

Subject: Re: LA Congress 1.2

From: "Sue Leifield" <[REDACTED]>

Date: 7/24/2011 3:18 PM

To: "Cyndi Hensch" <[REDACTED]> <[REDACTED]>

We are not getting the changes we need and deserve! Please give us the necessary meeting time to finally connect our Westchester Playa del Rey area in with beach cities, not cities to the east!!!

Sue Leifield

[REDACTED]
Playa del Rey, CA 90293

Playa resident of 14 years

Subject: Please - Redistricting

From: Kathi Pinney <[REDACTED]>

Date: 7/24/2011 4:23 PM

To: "[REDACTED]" <[REDACTED]>

I live in Hawthorne and would you to please vote to redistrict us to the beach cities.

Kathi Pinney

Subject: Option 1.2 for LAPVB CD

From: [REDACTED]

Date: 7/24/2011 3:40 PM

To: [REDACTED]

These are exactly the sort of districts we thought we would get when we voted for when we voted for Prop 11 and Prop 20. Please give us a geographically compact district that honors our community of interest and honors our community boundaries-- this is what we are paying you for!

Many thanks,

Judith and Nathan Mintz

Redondo Beach, CA

Sent from my Verizon Wireless BlackBerry

Subject: My comments re: Los Angeles visualizations

From: "Laurie Cohn" <[REDACTED]>

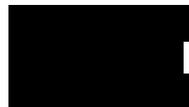
Date: 7/24/2011 4:23 PM

To: <[REDACTED]>

Please read my attached letter.

Thank you.

[Laurie Cohn](#)



[Home](#)

[Cell](#)

[Fax](#)

— Attachments: —

My letter to CRC 7-24-11.pdf

213 KB

July 24, 2011

RE: EVENT – State Senate District

Dear Commissioners:

My name is Laurie Cohn and I live in Studio City. My community of interest includes Studio City, Sherman Oaks, Encino, Tarzana, Woodland Hills, Calabasas, Agoura Hills, Topanga, ...the communities along the Ventura Blvd. corridor and the 101 freeway corridor and BOTH sides of the Santa Monica Mountains including Santa Monica, Brentwood, and Pacific Palisades. This mountains and coastal district is defined by key transportation corridors of PCH, the 405 and the 101. Cross mountain roads provide access for both our residents, commuters and the many people who come to visit the Santa Monica Mountains National Recreation Area and Santa Monica Bay.

All these cities and communities serve as gateways to the Santa Monica Mountains National Recreation Area and our beaches. Many locally elected officials and residents, homeowner and neighborhood council leaders have testified at your hearings and sent in letters in support of this united community of interest. The Supervisor who represents this area in LA County, Zev Yaroslavsky, also has sent letters restating this strong connection between the Westside, coast, mountain cities and the SF Valley.

Several of the most recent maps on the Commission's website dramatically changed our community of interest. Please do NOT exclude Studio City and Sherman Oaks from the proposed Senate District called EVENT...which is all west of the 405 freeway. We share the 101 freeway and Ventura Blvd. corridor with Tarzana, Encino, Woodland Hills, Agoura Hills, and have been placed in district called LASFE with which we have no community of interest. We do not share the same roads, schools, religious institutions, County Supervisors, or cultural or civic organizations. Please recognize that these are two distinct areas by keeping them in separate districts so that an elected official can better represent their interests. The south San Fernando Valley communities should be in one Senate District.

Thank you for your consideration.

Sincerely,

Laurie Cohn

[REDACTED]
Studio City, CA 91604

[REDACTED]

Subject: Public Comment: 4 - Los Angeles

From: Saul Bernstein [REDACTED]

Date: 7/24/2011 4:23 PM

To: [REDACTED]

From: Saul Bernstein <[REDACTED]>
Subject: LAMWS District

Message Body:

I am a 20 year resident in Hancock Park. We have always considered the Fairfax/Hancock Park neighborhood and the Pico-Robertson/Beverlywood neighborhoods a single, integrated community of interest (COI) with many shared institutions. My children growing up attended both Yavneh on 3rd street in Hancock Park and Hillel and YULA (both schools in the Pico-Robertson area) I have children that now live in the Hancock Park area and in the Pico-robertson area. Their children attend schools in one neighborhood and send their children to schools in the other by carpooling, a common occurrence in these neighborhoods. Our EMT group "Hatzolah" services both neighborhoods and we all attend community activities in both neighborhoods as we have since I can remember the past 37 years. Because of this relationship, we all know and have friends and relationships on both sides of town. The only way our community will have a voice in the Assembly as a united group, which we are, is if both neighborhoods are all in the "LAMWS" district. Currently you have the Pico-Roberston neighborhood split with only half of it in the "LAMWS" district. Please do not divide this neighborhood. Uniting our community into a single district will not weaken the representation of any other minority group or community interest. This is to bring to your attention facts and issues that you might not be familiar with in our neighborhoods and respectfully hope you can honor our request. Thank you very much,
Saul Bernstein

--

This mail is sent via contact form on Citizens Redistricting Commission

Subject: Fwd: Westchester Redistricting

From: [REDACTED]

Date: 7/24/2011 5:18 PM

To: [REDACTED]

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

From: [REDACTED]

To: [REDACTED]

Sent: Fri, Jul 22, 2011 11:13 am

Subject: Westchester Redistricting

Redistricting Board,

I am a concerned Westchester resident and local business person. I understand that there are many challenges in determining community redistricting; however, the current proposal wherein Westchester would remain in a district with communities with which it shares very little commonality makes little sense. Westchester, Playa Del Rey and Playa Vista have a long standing relationship primarily because they share in common the concerns which directly affect their communities. The issues of LAX expansion and the burdens of responsible growth and development along our shared coastal communities have a long history for which these communities have had a joint stake.

The goal of redistricting should be to enhance representation by districting communities, considering geographic proximity and communal interests. In this regard, The City of Los Angeles, who is better suited to determine the characteristics of its own communities, saw fit to include Westchester/Playa Del Rey/Playa Vista as a single neighborhood in establishing its Neighborhood Councils. <http://www.ncwpdr.org/communityLinks>

Thank you for your consideration.

Robert Romero
New South Bay Realty

[REDACTED]

Subject: Hawthorne- Part of Beach Cities

From: Giannina Meidav <[REDACTED]>

Date: 7/24/2011 5:07 PM

To: [REDACTED]

To who it may concern;

I have been a Hawthorne resident for almost a decade and I had a business in Hawthorne for over four years. The majority of my customers were from the Hermosa Beach and Manhattan Beach areas.

Most of my family's daily activities are spread out between Hawthorne, Manhattan Beach, Hermosa Beach and Redondo Beach. My kids go to camp in both Manhattan Beach and Hermosa beach, my husband plays volleyball in Hermosa Beach every weekend, we have several friends in Manhattan & Hermosa Beach that come to our house for dinner and play dates on a weekly basis. We shop at the Ralphps by the Manhattan Beach mall, the Manhattan Beach mall is our main mall, we frequent several restaurants in Hermosa beach, Manhattan Beach and Hawthorne, every activity we do on a daily basis revolves around the other beach cities and Hawthorne.

Our friends in those beach cities refer to Hawthorne as a beach city and part of the South Bay. We are only a couple of miles from the beach and all of our cities are very intertwined. Hawthorne is part of the South Bay Beach Cities. You are going in the right direction, please do what's right and adopt new lines that keep the Beach Cities and South Bay together.

Thanks in advance for your time.

Sincerely,

Giannina Meidav
Home owner and previous business owner

Subject: Communities of Interest???? REALLY???Westchester and Playa del Rey are part of Los Angeles,

From: "Newsom, Carole" <[REDACTED]>

Date: 7/24/2011 3:24 PM

To: "[REDACTED]" <[REDACTED]>

Do you really think that there are common interests in two disparate groups— according to statistics one community is law abiding and I believe the law abiding individuals should be supported accordingly.

If Westchester is part of a district where one communities crime is needing to be addressed at every level, there is less opportunity for Westchester's concerns to be addressed –leaving an entire community unheard...

Inglewood and Los Angeles Comparative Crime Ratios per 100,000 People

 Description:
<http://inglewood.areaconnect.com/crime/makechart.asp?c1=Inglewood&c2=Los%20Ang>

IMPORTANT WARNING: This email (and any attachments) is only intended for the use of the person or entity to which it is addressed, and may contain information that is privileged and confidential. You, the recipient, are obligated to maintain it in a safe, secure and confidential manner. Unauthorized redisclosure or failure to maintain confidentiality may subject you to federal and state penalties. If you are not the intended recipient, please immediately notify us by return email, and delete this message from your computer.

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Redondo Beach, CA

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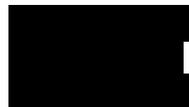
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Thank you for your consideration.

Sincerely,

Laurie Cohn
4227 Bellaire Ave.
Studio City, CA 91604



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Date: 7/24/2011 3:24 PM

To: "[REDACTED]" <[REDACTED]>

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Subject: Hawthorne- Part of Beach Cities

From: Giannina Meidav <[REDACTED]>

Date: 7/24/2011 5:07 PM

To: [REDACTED]

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Most of my family's daily activities are spread out between Hawthorne, Manhattan Beach, Hermosa Beach and Redondo Beach. My kids go to camp in both Manhattan Beach and Hermosa beach, my husband plays volleyball in Hermosa Beach every weekend, we have several friends in Manhattan & Hermosa Beach that come to our house for dinner and play dates on a weekly basis. We shop at the Ralphps by the Manhattan Beach mall, the Manhattan Beach mall is our main mall, we frequent several restaurants in Hermosa beach, Manhattan Beach and Hawthorne, every activity we do on a daily basis revolves around the other beach cities and Hawthorne.

Our friends in those beach cities refer to Hawthorne as a beach city and part of the South Bay. We are only a couple of miles from the beach and all of our cities are very intertwined. Hawthorne is part of the South Bay Beach Cities. You are going in the right direction, please do what's right and adopt new lines that keep the Beach Cities and South Bay together.

Thanks in advance for your time.

Sincerely,

Giannina Meidav
Home owner and previous business owner

Subject: For your consideration-

From: [REDACTED]

Date: 7/24/2011 10:56 AM

To: [REDACTED]

Commissioners,

Please read this link to see what our local press is saying about the South Bay redistricting situation:

http://www.dailybreeze.com/latestnews/ci_18536891

"Place Hawthorne in South Bay Districts"

Sent on the Sprint® Now Network from my BlackBerry®

Subject: Article on South Bay Redistricting - from local newspaper

From: [REDACTED]

Date: 7/24/2011 10:47 AM

To: [REDACTED]

Commissioners,

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http://www.dailybreeze.com/latestnews/ci_18536891

"Place Hawthorne in South Bay Districts"

Thank you,
Alex Vargas

Sent via BlackBerry by AT&T

Subject: FW: Keep Playa del Rey/Westchester and Playa Vista in the Same Congressional District

From: "Mary Longo" <[REDACTED]>

Date: 7/24/2011 11:49 AM

To: <[REDACTED]>

You are restoring my faith in government. I understand that Playa del Rey, Westchester and Playa Vista are being kept together as a component of the new Congressional redistricting maps. Thanks for listening.

Mary Longo

[REDACTED]

Playa del Rey, CA 90293

From: Mary Longo [mailto:[REDACTED]]

Sent: Friday, July 22, 2011 5:56 PM

To: [REDACTED]

Subject: Keep Playa del Rey/Westchester and Playa Vista in the Same Congressional District

Hello--This is a request to keep the contiguous areas of Playa del Rey, Westchester and Playa Vista in the same Congressional district, and further merging it with the South Bay/Beach Cities into a single district. The rationale in terms of our joint interests and concerns is as follows: we share a community of interest, including but not limited to important areas such as transportation, LAX and coastal and environmental concerns. It would be a great disservice to the region to split up this area.

Thanks,

Mary Longo

[REDACTED]

Playa del Rey, CA 90293

>

Subject: Fw: Westchester - Congressional Map

From: "Kot, Amy (Los Angeles)" <[REDACTED]>

Date: 7/24/2011 11:21 AM

To: "[REDACTED]" <[REDACTED]>

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

From: Kot, Amy (Los Angeles)

To: "[REDACTED]" <[REDACTED]>

Sent: Sun Jul 24 14:19:47 2011

Subject: Westchester - Congressional Map

Thanks for hearing community comments on keeping Westchester with Playa del Rey, Playa Vista, etc. Please continue to keep us as a community of interest as you draw the Congressional maps.

Thank you!

Amy Kot

[REDACTED]

Westchester resident and business owner

Notice of Confidentiality

This transmission contains information that may be confidential. It has been prepared for the sole and exclusive use of the intended recipient and on the basis agreed with that person. If you are not the intended recipient of the message (or authorized to receive it for the intended recipient), you should notify us immediately; you should delete it from your system and may not disclose its contents to anyone else.

This e-mail has come to you from Towers Watson Delaware Inc.

Subject: Fwd: Latino district

From: Bob Gutierrez [REDACTED]

Date: 7/24/2011 12:04 PM

To: [REDACTED]

Map re: LA County congressional from speaker 6.

Thank you.

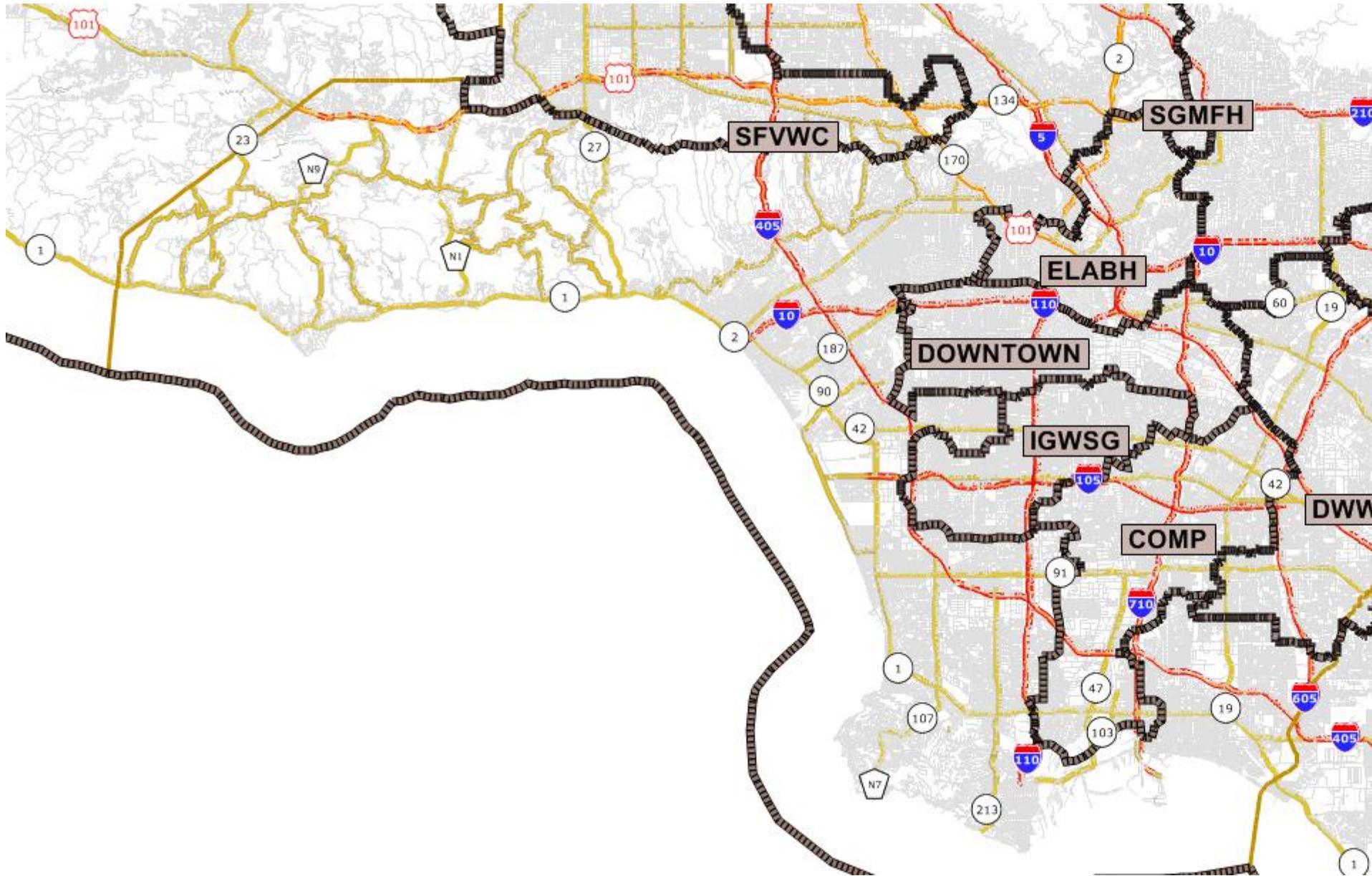
Sent from my iPhone

Begin forwarded message:

From: Bob Gutierrez [REDACTED]
Date: July 24, 2011 12:00:44 PM PDT
To: "[REDACTED]"
Subject: Fwd: Latino district

Attachments:

Latino district.doc	242 KB
Part 1.2.3	157 bytes



Subject: Gerrymandering Again!

From: "vpierce" <[REDACTED]>

Date: 7/24/2011 11:08 AM

To: <[REDACTED]>

CC: "Donsisson" <[REDACTED]> "Fabella, Kathy" <kst[REDACTED]> "Sullivan Rita" <[REDACTED]>

This is unbelievable. The you are completely ignoring the spirit and letter of the law. What you are doing with the 36th congressional district is exactly what the new law was suppose to prevent. Put Torrance back in the 36th Congressional District (and Assembly District)! El Segundo, Manhattan Beach, Hermosa Beach, Redondo Beach, Torrance, Lomita, Palos Verdes, Rolling Hills, San Pedro, Hawthorne, and Gardena belong in the same district. Stop pandering to special interest and follow the law. What you are attempting to do is illegal and Racist. If this is too complicated for you then resign! It's very simple: Everything South of the 105 and West of the 110 Freeways must be in the same district! I'm saving my money to contribute to the lawsuit.

Marcus E. Pierce

[REDACTED]

Hermosa Beach, Ca 90254

Subject: Pico-Robertson redistricting issue

From: "Judy Gruen" <[REDACTED]>

Date: 7/24/2011 11:34 AM

To: <[REDACTED]>

To the members of the redistricting commission,

My family and I live in the Pico-Robertson neighborhood, south of Pico Blvd, just west of Robertson, and just three blocks from the Beverlywood incorporated area. On behalf of my family, as well as the larger Jewish community in which we live, I am asking that you consider the vital importance of including the Pico-Robertson area, as well as the Fairfax/Hancock Park area as a single Assembly district. This is far more logical, and far more fair, than the current plan to include our area with neighborhoods whose interests are not at all related to ours, such as Culver City and Baldwin Hills.

Given the interconnectedness of Orthodox Jewish life, our neighborhoods are intertwined deeply: many of us live in the Pico-Robertson area but shop and send our kids to schools in the Fairfax/Hancock Park area. There are also community classes and organizations across these two areas that draw people from both segments of the city. Again, given our shared concerns and shared community connections, it makes complete sense to incorporate these into a single assembly district.

In fact, the only way that our growing, vibrant community will have a voice in the Assembly is if Fairfax/Hancock Park and Pico-Robertson/Beverlywood are all in the same "LAMWS" district. Please do not divide Pico-Roberston/Beverlywood in half! It makes no sense at all!

We are one community, and having the Assembly district reflect this reality in no way dilutes the representation of any other minority group or community of interest.

Thank you.

Judy and Jeff Gruen

[REDACTED]

Los Angeles, CA 90035

[REDACTED]

Subject: Public Comment: 4 - Los Angeles

From: Palisades Preservation Assn <[REDACTED]>

Date: 7/24/2011 2:15 AM

To: [REDACTED]

From: Palisades Preservation Assn <[REDACTED]>

Subject: Assembly and Congressional District

Message Body:

1. Assembly District LAMWS should NOT include Santa Monica. The rest of the District has a community of interest in that all parts are in the Santa Monica Mountains, which the City of Santa Monica is not. Mountain communities such as Woodland Hills and Reseda should be taken out of District LASFV and placed in LAMWS

2. Congressional The Veterans Administration property should be removed from District IGWSGF and placed in District WLADT. Historically, the VA grounds have always been part of the Brentwood Community.

--

This mail is sent via contact form on Citizens Redistricting Commission

Subject: Re: Speaker 2 Follow up 7/22/11 - Latino Policy Forum

From: Bob Gutierrez <robertjohngut[REDACTED]>

Date: 7/24/2011 10:55 AM

To: [REDACTED]

CC: [REDACTED]

[REDACTED]

Commission,

Thank you again for the opportunity to submit testimony related to the LA County Congressional Districts. As indicated this morning I have provided a map as well as some additional information to support the recommendation.

The biggest issue and the most significant basis for this request centers around the CVAP. As submitted via email yesterday these lines are only for the Latino CDs in LA. We did not attempt to redraw the adjacent districts and the unassigned population would be equal to three more Congressional districts. Instead of 6 Latino CDs in Los Angeles County, we have 7 that are a majority Latino Citizen Voting Age Population (CVAP).

Here is what we did (see map for better visual):

We eliminated the Latino packing in the DOWNTOWN CD and we make the COMP CD a majority Latino CVAP district.

IGWSG was completely redrawn.

It starts at the 710 and includes Cuddahy and Bell and west to Huntington Beach then Florance-Graham. The district then crosses the 110 and moves SW and includes Westmont, West Athens, Hawthorne and parts of Inglewood.

COMP was not a 50% Latino CVAP before, it is now.

Population was moved from ELABH into DOWNTOWN and DOWNTOWN population was moved into IGWSG.

No redrawing of the adjacent non-Latino CVAP districts was attempted because of the Commission's better experience with various communities of interest.

As you know under the Voting Rights Act you must create another VRA Latino CD now that the Commission has been shown it can be done. Failure to review this would be a failure to follow the Commission's own guidelines which could be the subject of a state court challenge for failing to follow your own prioritization.

We would like to avoid see this and look forward to the commsissions final considerations. Thank you againf or all your work on this.

Thank you,

Bob Gutierrez (speaker 6 7/24/11)
Latino Policy Forum

Subject: Sunland-Tujunga Assembly District

From: Katrina Burns <[REDACTED]>

Date: 7/24/2011 11:30 AM

To: [REDACTED]

Sunland Tujunga does not want to be part of the San Fernando Valley Assembly District. The rest of that district does not share the issues and concerns we do as a rural area. It is imperative that we are in a district with the same interests, like Kagel Canyon to La-Canada, and ideally Burbank and Glendale. That's where our community is! They are our neighbors and hold the same rural goals. We do not have the same concerns the rest of the San Fernando Valley District does, please do not force us to be included with an area that does not benefit our community.

Thank you for the consideration.

Subject: Westchester + Playa + Beach Cities

From: David Zambotti <[REDACTED]>

Date: 7/24/2011 12:03 PM

To: [REDACTED]

Please consider the requests to keep Westchester, Playa del Rey and Playa Vista together as a Community of Interest. Aligning us with the South Bay Beach Cities (as in the Senate map) is vital when revising the Congressional map.

Thanks for listening.

Subject: Westchester Re-Districting

From: Viviana Heger <[REDACTED]>

Date: 7/24/2011 11:23 AM

To: <[REDACTED]>

We learned yesterday of efforts to re-district the community of Westchester with communities to the east and urge you to consider our comments in opposition to this attempt. There is good cause to consider our comments in order to enhance due process on this important issue.

We understand that every 10 years governmental district lines are reassessed and that the re-assessed lines are intended to represent communities as they exist in day-to-day life. Current re-districting efforts are attempting to interfere with draft maps so that Westchester is severed from its community and aligned instead with Inglewood and other cities to the east, with which we have no day-to-day connections.

To sever Westchester from its community in this matter creates a fictional community that does not exist in reality. My wife grew up in Westchester and we both raised our daughters in this community. We have a 40-year history in this community, like many of our neighbors and friends, and, as a result, can tell you in practical ways what defines Westchester as part of Westchester/Playa del Rey/Playa Vista community. In everyday life, our community activities unite us. Families interact to a high degree on a weekly basis and sometimes more frequent basis in soccer games, YMCA activities, recreational activities at Westchester Park, and recreational activities at our beaches, extending from our nearest beaches in Dockweiler and El Porto to beaches in the South Bay like Hermosa. Even today, when our daughters, age 19, run to the neighborhood grocery store, they see their prior coaches, team-mates, and school friends within the community. The families of Westchester have worked hard to build this sense of community, with mothers and fathers pouring tremendous hours of volunteer services into virtually every school, sporting, dance and other activities in our backyards. These efforts should be preserved and fully and accurately reflected in district maps. To do otherwise ignores the community that was built by grass-root efforts over so many decades.

We share common interests with the South Bay Cities, especially with regard to beach activities and with many members of our community attending church and participating in other activities in the South Bay. Westchester should be included with these communities. We do not share much in common with the cities to the east.

We in Westchester share numerous common concerns with Playa del Rey and Playa Vista, including transportation issues, LAX issues, and coastal/environmental issues. You will see myriad community issues addressed in the agenda and minutes of our neighborhood council and other groups.

We trust you will provide due process to carefully consider these comments, as you should, and support our efforts to accurately preserve and portray the Westchester community as it stands today and has stood for so many decades.

-Duke and Viviana Heger

[REDACTED]
Westchester, CA 90045

Subject: Westchester re-districting

From: [REDACTED]

Date: 7/24/2011 12:43 PM

To: [REDACTED]

CC: "Cyndi Hench" <[REDACTED]>

Ladies and Gentlemen,

As a resident of Westchester, I and my family would like to ask you to reconsider your plan to re-district our area. Aligning our area with those to the east will actual isolate Westchester more than it would enhance it. Together with the cities to our West and South we bring a robust sense of esprit de corps to the myriad issues facing our community. Removing us from this group will weaken both districts rather than edify them. I understand yours is a difficult job, but this one is a layup.

Thanks for listening.

The Raghianti Family

Sent on the Sprint® Now Network from my BlackBerry®

Subject: Westchester, CA is a beach community!!!!

From: David Zambotti <[REDACTED]>

Date: 7/24/2011 12:02 PM

To: [REDACTED]

PLEASE keep Westchester, Playa del Rey and Playa Vista together as a community of interest when revising the Congressional map!!!!!!

Subject: BOE Configurations July 24 2011

From: Tyrone Netters <[REDACTED]>

Date: 7/24/2011 11:28 AM

To: "[REDACTED]" <[REDACTED]>

Honorable Commissioners
California Redistricting Commission
& Mr. Daniel Claypool
Executive Director
901 P Street, Suite 154-A
Sacramento CA 95814

Dear Commissioners and Mr. Claypool:

In the past few days we have come to support a plan for the Board of Equalization (BOE) that better balances the interests of the state than your current visualizations. That proposed plan meets population equality standards, raises both the Voting Age Population (VAP) and Citizen Voting Age Population (CVAP) for Latinos in all four Voting Rights Act (VRA) Section 5 Counties, has compact districts, and splits no cities and only two counties.

As we observed the Commission yesterday, the advice you seem to have gotten was that VRA Section 5 required the VAP and CVAP numbers to not retrogress for all ethnic groups. This is not a standard that we have seen applied anywhere in the law. Yet despite this articulated standard for CRA Section 5, your own proposed map for the BOE show a decrease to Asian VAP and CVAP as well as African American VAP and CVAP.

The Commission also seem to have had discussions about the relevant benchmark data for this test. Part of your direction to Q2 has been to work with your legal counsel to determine the appropriate standard for benchmarks due to the uncertainty created by the US Supreme Court as to the demographic information from the 2010 census or the data when the districts were drawn in 2001 is what is most appropriate. That uncertainty would not explain the decrease in African American and Asian benchmarks under either standard for Kings County Senate and Congressional districts. We assume this applies to others as well but have not had adequate time to study all of the applications.

We urge you to maintain the ethnic composition of the City of Los Angeles and surrounding cities, not to split communities of interest in Los Angeles County and not to consolidate two very different communities of interest Orange County and Los Angeles County. The NAACP believes you can maintain the current population equality in Los Angeles Board of Equalization district and meet all of your population equality standards in the other district.

Certainly the boundaries for the 4th district of the BOE as reflected in the maps presented yesterday by the African American coalition meets these objectives and would only require adjustments to the other three BOE district to accomplish this new criteria. We believe this would also be consistent with historical interpretations of the Voting Rights Act by the Department of Justice.

Sincerely,

Alice Huffman
President, California
State NAACP

Subject: FW: Redistricting and Westchester/ Playa del Rey and / Playa Vista

From: "SternRoss" <[REDACTED]>

Date: 7/24/2011 1:20 PM

To: <[REDACTED]>

Below please find my email of July 21st to the Commission in relation to the proposed State Senate and State Assembly redistricting of Westchester. I understand that the Commission has acknowledged and agreed to retain Westchester, Playa del Rey, Playa Vista as a cohesive block. I want to express my appreciation for the Commission's willingness to hear the concerns of Westchester residents.

Having agreed to retain the strong social, economic and institutional links between Westchester, Playa del Rey and Playa Vista for purposes of redistricting the State Senate and State Assembly, I submit that it would be wholly inconsistent for the Commission to segregate and gerrymander Westchester away from Playa del Rey and Playa Vista for Congressional redistricting purposes. As more fully discussed in my below email, these same social, economic and institutional links between Westchester, Playa del Rey and Playa Vista compel the Commission to seat Westchester with Playa del Rey and Playa Vista in the same Congressional district.

Consistency is a hallmark of a strong democracy. Therefore, to seat Westchester with Playa del Rey; and Playa Vista for purposes of state representation, but thereafter segregate and gerrymander Westchester away from Playa del Rey and Playa Vista for purposes of federal representation would show hypocrisy and inconsistency in the political process and further frustrate the residents of Westchester. Please vote to show consistency in our political process by having Westchester seated with Playa del Rey and Playa Vista for purposes of both state and federal representation. Thanks.

Jack B. Ross
Stern & Ross

[REDACTED]
Suite 3110
Los Angeles, CA 90067

This electronic message contains privileged or confidential information which is solely intended for the use of the addressee(s) listed as recipient(s). If you are not the intended recipient, or the employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any disclosure, dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this transmission in error, please immediately notify us by telephone at [REDACTED] or [REDACTED] and return the original message to Stern & Ross, [REDACTED] Los Angeles, California 90067.

From: SternRoss [mailto:[REDACTED]]

Sent: Thursday, July 21, 2011 3:11 PM

To: [REDACTED]

Subject: Redistricting and Westchester/ Playa del Rey and / Playa Vista

I am a native Angelino and 20 year resident of Westchester. My wife and I have raised our children in Westchester. Our children have greatly benefited from the educational sports and cultural facilities and programs offered in Westchester, and its adjoining communities of Playa del Rey, Playa Vista and El Segundo.

For too long, Westchester residents have been denied a voice and fair representation by being gerrymandered away from their adjoining communities of Playa del Rey, Playa Vista and El Segundo. Westchester is geographically, socially and politically intertwined with Playa del Rey, Playa Vista and El Segundo. The residents of these communities share common interests, concerns and public facilities including LAX, Westchester Park, Westchester High School, beach

and costal issues, open space and real estate development issues, and transportation issues. The current redistricting cycle affords Westchester an opportunity to again have fair political representation by being linked with communities with which its shares these common concerns and facilities.

My understanding is that the original proposal of the commission was to include Westchester in a district along with its adjoining communities of Playa del Rey, Playa Vista and El Segundo. The renewed political effort to again gerrymander and segregate Westchester out and away from its natural seating in a district with the communities with which its residents share common political, economic and social interests and concerns without the benefit of fair representation will reignite the frustration that Westchester residents have had with the political process.

Instead of segregating Westchester residents, please vote for retaining the Westchester as part of a community with Playa del Rey, Playa Vista and El Segundo with which it shares common interests and facilities. Thanks.

Jack B. Ross
Stern & Ross

[REDACTED]
Suite 3110
Los Angeles, CA 90067

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Subject: Great Beginnings redistricting support letter attached

From: <[REDACTED]>

Date: 7/24/2011 2:59 PM

To: [REDACTED]

CC: [REDACTED] "Lark Galloway-Gilliam" <[REDACTED]>

Please see attached support letter.

Rae Jones
Executive Director

Great Beginnings for Black Babies, Inc.

[REDACTED]

Inglewood, CA 90301

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



Attachments:

GBBB redistricting support letter.doc

38.0 KB



Great Beginnings for Black Babies, Inc.

301 North Prairie Avenue, Suite 515 • Inglewood, California • 90301
Phone [REDACTED] • Fax [REDACTED] • www.gbbb.org

Mission

To reduce infant mortality by encouraging women to seek early and continuous prenatal care, encourage healthy lifestyles, and promote the healthy development and growth of babies, children, youth and families.

Board of Directors

Kimberly L. Kinerman,
Chairman
Eddie Anderson,
Vice Chairman
Lorna Washington Jones,
Secretary
Daniel K. Tabor,
Treasurer
Rudy Barbee
P.A. Edmead, Jr.
Lawrence Hill
Zola Jones
Norman Meadows
Eva Overturf
Mary Ann Seymour
Velda White
Trina L. Williams

Advisory Committee

Zola Jones, Chair
Gloria Gray
Dr. Adrienne Davis
Jerome Horton
Yvonne Horton
Ruby Laster, RN, MSN
Eva Overturf
Pastor Seth Pickens
Senator Curren Price
Sybille Saint-Ledger
Barbara Walden
Bishop Johnnie Young

Executive Director

Rae Jones

Founders

Virginia Hunter, RN, PhD
Zola Jones, RN, MPA

July 24, 2011

Citizens Redistricting Commission
901 P Street, Suite 154-A
Sacramento, CA 95814

Via Email - [REDACTED]

Dear Commissioners:

On behalf of Great Beginnings for Black Babies, Inc. I wish to express our strong opposition to any redistricting plan that would reduce state and/or federal representation for the African American communities of Los Angeles.

For more than 20 years, Great Beginnings for Black Babies, Inc. has operated with a mission of reducing infant mortality in the African American community by promoting healthy lifestyles for all family members through a variety of services throughout Los Angeles County. We have worked diligently against the disenfranchisement of underserved communities, especially as it relates to disparities in health-related issues and healthcare. The proposed elimination of Districts 33, 35 and 37 are in direct conflict with this goal.

South Los Angeles, which is where our largest client population resides, is home to the largest percentage of Black and Latino residents of any area within LA County. Approximately 45% of the African American population of Los Angeles County resides in this area and 17% of the Latino population. Unfortunately, historical patterns of public and private divestment have resulted in an inequitable distribution of critical resources and services within South LA overall, and to varying degrees on a community-by-community basis.

The visualizations and draft maps the Commission has produced to date treats South LA as if it were one community and as a result disenfranchises the African-American community and diminishes its voice. We adamantly hold the position that its electoral districts should reflect the diversity of the South Los Angeles region. We urge the commission to maintain the voice of our community by retaining the existing Senate, Assembly and Congressional districts serving South Los Angeles.

In addition, we are prepared to be involved in whatever legal litigation necessary to support and enforce our position.

Sincerely,

Rae Jones

Rae Jones
Executive Director
Great Beginnings for Black Babies, Inc.

Subject: Hawthorne California South Bay Redistricting

From: "Jerry Orlemann" <[REDACTED]>

Date: 7/24/2011 2:39 PM

To: [REDACTED]

To The California Citizens Redistricting Commission:

As I watch these proceedings online I wish to reiterate the following regarding the city of Hawthorne and the city's Resolution 7391:

I am writing at this time to show my support for City of Hawthorne Resolution No. 7391 supporting the inclusion of Hawthorne, California, into the same districts as the other South Bay cities, namely El Segundo, Redondo Beach, Manhattan Beach, Hermosa Beach, Lawndale, and Torrance, as well as the L.A. unincorporated areas known as Del Aire and Wiseburn.

I am not so eloquent in verse that I feel I can better state that which is already contained within Resolution No. 7391. Suffice it to say that I completely endorse the resolution without hesitation or mental reservation whatsoever.

In closing I wish to express my thanks to you for the job you are doing. In many ways it must be extremely stressful and thankless, but I hope you realize how very important this is for our very future.

Thank you,

Jerry Orlemann

[REDACTED]
Hawthorne, CA 90250

"A proud member of Vietnam Veterans of America SOUTH BAY Chapter 53"

Subject: Hawthorne is NOT a beach city

From: E Teasley <[REDACTED]>

Date: 7/24/2011 2:58 PM

To: "Office, Communications" <[REDACTED]>

CC: "Galambos-Malloy, Connie" <[REDACTED]> "Parvenu, Andre"

<[REDACTED]>
[REDACTED]

"While Hawthorne may not be a beach community per se, it is the proud hometown of the legendary rock band that made surf music a household term across the USA and beyond."

City of Hawthorne website itself http://www.cityofhawthorne.com/about/welcome/beach_boys/beach_boys_surfs_up.asp

Subject: BOE Configurations

From: Tyrone Netters [REDACTED]

Date: 7/24/2011 11:36 AM

To: [REDACTED]

CC: Huffman <[REDACTED]>

Honorable Commissioners
California Redistricting Commission
& Mr. Daniel Claypool
Executive Director
901 P Street, Suite 154-A
Sacramento CA 95814

Dear Commissioners and Mr. Claypool:

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As we observed the Commission yesterday, the advice you seem to have gotten was that VRA Section 5 required the VAP and CVAP numbers to not retrogress for all ethnic groups. This is not a standard that we have seen applied anywhere in the law. Yet despite this articulated standard for CRA Section 5, your own proposed map for the BOE show a decrease to Asian VAP and CVAP as well as African American VAP and CVAP.

The Commission also seem to have had discussions about the relevant benchmark data for this test. Part of your direction to Q2 has been to work with your legal counsel to determine the appropriate standard for benchmarks due to the uncertainty created by the US Supreme Court as to the demographic information from the 2010 census or the data when the districts were drawn in 2001 is what is most appropriate. That uncertainty would not explain the decrease in African American and Asian benchmarks under either standard for Kings County Senate and Congressional districts. We assume this applies to others as well but have not had adequate time to study all of the applications.

We urge you to maintain the ethnic composition of the City of Los Angeles and surrounding cities, not to split communities of interest in Los Angeles County and not to consolidate two very different communities of interest Orange County and Los Angeles County. The NAACP believes you can maintain the current population equality in Los Angeles Board of Equalization district and meet all of your population equality standards in the other district.

Certainly the boundaries for the 4th district of the BOE as reflected in the maps presented yesterday by the African American coalition meets these objectives and would only require adjustments to the other three BOE district to accomplish this new criteria. We believe this would also be consistent with historical interpretations of the Voting Rights Act by the Department of Justice.

Sincerely,

Alice Huffman
President, California
State NAACP

Subject: L.A. South Bay / Westchester - YOU GOT IT RIGHT THE FIRST TIME!

From: "Ned Vaughn" <[REDACTED]>

Date: 7/24/2011 12:57 PM

To: <[REDACTED]>

Dear Commissioners,

I was thrilled to see your first draft maps, which honored the obvious fact that Westchester, Playa Del Rey, Playa Vista, El Segundo, Manhattan Beach, Hermosa Beach, Redondo Beach, Torrance, and Palos Verdes are truly a Community of Interest – BECAUSE THEY ARE ALL COASTAL COMMUNITIES.

I am a 12 year resident of Westchester and have never understood why its representation is linked to South Los Angeles, with which it shares so little in common. Westchester/Playa Del Rey/Playa Vista is recognized as ONE COMMUNITY – a coastal community – by the city of Los Angeles. This is unambiguously reflected by our Westchester/Playa Neighborhood Council.

Your first draft maps got it right! Common sense and the experience of living in the community make it clear: Westchester's concerns and interests are those of our fellow beach communities. Westchester's children play baseball in Del Rey American Little League, right next to the beach, for heaven's sake! That's just one of hundreds of such examples.

- **The current U.S. Congressional visualization** is, frankly, a SLAP IN THE FACE – bizarrely excluding Westchester/Playa from an otherwise contiguous string of beach communities. How can anyone defend returning to this nonsensical approach after the clear common sense reflected in the first draft map?
- **The current State Senate visualization** recognizes and respects the interests of Westchester/Playa. BRAVO... and thank you for listening to our concerns.
- **The current State Assembly visualization** is less effective. The first draft map got it right, except for the exclusion of Playa Vista. PLEASE RETURN TO THE FIRST DRAFT and include Playa Vista.

I appreciate the hard work before you, but please do not fail your fundamental duty to group communities with truly shared interests together. The first draft maps achieved this for Westchester/Playa and the other South Bay communities. They reflected a CONSISTENT APPLICATION OF COMMON SENSE – that's why they all looked so similar.

PLEASE DO NOT TAKE A BIG STEP BACK. Please make sure that our REAL Community of Interest is preserved. The citizens of Westchester/Playa and the other South Bay coastal communities deserve no less.

Thank you,

Ned Vaughn

—Attachments:—

L.A. South Bay Westchester - YOU GOT IT RIGHT THE FIRST TIME.pdf

187 KB

July 24, 2011

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Thank you,

Ned Vaughn

Subject: L.A. South Bay/Westchester--YOU GOT IT RIGHT THE FIRST TIME

From: Judy V May <[REDACTED]>

Date: 7/24/2011 2:58 PM

To: [REDACTED]

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I am a 43 year resident of Westchester and have never understood why its representation is linked to South Los Angeles, with which it shares so little in common. Westchester/Playa Del Rey/Playa Vista is recognized as ONE COMMUNITY - a coastal community - by the city of Los Angeles. This is unambiguously reflected by our Westchester/Playa Neighborhood Council.

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Thank you,
Judy May

[REDACTED]
Westchester, CA

Subject: Option 1.2 is terrible

From: Cyndi Hench <[REDACTED]>

Date: 7/24/2011 3:07 PM

To: [REDACTED]

Option 1.2 is TERRIBLE for Westchester/Playa. ABSOLUTELY NO COI FOR WESTCHESTER/PLAYA.
Seriously Terrible.

Cyndi Hench

Subject: Please redraft the South Bay Congressional District

From: [REDACTED]

Date: 7/24/2011 3:07 PM

To: [REDACTED]

Please redraft the South Bay Congressional District 1.2 to include all the South Bay Cities

Thank you,

Alex Vargas

Sent via BlackBerry by AT&T

Subject: Please redraw

From: "Lauragene Swenson" <[REDACTED]>

Date: 7/24/2011 2:39 PM

To: <[REDACTED]>

Attached is and following is a letter requesting redrawing of the line of Arcadia and San Marino:

[REDACTED]
Arcadia, CA 91007

July 24, 2011

California Citizens Redistricting Commission
1130 K Street, Suite 101
Sacramento, CA 95814

Re: Redrawing lines for ARCADIA and SAN MARINO

Dear Commission Members:

Please redraw Arcadia and San Marino to be included with the common "communities of interest" in the San Gabriel Foothill Mountains (LASGF). Even the lines that are currently drawn, Arcadia is gerrymandered between by neighboring cities of Sierra Madre & Monrovia.

Instead, Arcadia with San Marino are being divided and forced to join other cities farther south with which we have nothing in common. This is wrong.

- Arcadia & San Marino share a common interest with other foothill communities with east-west transportation on the 210 Foothill freeway, public traffic roads, and the construction of the Gold Line Foothill Extension
- Arcadia & San Marino are already known for its largely diverse population of ethnic groups which well meets the Voting Rights Act standards.
- Arcadia and San Marino are part of the San Gabriel mountain foothills and have so much in common with neighboring cities.

There are so many reasons to have Arcadia and San Marino to be included in the San Gabriel Foothill Mountain area (LASGF) in the assembly, senate, and congressional districts.

Thank you.

Sincerely,

Lauragene Swenson


Arcadia, CA 91007

July 24, 2011

California Citizens Redistricting Commission
1130 K Street, Suite 101
Sacramento, CA 95814

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There are so many reasons to have Arcadia and San Marino to be included in the San Gabriel Foothill Mountain area (LASGF) in the assembly, senate, and congressional districts.

Thank you.

Sincerely,

Lauragene Swenson

Subject: Public Comment: 4 - Los Angeles

From: "Maureen O'Byrne" <[REDACTED]>

Date: 7/24/2011 12:56 PM

To: [REDACTED]

From: Maureen O'Byrne <[REDACTED]>

Subject: Redistricting Sunland--Tujunga

Message Body:

Dear Commission Members,

I urgently plea that your commisson board redistricts Sunland-Tujunga with our common neighbors: Kagel Canyon, Lake View Terrace, Shadow Hills, La Tuna Canyon, La Crescenta, Montrose, La Canada-Flintridge,Glendale and Burbank.

We and our neighbors share the same: Income Level, Education, Housing, Transporation, Historic Preservation, Environmental issues, Protection of Open Sapce, the Angeles National Forest, San Gabriel/Verdugo Mountains, Wildlife, Watershed, Hiking, Equestrian Trails and Disaster Prepardness issues.

Burbank and Glendale provide us with our closest Hospitals/ Medical, Shopping and Entertainment Hub and we also share two nearby colleges.

This redistrict move for Sunland-Tujunga makes so much sense due to all of common issues we all share & detailed above.

Thank you for sincerely considering & listening to all of the concerned citizens of sunland-Tujunga, myself included.

Thank you.

Maureen O'Byrne

Sunland-Tujunga Resident for 30 years

--

This mail is sent via contact form on Citizens Redistricting Commission

Subject: Public Comment: 4 - Los Angeles

From: Ethan Musulin <[REDACTED]>

Date: 7/24/2011 1:33 PM

To: [REDACTED]

From: Ethan Musulin <[REDACTED]>

Subject: Proposed South Bay Redistricting: 110% WRONG!

Message Body:

To the Citizens Redistricting Commission:

I am writing to my absolute disdain for the ball of turd that your organization calls a redistricting proposal for the South Bay. We the people elected you to exist so that line scheming and gerrymandering were NOT supposed to happen. Instead, it appears that the South Bay is getting the very short end of the stick. Your proposal for how the South Bay should be represented in ALL legislative levels is absolutely WRONG.

Allow me to break it down and show you where you guys messed up, and how it can be fixed:

First let's start with the Assembly district; one that you guys actually got close to being right on. However, Gardena is considered to be more of an inner city, as is West Carson. How I would propose you fix this is by getting rid of those two, and adding El Segundo, Lawndale, and as much of LAX/Westchester as possible. Those areas are more in tune with being the South Bay and it has been traditional for the South Bay district to include the airport.

Secondly, let's take a look at the Congressional districts. First of all, why is a vast majority of Torrance linked with the inner cities? Torrance is NOT an inner city; nor will the citizens of Torrance be properly represented by someone the likes of Maxine Waters. Secondly, the actual beach district that you have written down just screams of gerrymandering; especially since you only have West Torrance as part of it. Why is Beverly Hills, Santa Monica, Malibu and even Agoura Hills and Calabasas part of this district? They are not a part of the South Bay; neither geographically, OR economically. The ways you can fix this district though are easy: Step one, make Torrance whole for the beach district. Step two, add Westchester and LAX, but the line must stop no farther north than Marina Del Rey. Finally step three, place Beverly Hills, Malibu and all the other non South Bay cities and put them in more appropriate districts; Beverly Hills and Santa Monica should be with the Hol!

lywood/Burbank area or the LA Westside, while Malibu, Agoura Hills and Calabasas should be part of any districts that would have Thousand Oaks or portions of the San Fernando Valley.

Finally now, we move on to one of your biggest mistakes: The State Senate districts. I say districts because somehow, in your groups "infinite wisdom," you decided to split Torrance into two, having the south and west be with the Beach Cities, along with, for some weird reason, Malibu, Beverly Hills, and West Hollywood; while the north and eastern parts are joined with Hawthorne, Carson, San Pedro, Long Beach, Lennox, and of all places, Compton and Watts. Since when has Watts, Compton, or even Beverly Hills and West Hollywood ever been considered the South Bay? Last I checked it was sometime around never! How can this be fixed? Well first and foremost, you can start by once again making Torrance WHOLE and join it with it's coastal neighbors again; secondly, you join Beverly Hills and West Hollywood with it's neighbors Culver City, Santa Monica, and the LA Westside. Finally, you keep the inner cities amongst themselves; they don't represent the coast, and the coast

certainly !

doesn't represent the inner city.

Those are my main griefs with the plans that you have for redistricting this region of Los Angeles. Hopefully this commission will see to it that what they're doing with these proposals is simply aggravating the voting masses and leaving us all with horrible districts. With any luck, you'll take these words, and the words of other South Bay voters into consideration and hopefully make our district a lot better than you've got it planned out right now.

Thank you.

Ethan Musulin
2010 Libertarian 53rd Assembly District Candidate

--

This mail is sent via contact form on Citizens Redistricting Commission

Subject: Public Comment: 4 - Los Angeles

From: Martin Rubin <martin.rubin@citizensredistricting.com>

Date: 7/24/2011 1:50 PM

To: [REDACTED]

From: Martin Rubin <martin.rubin@citizensredistricting.com>

Subject: Santa Monica Airport impacts bordering Los Angeles

Message Body:

It has been a challenge addressing air pollution from private jets at SMO that studies show is enormous. The separation of the airport's impacted neighborhoods makes it difficult to get a clear picture politically.

--

This mail is sent via contact form on Citizens Redistricting Commission

Subject: Why do you keep saying Inglewood needs to be attached to LAX?

From: David Voss <[REDACTED]>

Date: 7/24/2011 3:12 PM

To: "[REDACTED]" <[REDACTED]>

Nobody lives at LAX! But attaching Playa del Rey to inland communities makes no sense. Even enlarging the Dockweiler Beach sliver to go to Sepulveda would make much more sense.

Subject: Regarding Santa Monica Airport air pollution on Los Angeles neighborhoods

From: "Martin Rubin" <jetairpollut[REDACTED]>

Date: 7/24/2011 2:51 PM

To: <[REDACTED]>

I request your consideration with regard to how Santa Monica Airports impacts on the Los Angeles neighborhood less than 300m feet fro theeast end of the runway. We need Santa Monica to be sensitive to this critical concern. Attached map and study that measured extremely high levels of pollution from jet traffic into the Los Angeles downwind neighborhood.

Thank you,
Martin Rubin

Concerned Residents Against Airport Pollution

Martin Rubin: Director

[REDACTED] Los Angeles, California 90064
[REDACTED]
[REDACTED]

—one mile radius from west SMO.jpg—



—Attachments:—

5. 2009 UCLA study.pdf	1.7 MB
one mile radius from west SMO.jpg	205 KB

Aircraft Emission Impacts in a Neighborhood Adjacent to a General Aviation Airport in Southern California

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Real time air pollutant concentrations were measured downwind of Santa Monica Airport (SMA), using an electric vehicle mobile platform equipped with fast response instruments in spring and summer of 2008. SMA is a general aviation airport operated for private aircraft and corporate jets in Los Angeles County, California. An impact area of elevated ultrafine particle (UFP) concentrations was observed extending beyond 660 m downwind and 250 m perpendicular to the wind on the downwind side of SMA. Aircraft operations resulted in average UFP concentrations elevated by factors of 10 and 2.5 at 100 and 660 m downwind, respectively, over background levels. The long downwind impact distance (i.e., compared to nearby freeways at the same time of day) is likely primarily due to the large volumes of aircraft emissions containing higher initial concentrations of UFP than on-road vehicles. Aircraft did not appreciably elevate average levels of black carbon (BC), particle-bound polycyclic aromatic hydrocarbons (PB-PAH), although spikes in concentration of these pollutants were observed associated with jet takeoffs. Jet departures resulted in peak 60-s average concentrations of up to $2.2 \times 10^6 \text{ cm}^{-3}$, 440 ng m^{-3} , and $30 \mu\text{g m}^{-3}$ for UFP, PB-PAH, and BC, respectively, 100 m downwind of the takeoff area. These peak levels were elevated by factors of 440, 90, and 100 compared to background concentrations. Peak UFP concentrations were reasonably correlated ($r^2 = 0.62$) with fuel consumption rates associated with aircraft departures, estimated from aircraft weights and acceleration rates. UFP concentrations remained elevated for extended periods associated particularly

with jet departures, but also with jet taxi and idle, and operations of propeller aircraft. UFP measured downwind of SMA had a median mode of about 11 nm (electric mobility diameter), which was about half of the 22 nm median mode associated with UFP from heavy duty diesel trucks. The observation of highly elevated ultrafine particle concentrations in a large residential area downwind of this local airport has potential health implications for persons living near general aviation airports.

1. Introduction

A handful of studies have shown that air quality in the vicinity of major airports can be seriously impacted by emissions from activities of aircraft and ground support vehicles. Concentrations of ultrafine particle (UFP), particle-bound polycyclic aromatic hydrocarbon (PB-PAH), black carbon (BC), and NO_x were measured in the vicinity of Los Angeles International Airport (LAX) and markedly high UFP concentrations of about $5.0 \times 10^5 \text{ cm}^{-3}$ were observed 500 m downwind of the takeoff runways (1). The observed downwind UFP number concentrations were dominated by freshly generated particles with peak modes of 10–15 nm, whereas upwind UFPs were dominated by aged particles with a mode of about 90 nm. A study of London Heathrow Airport (2), reported aircraft NO_x at least 2.6 km from the airport. Approximately 27% of the annual mean NO_x was due to airport operations at the downwind airfield boundary, declining below 15% at 2–3 km. VOC, NO_x , CO, and CO_2 were measured around the Zurich Airport (3). The observed CO concentrations were highly dependent on aircraft movement, whereas NO emissions were dominated by ground support vehicles (3). In a study of airborne PB-PAH and vapor-phase PAH concentrations during activities of C-130H aircraft, average PB-PAH concentrations of 570 ng m^{-3} were observed 20–30 m at low and high idle, as compared to about 14 ng m^{-3} background concentrations (4).

Studies around general aviation airports are more limited. Recently, the South Coast Air Quality Management District made measurements of $\text{PM}_{2.5}$, total suspended particles (TSP), lead, and ultrafine particle concentrations in the areas around Santa Monica Airport (SMA), the subject of the present study, and nearby Van Nuys Airport (5). They found no discernible elevation of 24 h averaged $\text{PM}_{2.5}$ mass, and highly elevated total suspended particulate lead, by up to a factor of 25 (to 96 ng m^{-3}) immediately adjacent to the takeoff area and a factor of 7 higher than background (to 28 ng m^{-3}) in the residential area. They also observed spikes in ultrafine particle number concentrations associated with aircraft departures.

Typically a buffer area isolates commercial airports from residential neighborhoods to reduce noise and pollution impacts. Small airports in heavily populated areas do not necessarily have these buffers, however, so residents may be more directly exposed to aircraft emissions. In the current study, air pollutant concentrations were measured using a mobile platform (6, 7) during spring and summer seasons of 2008 downwind of SMA located in Santa Monica, California. SMA is a small airport operated for private aircraft and corporate jets, occupying a 1600 m by 750 m area, as shown in Figure 1. SMA is closely bounded by dense residential neighborhoods with narrow buffer areas, particularly at the ends of the runways (Figure 1). We observed markedly high concentrations of air pollutants in the residential neighborhoods downwind of SMA due to aircraft activities, particularly takeoffs, suggesting current land-use practices of reduced buffer areas around local airports may be insufficient.

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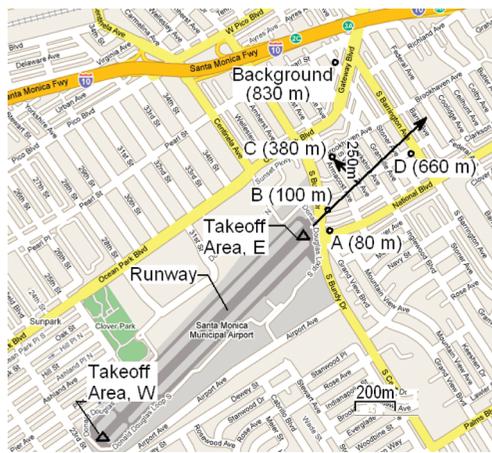


FIGURE 1. Santa Monica Airport, nearby neighborhood residential area, and measurement sites east of SMA. The distances were measured from Google Maps.

TABLE 1. Monitoring Instruments on the Mobile Platform

instrument	measurement parameter	time resolution
TSI portable CPC, model 3007 ^a	UFP count (10 nm-1µm)	10 s
TSI FMPS, model 3091	UFP size (5.6–560 nm)	10 s
TSI DustTrak, model 8520 ^b	PM _{2.5} Mass ^a	5 s
Magee scientific aethalometer	black carbon	1 min
EcoChem PAS 2000	particle bound PAH	5 s
Teledyne API model 300E ^c	CO	20 s
LI-COR, model LI-820 ^c	CO ₂	10 s
Teledyne-API model 200E ^c	NO _x , NO, NO ₂	20 s
Visalia sonic anemometer and temperature/RH sensor	local wind speed and direction, temperature, relative humidity (RH)	1 s
Stalker LIDAR and Vision digital system	traffic documentation, distance and relative speed	1 s

^a The data obtained by the CPC were used only as a reference for the UFP concentrations measured by FMPS. ^b Because of concerns about the quality of this instrument's data, it is not reported here. Qualitatively, its results were consistent with the other mass-based measurements. ^c These instruments were turned off to save power for most measurement times (see text).

2. Materials and Methods

2.1. Mobile Platform and Data Collection. A Toyota RAV4 sub-SUV electric vehicle served as the mobile platform, eliminating any potential self-pollution. Table 1 shows the sampling instruments and equipment installed on the mobile platform. Ultrafine particles were measured by a fast mobility particle sizer (FMPS) spectrometer in size range of 5.6–560 nm, which includes the UFP size range of less than 100 nm. Most instruments had a time resolution of 1–20 s except the Aethalometer, which had one minute time resolution. Calibration checks and flow checks were conducted on a bimonthly and daily basis, respectively (6, 7).

2.2. Measurement Sites. SMA experiences consistent wind patterns; the vast majority of days have a sea breeze (winds from the west to south-southwest) for most of the day and a land breeze at night. The runways of the airport

are aligned at about 225° so that aircraft can take off into the wind. For all of our measurements, the take off direction was to the west (as is the case for at least 95% of days at SMA), with taxi and idle at the east end of the runway (Figure 1E). As the airport allows operations of nonemergency aircraft only from 07:00–23:00 on weekdays and 08:00–23:00 on weekends due to noise ordinances, only daytime hours were considered.

In the current study, the measurements were conducted primarily at four stationary sites (A–D indicating increasing distances from the airport) in the residential area downwind of the takeoff area (E) as shown in Figure 1.

Figure 1 includes a line indicating the expected centerline along which emissions plumes travel during typical on-shore flow conditions, as if it is an extension of the runways in the airport. Sites B and D were selected for measurement because they are approximately on this line. Sites A and C were chosen to test the extent of horizontal impacts and are at perpendicular distances 50 and 250 m, respectively, from the extended centerline of the runways.

In spring and summer of 2008, four days of measurements were conducted: April 14 and 20, July 20 and August 8, for 4–6 1/2 hours each day. The four stationary measurement sites in the residential neighborhoods downwind of the airport were sampled in random order to minimize systematic errors. In addition, the mobile platform was stopped briefly in the mornings and afternoons of three days (July 8, 10, and 12) in the summer season at Clarkson Rd, site B, and Barrington Ave, site D, to confirm the observations of elevated pollutant concentrations on the dedicated measurement days. The measurement times are listed in Table 2.

2.3. Data Analysis and Selection of Key Pollutants. Data were adjusted for the varying response times of the instruments on the mobile platform to synchronize the measurements (6, 7). UFP, PB-PAH, and BC were selected in the current study for detailed spatial analysis because of their large concentration variations in the vicinity of SMA, and important implications for human exposure assessment. CO₂ concentrations were used in emission factor calculations (see Section 3.3.3).

3. Results and Discussion

3.1. Meteorological Data and Background Concentrations. Meteorological conditions, including temperature, relative humidity, wind speeds, and wind directions (all measured while the mobile platform was stopped), can all play a role in determining air pollutant concentrations surrounding SMA. The average wind speeds and directions are shown in Table 2 for the measurement times. The wind was stable and predominantly from the SW (204–261°) in the afternoons, with speeds of 1.9–3.0 m s⁻¹. In the mornings, the wind had lower speeds of 1.0–1.7 m s⁻¹, and variable directions in a range of 117–349°. This implies the east end of the airport was always downwind in the afternoons, but not always in the mornings, and pollutant dispersion rates were higher in the afternoons.

Average background UFP concentrations were 1.7×10^4 and $5 \times 10^3 \text{ cm}^{-3}$ in spring and summer of 2008, respectively. Background UFP, PB-PAH, and BC concentrations, measured on Stoner Ave 830 m NNE of the takeoff area (E), on the four dedicated days, averaged $1 \pm 0.3 \times 10^4 \text{ cm}^{-3}$, $5 \pm 2 \text{ ng m}^{-3}$, and $0.3 \pm 0.1 \mu\text{g m}^{-3}$, respectively, for the spring and summer measurement periods combined (PAH data was available for only two of the summer days). Measurements were made immediately preceding and/or following stops at the monitoring sites, on 12 occasions for 3–5 min each. The UFP concentrations at this site were relatively stable, consistent with an absence of aircraft or other strong UFP sources, even when there had been jet activity at SMA within the 7–8 min preceding the measurements (which happened on five

TABLE 2. Air Traffic and Meteorological Conditions during Measurements

date	time	arrivals (jets) ^a	departures (jets) ^{a,b}	wind speed ^c (m s ⁻¹)	wind direction ^c	temperature (°C)
4-14-2008	09:00-11:00	21(7)	/(3)	1.7	230	23.0
	15:30-18:00	15(8)	/(8)	2.4	235	
4-20-2008	14:00-18:00	34(13)	18(14)	2.5	261	22.0
7-08-2008	08:22-08:25	na ^d	na ^d	1.0	117	20.1
	13:20-13:46	na ^d	na ^d	2.2	213	21.3
7-10-2008	08:27-08:34	na ^d	na ^d	1.1	349	20.5
	13:22-13:35	na ^d	na ^d	1.9	204	23.8
7-12-2008	08:44-08:58	na ^d	na ^d	1.4	200	21.5
	13:24-13:34	na ^d	na ^d	2.1	226	24.7
7-20-2008	11:50-18:00	42(17)	20(14)	1.9	227	22.2
8-08-2008	15:30-22:00	24(9)	13(8)	3.0	237	22.2

^a Total reported activities during the measurement time period. ^b The airport records all arrivals but only departures that exceed a specific noise threshold, thus departures exceed the values reported here. All jet departures are reported, but many small propeller plane departures are not. ^c Averaged values for the measurement periods. ^d Air traffic data are not available for these measurement periods (na).

occasions). These background values were typical of other streets around SMA away from the influence of the airport, throughout the spring and summer seasons (see also ref 6). Sampling at sites A, B, and C, were about equally weighted between spring and summer, thus for these sites we use this combined average. Most of the sampling at site D, however, was performed during summer, so for this site we weighted the background UFP concentrations to match the distribution of sampling, and thus use 6000 cm⁻³ as the site D average background.

3.2. Air Traffic Volumes and Aircraft Operation. Air traffic logs were provided by SMA. The numbers of arriving aircraft are listed in Table 2 for the measurement periods on dedicated days. Departures are also indicated; however, the airport only recorded activity exceeding a sound threshold of 80 db at the west end of the runway, in compliance with a local ordinance, thus small propeller plane departures were not included in the log. Based on statistics of four dedicated measurement days, the number of aircraft arrivals was about 80/day, of which about 30 were various small (6-8 passengers) to large jets (20-35 passengers), and the remainder were single and twin engine piston and turboprop planes. The diurnal hourly arrival/departure aircraft activities at SMA for the four dedicated measurement days show the great majority of aircraft operations at SMA took place during 09:00-20:00 and averaged about six arrivals per hour during these hours.

Jets and propeller planes taxi [redacted] m to the take off area E. The taxi time for aircraft is about 2 min, much longer than the acceleration time on the runway during take off, typically 20-25 s. Also, because the jet flight path from SMA intersects that of Los Angeles International Airport (LAX) about 16 km after take off, jets taking off from SMA must wait for permission from LAX, resulting in an average waiting time of about 5 min. This implies an average taxi-waiting time of about 7 min for jets departing from SMA.

3.3. Impact of SMA on Downwind Residential Area. Markedly elevated concentration peaks of ultrafine particle, PB-PAH, and BC were observed downwind of SMA, extending to at least 660 m along the wind direction (site D), and 250 m perpendicular to the prevailing wind directions (site C, about 300 m downwind). At all sampling locations, when an airplane (particularly a jet) was preparing to depart, typically a loud noise was heard first (start of taxi). If the wind was from the south-southwest to west, the noise was followed by fuel vapor

odors, and then a few minutes later by elevated concentrations of ultrafine particles, black carbon, and PB-PAH. This suggests taxiing frequently produces fuel odors, while hard accelerations are usually necessary to produce large pulses of UFP, PB-PAH, or BC.

3.3.1. Average UFP Concentrations Measured Downwind of SMA. Figure 2 shows UFP concentrations at the four sites during the combined spring and summer measurement periods (Table 2). The data are for various durations at the sites, and thus the quantity of data from each site is different. The numbers of observations for sites A, B, C, and D were 730, 5100, 470, and 1700 in 5-s averages, respectively. The average UFP concentrations at sites A, B, C, and D were 106, 97, 47, and 15 K cm⁻³, respectively, about 11, 10, 5, and 2.5 times the corresponding area background levels for all measurement days combined. Figure 2 also shows the average BC concentrations were 2.7, 1.3, 0.8, and 0.8 µg/m³ at the sites A, B, C, and D, respectively, elevated from the area background level of 0.3 µg/m³. PAH data are not shown because these data are not available for all days. Both UFP and BC are elevated at all four sites, consistent with airport impacts. However, they are not elevated by exactly the same ratio at each site, for reasons we are unable to explain with current data.

Site A is located in a gas station downwind of the intersection of National Blvd. and Bundy Dr. The mobile platform was stopped at the SW, upwind, corner of the gas station, and thus measurements were not likely strongly influenced by activities in the gas station. The likely small contribution of vehicles accelerating from the intersection to the observed UFP concentrations is discussed in Section 3.3.4.

3.3.2. Size Distribution and Mass of UFP Downwind of SMA. Sixty jet emission size distributions at SMA were analyzed. Aircraft emissions produced UFP with a median size mode of about 11 nm with little variability, consistent with the observations at LAX (1). Figure 3 shows a representative size distribution of ultrafine particles from a jet takeoff. This peak had a UFP concentration of 1.0 × 10⁶ cm⁻³. Figure 3 also shows a representative size distribution of UFP from an isolated heavy duty diesel truck (HDDT) measured by our MP on a surface street in the downtown area of Los Angeles. The peak UFP concentration was also about 1.0 × 10⁶ cm⁻³, but the mode, about 22 nm, is significantly larger than the modes of the UFP distributions observed from

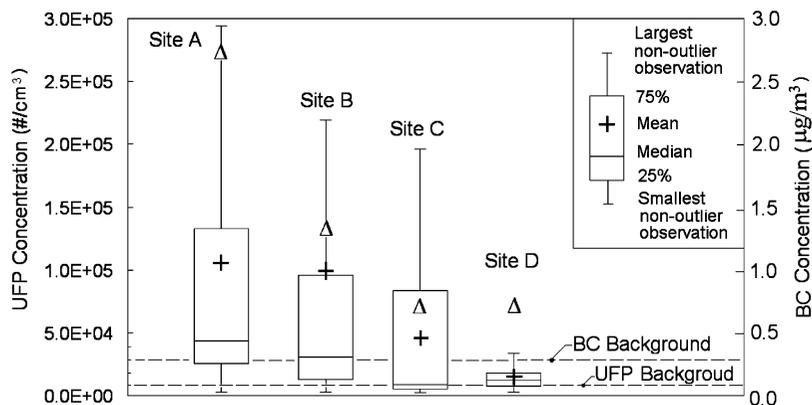


FIGURE 2. UFP concentrations at the four measurement sites during all measurement periods (Table 2). The symbol "Δ" indicates the mean value of BC concentrations for all measurement times. It is noted that because much less sampling was performed at Sites A and C, these data may carry higher uncertainties.

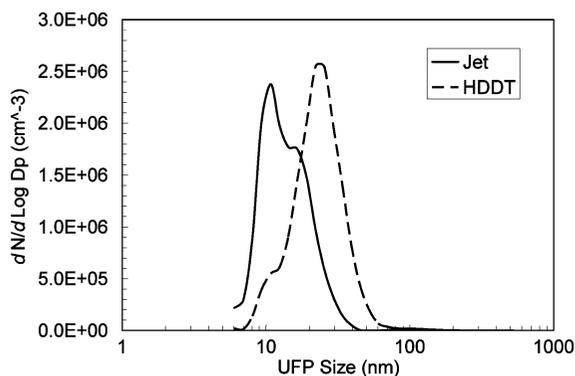


FIGURE 3. Comparison of size distribution of UFP downwind of SMA and from a heavy duty diesel truck (HDDT).

aircraft. The peak UFP concentrations from the aircraft and HDDT were about 100 and 25 times the background levels (which were not subtracted), respectively. Size distributions were collected after the emissions plumes had been diluted sufficiently that they would not be undergoing significant self-coagulation, which has been calculated to be any time after the first 1–3 s following exhaust released from the tail pipe (8).

Aircraft activity clearly results in markedly elevated UFP number concentrations, but because UFPs are so small, they make only modest contributions to mass concentrations. For example, the average number concentration at Clarkson site B (100 m downwind) was about $9.7 \times 10^4 \text{ cm}^{-3}$ during the measurement periods, $10\times$ the area background level. The calculated mass contribution of UFP caused by aircraft averaged $0.6 \mu\text{g m}^{-3}$, assuming a particle density of 1.2 g cm^{-3} (1), only about 3% of the annual basin background level of $\sim 18 \mu\text{g m}^{-3}$ of $\text{PM}_{2.5}$. If 24-h measurements were conducted to obtain average particle mass concentrations, the contribution of aircraft-related UFP during the aircraft operation period, typically 07:00–23:00, would be even smaller, consistent with the SCAQMD measurements (5). It should be noted, however, that potential health effects of UFP generally focus on the size and number of such particles and not their mass (e.g., ref 8).

3.3.3. Relationship between Downwind Pollutant Concentrations and Aircraft Events. Figure 4 shows typical time series of air pollutants measured at site B downwind of idle/take off area E (Figure 1) at SMA on the afternoon of July 20, 2008. On others days of measurements, similar elevated air pollutant concentrations, at least 10 times the seasonal background level, were repeatedly observed at the four sites. Note that the time of aircraft departures from the SMA log and peak UFP concentrations are very close, but do not always

correspond perfectly. This may be due to occasionally high aircraft emissions during taxi as well as deviations resulting from the resolution of the airport log data (1 min), and variable travel time of the plume from the takeoff location and runway to our monitors.

Extremely high pollutant concentrations were observed at Site B, Clarkson Rd, 100 m downwind of SMA, specifically associated with jet operations at the airport. The Figure 4 time-series plot for site B shows UFP, PB-PAH, and BC as well as aircraft arrivals and some departures (upper abscissa) during the times of measurement. Here, multiple incidences of elevated air pollutant concentrations corresponded to jet departures, propeller aircraft departures, and possibly, aircraft arrivals. For example, at 12:20 (from the airport log) a Gulf Stream 4 jet (GLF4, 33 200 kg) departed, an event followed by measured concentrations of 60 s average PB-PAH and BC of 440 ng m^{-3} and $30 \mu\text{g m}^{-3}$, respectively, resulting in elevated ratios of about 90 and 100 times the summer background levels, respectively. Both pollutants returned to background levels within about 3 min after the jet's departure. Additional spikes were observed associated with jet operations at 12:35, 12:36, 12:58, and 13:00 with 60 s average UFP concentrations up to about $2.2 \times 10^6 \text{ cm}^{-3}$, about 440 times the summer background level. UFP concentrations remained elevated, hovering around 10^5 cm^{-3} for the remainder of the sampling period. The trace indicates that while arrivals of small aircraft, as well as taxi, idle, and takeoffs (although these do not appear in the log) release significant quantities of UFP, they do not appear to produce significant elevations of PB-PAH or BC.

As noted above, the average taxi and waiting of a jet before departure is about 7 min, but significantly longer taxi/waiting periods occurred from time to time. For example, during measurements at Site B, a loud noise was recorded from 12:07 until 12:20, during which time the particularly large jet (GLF4) was taxiing and waiting for take off. The peak at 12:12 and the following elevated UFP concentrations (Figure 4) were associated with this idling jet prior to its departure at 12:20. Figure 4 also shows a trace from later in the afternoon, a period with much lower aircraft activity and much lower UFP concentrations, which sometimes dropped to the summer background level of about 5000 cm^{-3} for several minutes at a time.

Significantly elevated pollutant concentrations were also observed at other three sites. For example, during one hour measurement on July 20, 2008 (13:04–14:03) at site D, just west of Barrington Ave, 660 m downwind of SMA, the UFP concentration was elevated above the summer background (5000 cm^{-3}) for most of the period, due to multiple aircraft operations (including taxi). The mean of the UFP concentration during this measurement period was $1.5 \times 10^4 \text{ cm}^{-3}$,

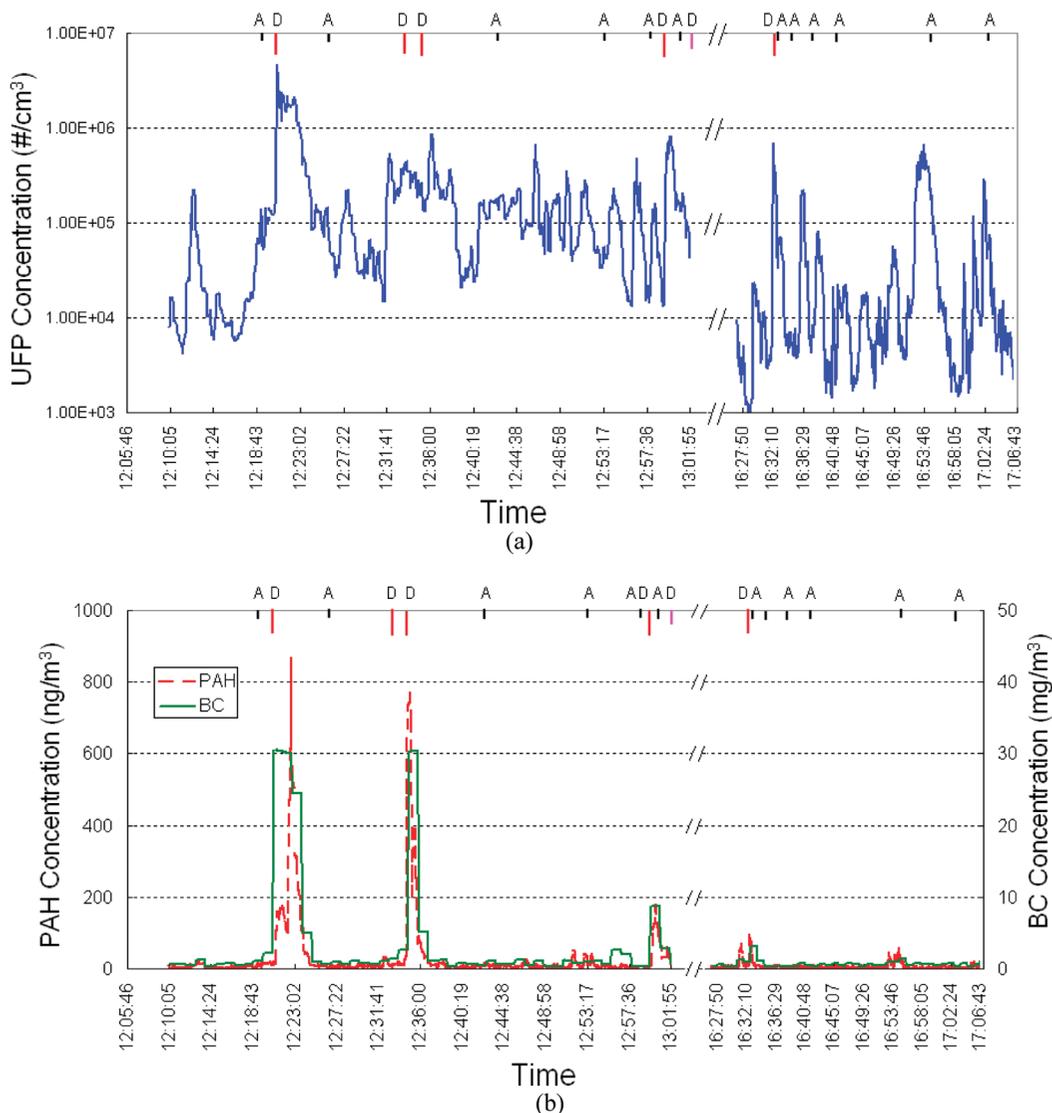


FIGURE 4. Time series plot of pollutant concentrations measured at Clarkson Rd, Site B, about 100 m downwind of the airport on July 20, 2008. (a) UFP. (b) PB-PAH and BC. On the upper abscissa, A/D denote for arrival/departure of aircraft. For departure, longer lines indicate jet activities and short lines are for activities of turboprop or piston aircraft.

about 3 times the summer background level. Spikes of PB-PAH and BC associated with aircraft activity were not observed at this site.

3.3.4. Potential Contribution from the Surface Street Immediately Downwind of the Airport. As noted earlier, a major surface street, Bundy Dr, (“Bundy”, Figure 1), is located immediately east of SMA, between the usual aircraft take off area (E) and the measurement sites (A–D). To investigate the possible contribution of traffic on Bundy to elevated pollutant concentrations observed at site B, we reviewed traffic data on this street and also compared measurements made on nearby stretches of Bundy not influenced by the airport during the same sampling days as the aircraft measurements. The traffic flows on Bundy were recorded on digital video when the mobile platform was stopped at site B, and when traveling on nearby stretches of Bundy immediately preceding and following stops at the sampling sites around the SMA. The traffic counts on Bundy Dr. (and on National Blvd.) during our measurement times averaged 50–60 counts per minute, small compared to nearby freeways which have 200–300 vehicles min^{-1} during daytime. Traffic on this road is dominated by newer gasoline vehicles; further, only five heavy duty diesel trucks were encountered during 650 min of sampling on Bundy within 1.8 km of SMA.

Average on-road UFP concentrations on sections of Bundy removed from the airport impacts, but within 1800 m of SMA were much lower than observed at site B (25 m from Bundy), averaging $35\,000\ \text{cm}^{-3}$ during the sampling days listed in Table 2 (220 min of data). At site B in the absence of aircraft activity (Figure 4), the UFP concentrations were low, in the range $5000\text{--}15\,000\ \text{cm}^{-3}$, indicating the contribution of traffic on Bundy to the average UFP measurement at site B, was less than $15\,000\ \text{cm}^{-3}$. About one-third of the Site B UFP concentrations fell below $15\,000\ \text{cm}^{-3}$, distributed reasonably evenly among the measurement periods. High-emitting vehicles (HEV) can cause large spikes of UFP concentrations, over $10^6\ \text{cm}^{-3}$, but these vehicles were rare (above). Vehicle-related UFP spikes are also brief, lasting less than 30 s for solo vehicles, and even shorter times in traffic. Hence, the contributions of high emission vehicles on Bundy to the average UFP concentrations measured at Site B were small, and HEV are unable to explain the frequent elevated UFP lasting 2 min or longer (e.g., Figure 4a) observed at the site B. This reinforces that the elevated pollutant concentrations we measured at site B were due to the emissions from aircraft at SMA. Similarly, we believe the elevated UFP concentration measured at site A in the gas

TABLE 3. Information about Aircraft Active at SMA

	code	type	passengers	weight (kg)	takeoff distance (m)	takeoff IAS (m s ⁻¹) ^a	associated peak UFP concentration (no. cm ⁻³)
1	BE36	piston	6	1650	350	50	1.0 × 10 ⁵
2	BE58	piston	4–5	2500	700	65	2.5 × 10 ⁵
3	BE40	small jet	6–8	7300	1200	80	3.6 × 10 ⁵
4	C152	piston	1	760	220	44	8.5 × 10 ⁴
5	C441	turboprop	9	4470	550	65	1.2 × 10 ⁵
6	C550	small jet	6	6850	1000	75	3.4 × 10 ⁴
7	C560	small jet	8	7210	963	65	7.3 × 10 ⁵
8	C750	large jet	12	16193	1740	80	1.8 × 10 ⁶
9	F2TH	large jet	9–19	16240	1600	75	1.3 × 10 ⁶
10	H25B	mid jet	8–14	12430	1700	75	6.6 × 10 ⁵
11	LJ35	small jet	6–8	8300	1300	87	1.6 × 10 ⁵
12	E135	large jet	35	19990	1400	82	
13	GLF4 ^b	large jet	14–19	33200	1600	90	4.6 × 10 ⁶

^a Indicated aircraft speed; the speed as the aircraft leaves the ground. ^b Peak UFP concentration of GLF4 shown here was not included in the correlation because its fuel consumption rate estimated from eq 4 (see text) was an outlier from the cluster of values for other aircraft.

station was dominated by aircraft, not by vehicle emissions from the intersection of Bundy Dr. and National Blvd.

3.3.5. Comparison of Impact Areas from Santa Monica Airport and Freeways during Daytime. Measurements made in Southern California (6, 9) indicated UFP and other vehicle-related pollutant concentrations return to background by about 300 m downwind of major roadways during daytime, although the impact distance is much greater prior to sunrise (6). In the current study, average UFP concentrations 660 m downwind of SMA during the daytime were about 2.5× (all data) and 3× (summer only) the background, indicating a much greater impact distance for the airport than for roadways. Similar to our observation, elevated UFP concentrations were observed 900 m downwind of a runway at Los Angeles International airport (1). The phenomenon was attributed to landing aircraft passing within a few hundred meters overhead, combined with incomplete dilution of the high numbers of UFP emitted from aircraft during takeoff.

We believe the relatively long impact distance downwind of SMA, further than 660 m, is a result of the higher initial concentrations of UFP in aircraft emissions, combined with their larger volumes relative to vehicles. As far as we are aware, studies of particle emissions directly from aircraft are limited to large jets. We estimated UFP emissions per kg of fuel consumed from the jet aircraft operated at SMA for cases where we observed departures that produced clear isolated spikes in both CO₂ and UFP. Two suitable isolated peaks observed at the stop at site B on August 8 indicate the aircraft emissions contained roughly 5 × 10¹⁶ particles/kg of fuel consumed. The CO₂ difference was 12 ± 1.5 ppm, and the UFP difference was (3.7 ± 0.5) × 10⁵ particles cm⁻³. Large aircraft emissions have been reported to contain a range of 0.3–5 × 10¹⁶ particles/kg of fuel consumed (10, 11). Our estimate for SMA is at the high end of this range. Also for commercial gas turbines, high particle numbers have been reported at lower thrust levels associated with lower fuel consumption rates (10), suggesting that even with much lower fuel consumption rates, aircraft taxi, and idle may be a significant source of UFP.

Our UFP emissions estimates for aircraft at SMA are 16–100 times higher than UFP emitted per kg of fuel consumed by light duty vehicles (5 × 10¹⁴–3 × 10¹⁵ particles/kg) (12, 13) and 5–8 times higher than heavy duty vehicles (6 × 10¹⁵–1 × 10¹⁶ particles/kg) (12, 14). Although the on-road vehicle values were measured under a range of typical on road conditions, and thus are not directly comparable to our aircraft measurements which are dominated by idle/low load and maximum load conditions, they are each real-world estimates relevant to exposure assessment.

Aircraft fuel consumption rates during takeoff are roughly 50–300 g s⁻¹ for small piston or turboprop planes and can be up to about 1000 g s⁻¹ for the types of jets that operate at SMA (15), much higher than rates for motor vehicles of 1–10 g s⁻¹. The fuel consumption rates for jets during takeoff tend to be high (up to several times those during cruise) because the jet engines are designed for high speeds and at high altitudes. This means aircraft emissions, especially during takeoff, have much higher volumetric flow rate than that of motor vehicles. This large volume of high concentration aircraft emissions is expected to take longer to be dissipated and diluted to the background level than vehicle emissions on roadways, consistent with our observations.

Zhang and Wexler proposed a model of aerosol dilution near roadways (8). They suggested a dilution ratio of about 1000:1 is complete in the first 1–3 s during the “tailpipe-to-road” stage, and an additional 10:1 dilution is completed in the following 3–10 min, the “road-to-ambient” stage. Dilution of aircraft emissions at the SMA are also complicated by the topography immediately east of SMA. The takeoff area is about 9 m higher than the measurement site B. Aircraft emissions need to first pass over a fence, about 3.5 m high, designed to mitigate noise and emissions impacts on neighborhoods, and then to pass over Bundy Dr to move into the downwind residential neighborhoods.

The travel times for pollutants to site B, and from the site B to D were 17–50 s and 1.5–6 min (corresponding to wind speeds of 2–6 m s⁻¹), in the range of the wind-shear-dominated second stage “road-to-ambient” dilution period (8). This implies a dilution ratio at site B vs site D of 10:1 or less. The average summer UFP concentrations at sites B and D were 8.9 × 10⁴ and 1.5 × 10⁴ cm⁻³, respectively, indicating a dilution factor of about 8, for summer background concentrations of about 5000 cm⁻³. This dilution factor is consistent with our estimates above, implying that the larger downwind impact area of the airport compared to that of roadways results from the large volumetric pulse of high concentration emissions produced by aircraft.

3.3.6. Correlation of Site B UFP Concentration and Estimated Aircraft Fuel Consumption Rates. To compare measured UFP concentrations with airport activities, we estimated aircraft fuel consumption rates at take off. Aircraft weight (*m*), passenger number, activity type (departure/arrival), take off length (*L*), and indicated aircraft speed (*U*, the aircraft velocity leaving the ground), determine the fuel consumption rate of (\dot{m}_{fuel}) during take off. Values for *m*, *L*, and *U* were obtained from aircraft specifications. Passengers, crew, and luggage usually add 6–15% of aircraft weight. If

a constant acceleration rate of aircraft on the runway is assumed,

$$L = at^2/2 \quad (1)$$

$$U = at \quad (2)$$

$$m_{\text{fuel}} \propto mU^2 C_0 C_1 / 2 \quad (3)$$

Here, a is the aircraft acceleration rate on the runway; t is the time of aircraft spent on the runway during acceleration; m_{fuel} is the total fuel mass consumed by aircraft during acceleration; C_0 is the overall conversion efficiency of energy from fuel to aircraft kinetic, and C_1 is a constant accounting for the weight of the passengers, crew, and luggage. Here, the same C_0 and C_1 are assumed for all aircraft. Combining eqs 1–3, we obtain a fuel consumption rate for aircraft during acceleration on the runway as:

$$\dot{m}_{\text{fuel}} \propto mU^3/L \quad (4)$$

For similar atmospheric conditions and assuming the same dilution ratio of emissions from all aircraft, the peak UFP concentrations measured at site B should be roughly proportional to the peak air pollutant concentrations emitted from an aircraft, which are proportional to the fuel consumption rate during take off. The jets at SMA are heavier (7000–33 000 kg), faster (indicated aircraft speed, or IAS, of 70–90 m s⁻¹), and have longer take off lengths (1000–1800 m) than propeller aircraft. The calculated \dot{m}_{fuel} was 5–10 times larger for jets than propeller planes.

Reasonable correlations were observed between the measured peak UFP concentrations at site B and the parameter mU^3/L for aircraft departures associated with spikes in UFP concentrations measured at site B. The measured UFP concentrations and the associated aircraft code, type, weight, takeoff distance, and takeoff speed, are listed in Table 3. The squared Pearson correlation coefficient (r^2) of 0.62 indicates UFP emissions and hence concentrations are reasonably related to aircraft fuel consumption rate. In general, larger aircraft are associated with higher emissions and downwind concentrations of UFP.

Acknowledgments

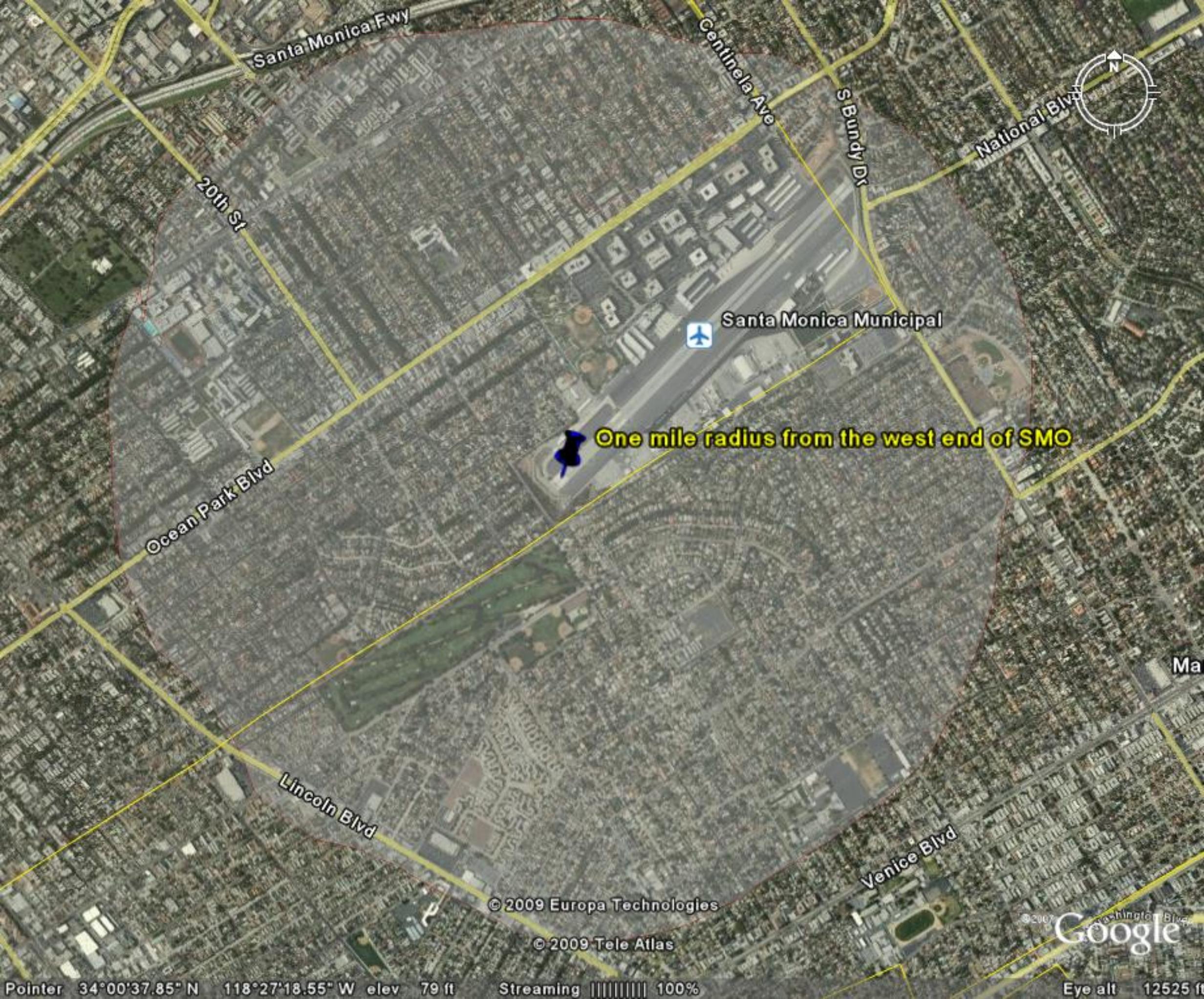
We acknowledge support for this study by the California Air Resources Board, Contract No. 04-348. We express our appreciation to Drs. Jorn Herner and Ying-Kuan Hsu, and Dane Westerdahl of ARB for their assistance. We also thank Hwajin Kim at UCLA, Prof. Neil Humphrey at the University of Wyoming, Maria Dacanay at The City of Santa Monica, and Dr. Rod Merl and Mr. Stelios Makrides at Santa Monica Airport for their contributions to the study, and Dr. P.M.

Fine of the South Coast Air Quality Management District for sharing his unpublished results.

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ES900975F



 Santa Monica Municipal

 **One mile radius from the west end of SMO**

Santa Monica Fwy
Centinela Ave
S Bundy Dr
National Blvd
20th St
Ocean Park Blvd
Lincoln Blvd
Venice Blvd

© 2009 Europa Technologies

© 2009 Tele Atlas

Google

Pointer 34°00'37.85" N 118°27'18.55" W elev 79 ft

Streaming ||||| 100%

Eye alt 12525 ft

Subject: Support option 1.2 for LAPVB

From: [REDACTED]

Date: 7/24/2011 3:03 PM

To: [REDACTED]

We deserve to have all our South Bay communities together in at least one district. This district encompasses almost the entire South Bay between the 105 and 110 as therefore gives us common sense representation.

This would also put almost all the aerospace companies in a single Congressional seat -- very important from the standpoint of alignment regarding aerospace appropriations.

Thanks,

Nathan and Judith Mintz

Redondo Beach, CA

Sent from my Verizon Wireless BlackBerry

Subject: redistricting

From: Miriam Duman Goldberg <[REDACTED]>

Date: 7/24/2011 2:54 PM

To: [REDACTED]

Hello,

My name is Miriam Duman Goldberg, and I live in the Pico-Robertson LA westside neighborhood. Our neighborhood and the Fairfax/Hancock Park neighborhood are really a large, although separated, neighborhood. For example, my youngest son attends school in Pico-Robertson and camp in Fairfax, and he has friends on "both sides".

Keeping our joint neighborhoods intact as part of a single Assembly District would benefit many of us living here. Many of us have similar needs & desires, and voting together as a district would help strengthen us and help direct resources to where they're needed.

Thank you for listening.

Miriam Duman Goldberg

[REDACTED]
Los Angeles CA 90035

--

When replying, please include my original email in your reply. Thank you.

Subject: Citizens Redistricting

From: Cindy Curphey <[REDACTED]>

Date: 7/24/2011 9:25 AM

To: [REDACTED]

To Whom it May Concern:

It has come to my attention that you are strongly considering redistricting Westchester away from Playa Del Rey/Playa Vista district. Westchester has been strongly aligned with schools, sports, community efforts etc for many many years with Playa Del Rey. I personally live in Playa Del Rey but strongly disagree with seperating Westchester from the district.

The way the 2 communities interact should be part of the decision as to who goes where.

Thank You

Cindy Curphey

[REDACTED]
Playa Del Rey, CA90293

Subject: Redistricting

From: Ethan Piliavin <[REDACTED]>

Date: 7/24/2011 1:15 PM

To: [REDACTED]

Dear Commission,

I live in the Beverly-Fairfax area of Los Angeles and am writing to you as a concerned and active citizen, and member of the Orthodox Jewish community of Los Angeles. During your meetings, I would like you to consider the fact that the Fairfax/Hancock Park neighborhood and Pico-Robertson/Beverlywood neighborhood constitute a single, integrated community-of-interest (COI) with many shared institutions. The only way that the Orthodox community will have a voice in the Assembly is if Fairfax/Hancock Park and Pico-Robertson/Beverlywood are all in the "LAMWS" district.

Together with many of my friends and neighbors, we live in one neighborhood and send our children to school in the other neighborhood. We shop in both, visit friends, family and attend classes at synagogues in both. Personally, I am in the Pico Robertson area almost 1 out of every 4 weekends, and I know many others even go between neighborhoods every single day.

Your decision to unite my Jewish community in a single district will not weaken the representation of any other minority group or community of interest.

Thank you for all of the important work you have done in the past, and continue to do, such as putting some of Pico-Robertson into the "LAMWS" district, but I ask specifically that you not divide Pico-Robertson/Beverlywood in half. All of Pico-Robertson/Beverlywood should be in the "LAMWS" district, along with Beverly-Fairfax, Hancock Park and Beverly Hills, as we truly live our lives.

Thank you for your interest and efforts on my behalf. All of us in the Jewish communities throughout California benefit from your concern and thoughtful decisions on our behalf.

Sincerely,

Ethan Piliavin
[REDACTED]

Subject: Public Comment: 4 - Los Angeles

From: Christine Vquist <[REDACTED]>

Date: 7/24/2011 2:38 PM

To: [REDACTED]

From: Christine Vquist <[REDACTED]>

Subject: WLADT

Message Body:

Part of your goal as the Citizens Redistricting Commission was to create districts that were compact and not skirt by certain populations centers to grab population further away. This is EXACTLY what you have done with WLADT. You have also divided the neighborhood of Playa del Rey AGAIN which has requested to be kept whole with Westchester of which there had been enormous amounts of public testimony. Please make this district more compact as you were chartered to do.

--

This mail is sent via contact form on Citizens Redistricting Commission

Subject: Regarding Santa Monica Airport air pollution on Los Angeles neighborhoods

From: "Martin Rubin" [REDACTED]

Date: 7/24/2011 2:56 PM

To: <[REDACTED]>

I forgot to add this map showing the Los Angeles area affected.

Thank you,
Martin Rubin

Concerned Residents Against Airport Pollution

Martin Rubin: Director

[REDACTED] Los Angeles, California 90064
[REDACTED]
[REDACTED]

(If you wish to be removed from our CRAAP Contact List, please reply with "REMOVE" in the subject line.)

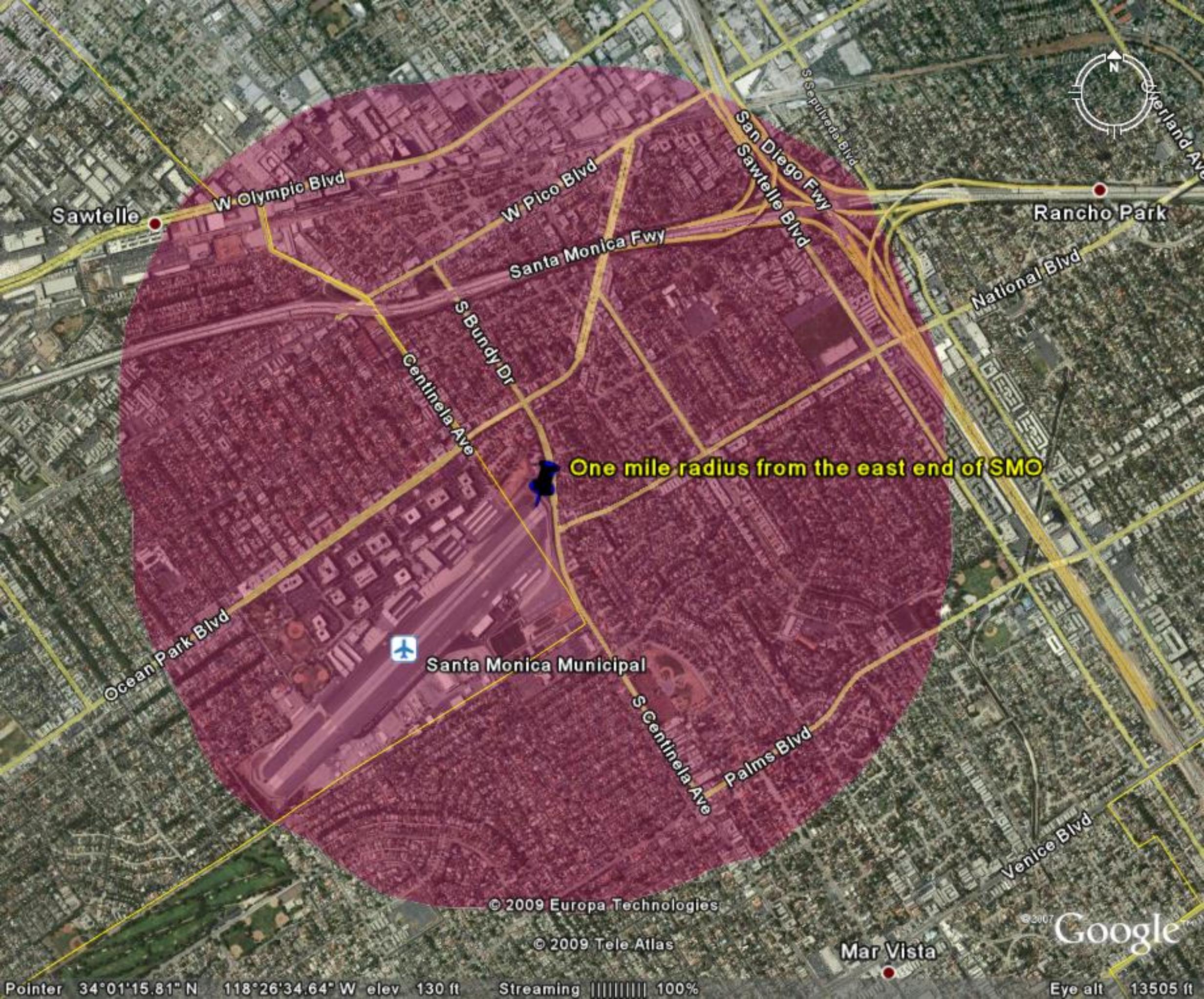
—one mile radius from east SMO.jpg—



—Attachments:—

one mile radius from east SMO.jpg

224 KB



One mile radius from the east end of SMO



Santa Monica Municipal

© 2009 Europa Technologies

© 2009 Tele Atlas

© 2007

Google

Subject: Redistricting of Hawthorne - Support for CD Version 1.2

From: "Jerry Orlemann" <[REDACTED]>

Date: 7/24/2011 2:57 PM

To: [REDACTED]

I hope you will go with CD Version 1.2.

That most represents the communities of interest for the South Bay.

Thank you.

Jerry Orlemann
Hawthorne, CA

Hawthorne and parts of Inglewood.

COMP was not a 50% Latino CVAP before, it is now.

Population was moved from ELABH into DOWNTOWN and DOWNTOWN population was moved into IGSWSG.

No redrawing of the adjacent non-Latino CVAP districts was attempted because of the Commission's better experience with various communities of interest.

As you know under the Voting Rights Act you must create another VRA Latino CD now that the Commission has been shown it can be done. Failure to review this would be a failure to follow the Commission's own guidelines which could be the subject of a state court challenge for failing to follow your own prioritization.

We would like to avoid seeing this and look forward to the Commission's final considerations. Thank you again for all your work on this.

Thank you,

Bob Gutierrez (speaker 6 7/24/11)
Latino Policy Forum

--

Michelle R. DiGuilio, Commissioner
California Citizens Redistricting Commission

"Fair Representation - Democracy at Work!"

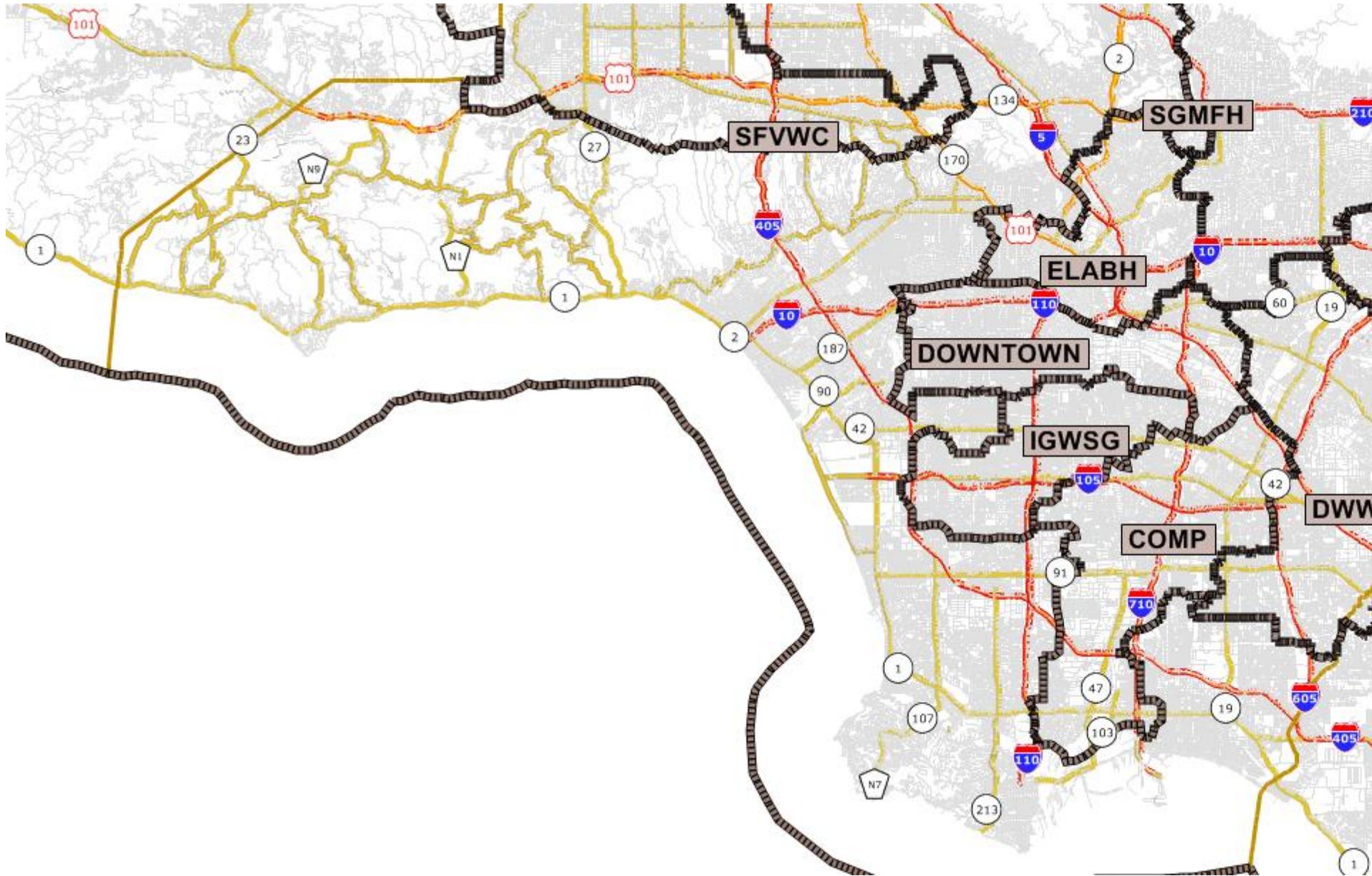
www.wedrawthelines.ca.gov

[REDACTED]

Attachments:

Latino district.doc

242 KB



Subject: Thanks for listening and keep Westchester in Beach Cities Congressional map

From: LR Kesting [REDACTED]

Date: 7/24/2011 12:45 PM

To: [REDACTED]

Dear Committee,

Thank you for keeping our community of Westchester, Playa del Rey and Playa Vista together as a Community of Interest in the Assembly and Senate maps.

Also thank you for grouping our community with the South Bay in the Senate Map.

Please keep this alignment during any Congressional map revisions.

Thank you.

LR Kesting

Resident of Westchester for 17 years, formerly Redondo Beach native.