #2016051027

Page 3 of 3

- Notice of determination, prepared pursuant to Public Resources Code Section 21108 or Section 21152.

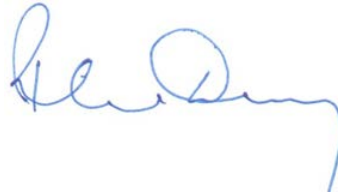
Please note that we are requesting notices of CEQA actions and notices of any public hearings to be held under any provision of Title 7 of the California Government Code governing California Planning and Zoning Law. **This request is filed pursuant to Public Resources Code Sections 21092.2 and 21167(f), and Government Code Section 65092,** which requires agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

Please send notice by electronic mail, if possible or U.S. Mail to:

Richard Drury
Komalpreet Toor
Hannah Hughes
Lozeau Drury LLP
410 12th Street, Suite 250
Oakland, CA 94607
510 836-4200
richard@lozeaudrury.com
komal@lozeaudrury.com
hannah@lozeaudrury.com

Please call if you have any questions. Thank you for your attention to this matter.

Sincerely,



Richard Drury
Lozeau Drury LLP

South Brentwood Residents Association

149 South Barrington Ave. #194

Los Angeles, California 90049

www.southbrentwood.org

January 21, 2019

Milena Zasadzien and
Jason McCrea, City Planner
City of Los Angeles, Department of City Planning
221 N. Figueroa Street, Suite 1350
Los Angeles, CA 90012

By email to Milena.Zasadzien@lacity.org and Jason.mccrea@lacity.org

Re: Santa Monica and Barrington Mixed Use Project, 11650-11674 W. Santa Monica Boulevard, 1551 S. Barry Avenue, and 1560 S. Barrington Avenue, Los Angeles, California, 90025

Case No.: ENV-2015-2957-EIR

I am writing on behalf of the board and members of the South Brentwood Residents Association (SBRA). SBRA represents approximately 18,000 home-owners and renters who reside in the area south of San Vicente Blvd., north of Wilshire Blvd., east of Centinela and west of Federal. Additionally, SBRA represents the interests of those in multi-family dwellings throughout the entire Brentwood community.

South Brentwood is approximately ½ mile north of the project. Barrington Avenue is one of our two main north-south thoroughfares. Traffic throughout our area is gridlocked during peak hours.

We strongly support all of the mitigation measured that are proposed for this project as TRA-2, in particular the left turn phasing improvements at Barrington Avenue/Wilshire Blvd. and Ohio Avenue/Sepulveda Boulevard. We currently have left turn phasing at Bundy Drive/Wilshire Blvd. and our observation is that this helps to keeps traffic moving on Bundy Drive relative to the current situation on Barrington Avenue.

We request that these mitigations be implemented as soon as the project is approved and that they don't have to wait until the project is completed.

In addition, we strongly oppose Alternative 5: All Commercial/Retail Alternative. A major reason for the horrendous peak hour traffic in our area is the lack of residential housing relative to the amount of commercial office space. This lack of housing means that large numbers of commuters must drive westbound to the west of the I-405 during AM peak and eastbound in PM peak, creating daily gridlock throughout Brentwood and West Los Angeles. Alternative 5 only makes the gridlock worse and does nothing to add much-needed residential housing to the area.

Thank you for your consideration of those comments.

Sincerely,



Elyse Arbour
President
South Brentwood Residents Association

cc:

Councilmember Mike Bonin- Council District 11
Krista Klein – Council District 11
Len Nguyen – Council District 11
Michelle Bisnoff – Brentwood Community Council
Lauren Cole- South Brentwood Residents Association

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#); [Kimberly Rible](#)
Subject: Fwd: Whole Foods / Santa Monica-Barrington mixed-use project (11650 Santa Monica Blvd., West LA). ENV-2015-2957-EIR
Date: Wednesday, January 02, 2019 12:36:21 PM

Hi Lynn,
Please see attached comment letter.

Milena Zasadzien

LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

----- Forwarded message -----

From: **Jian K** <jiank26@yahoo.com>
Date: Tue, Jan 1, 2019 at 11:24 AM
Subject: Re: Whole Foods / Santa Monica-Barrington mixed-use project (11650 Santa Monica Blvd., West LA). ENV-2015-2957-EIR
To: Milena.Zasadzien@LACity.org <Milena.Zasadzien@lacity.org>
Cc: ross_jay@hotmail.com <ross_jay@hotmail.com>

Hello Milena

I am a residence at 1756 Barry Ave 90025 for at less past 30 years and previous WLANC and PLUM committee, I have seen this neighborhood changed and grown for worse since I have moved here, unfortunately none of you would take the time to make some thing better, the planners seats for a long time on the case and many times a file will shoots from one planner to other and the neighbors will get busy and a project after a project will get lost in transaction and eventually approved without neighbors wanting the project and they have to deal with more congestion area and traffic.

Unfortunately Barry Ave become a secondary route of Barrington Ave, so if you drive any time between 4:00 to 6:00 pm it became worse then Santa Monica Blvd, you will see bumper to bumper car, load horns because one car crosses the slower one and there is no way for the residence to get to the street that they live at or even some times to get out of their own driveway.

As a person who practice architecture for past 30 years and a license contractor as well as real estate broker and previous WLANC and PLUM committee member, I **object** the design that this developer has presented.

Please kindly send them back for reduction of the residence and the commercial portion of it at less by 50%, this project is in Q condition and they have no rights to what they have presented, I know that LA city is all about money and creation of revenue and property tax collection but there is no need for many residence and commercial building which LA city approved since

2012 to now.

Thank you for not being like your other colleagues.

Jian Kerendian

On Saturday, December 29, 2018, 8:43:43 AM PST, Jay Ross <ross_jay@hotmail.com> wrote:

To my neighbors,
If you wish to submit public comments for the EIR, you may forward mine or write your own.

Zuriel Espinosa-Salas, Planning Dept.

Milena.Zasadzien@LACity.org

CD11:

Len.Nguyen@LACity.org, Krista.Kline@LACity.org, Hannah.Levien@LACity.org

To: Milena Zasadzien, Planning Dept.

Re: Santa Monica-Barrington mixed-use project (11650 Santa Monica Blvd., West LA) (Whole Foods project, old Vons site).

ENV-2015-2957-EIR

I recommend these design revisions to make the project blend with the neighborhood. As designed, it is a big cube with no articulation dropped into the middle of a smaller neighborhood with some flowing architecture added to the façade. There is no articulation or variation:

1. An increase to 15% of the total unit count shall be restricted to very low-income households, per HCID / HUD regulations (income limits, rent limits).
 1. Housing affordability and homelessness are worsening and at or near “crisis” stage, which justifies a higher affordability component.
 2. An off-menu incentive for increased height of 2 levels is requested, instead of the available on-menu incentive of increased height of 1 level, which justifies a higher affordability component.
2. The front (north) half shall be remain as designed at 5 stories, which includes 55,000 sf grocery with units, a 6,500 sf semi-public plaza that is flush with the sidewalk and has no barriers to entrance, and a podium “sky deck” as private amenities.
3. The Santa Monica Blvd. sidewalk should be 15 ft. wide with street trees every 30 ft.

4. The sidewalks on the other 3 sides (Barry, Barrington and Idaho) should be 12 ft. wide.
5. The rear (south) half of the building shall be revised:
 1. Setbacks shall be similar to R4 zoning (which is the design of this section of the project) -- 10 ft. on Idaho Ave., and 8 ft. on Barry Ave. and Barrington Ave.
 2. Steppbacks of 50 ft. for the 4th and 5th levels facing Idaho Ave.
 1. Shorter apartments are located along Idaho Ave. (primarily 2-story buildings) and the south half of Barrington Ave. (2- and 4-story buildings) and Barry Ave. (primarily 2-story buildings).
 2. 4 story buildings are actually in the minority in the area. Most are older 2-story apartments.
6. Truck loading shall be from Barrington Ave., instead of the quieter residential street of Barry Ave.
7. A podium cap shall extend over the rear vehicle entrance (flush with the floor of the 2nd level) to provide more open space amenities for residents of the south half of the project (~100 units).
 1. The roof likely will be filled with solar panels, and the recreation area/ roof deck may not fit. That location on the roof is inconvenient and difficult to access for disabled persons, frail elderly persons, and very young children.
 2. Recreation space should be as low as possible, preferably on the 1st floor podium.
8. A Transportation Demand Program shall be developed, which should include a free 1-year MTA transit pass to every new employee and every new resident in perpetuity.
9. Landscaping shall screen the trash and transformers.
10. Owner shall fund parking permits for the adjacent 6 blocks/quadrants. Residents of this project shall be prohibited from receiving street parking permits for that district, so they don't park on the street and the project remains truly "transit oriented" (which is how the density bonuses are justified).

To: Milena Zasadzien, Planning Dept.

Fr: Jay Ross, West L.A. resident

Re: Santa Monica-Barrington mixed-use project (11650 Santa Monica Blvd., West LA).

ENV-2015-2957-EIR

I recommend these design revisions to make the project blend with the neighborhood. As designed, it is a big cube with no articulation dropped into the middle of a smaller neighborhood with some flowing architecture added to the façade. There is no articulation or variation:

1. An increase to 15% of the total unit count shall be restricted to very low-income households, per HCID / HUD regulations (income limits, rent limits).
 - a. Housing affordability and homelessness are worsening and at or near “crisis” stage, which justifies a higher affordability component.
 - b. An off-menu incentive for increased height of 2 levels is requested, instead of the available on-menu incentive of increased height of 1 level, which justifies a higher affordability component.
2. The front (north) half shall be remain as designed at 5 stories, which includes 55,000 sf grocery with units, a 6,500 sf semi-public plaza that is flush with the sidewalk and has no barriers to entrance, and a podium “sky deck” as private amenities.
3. The Santa Monica Blvd. sidewalk should be 15 ft. wide with street trees every 30 ft.
4. The sidewalks on the other 3 sides (Barry, Barrington and Idaho) should be 12 ft. wide.
5. The rear (south) half of the building shall be revised:
 - a. Setbacks shall be similar to R4 zoning (which is the design of this section of the project) -- 10 ft. on Idaho Ave., and 8 ft. on Barry Ave. and Barrington Ave.
 - b. Stepbacks of 50 ft. for the 4th and 5th levels facing Idaho Ave.
 - i. Shorter apartments are located along Idaho Ave. (primarily 2-story buildings) and the south half of Barrington Ave. (2- and 4-story buildings) and Barry Ave. (primarily 2-story buildings).
 - ii. 4 story buildings are actually in the minority in the area. Most are older 2-story apartments.
6. Truck loading shall be from Barrington Ave., instead of the quieter residential street of Barry Ave.
7. A podium cap shall extend over the rear vehicle entrance (flush with the floor of the 2nd level) to provide more open space amenities for residents of the south half of the project (~100 units).

- a. The roof likely will be filled with solar panels, and the recreation area/ roof deck may not fit. That location on the roof is inconvenient and difficult to access for disabled persons, frail elderly persons, and very young children.
 - b. Recreation space should be as low as possible, preferably on the 1st floor podium.
8. A Transportation Demand Program shall be developed, which should include a free 1-year MTA transit pass to every new employee and every new resident in perpetuity.
9. Landscaping shall screen the trash and transformers.
10. Owner shall fund parking permits for the adjacent 6 blocks/quadrants. Residents of this project shall be prohibited from receiving street parking permits for that district, so they don't park on the street and the project remains truly "transit oriented" (which is how the density bonuses are justified).

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:42:24 AM

Milena Zasadzien

LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

----- Forwarded message -----

From: Alex Chen <aznyellojersey@everyactioncustom.com>
Date: Tue, Jan 15, 2019 at 10:46 AM
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: <milena.zasadzien@lacity.org>

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived

in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Alex Chen
Los Angeles, CA 90012
aznyellojersey@gmail.com

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:56:42 AM

----- Forwarded message -----

From: Alex Filler <alex.filler@everyactioncustom.com>
Date: Monday, January 14, 2019
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: milena.zasadzien@lacity.org

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Alex Filler
Marina Del Rey, CA 90292
alex.filler@gmail.com

--

Milena Zasadzien
LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 1:12:09 PM

----- Forwarded message -----

From: **Andrew May** <andymay@everyactioncustom.com>
Date: Tuesday, January 15, 2019
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: milena.zasadzien@lacity.org

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Andrew May
Los Angeles, CA 90027
andymay@yahoo.com

--

Milena Zasadzien
LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 12:12:00 PM

----- Forwarded message -----

From: **Andy Freeland** <andy@everyactioncustom.com>
Date: Monday, January 14, 2019
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: milena.zasadzien@lacity.org

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Andy Freeland
Los Angeles, CA 90015
andy@andyfreeland.net

--

Milena Zasadzien
LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 12:15:16 PM

----- Forwarded message -----

From: **Angus Beverly** <beverly2018@everyactioncustom.com>
Date: Monday, January 14, 2019
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: milena.zasadzien@lacity.org

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Angus Beverly
Los Angeles, CA 90049
beverly2018@lawnet.ucla.edu

--

Milena Zasadzien
LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:41:50 AM

Milena Zasadzien

LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

----- Forwarded message -----

From: Ann Bickerton <aebickerton@everyactioncustom.com>
Date: Tue, Jan 15, 2019 at 3:38 PM
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: <milena.zasadzien@lacity.org>

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived

in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Ann Bickerton
Los Angeles, CA 90066
aebickerton@gmail.com

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:42:34 AM

Milena Zasadzien

LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

----- Forwarded message -----

From: **Anthony Santana** <santana3250@everyactioncustom.com>
Date: Tue, Jan 15, 2019 at 10:24 AM
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: <milena.zasadzien@lacity.org>

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived

in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Anthony Santana
Los Angeles, CA 90007
santana3250@gmail.com

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:59:57 AM

----- Forwarded message -----

From: Ariel Simons <alsimons@everyactioncustom.com>
Date: Monday, January 14, 2019
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: milena.zasadzien@lacity.org

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Ariel Simons
Los Angeles, CA 90020
alsimons@usc.edu

--

Milena Zasadzien
LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:59:17 AM

----- Forwarded message -----

From: **Carie Povar** <cariebottomline@everyactioncustom.com>
Date: Monday, January 14, 2019
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: milena.zasadzien@lacity.org

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Carie Povar
Los Angeles, CA 90011
cariebottomline@gmail.com

--

Milena Zasadzien
LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:42:15 AM

Milena Zasadzien

LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

----- Forwarded message -----

From: Chelsea Byers <chelsea@everyactioncustom.com>
Date: Tue, Jan 15, 2019 at 10:48 AM
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: <milena.zasadzien@lacity.org>

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived

in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Chelsea Byers
Culver City, CA 90230
chelsea@everyoneinla.org

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:44:32 AM

Milena Zasadzien

LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

----- Forwarded message -----

From: **Colin Frederick** <Colin.Frederick123@everyactioncustom.com>
Date: Mon, Jan 14, 2019 at 5:18 PM
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: <milena.zasadzien@lacity.org>

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived

in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Colin Frederick
Los Angeles, CA 90034
Colin.Frederick123@Gmail.com

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:58:51 AM

----- Forwarded message -----

From: **Craig Lyn** <craig@everyactioncustom.com>
Date: Monday, January 14, 2019
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: milena.zasadzien@lacity.org

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Craig Lyn
Los Angeles, CA 90025
craig@muvnhome.com

--

Milena Zasadzien
LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:41:27 AM

Milena Zasadzien

LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

----- Forwarded message -----

From: David Barboza <dejaybe@everyactioncustom.com>
Date: Tue, Jan 15, 2019 at 7:45 PM
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: <milena.zasadzien@lacity.org>

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Expo Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived

in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
David Barboza
Whittier, CA 90602
dejaybe@gmail.com

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:45:11 AM

Milena Zasadzien

LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

----- Forwarded message -----

From: **david Perel** <davidperel@everyactioncustom.com>
Date: Mon, Jan 14, 2019 at 3:17 PM
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: <milena.zasadzien@lacity.org>

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived

in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
david Perel
Los Angeles, CA 90064
davidperel@hotmail.com

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 12:16:34 PM

----- Forwarded message -----

From: **Debbie Peters** <deborahapeters@everyactioncustom.com>
Date: Monday, January 14, 2019
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: milena.zasadzien@lacity.org

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Debbie Peters
Los Angeles, CA 90034
deborahapeters@gmail.com

--

Milena Zasadzien
LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:44:06 AM

Milena Zasadzien

LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

----- Forwarded message -----

From: **Derek Sanders** <derekjsanders@everyactioncustom.com>
Date: Mon, Jan 14, 2019 at 6:03 PM
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: <milena.zasadzien@lacity.org>

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived

in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Derek Sanders
Los Angeles, CA 90029
derekjsanders@gmail.com

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:39:50 AM

Milena Zasadzien

LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

----- Forwarded message -----

From: **Eddie Isaacs** <isaacs_e@everyactioncustom.com>
Date: Thu, Jan 17, 2019 at 10:10 AM
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: <milena.zasadzien@lacity.org>

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived

in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Eddie Isaacs
Los Angeles, CA 90012
isaacs_e@yahoo.com

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:45:29 AM

Milena Zasadzien

LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

----- Forwarded message -----

From: Edwin Woll <e.woll@everyactioncustom.com>
Date: Mon, Jan 14, 2019 at 2:51 PM
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: <milena.zasadzien@lacity.org>

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

As a person professionally involved with construction of subsidized affordable housing in developments dedicated to that single housing type, I realize that the problem of providing sufficient affordable housing can never be solved solely by construction of heavily subsidized single-purpose housing. It's crucial that private-market developers be involved by providing a percentage of affordable units -- both to achieve sufficient supply and also to provide the socially healthier solution: mixed income development to avoid creation of separate low and high income ghettos.

This project is in a good location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Expo Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Edwin Woll
Venice, CA 90291
e.woll@twgla.com

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:44:12 AM

Milena Zasadzien

LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

----- Forwarded message -----

From: **Ethan Stanislawski** <ethan@everyactioncustom.com>
Date: Mon, Jan 14, 2019 at 5:49 PM
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: <milena.zasadzien@lacity.org>

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived

in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Ethan Stanislawski
Los Angeles, CA 90068
ethan@ethanstanislawski.com

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:44:51 AM

Milena Zasadzien

LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

----- Forwarded message -----

From: **Felix Knutson** <knutson.93@everyactioncustom.com>
Date: Mon, Jan 14, 2019 at 3:27 PM
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: <milena.zasadzien@lacity.org>

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR.

I live across the street from this proposed development, and I think the new units and retail space would be a great addition to the neighborhood. It's been an ugly lot for so long, it's time we put up some new, dense, affordable housing. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

Sincerely,
Felix Knutson
Los Angeles, CA 90025
knutson.93@hotmail.com

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:42:01 AM

Milena Zasadzien

LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

----- Forwarded message -----

From: Gary Benjamin <gary.ray.benjamin@everyactioncustom.com>
Date: Tue, Jan 15, 2019 at 11:02 AM
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: <milena.zasadzien@lacity.org>

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived

in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Gary Benjamin
Los Angeles, CA 90026
gary.ray.benjamin@gmail.com

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 1:13:14 PM

----- Forwarded message -----

From: **Greg Porter** <gport333@everyactioncustom.com>
Date: Monday, January 14, 2019
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: milena.zasadzien@lacity.org

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Greg Porter
Los Angeles, CA 90049
gport333@aol.com

--

Milena Zasadzien
LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:55:09 AM

----- Forwarded message -----

From: GREGORY DINA <gregdina@everyactioncustom.com>
Date: Monday, January 14, 2019
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: milena.zasadzien@lacity.org

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
GREGORY DINA
Los Angeles, CA 90045
gregdina@gmail.com

--

Milena Zasadzien
LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:42:24 AM

Milena Zasadzien

LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

----- Forwarded message -----

From: Alex Chen <aznyellojersey@everyactioncustom.com>
Date: Tue, Jan 15, 2019 at 10:46 AM
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: <milena.zasadzien@lacity.org>

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived

in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Alex Chen
Los Angeles, CA 90012
aznyellojersey@gmail.com

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:37:47 AM

Hi Lynn,

I didn't have time to compile these emails all into one list, so I will be forwarding the "form" letters in one series so you have the names/emails for your records and for the FEIR.

----- Forwarded message -----

From: **Jake Malott** <jake@everyactioncustom.com>
Date: Fri, Jan 18, 2019 at 12:40 PM
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: <milena.zasadzien@lacity.org>

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived in it simply vanish. It is long since time to recognize that the more likely case is that

development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Jake Malott
Santa Monica, CA 90403
jake@crestrealestate.com

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:44:42 AM

Milena Zasadzien

LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

----- Forwarded message -----

From: **Jamison Bradley** <jsbradley523@everyactioncustom.com>
Date: Mon, Jan 14, 2019 at 4:19 PM
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: <milena.zasadzien@lacity.org>

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived

in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Jamison Bradley
Los Angeles, CA 90034
jsbradley523@gmail.com

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 12:15:55 PM

----- Forwarded message -----

From: **Joshua Blumenkopf** <jblumenkopf@everyactioncustom.com>
Date: Monday, January 14, 2019
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: milena.zasadzien@lacity.org

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Expo Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Joshua Blumenkopf
Pasadena, CA 91101
jblumenkopf@gmail.com

--

Milena Zasadzien
LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 12:01:31 PM

----- Forwarded message -----

From: Joshua Gray-Emmer <dtlajosh@everyactioncustom.com>
Date: Monday, January 14, 2019
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: milena.zasadzien@lacity.org

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Joshua Gray-Emmer
Los Angeles, CA 90013
dtlajosh@gmail.com

--

Milena Zasadzien
LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:54:48 AM

----- Forwarded message -----

From: **Judd Schoenholtz** <judd@everyactioncustom.com>
Date: Monday, January 14, 2019
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: milena.zasadzien@lacity.org

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Judd Schoenholtz
Los Angeles, CA 90039
judd@openlistings.com

--

Milena Zasadzien
LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 12:12:49 PM

----- Forwarded message -----

From: **Karherine Martinez** <china_kathy@everyactioncustom.com>
Date: Monday, January 14, 2019
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: milena.zasadzien@lacity.org

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Karherine Martinez
Los Angeles, CA 90006
china_kathy@live.com

--

Milena Zasadzien
LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 1:14:12 PM

----- Forwarded message -----

From: **Leonora Camner** <leonorasc@everyactioncustom.com>
Date: Monday, January 14, 2019
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: milena.zasadzien@lacity.org

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Leonora Camner
Santa Monica, CA 90403
leonorasc@gmail.com

--

Milena Zasadzien
LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 12:10:58 PM

----- Forwarded message -----

From: **Liz Barillas** <trunkschan90@everyactioncustom.com>
Date: Monday, January 14, 2019
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: milena.zasadzien@lacity.org

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Liz Barillas
Glendale, CA 91201
trunkschan90@yahoo.com

--

Milena Zasadzien
LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:54:24 AM

----- Forwarded message -----

From: **Mark Montiel** <mrkmontiel@everyactioncustom.com>
Date: Monday, January 14, 2019
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: milena.zasadzien@lacity.org

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Mark Montiel
Los Angeles, CA 90014
mrkmontiel@yahoo.com

--

Milena Zasadzien
LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 12:12:19 PM

----- Forwarded message -----

From: **Matt Stauffer** <stauffermt@everyactioncustom.com>
Date: Monday, January 14, 2019
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: milena.zasadzien@lacity.org

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Matt Stauffer
Los Angeles, CA 90006
stauffermt@gmail.com

--

Milena Zasadzien
LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:41:39 AM

Milena Zasadzien

LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

----- Forwarded message -----

From: **Matthew Brehove** <mbrehove@everyactioncustom.com>
Date: Tue, Jan 15, 2019 at 7:45 PM
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: <milena.zasadzien@lacity.org>

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived

in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Matthew Brehove
Monrovia, CA 91016
mbrehove@gmail.com

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:42:46 AM

Milena Zasadzien

LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

----- Forwarded message -----

From: Natalya Zernitskaya <nzernitskaya@everyactioncustom.com>
Date: Tue, Jan 15, 2019 at 8:10 AM
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: <milena.zasadzien@lacity.org>

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived

in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Natalya Zernitskaya
Santa Monica, CA 90404
nzernitskaya@gmail.com

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:56:07 AM

----- Forwarded message -----

From: **Partho Kalyani** <parthokalyani@everyactioncustom.com>
Date: Monday, January 14, 2019
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: milena.zasadzien@lacity.org

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Partho Kalyani
Los Angeles, CA 90025
parthokalyani@gmail.com

--

Milena Zasadzien
LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 12:15:38 PM

----- Forwarded message -----

From: **Paul Moorman** <pmoorman@everyactioncustom.com>
Date: Monday, January 14, 2019
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: milena.zasadzien@lacity.org

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Paul Moorman
West Hollywood, CA 90069
pmoorman@law.usc.edu

--

Milena Zasadzien
LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:43:43 AM

Milena Zasadzien

LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

----- Forwarded message -----

From: **Paul Moses** <pauldmoses@everyactioncustom.com>
Date: Mon, Jan 14, 2019 at 9:25 PM
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: <milena.zasadzien@lacity.org>

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived

in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Paul Moses
Redondo Beach, CA 90277
pauldmoses@hotmail.com

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:45:18 AM

Milena Zasadzien

LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

----- Forwarded message -----

From: **Peter Tuite** <petertuite@everyactioncustom.com>
Date: Mon, Jan 14, 2019 at 3:01 PM
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: <milena.zasadzien@lacity.org>

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived

in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Peter Tuite
Los Angeles, CA 90004
petertuite@hotmail.com

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:43:51 AM

Milena Zasadzien

LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

----- Forwarded message -----

From: **Prabhu Reddy** <prabhu.r.reddy@everyactioncustom.com>
Date: Mon, Jan 14, 2019 at 7:44 PM
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: <milena.zasadzien@lacity.org>

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived

in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Prabhu Reddy
Long Beach, CA 90803
prabhu.r.reddy@gmail.com

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 12:14:46 PM

----- Forwarded message -----

From: **Ryan Bostic** <rabostic@everyactioncustom.com>
Date: Monday, January 14, 2019
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: milena.zasadzien@lacity.org

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Ryan Bostic
Los Angeles, CA 90005
rabostic@yahoo.com

--

Milena Zasadzien
LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:44:59 AM

Milena Zasadzien

LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

----- Forwarded message -----

From: **Ryan Welch** <ry@everyactioncustom.com>
Date: Mon, Jan 14, 2019 at 3:25 PM
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: <milena.zasadzien@lacity.org>

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived

in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Ryan Welch
West Hollywood, CA 90048
ry@rywelch.com

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 12:00:42 PM

----- Forwarded message -----

From: **Stanley Johnson** <stjohnso@everyactioncustom.com>
Date: Monday, January 14, 2019
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: milena.zasadzien@lacity.org

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Stanley Johnson
Los Angeles, CA 90016
stjohnso@aerotek.com

--

Milena Zasadzien
LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:55:42 AM

----- Forwarded message -----

From: **Steven Guerry** <steven.guerry@everyactioncustom.com>
Date: Monday, January 14, 2019
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: milena.zasadzien@lacity.org

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Steven Guerry
Los Angeles, CA 90029
steven.guerry@gmail.com

--

Milena Zasadzien
LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 1:13:45 PM

----- Forwarded message -----

From: **Steven Somers** <stevensomers@everyactioncustom.com>
Date: Monday, January 14, 2019
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: milena.zasadzien@lacity.org

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Steven Somers
Los Angeles, CA 90064
stevensomers@ymail.com

--

Milena Zasadzien
LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:57:01 AM

----- Forwarded message -----

From: **Tami Kagan-Abrams** <tami@everyactioncustom.com>
Date: Monday, January 14, 2019
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: milena.zasadzien@lacity.org

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
Tami Kagan-Abrams
Los Angeles, CA 90046
tami@abramsgroup.org

--

Milena Zasadzien
LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:44:21 AM

Milena Zasadzien

LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

----- Forwarded message -----

From: Virginia Postrel <vp@everyactioncustom.com>
Date: Mon, Jan 14, 2019 at 5:25 PM
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: <milena.zasadzien@lacity.org>

Dear City Planner Milena Zasadzien,

As a West L.A. homeowner, I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived

in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. The addition of the grocery store will also reduce driving for many neighborhood residents, including me.

Sincerely,
Virginia Postrel
Los Angeles, CA 90025
vp@vpostrel.com

From: [Milena Zasadzien](#)
To: [Lynn Kaufman](#)
Subject: Fwd: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
Date: Tuesday, February 19, 2019 11:45:44 AM

Milena Zasadzien

LOS ANGELES DEPARTMENT OF CITY PLANNING
MAJOR PROJECTS / ENVIRONMENTAL ANALYSIS
221 N. Figueroa St. Suite 1350, Los Angeles 90012
e: milena.zasadzien@lacity.org p: 213.847.3636

----- Forwarded message -----

From: William Wright <willrobwright@everyactioncustom.com>
Date: Mon, Jan 14, 2019 at 2:38 PM
Subject: Support for 11650-11674 W. Santa Monica Blvd, case ENV-2015-2957-EIR
To: <milena.zasadzien@lacity.org>

Dear City Planner Milena Zasadzien,

I am writing to comment on the Draft EIR for the proposed 180-unit mixed-use development, including 20 dedicated Very Low Income units and 64,759 square feet of grocery store and restaurant uses along Santa Monica Boulevard, at 11650-11674 W. Santa Monica Blvd, 1551 S. Barry Ave, and 1560 S. Barrington Ave, case ENV-2015-2957-EIR. I urge the city to approve the Draft and Final EIR for the project under the California Environmental Quality Act (CEQA), as proposed, with no alternatives.

This project is in a great location for housing. It is across the street from frequent Big Blue Bus service to UCLA, Brentwood, Santa Monica and Venice (Routes 1 & 4 on Santa Monica Blvd and Route 15 on Barrington Ave) as well as frequent Metro bus service to downtown LA (Route 704 on Santa Monica Blvd). It provides good transit access to employment in downtown LA and Santa Monica, and is just over a mile from a Metro Blue Line station (Bundy Drive & Exposition Boulevard). In addition, many desirable neighborhood amenities such as restaurants and retail are in easy walking and bicycling distance, and the project includes 239 bicycle spaces.

The Sierra Club California has recently issued a report calling for stronger support for infill development, higher housing densities, and social justice to help reduce pollution and preserve the natural environment. https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/sierra-club-california/PDFs/SCC_Housing_Policy_Report.pdf

Regarding environmental impact, the project has the following benefits:

Aesthetics: the project will create a new, well-designed, modern 5-story mixed-use development, and replace a surface parking lot. Therefore the project will have a positive impact on aesthetics.

Air quality: with regard to criteria 1 through 3, the project will enable more people to live in a walkable, mixed-use area, which will have a positive impact on air quality. CEQA air quality analysis has historically assumed that if a project is not built, the people who would have lived

in it simply vanish. It is long since time to recognize that the more likely case is that development is displaced further out, to places like Santa Clarita and the Antelope Valley. It is better for regional air quality for development to take place in west Los Angeles than in Newhall Ranch.

Greenhouse gas emissions: similar to air quality impacts, it is likely this project will have a positive impact on GHG emissions, by allowing more people to live in places where they can drive less, instead of in auto-dependent development in the Inland Empire. It also enables more people to live in a state with progressive climate policies, as opposed to moving to fast-growing states with regressive climate policies.

Sincerely,
William Wright
Los Angeles, CA 90026
willrobwright@gmail.com