

**AIR CENTER AVIATION  
PROJECT AT  
VAN NUYS AIRPORT**

**COMMENT LETTERS ON THE DRAFT INITIAL  
STUDY INCLUDING AGENCY RESPONSES**

PREPARED FOR:

CITY OF LOS ANGELES  
LOS ANGELES WORLDS AIRPORTS  
ONE WORLD WAY  
LOS ANGELES CA 90045

AUGUST 2007

## **INTRODUCTION**

A Draft Initial Study/Negative Declaration was prepared for the proposed Project located along the eastern side of the Van Nuys Airport at 16303 Waterman Drive, Van Nuys, California. The Project analyzed in the Initial Study proposes to replace, in one phase, Hangar 1 and Office 1 at the Project Site with new hangar facilities and associated office space.

The existing uses will be demolished and replaced in one phase. New construction will result in a total of approximately 48,468 square feet including approximately 41,140 square feet of hangar uses (in approximately 3 hangar structures), approximately 1,728 square feet of associates shop space for aircraft maintenance, and approximately 5,600 square feet of associated office space. The new facilities will accommodate approximately six new jet aircraft at the site. The Draft Initial Study addressed potential environmental impacts of the proposed Project.

The Draft Initial Study/Negative Declaration was circulated between April 26 and May 17, 2007. In response to this circulation, one comment letter was received from members of the community. All comments received are attached in the following pages along with the addition of Agency responses. In general, comments submitted focused on issues including noise, vehicular and aircraft traffic generation, and air quality issues. However, none of the comments received provided new or additional information that would alter the conclusions or findings of the Draft Initial Study. Therefore, no changes were made to the text of the Draft Initial Study.

## **COMMENTS AND RESPONSES**

The following letter is the comment (in total) received in response to the Draft Initial Study circulated for the Air Center Aviation Project. Agency response is provided following each comment.

**LETTER 1**

Homeowners of Encino  
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(818) 990-2757

LOS ANGELES WORLD AIRPORTS

AIR CENTER AVIATION PROJECT

RESPONSE TO INITIAL STUDY  
AND PROPOSED NEGATIVE DECLARATION

CASE NUMBER: AD 015-06

May 2006

Lead Agency: Los Angeles World Airports  
Responsible Person: Angelica Espiritu  
Long Range Planning Division  
7301 World Way West 3<sup>rd</sup> Floor  
Los Angeles, CA 90045

(42 U.S.C. SEC. 4321 Et SEQ. and COUNCIL ON ENVIRONMENTAL QUALITY  
(CEQA GUIDELINES 1502.10 ET. SEQ.)

PROJECT TITLE: AIR CENTER AVIATION PROJECT

The expansion project will be located at: 16303 Waterman Dr., Van Nuys, CA 91406

The project applicant is: Air Center Aviation, Inc.

The proposed expansion project affects transportation, earth, air, water, population, energy, utilities, land use, and other environmental elements in Encino, (and the surrounding area) .

This document contains our views on the scope and content of the environmental information that is germane to your environmental evaluation of this project.

### **Comment 1.1**

#### 1. HOMEOWNERS OF ENCINO, INC.

This Response is filed by the Homeowners of Encino, a California non-profit corporation duly organized and existing under the laws of the State of California. Homeowners of Encino is a public benefit association organized for the purpose of promoting social welfare. This corporation seeks to protect the residential character of its neighborhoods and to enhance the quality of life for its members and the community. Many of its members reside within the neighborhood of the proposed project, and will be heavily impacted by it.

### **Response 1.1**

Comment is acknowledged. This comment contains introductory information and is not a direct comment on the content or adequacy of the Draft Initial Study. Therefore, no response is required.

### **Comment 1.2**

#### 2. DESCRIPTION OF PROJECT

The expansion project proposed by Air Center will replace existing industrial and office facilities at the project site with new hangars and office facilities at the project site with new hangar and office facilities. The existing facilities and office space will be demolished and replaced in one phase. New construction will result in a total of 41, 140 sq. ft. of hangar uses in three hangar structures, 1,726 sq. ft. of shop space and 5,600 sq. ft. of office space. The total project will result in 48,468 sq. ft. of new facilities. This will replace 25,338 sq. ft. of existing facilities, *and expansion of almost 100%*.

### **Response 1.2**

This comment accurately summarizes the proposed project as identified in the Draft Initial Study. The comment does not comment on the content or adequacy of the Draft Initial Study. Therefore, no response is required.

### **Comment 1.3**

The proposed project will include the following jet aircraft that are anticipated to generate approximately 40 operations monthly , many of them *beyond the existing curfew hours*.

- 1 Gulfstream IV
- 1 Hawker 800
- 2 Citation II
- 2 Lear 35

### **Response 1.3**

Contrary to the assertions of the commentator that “many” of the anticipated operations will be

beyond existing curfew hours, page 29 in Section XI (a) of the Draft Initial Study, indicates that nighttime operations proposed by the project will “comply with the existing Fly Friendly procedures, curfew restrictions, and Stage 3 engine requirements.” As stated on page 29, for a worst case noise analysis of operational phases, approximately two nighttime takeoffs in a month were assumed. Further, page 29 clarifies that, “these nighttime operations expected at the project site are characterized as unanticipated emergencies [...] operations between 1000pm and 700am caused by circumstances such as weather delays or emergencies.” Even with the inclusion of the nighttime operations all potential noise impacts were determined to be less than significant, thus no mitigation measures regarding noise are required of the project.

#### **Comment 1.4**

### **3. IMPACTS THAT MUST BE FULLY ASSESSED**

We believe that the proposed expansion will have significant impacts on the environment that must be fully addressed in an EIR. It will have a significant impact on air quality, water, natural resources, population, noise, geology, energy, and population growth.

#### **Response 1.4**

This comment provides the commentators opinion that the proposed project would have significant impacts on air quality, water, natural resources, population, noise, geology, energy, and population growth. The commentator also suggests that these impacts must be fully addressed in an Environmental Impact Report (EIR). The potential impacts of the proposed project on each of these environmental issues are addressed in the Draft Initial Study, which concludes that the potential impacts would be less than significant. The same conclusions presented in the Draft Initial Study would occur if an EIR were prepared for the proposed project. The commentator has not provided any additional information that would change the conclusions presented in the Draft Initial Study. Therefore, no change to the Draft Initial Study text or further response is required.

#### **Comment 1.5**

The Lead Agency must take into consideration the effects of this and other projects which, will have individually limited, but cumulatively considerable impact on the environment. With the effects of past, current and probably future projects mandatory findings of significance must be found.

#### **Response 1.5**

Cumulative impacts are discussed in the Draft Initial Study. As discussed on page 42 of the Draft Initial Study, the proposed project would result in a *de minimis* contribution to the effects of past, present and future projects in the area and will therefore result in a less than significant cumulative impact to the environment. As such, the potential impacts of the proposed project would not be considered cumulatively considerable.

Section 15064(h) of the CEQA Guidelines requires the Lead Agency to consider cumulative impacts when making the decision to prepare a Negative Declaration or EIR. According to this

section, an EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, although individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g., water quality control plan, air quality plan, integrated waste management plan) within the geographic area in which the project is located. The existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are to be considered cumulatively considerable.

### **Comment 1.6**

The issuance of a Negative Declaration (ND) is wholly inappropriate given the size, scope and unmitigatable negative impacts this expansion project will generate. A full and complete Environmental Impact Report (EIR) must be prepared.

### **Response 1.6**

As provided in the Draft Initial Study, all potential impacts associated with the proposed project have been determined to be less than significant. If an EIR were prepared for the proposed project, the same conclusions presented in the Draft Initial Study would occur. The commentator has not provided new or additional information that would change the findings of the Draft Initial Study. Therefore, no change to the Draft Initial Study text is required. It is the opinion of the City of Los Angeles, through the Los Angeles World Airports, that a Negative Declaration is the appropriate environmental document for the proposed project because the impacts of the proposed project are less than significant and mitigation is not necessary.

### **Comment 1.7**

In preparing the draft EIR, it is important to recognize that any mitigations that you propose must go beyond those mandated by law or existing policy and practice. "Mitigations" that are otherwise required by law or other official regulations are unacceptable. Such measures cannot serve as mitigation to satisfy the requirements of CEQA.

Nor can mitigations be acceptable that are considered to be standard operating practices by developers who could be found negligent, if such operating procedures were not met. Compliance with the law and standard operating procedures establishes the baseline. CEQA mitigations are discretionary actions taken beyond the baseline. You must be sure to include verifiable mitigations in the draft EIR, not merely a recital of legal requirements or standard operating practices.

We ask that you thoroughly investigate the following environmental concerns in preparing the draft EIR.

## **Response 1.7**

As discussed throughout the Draft Initial Study, the potential environmental impacts of the proposed project would be less than significant. Therefore, no EIR would be required of the project. Section 15126.4(a)(4)(A) of the CEQA Guidelines requires that mitigation measures be consistent with all applicable constitutional requirements and that an essential “nexus” must exist between a mitigation measure and a legitimate government interest. Because all of the potential impacts associated with the project have been determined to be less than significant, no mitigation is required of the project.

Furthermore, the same less-than-significant conclusions presented in the Draft Initial Study would occur if an EIR were prepared for the proposed project, as the commentator has not provided any new or additional information that would change the conclusions as presented in the Draft Initial Study. Therefore, a full EIR and mitigation measures are not required of the proposed project.

## **Comment 1.8**

### **4. IMPACTS ON EARTH**

This expansion project will result in disruptions, displacements, compaction and overcovering of soil. A draft EIR should specify what grading will be done, and provide a time line indicating the starting and ending dates of all grading and construction activities. Contrary to you NOI, the project will not have “less than significant impact “ in this area.

Haul routes should be described, and mitigation proposed for dealing with the traffic congestion created by the hauling of large amounts of soil on city streets to dumpsites. The information presented in the draft EIR should be sufficient to allow for a clear understanding of the geologic hazards and their impacts. The draft EIR should present a comprehensive summary of know geologic, and seismic hazards near the site.

These should be clearly identified to ensure that the proposed buildings plans willfully evaluate and mitigate the problems. The draft EIR should include maps that show areas of unsuitable fill soil, areas of differential settlement, and areas of expansive soils.

The draft EIR should present summary of seismic information on ground acceleration and the duration of strong shaking that could be expected form large earthquakes on nearby faults. Impacts of seismic shaking on existing buildings in the area, and on stability of slopes and fills, should be addressed.

## **Response 1.8**

The potential impacts associated with geology and earth are evaluated on pages 13 through 16 of the Draft Initial Study. Each of the geologic issues including seismic zones, ground shaking, areas of liquefaction and landslides, and unsuitable or unstable soils was determined to be less than significant. The project site is not located in an area known to be of substantial geotechnical risk according to City documents and records that were reviewed as part of the environmental analysis. Existing development at the project site, the remainder of Van Nuys Airport, and the

surrounding area is evidence of this.

The project site has been developed with the existing industrial uses for over fifteen years. In order for dirt to be considered 'soil', some intrinsic biologic value must be present in the material. Based on the length of time that the project site has been graded and developed, the biological value of soil underneath the project site has been reduced to almost nothing. Therefore, the project will not result in the disruption, displacement, compaction or overcovering of soil at the project site.

Due to the existing graded and developed nature of the project site, substantial amounts of soil will not be hauled into or out of the project site during project construction. Therefore, substantial numbers of trucks "hauling large amounts of soil on city streets" are not anticipated and a proposed haul route will not create substantial traffic congestion in the project area.

The commentator has not provided new or additional information that would change the conclusions of the Draft Initial Study. The same less-than-significant conclusions presented in the Draft Initial Study would occur if an EIR were prepared for the proposed project. Therefore, no EIR is required. No change to the Draft Initial Study text or further response is required.

### **Comment 1.9**

#### **5. AIR IMPACTS**

The draft EIR should fully consider the air impacts. A project of this size will have a deteriorating effect on air quality in the region, which is located in a locality which does not meet Federal and State air quality standards. The construction of eight huge hangars and its incumbent operations will generate Carbon Monoxide, Nitrous Oxide, Ozone and particulate matter, making it more difficult to attain the required air standards in the basin.

Please identify in the draft EIR the specific increases of air pollutants generated by this project, and the cumulative impacts on the air quality in the region. Your assessment should show how this project, when taken together with all other proposed projects in the area will impact air quality. It should show threshold levels of significance for each type of air emission.

Your draft EIR should show that all impacts have been reduced to insignificance, in order to comply with the City of Los Angeles and EPA agreements.

Also address the air impacts at both the local level, and within the region. Explain how these impacts will be fully mitigated. Specifically, quantify all related aircraft and vehicular air emissions, and include the factors, formulas and computations used to arrive at these impacts, and their mitigations.

Provide an appendix with all necessary and supporting documentation, including the paper trail that will allow concerned citizens, or decision makers to trace your steps, and your conclusions with regard to air impacts. Please explain in a draft EIR what effects diesel fumes, gasoline powered equipment fumes and construction odors will have upon those with respiratory problems, or the aged living nearby.

The EPA has stressed the importance of secondary air impact analysis. The draft EIR should assess the secondary air impacts that will result from this project and please provide adequate mitigations for these air impacts.

### **Response 1.9**

The potential air quality impacts associated with the project are analyzed in detail on pages 4 through 9 of the Draft Initial Study. Page 6 provides the established threshold as well as the emissions estimated during both the construction and operational phases of the proposed project for each criteria pollutant. As shown in Tables 3 and 4, the proposed project will not exceed the established threshold for any criteria pollutant. As shown on Pages 7 and 8, cumulative impacts were evaluated based on the methodology recommended by the South Coast Air Quality Management District (SCAQMD). As shown in both of these sections, each of the potential air quality impacts were determined to be less than significant. The same less-than-significant conclusions presented in the Draft Initial Study would occur if an EIR were prepared for the project. Therefore, no change in the Draft Initial Study text or further response is required. The Air Quality analysis prepared for the proposed project can be reviewed at the office of the Los Angeles World Airports, 7301 World Way West, 3<sup>rd</sup> Floor, Los Angeles, California, 90045.

### **Comment 1.10**

## **6. WATER IMPACTS**

The Los Angeles basin is located in a permanent drought area. Please address the direct water impacts from this project. Identify source of water [sic], how it will be used in the project, and how the removal of water from the aquifer will be replaced. Fully explain the quantitative impacts on the local and regional water supply, as a result of this project. Estimate water consumption both during and after construction. Provide a detailed list of mitigations to reduce the consumption of water to insignificance.

The City of Los Angeles has enacted ordinances which mandate many water saving and conservation measures. These items must be considered baseline, and do not qualify as mitigation measures, since they are already law. Your draft EIR should impose extensive measures to deal with the water consumption issue.

Please also provide mitigations for dealing with secondary water impacts. The growth at the airport sustained by a project of this size could consume large amounts of fresh water, which are in short supply in the region. Also please detail the amount of water necessary for control of dust as well as the cumulative amount of water needed by this project during the construction phase. If reclaimed sewage water is to be used for dust control, the effects of misting and air borne transfer of viruses should be analyzed and reported.

Include the factors, formulas and computations used to arrive at these impacts, and their mitigations. Provide an appendix with all necessary and supporting documentation, including the paper trail that will allow concerned citizens, or decision makers to trace your steps, and your conclusions with regard to water impacts.

### **Response 1.10**

As discussed on page 40 section XVI (d) of the Draft Initial Study, the development of new aviation uses at the project site would result in an increase of approximately 5,001 gallons of water per day. As discussed on page 39 section XVI(b), the estimated increase would be accommodated by the existing City of Los Angeles water supply. Therefore, the proposed project will not result in inadequacies in water distribution and/or storage capacity. No deficiencies in the City's water supply have been identified by the City of Los Angeles. As such, impacts associated with water supplies are expected to be less than significant. Due to the fact that all potential impacts are estimated to be less than significant, no mitigation measures are required of the proposed project. However, the proposed project would be required to implement all applicable measures required of new development to reduce the demand of potable water. The same conclusions regarding potential environmental impacts presented in the Draft Initial Study would occur if an EIR were prepared for the project. Therefore, no change to the Draft Initial Study text or further response is required.

### **Comment 1.11**

#### **7. IMPACT UPON ANIMAL AND PLANT LIFE**

A project of this size will have a detrimental effect upon the flora and fauna in the project area. The area is a natural habitat for birds and other animals. It may not be possible to construct the project, without a serious impact on the local biota. Provide a detailed assessment of impacts on both plant and animal life as a result of the project. Also provide detailed mitigations to reduce these potential impacts to insignificance.

### **Response 1.11**

As discussed on pages 9 through 11 of the Draft Initial Study, the project site is not located within the habitat area of any candidate, sensitive, or special status species, nor does the project site lie within or contain any natural open space with biological resources value. The proposed project includes the replacement of existing industrial uses at the project site with new hangar and office facilities and would not impact biological features on the site or in the project area. Therefore, an impact to biological resources would be considered less than significant. As sufficient information is available to determine that all potential biological impacts would be less than significant, an EIR would not be required of the project. Further, no mitigation measures would be required of the project. The same less-than-significant conclusions would not change if an EIR were prepared for the proposed project. Therefore, no change to the Draft Initial Study text or further response is required.

### **Comment 1.12**

#### **8. NOISE IMPACTS**

A substantial amount of noise will be generated by the 40 jet operations brought on by this project. The movement of additional jet aircraft will create severe noise problems. Show how it will be possible to operate this huge aviation project without creating severe noise impacts. *Many of these operations will be conducted during hours when the curfew is in effect.*

The draft EIR should explore the effects of noise levels on local residents and the impact on the emotional and physiological well being of people living nearby. Please explain in detail the effects of specific aircraft, the noise levels, dBA, frequency and duration of sound that people will be exposed to. Also explain the impact of sustained noise upon the aged or those who are ill and may reside near the expanded aviation site. The draft EIR should provide mitigation measures that will reduce the noise created by this project to insignificance.

### **Response 1.12**

The potential noise impacts associated with the project are discussed on pages 27 through 31 of the Draft Initial Study. The noise analysis included the aircraft changes anticipated under the proposed project. The noise analysis conducted includes noise levels that would be generated during both the construction and operational phases. As shown on page 29 Section XI (a) of the Draft Initial Study, nighttime operations proposed by the project will comply with the existing Fly Friendly procedures, curfew restrictions, and Stage 3 engine requirements. Noise impacts anticipated by the proposed project were determined for a worst-case scenario. Because all potential noise impacts were determined to be less than significant, no mitigation measures regarding noise are required of the project. The same conclusions presented in the Draft Initial Study would occur if an EIR were prepared for the proposed project. Therefore, no change to the Draft Initial Study text or further response is required. The noise analysis including technical calculation data can be reviewed at the offices of LAWA at 7301 World Way West, 3<sup>rd</sup> Floor, Los Angeles, California, 90045.

### **Comment 1.13**

## **9. LIGHT AND GLARE IMPACTS**

Light and glare must be adequately assessed in the draft EIR. Residents and other businesses near the site may be subjected to light and glare. Show how the applicant will illuminate the premises without casting light and glare on nearby buildings. Any buildings located adjacent to the project will be directly impacted.

### **Response 1.13**

The following are the CEQA Thresholds Guide: Screening Criteria, regarding light and glare:

- Would the proposed project introduce light likely to increase ambient nighttime illumination levels beyond the property line of the project site?
- Does the project include lighting that would routinely spill-over onto a light-sensitive land use?

As discussed on page 2 of the Draft Initial Study, new sources of nighttime lighting would be provided at the project site. However, the new lighting sources would replace older, existing sources of lighting and would be installed in accordance with existing regulations that require lighting sources to be shielded. The existing lighting source does not currently and the proposed lighting would not in the future substantially affect surrounding properties. All new lighting would be directed on-site to reduce light pollution in the project area. Therefore, the project would not introduce light likely to increase ambient nighttime illumination levels outside the

property line.

The project would not include lighting that would routinely spill over into a light-sensitive land use. Residential properties are located approximately one tenth of a mile away and would therefore not be directly impacted by the proposed project. Therefore, the proposed project would not trigger the existing Screening Criteria of the CEQA Thresholds Guide and would not require further analysis based on the established thresholds.

As discussed in the Draft Initial Study, potential impacts resulting from light or glare due to the project would be less than significant. The same conclusions presented in the Draft Initial Study would occur if an EIR had been prepared for the project. Therefore, no changes to the Draft Initial Study text or further response is required.

#### **Comment 1.14**

### 10. CHANGES IN POPULATION

Changes in population will occur if this project is approved. It could alter the available infrastructure in the region. Providing more hangar facilities, jobs and employment in this region will make it more difficult to achieve a balance between the environment and the population. This will cause greater population density in a regional ready [sic] without adequate infrastructure.

#### **Response 1.14**

As discussed in Section XII (d) on page 31 of the Draft Initial Study, the proposed project does not include housing units and/or other population inducing characteristics. The proposed hangar and office facilities are anticipated to increase employees at the project site by approximately 6 employees. Based on the fact that there is an existing large employment and residential base this increase in jobs is considered less than significant. Section XVI (a) to XVI (g) in pages 38 through 42, assess the potential impacts in the existing infrastructure systems. The assessment indicates no potential for a significant impact from the project. The same conclusions presented in the Draft Initial Study would occur if an EIR were prepared for the project. Therefore, no change to the Draft Initial Study text or further response is required.

#### **Comment 1.15**

### 11. LAND USE AND PLANNING

This project will have a detrimental impact on the land use and community planning process. Many years of hard work, and hundreds of thousands of dollars have gone into the development of a yet-to-be-approved Master Plan for Van Nuys Airport.

The approval of this project, prior to the final adoption of a Master Plan will damage the planning process by circumventing sound planning for the Airport.

### **Response 1.15**

Land use issues are discussed on pages 25 and 26 of the Draft Initial Study. According to the Reseda - West Van Nuys Community Plan the project site, as well as the entire Airport, are designated as Light Manufacturing. The proposed project would be consistent with the existing land use designation under the Community Plan. Furthermore, within the Van Nuys Airport Master Plan (Alternative J) the area is defined as supporting “aircraft operations including hangers [sic], aircraft tie down parking, aircraft ramp and maneuvering area , aircraft maintenance, flight training, fueling, military aviation functions, air tour, air taxi and other aircraft used that are classified as primary aviation uses”, the proposed project will be consistent with the land use designation of “Aviation” for this site. Because the use is consistent with existing plans, the potential land use impacts would be less than significant. The same conclusions presented in the Draft Initial Study would occur if an EIR were prepared for the project. Therefore, no change to the Draft Initial Study text or further response is required.

### **Comment 1.16**

#### **12. TRAFFIC AND CIRCULATION**

Transportation and traffic circulation will be negatively impacted by the proposed project. There are a number of E and F level intersections in the vicinity of the project. The construction of this project and its final operation will impede traffic and circulation and make gridlock worse in the area. The draft EIR should explain how the E and F level, gridlocked intersections in the area will be mitigated to insignificance.

### **Response 1.16**

As discussed on pages 35 through 38 of the Draft Initial Study, the City of Los Angeles Department of Transportation estimated that the proposed project will result in an increase of approximately 3 AM Peak Hour Trips and approximately 4 PM Peak Hour Trips. Based on this information, the City of Los Angeles Department of Transportation has determined that traffic impacts of the project will be less than significant. The same conclusions presented in the Draft Initial Study would occur if an EIR were prepared for the project. Therefore, no change to the Draft Initial Study text or further response is required.

### **Comment 1.17**

#### **13. PUBLIC SERVICE IMPACTS**

The draft EIR should fully address impact on public services. Police and especially airport fire-fighting services may not be inadequate to meet the present community and airport needs. This project could generate additional demands that the City systems cannot handle. The draft EIR should show how the applicant intends to mitigate the drain on local public services. It should present a detailed explanation of the degraded response times to police, fire and paramedic services. It should present specific mitigations and funding mechanism [sic] that show how the applicant will offset the deteriorated public service response capacity. This is especially true of on-the-airport fire-fighting services.

### **Response 1.17**

The potential impacts of the project to public services are discussed on pages 32 through 34 of the Draft Initial Study. The proposed project includes the replacement of existing industrial uses with new hangar and office facilities. Based on the existing and proposed land uses, the required fire-flow at the Site is not anticipated to change. Additionally, the Project will not be expanded outside of the existing property boundaries. The proposed project will not create a sufficient increase in the need for fire protection services or fire flow from the current development. There are two City fire stations located at the Van Nuys Airport, one directly adjacent to the project site. These fire stations serve the airport and the surrounding community and have direct access to the airfield. The VNY is also served by LAFD stations located outside the airport. Due to the location of the project site adjacent to a Fire Station, the project site is easily reached by LAFD personnel. Impacts on fire protection would be considered less than significant. Therefore, no change to the Draft Initial Study text or further response is required.

Van Nuys Airport is patrolled by members of the Los Angeles World Airports Airport Police Department. The project is anticipating an increase in the number of employees at the project site by 6 people. The increase will not exceed the established threshold that would require additional police protection services. Further, the project does not include a residential component that would increase the number of residents in the community that could require additional police protection services. Therefore, the proposed project will result in a less than significant impact to police services. The same conclusions presented in the Draft Initial Study would occur if an EIR were prepared for the proposed project. Therefore, no change to the Draft Initial Study text or further response is required.

### **Comment 1.18**

#### **14. IMPACT ON ENERGY AND UTILITIES**

Utilities will be impacted by the proposed project. The Lead Agency is, or should be, aware of the limits on solid waste disposal. The draft EIR should quantify the impact that this project will have on the capacity and exhaustion of local landfills, both during and after construction. Specifically how many cubic yards of soil will be trucked to landfills, and how much solid waste will be exported, and to which sites? How much electrical energy will be needed to operate the project, once it is in operation.

What will be the impact on the sewage system. Show the volume of sewage produced by the project, and how it will impact the Hyperion, Los Angeles Glendale and Tillman plants [sic]. Show which sewage lines will need to be upsized, which streets will be affected, and for how long a period. The draft EIR should analyze the availability of hydraulic capacity for the anticipated flow in the local and interceptor sewers serving the proposed project area. The quantity and quality of wastewater to be discharged to the sewer system should be thoroughly analyzed.

### **Response 1.18**

The potential impacts of the proposed project to utilities and service systems are discussed on pages 38 through 42 of the Draft Initial Study. Construction of the proposed project, including

demolition of existing structures at the project site, would generate solid waste. However, very few waste materials would be disposed of in landfills. The applicant would recycle reusable building materials such as concrete and metal. The individual contractors will be required to emphasize deconstruction and/or diversion rather than demolition, to ensure that the maximum amount of recyclable materials are separated and placed in the appropriate bins. Therefore, a substantial amount of solid waste would not be deposited in local landfills as a result of demolition and construction activities. When operational, the project will not result in a substantial intensification of the land use at the project site nor generate an amount of solid waste that exceeds the established threshold. Solid waste impacts of the proposed project are anticipated to be less than significant. The same conclusion presented in the Draft Initial Study would occur if an EIR had been prepared for the proposed project. Therefore, no change to the Draft Initial Study text or further response is required.

As discussed on page 35 of the Draft Initial Study, the proposed project would result in an increase of approximately 6 employees daily at the project site. The project will not result in an increase in residents in the project area. As a result, the proposed project will not exceed the established thresholds in wastewater generation. The project would not require tie-ins to existing wastewater infrastructure. All utility connections to the proposed structures would be in accordance with all applicable Uniform Codes, City ordinances, Public Works standards, and Water Division criteria. Impacts to utilities and service systems would be less than significant. The same conclusions presented in the Draft Initial Study would occur if an EIR were prepared for the proposed project. Therefore, no changes to the Draft Initial Study text or further response is required.

#### **Comment 1.19**

#### **15. AESTHETIC IMPACTS**

This project could result in esthetically offensive sites to public view. Some residents living near the site presently, have an open view of the skyline. Their view may be blocked by the exceedingly high hangar structures that will be built. Mitigation should be proposed for this problem. The project may be out of scale in relation to the other buildings nearby. Explain how this project will impact the ambiance and habitability of the community. What impact will this project have on the other business establishments, access to businesses and the present viewscape? What impact will it have on the marketability of homes nearby?

#### **Response 1.19**

As discussed on pages 1 through 3 of the Draft Initial Study, the project site is flat, void of any identified scenic features, and currently developed. There are no identified scenic vistas within or visible from the project site. Project implementation would replace existing industrial uses with hangar and office structures. The project site is bordered by industrial and office uses to the north and east (across Woodley Avenue) and Van Nuys Airport uses to the south and east. Therefore, the project will be compatible with adjacent land uses and will not change or impact the ambiance or habitability of the community. Access to the project site will continue to be provided from Woodley Avenue or Daily Drive and will not impact other adjacent Airport operations. There are no residences located within approximately one tenth of a mile of the project site. The Draft Initial Study concludes that the project would result in a less than

significant impact to aesthetics. Therefore, no changes to the Draft Initial Study text or further response is required.

**Comment 1.20**

**16. GROWTH INDUCING IMPACTS**

The draft EIR should discuss properly the growth inducing impacts of the project and the environmental effects, and must be adequate under CEQA Sec. 1508.7]. [sic] Please include a detailed forecast of growth this project will have on the surrounding community. What will be the cumulative impacts of growth in the region. How is this related to the Growth Management Plan forecast, at the expected date of project [sic] phase completion?

**Response 1.20**

As discussed on page 31 of the Draft Initial Study, since no new residences or commercial uses are proposed under the project, the proposed project would not substantially induce population growth in the Van Nuys area. Therefore, potential impacts to population growth and any applicable growth management plans would be less than significant. The same conclusions presented in the Draft Initial Study would occur if an EIR had been prepared for the proposed project. Therefore, no changes to the Draft Initial Study text or further response is required.

**Comment 1.21**

**17. NO PROJECT ALTERNATIVE** It will be essential that the draft EIR make a full assessment of the impacts of alternatives, including a thorough discussion of a No Project alternative. CEQA Sec. 1502.14(a). No Project alternative is especially important since the project is located in the center of a polluted ecosystem with degraded air, water and earth. This alternative should consider not constructing the project, or shifting it elsewhere and thus reducing the demands on the infrastructure. The Lead Agency is required to make a finding, supported by substantial evidence that “no project” alternative is infeasible. You should be aware of this requirement in the preparation of the draft EIR.

**Response 1.21**

Section 15126.6 of the CEQA Guidelines requires that an EIR describe a range of reasonable alternatives to the project, or location of the project, which would feasibly attain most of the basic objectives of the project but would avoid, or substantially lessen, any of the significant impacts of the project, and evaluate the comparative merits of the alternatives. Because the Draft Initial Study determined that there are no significant impacts, an EIR is not required of the project and a Negative Declaration is appropriate. Therefore, Section 15126.6 does not apply.

**Comment 1.22**

**18.** We appreciate your allowing us the opportunity to comment on the NOI. We look forward to receiving a detailed and comprehensive draft EIR, fully in compliance with CEQA, State and local Guidelines.

Executed at Encino, California on June 25, 2005

by Gerald A. Silver, President, Homeowners of Encino

GERALD A. SILVER, Pres.

**Response 1.22**

This comment contains closing information and is not a direct comment on the content or adequacy of the Draft Initial Study. None of the comments provided by the commentator provide new information indicating the existence of a new or additional significant impacts not previously addressed, nor do they provide substantial evidence in light of the whole record before the City that the proposed project would have a potentially significant impact on the environment. Therefore, it is the City's opinion that a Negative Declaration continues to be the appropriate environmental document for the proposed project.