

SCREENCHECK FINAL INITIAL STUDY

SKYTRAILS AVIATION HANGAR PROJECT

JUNE 30, 2004



PREPARED FOR

CITY OF LOS ANGELES
LOS ANGELES WORLD AIRPORTS
ENVIRONMENTAL MANAGEMENT BUREAU
ONE WORLD WAY
LOS ANGELES, CALIFORNIA 90045

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CASE NUMBER: AD 259-03

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1.0 INTRODUCTION

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) of 1970, the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines) as amended to date, and the Draft L.A. CEQA Thresholds Guide. The purpose of this, or any, Initial Study is to determine whether a proposed project could have a significant effect on the environment, and to provide a lead agency with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR), Mitigated Negative Declaration, or Negative Declaration. If an EIR is required to evaluate potential environmental impacts in greater detail, the Initial Study can focus range of analysis in the EIR to only those topics that are considered to be potentially significant.

The City of Los Angeles, through the Los Angeles World Airports, is the lead agency for the proposed project consistent with Section 15065(b) of the CEQA Guidelines. As such, the City will use this Initial Study to determine whether prepare an EIR, Mitigated Negative Declaration, or Negative Declaration for the proposed project. If a Mitigated Negative Declaration or Negative Declaration is prepared, the City will use this Initial Study to formulate its actions to either approve or deny the project.

1.1 Public Review Process

In accordance with Section 15072 of the CEQA Guidelines, a Notice of Intent to Adopt and Negative Declaration and Draft Initial Study was filed with the County Clerk for the County of Los Angeles and circulated to various public agencies, citizen groups, and interested individuals for a 20-day public review period, which began on July 17, 2003 and ended on August 5, 2003. The review period provided interested agencies and persons with the opportunity to submit written comments on the Draft Initial Study. Written comments regarding the adequacy of the Draft Initial Study were submitted to Karen Hoo at Los Angeles World Airports by 5:00 P.M. on August 5, 2003.

Agencies or interested persons were also provided an opportunity to comment on the Notice of Intent to Adopt and Negative Declaration and the Draft Initial Study at a meeting of the Van Nuys Airport Citizens Advisory Council on August 5, 2003.

After the public review, the City of Los Angeles, through the Los Angeles World Airports, prepared responses to comments received on the Notice of Intent to Adopt and Negative Declaration and the Draft Initial Study followed by completion of the Final Initial Study. The responses to comments received on the Notice of Intent to Adopt and Negative Declaration and Draft Initial Study are provided as Appendix D of this Final Initial Study. Changes in text that have occurred between the Draft Initial Study and this Final Initial Study are identified with strikeouts for deleted text and double underlines for new text.

1.0 INTRODUCTION

1.1 Introduction and Overview

The Draft Initial Study for the Skytrails Aviation Hangar Project was issued on July 17, 2003 and circulated for public review and comment for a 20-day period scheduled to end on August 5, 2003. During this time period, copies of the Draft Initial Study were distributed to the County Clerk of Los Angeles County, the City Clerk of the City of Los Angeles, Los Angeles City Council Member Tony Cardenas, the Transportation and Planning Departments of the City of Los Angeles, the Van Nuys and Panorama City branches of the Los Angeles City Library, six members of Los Angeles World Airports, and nine local groups and organizations. Additional copies of the Draft Initial Study were made available through the Environmental Management Division of Los Angeles World Airports.

By the end of the public review period, 27 written comment letters on the Draft Initial Study and proposed project were received by Los Angeles World Airports. The commenting parties included industry groups, homeowner associations, and individual members of the community. The complete text of the comments and Los Angeles World Airports' responses to these comments is presented in this document. A copy of each comment letter is followed by its response(s).

Table 1 provides the following information: (1) a comprehensive list of commenters grouped by industry groups, homeowner associations, and individuals; (2) the format in which the comments were received; (3) the reference code used to identify the commenter; and (4) the page number of this document where those comments and responses begin.

Multiple comments were received on a few key topics. To provide comprehensive responses regarding the issues raised, Los Angeles World Airports decided to prepare responses related to each of these key areas. Each of these "topical" responses provides some background regarding the specific issue, how the issue was dealt with in the Draft Initial Study, and additional explanation as appropriate in response to the concerns raised in the comments. The beginning of each topical response identifies the comments addressed by the response.

TABLE 1 LIST OF COMMENTERS

<i>Commenter</i>	<i>How Received</i>	<i>Comment Letter No.</i>	<i>Page No.</i>
INDUSTRY GROUPS			
The Polaris Group (Robert L. Rodine) (August 5, 2003)	Mail	1	7
Valley Industry & Commerce Association (Bonny L. Herman) (August 5, 2003)	Mail	2	9
HOMEOWNER ASSOCIATIONS			
Homeowners of Encino (Gerald A. Silver) (July 17, 2003)	Mail	3	11
Homeowners of Encino, Stop the Noise! Coalition (Gerald A. Silver) (August 5, 2003)	E-mail	3A	24
Lake Balboa Neighborhood Association (Ellen Bagelman) (August 4, 2003)	Mail	4	31
Sherman Oaks Homeowners Association, Airport Noise Committee (Wayne Williams) (August 4, 2003)	Mail	5	33
Sherwood Forest Homeowners Association (Jimmy Stewart) (August 6, 2003)	E-mail	6	35
INDIVIDUALS			
Rick Andrade and Suzanne Carter (August 5, 2003)	E-mail	7	37
Jonathan Brooks (August 5, 2003)	E-mail	8	39
James Cordaro (August 3, 2003)	E-mail	9	41
Paul Harder (August 5, 2003)	E-mail	10	53
Paul Harder (August 5, 2003)	E-mail	10A	55
Jim Houghton (August 5, 2003)	E-mail	11	57
Barrett and Tracy Heins (August 5, 2003)	E-mail	12	59
Pat. F. Kater (July 30, 2003)	Mail	13	61
Jonathan Kaye (August 5, 2003)	E-mail	14	64
Margaret Lynch (September 23, 2003)	Facsimile	15	66
Jan Neveu (August 5, 2003)	E-mail	16	68
Ilene Novog and Larry Tuttle (August 4, 2003)	E-mail	17	70
Ilene Novog and Larry Tuttle (August 4, 2003)	Facsimile	17A	72
David Paulsen (August 5, 2003)	E-mail	18	74
Katherine Penders (August 5, 2003)	E-mail	19	76
Don S. Rabska (August 5, 2003)	E-mail	20	78
Judy Rabska (August 5, 2003)	E-mail	21	81
Margaret Rehrer (August 5, 2003)	E-mail	22	83
Sherrie B. Sachs (August 4, 2003)	E-mail	23	85
Sherrie B. Sachs (August 4, 2003)	Facsimile	24	87
Norma Stark (August 5, 2003)	E-mail	25	89
Corey Weiss (August 5, 2003)	E-mail	26	101
Wendy and Howard Weiss (August 5, 2003)	E-mail	27	103

2.0 PROJECT DESCRIPTION

Skytrails Aviation is seeking approval from the Board of Airport Commissioners of the City of Los Angeles for a facility renovation at two leasehold areas at Van Nuys Airport. The renovation activities would replace several older structures with new office and hangar facilities. City Council approval would also be required for one new lease and one amended lease for the project.

This section describes the project location, the existing characteristics of the project sites and surrounding area, the characteristic of the proposed project, and the applicant's objectives for the proposed project.

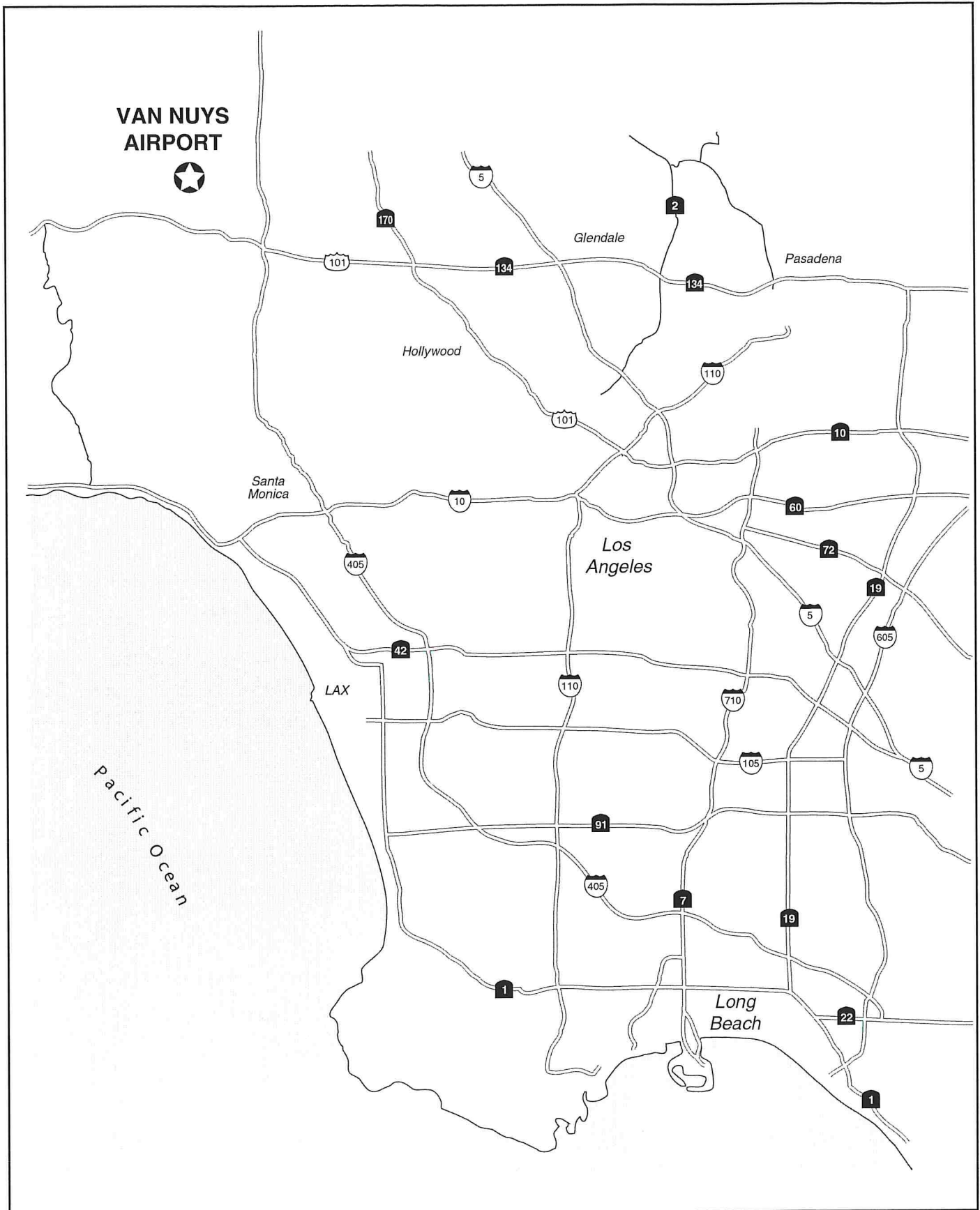
2.1 Project Location

The Skytrails Aviation hangar project is proposed to be developed at Van Nuys Airport, which is one of four airports owned and operated by Los Angeles World Airports (LAWA). The other three airports in the LAWA system are Los Angeles International Airport, Ontario International Airport, and Palmdale Regional Airport. LAWA is a self-supporting branch of the City of Los Angeles, governed by a seven-member Board of Airport Commissioners. Airport revenues for the LAWA system are derived from aircraft landing fees as well as leases and concession fees from more than 350 tenants.

As shown in Figure 1, Van Nuys Airport is located in the northwestern part of the City of Los Angeles. On a local level, the Van Nuys Airport is located in the central part of the San Fernando Valley. The airport occupies 730 acres of land that is generally located between Roscoe Boulevard on the north, Vanowen Street on the south, Woodley Avenue on the east, and Balboa Boulevard on the West as illustrated in Figure 2. Regional access to this area is provided by the San Diego Freeway (Interstate 405) and the Ventura Freeway (U.S. Highway 101).

Van Nuys Airport is ranked as the world's busiest general aviation airport, averaging approximately one-half million takeoffs and landings annually. More than 100 businesses are located at the airport, including six full service fixed-base operators and numerous aviation service companies. In 2001, there were just under 800 aircraft based at Van Nuys Airport, including 531 propeller aircraft, 128 jets, and 65 helicopters. In addition to these aircraft, Van Nuys Airport is also used by large numbers of transient aircraft.¹

¹ Transient aircraft are not permanently based at, or operated from, the host airport.



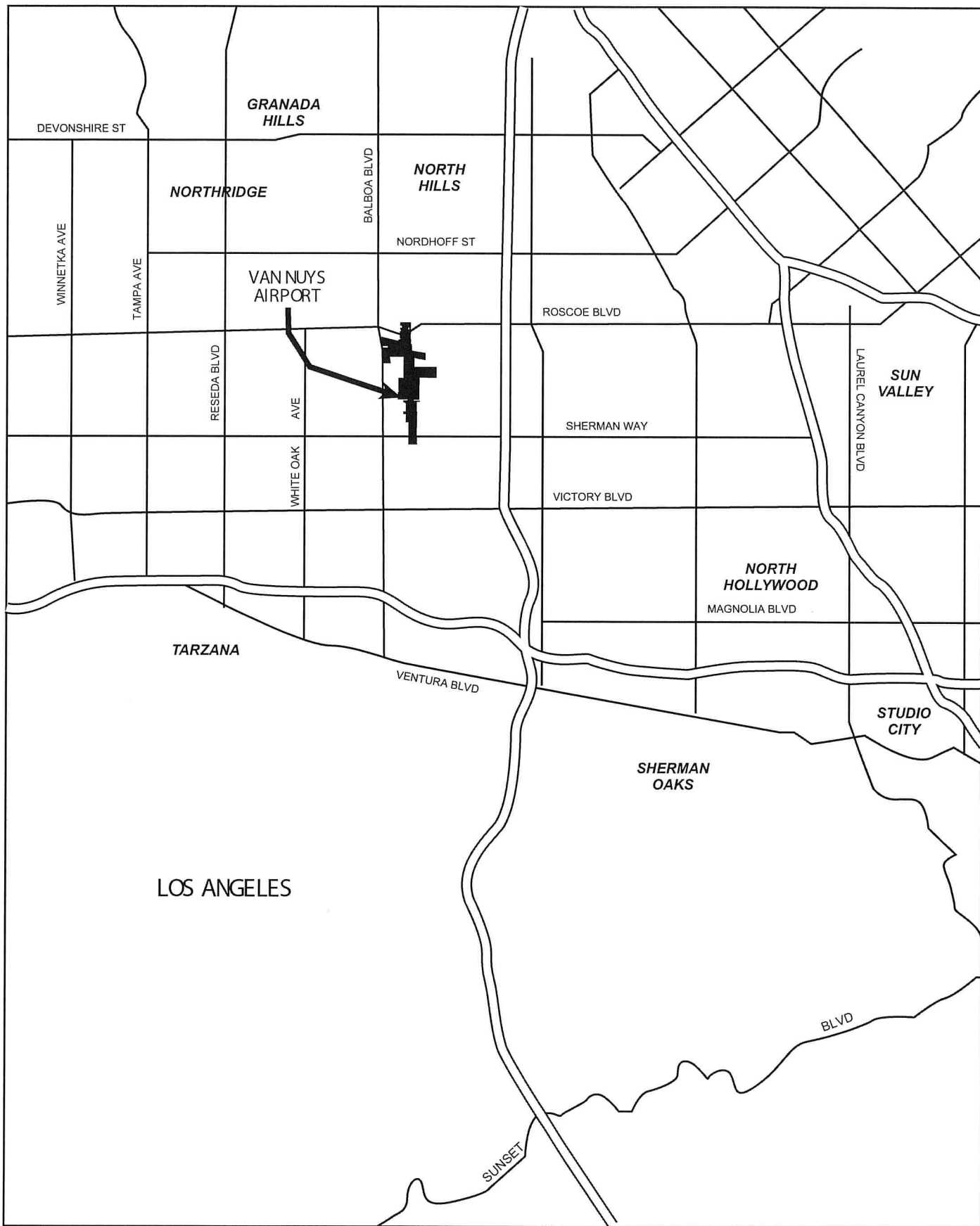
Not to Scale

SOURCE: EIP Associates



FIGURE 1
Regional Location

Skytrails Aviation



Not to Scale

SOURCE: EIP Associates



10665-00

EIP
ASSOCIATES

FIGURE 2
Local Setting

Skytrails Aviation

Skytrails Aviation is one of the six full-service fixed-base operators at Van Nuys Airport. The services offered by Skytrails Aviation include fuel handling, aircraft hangar and tie-down space, aircraft bookings, aircraft and locations for film and commercials, aircraft sales, and limited maintenance. These services are provided at Skytrails' two leasehold sites at the airport. The two sites, referred to as Skytrails North and Skytrails South, are identified in Figure 3 and encompass over 18 acres of land. Also shown in Figure 3 is the new site proposed for Skytrails South.

2.2 Project Site Characteristics

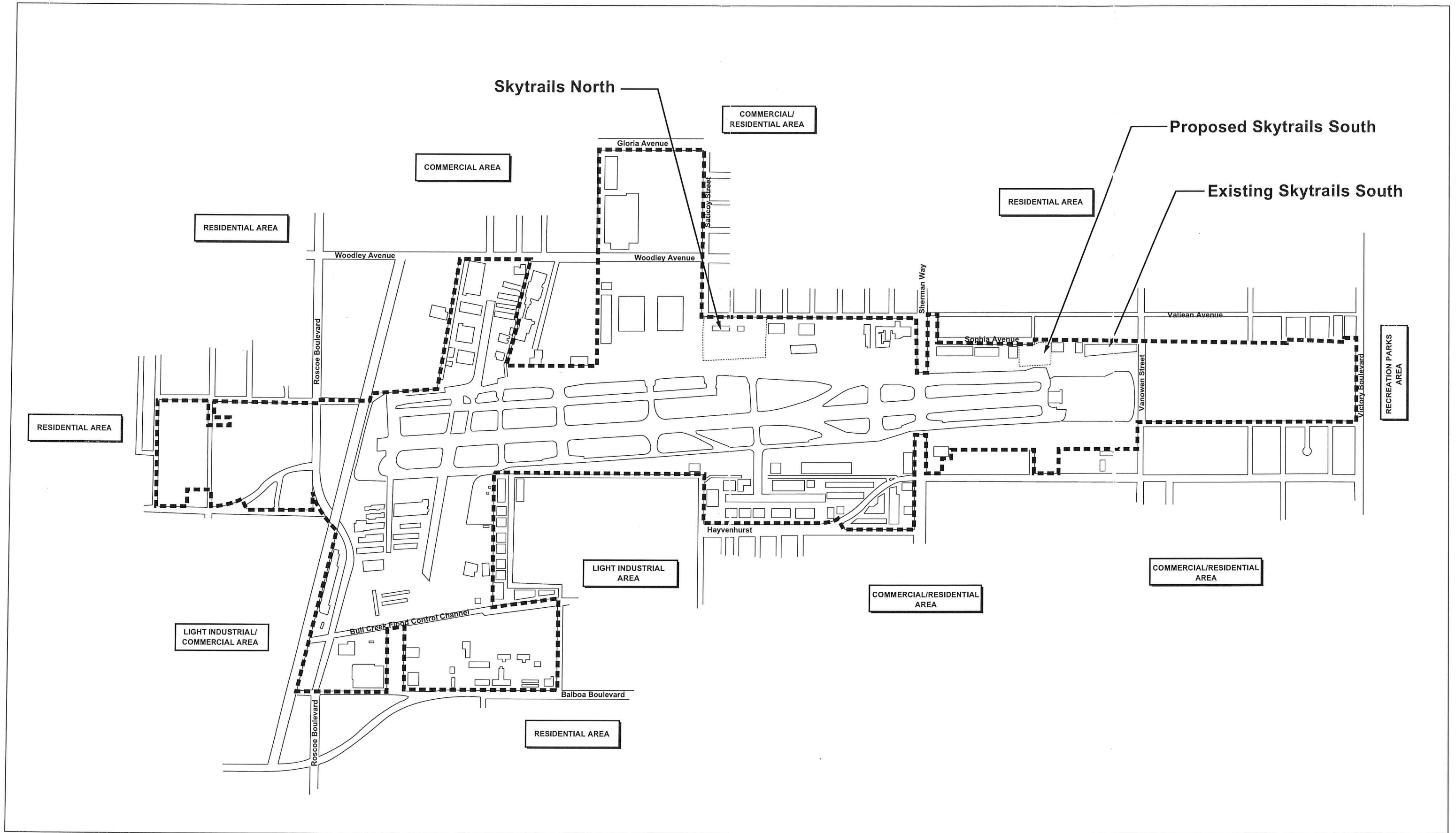
2.2.1 Skytrails North

The Skytrails North site is approximately 10 acres in size and is currently used to store and tie-down approximately 118 single and twin engine piston aircraft, one single-engine jet aircraft, and a helicopter. A 4,914-square-foot, City-owned building houses the Blue Skies Aviation flight school, Aviation Insurance Company, and an avionics shop. In addition to the tie-downs, there are approximately 55 small portable hangars within the northern site that are leased out for the protection of individual small aircraft. Access to this site is provided from Valjean Avenue, which borders the site on the east.

There are presently approximately 22 flight school, insurance company, and radio shop employees that work out of this site. The flight school operates approximately 20 of the aircraft at this site, and each plane averages about 3 flights per day with two people (instructor and student). The remaining 99 planes fly an average of 1.5 times per week with two persons per aircraft. This equates to about 159 persons traveling to and from the Skytrails North site on a daily basis. There are currently 66 parking spaces at the Skytrails North site.

2.2.2 Existing Skytrails South

The existing southern site is Skytrails Aviation's primary location of fixed base operations for general aviation and transient aircraft services. This site is just over eight acres in size and is developed with a recently-constructed passenger terminal building and four hangars. The terminal building includes Skytrails' offices along with pilot and passenger accommodations, such as a conference room, flight kitchen, flight planning room, and pilot's lounge and shower.



There are presently 23 jet aircraft, 12 propeller aircraft, and five helicopters permanently based at, and operated from, the existing Skytrails South site. Only seven of the jet aircraft, one propeller aircraft, and the five helicopters are stored within the existing hangars; the other planes are currently stored on the outside ramp space. Skytrails South is also used to park and service transient aircraft, which average about one to seven planes per day. Together, the permanent and transient aircraft bring around 100 pilots and passengers through Skytrails Aviation's south leasehold each day. There are also around 45 employees that work out of Skytrails South, including office and maintenance staff. Nearly all of Skytrails Aviation's customers and employees use the main entrance off of Vanowen Street to reach the terminal and hangars at Skytrails South, where there are 72 designated parking spaces.

2.2.3 Proposed Skytrails South Site

The proposed new location for Skytrails South is approximately 2.3 acres in size and is developed with a 9,075-square-foot, City-owned airport maintenance building that is occupied by approximately 30 airport maintenance staff and employees. Access to this site is from Sophia Avenue, which borders the site to the east, and 28 parking spaces are provided. LAWA has already approved plans to transfer the maintenance shop operations and employees to the western side of Van Nuys Airport.

2.3 Proposed Project Characteristics

Skytrails Aviation is proposing to modernize its northern location, vacate its existing southern location, and modernize the new southern location at Van Nuys Airport by replacing older structures and uses with new office and hangar facilities. The project has been planned to accommodate aircraft that are presently located at Van Nuys Airport and up to seven stage III jet aircraft that would be new to the airport. The actions proposed for each parcel are discussed below.

2.3.1 Skytrails North

The northern leasehold would become Skytrails Aviation's primary new site of fixed-base operations for jet and transient services. The existing building would be demolished and two new hangars and terminal facilities within up to 201,750 square feet of Hangar/Office/Shop space would be constructed. The buildings would be constructed of metal with attractive mansard around the two-story terminal area and have a height of 55 feet. Improvements would also include resurfacing the pavement over the project area to accommodate aircraft up to the size and weight of the Boeing Business Jet and providing 211 parking spaces adjacent to the new buildings. The proposed development plan for this site is illustrated in Figure 4. Access to this site would continue to be provided from Valjean Avenue.

When completed, a total of approximately 27 jet aircraft would be permanently based at, and operated from, Skytrails North. Skytrails North would also become the primary site for the servicing of the transient aircraft by Skytrails Aviation. The permanent and transient aircraft are expected to bring around 130 pilots and passengers through Skytrails Aviation's new terminal building each day. In addition to pilots and passengers, approximately 25 employees would work out of this location, including

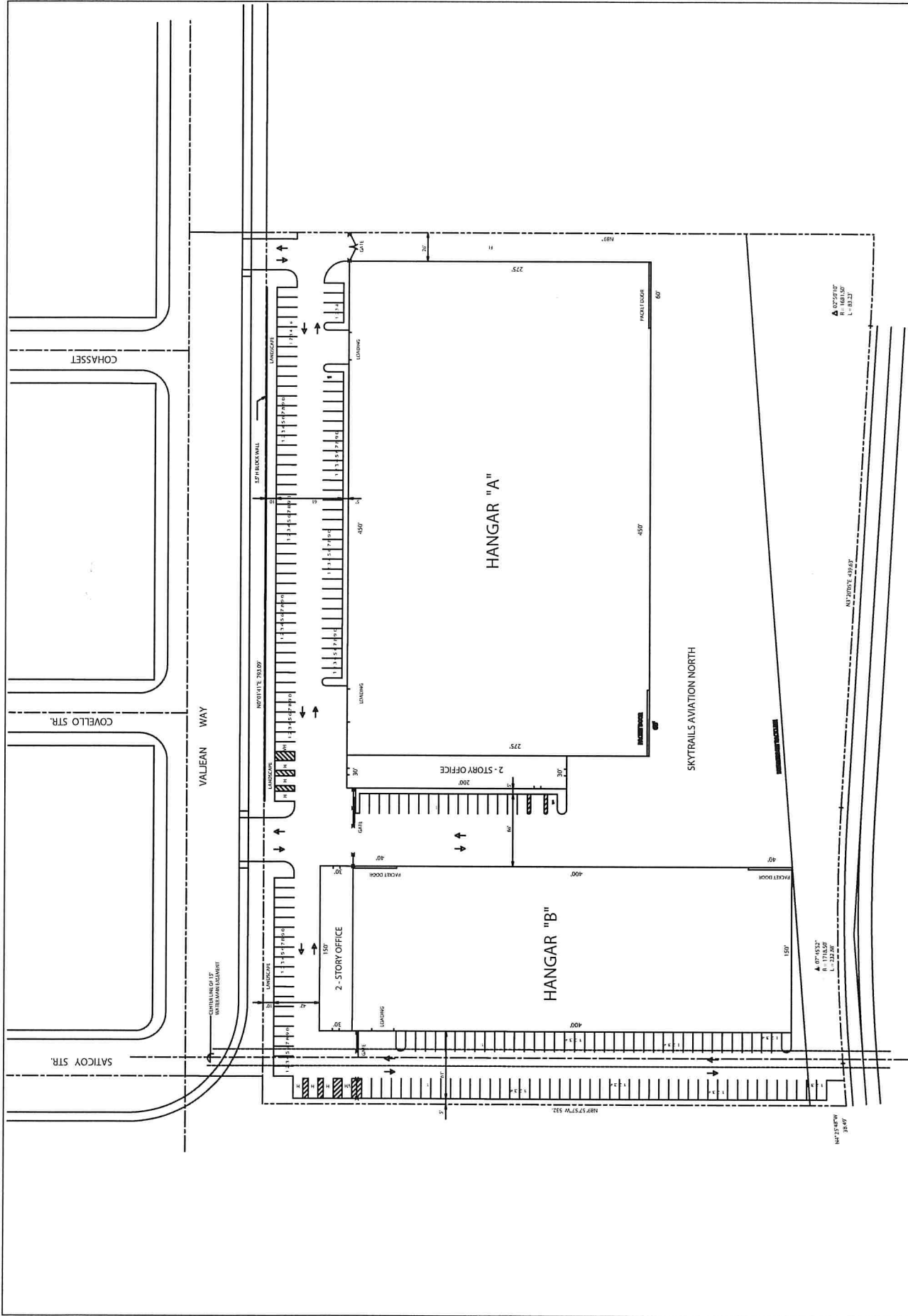
office and maintenance staff. Together, the 155 customers and employees equates to a decrease of 29 persons per day from the existing condition at Skytrails North.

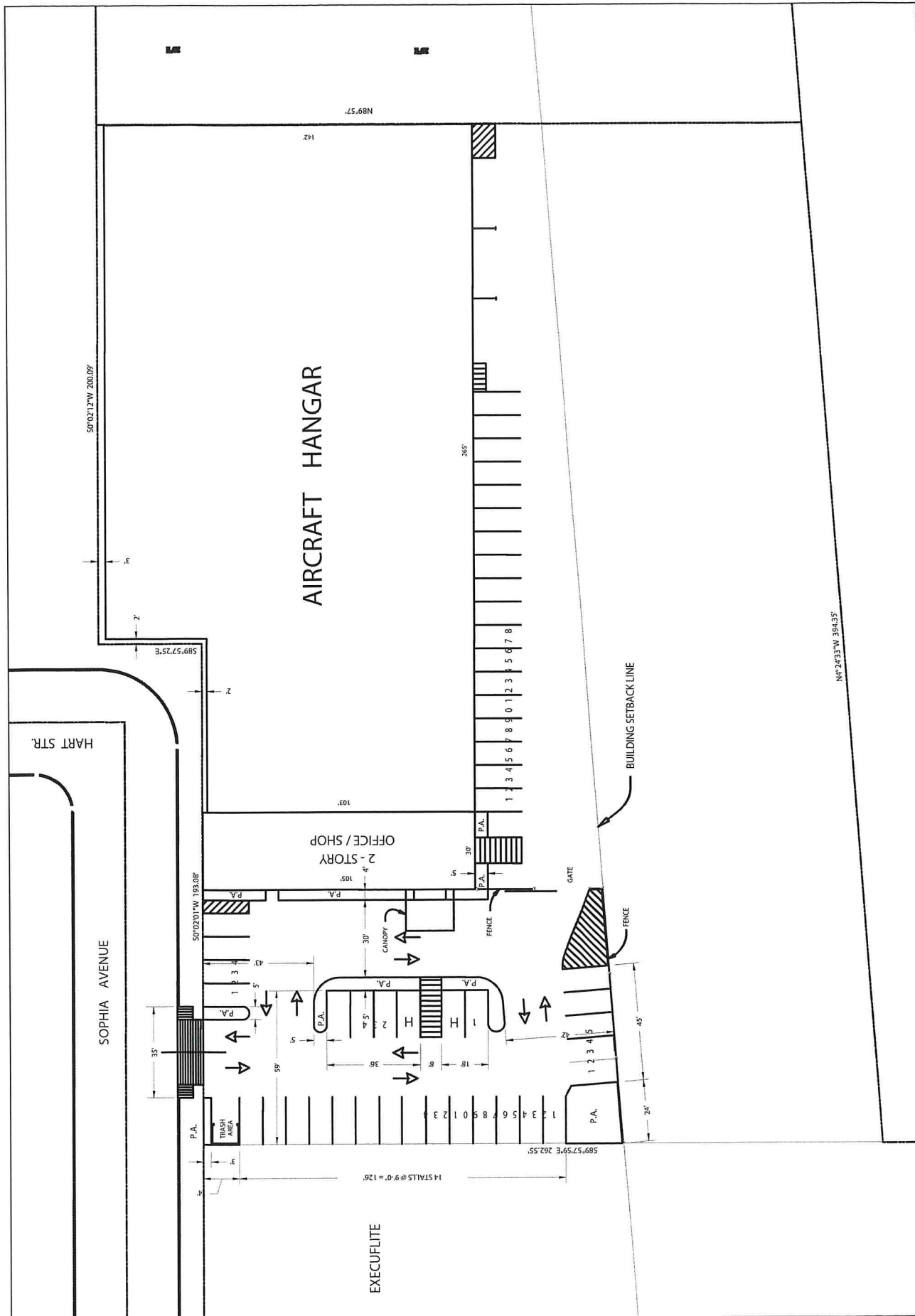
New aboveground fuel storage tanks would be constructed at Skytrails North to service permanent and transient aircraft. A 50,000-gallon tank would store jet fuel, a 20,000-gallon tank would store Avgas, and a 10,000-gallon tank would store diesel/gasoline fuel for ground service equipment.

2.3.2 New Skytrails South

As proposed, the existing airport maintenance building would be demolished and this site would be developed with one new hangar and corresponding office facilities totaling up to 41,319 square feet. Building construction would be similar to that proposed for Skytrails North. 50 parking stalls would be provided near and adjacent to the building. Improvements would also include resurfacing the pavement over the project area to accommodate aircraft up to the size of the Gulfstream size aircraft and provide the proposed parking spaces. The proposed development plan for this site is illustrated in Figure 5. Access to this site would continue to be provided from Sophia Avenue.

When completed, a total of 3 jet aircraft and 20 employees would operate out of the new Skytrails South site. Each jet would carry an average of 7 people (pilots and passengers) and operate several times per month. In all, the new Skytrails South site is expected to accommodate an average of 27 persons per day. This equates to a decrease of 3 persons per day from the existing operations of the airport maintenance building.





2.3.3 Existing Skytrails South

When completed with the new Skytrails North and Skytrails South site developments, Skytrails Aviation would ~~vacate~~ continue to lease its current southern site in support of the other two sites, and that space would be available to new tenants although the jet service would transfer to the other project sites and no new operations would occur from this location.

2.3.4 Project Objectives

In order to renew leaseholds at Van Nuys Airport, leaseholders are required to implement a minimum amount of physical improvements to their facilities. Skytrails Aviation's leaseholds are coming up for renewal and, as such, will need to include improvements in the renewal applications.

Skytrails Aviation operates by selling aircraft fuel, leasing aircraft hangar and tie-down space, booking aircraft flights, providing aircraft and locations for film and commercials, selling aircraft, and providing limited aircraft maintenance. Of the 23 jet aircraft, 12 propeller aircraft, and five helicopters permanently based at, and operated from, the existing Skytrails South site, only seven of the jet aircraft, one propeller aircraft, and the five helicopters are stored within the existing hangars; the other planes are currently stored on the outside ramp space. These aircraft cost millions of dollars, and the owners of these aircraft are constantly requesting hangar space to protect the aircraft.

Skytrails Aviation's objective for the proposed project is to improve its existing northern leasehold and the new southern leasehold with new, state-of-the-art facilities that attract and protect expensive fixed-base and transient aircraft. The facilities would be large enough to store in hangars the number of aircraft that currently lease space from Skytrails Aviation, as well as up to seven new aircraft.

2.4 Related Projects

For some time now, LAWA has been considering the designation and possible development of a "propeller park" on the western side of Van Nuys Airport in a vacant area that was previously occupied by the 146th Tactical Airlift Wing of the California Air National Guard, which relocated from the airport in 1988. This potential project has been developed based on community demand and concerns. For example, the residents living to the immediate west of Van Nuys Airport along Balboa Boulevard have requested that light propeller aircraft be operated from this area of the airport as opposed to new jet aircraft. Such a propeller park could be as simple as moving the existing aircraft to this location and not doing any physical improvements to the site, or constructing new restroom, office, and possible restaurant facilities at this location. No specific plans are available at this time.

The one aspect of this project that is known at this time is that the existing propeller aircraft would need to be transferred to another location before the proposed Skytrails Aviation project can commence at the Skytrails North site. This is an action that is separate from the proposed Skytrails Aviation project in that it is proposed by LAWA, is not under the management or direction of Skytrails Aviation, and could

happen on its own without the Skytrails Aviation project. LAWA would evaluate the relocation of these aircraft to another location at Van Nuys Airport as a completely separate project from that proposed by Skytrails Aviation and evaluated in this document. LAWA could transfer the aircraft to the western side of the airport as a project that is exempt from environmental review under the California Environmental Quality Act (CEQA), or could conduct environmental review if the project includes any new development at the site.

For the purpose of this environmental review for the proposed Skytrails Aviation project, the transfer of propeller aircraft to the western side of Van Nuys Airport is considered to be a separate project that is part of the future baseline condition since it would need to occur before the Skytrails Aviation project can proceed.

3.0 ENVIRONMENTAL ANALYSIS CHECKLIST

Following this page is the Environmental Checklist Form, which identifies and discusses the potential environmental effects of the proposed project.

ENVIRONMENTAL CHECKLIST FORM
(INITIAL STUDY PER CEQA GUIDELINES APPENDIX G AS AMENDED JANUARY 1, 2003)

1. Project Title:

Skytrails Aviation Hangar Project

2. Case Number:

AD 259-03

3. Council district number:

Six

4. Lead Agency name and address:

Los Angeles World Airports
7301 World Way West, 3rd Floor
Los Angeles, CA 90045

5. Contact person and phone number:

Karen Hoo
Environmental Planner
(310) 646-3853 ext. 1003

6. Project Location:

The Skytrails Aviation hangar project is proposed to be developed at Van Nuys Airport, which is located in the central area of the San Fernando Valley, in the City of Los Angeles. Van Nuys Airport is approximately one mile west of Interstate 405 and one and one half mile north of U.S. Highway 101. The project is proposed for two leasehold sites on the eastern side of the airport. The northern leasehold site is located at 7525 Valjean Avenue, Van Nuys, CA 91406. The southern leasehold site is located at 7001 Sophia Avenue, Van Nuys, CA 91406

7. Project sponsor's name and address:

Skytrails Aviation
16233 Vanowen Street
Van Nuys, CA 91406
Contact: Mark Sullivan

8. Planning district and plan designation:

Reseda-West Van Nuys Community Plan Area
Airport and Aviation Uses

9. Zoning:

[T] [Q] M2-1VL

The "T" condition requires that all projects satisfy applicable city improvement standards. The "Q" requires Planning Commission approval for certain projects over 10,000 square feet in floor area. This procedure includes submittal of plot plans to the Planning Commission for staff review and subsequent consideration at a public hearing.

10. Description of project (Describe the whole action involved, including, but not limited to later phases of the project and secondary support, or off-site features necessary for its implementation. Attach additional sheets as necessary):

Skytrails Aviation is proposing to modernize two leasehold sites at Van Nuys Airport by replacing older structures and uses with new office and hangar facilities. The project has been planned to accommodate aircraft that are presently located at Van Nuys Airport and up to seven stage III jet aircraft that could be new to the airport.

The northern leasehold would become Skytrails Aviation's primary new site of fixed-base operations for jet and transient services. The existing building would be demolished and two new hangars and terminal facilities within up to 201,750 square feet of Hangar/Office/Shop space would be constructed. The buildings would be constructed of metal with attractive mansard around the two-story terminal area and have a height of 55 feet. Improvements would also include resurfacing the pavement over the project area to accommodate aircraft up to the size and weight of the Boeing Business Jet and providing 211 parking spaces adjacent to the new buildings.

The southern leasehold would be developed with one new hangar and corresponding office facilities totaling up to 41,319 square feet. 50 parking stalls would be provided near and adjacent to the building. Improvements would also include resurfacing the pavement over the project area to accommodate aircraft up to the size of the Gulfstream-size aircraft and provide the proposed parking spaces.

11. Surrounding land uses and setting (briefly describe the project's surroundings):

The proposed project sites are located within the eastern portion of Van Nuys Airport and are immediately surrounded by light industrial and aviation support uses. Uses surrounding the airport include Valley Sod Farm to the north, a golf course to the south, a mixture of light industrial, commercial, and residential uses to the east, and residential and commercial uses to the west.

12. Other public agencies whose approval is required (e.g. permits, financing approval, or participation agreement):

This Initial Study examines the potential environmental effects of the whole of the project, including all aspects and phases of the project. This document will be considered by the Board of Airport Commissioners of the City of Los Angeles, the Los Angeles City Council, other responsible agencies in their decision-making process, and by interested parties as a public information source. A number of agencies may review and consider this environmental document, as part of their consideration of the

project. The public agencies that may review this Initial Study include, but are not limited to, California Regional Water Quality Control Board and South Coast Air Quality Management District. This Initial Study was prepared to address all State, regional, and local government approvals needed for construction and/or implementation of the project, whether or not such actions are known at this time or are explicitly listed in this Initial Study.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or is "Potentially Significant Unless Mitigated," as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation / Traffic |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project could not have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.



I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by, or agreed to by, the project proponent. A Mitigated NEGATIVE DECLARATION will be prepared.



I find that the proposed project may have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.



I find that the proposed project may have a "potentially significant impact" or a "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.



I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

Date

Printed Name

Title

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
--	--------------------------------------	--	-------------------------------------	-----------

EVALUATION OF ENVIRONMENTAL IMPACTS:**I. AESTHETICS**

Would the project:

- a) Have a substantial adverse effect on a scenic vista? ☐ ☐ ☒ ☐

Discussion:

There are no scenic vistas within or visible from the project sites. Project implementation would introduce new hangar and office buildings to replace existing single-story buildings at each project site. However, because no scenic vistas exist on-site, the new structures would not obstruct scenic views of the surrounding area from portions of the sites. Therefore, no loss of scenic vistas would occur. Impacts would be less than significant.

- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? ☐ ☐ ☒ ☐

Discussion:

The project sites are generally flat, without any particular scenic features. Landscaping around the existing buildings is minimal and limited to ornamental vegetation that does not provide a scenic resource. The project sites do not contain any rock outcroppings or historic buildings. According to the California Department of Transportation's *Officially Designated State Scenic Highways Table*, the project sites are not located within the vicinity of a state scenic highway. As such, the proposed project would not substantially damage scenic resources, and impacts would be less than significant.

- c) Substantially degrade the existing visual character or quality of the site and its surroundings? ☐ ☐ ☒ ☐

Discussion:

The project sites currently lie on developed Van Nuys Airport property. Development would entail three airplane hangars with associated offices and lobbies. The current building development to be replaced on the site does not constitute a scenic resource. Even though the visual setting would be altered to include three new airplane hangars, the aviation and light industrial aspect of the site and its surroundings would remain. Impacts would be less than significant.

- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? ☐ ☐ ☒ ☐

Discussion:

New sources of nighttime lighting would be provided at the two project sites. However, the new lighting sources would replace the older, existing sources of lighting. The existing or proposed lighting does/would not substantially affect surrounding industrial and residential uses. Therefore, potential impacts resulting from light or glare due to the project would be less than significant.

Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
--------------------------------------	--	-------------------------------------	-----------

II. AGRICULTURAL RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The project sites are located within the eastern portion of Van Nuys Airport and are currently developed with airport uses. The northern parcel of this project is currently used to park and tie down 199 small privately owned propeller-driven aircraft. The southern parcel is occupied by a maintenance building previously used by the Department of Airports and tarmac area that is used to park and tie down privately owned jet aircraft. Thus, the project sites do not contain agricultural land, and, therefore, would not result in conversion of farmland of any designation. No farmland would be removed as a result of the proposed project, and no impact would occur.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The project sites are currently occupied by existing airport facilities, are zoned for airport uses, and are not covered by Williamson Act contracts. No conflicts with zoning for agricultural uses or Williamson Act would result. No impact would occur.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The project sites are surrounded by urban uses, and would not result in the conversion of any farmland to non-agricultural uses. As such, no impact would occur.

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
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Discussion:

Regional planning efforts to improve air quality include a variety of strategies to reduce emissions from motor vehicles and minimize emissions from stationary sources. The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin. The SCAQMD has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs). The most recent of these was adopted by the Governing Board of the SCAQMD on November 16, 1996. This AQMP, referred to as the 1997 AQMP, was prepared to comply with the federal and state Clean Air Acts and amendments, to accommodate growth, to reduce the high pollutant levels of pollutants in the Basin, to meet federal and state air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. An amendment to the ozone portion of the 1997 AQMP was adopted by the Governing Board on December 10, 1999.

Projects that are consistent with the projections of employment and/or population forecasts identified in the Growth Management Chapter of the Southern California Association of Government's Regional Comprehensive Plan and Guide (RCPG) are considered consistent with the AQMP growth projections. This is because the Growth Management Chapter forms the basis of the land use and transportation control portions of the AQMP.

Van Nuys Airport is located within the City of Los Angeles subregion of the RCPG. SCAG estimates that employment numbers within the City of Los Angeles subregion will increase from 2,072,000 persons in 2000 to 2,213,000 persons by 2010. Skytrails Aviation is not planning to increase its number of employees as a result of the project. The project would be consistent with the City's General Plan and zoning designations for the sites, and the airport services at Van Nuys Airport. Therefore, the proposed project would be consistent with the AQMP employment forecasts for the City of Los Angeles subregion, and it would not jeopardize attainment of federal and State ambient air quality standards.

- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

☐☐☒☐**Discussion:**

Project emissions would result from construction and operation of the proposed project. The analyses described below were conducted to calculate the potential construction and operational impacts of the proposed project.

Construction activities are expected to occur in phases over a period of approximately 12 months. Three basic types of activities would be expected to occur and generate emissions during construction. First, existing structures and facilities at the sites would be demolished, and existing surface features cleared. Following demolition, the development sites would be prepared to accommodate the new building foundations and parking areas. The buildings would then be constructed and readied for use.

Because of the construction time frame, overlapping of building phases, and the normal day-to-day variability in construction activities, it is difficult, if not impossible, to precisely quantify the daily emissions associated with each phase of the proposed construction activities. Table III-1 nonetheless identifies daily emissions associated with typical equipment for the different construction phases envisioned for the project. These calculations also assume that appropriate dust control measures would be implemented during each phase of development as required by SCAQMD Rule 403—Fugitive Dust.

Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
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As shown, construction related daily emissions would not exceed SCAQMD significance thresholds for CO, ROG, NO_x, or PM₁₀. Therefore, this impact would be less than significant.

Operational emissions would be generated by both stationary and mobile sources as a result of normal day-to-day activities on the project sites after occupation. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices, and the operation of landscape maintenance equipment. Mobile emissions would be generated by the motor vehicles traveling to and from the project site and a potential increase of seven jet aircraft operating from the new facilities.

The analysis of daily operational emissions associated with the proposed project is based on the net increase in emissions associated with the proposed project above the emissions generated by the existing uses at the project sites. The daily emissions associated with stationary sources and motor vehicles have been calculated utilizing the URBEMIS 2001 computer model recommended by the SCAQMD. Emissions for new jet aircraft were calculated for seven Gulfstream V aircraft based on emissions data provided by the engine manufacturer. The results of these calculations are presented in Table III-2 along with the daily operational thresholds of significance recommended by SCAQMD. As shown, operational emissions associated with the proposed project would not exceed the SCAQMD's recommended thresholds for CO, ROG, NO_x, or PM₁₀. This impact would be less than significant.

TABLE III-1 ESTIMATED DAILY CONSTRUCTION EMISSIONS					
<i>Emissions Source</i>	<i>Peak Day Emissions in Pounds per Day</i>				
	<i>CO</i>	<i>ROG</i>	<i>NO_x</i>	<i>SO_x</i>	<i>PM₁₀</i>
Demolition Phase					
Construction Equipment	5.4	2.2	18.1	1.7	1.7
On-Road vehicles	3.9	0.7	5.0	0.0	0.1
Structure Demolition	—	—	—	—	—
<i>Total Emissions</i>	<i>9.3</i>	<i>2.9</i>	<i>23.1</i>	<i>1.7</i>	<i>3.8</i>
SCAQMD Thresholds	550.0	75.0	100.0	150.0	150.0
Significant Impact?	No	No	No	No	No
Site Grading Phase					
Construction Equipment	8.4	1.1	22.4	2.5	1.5
On-Road Vehicles	0.5	0.2	0.3	0.0	0.0
Site Grading	—	—	—	—	—
<i>Total Emissions</i>	<i>8.9</i>	<i>1.3</i>	<i>22.6</i>	<i>2.5</i>	<i>14.4</i>
SCAQMD Thresholds	550.0	75.0	100.0	150.0	150.0
Significant Impacts?	No	No	No	No	No
Construction Phase					
Construction Equipment	12.8	3.6	32.5	2.5	2.4
On-Road Vehicles	1.6	0.6	0.9	0.0	0.2
Stationary Equipment	—	21.0	17.1	—	—
Asphalt Paving	—	1.0	—	—	—
Architectural Coatings	—	37.0	—	—	—
<i>Total Emissions</i>	<i>14.5</i>	<i>63.3</i>	<i>50.5</i>	<i>2.5</i>	<i>3.5</i>
SCAQMD Thresholds	550.0	75.0	100.0	150.0	150.0
Significant Impact?	No	No	No	No	No

Source: EIP Associates, 2002. Calculation sheets are provided in Appendix A.

Potentially Significant Impact Potentially Significant unless Mitigation Incorporated Less-than-Significant Impact No Impact

TABLE III-2 PROJECT DAILY OPERATIONAL EMISSIONS					
Emissions Source	Emissions in Pounds per Day ^a				
	CO	ROG	NOx	SOx	PM ₁₀
Water and Space Heating	0.39	0.07	0.00	—	0.00
Landscape Maintenance	0.00	0.00	0.00	0.00	0.00
Motor Vehicles	6.18	1.18	0.46	0.00	0.30
New Aircraft	68.16	2.48	40.24	—	—
Total Emissions ^a	74.73	3.73	40.70	0.00	0.30
Thresholds (lb/day)	550.00	55.00	55.00	150.00	150.00
Significant Impact	No	No	No	No	No

a. Net increase in emissions above existing site uses.

Source: EIP Associates, 2003.

- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?

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Discussion:

The SCAQMD's *CEQA Air Quality Handbook* identifies possible methods to determine the cumulative significance of land use projects. These methods differ from the methodology used in other cumulative impact analyses in which all foreseeable future development within a given service boundary or geographical area is predicted and its impacts measured. The SCAQMD has not identified thresholds to which the total emissions of all cumulative development can be compared. Instead, the SCAQMD's methods are based on performance standards and emission reduction targets necessary to attain the federal and State air quality standards as predicted in the AQMP.

As discussed previously, the 1997 AQMP was prepared to accommodate growth, to reduce the high levels of pollutants within the Basin, to meet federal and state air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. According to the *CEQA Air Quality Handbook*, projects which are consistent with the AQMP performance standards and emission reduction targets should be considered less-than-significant unless there is other pertinent information to the contrary.

The SCAQMD's *CEQA Air Quality Handbook* identifies the following three methods that could be used to analyze the cumulative impacts of a proposed project. Only the method that is applicable (if any) to the proposed project should be analyzed:

- Reduce the rate of growth in vehicle miles traveled (VMT and trips)
- One percent reduction in project emissions
- 1.5 average vehicle ridership (AVR), or average vehicle occupancy (AVO) if a transportation project

However, SCAQMD staff permits alternative methods of evaluation of the cumulative air quality impacts of a proposed project that is applicable to the proposed project. SCAQMD staff provides that a development project shall not be considered cumulatively considerable for air quality if the development project: (i) does not generate significant air quality impacts on its own, (ii) does not

Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
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propose any greater number of unity or building space than what is allowed under the existing general plan for the site, and (iii) is consistent with AQMP forecasts. As discussed in topic III.c, the daily emissions of the proposed project would not exceed the SCAQMD's recommended thresholds for CO, ROG, NO_x, or PM₁₀. Topic III.a concludes that the proposed project would not jeopardize attainment of federal and State ambient air quality standards since Skytrails Aviation is not planning to increase its number of employees the project would be consistent with the City's General Plan and zoning designations for the sites. Therefore, the emissions generated by the proposed project would not be cumulatively considerable.

- d) Expose sensitive receptors to substantial pollutant concentrations?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Sensitive receptors include children, athletes, elderly, and sick who would be more susceptible to air pollution than the general population. Surrounding uses include light industrial and aviation support uses. These uses are not considered to be sensitive receptors.

When evaluating substantial pollutant concentrations associated with new development projects, the SCAQMD recommends that the analysis focus on localized emissions of CO at congested intersections. If the project causes localized emissions to exceed national or State Ambient Air Quality Standards for CO, or if it causes a substantial increase in localized concentrations that already exceed these standards, the impacts of the project would be considered significant.

As discussed in topic XV. Transportation/Traffic of this Initial Study, the proposed project would not increase peak hour traffic volumes on the streets in the eastern side of Van Nuys Airport. As such, it would also not have any effect on localized CO concentrations in the project vicinity. Therefore, this impact would be less than significant.

- e) Create objectionable odors affecting a substantial number of people?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Construction activities associated with the proposed project would cause emissions of fugitive dust, and operation would increase motor vehicle and aircraft emissions. None of the project emissions would be expected to cause objectionable odors that would affect the adjacent land uses since they are similar to the existing operations at the project sites.

IV. BIOLOGICAL RESOURCES

Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
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Discussion:

According to the EIR prepared for the proposed Van Nuys Airport Master Plan, the project sites are not located within habitat areas of any candidate, sensitive, or special status species, nor do the project sites lie within or contain any natural open space with biological resources value. Additionally, the project sites are presently developed and the only vegetation on site consists of three common ornamental trees, and sparse, common weeds. While the project may support common, urban animal life such as gophers, ground squirrels, and perhaps snakes, no habitat for special status species exists on-site, and none of these species would be expected to occur. The proposed project would result in an intensification of largely existing aviation land uses and would not impact biological features. Therefore, this impact would be less than significant.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The project sites are currently occupied by existing airport uses and facilities, and do not contain any riparian areas or natural communities. No impact would occur.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The project sites have been modified from historic times and are currently occupied by existing airport uses and facilities, and do not contain any wetlands. No impact would occur.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The site is in an urbanized area and is currently occupied by existing airport uses and facilities. Therefore, neither of these areas is anticipated to provide habitat suitable for any established fish or wildlife species. No migratory wildlife corridors or native wildlife nursery sites are present on the proposed sites. As such, no impact would occur.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
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Discussion:

The project sites are not covered by any local policies or ordinances pertaining to the protection of biological resources. Therefore, development of the project would not conflict with any adopted ordinances. No impact would occur.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The project sites are not covered by the adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impact would occur.

V. CULTURAL RESOURCES

Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

Project implementation would demolish two existing single-story buildings at the proposed project sites. The two buildings are not associated with any particular trend, era, event, or series of events, or historical pattern, but rather, represent development over the course of several decades. Neither of the buildings displays any unique or outstanding architectural features. In addition, neither of the buildings is considered to be historical resources, according to searches of the National Register Information System for the City of Los Angeles and the Los Angeles County Listings of California's Office of Historic Preservation. As such, the impacts associated with historical resources would be less than significant.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

The project sites are currently developed with airport uses. These development activities suggest that the presence of archaeological resources, including possible graves containing human remains, is very unlikely. Although some minor grading would occur to remove concrete footings, these types and depths of activities are not expected to alter or destroy possible archaeological resources. Therefore, this impact would be less than significant.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Directly or indirectly destroy a unique paleontological resource or site unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
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Discussion:

The project sites do not contain any unique paleontological resource or geologic feature, as Van Nuys Airport is located in a flat, urban area. Therefore, no impacts would occur.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

Refer to item V.b., above.

VI. GEOLOGY AND SOILS

Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to the California Division of Mines and Geology Spec. Pub. 42) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

The project sites lie in an area with active and/or potentially active faults in the surrounding region. Some of these faults extend into the subsurface beneath the San Fernando Valley. The San Fernando, Verdugo, and Benedict Canyon faults are nearest to Van Nuys Airport. However, the project sites are not located within an identified Alquist-Priolo zone according to a California Geologic Survey Index Search of Alquist-Priolo Fault Zone Maps and the City of Los Angeles General Plan Safety Element Exhibit A (Alquist-Priolo Special Study Zones & Fault Rupture Study Areas), therefore, the potential for surface rupture is considered less than significant.

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|------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

As with all southern California, the project sites are expected to experience ground shaking from earthquake activity associated with faults in the surrounding area in the future. However, the project does not entail an increase in residences or peoples exposed to risks associated with seismic ground shaking, and implementation of the proposed project would not change the exposure of people or property to such geologic hazards. Therefore, the potential for seismic ground shaking at the project sites is considered to be less than significant.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
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Discussion:

Even though the project site is located in the San Fernando Valley, which is noted by widespread liquefaction zones, the project does not entail an increase in residences or peoples exposed to risks associated with liquefaction. Implementation of the proposed project would not change the exposure of people or property to such geologic hazards. In addition, the project sites are not located within an identified liquefiable area according to the City of Los Angeles General Plan Safety Element Exhibit B (Areas Susceptible to Liquefaction). Impacts would be less than significant.

iv) Landslides?

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Discussion:

The proposed development of aviation hangers and associated light industrial offices within an already developed area located on roughly level land that is not expected to generate any landslides. In addition, the project sites are not located within an identified landslide area according to the City of Los Angeles General Plan Safety Element Exhibit C (Landslide Inventory & Hillside Areas). No impacts associated with landslides would occur at the project sites.

b) Result in substantial soil erosion or the loss of topsoil?

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Discussion:

The project sites are currently developed with structures and impervious surfaces, and the proposed project would also entirely cover the site with structures or hardscape. Given the presence of hardscape throughout the sites, no topsoil is known to exist. Grading for project components (all being aboveground) is expected to be minimal. Therefore, no impacts associated with the soil erosion or loss or topsoil are anticipated.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

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Discussion:

Refer to discussion for Items VI.a.iii. and VI.a.iv., above.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

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Discussion:

The onsite soils are in the low expansion range according to the 1985 *Soils Engineering Investigation: Proposed Aircraft Hangars and Office Building, Vanowen Street, Van Nuys, California* prepared by Kovacs-Byer and Associates, Inc. Compliance with all standard City building code requirements would ensure that potential risks associated with expansive soils are reduced to less-than-significant levels.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?

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Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
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Discussion:

No septic tanks or alternative waste water disposal systems would be utilized as part of the proposed project. Therefore, no impacts would occur.

VII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ☐ ☐ ☒ ☐

Discussion:

The proposed project would entail the removal of existing underground storage fuel tanks located at the southern parcel and the use of new above ground storage fuel tanks at the northern parcel. The above ground tanks would consist of double-walled fiberglass while the entire use, storage, and transport of any jet fuel or gas would be provided and monitored by the onsite fueling facilities and trucks. Additionally, the 1992 *Underground Fuel Storage Tank Abandonment Report of Air Monitoring and Soil Sampling for Fuel Storage Tanks at Van Nuys Angeles Facility, Van Nuys Airport, Van Nuys, California* prepared by GeoSoils, Inc. concluded that inventory records had good correlation between product pumped into and removed from underground fuel tanks. Therefore, no adverse impacts associated with the use, transport, or disposal of fuel and/or fuel tanks is anticipated.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? ☐ ☐ ☒ ☐

Discussion:

Refer to the discussion for VII.a., above.

- c) Emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste within one-quarter mile of an existing or proposed school? ☐ ☐ ☒ ☐

Discussion:

According to Thomas Brothers Maps for the Los Angeles County (2003), no existing traditional schools are located within 1/4 mile of the project sites. Therefore, operation of the proposed project would not result in the emission or handling of hazardous materials in close proximity of existing schools with young children. The potential for other schools located farther from the project site to be affected is less than significant.

The Los Angeles Unified School District (LAUSD), through its Division of Career and Continuing Education, operates an occupational center for the training of aircraft mechanics and instruction in aviation-related programs at 16550 Satcoy Street, on the west side of the airport. Its leasehold is approximately 2.96 acres and contains LAUSD-owned buildings, including a hangar, shop, and classroom building. Because the school is operated for aviation-related programs, and the proposed project would be required to comply with all applicable laws for the use and storage of hazardous materials, the potential impacts to the adult students is less than significant.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

According to the California Environmental Protection Agency, Department of Toxic Substances Control (DTSC), the project sites are not located on the State's Hazardous Waste and Substances Sites List (CORTESE) and have no known history of use involving hazardous materials. According to the Vista search performed in June 2000 for Building 934 (the building just north of the northern parcel), the northern site is not located on the CORTESE listings. In addition, the Ensotech report regarding a 6,000-gallon underground storage tank removal and closure at 16233 Vanowen Street (the southern site) stated that no contamination was detected at this southern parcel. Therefore, no impacts would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The project sites are located within the property and planning area of Van Nuys Airport. Skytrails Aviation would continue to operate in accordance with all federal, state, and local requirements for airport safety. The proposed structures would not exceed heights that require review and approval by the Federal Aviation Administration (FAA) or Airport Land Use Commission (ALUC). As such, any potential impacts associated with people working at the project sites would be less than significant.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

The project sites are not located in the vicinity of a private airport. As such, no impact would occur.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Vehicular access to the project site would not change in terms of number of entrances, and the precise entrance locations will only be moved slightly to accommodate the proposed project. There are also two City fire stations located at Van Nuys Airport. These fire stations serve the airport and surrounding community, and have direct access to the airfield. Thus, the project would continue to provide adequate emergency access, and no significant impact is anticipated.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Van Nuys Airport is not located within the vicinity of any wildland areas. In addition, the project sites are not located within any identified wildfire hazard areas according to the City of Los Angeles General Plan Safety Element Exhibit D (Selected Wildfire Hazard Areas). Therefore, no impacts would occur.

VIII. HYDROLOGY AND WATER QUALITY

Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Construction of the proposed project would result in grading of the site, which could expose soils to erosion from wind and rain. Construction sites are common sources of pollution due to the types of activities occurring on them. Runoff from the site could include sediments and contaminants that would affect downstream drainages and water quality.

The proposed project would use domestic water supplies provided by the City of Los Angeles and would not discharge any wastewater, except into the local sanitary sewer system. Operation of the project would result in stormwater runoff from the site entering the local storm drain system, and then being discharged into the Pacific Ocean. Because of the proposed uses of the site, stormwater runoff would contain contaminants typical of urban areas including oil, grease, metals, and entrained dust.

Los Angeles County, the City of Los Angeles, and adjacent jurisdictions manage municipal stormwater runoff through the requirements of Nationwide Pollution Discharge Elimination System (NPDES) Permit No. CAS614001. Los Angeles County serves as the principal permit holder for all the involved jurisdictions. The Permit requires the development of model programs for the management of various activities affecting stormwater quality including development planning projects and illicit discharges. These model management programs are submitted to the Los Angeles Regional Water Quality Control Board (LARWQCB) for their review and approval. Once approved, each involved jurisdiction is required to develop and implement a specific management program comparable to the model program that may include the adoption of ordinances. The permit holders are still in the process of developing model programs for submittal to the LARWQCB. On January 26, 2000, the LARWQCB adopted a Standard Urban Stormwater Mitigation Plan (SUSMP) for use by builders, land developers, engineers, planners, and others to develop post-construction BMPs and urban stormwater runoff mitigation plans for projects that fall into selected categories, including parking lots of more than 5,000 square feet or 25 parking spaces, which would therefore apply to the proposed project. The SUSMP requires that the specified projects be designed so as to collect and treat the first 3/4 inch of stormwater runoff from the site, and control peak flow discharge to provide stream channel and overbank flood protection.

Urban stormwater contaminants are an identified source of pollution. Runoff from the project site would contribute to regional water quality problems related to stormwater discharge. Therefore the

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
proposed project could contribute to this potentially significant effect. However, mandatory compliance with the applicable provisions of the SUSMP would reduce the impact of the project on water quality to a less-than-significant level.				

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

The proposed project would not substantially interfere with groundwater recharge, since the project sites are already developed with impervious surfaces. Given that no substantial excavation of the sites would occur, and the sites are not sources of groundwater recharge, impacts associated with groundwater would be less than significant.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

Currently, runoff from existing uses generally drains to the adjacent streets. Development of the proposed project would not alter these local drainage patterns, nor increase the amount of impervious surfaces at the sites. Runoff would be collected and conveyed to the storm drain system in accordance with the SUSMP. Therefore, potential impacts would be less than significant.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

As discussed above under item VIII.c, drainage patterns would not be substantially modified. As the project site is already developed, surface runoff would not be altered substantially. Impacts would be less than significant.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
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Discussion:

The existing aircraft uses at the project sites generally drain via sheet-flow to the adjacent streets. Development of the proposed project would not substantially modify surface runoff. Open spaces would continue to drain via sheet flow, while buildings would be provided with roof drains, which would collect runoff. Impacts would be less than significant.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

No impacts to water quality other than those discussed above would occur.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

No housing would be developed as part of the proposed project. Thus, no impact would occur.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

According to the City of Los Angeles, California Flood Insurance Rate Map, the project sites are designated as Zone C. This indicates that the area is subject to minimal flooding and that it is not located within a 100-year flood hazard area. As such, implementation of the proposed project would not impede or redirect flood flows. Thus, no impact would occur.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

As discussed above, the project site is located outside the 100-year flood zone and would not expose people or structures to damage due to flooding. No impact would occur.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The project sites are located on a flat area that is not subject to potential mudflows. As the project site is separated from the nearest major body of water—the Pacific Ocean—by the Santa Monica Mountains, there is no risk associated with tsunamis. In addition, nearby Lake Balboa is not deep enough to constitute any risks associated with seiches. As such, no impacts associated with seiches, tsunamis, and mudflows would result.

IX. LAND USE AND PLANNING

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
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Discussion:

The proposed project would not result in a notable change to site access, and would, therefore, not disrupt or divide the project site. The proposed changes to on-site uses and parking would not physically divide the area or the land uses at Van Nuys Airport. Therefore, implementation of this project would not constitute the physical division of an established community. As such, no impacts would occur.

- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The proposed sites are zoned for aviation use according to the Reseda-West Van Nuys District Plan. The land use designations contained in the Plan focus on the relationship between aviation uses and industrial office and other non-aviation uses within the Plan area, which includes the project sites. The project as proposed is compatible with the existing land use designations with its aviation use hangers and corresponding light industrial offices. Therefore, any potential impacts would be less than significant.

- c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

No habitat conservation plan or natural community conservation plan affects the project sites. Therefore, no impact would occur.

X. MINERAL RESOURCES

Would the project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Discussion:

The Reseda-West Van Nuys District Plan does not identify any important mineral resources on the project site. Therefore, no impacts to mineral resources are anticipated.

- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
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Discussion:

The proposed demolition of existing structures and construction of the proposed project would not result in a loss of availability of a known or locally important mineral resource identified in the Reseda-West Van Nuys District Plan, since, as state above, in the discussion for Item X.a., no important mineral resources have been identified on the project site. Therefore, no impacts to mineral resource availability are anticipated.

XI. NOISE

Would the project result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? ☐ ☐ ☒ ☐

Discussion:

The City of Los Angeles General Plan allows office buildings, businesses, and professional commercial buildings to be constructed in areas where the average noise level is up to 77 dBA CNEL, provided that the buildings are constructed using conventional design and that fresh air supply systems or air conditioning is provided to allow windows to be kept closed. The proposed buildings would be located in areas that average approximately 71 dBA CNEL. These noise levels are generated by aircraft operating near the buildings, as well as all aircraft taking off and landing on the runways. The proposed office buildings would have air conditioning units and would keep doors and windows closed. Therefore, the proposed buildings would not be exposed to noise levels that exceed City standards.

Section 41.40 of the Los Angeles Municipal Code regulates noise from demolition and construction. Exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday. Demolition and construction is prohibited on Sunday and all federal holidays. Demolition and construction activities associated with the proposed project would comply with the Municipal Code noise requirements.

Based on this information, construction and operation of the proposed project would not generate or expose people to noise levels in excess of the standards established in the Los Angeles General Plan or the Los Angeles Municipal Code. The potential impacts would be less than significant.

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? ☐ ☐ ☒ ☐

Discussion:

Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB).

The background vibration velocity level in light industrial areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people.

Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
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The City of Los Angeles has not adopted any thresholds for vibration impacts. Therefore, this analysis uses the Federal Railway Administration's vibration impact thresholds for residences and buildings where people normally sleep. These thresholds are 80 VdB during construction and 72 VdB for the long-term. No thresholds have been adopted or recommended for airport or light industrial uses.

Construction activities that would occur with the proposed project have the potential to generate low levels of groundborne vibration. Various vibration velocity levels for the types of construction equipment that would operate at the project site during construction are identified below. Construction activities would primarily impact the existing airport buildings adjacent to each project site, and the residential and light-industrial uses on the eastern side of Van Nuys Airport. The nearest homes are located approximately 60 feet east of the project sites. Based on the information presented below, vibration levels would be less than 75 VdB at homes located east of Van Nuys Airport. This would not exceed the threshold of 80 VdB, and would only occur for short periods during construction. Therefore, the potential impacts during construction would be less than significant.

The proposed airport activities would not generate groundborne vibrations when operational.

VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	Approximate VdB				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	87	81	79	77	75
Loaded Trucks	86	80	78	76	74
Jackhammer	79	73	71	69	67
Small Bulldozer	58	52	50	48	46

Source: Federal Railroad Administration 1998 and EIP Associates 2003.

- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

☐
☐
☒
☐

Discussion:

For the purpose of this analysis, an incremental increase in roadway noise of three dBA or more over existing conditions is considered to be substantial and, therefore, a significant noise impact. With regard to aircraft noise, the Federal Aviation Administration (FAA) uses a threshold of 1.5 dBA CNEL to determine whether a significant impact would occur.

Noise is measured on a logarithmic scale, and for a three dBA increase in noise levels to occur, vehicular traffic would need to double on the nearby roadway. As discussed in Section XV. Transportation/Traffic of this Initial Study, the proposed project would not increase the total number of peak hour trips motor vehicle trips in the eastern side of Van Nuys Airport. Over a 24-hour period, the project would only generate approximately 49 new trips to the airport. Consequently, the project would not result in a perceptible increase in ambient noise due to new traffic volumes.

The project could result in a potential increase of seven jet aircraft operating from the new facilities. The increase in aircraft noise levels at properties in close proximity to the airport has been calculated by Los Angeles World Airport staff. This was done using the FAA's Integrated Noise Model (INM), version 6.0c. The INM uses flight track information, aircraft fleet mix, aircraft profiles, and terrain as inputs to calculate and produce noise levels as defined locations and contours for land use compatibility maps. The results of the analysis indicate that seven new aircraft would increase noise levels in the

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
vicinity by a maximum of 0.1 dBA CNEL. Therefore, this increase would be relatively imperceptible and would not exceed FAA thresholds.				

Based on this information, impacts associated with long-term noise levels would be less than significant.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

Project construction would require the use of heavy equipment for site grading and excavation, installation of utilities, paving, and building fabrication. Construction would also involve the use of smaller power tools, generators, and other sources of noise. Construction noise, while of relatively short duration, can generate peak noise levels of up to 80–90 dBA at distances of 50 feet from the noise source. During each stage of construction there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of the activity. The nearest sensitive receptors are existing residences located at least 60 feet to the east of the proposed sites. During construction, noise would be perceptible and could potentially cause a nuisance at the nearest residences. However, construction work would be limited to the hours of 7:00 A.M. to 9:00 P.M. on weekdays, and 8:00 A.M. to 6:00 P.M. on Saturday, in accordance with the Los Angeles Municipal Code. The project applicant would also require contractors to muffle or control all construction equipment with a high noise generating potential, including all equipment powered by internal combustion engines, which would be a potentially significant impact, and locate all stationary noise generating equipment, such as compressors, as far as possible from existing houses. These practices would reduce temporary impacts from construction noise to a less-than-significant level.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

As discussed above under item XI.a, aircraft noise levels at the proposed buildings would not exceed City standards. Impacts would be less than significant.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The project site is not located in the vicinity of a private airport. As such, no impact would occur.

Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
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XII. POPULATION AND HOUSING

Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extensions of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

The project would not induce population growth in the Van Nuys area, since no new residences or commercial uses are proposed. The additional three airplane hangers would limit daytime increases in people using the airplanes stored in the additional hangers to a minimal level. The extension of utilities to these new hangers and offices would be minimal and feasible. Therefore, potential impacts to population growth would be less than significant.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The project sites do not contain any dwelling units. Therefore, no such impact would occur.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

Refer to the discussion for Item XII.b., above.

XIII. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- | | | | | |
|---------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

As a proposed aviation development surrounded by other light industrial and aviation uses and served by fire protection service at Van Nuys Airport, the proposed project is not expected to significantly impact fire protection services by not creating a sufficient increase in need for fire protection from the current development. There are also two City fire stations located at Van Nuys Airport. These fire stations serve the airport and surrounding community, and have direct access to the airfield. Therefore, impacts on fire protection would be less than significant.

- | | | | | |
|-----------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Police Protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
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Discussion:

Van Nuys Airport is patrolled by members of the Los Angeles World Airports Airport Police Department. The nature of the project being similar to existing uses at the sites and throughout the airport, and served by police protection services, the proposed project is not expected to significantly impact police protection services by not creating an increased need.

c) Schools? ☐ ☐ ☐ ☒

Discussion:

Since the project does not include the development of any residential dwelling units, the project will not induce any new demand on existing schools serving the area. No impact would occur.

d) Parks? ☐ ☐ ☐ ☒

Discussion:

The project does not propose any alteration of existing park facilities and would not result in a loss of recreational opportunities. In addition, no parks are proposed or required as part of the proposed project. No impact would occur.

e) Other public facilities? ☐ ☐ ☐ ☒

Discussion:

The proposed project would not affect any other public facilities. As such, no impact would occur.

XIV. RECREATION

Would the project:

a) Would the project increase the use of existing neighborhood, and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? ☐ ☐ ☐ ☒

Discussion:

The project does not induce any population growth nor does it add to or take away from cumulative park space and recreational opportunities in the area. Thus, the proposed project would not increase the use of existing neighborhood or regional parks. Therefore, no impacts associated with deterioration of recreational facilities would occur.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? ☐ ☐ ☐ ☒

Discussion:

The project does not propose any alteration of existing park facilities and would not result in a loss of recreational opportunities. In addition, no parks are proposed or required as part of the proposed project. As such, no impact would occur.

Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
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XV. TRANSPORTATION/TRAFFIC

Would the project:

- a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections?)

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion:

This discussion summarizes information contained in the Preliminary Traffic Investigation for Skytrails Aviation Project at Van Nuys Airport prepared by The Mobility Group (included as Appendix C).

The proposed project would replace existing airport uses at two leasehold sites within the eastern side of Van Nuys Airport. Table XV-1 shows the changes in trip generation for the two project sites and the existing location of Skytrails South. As shown, the total number of trips in the eastern side of the airport would remain the same at 90 trips in the A.M. peak hour and would reduce by 22 trips in the P.M. peak hour (from 98 to 76 trips). On a site-specific basis, trip generation at the southern site would decrease during both peak hours. At the northern site, peak hour traffic would increase by 16 trips during the A.M. peak hour, and decrease during the P.M. peak hour.

Based on this information, the City of Los Angeles Department of Transportation has determined that the proposed project would not have a significant impact on transportation/traffic in the project vicinity.

**TABLE XV-1 CHANGES IN VEHICLE TRIP GENERATION
BY PROJECT SITE**

<i>Project Site</i>	<i>Condition</i>	<i>A.M. Peak Traffic Hour</i>	<i>P.M. Peak Traffic Hour</i>
Skytrails North	Existing	27	57
	With Project	43	36
	Difference	+16	-19
Existing Skytrails South ^a	Existing	40	34
	With Project	40	34
	Difference	0	0
Proposed Skytrails South	Existing	23	7
	With Project	7	6
	Difference	-16	-1
Total Project	Existing	90	98
	With Project	90	76
	Difference	0	-22

a. No changes at this location are assumed since this trip generation would occur in association with whoever might reuse this site.

Source: The Mobility Group, 2003.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

As discussed for item XV.a, the City of Los Angeles Department of Transportation has determined that the proposed project would not have a significant impact on transportation/traffic in the project vicinity.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The proposed project could increase the number of jet planes operating from Van Nuys Airport, but would not result in any changes in air traffic patterns. As such, no impact would occur.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Project implementation would not entail the incorporation of any hazardous design features. In addition, circulation to and from the project site is not planned to be altered. As such, any potential impacts would be less than significant.

e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Vehicular access to the project site will not change. Additionally, the project sites are served by the fire protection services of Van Nuys Airport. Therefore, no significant impacts are anticipated.

f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Based on the City of Los Angeles' parking standards for office and industrial uses, a total of 181 parking spaces would be required at the Skytrails North site and 38 spaces would be required at Skytrails South. A total of 211 spaces are proposed for Skytrails North and 50 spaces are proposed for Skytrails South. Therefore, the proposed project provides more parking than required by City code and potential parking impacts would be less than significant.

g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The proposed project would primarily accommodate aircraft that already occur at Van Nuys Airport. Any people associated with the potential increase of seven aircraft would not generate a substantial demand for alternative transportation. Impacts would be less than significant.

Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
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XVI. UTILITIES AND SERVICE SYSTEMS

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

Wastewater generated by the proposed project would be discharged into the local wastewater treatment lines operated by the City of Los Angeles. The proposed project would not substantially increase the amount of wastewater generated at Van Nuys Airport. Impacts would be less than significant.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

The project will require tie-ins to existing water and wastewater infrastructure on currently on the sites and immediate area. 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 would be less than significant.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

Because the proposed project site is currently developed, the development of the proposed project would not result in a substantial increase in impervious surfaces and associated runoff. As a result, there would be no need for new or expanded stormwater drainage facilities. In addition, compliance with the requirements of the Standard Urban Stormwater Mitigation Plan (required as Mitigation Measure HYD-1 above) would require the collection and treatment of the first 3/4 inch of stormwater runoff from the site, which would control peak flow discharge from the site. With implementation of Mitigation Measure HYD-1, the impact of the project on surface water runoff would be further reduced to a less-than-significant level.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

This development of aviation uses would require a minimal increase in water supply, and, therefore, not result in inadequacies in water distribution and storage capacity. No deficiencies in the City's water supply have been identified. As such, impacts associated with water supplies would be less than significant.

	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

Refer to discussion for Item XVI.b., above.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

Discussion:

Construction of the proposed project, including demolition of existing structures at the two project sites, would generate solid waste. However, very few waste materials would be disposed of in landfills. Skytrails Aviation currently sends all concrete and asphalt debris materials to recycling facilities, and will do so with the proposed project. An existing hangar building would be sold to someone for use at a different location. As such, it would be disassembled and transported away. In order to maximize the amount of materials that are disposed of from the demolition of the existing stucco buildings, as well as the scrap materials generated during construction of the new buildings, Skytrails Aviation will require their primary contractors to provide separate bins for wood scraps, metal scraps, cardboard, and materials that cannot be recycled. The individual contractors will be required to emphasize deconstruction and diversion/recycle planning rather than demolition, to ensure that the maximum amount of recyclable materials are separated and placed in the appropriate bins. When completed and operational, the project would not result in a significant intensification of land use nor generate much more solid waste than the existing use at the project sites. Therefore, solid waste impacts would be less than significant.

g) Comply with federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

Discussion:

No overall increase in solid waste generation is anticipated as a result of the proposed project (see item XVI.f, above). The proposed project would comply with federal, State, and local statutes and regulations related to solid waste. In addition, privation in City and/or County recycling programs is assumed. Therefore, potential impacts would be less than significant.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
--------------------------------------	--	-------------------------------------	-----------

Discussion:

The proposed project sites are located within an urban and developed area, and no significant environmental or biological resources would be affected by proposed project implementation. As discussed in the above-described sections, the proposed project would have a less-than-significant potential to degrade the quality of the environment through impacts on air quality, biological resources, geology, hydrology and noise. As such, significant impacts with regard to these resources are not expected to occur.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a 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.)

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Discussion:

The proposed project could contribute to cumulative effects of known, probable, and reasonably foreseeable projects occurring within the City of Los Angeles. However, no other projects are proposed in the immediate vicinity of the proposed project sites. Therefore, the potential impacts identified in this Initial Study would primarily be associated with only the proposed project and would be limited to the immediate vicinity of the project sites. As discussed in the above-described sections, the potential impacts of the proposed project would be less than significant. As such, the potential impacts of the proposed projects would not be cumulatively considerable based on the information presented throughout this Initial Study.

- c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion:

As discussed in the above-described sections, the potential impacts of the proposed project would be less than significant.

4.0 LIST OF PREPARERS/CONTRIBUTORS

<i>Name</i>	<i>Issue Area/Role</i>
LEAD AGENCY: LOS ANGELES WORLD AIRPORTS	
Maurice Z. Laham	Airport Environmental Manager
Karen Hoo	Environmental Planner
APPLICANT: SKYTRAILS AVIATION	
Mark G. Sullivan	President
EIR CONSULTANT: EIP ASSOCIATES	
Michael A. Brown	Project Manager
Kelsey Bennett	Deputy Project Manager
Scott Wirtz	Environmental Planner
Joel Miller	Document Production Coordinator
EIR SUBCONSULTANTS	
Michael Bates The Mobility Group	Traffic, Circulation, and Parking

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APPENDICES

APPENDIX A AIR QUALITY DATA

EXPLANATION OF CHANGES MADE TO DEFAULT SETTINGS IN URBEMIS 2001

Project Number: 10665-00
Project Name: Skytrails Aviation

The following pages include the printed results of the air pollutant emissions modeling for one of the land use components of the proposed project. The air emissions modeling was conducted using the URBEMIS 2001 for Windows computer program developed for the South Coast Air Quality Management District and the San Joaquin Valley Unified Air Pollution Control District in June 2002. URBEMIS 2001 is programmed with EMFAC 2001 emission factors developed by the California Air Resources Board.

As part of this analysis, changes have been made to several of the default values programmed into URBEMIS 2001. These changes were made to more accurately reflect the nature of the proposed land use. Each of these changes are discussed below.

Vehicle Trip Rates

The default vehicle trip rate values were changed to be consistent with the traffic impact analysis prepared for the project.

Vehicle Fleet Mix

URBEMIS 2001 is programmed with the following state-wide average vehicle fleet mix:

State-Wide Vehicle Type	Total	
Automobiles	61.4%	
Light-Duty Trucks <3,750 pounds	9.3%	
Light-Duty Trucks 3,751-5,750 pounds	16.7%	
Medium-Duty Trucks 5,751-8,500 pounds	7.2%	} 10.40% Total Trucks
Light-Heavy-Duty Trucks 8,501-10,000 pounds	1.1%	
Light-Heavy-Duty Trucks 10,001-14,000 pounds	0.3%	
Medium-Heavy-Duty Trucks 14,001-33,000 pounds	1.1%	
Heavy-Heavy-Duty Trucks 33,001-60,000 pounds	0.7%	
Line-Haul Vehicles	0.0%	
Urban Buses	0.0%	
Motorcycles	1.4%	
School Buses	0.1%	
Motor Homes	0.7%	

However, this state-wide average fleet mix is not appropriate for the majority of land use analyses. The project land use assessed in this analysis is identified below along with the total percentage of trucks (medium and heavy) that are expected for this land use. The following vehicle mix was calculated based on the percentage of trucks associated with this land use. The percentage of trucks for each land use were determined from the 3rd, 4th, 5th, and 6th Editions of the ITE Trip Generation manual.

Project Land Use:	Truck %	ADT	Truck #
22 Gen. Aviation Airport	5.00%	49	2
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
Project Totals:		49	2
Project Truck %:	5.00%		

Vehicle Type	Total	
Automobiles	65.10%	
Light-Duty Trucks <3,750 pounds	9.86%	
Light-Duty Trucks 3,751-5,750 pounds	17.71%	
Medium-Duty Trucks 5,751-8,500 pounds	3.46%	} 5.00% Total Trucks
Light-Heavy-Duty Trucks 8,501-10,000 pounds	0.53%	
Light-Heavy-Duty Trucks 10,001-14,000 pounds	0.14%	
Medium-Heavy-Duty Trucks 14,001-33,000 pounds	0.53%	
Heavy-Heavy-Duty Trucks 33,001-60,000 pounds	0.34%	
Line-Haul Vehicles	0.00%	
Urban Buses	0.00%	
Motorcycles	1.48%	
School Buses	0.11%	
Motor Homes	0.74%	

URBEMIS 2001 For Windows 6.2.2

File Name: C:\Program Files\URBEMIS 2001 For Windows\Projects2k\Skytrails Avi
 Project Name: Skytrails Aviation
 Project Location: South Coast Air Basin (Los Angeles area)

SUMMARY REPORT
 (Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SO2
TOTALS (lbs/day, unmitigated)	0.07	0.97	0.39	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SO2
TOTALS (ppd, unmitigated)	1.18	0.46	6.18	0.30	0.00
TOTALS (ppd, mitigated)	1.18	0.46	6.18	0.30	0.00

URBEMIS 2001 For Windows 6.2.2

File Name: C:\Program Files\URBEMIS 2001 For Windows\Projects2k\Skytrails Avi
 Project Name: Skytrails Aviation
 Project Location: South Coast Air Basin (Los Angeles area)

DETAIL REPORT
 (Pounds/Day - Summer)

A SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	PM10	SO2
Natural Gas	0.07	0.97	0.39	0.00	-
Wood Stoves - No summer emissions					
Replaces - No summer emissions					
Landscaping	0.00	0.00	0.00	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
TALS (lbs/day, unmitigated)	0.07	0.97	0.39	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	PM10	SO2
Hangar office building	0.56	0.00	0.00	0.00	0.00
Airplane Flights	0.62	0.46	6.18	0.30	0.00
TOTAL EMISSIONS (lbs/day)	1.18	0.46	6.18	0.30	0.00

Includes correction for passby trips.

Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2004 Temperature (F): 90 Season: Summer

EMFAC Version: EMFAC2001 (10/2001)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Hangar office building	0.00 trips / 1000 sq. ft.	24.30	0.00
Airplane Flights	7.00 trips / Aircraft	7.00	49.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	65.10	4.70	94.50	0.80
Light Truck < 3,750 lbs	9.86	11.00	88.90	0.10
Light Truck 3,751- 5,750	17.71	1.80	97.60	0.60
Med Truck 5,751- 8,500	3.46	12.50	79.20	8.30
Lite-Heavy 8,501-10,000	0.53	18.20	72.70	9.10
Lite-Heavy 10,001-14,000	0.14	0.00	66.70	33.30
Med-Heavy 14,001-33,000	0.53	9.10	27.30	63.60
Heavy-Heavy 33,001-60,000	0.34	0.00	0.00	100.00
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.00	0.00	0.00	100.00
Motorcycle	1.48	90.90	9.10	0.00
School Bus	0.11	0.00	0.00	100.00
Motor Home	0.74	0.00	100.00	0.00

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			

% of Trips - Commercial (by land use)

Hangar office building	10.0	5.0	85.0
Airplane Flights	0.0	0.0	100.0

Changes made to the default values for Area

The wood stove option switch changed from on to off.
The fireplcase option switch changed from on to off.
The landscape option switch changed from on to off.
The consumer products option switch changed from on to off.
The area souce mitigation measure option switch changed from on to off.
Changes made to the default values for Operations

The light auto percentage changed from 61.4 to 65.1.
The light truck < 3750 lbs percentage changed from 9.3 to 9.86.
The light truck 3751-5750 percentage changed from 16.7 to 17.71.
The med truck 5751-8500 percentage changed from 7.2 to 3.46.
The lite-heavy truck 8501-10000 percentage changed from 1.1 to 0.53.
The lite-heavy truck 10001-14000 percentage changed from 0.3 to 0.14.
The med-heavy truck 14001-33000 percentage changed from 1.1 to 0.53.
The heavy-heavy truck 33001-60000 percentage changed from 0.7 to 0.34.
The motorcycle percentage changed from 1.4 to 1.48.
The school bus percentage changed from 0.1 to 0.11.
The motorhome percentage changed from 0.7 to 0.74.
The operational emission year changed from 2002 to 2004.
The operational winter selection item changed from 3 to 2.
The operational summer selection item changed from 8 to 7.



ICAO ENGINE EXHAUST EMISSIONS DATA BANK

SUBSONIC ENGINES

ENGINE IDENTIFICATION: BR700-710A2-20 BYPASS RATIO: 4.19
UNIQUE ID NUMBER: 4BR009 PRESSURE RATIO (π_{00}): 24.16
ENGINE TYPE: TF RATED OUTPUT (F_{00}) (kN): 65.61

REGULATORY DATA

CHARACTERISTIC VALUE:	HC	CO	NOx	SMOKE NUMBER
D_p/F_{00} (g/kN) or SN	3.8	79.6	49.3	18.0
AS % OF ORIGINAL LIMIT	19.2 %	67.4 %	55.8 %	67.6 %
AS % OF CAEP/2 LIMIT (NOx)			69.7 %	
AS % OF CAEP/4 LIMIT (NOx)			78.7 %	

DATA STATUS

- PRE-REGULATION
x CERTIFICATION
- REVISED (SEE REMARKS)

TEST ENGINE STATUS

- NEWLY MANUFACTURED ENGINES
x DEDICATED ENGINES TO PRODUCTION STANDARD
- OTHER (SEE REMARKS)

EMISSIONS STATUS

x DATA CORRECTED TO REFERENCE
(ANNEX 16 VOLUME II)

CURRENT ENGINE STATUS

(IN PRODUCTION, IN SERVICE UNLESS OTHERWISE NOTED)
- OUT OF PRODUCTION
- OUT OF SERVICE

MEASURED DATA

MODE	POWER SETTING (% F_{00})	TIME minutes	FUEL FLOW kg/s	EMISSIONS INDICES (g/kg)			SMOKE NUMBER
				HC	CO	NOx	
TAKE-OFF	100	0.7	0.714	0.02	1.04	18.73	13.96
CLIMB OUT	85	2.2	0.595	0.02	0.93	15.03	11.87
APPROACH	30	4.0	0.214	0.05	4.81	7.67	0.27
IDLE	7	26.0	0.089	1.12	28	4.67	0.57
LTO TOTAL FUEL (kg) or EMISSIONS (g)			299	160	4239	2784	-
NUMBER OF ENGINES				1	1	1	1
NUMBER OF TESTS				3	3	3	3
AVERAGE D_p/F_{00} (g/kN) or AVERAGE SN (MAX)				2.44	64.82	42.49	13.96
SIGMA (D_p/F_{00} in g/kN, or SN)				-	-	-	-
RANGE (D_p/F_{00} in g/kN, or SN)				2.19-2.70	64.31-65.59	41.81-42.91	12.60-15.15

ACCESSORY LOADS

POWER EXTRACTION 0 (kW)
STAGE BLEED 0 % CORE FLOW

AT - POWER SETTINGS
AT - POWER SETTINGS

ATMOSPHERIC CONDITIONS

BAROMETER (kPa)	100.9-101.2
TEMPERATURE (K)	282.9-286.7
ABS HUMIDITY (kg/kg)	.0064-.0087

FUEL

SPEC	AVTUR
H/C	1.89-1.92
AROM (%)	16.4-18.0

MANUFACTURER: BMW Rolls-Royce GmbH
TEST ORGANIZATION: BMW Rolls-Royce GmbH
TEST LOCATION: BMW Rolls-Royce GmbH, Dahlewitz, Germany
TEST DATES: FROM 19 Oct 96 TO 20 Oct 96

REMARKS

1. Data from Certification report E-TR853/96-(FR) ISS01.
2. For Canadair Global Express application

Aircraft Emissions

Emission per Landing and Takeoff

Aircraft Type: Gulfstream V
 Engine Type: Rolls-Royce BR700-710A2-20
 Number of Aircraft: 7
 Engines per Aircraft: 2
 Total Engines: 14

Mode	Power Setting %	Time in Minutes	Fuel Flow (kg/s)	Total Fuel Flow (kg)	Emissions Indices (g/kg) per Engine			Emissions in Pounds per Day		
					CO	ROG	NOx	CO	ROG	NOx
Approach	30	4.0	0.214	51.360	4.81	0.05	7.67	7.62	0.08	12.15
Idle	7	12.9	0.089	68.886	28.00	1.12	4.67	59.48	2.38	9.92
Takeoff	100	0.4	0.714	17.136	1.04	0.02	18.73	0.55	0.01	9.90
Climb Out	85	0.5	0.595	17.850	0.93	0.02	15.03	0.51	0.01	8.27
LTO Totals		17.8		155.232				68.16	2.48	40.24

APPENDIX B NOISE DATA

SKYTRAIL AVIATION PROJECT

Based on the information provided by Skytrails Aviation in a letter dated June 10, 2002, the following assumptions were made:

New aircraft to be added as part of the project and the number of monthly average departures by Day/Eve/Night, as reported by Skytrails Aviation:

<u># New A/C Added</u>	<u>Aircraft Type</u>	<u>Day</u>	<u>Eve</u>	<u>Night</u>
5	Gulfstream V	20.2	6	2.8
1	Challenger 604	11	3	2
1	Global Express	5	2	1
2	King Air 200	60	7	3
1	Hawker 800	7	1	1

For the purpose of modeling these aircraft, the number of arrivals was assumed to equal the number of departures and the breakdown of day/eve/night arrivals was assumed to be the same as the departures. Also, the following assignments were made in the Integrated Noise Model (INM) Version 6.0c:

<u>Aircraft Type</u>	<u>Modeled Aircraft Type</u>
Gulfstream V	GV
Challenger 604	CL601
Global Express	GV
King Air 200	DHC6
Hawker 800	LEAR35

Based on the above assumptions, the following table shows the number of average daily operations added to the existing operations in the model. The base case used to represent existing operations was the calendar year 2001. Shown in the table below are the average daily operations for each of the affected aircraft types for the base case, the operations added, and the new total counts for each type.

<u>Operation Type</u>	<u>Aircraft Type</u>		<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Total</u>
Departures	GV	Existing	0.3785	0.0316	0.0287	0.4388
		Newly Added	0.8289	0.2632	0.1250	1.2171
		New Total	1.2074	0.2948	0.1537	1.6559
	CL601	Existing	0.6015	0.0000	0.3024	0.9039
		Newly Added	0.3618	0.0989	0.0658	0.5265
		New Total	0.9633	0.0989	0.3682	1.4304
	DHC6	Existing	8.6431	0.2304	0.5761	9.4496
		Newly Added	0.7895	0.0921	0.0395	0.9211
		New Total	9.4326	0.3225	0.6156	10.3707
	LEAR35	Existing	5.3047	0.3957	0.5572	6.2576
		Newly Added	0.5921	0.2302	0.0329	0.8552
		New Total	5.8968	0.6259	0.5901	7.1128
Arrivals	GV	Existing	0.3082	0.1286	0.0749	0.5117
		Newly Added	0.8289	0.2632	0.1250	1.2171
		New Total	1.1371	0.3918	0.1999	1.7288
	CL601	Existing	0.3613	0.0000	0.9065	1.2678
		Newly Added	0.3618	0.0989	0.0658	0.5265
		New Total	0.7231	0.0989	0.9723	1.7943
	DHC6	Existing	7.5847	1.2748	0.5232	9.3827
		Newly Added	0.7895	0.0921	0.0395	0.9211
		New Total	8.3742	1.3669	0.5627	10.3008
	LEAR35	Existing	5.0604	1.3055	0.9255	7.2914
		Newly Added	0.5921	0.2302	0.0329	0.8552
		New Total	5.6525	1.5357	0.9584	8.1466

All operations were assumed to be in a southerly direction, utilizing strait in arrival and departure tracks. Existing and projected counts shown only represent strait in arrival and departure tracks, and do not represent actual total operations for those aircraft types.

RESULTS

To determine the impact of the additional operation on properties in close proximity to the airport, an analysis of the Community Noise Equivalent Level (CNEL) at seven location points in the communities surrounding VNY (the seven existing noise monitoring station locations) was performed. In addition, comparisons of the Maximum Noise Levels (Lmaxs) and the maximum Sound Exposure Levels (SELs) were also undertaken.

There were no significant changes in the CNEL, SEL, and Lmax levels at any of the affected location points based on the increase in operation. There was a 0.1-dB increase in the CNELs at sites V2, V4 and V5. Values of less than 3 dB are considered imperceptible.

It should be noted that of the four aircraft types included in this analysis, only one of the types (the LEAR35) currently has a significant impact on the overall noise levels on departure at any of the seven location points. Departure operations from the GV, CL601, and DHC6 only account for approximately 1 to 1.5% of the impact.

4Q01 BASECASE

GRID_ID	I_IN	J_IN	X_COORD	Y_COORD	Z_COOR	LATITUDE	LONGITUDE	METRIC	DNL	CNEL
V1	1	1	-0.0890	1.0319	775.0	34.227038	-118.491762	69.6	0.0	69.6
V2	1	1	0.0869	0.7390	775.0	34.222148	-118.488226	69.0	0.0	69.0
V3	1	1	0.1651	-0.5745	775.0	34.200218	-118.486656	75.2	0.0	75.2
V4	1	1	-0.2449	-0.5831	775.0	34.200075	-118.494894	67.3	0.0	67.3
V5	1	1	0.1409	-1.1537	775.0	34.190548	-118.487142	72.9	0.0	72.9
V6	1	1	-0.1017	-1.2916	775.0	34.188246	-118.492016	68.6	0.0	68.6
V7	1	1	0.0426	-1.4633	775.0	34.185379	-118.489117	70.6	0.0	70.6

4Q01 PROJECT CASE - SKYTRAILS

GRID_ID	I_IN	J_IN	X_COORD	Y_COORD	Z_COOR	LATITUDE	LONGITUDE	METRIC	DNL	CNEL
V1	1	1	-0.0890	1.0319	775.0	34.227038	-118.491762	69.6	0.0	69.6
V2	1	1	0.0869	0.7390	775.0	34.222148	-118.488226	69.1	0.0	69.1
V3	1	1	0.1651	-0.5745	775.0	34.200218	-118.486656	75.2	0.0	75.2
V4	1	1	-0.2449	-0.5831	775.0	34.200075	-118.494894	67.4	0.0	67.4
V5	1	1	0.1409	-1.1537	775.0	34.190548	-118.487142	73.0	0.0	73.0
V6	1	1	-0.1017	-1.2916	775.0	34.188246	-118.492016	68.6	0.0	68.6
V7	1	1	0.0426	-1.4633	775.0	34.185379	-118.489117	70.6	0.0	70.6



Van Nuys Los Angeles World Airports

2Q02

California State Airport Noise Standards Quarterly Report

LEGEND

- Residential - Single Family within Contour
- Residential - Multi-Family within Contour
- Compatible Land Use
- Airport Property
- 65 CNEL dB CONTOUR
- Airport Boundary
- Freeways
- Streets
- Noise Monitoring Stations
- Landmarks
- Churches
- Hospitals
- Schools

NOTES

Noise Contours are generated using the Federal Aviation Administration's Integrated Noise Model (INM) version 6.0c. The INM contour data file is based on annualized operational information gathered for the 12 month period ending December 31, 2001. The INM program was run after the fourth quarter of the previous year, and the resultant contour is adjusted to the current quarter's Noise Monitoring Station (NMS) annual average aircraft CNEL.

Sources of information include: Runway Utilization Reports, FAA's Automated Radar Terminal System (ARTS) Data, FAA Tower Traffic Records, and the Passive Secondary Surveillance Radar (PASSUR) Data.

Dwelling unit calculations are based on estimates made using June 1987 assessor information, supplemented with land use surveys. Population estimates reflect the increases from the 1990 census data for persons per dwelling unit.

Map projection is in State Plane Feet based on North American Datum of 1983 (NAD83), and is located in Zone 5 of the California Coordinate System of 1983.

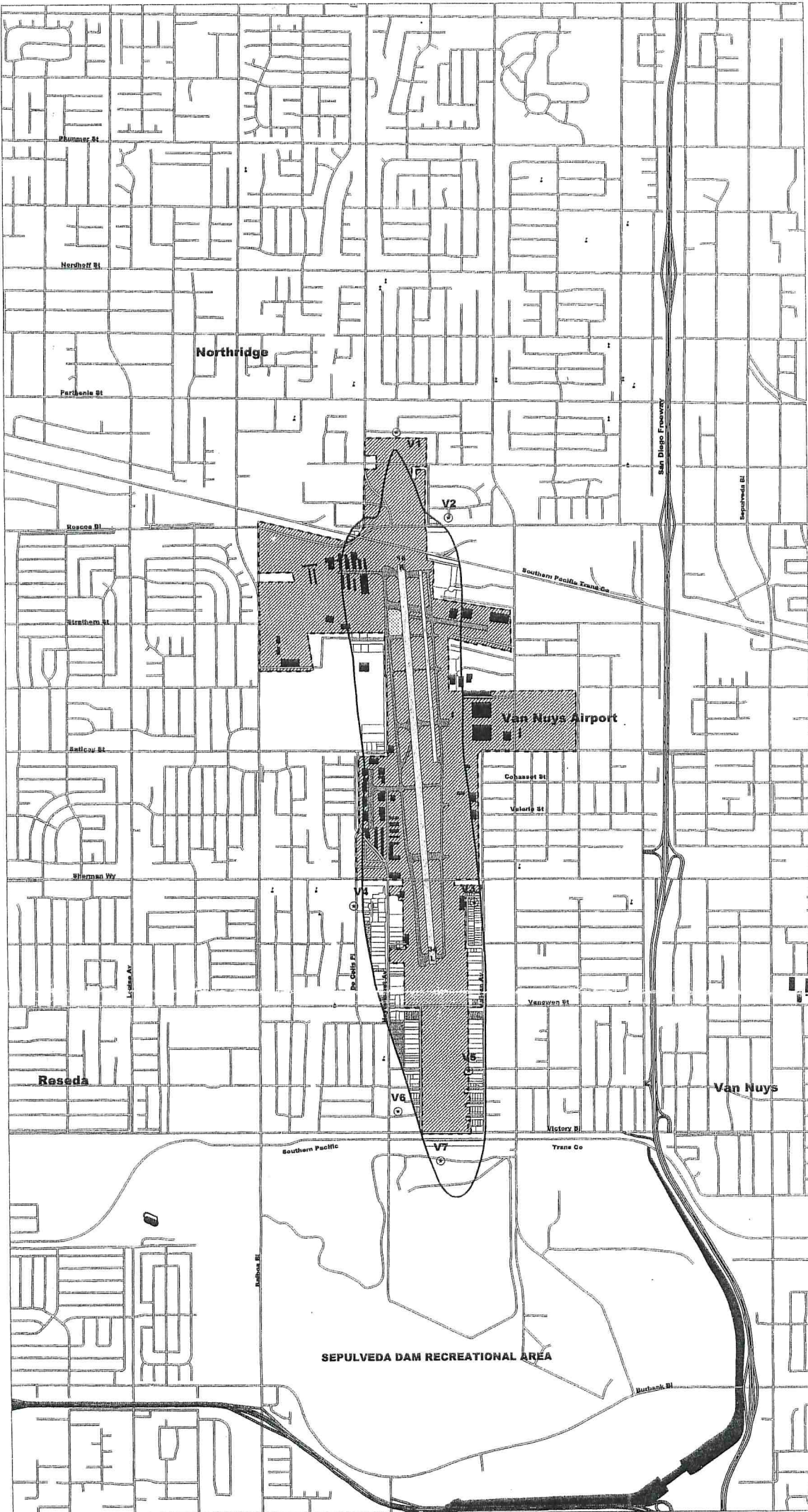
Reproduced with permission granted by THOMAS BROS. MAPS. This map is based on data copyrighted by THOMAS BROS. MAPS. It is unlawful to copy or reproduce all or any part of this map, whether for personal use or resale, without permission.

TECHNICAL NOTES

0.5 0 0.5 1 Miles

Environmental Management Division
Environmental Affairs Officer: Gary Brown

Checked by: Scott M. Tatro, Environmental Supervisor II
Prepared by: Ronald L. Roque, Environmental Specialist II
Prepared On: September 25, 2002



APRIL DAILY CNEL VALUES

	V1	V2	V3	V4	V5	V6	V7
1 Mon	65	59	65	63	65	63	64
2 Tue	62	62	64	62	65	62	64
3 Wed	63	61	67	64	66	63	65
4 Thu	65	64	68	64	67	64	65
5 Fri	67	64	69	65	67	65	67
6 Sat	63	63	67	64	65	63	65
7 Sun	66	62	67	63	66	64	65
8 Mon	61	63	69	65	68	64	65
9 Tue	64	60	65	64	66	64	66
10 Wed	64	63	66	65	67	65	67
11 Thu	64	59	64	63	65	62	64
12 Fri	64	61	66	63	65	63	65
13 Sat	64	59	64	62	66	63	65
14 Sun	66	61	68	64	65	64	65
15 Mon	63	61	65	64	67	65	66
16 Tue	66	67	66	66	65	66	66
17 Wed	65	66	71	66	67	65	67
18 Thu	65	64	67	65	68	65	68
19 Fri	65	64	67	64	64	62	65
20 Sat	64	62	68	63	65	62	64
21 Sun	64	60	68	66	66	63	66
22 Mon	62	61	64	62	63	63	65
23 Tue	61	60	67	63	65	63	65
24 Wed	65	64	69	64	66	64	66
25 Thu	64	65	68	65	66	63	65
26 Fri	67	65	67	65	68	64	66
27 Sat	62	60	65	62	64	62	64
28 Sun	65	60	67	64	66	63	65
29 Mon	63	65	67	65	68	65	68
30 Tue	64	63	66	64	66	64	65

MAY DAILY CNEL VALUES

	V1	V2	V3	V4	V5	V6	V7
1 Wed	67	67	66	66	65	63	65
2 Thu	66	64	68	65	67	64	66
3 Fri	63	61	66	64	64	63	64
4 Sat	64	58	64	62	66	63	66
5 Sun	65	63	67	65	68	65	67
6 Mon	63	62	65	64	65	61	63
7 Tue	65	64	67	68	69	67	68
8 Wed	64	62	65	64	64	62	65
9 Thu	65	63	65	64	66	64	66
10 Fri	65	65	70	66	68	64	65
11 Sat	64	63	67	64	66	64	65
12 Sun	67	64	64	61	62	59	62
13 Mon	65	64	65	62	65	64	65
14 Tue	63	61	66	64	67	65	67
15 Wed	65	62	65	64	66	64	66
16 Thu	63	63	67	64	67	64	66
17 Fri	62	62	64	64	64	62	64
18 Sat	62	60	62	64	61	61	63
19 Sun	65	64	63	62	65	61	63
20 Mon	62	64	64	64	65	63	65
21 Tue	66	65	68	65	65	61	64
22 Wed	65	63	64	64	64	62	64
23 Thu	66	63	67	65	65	65	68
24 Fri	65	63	67	65	69	66	67
25 Sat	61	61	62	61	63	63	63
26 Sun	61	59	61	64	62	63	63
27 Mon	65	61	64	67	64	65	65
28 Tue	65	64	66	64	67	64	66
29 Wed	64	59	65	63	66	64	65
30 Thu	63	60	64	63	66	62	64
31 Fri	63	61	64	63	65	62	65

JUNE DAILY CNEL VALUES

	V1	V2	V3	V4	V5	V6	V7
1 Sat	65	62	67	62	64	62	67
2 Sun	66	65	69	65	67	65	67
3 Mon	64	62	66	64	66	64	67
4 Tue	62	60	65	63	67	62	66
5 Wed	64	61	65	64	67	65	68
6 Thu	66	60	63	64	68	65	66
7 Fri	62	65	67	65	67	63	66
8 Sat	63	62	67	62	66	63	65
9 Sun	64	61	65	61	65	61	64
10 Mon	64	62	67	65	66	63	65
11 Tue	63	63	66	64	67	63	66
12 Wed	63	61	66	65	67	64	66
13 Thu	64	63	65	64	68	64	68
14 Fri	64	60	64	64	66	65	66
15 Sat	63	62	62	62	67	63	66
16 Sun	63	57	62	60	65	62	63
17 Mon	64	64	65	64	66	63	65
18 Tue	64	62	68	65	70	64	68
19 Wed	64	63	67	64	68	65	66
20 Thu	67	64	64	64	67	65	66
21 Fri	64	62	68	65	69	65	67
22 Sat	64	62	66	63	65	63	65
23 Sun	64	62	69	64	69	66	68
24 Mon	64	62	68	64	65	63	65
25 Tue	63	60	66	62	66	62	65
26 Wed	64	60	65	64	67	64	66
27 Thu	64	63	62	63	64	63	65
28 Fri	65	60	66	64	67	63	65
29 Sat	64	59	65	62	66	63	65
30 Sun	64	58	65	62	65	63	65

SUMMARY OF STATISTICAL INFORMATION

- Size of Noise Impact Area as defined in the Noise Standards (California Code of Regulations, Title 21, Chapter 2.5 Subchapter 6): 35.8 Acres
- Estimated number of dwelling units included in the Noise Impact Area as defined in the Noise Standards: 809
- Estimated number of people residing within the Noise Impact Area as defined in the Noise Standards: 1,960
- Identification of aircraft type having highest takeoff noise level operating at this airport together with estimated number of operations by this aircraft type during the calendar quarter reporting period: B727 (37 Operations)
- Total number of aircraft operations during the calendar quarter: 128,213

ANNUAL CNEL VALUES

V1	V2	V3	V4	V5	V6	V7
64	63	67	64	66	63	66

APPENDIX C TRAFFIC REPORT

Memorandum

To: Sergio Valdez, LADOT
Jay Kim, LADOT
Michael Brown, EIP Associates
Karen Hoo, LAWA

From: Mike Bates

Subject: Initial Traffic Study for Skytrails Project at Van Nuys Airport

Date: January 20, 2003

Attached is our preliminary traffic investigation for the Skytrails Project at Van Nuys Airport.

Please review this document, after which I would like to set up a conference call in a few days to discuss what further traffic studies, if any, may be necessary for this project.

This project is a relocation of an existing facility with some expansion. We estimate a net increase for the facility of 9 trips in the a.m. peak hour and 8 trips in the p.m. peak hour.

Because of the relocation of existing uses, our initial study shows a net overall reduction in trips on the east side of the airport for this project, except for a very slight increase of 16 trips in the a.m. peak hour. It seems unlikely there will be any significant traffic impacts from the Skytrails Project.

The relocation of the existing uses is considered a separate project by LAWA and will probably be processed separately. This may require a traffic study, depending on the nature of the action by LAWA.

For your information, the Final EIR for the Van Nuys Airport Master Plan (February 2000) identified no transportation mitigation measures, but had a statement that . . . "New Development will require the approval from the Department of Transportation who will impose necessary measures that will lessen potential impacts to a less than significant level" . . . (page 4).

I look forward to discussing this with you further in the next week.

Skytrails Aviation Project At Van Nuys Airport

Preliminary Traffic Investigation

The Mobility Group
January 17, 2003

Description of Proposed Project

Skytrails Aviation currently operates a general aviation passenger facility on the south side of Van Nuys Airport, with access from Vanowen Street (see Site A on Figure 1).

Skytrails proposes to relocate their operation to two locations on the east side of the airport, at Site B – accessed by Hart Street from Woodley Avenue, and Site C – accessed via Valjean Avenue and/or Covello Street from Woodley Avenue (see Figure 1).

Site B is currently an airport maintenance facility. Site C is currently a general aviation facility comprising primarily aircraft tie-down space and a flight school. The airport intends to relocate these existing uses to the west side of the airport, in the general area of the old National Guard facility (Site D on Figure 1). This relocation is a separate project to the Skytrails Project (see attached memorandum from EIP Associates).

Table 1 summarizes the existing and projected uses at each of the three sites. Table 2 summarizes the proposed uses in detail along with projected activity rates (number of pilots and passengers per day, and number of employees).

In summary, Skytrails will vacate their current facility at Site A, and relocate the majority of their operation to Site C, with a small part at Site B. In the process, they will expand their passenger operation by about 37%.

Existing Trips

Trip generation data for these uses is not readily available from the standard sources. An initial estimate of existing trip generation at each site was made, and is shown in Table 3. This estimate was based on existing site characteristics, and assumed 20% of pilot/passenger trips occurred in each peak hour, and that 50% of employee trips occurred in each peak hour.

Subsequently, automatic traffic counts were conducted at the driveway entrances to each site, for two days (December 17, and 18, 2002). Each site has only one driveway, so all

trips to/from that site/facility were captured in the counts. However, general access to other on-airport facilities can also be made via each of these driveways.

The automatic counts are thus conservatively high because they may include airport access traffic not destined to the specific facilities in question. However, a manual check was conducted during the afternoon peak period count for the Site A driveway where it was observed that there was very little traffic not related to Skytrails at that time.

In identifying the peak hour of the counts we also took the highest hour in the peak period (sometimes 4-5pm, sometimes 5-6pm, rather than a common hour for the peak hour of the street system). Again, this provides a conservative "worst case" estimate.

The observed traffic counts are also shown in Table 3 for both peak periods (average of the two days observations). It can be seen that the numbers are relatively close to the initial trip generation estimates. It is therefore concluded that the observed counts can be taken as reliable indicators of trip generation for the three sites.

Future Trips

Future Skytrails trip generation was estimated based on the projected growth in pilot and passenger activity (the number of employees is projected to remain the same) identified in Table 2. A 37% growth in pilot/passenger volume translates to a 26% growth in total activity at the facility (pilots/passengers plus employees). The existing counts for the Skytrails driveway (Site A) were therefore increased by 26% to represent future trip generation for the project. These totals were then proportioned between the future Site B and Site C based on the levels of activity projected in Table 2.

Comparing the existing trips for Site A in Table 3 with the future trips for Sites B and C, shows that a.m. peak hour trips for Skytrails will increase from 40 trips to 49 trips, and p.m. peak hour trips will increase from 34 trips to 42 trips.

It is concluded that the number of trips generated by the Skytrails facility would increase by 9 trips in the a.m. peak hour and by 8 trips in the p.m. peak hour.

Changes in Trip Generation

Skytrails Project

Table 4 shows the changes in trip generation for each site. Trip credits for the existing Skytrails are not assumed, as these credits will accrue to whoever might re-use that site.

The total number of trips generated by all three sites (A,B, and C) on the east side of the airport would remain the same at 90 trips in the a.m. peak hour and would reduce by 22 trips in the p.m. peak hour (from 98 trips to 76 trips).

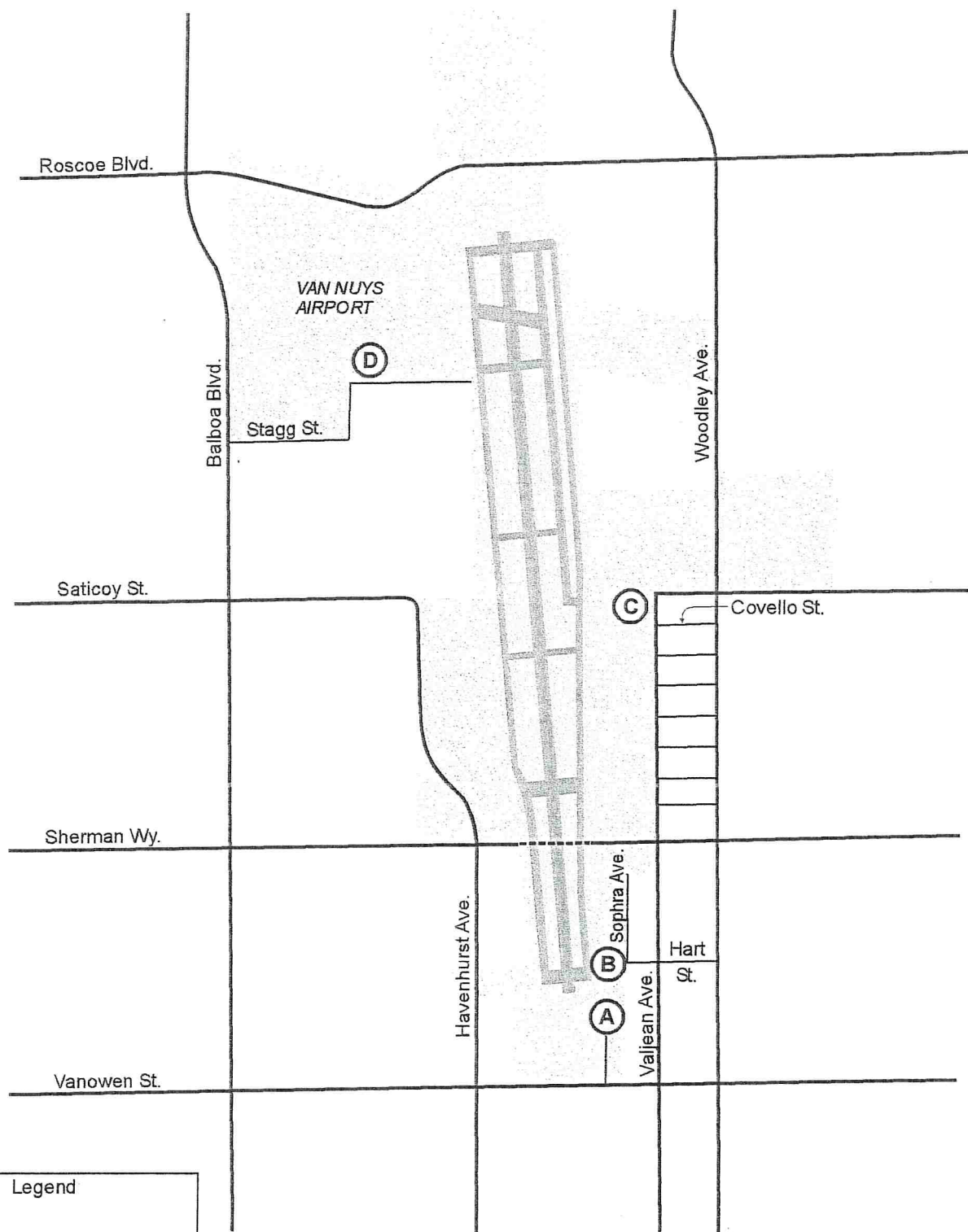
As shown in Table 4, on the east side of the airport, peak hour trips would decline in both peak hours at both Site B and Site C, except for the a.m. peak hour at Site C (future Skytrails North) where trips would increase by 16 trips.

It appears therefore that the Skytrails Project would not have a significant traffic impact.

Airport Project to Relocate Uses at Site B and Site C.

On the west side of the airport (Site D), because of the airport's separate project for the relocation of existing uses, the number of trips would increase by 50 trips in the a.m. peak hour, and by 64 trips in the p.m. peak hour (existing trip totals from these uses on the east side of the airport).

However, these will not be net new overall trips in the area. Rather they will be relocated existing trips already associated with the airport.



Legend



Figure 1
Site Plan

Table 1. Skytrails Aviation Project at Van Nuys Airport – Overview Definition of Project Areas

Condition	Site A	Site B	Site C
Existing Condition	<p><u>Existing Skytrails Facility</u></p> <p>Skytrails Aviation primary location. Passenger terminal (inc. offices, pilot & passenger accommodations). Four hangars. Access via Vanowen.</p>	<p><u>Existing Maintenance Building</u></p> <p>Airport maintenance building (9,075 sf). Access via Sophia.</p>	<p><u>Existing General Aviation</u></p> <p>Airplane parking and tie-downs. Blue Skies Aviation Flight School (4,914 sf). Portable hangars. Access via Valjean.</p>
Proposed Condition	<p><u>Vacant</u></p> <p>Skytrails to vacate. Becomes available to new tenants.</p>	<p><u>Future Skytrails South Facility</u></p> <p>Skytrails secondary facility. One hanger/office building (41,319 sf). Access via Sophia.</p> <p><u>Separate Airport Project</u></p> <p>Existing facilities to be relocated to west side of airport (to area previously occupied by California Air National Guard).</p>	<p><u>Future Skytrails North Facility</u></p> <p>Skytrails primary facility. Passenger terminal. Two new hangars. Associated facilities (as per existing Skytrails South), (up to 201,750 sf). Three fuel storage tanks. Access via Valjean.</p> <p><u>Separate Airport Project</u></p> <p>Existing facilities to be relocated to west side of airport (to area previously occupied by California Air National Guard).</p>

Table 2. Skytrails Aviation Project at Van Nuys Airport – Detailed Definition of Project Areas

Condition, and Parameter	Site A	Site B	Site C	Total All Sites
Existing Condition	Existing Skytrails South	Existing Airport Maintenance	Existing General Aviation	
No. of Planes	40 Skytrails (23 jet, 12 prop, 5 helo) 1-7 Transient	N/A	120 park/tie-downs (118 prop, 1 jet, 1 helo) (inc. 55 portable hangers)	162
Pilots/Passengers per Day	100	N/A	162	262
Employees	45	30	22	97
Parking Spaces	72	28	66	166
Access	Via Vanowen	Via Sophia	Via Valjean	
Future Condition	Vacant	Future Skytrails South	Future Skytrails North	
No. of Planes	N/A	3	27 Skytrails (jets) 1-7 transient aircraft servicing	30
Pilots/Passengers per Day	N/A	7	130	137
Employees	N/A	20	25	45
Parking Spaces	N/A	50	211	261
Access	N/A	Via Sophia	Via Valjean	
The Mobility Group Revised January 9, 2003				

Table 3. Skytrails Aviation Project at Van Nuys Airport - Trip Generation Estimate

The Mobility Group
1/8/03

Location		Description	Quantity	Occupancy	Estimated Peak Hour Trips		Existing Counts ⁵	
					A.M Peak	P.M Peak	A.M Peak	P.M Peak
<u>Existing Conditions</u>								
Site A	1. Skytrails 16233 Van Owen Street	No. Of Planes Pilots / Passengers per Day ¹ Employees ²	40 100 45	1.1 ³ 1 ⁴ Subtotal	18 23 41	18 23 41		34
Site B	2. Airport Maintenance Building Hart Street / Sophia Avenue	No. Of Planes Pilots / Passengers per Day ¹ Employees ²	N/A N/A 30	1.1 ³ 1 ⁴ Subtotal	15 15 15	15 15 15		7
Site C	3. Tie-Down / Flight School 7535 Valjean Avenue	No. Of Planes Pilots / Passengers per Day ¹ Employees ²	120 162 22	1.1 ³ 1 ⁴ Subtotal Total	29 11 40 96	29 11 40 96	27 90	55 96
<u>Future Conditions</u>								
Site B	Future Skytrails South	No. Of Planes Pilots / Passengers per Day Employees	3 7 20				Future Trips ⁶ A.M (8 - 9) P.M (5-6)	
Site C	Future Skytrails North	No. Of Planes Pilots / Passengers per Day Employees	27 130 25			7	6	
Assumptions								

Table 4. Changes in Trip Generation By Site (Vehicle Trips)

Site	Condition	A.M. Peak Hour	P.M. Peak Hour
Site A	Existing	40	34
	Future	40	34
	Difference	0	0
Site B	Existing	23	7
	Future	7	6
	Difference	-16	-1
Site C	Existing	27	57
	Future	43	36
	Difference	+16	-19
Total East Airport (Skytrails Project)	Existing	90	98
	Future	90	76
	Difference	0	-22
Site D (Separate Airport Project)	Existing	N/A	N/A
	Future	50	64
	Difference	+50	+64

Source: Trip generation analysis by site, in Table 3.



ASSOCIATES

MEMORANDUM

TO: Michael Bates, The Mobility Group
FROM: Michael Brown
SUBJECT: Los Angeles World Airports Actions for the "Propeller Park" at Van Nuys Airport
DATE: January 14, 2003

As you are aware, Skytrails Aviation is proposing to lease and develop two parcels at Van Nuys Airport. The northern parcel is currently leased and managed by Skytrails Aviation, and is currently used to store and tie-down approximately 118 single and twin engine piston aircraft, one single-engine jet aircraft, and a helicopter. In order for the proposed project to proceed, these existing aircraft would need to be transferred to another part of Van Nuys Airport or another airport altogether.

For some time now, Los Angeles World Airports (LAWA) has been considering the designation and possible development of a "propeller park" on the western side of Van Nuys Airport in a vacant area that was previously occupied by the California Air National Guard. This project has been developed based on community demand and concerns. For example, the residents living to the immediate west of Van Nuys Airport along Balboa Boulevard have requested that light propeller aircraft be operated from this area of the airport as opposed to new jet aircraft. Such a propeller park could be as simple as moving the existing aircraft to this location and not doing any physical improvements to the site, or constructing new restroom, office, and possible restaurant facilities at this location. No specific plans are proposed at this time.

The one fact that is known at this time is that the existing propeller aircraft would need to be transferred to another location before the Skytrails Aviation project can commence at the northern location. This is an action that is separate from the Skytrails Aviation project in that it is proposed by LAWA, is not under the management or direction of Skytrails Aviation, and could happen on its own without the Skytrails Aviation project. LAWA would evaluate the relocation of these aircraft to another location at Van Nuys Airport as a completely separate project from that proposed by Skytrails Aviation. LAWA could transfer the aircraft to the western side of the airport as a project that is exempt from environmental review under the California Environmental Quality Act (CEQA), or could conduct environmental review if the project includes any new development at the site.

For the purpose of the environmental review for the Skytrails Aviation project, the transfer for propeller aircraft to the western side of Van Nuys Airport is considered to be a separate project that would be part of the future baseline condition since it would need to occur before the Skytrails Aviation project can proceed.

P:\10665-00 Skytrails Aviation Hangar EIR\Correspondence\Bates Propeller Park Memo.doc

APPENDIX D

**RESPONSE TO COMMENTS RECEIVED ON THE
NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION
AND THE DRAFT INITIAL STUDY**

SKYTRAILS AVIATION HANGAR PROJECT

CASE NUMBER: AD 259-03

RESPONSE TO COMMENTS RECEIVED ON THE NOTICE OF INTENT TO ADOPT AND NEGATIVE DECLARATION AND THE DRAFT INITIAL STUDY

Prepared for
City of Los Angeles
Los Angeles World Airports
Environmental Management Bureau
One World Way
Los Angeles, California 90045

JUNE 2004

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2.0 RESPONSES TO COMMENTS

2.1 Responses to Comments

This section contains all comments received on the Draft Initial Study for the Skytrails Aviation Hangar Project during the public review period, as well as Los Angeles World Airports' responses to these comments. Reasoned, factual responses have been provided for all comments received, with particular emphasis on significant environmental issues. Detailed responses have been provided where a comment raises a specific issue; however, a general response has been provided where the comment is relatively general. Where a comment does not raise an environmental issue, or expresses the subjective opinion of the commenter, the comment is noted, but no response is provided.

2.1.1 Topical Responses

Topical responses are provided for broad issue areas where there were several public comments. Specifically, topical responses are provided to address the following issues: (A) Expansion of Van Nuys Airport and (B) Preparation of a Full Environmental Impact Report for the Project.

Topical Response A—Expansion of Van Nuys Airport

Several commenters described the proposed project as an expansion of Van Nuys Airport. This is an incorrect characterization.

As stated on page 3 of the Draft initial Study, Skytrails Aviation is seeking approval from the Board of Airport Commissioners of the City of Los Angeles for a facility renovation at two leasehold areas at Van Nuys Airport. Both of these sites are located within the existing boundaries of Van Nuys Airport and are currently developed and used for airport-related activities. The proposed land uses and activities are consistent with the existing planning and zoning designations for the two sites. Therefore, implementation of the proposed project would neither expand the physical boundaries of Van Nuys Airport nor increase the amount of land that is designated for airport-related land uses at the airport.

Page 9 of the Draft Initial Study states that the project has been planned to accommodate aircraft that are presently located at Van Nuys Airport and up to seven stage III jet aircraft that would be new to the airport. This is not meant to imply that these aircraft could not operate from Van Nuys Airport if the proposed project is not approved or implemented. Jet aircraft are very expensive and many owners of such aircraft are looking for hangar facilities in which to store aircraft indoors at Van Nuys Airport. In the absence of hangar facilities, the jets are stored outdoors. New jets can operate from Van Nuys Airport without any discretionary approval required from the Board of Airport Commissioners. Therefore, the numbers of jets operating from the airport can increase at any time based on demand and available parking areas. Space is currently available at Van Nuys Airport to accommodate several new jet aircraft; they simply need to park outdoors. Therefore, implementation of the proposed project would

not increase the number of jet aircraft that could otherwise operate from Van Nuys Airport. Rather, it provides indoor storage for up to 30 jet aircraft.

At the time that the Draft Initial Study was prepared, Skytrails Aviation knew of several jet owners that operate from Van Nuys Airport who wanted to lease space and store their aircraft within the proposed hangar facilities. The project was planned to accommodate up to seven additional aircraft and the potential environmental impacts associated with these seven aircraft were evaluated in the Draft Initial Study. Since that time, three additional aircraft have already begun leasing space from Skytrails Aviation. This means that the potential environmental impacts evaluated in the Draft Initial Study for this number aircraft are already occurring and the actual net change in environmental conditions would actually be less than what is identified in the Draft Initial Study.

Topical Response B—Preparation of an Environmental Impact Report

Several commenters focused on the decision by Los Angeles World Airports to prepare an Initial Study and Negative Declaration for the proposed project instead of an Environmental Impact Report (EIR). The majority of these comments expressed the mistaken opinion that the potential environmental impacts associated with the proposed project could only be adequately evaluated in an EIR as opposed to the Initial Study and Negative Declaration that were prepared for the proposed project and circulated for public review.

The Initial Study is a typical component of the environmental review process for projects that are subject to the California Environmental Quality Act (CEQA). It is the Initial Study that helps a lead agency (i.e., the City of Los Angeles) determine whether a project may have a significant effect on the environment. Section 15063(c) of the CEQA Guidelines states that the purposes of an Initial Study are to:

- (1) Provide the lead agency with information to use as the basis for deciding whether to prepare an EIR or Negative Declaration;
- (2) Enable an applicant or lead agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration;
- (3) Assist the preparation of an EIR, if one is required, by:
 - (A) Focusing the EIR on the effects determined to be significant,
 - (B) Identifying the effects determined not to be significant,
 - (C) Explaining the reasons for determining that potentially significant effects would not be significant, and
 - (D) Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.
- (4) Facilitate environmental assessment early in the design of a project;

- (5) Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;
- (6) Eliminate unnecessary EIRs;
- (7) Determine whether a previously prepared EIR could be used with the project.

According to Section 15063 of the CEQA Guidelines, An Initial Study may rely upon expert opinion supported by facts, technical studies or other substantive evidence to document its findings. However, an initial Study is neither intended nor required to include the level of detail included in an EIR.

Section 15070 of the CEQA Guidelines states that a public agency shall prepare or have prepared a proposed Negative Declaration for a project subject to CEQA when the Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment. All of the potential environmental effects associated with the Skytrails Aviation project have been evaluated in the Draft Initial Study. The conclusions are supported by facts, technical analyses, appendices, references, or other substantial evidence. All potential impacts were determined to be less than significant under CEQA and the procedures used by the City of Los Angeles to determine the significance of project impacts. No mitigation measures are required to reduce potentially significant impacts to less-than-significant levels. The same conclusions presented in the Draft Initial Study would occur if an EIR had been prepared for the proposed project.

One of the primary differences between the analysis in an Initial Study and that in an EIR is an evaluation of alternatives to the Proposed Project. 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 effects of the project, and evaluate the comparative merits of the alternatives. In the case of the proposed project, the Initial Study determined that all potential impacts would be less than significant under CEQA and the procedures used by the City of Los Angeles to determine the significance of project impacts. Therefore, alternatives are not needed to reduce any potential significant impact associated with the project.

Based on these findings, the City of Los Angeles, through the Los Angeles World Airports, determined that the proposed project would not have the potential to have a significant direct or reasonably foreseeable indirect on the environment, and therefore issued a Notice of Intent to Adopt a Negative Declaration for the project. In doing so, the City has explained the reasons for determining that potential impacts would not be significant, facilitated environmental assessment early in the design of the project, provided documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment, and eliminated what would have otherwise been an unnecessary EIR.

A number of commenters questioned the adequacy of the environmental analysis presented in the Draft Initial Study. None of these comments, however, provide new information indicating the existence of a

new or substantially more severe significant impact 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.

2.1.2 Individual Responses

The following section contains all responses to individual comments received on the Draft Initial Study, isolated by individual commenter. All of the original comment letters, in their entirety, are provided before the responses. Comments that question significant environmental issues are provided with responses. Comments that are outside the scope of review under CEQA will be forwarded for consideration to the decision-makers as part of the project approval process. All comments will be considered by the City of Los Angeles when making a decision on the project

THE POLARIS
G R O U P
FINANCIAL CONSULTING

Comment Letter 1

ROBERT L. RODINE
Principal Consultant

14649 Tustin Street
Sherman Oaks, California 91403
(818) 789-7319

August 5, 2003

Via FAX

Ms. Karen Hoo
Environmental Management
Los Angeles World Airports
7301 World Way West
3rd Floor
Los Angeles, California 90045

Re.: Skytrails Aviation, Inc EIR

Dear Ms. Hoo:

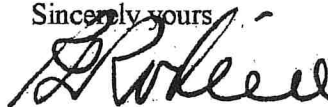
The most consistently voiced desire of leaders concerned with the development of Van Nuys Airport is that it be done in a fashion consistent with a controlling plan. To date, no less than ten plans or "Alternatives" have been formally presented to the citizens of the City of Los Angeles by government or quasi-government bodies or agencies, and at least one plan has been presented by a business organization. Only one plan has received an endorsement and that is "Alternative J."

A common or constant factor of every one of those plans having credible public support has been the designation of the properties known as "Skytrails North," "Skytrails South" and the Maintenance Yard as aviation usage properties without any special usage designations. The reason for this is that all of the plans have recognized the necessity for the support of some business aviation at Van Nuys Airport. That includes the plan formally adopted by the Van Nuys Airport Citizens Advisory Council, "Alternative J."

The project proposed in the Skytrails Aviation, Inc. EIR breathes life into the community's desire to see the appearance, economic strength and serviceability of Van Nuys Airport enhanced, and this development project is in absolute conformity with all of the credible alternatives proposed to date for the Van Nuys Airport Master Plan.

The proposed project has been examined by environmental experts representing both Skytrails Aviation, Inc. and the City, and in considering eighty-six detailed environmental issues they reported that in 37% of the cases not one factor would be impacted in any way at all, and that in the other 63% of the factors the impact would be less than significant. That is, not one environmental factor, including noise, traffic and air quality would suffer any significant impact as a result of this project. The positive merits of this project have been abundantly demonstrated, and experts have opined that it will have no negative consequences. I can imagine no more compelling endorsement for proceeding with this project without further study or delay.

Sincerely yours,



cc: Ms. Selena B. Birk, Airport Manager, Van Nuys Airport

1-1

Response to Comment Letter 1

Letter from The Polaris Group, dated August 5, 2003

Response to Comment 1-1

This letter encourages support for the proposed project and summarizes the conclusions of the Draft Initial Study. Because it does not question the adequacy of the Draft Initial Study, no response is required.



August 5, 2003

Ms. Karen Hoo
Environmental Management
Los Angeles World Airports
7301 World Way West, 3rd Floor
Los Angeles, CA 90045

RE: Skytrails Aviation, Inc. EIR

Dear Ms. Hoo:

The Valley Industry and Commerce Association is a business advocacy organization composed of some 300 organizations doing business in the City, many of whom are among the nation's most prominent companies. VICA takes a very keen interest in Van Nuys Airport because it is so essential to the complete panoply of infrastructure elements needed to make Los Angeles an attractive business venue.

The above referenced EIR clearly states that it is the opinion of both the promoter's and City's experts that the proposed project will have no adverse environmental impact.

2-1

VICA has clearly stated that it supports a program of development at Van Nuys Airport that will afford the necessary capacity to accommodate future user demand. This project does just that, and it does so in conformity with all of the credible plans proposed to date. Accordingly, VICA urges the City to go forward with this project without delay. Thank you for your consideration.

Sincerely,

Bonny L. Herman
President & CEO

Response to Comment Letter 2

Letter from the Valley Industry and Commerce Association, dated August 5, 2003

Response to Comment 2-1

This letter encourages support for the proposed project and summarizes the conclusions of the Draft Initial Study (improperly referenced as an EIR). Because it does not question the adequacy of the Draft Initial Study, no response is required.

Comment Letter 3

HOMEOWNERS OF ENCINO
GERALD A. SILVER, PRESIDENT
P. O. BOX 260205
ENCINO, CA 91426-0205
(818) 990-2757

LOS ANGELES WORLD AIRPORTS
SKYTRAILS AVIATION HANGAR PROJECT
RESPONSE TO DRAFT INITIAL STUDY
AND PROPOSED NEGATIVE DECLARATION

CASE NUMBER: AD 259-03

July 17, 2003

Lead Agency: Los Angeles World Airports
Responsible Person: Karen Hoo
Environmental Management Division
7301 World Way West 3rd 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: SKYTRAILS AVIATION HANGAR PROJECT

The project will be located at: 7525 Valjean Ave., 7001 Sophia Ave., Van Nuys, CA

The project applicant is: Skytrails Aviation

The proposed 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.

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.

3-1

2. DESCRIPTION OF PROJECT

Skytrails Aviation is proposing to modernize two leasehold sites at Van Nuys Airport by replacing older structures and uses with new office and hangar facilities. The project has been planned to accommodate aircraft that are presently located at Van Nuys Airport and up to seven Stage III jet aircraft new to the airport.

The northern leasehold would become Skytrails Aviation's primary new site of fixed-base operations for jet and transient services. The existing building would be demolished and two new hangars and terminal facilities within up to 201,750 square feet of Hangar/Office/Shop space would be constructed.

3-2

The buildings would be constructed of metal with a two-story terminal area with a height of 55 feet. The project includes resurfacing the pavement over the project area to accommodate aircraft up to the size and weight of the Boeing Business Jet and providing 211 parking spaces adjacent to the new buildings.

The southern leasehold would be developed with one new hangar and corresponding office facilities totaling up to 41,319 square feet. 50 parking stalls would be provided near and adjacent to the building. The project would also include resurfacing the pavement over the project area to accommodate aircraft up to the size of the Gulfstream-size aircraft and provide the proposed parking spaces.

3. IMPACTS THAT MUST BE FULLY ASSESSED

We believe that the proposed project 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.

3-3

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.

3-4

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

3-5

In preparing your 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 mitigations to satisfy the requirements of CEQA.

3-6

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:

4. IMPACTS ON EARTH

This 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 your 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 known geologic and seismic hazards near the site.

3-7

These should be clearly identified to ensure that the proposed buildings plans will fully 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 a summary of seismic information on ground acceleration and the duration of strong shaking that could be expected from 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.

5. AIR IMPACTS

The draft EIR should fully consider the air impacts. A project of this size may 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 two huge hangers 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.

3-8

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.

3-8

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.

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, 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 the law. Your draft EIR should impose extensive measures to deal with the water consumption issue.

3-9

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.

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.

3-10

8. NOISE IMPACTS

A substantial amount of noise will be generated by the additional jet, piston and helicopter aircraft brought on by this project. The movement of additional jet, piston

3-11

and helicopter aircraft will create severe noise problems. Show how it will be possible to operate this huge aviation project without creating severe noise impacts.

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.

3-11

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.

3-12

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 hanger 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 without adequate infrastructure.

3-13

11. LAND USE AND PLANNING

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

3-14

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.

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.

3-15

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

3-16

paramedic services. It should present specific mitigations and funding mechanism that show how the applicant will offset the deteriorated public service response capability. This is especially true of on-the-airport fire-fighting services.

3-16

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.

3-17

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. 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.

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 hanger 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?

3-18

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). 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 projector phase completion?

3-19

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.

3-20

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.

3-21

Executed at Encino, California on August 2, 2003

by Gerald A. Silver, President, Homeowners of Encino.

A handwritten signature in cursive script, reading "Gerald A. Silver". The signature is written in dark ink and is positioned above a horizontal line.

GERALD A. SILVER, Pres.

Response to Comment Letter 3

Letter from the Homeowners of Encino, dated July 17, 2003

Response to Comment 3-1

This 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.

Response to Comment 3-2

This comment summarizes the actions that are proposed by the project applicant. It does not comment on the content or adequacy of the Draft Initial Study. Therefore, no response is required.

Response to Comment 3-3

This comment provides the commenter's opinion that the proposed project would have significant impacts on air quality, water, natural resources, population, noise, geology, energy, and population growth and that these impacts must be fully addressed in an EIR. The potential impacts of the proposed project on each of these environmental topics 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 had been prepared for the proposed project. The commenter has not provided any information that would change the conclusions presented in the Draft Initial Study. Refer to Topical Response B (Preparation of an Environmental Impact Report) for a discussion of the reasons that a Negative Declaration is the appropriate environmental document for the proposed project.

Response to Comment 3-4

Section 15064(h) of the CEQA Guidelines requires the Lead Agency to consider cumulative impacts when making its decision to prepare a Negative Declaration or EIR. Specifically, 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 in an initial Study that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. A lead agency may also 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. However, the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable.

Cumulative impacts are discussed in two sections of the Draft Initial Study. The cumulative air quality impacts associated with the proposed project are discussed on pages 25 and 26 of the Draft Initial Study, which concludes that the emissions generated by the proposed project would not be cumulatively considerable. From an overall project standpoint, Page 51 of the Draft Initial Study states that the proposed project could contribute to cumulative effects of known, probable, and reasonably foreseeable projects occurring within the City of Los Angeles. However, no other projects are proposed in the immediate vicinity of the proposed project sites. Therefore, the potential impacts identified in this Initial Study would primarily be associated with only the proposed project and would be limited to the immediate vicinity of the project sites. As discussed throughout the Draft Initial Study, the potential impacts of the proposed project would be less than significant. As such, the potential impacts of the proposed project would not be cumulatively considerable based on the information presented throughout the Draft Initial Study.

Response to Comment 3-5

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. Refer to Topical Response B (Preparation of an Environmental Impact Report) for a discussion of the reasons that a Negative Declaration is the appropriate environmental document for the proposed project.

Response to Comment 3-6

As discussed throughout the Draft Initial Study, the potential environmental impacts of the proposed project would be less than significant. Section 15126.4(a)(4)(A) of the CEQA Guidelines requires that an essential “nexus” (connection) must exist between a mitigation measure and the legitimate government interest (in this case, mitigation of an actual significant environmental impact). Because all of the potential impacts associated with the project would be less than significant, no mitigation is required. The same conclusions presented in the Draft Initial Study would occur if an EIR had been prepared for the proposed project.

Response to Comment 3-7

The potential impacts associated with geology and earth are evaluated on pages 29 through 31 of the Draft Initial Study. Each of the issues was determined to be less than significant. The project sites are not located in areas that are known to be of any substantial geotechnical risk according to the City documents that were reviewed as part of the analysis. The existing development at the project sites, Van Nuys Airport, and the surrounding vicinity are evidence of this. The same conclusions presented in the Draft Initial Study would occur if an EIR had been prepared for the proposed project.

Response to Comment 3-8

The potential air quality impacts associated with the proposed project are discussed in detail on pages 22 through 26 of the Initial Study. The analysis includes the daily emissions that would be generated during

each of the construction phases and when the project is complete and operational. Cumulative impacts were evaluated based on the methodology recommended by the South Coast Air Quality Management District (SCAQMD). Each of the potential air quality impacts was determined to 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. All of the technical calculation data is provided in Appendix A of the Draft Initial Study.

Response to Comment 3-9

As discussed on page 49 of the Draft initial Study, the development of new aviation uses at the project sites would require a minimal increase in water supply, and, therefore, not result in inadequacies in water distribution and storage capacity. No deficiencies in the City's water supply have been identified. As such, impacts associated with water supplies 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. The proposed project would be required to implement all applicable measures required of new development to reduce the demand of potable water.

Response to Comment 3-10

As discussed on pages 26 through 28 of the Draft initial Study, the project sites are not located within habitat areas of any candidate, sensitive, or special status species, nor do the project sites lie within or contain any natural open space with biological resources value. Additionally, the project sites are presently developed and the only vegetation on site consists of three common ornamental trees, and sparse, common weeds. While the project may support common, urban animal life such as gophers, ground squirrels, and perhaps snakes, no habitat for special status species exists on-site, and none of these species would be expected to occur. The proposed project would result in an intensification of largely existing aviation land uses and would not impact biological features. Therefore, this impact 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.

Response to Comment 3-11

The potential noise impacts associated with the proposed project are discussed on pages 39 through 42 of the Draft Initial Study. The analysis includes the noise levels that would be generated during each of the construction phases and when the project is complete and operational. Each of the potential air quality impacts was determined to 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. All of the technical calculation data is provided in Appendix B of the Draft Initial Study. As discussed on page 9 of the Draft Initial Study, the proposed project has been planned to accommodate aircraft that are presently located at Van Nuys Airport and up to seven stage III jet aircraft that would be new to the airport. It is not planned to accommodate any additional piston or helicopter aircraft as stated in this comment.

Response to Comment 3-12

As discussed on pages 20 and 21 of the Draft Initial Study, new sources of nighttime lighting would be provided at the two project sites. However, the new lighting sources would replace the older, existing sources of lighting. The existing or proposed lighting does/would not substantially affect surrounding industrial and residential uses. Therefore, 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 proposed project.

Response to Comment 3-13

As discussed on page 22 of the Draft Initial Study, Skytrails Aviation is not planning to increase its number of employees as a result of the project. Page 43 indicates that the project would not induce population growth in the Van Nuys area, since no new residences or commercial uses are proposed. Therefore, potential impacts to population growth 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.

Response to Comment 3-14

As discussed on page 38 of the Draft Initial Study, The proposed sites are zoned for aviation use according to the Reseda-West Van Nuys District Plan. The land use designations contained in the Plan focus on the relationship between aviation uses and industrial office and other non-aviation uses within the Plan area, which includes the project sites. The project as proposed is compatible with the existing land use designations with its aviation use hangers and corresponding light industrial offices. Therefore, any potential impacts 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.

Response to Comment 3-15

As discussed on pages 45 through 47 of the Draft Initial Study, the total number of trips in the eastern side of the airport would remain the same at 90 trips in the A.M. peak hour and would reduce by 22 trips in the P.M. peak hour (from 98 to 76 trips). Based on this information, the City of Los Angeles Department of Transportation has determined that the proposed project would not have a significant impact on transportation/traffic in the project vicinity.

Response to Comment 3-16

The potential impacts of the proposed project to public services are discussed on pages 43 and 44 of the Draft Initial Study. As a proposed aviation development surrounded by other light industrial and aviation uses and served by fire protection service at Van Nuys Airport, the proposed project is not expected to significantly impact fire protection services by not creating a sufficient increase in need for fire protection from the current development. There are also two City fire stations located at Van Nuys Airport. These fire stations serve the airport and surrounding community, and have direct access to the airfield. Therefore, impacts on fire protection would be less than significant. Van Nuys Airport is patrolled by

members of the Los Angeles World Airports Airport Police Department. The nature of the project being similar to existing uses at the sites and throughout the airport, and served by police protection services, the proposed project is not expected to significantly impact police protection services by not creating an increased need. The same conclusions presented in the Draft Initial Study would occur if an EIR had been prepared for the proposed project.

Response to Comment 3-17

The potential impacts of the proposed project to utilities and service systems are discussed on pages 48 through and 50 of the Draft Initial Study. Construction of the proposed project, including demolition of existing structures at the two project sites, would generate solid waste. However, very few waste materials would be disposed of in landfills. Skytrails Aviation currently sends all concrete and asphalt debris materials to recycling facilities, and will do so with the proposed project. An existing hangar building would be sold to someone for use at a different location. As such, it would be disassembled and transported away. In order to maximize the amount of materials that are disposed of from the demolition of the existing stucco buildings, as well as the scrap materials generated during construction of the new buildings, Skytrails Aviation will require their primary contractors to provide separate bins for wood scraps, metal scraps, cardboard, and materials that cannot be recycled. The individual contractors will be required to emphasize deconstruction and diversion/recycle planning rather than demolition, to ensure that the maximum amount of recyclable materials are separated and placed in the appropriate bins. When completed and operational, the project would not result in a significant intensification of land use nor generate much more solid waste than the existing use at the project sites. Therefore, solid waste impacts would 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.

Wastewater is generated by people. As discussed on page 10 of the Draft initial Study, the proposed project would result in a decrease of 29 persons per day from the existing condition at Skytrails North and a decrease of 3 persons per day from the existing operations of the airport maintenance building at the new Skytrails South site. Therefore, the amount of wastewater generated at the project sites should be reduced with the project. The Draft Initial Study concludes on page 48 that proposed project would not substantially increase the amount of wastewater generated at Van Nuys Airport. The project would require tie-ins to existing wastewater infrastructure currently at the sites and immediate area. 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. Therefore, impacts 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.

Response to Comment 3-18

As discussed on page 20 of the Draft Initial Study, the project sites are generally flat, without any particular scenic features. There are no scenic vistas within or visible from the project sites. Project implementation would introduce new hangar and office buildings to replace existing single-story

buildings at each project site. The adjacent uses are related to aviation operations at Van Nuys Airport and are compatible with the proposed buildings. Therefore, the Draft Initial Study concludes that the aesthetic impacts associated with proposed 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 proposed project.

Response to Comment 3-19

As discussed on page 43 of the Draft Initial Study, the proposed project would not induce population growth in the Van Nuys area, since no new residences or commercial uses are proposed. The additional three airplane hangers would limit daytime increases in people using the airplanes stored in the additional hangers to a minimal level. The extension of utilities to these new hangers and offices would be minimal and feasible. Therefore, potential impacts to population growth 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.

Response to Comment 3-20

As discussed in Topical Response B (Preparation of an Environmental Impact Report), 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 effects of the project, and evaluate the comparative merits of the alternatives. In the case of the proposed project, the Initial Study determined that all potential impacts would be less than significant under CEQA and the procedures used by the City of Los Angeles to determine the significance of project impacts. Therefore, alternatives are not needed to reduce any potential significant impact associated with the project.

Response to Comment 3-21

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 commenter provide new information indicating the existence of a new or substantially more severe significant impact 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.

Comment Letter 3A

Michael Brown

From: HOO, KAREN [khoo@lawa.org]
Sent: Tuesday, August 05, 2003 12:37 PM
To: Michael Brown
Subject: FW: Response to your NOI Skytrails Aviation project at VAN NUYS AIRPORT

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

From: Gerald Silver [mailto:gsilver@sprintmail.com]
Sent: Tuesday, August 05, 2003 10:09 AM
To: khoo@lawa.org
Cc: Wendy Greuel; Alex Padilla; Cindy Miscikowski/Kristen Montet; Cindy Miscikowski/Sharon Sandow; Dennis Zine; Ed Reyes; Eric Garcetti; Jack Weiss; Jan Perry; Janice Hahn; Miscikowski/Lisa Gritzner; Kimberlina Whettam-Council. Weiss; Michael Besem-SB; Dennis Zine-Council 3rd; Ana Munsell; Claire Bartels; Dale Thrush; Tony Cardenas; Antonio Villaraigosa; Bernard Parks; Greig Smith; Martin Ludlow; Yolanda Fuentes; Lynda Levitan
Subject: Response to your NOI Skytrails Aviation project at VAN NUYS AIRPORT

From: Gerald A. Silver
Pres. Homeowners of Encino,
Stop the Noise! Coalition

To: Karen Hoo

Subject: Response to your NOI Skytrails Aviation project at VAN NUYS AIRPORT

The following response to your NOI for Skytrails Aviation project was faxed AND mailed to you in a timely manner. Please be sure that the information below is made part of the record, and fully responded to.

Thank you,

Gerald A. Silver
Pres., Homeowners of Encino

HOMEOWNERS OF ENCINO
GERALD A. SILVER, PRESIDENT
P. O. BOX 260205
ENCINO, CA 91426-0205
(818) 990-2757

LOS ANGELES WORLD AIRPORTS

SKYTRAILS AVIATION HANGAR PROJECT

RESPONSE TO DRAFT INITIAL STUDY
AND PROPOSED NEGATIVE DECLARATION

CASE NUMBER: AD 259-03

July 17, 2003

Lead Agency: Los Angeles World Airports
Responsible Person: Karen Hoo
Environmental Management Division
7301 World Way West 3rd Floor

3A-1

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: SKYTRAILS AVIATION HANGAR PROJECT

The project will be located at: 7525 Valjean Ave., 7001 Sophia Ave., Van Nuys, CA

The project applicant is: Skytrails Aviation

The proposed 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.

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.

2. DESCRIPTION OF PROJECT

Skytrails Aviation is proposing to modernize two leasehold sites at Van Nuys Airport by replacing older structures and uses with new office and hangar facilities. The project has been planned to accommodate aircraft that are presently located at Van Nuys Airport and up to seven Stage III jet aircraft new to the airport.

The northern leasehold would become Skytrails Aviation's primary new site of fixed-base operations for jet and transient services. The existing building would be demolished and two new hangars and terminal facilities within up to 201,750 square feet of Hangar/Office/Shop space would be constructed.

The buildings would be constructed of metal with a two-story terminal area with a height of 55 feet. The project includes resurfacing the pavement over the project area to accommodate aircraft up to the size and weight of the Boeing Business Jet and providing 211 parking spaces adjacent to the new buildings.

The southern leasehold would be developed with one new hangar and corresponding office facilities totaling up to 41,319 square feet. 50 parking stalls would be provided near and adjacent to the building. The project would also include resurfacing the pavement over the project area to accommodate aircraft up to the size of the Gulfstream-size aircraft and provide the proposed parking spaces.

3. IMPACTS THAT MUST BE FULLY ASSESSED

We believe that the proposed project 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.

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.

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

In preparing your 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 mitigations 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:

4. IMPACTS ON EARTH

This 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 your NOI, the project will NOT have "less than significant impact" in this area.

3A-1

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 known 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 a summary of seismic information on ground acceleration and the duration of strong shaking that could be expected from 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.

5. AIR IMPACTS

The draft EIR should fully consider the air impacts. A project of this size may 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 two huge hangers 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.

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, 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 the 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.

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.

8. NOISE IMPACTS

A substantial amount of noise will be generated by the additional jet,

piston and helicopter aircraft brought on by this project. The movement of additional jet, piston and helicopter aircraft will create severe noise problems. Show how it will be possible to operate this huge aviation project without creating severe noise impacts.

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.

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.

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 hanger 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 without adequate infrastructure.

11. LAND USE AND PLANNING

This project will have a detrimental impact on the land use and community planning process. Many years of 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.

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.

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 that show how the applicant will offset the deteriorated public service response capability. This is especially true of on-the-airport fire-fighting services.

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. 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.

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 hanger 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?

3A-1

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). 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 phase completion?

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.

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 August 2, 2003

by Gerald A. Silver, President, Homeowners of Encino.

GERALD A. SILVER, Pres.

Response to Comment Letter 3A

E-mail from the Homeowners of Encino, Stop the Noise! Coalition, dated August 5, 2003

Response to Comment 3A-1

The July 17, 2003, e-mail from the Encino Homeowners Association has been made part of the record for the proposed project and included as Comment Letter 3 in these Responses to Comments Received on the Draft Initial Study. Refer to the Responses to Comments 3-1 through 3-21.

Lake Balboa Neighborhood Association (since 1993)

16209 Victory Boulevard #209, Lake Balboa, California 91406
818-997-8674; 818-780-0649 FAX; lakebalboa@earthlink.net



August 4, 2003

Karen Hoo
Environmental Management Division
Los Angeles World Airports
7301 World Way West, 3rd floor
Los Angeles, California 90045

By Fax: 310-646-0686

Re: Skytrails Expansion Project; Van Nuys Airport

Dear Ms. Hoo:

The residents of **Lake Balboa Neighborhood Association** hereby express their opposition to the expansion of the Skytrails hanger without completion of a full and complete EIR.

It is not reasonable to believe that a hanger expansion project, designed to accommodate larger aircraft, will not impact the air, population, energy, land use, as well as quality of life for the neighboring residential communities.

Issuing a Negative Declaration (ND) is inappropriate, given the scope of the project. In preparation of the draft EIR, mitigations must exceed those required by law; CEQA requirements must also be met.

It is respectfully requested that this letter be made a part of the record at the CAC meeting held on August 5, 2003.

Thank you.

Lake Balboa Neighborhood Association

Ellen Bagelman

Ellen Bagelman, President

cc: Council Member Tony Cardenas

Response to Comment Letter 4

Letter from the Lake Balboa Neighborhood Association, dated August 4, 2003

Response to Comment 4-1

This comment provides the commenter's opposition to the proposed project and the opinion that the proposed project would have significant impacts on air quality, population, energy, land use, and quality of life and that these impacts must be fully addressed in an EIR. The potential impacts of the proposed project are addressed in the Draft Initial Study, which concludes that the impacts 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. The commenter has not provided any information that would change the conclusions presented in the Draft Initial Study. Therefore, it is the City's opinion that a Negative Declaration continues to be the appropriate environmental document for the proposed project. Refer to Topical Response B (Preparation of an Environmental Impact Report) for a discussion of the reasons that a Negative Declaration is the appropriate environmental document for the proposed project.

Comment Letter 5

SHERMAN OAK HOMEOWNERS ASSOCIATION**AIRPORT NOISE COMMITTEE****15423 Sutton Street****Sherman Oak, CA 91403****(818)905-8097****www.click@earthlink.net**

August 4, 2003

Karen Hoo

Environmental Management Division

Los Angeles World Airports

7301 World Way West, 3rd floor

Los Angeles, California 90045

By Fax: 310-646-0686

Re: Skytrails Expansion Project; Van Nuys Airport

Dear Ms. Hoo:

As a Board Member of the Sherman Oaks Homeowners Association and Chairman of the Airport Noise Committee, I speak on behalf of hundreds of residents of our community who wish to have the noise from Van Nuys Airport lowered and not increased. As such, I want to express our opposition to the expansion of the Skytrails hanger without completion of a full and complete EIR.

It is unreasonable that a hanger expansion project, designed to accommodate larger aircraft, will not have a significant impact on the air, population, energy, land use, as well as quality of life for the neighboring residential communities.

Issuing a Negative Declaration (ND) is inappropriate, given the scope of the project. In preparation of the draft EIR, mitigations must exceed those required by law; CEQA requirements must also be met.

It is respectfully requested that this letter be made a part of the record at the CAC meeting held on August 5, 2003.

Thank you.



Wayne Williams

Board Member / SOHA

Chair / Airport Noise Committee

5-1

Response to Comment Letter 5

Letter from the Sherman Oaks Homeowners Association, Airport Noise Committee, dated August 4, 2003

Response to Comment 5-1

This comment provides the commenter's opposition to the proposed project, desire to have noise levels associated with Van Nuys Airport reduced, and the opinion that the proposed project would have significant impacts on air quality, population, energy, land use, and quality of life and that these impacts must be fully addressed in an EIR. The potential impacts of the proposed project are addressed in the Draft Initial Study, which concludes that the impacts 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. The commenter has not provided any information that would change the conclusions presented in the Draft Initial Study. Refer to Topical Response B (Preparation of an Environmental Impact Report) for a discussion of the reasons that a Negative Declaration is the appropriate environmental document for the proposed project.

Comment Letter 6

Michael Brown

From: HOO, KAREN [khoo@lawa.org]
Sent: Thursday, August 07, 2003 6:50 AM
To: Michael Brown
Subject: FW: no airport expansion for van nuys

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

From: JSte413274@aol.com [mailto:JSte413274@aol.com]
Sent: Wednesday, August 06, 2003 11:25 PM
To: khoo@lawa.org
Subject: no airport expansion for van nuys

In reference to case # ad 259-03 I think it is a shame how the aviation industry and the environmental industry continues to force this ugly proposition of expanding more jets at Van Nuys airport. I am the President of a Northridge Home owner Association called Sherwood Forest. We have 1,160 homeowners / members. The boundaries are from Parthenia - West to Lindley - north to Nordorth East to Balboa everyone is against any airport expansion (jets etc) No to Van Nuys Airport Expansion. Jimmy Stewart 818-501-7100 ext.297

6-1

Response to Comment Letter 6

E-mail from the Sherwood Forest Homeowners Association, dated August 6, 2003

Response to Comment 5-1

This comment provides the commenter's opposition to the proposed project. It also mistakenly refers to the proposed project as an expansion of Van Nuys Airport. Refer to Topical Response A (Expansion of Van Nuys Airport) for a clarification of the characteristics of the proposed project.

Michael Brown

From: HOO, KAREN [khoo@lawa.org]
Sent: Tuesday, August 05, 2003 12:40 PM
To: Michael Brown
Subject: FW: Encino Hills Resident

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

From: Rick Andrade [mailto:rickandrade@earthlink.net]
Sent: Tuesday, August 05, 2003 10:22 AM
To: khoo@lawa.org
Subject: Encino Hills Resident

Dear Karen

My wife and I are writing to you in hopes that you will take action against the Sky Trails Aviation expansion plans to upgrade and bring more jets to the Van Nuys Airport. We have lived in the area for only 5 years but in that time we have noted an obnoxious increase in jet noise and want it to slow... please help us

Rick Andrade
Suzanne Carter
Encino Hills, Ca 91316

7-1

Response to Comment Letter 7

E-mail from Rick Andrade and Suzanne Carter, dated August 5, 2003

Response to Comment 7-1

This comment provides the commenter's opposition to the proposed project. This comment summarizes the actions that are proposed by the project applicant. It does not comment on the content or adequacy of the Draft Initial Study. Therefore, no response is required.

Michael Brown

From: HOO, KAREN [khoo@lawa.org]
Sent: Tuesday, August 05, 2003 12:51 PM
To: Michael Brown
Subject: FW: Skytrails Aviation Expansion

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

From: Jonathan Brooks [mailto:jonathan.brooks@hbcfunding.com]
Sent: Tuesday, August 05, 2003 11:03 AM
To: 'khoo@lawa.org'
Cc: 'jhahn@mayor.lacity.org'
Subject: Skytrails Aviation Expansion

My name is Jonathan Brooks.

I purchased a home at 17146 Margate Street, Encino, CA 91316 last year and have made numerous complaints regarding the existing noise from the Van Nuys Airport.

I have requested from Mayor Hahn office his plan for the Van Nuys Airport, as it is my belief that any changes to the airport should be made as part of an overall plan for the airport as agreed to by all interested parties.

I am vehemently opposed to any expansion which will increase the already intolerable noise from Van Nuys Airport and is not part of an overall plan for the airport.

If you wish to speak with me, my telephone number is (818) 990-4720.

Thank you,

Jonathan Brooks

8-1

Response to Comment Letter 8

E-mail from Jonathan Brooks, dated August 5, 2003

Response to Comment 8-1

This comment provides the commenter's opinion that any changes to Van Nuys Airport should be made as part of an overall plan for the airport, and opposition to any expansion that would increase noise from the airport and is not part of an overall plan for the airport. It does not comment on the content or adequacy of the Draft Initial Study. However, it mistakenly refers to the proposed project as an expansion of Van Nuys Airport. Refer to Topical Response A (Expansion of Van Nuys Airport) for a clarification of the characteristics of the proposed project.

Comment Letter 9

Subj: FW: #126 VAN NUYS AIRPORT UPDATE
Date: 8/3/03 2:45:38 PM Pacific Daylight Time
From: jcordaro@apes.com (James P. Cordaro)
Reply-to: jcordaro@apes.com
To: jcordaro@apes.com

just passing the information along to the community

9-1

James "Jamie" Cordaro
All Phase Electrical Systems
7738 Densmore Ave
Van Nuys CA 91406-1919
Electrical Contractor 24-hour Service
Installation of all Electrical, CCTV, Data Wiring, Area Lighting and Backup
Generators
818-787-2737 Fax 818-908-9714

—Original Message—

From: Gerald Silver [mailto:gsilver@sprintmail.com]
Sent: Saturday, August 02, 2003 8:26 PM
To: Gerald A. Silver
Subject: #126 VAN NUYS AIRPORT UPDATE

From: Gerald A. Silver
Pres. Homeowners of Encino,
Stop the Noise! Coalition

To: Parties Interested in Van Nuys Airport (VNY) Noise

Subject: #126 VAN NUYS AIRPORT UPDATE

Several items of importance related to VNY are discussed in this memo. First is the Agenda for the VNY CAC. Please attend this public meeting, this time held at the AMERICAN RED CROSS 14717 SHERMAN WAY, VAN NUYS. Second, be sure to bring your objections to the major expansion project being proposed by Skytrails Aviation.

9-2

The Skytrails project will bring in more jets, helicopters and piston aircraft. If you think noise is bad now, wait until the Skytrails project is approved and finished! If you want to stop VNY noise and expansion, now is the time to act. The deadline for filing comments to the Skytrails expansion project is 5 pm, Aug. 5th. Be sure to cc all comments to your Councilmember as well as to:

9-3

Los Angeles World Airports
Attn: Karen Hoo
Environmental Management Division
7301 World Way West 3rd Floor
Los Angeles, CA 90045
Phone (310)646-9410
Fax (310)646-0686

VAN NUYS AIRPORT CITIZENS ADVISORY COUNCIL

AUGUST 5, 2003

7:00 p.m.

AGENDA

(Revised 7-29-03)

(Public comments are heard after Council discussion of each agenda item.)

CALL TO ORDER - CHAIR COBY KING

APPROVAL OF MINUTES OF JULY 1, 2003

STAFF REPORTS

1. Century Aero Club Replacement Lease - Discussion/Action
2. Approval of Interim Improvement Rental Rates for 16300 Daily Drive (Jet Center) Discussion/Action

REPORT FROM THE CHAIR

BOAC AGENDA ITEMS CONCERNING VNY

3. PUBLIC COMMENT - NON-AGENDA ITEMS - Discussion

9-4

UNFINISHED BUSINESS

4. Quiet Jet Departure/Fly Friendly Report - Discussion/Action
5. Flyaway Bus Terminal Conference Room - Discussion/Action
6. VNY Master Plan - Discussion/Action

NEW BUSINESS

7. Rental Rates for Propeller Aircraft - Discussion/Action
8. October/November Advisory Council Meeting Dates - Discussion/Action
9. EMERGENCY ITEMS SINCE POSTING OF AGENDA - Discussion

ADVISORY COUNCIL MEMBERS' COMMENTS - NON-AGENDA ITEMS

ADJOURNMENT

MEETING WILL BE LOCATED AT AMERICAN RED CROSS
14717 SHERMAN WAY, VAN NUYS

Sign language interpreters, assistive listening devices or other auxiliary aids and/or services may be provided upon request. To ensure availability, you are advised to make your request at least 72 hours prior to the meeting you wish to attend. For additional information, please contact Van Nuys Airport Public and Community Relations (818) 909-3529.

HOMEOWNERS OF ENCINO
GERALD A. SILVER, PRESIDENT
P. O. BOX 260205
ENCINO, CA 91426-0205

(818) 990-2757

LOS ANGELES WORLD AIRPORTS

SKYTRAILS AVIATION HANGAR PROJECT

RESPONSE TO DRAFT INITIAL STUDY
AND PROPOSED NEGATIVE DECLARATION

CASE NUMBER: AD 259-03

July 17, 2003

Lead Agency: Los Angeles World Airports
Responsible Person: Karen Hoo
Environmental Management Division
7301 World Way West 3rd 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: SKYTRAILS AVIATION HANGAR PROJECT

The project will be located at: 7525 Valjean Ave., 7001 Sophia Ave., Van Nuys, CA

The project applicant is: Skytrails Aviation

The proposed 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.

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.

2. DESCRIPTION OF PROJECT

Skytrails Aviation is proposing to modernize two leasehold sites at Van Nuys Airport by replacing older structures and uses with new office and hangar facilities. The project has been planned to accommodate aircraft that are presently located at Van Nuys Airport and up to seven Stage III jet aircraft

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new to the airport.

The northern leasehold would become Skytrails Aviation's primary new site of fixed-base operations for jet and transient services. The existing building would be demolished and two new hangars and terminal facilities within up to 201,750 square feet of Hangar/Office/Shop space would be constructed.

The buildings would be constructed of metal with a two-story terminal area with a height of 55 feet. The project includes resurfacing the pavement over the project area to accommodate aircraft up to the size and weight of the Boeing Business Jet and providing 211 parking spaces adjacent to the new buildings.

The southern leasehold would be developed with one new hangar and corresponding office facilities totaling up to 41,319 square feet. 50 parking stalls would be provided near and adjacent to the building. The project would also include resurfacing the pavement over the project area to accommodate aircraft up to the size of the Gulfstream-size aircraft and provide the proposed parking spaces.

3. IMPACTS THAT MUST BE FULLY ASSESSED

We believe that the proposed project 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.

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.

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

In preparing your 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 mitigations 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:

9-5

4. IMPACTS ON EARTH

This 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 your 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 known geologic and seismic hazards near the site.

These should be clearly identified to ensure that the proposed buildings plans will fully 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 a summary of seismic information on ground acceleration and the duration of strong shaking that could be expected from 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.

5. AIR IMPACTS

The draft EIR should fully consider the air impacts. A project of this size may 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 two huge hangers 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

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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.

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, 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 the 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.

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.

8. NOISE IMPACTS

A substantial amount of noise will be generated by the additional jet, piston and helicopter aircraft brought on by this project. The movement of

9-5

additional jet, piston and helicopter aircraft will create severe noise problems. Show how it will be possible to operate this huge aviation project without creating severe noise impacts.

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.

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.

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 hanger 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 without adequate infrastructure.

11. LAND USE AND PLANNING

This project will have a detrimental impact on the land use and community planning process. Many years of 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.

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.

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

9-5

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 that show how the applicant will offset the deteriorated public service response capability. This is especially true of on-the-airport fire-fighting services.

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. 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.

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 hanger 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?

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). 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 projector phase completion?

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

9-5

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.

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 August 2, 2003

by Gerald A. Silver, President, Homeowners of Encino.

GERALD A. SILVER, Pres.

Wednesday, July 16, 2003 7:20 PM

Jerry, just a quick note to tell you how much I appreciate what you are doing on the helicopter noise issue. Now that summer is here, and our windows are open more often, the continuing noise in the Cahuenga Pass from low flying helicopters is once again deafening. The problem has not gone away, and it seems to be getting worse. Just thought you should know.

Thanks again for your work.

DK
Cahuenga Pass

If you would like to share your comments with others, please email them to:

gsilver@sprintmail.com

TO REPORT VNY AIRCRAFT NOISE:

Call Mayor James K. Hahn directly: (213)978-0600

Tell Mayor Hahn only He CAN solve the VNY noise problem!

If after reading the items above, you may wish to email your comments to:
(These email addresses may be cut and pasted directly into your emails)

"Councilman Tony Cardenas" <cardenas@council.lacity.org>,

"Councilwoman Wendy Greuel" <greuel@council.lacity.org>,

"Alex Padilla" <apadilla@c07.ci.la.ca.us>,

"Dennis Zine" <thenry@council.lacity.org>,

9-5

"Councilman Greig Smith" <smith@council.lacity.org>,
"Councilman Jack Weiss" <weiss@council.lacity.org>,
"Rocky Delgadillo - City Attorney" <rdelgadillo@atty.lacity.org>,

Also cc:

"BOAC-Ted Stein-Pres." <laxboac@airports.ci.la.ca.us>,
"Phil Depoian-Asst. Exec. Dir." <pdepoian@lawa.org>,
"Michael Digirolamo-LAWA" <mdigirolamo@airports.ci.la.ca.us>,
"Roger Johnson-Dpty. Exec. Dir." <rogjohnson@lawa.org>,
"Lydia Kennard-Exec. Dir." <lkennard@lawa.org>,
"Eileen Levine-BOAC" <elevine857@aol.com>,
"Alan Llorens-BOAC" <alanllorens@hotmail.com>
"VNY Administration" <VanNuysAdmin@airports.ci.la.ca.us>,

"James Hahn - Mayor" <jhahn@mayor.lacity.org>,
"Jennifer Stein - Hahn Valley Deputy" <jstein@mayor.lacity.org>,
"Felipe Fuentes - Dpty. Mayor" <ffuentes@mayor.lacity.org>,
"Con Howe - LA City Planning Director" <chowe@planning.lacity.org>,
"Marc Woerschling-LA Plan. Dept." <mwoersch@planning.ci.la.ca.us>,

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gsilver@sprintmail.com

Thank you

Headers

Return-Path: <jcordaro@apes.com>
Received: from rly-xh04.mx.aol.com (rly-xh04.mail.aol.com [172.20.115.233]) by air-xh03.mail.aol.com (v95.1) with ESMTP id MAILNXXH32-4a432d8264123; Sun, 03 Aug 2003 17:45:37 -0400
Received: from server1.dns9.net (server1.dns9.net [209.3.58.9]) by rly-xh04.mx.aol.com (v95.1) with ESMTP id MAILRELAYINXH48-4a432d8264123; Sun, 03 Aug 2003 17:45:10 -0400
Received: from jamesmobile (unverified [66.166.30.18]) by server1.dns9.net (Vircom SMTPRS 2.1.255) with SMTP id <B0022989602@server1.dns9.net>; Sun, 3 Aug 2003 14:45:11 -0700
Reply-To: <jcordaro@apes.com>
From: "James P. Cordaro" <jcordaro@apes.com>
To: <jcordaro@apes.com>
Subject: FW: #126 VAN NUYS AIRPORT UPDATE
Date: Sun, 3 Aug 2003 14:45:09 -0700
Message-ID: <IBELMEPCMPDAMGDABFEGEGIEAAA.jcordaro@apes.com>
MIME-Version: 1.0
Content-Type: text/plain;

charset="iso-8859-1"

Content-Transfer-Encoding: 7bit

X-Priority: 3 (Normal)

X-MSMail-Priority: Normal

X-Mailer: Microsoft Outlook IMO, Build 9.0.2416 (9.0.2910.0)

Importance: Normal

X-MimeOLE: Produced By Microsoft MimeOLE V6.00.2800.1106

X-AOL-IP: 209.3.58.9

X-AOL-SCOLL-SCORE: 0:XXX:XX

X-AOL-SCOLL-URL_COUNT: 0

Response to Comment Letter 9

E-mail from James Cordaro, dated August 3, 2003

Response to Comment 9-1

This comment provides notice to the community about the public hearing that was held before the Van Nuys Airport Citizens Advisory Council on August 5, 2003. It does not comment on the content or adequacy of the Draft Initial Study. Therefore, no response is required.

Response to Comment 9-2

This comment provides notice to the community about the public hearing that was held before the Van Nuys Airport Citizens Advisory Council on August 5, 2003. However, it mistakenly refers to the proposed project as a major expansion at Van Nuys Airport. Refer to Topical Response A (Expansion of Van Nuys Airport) for a clarification of the characteristics of the proposed project.

Response to Comment 9-3

This comment states that the proposed project will bring in more jets, helicopters, and piston aircraft and implies that noise will get substantially worse as a result of the project. Both of these statements are incorrect. As discussed on page 9 of the Draft Initial Study, the proposed project has been planned to accommodate aircraft that are presently located at Van Nuys Airport and up to seven stage III jet aircraft that would be new to the airport. It is not planned to accommodate any additional piston or helicopter aircraft as stated in this comment. The aircraft noise impacts associated with the proposed project are evaluated on page 41 of the Draft Initial Study, which concludes that aircraft noise levels would increase by a maximum of 0.1 dBA CNEL as a result of the proposed project. This increase would be relatively imperceptible and would not exceed FAA thresholds. Based on this information, the Draft Initial Study concludes that the noise impacts associated with long-term noise levels would be less than significant.

Response to Comment 9-4

This is the agenda for the public hearing that was held before the Van Nuys Airport Citizens Advisory Council on August 5, 2003. It does not comment on the content or adequacy of the Draft Initial Study. Therefore, no response is required.

Response to Comment 9-5

This is a copy of Comment Letter 3 that was submitted by the Homeowners of Encino. Refer to the Responses to Comments 3-1 through 3-21.

Comment Letter 10

Michael Brown

From: HOO, KAREN [khoo@lawa.org]
Sent: Tuesday, August 05, 2003 12:53 PM
To: Michael Brown
Subject: FW: Airport Expansion

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

From: Paul Harder [mailto:paulharder@pixpc.com]
Sent: Tuesday, August 05, 2003 11:01 AM
To: khoo@lawa.org
Subject: Airport Expansion

I believe that the proposed project 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.

10-1

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

10-2

The project will affect the quality of life and the value of the property of the residents of the valley in a significantly negative manner.

10-3

Response to Comment Letter 10

E-mail from Paul Harder, dated August 5, 2003

Response to Comment 10-1

This comment provides the commenter's opinion that the proposed project would have significant impacts on air quality, water, natural resources, population, noise, geology, energy, and population growth; and that these impacts must be fully addressed in an EIR. The potential impacts of the proposed project are addressed in the Draft Initial Study, which concludes that the impacts 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. The commenter has not provided any information that would change the conclusions presented in the Draft Initial Study. Therefore, it is the City's opinion that a Negative Declaration continues to be the appropriate environmental document for the proposed project. Refer to Topical Response B (Preparation of an Environmental Impact Report) for a discussion of the reasons that a Negative Declaration is the appropriate environmental document for the proposed project.

Response to Comment 10-2

The potential impacts of the proposed project are addressed in the Draft Initial Study, which concludes that all impacts 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. The commenter has not provided any information that would change the conclusions presented in the Draft Initial Study. Therefore, it is the City's opinion that a Negative Declaration continues to be the appropriate environmental document for the proposed project. Refer to Topical Response B (Preparation of an Environmental Impact Report) for a discussion of the reasons that a Negative Declaration is the appropriate environmental document for the proposed project.

Response to Comment 10-31

This comment provides the commenter's opinion that the proposed project would affect the quality of life and the value of the property of the residents of the valley in a significant negative manner. It does not comment on the content or adequacy of the Draft Initial Study. Therefore, no response is required.

Comment Letter 10A

Michael Brown

From: HOO, KAREN [khoo@lawa.org]
Sent: Tuesday, August 05, 2003 12:55 PM
To: Michael Brown
Subject: FW: Skytrails Aviation Hangar Project Case AD 259-03

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

From: Paul Harder [mailto:paulharder@pixpc.com]
Sent: Tuesday, August 05, 2003 11:07 AM
To: khoo@lawa.org
Subject: Skytrails Aviation Hangar Project Case AD 259-03

Skytrails Aviation Hangar Project
Case AD 259-03

I believe that the proposed project 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.

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

The project will affect the quality of life and the value of the property of the residents of the valley in a significantly negative manner.

Paul J. Harder
(818) 906-1238

10A-1

Response to Comment Letter 10A

E-mail from Paul Harder, dated August 5, 2003

Response to Comment 10A-1

This e-mail is identical in content to the Comment Letter 9. Refer to the Responses to Comment Letter 9.

Michael Brown

From: HOO, KAREN [khoo@lawa.org]
Sent: Tuesday, August 05, 2003 12:47 PM
To: Michael Brown
Subject: FW: (no subject)

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

From: JimC45@aol.com [mailto:JimC45@aol.com]
Sent: Tuesday, August 05, 2003 10:42 AM
To: khoo@lawa.org
Subject: (no subject)

Jim Houghton
4620 Petit Ave.
Encino, CA 91436

Tuesday, August 05, 2003

Dear Ms. Hoo,

The Van Nuys Airport is a benefit to the San Fernando Valley, of this there is no question. However, a small airport that serves flying enthusiasts, small businesspersons and a small number of business jets for the more well-endowed financially is one thing. A constantly expanding, ever-noisier, ever more concentrated on jets expansion of this airport is not in the best interests of the general population, however much it might benefit the wealthy few.

That said, if expansion is inevitable, if the forces of money and political power that want more airport are stronger than the combined will of the people who live nearby - PLEASE, can any expansion be tied to a lessening of the number of older, incredibly noisy Stage II jets based at VNY?

Thank you,

Jim Houghton

11-1

Response to Comment Letter 11

E-mail from Jim Houghton, dated August 5, 2003

Response to Comment 11-1

This comment provides the commenter's request that any expansion at Van Nuys Airport be tied to a lessening of the number of older, incredibly noisy State II jets based at the airport. It does not comment on the content or adequacy of the Draft Initial Study. However, it mistakenly refers to the proposed project as an expansion of Van Nuys Airport. Refer to Topical Response A (Expansion of Van Nuys Airport) for a clarification of the characteristics of the proposed project.

Comment Letter 12

Michael Brown

From: HOO, KAREN [khoo@lawa.org]
Sent: Tuesday, August 05, 2003 1:06 PM
To: Michael Brown
Subject: FW: EIR FOR SKYTRAILS AVIATION HANGER PROJECT

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

From: BarrettNH@aol.com [mailto:BarrettNH@aol.com]
Sent: Tuesday, August 05, 2003 11:30 AM
To: khoo@lawa.org
Cc: cardenas@council.lacity.org; greuel@council.lacity.org;
apadilla@c07.ci.la.ca.us; thenry@council.lacity.org;
smith@council.lacity.org; weiss@council.lacity.org;
cdelgadillo@atty.lacity.org; laxboac@airports.ci.la.ca.us;
pdepoian@lawa.org; mdigirolamo@airports.ci.la.ca.us; rogjohnson@lawa.org;
lkennard@lawa.org; ELevine857@aol.com; alanllorens@hotmail.com;
VanNuysAdmin@airports.ci.la.ca.us; jhahn@mayor.lacity.org;
jstein@mayor.lacity.org; ffuentes@mayor.lacity.org;
chowe@planning.lacity.org; mwoersch@planning.ci.la.ca.us
Subject: RE: EIR FOR SKYTRAILS AVIATION HANGER PROJECT

DEAR MS. HOO:

WE ARE ENCINO HOMEOWNERS AND ARE ADAMANTLY AGAINST FURTHER EXPANSION AT VAN
NUYS AIRPORT. THE NOISE AND POLLUTION LEVELS ARE ALREADY UNACCEPTABLE.

12-1

REGARDING THE SKYTRAILS AVAITION HANGER PROJECT, WE STRONGLY URGE THE CITY
TO REQUEST THAT AN ENVIRONMENTAL IMPACT REPORT BE PREPARED AND NOT A
NEGATIVE DECLARATION.

12-2

THANK YOU.

SINCERELY,
BARRETT AND TRACY HEINS
4940 WOODLEY AVENUE
ENCINO, CA 91436

Response to Comment Letter 12

E-mail from Jim Houghton, dated August 5, 2003

Response to Comment 12-1

This comment provides the commenter's opposition to any further expansion at Van Nuys Airport. It does not comment on the content or adequacy of the Draft Initial Study. However, it mistakenly refers to the proposed project as an expansion of Van Nuys Airport. Refer to Topical Response A (Expansion of Van Nuys Airport) for a clarification of the characteristics of the proposed project.

Response to Comment 12-2

The potential environmental impacts associated with the proposed project have been thoroughly evaluated in the Draft Initial Study and determined to 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. The commenter has not provided any information that would change the conclusions presented in the Draft Initial Study. Therefore, it is the City's opinion that a Negative Declaration continues to be the appropriate environmental document for the proposed project. Refer to Topical Response B (Preparation of an Environmental Impact Report) for a discussion of the reasons that a Negative Declaration is the appropriate environmental document for the proposed project.

Post-it® Fax Note

7671

Date

8.4.03

of pages

1

July 30, 2003

Comment Letter 13

Pat E. & Natalie J.

Kater

6149 Orsego St.

Encino, CA 91346

(818) 788-1682

pjknat@aol.com

Ms. Karen Hoo

Los Angeles World Airports

Environmental Management Division

7301 World Way West, 3rd Floor

Los Angeles, CA 90045

To	Michael Brown	From	K. Hoo
Co./Dept.		Co.	
Phone #		Phone #	
Fax #	805.981.3774	Fax #	

Dear Ms. Hoo:

I have just heard about the Skytrails Aviation Hangar Project at the Van Nuys Airport.

Like most things that affect residents in this City it is very difficult to keep tabs on the events -- one would have to spend their entire day just digging into what is going on throughout the City.

Having attended a number of LAWA, CAC and other VNY meetings I had the specific understanding that until the VNY Master Plan was approved, there would be no leasehold changes at VNY.

As I understand the current Skytrails situation, it does require changes in the leasehold arrangement and indeed, extensive building changes.

It also proposes that the Skytrails new facility would be able to house additional jets.

It also mentions the fact that there may be a piston park on the west side of VNY -- if it happens, that will benefit their plans.

While the citizens that live around (and I mean encircling) the airport have been fighting to save their neighborhoods for years now, it would seem, quite frankly, that we are in for another slap in the face!

I vehemently oppose any changes in the airport at this time.

LAWA, VNY, the Airport Commissioners need to come clean with those of us who live on all sides of VNY....meaning...either we are going to have a Master Plan before new development begins at VNY or the meetings I have attended over the past couple of years are just filled with much deceit and downright LIES!

If Skytrails is adding jets, making a nice modern facility for maintenance, etc. One must believe that there will be more jets, more helicopters, noise and more fallout over our homes.

The environmental study does not seem to take that into consideration!

Under the circumstances, while it is nice to have new modern facilities to house aircraft and for the working conditions of employees at these facilities, it is obvious that the plans do not have any focus on what happens to the bedroom communities surrounding VNY, nor does it adhere to the fact that we have no Master Plan, nor has there been any final decision (no Master Plan) regarding the Piston Plane sight on the west side of VNY.

Until the Master Plan is a real, living document...there should be no changes at VNY....as we understood would be the case.

I urge the airport "Powers That Be" to get serious about a master plan we can all live with.

Then and only then, leasehold changes can follow that Master Plan.

Thank You,

Pat E. Kater

13-1

13-2

13-3

13-4

13-5

13-6

cc:
 Mayor Hahn
 LAWA
 Airport
 Commissioners
 Weiss
 Cardenas
 Smith

Response to Comment Letter 13

Letter from Pat. F. Kater, dated July 30, 2003

Response to Comment 13-1

This 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.

Response to Comment 13-2

This comment summarizes the commenter's understanding of the proposed project. It is not a direct comment on the content or adequacy of the Draft Initial Study. Therefore, no response is required.

Response to Comment 13-3

As stated on pages 13 and 14 of the Draft Initial Study, for some time now, LAWA has been considering the designation and possible development of a "propeller park" on the western side of Van Nuys Airport in a vacant area that was previously occupied by the 146th Tactical Airlift Wing of the California Air National Guard, which relocated from the airport in 1988. This potential project has been developed based on community demand and concerns. For example, the residents living to the immediate west of Van Nuys Airport along Balboa Boulevard have requested that light propeller aircraft be operated from this area of the airport as opposed to new jet aircraft. Such a propeller park could be as simple as moving the existing aircraft to this location and not doing any physical improvements to the site, or constructing new restroom, office, and possible restaurant facilities at this location. However, no specific plans are available at this time.

The one aspect of this project that is known at this time is that the existing propeller aircraft would need to be transferred to another location before the proposed Skytrails Aviation project can commence at the Skytrails North site. This is an action that is separate from the proposed Skytrails Aviation project in that it is proposed by LAWA, is not under the management or direction of Skytrails Aviation, and could happen on its own without the Skytrails Aviation project. LAWA would evaluate the relocation of these aircraft to another location at Van Nuys Airport as a completely separate project from that proposed by Skytrails Aviation and evaluated in this document. LAWA could transfer the aircraft to the western side of the airport as a project that is exempt from environmental review under CEQA, or could conduct environmental review if the project includes any new development at the site.

For the purpose of this environmental review for the proposed Skytrails Aviation project, the transfer of propeller aircraft to the western side of Van Nuys Airport is considered to be a separate project that is part of the future baseline condition since it would need to occur before the Skytrails Aviation project can proceed.

Response to Comment 13-4

This comment provides the commenter's opposition to any changes at Van Nuys Airport at this time. It is not a direct comment on the content or adequacy of the Draft Initial Study. Therefore, no response is required.

Response to Comment 13-5

The potential environmental impacts associated with the proposed project have been thoroughly evaluated in the Draft Initial Study and determined to be less than significant.

Response to Comment 13-6

This comment provides the commenter's opposition to any changes at Van Nuys Airport at this time. It is not a direct comment on the content or adequacy of the Draft Initial Study. Therefore, no response is required.

Michael Brown

From: HOO, KAREN [khoo@lawa.org]
Sent: Tuesday, August 05, 2003 12:54 PM
To: Michael Brown
Subject: FW: Skytrails Aviation at Van Nuys

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

From: Jonathan Kaye for KAYO Clothing Company [mailto:Jonathan@Kayo.com]
Sent: Tuesday, August 05, 2003 11:12 AM
To: khoo@lawa.org
Cc: Councilmember Jack Weiss
Subject: Skytrails Aviation at Van Nuys

Dear Ms. Hoo,
As a resident of Encino living with the interruption of everyday life by the noisy planes and jets over our house I would like to express my disapproval of any expansion of facilities at Van Nuys Airport. This includes "Skytrails Aviation".
Thank you, Jonathan Kaye

14-1

* Jonathan & Nancy Kaye
* 4540 Encino Avenue
* Encino, CA 91316-3857
* 818-906-7746
* <mailto:Nancy.Kaye@Kayo.com> Nancy.Kaye@Kayo.com
* <mailto:Jonathan@Kayo.com> Jonathan@Kayo.com

Response to Comment Letter 14

E-mail from Jonathan Kaye, dated August 5, 2003

Response to Comment 14-1

This comment provides the commenter's opposition to any further expansion at Van Nuys Airport. It does not comment on the content or adequacy of the Draft Initial Study. However, it mistakenly refers to the proposed project as an expansion of Van Nuys Airport. Refer to Topical Response A (Expansion of Van Nuys Airport) for a clarification of the characteristics of the proposed project.

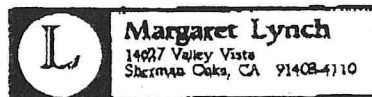
Comment Letter 15

*From the desk of**310-646-0686***MARGARET LYNCH***9/23/03**Karen Hood*

*Please make sure Sky
Trails Aviation does a full
EIR not just a negative
declaration.*

15-1

*Thank You
Margaret Lynch*



Response to Comment Letter 15

Facsimile from Margaret Lynch, dated September 23, 2003

Response to Comment 15-1

This comment provides the commenter's request that an EIR be prepared to evaluate the environmental impacts of the proposed project. The potential environmental impacts associated with the proposed project have been thoroughly evaluated in the Draft Initial Study and determined to 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. The commenter has not provided any information that would change the conclusions presented in the Draft Initial Study. Therefore, it is the City's opinion that a Negative Declaration continues to be the appropriate environmental document for the proposed project. Refer to Topical Response B (Preparation of an Environmental Impact Report) for a discussion of the reasons that a Negative Declaration is the appropriate environmental document for the proposed project.

Comment Letter 16

Michael Brown

From: HOO, KAREN [khoo@lawa.org]
Sent: Tuesday, August 05, 2003 12:42 PM
To: Michael Brown
Subject: FW: NO AIRPORT EXPANSION ... PLEASE PLEASE PLEASE!!!

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

From: oci [mailto:ocilegal@qwest.net]
Sent: Tuesday, August 05, 2003 10:26 AM
To: khoo@lawa.org
Subject: NO AIRPORT EXPANSION . . . PLEASE PLEASE PLEASE!!!

Karen: Both my home and my office are in the direct path of those terrible and noisy jets. An expansion is totally unacceptable to we homeowners as well as we business owners in this area.

Make no mistake about this . . . we object to any form of expansion whatsoever.

Thank you.

Jan Neveu

Jan Neveu, President
Occupational Concepts, Inc.
A Legal Placement Agency
4558 Sherman Oaks Avenue
Suite B
Sherman Oaks, California 91403
818-784-5966 Office
818-613-8440 Cell
818-784-7950 Fax

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16-1

Response to Comment Letter 16

E-mail from Jan Neveu, dated August 5, 2003

Response to Comment 16-1

This comment provides the commenter's opposition to expansion at Van Nuys Airport. It does not comment on the content or adequacy of the Draft Initial Study. However, it mistakenly refers to the proposed project as an expansion of Van Nuys Airport. Refer to Topical Response A (Expansion of Van Nuys Airport) for a clarification of the characteristics of the proposed project.

Michael Brown

From: Felipe Fuentes [FFUENTES@mayor.lacity.org]
Sent: Monday, August 04, 2003 11:10 AM
To: Patricia Torres
Subject: Fwd: Re: Van Nuys airport noise

FYI

Felipe Fuentes
Deputy Mayor
Office of the Neighborhood Advocate
ffuentes@mayor.lacity.org <mailto:ffuentes@mayor.lacity.org>
213-978-0731 Ofc.
213-978-0720 Fax

>>> Larry Tuttle <LSTuttle@ix.netcom.com> 08/03/03 09:34PM >>>
Hello,

From Ilene (Novi) Novog and Larry Tuttle
16606 Haynes St.
Van Nuys 91406
(818) 989-7969

We are residents of Lake Balboa and demand an environmental impact
report on Project Skytrails.

I (Ilene) have lived in this house for fifty years. About 1 1/2 years
ago the noise and air pollution became unbearable!!!

We object to this expansion, especially with no study of the major
consequences to any of the residents of this community.

This is irresponsible!!

Thank you,

Ilene Novog
Larry Tuttle

17-1

Response to Comment Letter 17

E-mail from Ilene Novog and Larry Tuttle, dated August 4, 2003

Response to Comment 17-1

This comment provides the commenter's demand that an EIR be prepared to evaluate the environmental impacts of the proposed project, opinion that the noise and air pollution in the area have become unbearable over the past year and a half, and opposition to the proposed project without any study of the major consequences to any of the residents of the community. The potential environmental impacts associated with the proposed project have been thoroughly evaluated in the Draft Initial Study and determined to 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. The commenter has not provided any information that would change the conclusions presented in the Draft Initial Study. Therefore, it is the City's opinion that a Negative Declaration continues to be the appropriate environmental document for the proposed project. Refer to Topical Response B (Preparation of an Environmental Impact Report) for a discussion of the reasons that a Negative Declaration is the appropriate environmental document for the proposed project.

Comment Letter 17A

Hello, **KAREN HOO ENVIRONMENTAL MANAGEMENT
DIVISION**

From Ilene (Novi) Novog and Larry Turtle
16606 Haynes St
Van Nuys 91406
(818) 989-7969

We are residents of Lake Balboa and demand an environmental impact report on Project Skytrails.

I (Ilene) have lived in this house for fifty years. About 1 1/2 years ago the noise and air pollution became unbearable!!!

We object to this expansion, especially with no study of the major consequences to any of the residents of this community.

This is irresponsible!!

Thank you,

Ilene Novog
Larry Turtle

17A-1

Response to Comment Letter 17A

Facsimile from Ilene Novog and Larry Tuttle, dated August 4, 2003

Response to Comment 17A-1

This is a facsimile copy of the e-mail that is included as Comment Letter 17. Refer to the Responses to Comment Letter 17.

Michael Brown

From: HOO, KAREN [khoo@lawa.org]
Sent: Tuesday, August 05, 2003 3:18 PM
To: Michael Brown
Subject: FW: Skytrails Avation

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

From: David Paulsen [mailto:paulsen@cinpower.us]
Sent: Tuesday, August 05, 2003 1:58 PM
To: khoo@lawa.org
Cc: 'Mayor James K. Hahn'; 'Hal Bernson'; labonge@council.lacity.org; 'Jack Weiss'
Subject: Skytrails Avation

Dear KAREN HOO,

I understand that a major expansion project is being proposed by Skytrails Avation at Van Nuys Airport. This will be disastrous for those of us who live nearby, who are already overwhelmed by the noise and danger of VNY planes flying low overhead. Do we need several more crashes like the one that occurred on the West Side recently to persuade you that this expansion should be stopped?

18-1

Please, I urge you for once to consider something other than the payoffs that will obviously come from such a project.

Thank you,

David Paulsen

Woodfield Place

Sherman Oaks

Response to Comment Letter 18

E-mail from David Paulsen, dated August 5, 2003

Response to Comment 18-1

This comment provides the commenter's opposition to expansion at Van Nuys Airport. It does not comment on the content or adequacy of the Draft Initial Study. However, it mistakenly refers to the proposed project as a major expansion at Van Nuys Airport. Refer to Topical Response A (Expansion of Van Nuys Airport) for a clarification of the characteristics of the proposed project.

Michael Brown

From: HOO, KAREN [khoo@lawa.org]
Sent: Tuesday, August 05, 2003 12:38 PM
To: Michael Brown
Subject: FW: Van Nuys Airport

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

From: CRISPCYN@aol.com [mailto:CRISPCYN@aol.com]
Sent: Tuesday, August 05, 2003 10:14 AM
To: khoo@lawa.org
Cc: weiss@council.lacity.org; hahn@council.lacity.org
Subject: Van Nuys Airport

We want NO expansion at Van Nuys. We want a full and complete environmental impact report.

19-1

Sincerely,

Katherine Penders
Sherman Oaks

Response to Comment Letter 19

E-mail from Katherine Penders, dated August 5, 2003

Response to Comment 19-1

This comment provides the commenter's opposition to expansion at Van Nuys Airport request that an EIR be prepared to evaluate the environmental impacts of the proposed project. It does not comment on the content or adequacy of the Draft Initial Study. However, it mistakenly refers to the proposed project as a major expansion at Van Nuys Airport. Refer to Topical Response A (Expansion of Van Nuys Airport) for a clarification of the characteristics of the proposed project.

The potential environmental impacts associated with the proposed project have been thoroughly evaluated in the Draft Initial Study and determined to 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. The commenter has not provided any information that would change the conclusions presented in the Draft Initial Study. Therefore, it is the City's opinion that a Negative Declaration continues to be the appropriate environmental document for the proposed project. Refer to Topical Response B (Preparation of an Environmental Impact Report) for a discussion of the reasons that a Negative Declaration is the appropriate environmental document for the proposed project.

Michael Brown

From: HOO, KAREN [khoo@lawa.org]
Sent: Tuesday, August 05, 2003 3:12 PM
To: Michael Brown
Subject: FW: Proposed Van Nuys Airport Expansion

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

From: ARCHERYDR@aol.com [mailto:ARCHERYDR@aol.com]
Sent: Tuesday, August 05, 2003 11:56 AM
To: khoo@lawa.org
Cc: cardenas@council.lacity.org; greuel@council.lacity.org;
apadilla@c07.ci.la.ca.us; thenry@council.lacity.org;
smith@council.lacity.org; weiss@council.lacity.org;
rdelgadillo@atty.lacity.org; laxboac@airports.ci.la.ca.us;
pdepoian@lawa.org; mdigirolamo@airports.ci.la.ca.us;
rogjohnson@lawa.org; lkennard@lawa.org; ELevine857@aol.com;
alanllorens@hotmail.com; VanNuysAdmin@airports.ci.la.ca.us;
jhahn@mayor.lacity.org; jstein@mayor.lacity.org;
ffuentes@mayor.lacity.org; chowe@planning.lacity.org;
mwoersch@planning.ci.la.ca.us
Subject: Re: Proposed Van Nuys Airport Expansion

To: Ms. Karen Hoo,
Los Angeles World Airports
Environmental Management Division
khoo@lawa.org
From: Don S. Rabska
Date: August 5, 2003

Dear Ms. Hoo:

As an Encino resident, I strongly urge the Los Angeles World Airports to require, at minimum, a full Environmental Impact Report concerning the proposed expansion of Van Nuys Airport. As a local resident who must daily endure the

high noise level of Van Nuys Airport traffic, it is alarming that anyone or any organization would even consider allowing additional expansion of any airport so close to a residential area.

I also feel it is negligent and irresponsible of our local government to continue allowing the Van Nuys Airport to operate without a curfew, considering the number of times I have been awoken between the hours of 11:00 PM and 4:00 AM by loud aircraft.

Any additional traffic above and beyond the nearly intolerable noise levels produced by helicopters, business class jets, WWII vintage aircraft, military class jets and modern propeller aircraft is unthinkable. Why would our local government wish to subject local residents to additional noise and air pollution? There must be better ways of generating income from this property than expanding for increased air traffic.

20-1

It is the desire of my family and neighbors to ask the Los Angeles World Airports that any proposed expansion be reviewed in meticulous detail to ascertain what impact any airport expansion will have on local residents. The EIR would be the only appropriate measure to determine the facts concerning the full impact of such an expansion. We all wish to retain our basic quality of life without additional noise and air pollution. Obviously, any airport expansion would only add to increase this already significant problem.

Considering that the VNY is one of the busiest private airports in the entire country and probably the world, we should all consider it more than large enough in its current state and negate any proposed expansion.

I feel confident that if an EIR is preformed, it will clearly substantiate the fact that any expansion of the VNY will have a highly negative effect on local residents. The negative effect of air pollution alone on human health is verifiable and well documented. More recent studies confirm that increased numbers of Asthma, bronchitis and other respiratory ailments in children can be directly related to increased intake of air pollution caused by propeller aircraft exhaust and jet fuel emissions.

Other major concerns are the increased risk of crashed aircraft over residential areas, noise pollution and the probable adverse effects on property values in the area.

Again, we urge you and your department to please require a full Environmental Impact Report on the proposed Van Nuys Airport expansion

Thank you for your attention to this very important matter.

Sincerely,

Don S. Rabska
5142 Encino Ave., Encino

cc "Councilman Tony Cardenas" <cardenas@council.lacity.org>,
"Councilwoman Wendy Greuel" <greuel@council.lacity.org>,
"Alex Padilla" <apadilla@c07.ci.la.ca.us>,
"Dennis Zine" <thenry@council.lacity.org>,
"Councilman Greig Smith" <smith@council.lacity.org>,
"Councilman Jack Weiss" <weiss@council.lacity.org>,
"Rocky Delgadillo - City Attorney" <rdelgadillo@atty.lacity.org>,
"BOAC-Ted Stein-Pres." <laxboac@airports.ci.la.ca.us>,
"Phil Depoian-Asst. Exec. Dir." <pdepoian@lawa.org>,
"Michael Digirolamo-LAWA" <mdigirolamo@airports.ci.la.ca.us>,
"Roger Johnson-Dpty. Exec. Dir." <rogjohnson@lawa.org>,
"Lydia Kennard-Exec. Dir." <lkennard@lawa.org>,
"Eileen Levine-BOAC" <elevine857@aol.com>,
"Alan Llorens-BOAC" <alanllorens@hotmail.com>
"VNY Administration" <VanNuysAdmin@airports.ci.la.ca.us>,
"James Hahn - Mayor" <jhahn@mayor.lacity.org>,
"Jennifer Stein - Hahn Valley Deputy" <jstein@mayor.lacity.org>,
"Felipe Fuentes - Dpty. Mayor" <ffuentes@mayor.lacity.org>,
"Con Howe - LA City Planning Director" <chowe@planning.lacity.org>,
"Marc Woersching-LA Plan. Dept." <mwoersch@planning.ci.la.ca.us>,

Response to Comment Letter 20

E-mail from Don S. Rabska, dated August 5, 2003

Response to Comment 20-1

This comment provides the commenter's request that an EIR be prepared to evaluate the environmental impacts of the proposed project and opinions regarding operations at Van Nuys Airport. It also mistakenly refers to the proposed project as a major expansion at Van Nuys Airport. Refer to Topical Response A (Expansion of Van Nuys Airport) for a clarification of the characteristics of the proposed project.

The potential environmental impacts associated with the proposed project have been thoroughly evaluated in the Draft Initial Study and determined to 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. The commenter has not provided any information that would change the conclusions presented in the Draft Initial Study. Therefore, it is the City's opinion that a Negative Declaration continues to be the appropriate environmental document for the proposed project. Refer to Topical Response B (Preparation of an Environmental Impact Report) for a discussion of the reasons that a Negative Declaration is the appropriate environmental document for the proposed project.

Michael Brown

From: HOO, KAREN [khoo@lawa.org]
Sent: Tuesday, August 05, 2003 12:46 PM
To: Michael Brown
Subject: FW: Skytrails project

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

From: Judith A Rabska [mailto:Judith.A.Rabska@aero.org]
Sent: Tuesday, August 05, 2003 10:31 AM
To: khoo@lawa.org
Subject: Skytrails project

Dear Ms. Hoo,

As a home owner living in Encino I want to preserve the quality of life in the San Fernando Valley. We own our home on Encino Avenue in Encino and have just become aware of the Van Nuys Airport expansion. Please do not do this to us.

The Skytrails project will bring in more jets, helicopters and piston aircraft. The noise is horrendous now, what can we expect in the future?

Please do not allow the quality of life in the San Fernando Valley deteriorate any further.

Judy Rabska

21-1

Response to Comment Letter 21

E-mail from Judy Rabska, dated August 5, 2003

Response to Comment 21-1

This comment provides the commenter's opposition to the proposed project. It does not comment on the content or adequacy of the Draft Initial Study. However, it also states that the proposed project will bring in more jets, helicopters, and piston aircraft and implies that noise will get substantially worse as a result of the project. Both of these statements are incorrect. As discussed on page 9 of the Draft Initial Study, the proposed project has been planned to accommodate aircraft that are presently located at Van Nuys Airport and up to seven stage III jet aircraft that would be new to the airport. It is not planned to accommodate any additional piston or helicopter aircraft as stated in this comment. The aircraft noise impacts associated with the proposed project are evaluated on page 41 of the Draft Initial Study, which concludes that aircraft noise levels would increase by a maximum of 0.1 dBA CNEL as a result of the proposed project. This increase would be relatively imperceptible and would not exceed FAA thresholds. Based on this information, the Draft Initial Study concludes that the noise impacts associated with long-term noise levels would be less than significant.

Comment Letter 22

Michael Brown

From: HOO, KAREN [khoo@lawa.org]
Sent: Tuesday, August 05, 2003 3:16 PM
To: Michael Brown
Subject: FW: Skytrails Aviation Project

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

From: Meg Rehrer [mailto:megr@earthlink.net]
Sent: Tuesday, August 05, 2003 12:43 PM
To: khoo@lawa.org
Subject: Skytrails Aviation Project

Re: Skytrails Aviation Hangar Project
Case Number: AD 259-03

Ms. Hoo.

I am letting you know that I strongly object to the Skytrails Aviation Project for the Van Nuys Airport. I live under the the flight path for the Burbank airport which has been tolerable but I can't imagine any more air flights in this area. We have seen several small plane accidents and we do not need to increase the risk. Neither do we need to increase the air and noise pollution.

22-1

It is my opinion that this will have a significant impact on the environment that must be fully addressed by an Environment Impact Report.

22-2

I hope that you care about the residence in the valley and will listen to the will of the people.

22-3

Sincerely.

Margaret Rehrer
7127 Louise Av.
Lake Balboa, Ca 91406

Response to Comment Letter 22

E-mail from Margaret Rehrer, dated August 5, 2003

Response to Comment 22-1

This comment provides the commenter's opposition to the proposed project. It does not comment on the content or adequacy of the Draft Initial Study. Therefore, no response is required.

Response to Comment 22-2

This comment provides the commenter's opinion that an EIR should be prepared to evaluate the environmental impacts of the proposed project. The potential environmental impacts associated with the proposed project have been thoroughly evaluated in the Draft Initial Study and determined to 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. The commenter has not provided any information that would change the conclusions presented in the Draft Initial Study. Therefore, it is the City's opinion that a Negative Declaration continues to be the appropriate environmental document for the proposed project. Refer to Topical Response B (Preparation of an Environmental Impact Report) for a discussion of the reasons that a Negative Declaration is the appropriate environmental document for the proposed project.

Response to Comment 22-3

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

Michael Brown

From: Felipe Fuentes [FFUENTES@mayor.lacity.org]
Sent: Monday, August 04, 2003 11:10 AM
To: Patricia Torres
Subject: Fwd: DEMAND FOR AN EIR FOR VAN NUYS AIRPORT

FYI

Felipe Fuentes
Deputy Mayor
Office of the Neighborhood Advocate
ffuentes@mayor.lacity.org <mailto:ffuentes@mayor.lacity.org>
213-978-0731 Ofc.
213-978-0720 Fax

>>> <SBSLABRADORS@aol.com> 08/03/03 08:33PM >>>

You are hereby put on formal notice the myself and other residents of Lake Balboa, Ca. formally demand that an EIR be done for Van Nuys Airport in conjunction with the Skytrails project.

23-1

All media outlets will be contacted, all means available to the homeowners of the San Fernando Valley will utilized to there fullest.

The utter and complete disregard by James Hahn, the FAA and any and all other entities will no longer be tolerated. Coupled with the deliberate attempts to bury this issue from the citizens is inexcusable.

23-2

Sherrie B. Sachs
16616 Haynes Street
Lake Balboa, CA 91406

Response to Comment Letter 23

E-mail from Sherrie B. Sachs, dated August 4, 2003

Response to Comment 23-1

This comment provides the commenter's demand that an EIR be prepared to evaluate the environmental impacts of the proposed project. The potential environmental impacts associated with the proposed project have been thoroughly evaluated in the Draft Initial Study and determined to 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. The commenter has not provided any information that would change the conclusions presented in the Draft Initial Study. Therefore, it is the City's opinion that a Negative Declaration continues to be the appropriate environmental document for the proposed project. Refer to Topical Response B (Preparation of an Environmental Impact Report) for a discussion of the reasons that a Negative Declaration is the appropriate environmental document for the proposed project.

Response to Comment 23-2

This comment identifies the actions that the commenter may conduct in opposition to the proposed project. It is not a direct comment on the content or adequacy of the Draft Initial Study. Therefore, no response is required.

Comment Letter 24

August 4, 2003

LOS ANGELES WORLD AIRPORTS
Attn: KAREN HOO
Environmental Management Division
7301 World Way West 3rd Floor
Los Angeles, 90045

VIA FACSIMILE 310-646-0686

Dear Ms. Hoo,

Thank you for taking my call of today's date in regard to formally requesting an EIR report for the Skytrails project at the Van Nuys Airport.

As I explained in our conversation, the population in this area has changed and the home values increased tremendously as a result of younger and professional people purchasing properties in this neighborhood. Who will not allow their personal financial stability and well being to be compromised by the utter greed of LAWA, James Hahn and the FAA. While wanting to work cohesively with the airport, we will no longer tolerate the blatant disregard of Mayor James Hahn's office, the FAA, or LAWA. Your utter lack of concern for this community is totally despicable.

24-1

Myself with other homeowners have health issues that are not being considered as a result of your attempt to eliminate the EIR. There are many with serious health issues up to and including transplant lists. Let me assure you, I will every attempt to file a class action lawsuit on behalf of myself and any and all individuals.

24-2

You are hereby put on formal notice that I demand a full and complete, with no omissions, Environmental Impact Report (EIR) to be done in conjunction with the Van Nuys Airport and Skytrails project.

Sincerely,


Sherrie Beth Sachs
16616 Haynes Street
Lake Balboa, CA 91606

Response to Comment Letter 24

Facsimile from Sherrie B. Sachs, dated August 4, 2003

Response to Comment 24-1

This comment provides the commenter's opinions regarding the actions of the Los Angeles World Airport and others. It does not comment on the content or adequacy of the Draft Initial Study. Therefore, no response is required.

Response to Comment 24-2

This comment provides the commenter's demand that an EIR be prepared to evaluate the environmental impacts of the proposed project and the threat to file a class action lawsuit over the proposed project. The potential environmental impacts associated with the proposed project have been thoroughly evaluated in the Draft Initial Study and determined to 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. The commenter has not provided any information that would change the conclusions presented in the Draft Initial Study. Therefore, it is the City's opinion that a Negative Declaration continues to be the appropriate environmental document for the proposed project. Refer to Topical Response B (Preparation of an Environmental Impact Report) for a discussion of the reasons that a Negative Declaration is the appropriate environmental document for the proposed project.

Michael Brown

From: HOO, KAREN [khoo@lawa.org]
Sent: Tuesday, August 05, 2003 12:44 PM
To: Michael Brown
Subject: FW: #126 VAN NUYS AIRPORT UPDATE

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

From: Norma [mailto:njstark@uhlmannoffices.com]
Sent: Tuesday, August 05, 2003 10:30 AM
To: khoo@lawa.org
Subject: FW: #126 VAN NUYS AIRPORT UPDATE

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

From: Gerald Silver [mailto:gsilver@sprintmail.com]
Sent: Tuesday, August 05, 2003 10:03 AM
To: Norma
Subject: Re: #126 VAN NUYS AIRPORT UPDATE

Norma:
Very important to send your comments immediately today to LAWA, objecting to the issuance of a Negative Declaration on the Skytrails project. Demand a full EIR.

Please Contact:

KAREN HOO
khoo@lawa.org

Thank you,
Jerry Silver

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

From: "Norma" <njstark@uhlmannoffices.com>
To: "'Gerald Silver'" <gsilver@sprintmail.com>
Sent: Tuesday, August 05, 2003 9:55 AM
Subject: RE: #126 VAN NUYS AIRPORT UPDATE

25-1

> Jerry, we appreciate all your efforts but I agree with DK of Cahuenga Pass.
> The noise has gotten a lot, lot worse with the noisy jets and helicopters
> from Van Nuys Airport. We live near Clark St. & Sepulveda Blvd. We are
> woke up every single night late and every morning early plus the noise all
> day long. Our lives are no where near peaceful anymore. Its not fair to
> the homeowners in the area and it is only getting worse plus the polluted
> air we have to breathe now, which is not healthy for any of us. Remember,
> we also get air traffic from Burbank airport over us; they are only at a
> higher elevation so the noise impact is not quite as bad. What happened
> to
> the "fly friendly" requirement; it never happens!! The week of 9/11 was
> heaven with no airport noise for a whole week but look at the price we
> paid
> for that!!!!
>
> NJS
> Sherman Oaks

25-2

>
>
>
> -----Original Message-----
> From: Gerald Silver [mailto:gsilver@sprintmail.com]
> Sent: Saturday, August 02, 2003 8:26 PM
> To: Gerald A. Silver
> Subject: #126 VAN NUYS AIRPORT UPDATE
>
>
> From: Gerald A. Silver
> Pres. Homeowners of Encino,
> Stop the Noise! Coalition
>
> To: Parties Interested in Van Nuys Airport (VNY) Noise
>
> Subject: #126 VAN NUYS AIRPORT UPDATE
>
> Several items of importance related to VNY are discussed in this memo.
First
> is the Agenda for the VNY CAC. Please attend this public meeting, this
time
> held at the AMERICAN RED CROSS 14717 SHERMAN WAY, VAN NUYS. Second, be
sure
> to bring your objections to the major expansion project being proposed
> by Skytrails Aviation.
>
> The Skytrails project will bring in more jets, helicopters and piston
> aircraft. If you think noise is bad now, wait until the Skytrails project
is
> approved and finished! If you want to stop VNY noise and expansion, now is
> the time to act. The deadline for filing comments to the Skytrails
expansion
> project is 5 pm, Aug. 5th. Be sure to cc all comments to your
Councilmember
> as well as to:
>
> Los Angeles World Airports
> Attn: Karen Hoo
> Environmental Management Division
> 7301 World Way West 3rd Floor
> Los Angeles, CA 90045
> Phone (310)646-9410
> Fax (310)646-0686
>
> *****
>
> VAN NUYS AIRPORT CITIZENS ADVISORY COUNCIL
>
> AUGUST 5,2003
>
> 7:00 p.m.
>
> AGENDA
> (Revised 7-29-03)
> (Public comments are heard after Council discussion of each agenda item.)
>
> CALL TO ORDER - CHAIR COBY KING
>
> APPROVAL OF MINUTES OF JULY 1, 2003
>
> STAFF REPORTS
> 1. Century Aero Club Replacement Lease - Discussion/Action
> 2. Approval of Interim Improvement Rental Rates for 16300 Daily Drive (Jet
> Center) Discussion/Action
>
> REPORT FROM THE CHAIR

25-3

25-4

25-5

>
> BOAC AGENDA ITEMS CONCERNING VNY
>
> 3. PUBLIC COMMENT - NON-AGENDA ITEMS - Discussion
>
> UNFINISHED BUSINESS
> 4. Quiet Jet Departure/Fly Friendly Report - Discussion/Action
> 5. Flyaway Bus Terminal Conference Room - Discussion/Action
> 6. VNY Master Plan - Discussion/Action
>
> NEW BUSINESS
> 7. Rental Rates for Propeller Aircraft - Discussion/Action
> 8. October/November Advisory Council Meeting Dates - Discussion/Action
>
> 9. EMERGENCY ITEMS SINCE POSTING OF AGENDA - Discussion
>
> ADVISORY COUNCIL MEMBERS' COMMENTS - NON-AGENDA ITEMS
>
> ADJOURNMENT
>
> MEETING WILL BE LOCATED AT AMERICAN RED CROSS
> 14717 SHERMAN WAY, VAN NUYS
>
> Sign language interpreters, assistive listening devices or other auxiliary
> aids and/or services may be provided upon request. To ensure
availability,
> you are advised to make your request at least 72 hours prior to the
meeting
> you wish to attend. For additional information, please contact Van Nuys
> Airport Public and Community Relations (818) 909-3529.
>

25-5

>
> *****
>
> HOMEOWNERS OF ENCINO
> GERALD A. SILVER, PRESIDENT
> P. O. BOX 260205
> ENCINO, CA 91426-0205
> (818) 990-2757
>
> LOS ANGELES WORLD AIRPORTS
>
> SKYTRAILS AVIATION HANGAR PROJECT
>
> RESPONSE TO DRAFT INITIAL STUDY
> AND PROPOSED NEGATIVE DECLARATION
>

> CASE NUMBER: AD 259-03
>

> July 17, 2003
>

> Lead Agency: Los Angeles World Airports
> Responsible Person: Karen Hoo
> Environmental Management Division
> 7301 World Way West 3rd 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: SKYTRAILS AVIATION HANGAR PROJECT
>

> The project will be located at: 7525 Valjean Ave., 7001 Sophia Ave., Van
> Nuys, CA
>

> The project applicant is: Skytrails Aviation
>

25-6

> The proposed 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.

> 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.

> 2. DESCRIPTION OF PROJECT

>
> Skytrails Aviation is proposing to modernize two leasehold sites at Van Nuys
> Airport by replacing older structures and uses with new office and hangar
> facilities. The project has been planned to accommodate aircraft that are
> presently located at Van Nuys Airport and up to seven Stage III jet aircraft
> new to the airport.

>
> The northern leasehold would become Skytrails Aviation's primary new site of
> fixed-base operations for jet and transient services. The existing building
> would be demolished and two new hangars and terminal facilities within up to
> 201,750 square feet of Hangar/Office/Shop space would be constructed.
>
> The buildings would be constructed of metal with a two-story terminal area
> with a height of 55 feet. The project includes resurfacing the pavement over
> the project area to accommodate aircraft up to the size and weight of the
> Boeing Business Jet and providing 211 parking spaces adjacent to the new
> buildings.

>
> The southern leasehold would be developed with one new hangar and
> corresponding office facilities totaling up to 41,319 square feet. 50
> parking stalls would be provided near and adjacent to the building. The
> project would also include resurfacing the pavement over the project area to
> accommodate aircraft up to the size of the Gulfstream-size aircraft and
> provide the proposed parking spaces.

> 3. IMPACTS THAT MUST BE FULLY ASSESSED

>
> We believe that the proposed project 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.
>
> 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

25-6

> found.

>

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

>

> In preparing your 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 mitigations 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:

>

> 4. IMPACTS ON EARTH

>

> This 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 your 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 known 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 a summary of seismic information on ground acceleration and the duration of strong shaking that could be expected from 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.

>

> 5. AIR IMPACTS

>

> The draft EIR should fully consider the air impacts. A project of this size may 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 two huge hangers 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.

25-6

> 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, 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 the
> 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.

>

> 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.

>

> 8. NOISE IMPACTS

>

> A substantial amount of noise will be generated by the additional jet,
> piston and helicopter aircraft brought on by this project. The movement
of
> additional jet, piston and helicopter aircraft will create severe noise
> problems. Show how it will be possible to operate this huge aviation
> project without creating severe noise impacts.

>

> 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.

>

> 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.

>

> 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 hanger
> 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 without
adequate
> infrastructure.

>

> 11. LAND USE AND PLANNING

>

> This project will have a detrimental impact on the land use and community
> planning process. Many years of 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.

25-6

>
> 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.
>
> 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 that show how the applicant will offset the
> deteriorated public service response capability. This is
especially
> true of on-the-airport fire-fighting services.
>
> 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. 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.
>
> 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 hanger
> 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?
>
> 16. GROWTH INDUCING IMPACTS

25-6

>
> 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). 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 phase
> completion?

>
> 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.

>
> 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 August 2, 2003

>
> by Gerald A. Silver, President, Homeowners of Encino.

>
> _____
> GERALD A. SILVER, Pres.

>
> *****

>
> Wednesday, July 16, 2003 7:20 PM

>
> Jerry, just a quick note to telll you how much I appreciate what you are
> doing on the helicopter noise issue. Now that summer is here, and our
> windows are open more often, the continuing noise in the Cahuenga Pass
from

> low flying helicopters is once again deafening. The problem has not gone
> away, and it seems to be getting worse. Just thought you should know.

>
> Thanks again for your work.

>
> DK
> Cahuenga Pass

>
> *****

>
> If you would like to share your comments with others, please email them
to:

>
> gsilver@sprintmail.com

>
> *****

>
> TO REPORT VNY AIRCRAFT NOISE:

> Call Mayor James K. Hahn directly: (213)978-0600

> Tell Mayor Hahn only He CAN solve the VNY noise problem!

>
> *****

> If after reading the items above, you may wish to email your comments to:
> (These email addresses may be cut and pasted directly into your emails)

>
> "Councilman Tony Cardenas" <cardenas@council.lacity.org>,
> "Councilwoman Wendy Greuel" <greuel@council.lacity.org>,
> "Alex Padilla" <apadilla@c07.ci.la.ca.us>,
> "Dennis Zine" <thenry@council.lacity.org>,
> "Councilman Greig Smith" <smith@council.lacity.org>,
> "Councilman Jack Weiss" <weiss@council.lacity.org>,
> "Rocky Delgadillo - City Attorney" <rdelgadillo@atty.lacity.org>,
>

> Also cc:

>
> "BOAC-Ted Stein-Pres." <laxboac@airports.ci.la.ca.us>,
> "Phil Depoian-Asst. Exec. Dir." <pdepoian@lawa.org>,
> "Michael Digirolamo-LAWA" <mdigirolamo@airports.ci.la.ca.us>,
> "Roger Johnson-Dpty. Exec. Dir." <rogjohnson@lawa.org>,
> "Lydia Kennard-Exec. Dir." <lkennard@lawa.org>,
> "Eileen Levine-BOAC" <elevine857@aol.com>,
> "Alan Llorens-BOAC" <alanllorens@hotmail.com>
> "VNY Administration" <VanNuysAdmin@airports.ci.la.ca.us>,
>
> "James Hahn - Mayor" <jhahn@mayor.lacity.org>,
> "Jennifer Stein - Hahn Valley Deputy" <jstein@mayor.lacity.org>,
> "Felipe Fuentes - Dpty. Mayor" <ffuentes@mayor.lacity.org>,
> "Con Howe - LA City Planning Director" <chowe@planning.lacity.org>,
> "Marc Woersching-LA Plan. Dept." <mwoersch@planning.ci.la.ca.us>,
>

> *****

>
> **NOTICE: In accordance with 17 U.S.C. Section 107, this material is
> distributed without profit to those who have expressed a prior interest in
> receiving the included information for research and educational
purposes.**

>
> If you would like to be removed from this email list, please contact:

>
> gsilver@sprintmail.com
>

> Thank you

> *****

>

Response to Comment Letter 25

E-mail from Norma Stark, dated August 5, 2003

Response to Comment 25-1

This comment provides directions for the commenter to submit information to the Los Angeles World Airports objecting to the issuance of a Negative Declaration for the proposed project and the demand for an EIR. The potential environmental impacts associated with the proposed project have been thoroughly evaluated in the Draft Initial Study and determined to 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. The commenter has not provided any information that would change the conclusions presented in the Draft Initial Study. Therefore, it is the City's opinion that a Negative Declaration continues to be the appropriate environmental document for the proposed project. Refer to Topical Response B (Preparation of an Environmental Impact Report) for a discussion of the reasons that a Negative Declaration is the appropriate environmental document for the proposed project.

Response to Comment 25-2

This comment provides support for the person who is spearheading the opposition to the proposed project and opinions regarding the air quality and noise in the area. It does not comment on the content or adequacy of the Draft Initial Study. Therefore, no response is required.

Response to Comment 25-3

This comment provides notice to the community about the public hearing that was held before the Van Nuys Airport Citizens Advisory Council on August 5, 2003. However, it mistakenly refers to the proposed project as a major expansion at Van Nuys Airport. Refer to Topical Response A (Expansion of Van Nuys Airport) for a clarification of the characteristics of the proposed project.

Response to Comment 25-4

This comment states that the proposed project will bring in more jets, helicopters, and piston aircraft and implies that noise will get substantially worse as a result of the project. Both of these statements are incorrect. As discussed on page 9 of the Draft Initial Study, the proposed project has been planned to accommodate aircraft that are presently located at Van Nuys Airport and up to seven stage III jet aircraft that would be new to the airport. It is not planned to accommodate any additional piston or helicopter aircraft as stated in this comment. The aircraft noise impacts associated with the proposed project are evaluated on page 41 of the Draft Initial Study, which concludes that aircraft noise levels would increase by a maximum of 0.1 dBA CNEL as a result of the proposed project. This increase would be relatively imperceptible and would not exceed FAA thresholds. Based on this information, the Draft Initial Study concludes that the noise impacts associated with long-term noise levels would be less than significant.

2.0 Responses to Comments

Response to Comment 25-5

This is the agenda for the public hearing that was held before the Van Nuys Airport Citizens Advisory Council on August 5, 2003. It does not comment on the content or adequacy of the Draft Initial Study. Therefore, no response is required.

Response to Comment 25-6

This is a copy of Comment Letter 3 that was submitted by the Homeowners of Encino. Refer to the Responses to Comments 3-1 through 3-21.

Michael Brown

From: HOO, KAREN [khoo@lawa.org]
Sent: Tuesday, August 05, 2003 12:48 PM
To: Michael Brown
Subject: FW: DO NOT EXPAND THE NOISE

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

From: Corey Weiss [mailto:corey@coreyweiss.com]
Sent: Tuesday, August 05, 2003 10:22 AM
To: khoo@lawa.org
Cc: jhahn@mayor.lacity.org; @host111.aaa-servers.com
Subject: DO NOT EXPAND THE NOISE

Dear Karen,

I implore you to see that there is no expansion done to the already excessively noisy, pollution-ridden, disruptive Van Nuys airport. Please listen to the citizens that call the San Fernando Valley home, there MUST be an end put to the proposed development of the airport.

As a concerned resident of Encino, I am willing to do whatever it takes to stop the development and to work with all parties to find a reasonable solution. Thank you in advance for your consideration.

Thank you,
Corey Weiss

26-1

Response to Comment Letter 26

E-mail from Corey Weiss, dated August 5, 2003

Response to Comment 26-1

This comment provides the commenter's opposition to expansion of Van Nuys Airport. It does not comment on the content or adequacy of the Draft Initial Study. However, it mistakenly refers to the proposed project as an expansion of Van Nuys Airport. Refer to Topical Response A (Expansion of Van Nuys Airport) for a clarification of the characteristics of the proposed project.

Michael Brown

From: HOO, KAREN [khoo@lawa.org]
Sent: Tuesday, August 05, 2003 3:14 PM
To: Michael Brown
Subject: FW: OBJECTION to Expansion Project - Skytrails Aviation

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

From: Wendi Weiss [mailto:wendiweiss@mindspring.com]
Sent: Tuesday, August 05, 2003 12:25 PM
To: khoo@lawa.org
Cc: cardenas@council.lacity.org; greuel@council.lacity.org;
apadilla@c07.ci.la.ca.us; thenry@council.lacity.org;
smith@council.lacity.org; weiss@council.lacity.org;
rdelgadillo@atty.lacity.org; laxboac@airports.ci.la.ca.us;
jstein@mayor.lacity.org; ffuentes@mayor.lacity.org;
chowe@planning.lacity.org; mwoersch@planning.ci.la.ca.us
Subject: OBJECTION to Expansion Project - Skytrails Aviation

1. We OBJECT to the proposed expansion of Skytrails Aviation at VNY!
This would bring MORE jets, helicopters, and piston aircraft into OUR
neighborhood--one that already has more aircraft noise than it did when we
moved in a decade ago!!

27-1

2. There MUST be a FULL Environmental Impact Report prepared, NOT a
Negative Declaration!!! The size of this proposed project is much too huge,
and will have significant NEGATIVE impact on air quality, NOISE, energy,
water, natural resources, etc.

27-2

3. Please do not reply to this e-mail message, but instead, make SURE
that the appropriate report--the FULL EIR--is done and properly presented.
That is the only way a proposal such as this one can be efficiently
addressed.

27-3

Thank you,
Wendi and Howard Weiss
Encino, CA 91436
818/981-8864 - WORKING FROM HOME!!
wendiweiss@mindspring.com <mailto:wendiweiss@mindspring.com>

Response to Comment Letter 27

E-mail from Wendy and Howard Weiss, dated August 5, 2003

Response to Comment 27-1

This comment provides the commenter's opposition to the proposed project. It also states that the proposed project will bring in more jets, helicopters, and piston aircraft. This statement is incorrect. As discussed on page 9 of the Draft Initial Study, the proposed project has been planned to accommodate aircraft that are presently located at Van Nuys Airport and up to seven stage III jet aircraft that would be new to the airport. It is not planned to accommodate any additional piston or helicopter aircraft as stated in this comment. The aircraft noise impacts associated with the proposed project are evaluated on page 41 of the Draft Initial Study, which concludes that aircraft noise levels would increase by a maximum of 0.1 dBA CNEL as a result of the proposed project. This increase would be relatively imperceptible and would not exceed FAA thresholds. Based on this information, the Draft Initial Study concludes that the noise impacts associated with long-term noise levels would be less than significant.

Response to Comment 27-2

This comment provides the commenter's opinion that the proposed project would have significant negative impacts on air quality, noise, energy, water, natural resources, etc., and that these impacts must be fully addressed in an EIR. The potential impacts of the proposed project are addressed in the Draft Initial Study, which concludes that the impacts 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. The commenter has not provided any information that would change the conclusions presented in the Draft Initial Study. Therefore, it is the City's opinion that a Negative Declaration continues to be the appropriate environmental document for the proposed project. Refer to Topical Response B (Preparation of an Environmental Impact Report) for a discussion of the reasons that a Negative Declaration is the appropriate environmental document for the proposed project.

Response to Comment 27-2

This comment reiterates the commenter's opinion that a full EIR is the appropriate report to evaluate the potential environmental impacts associated with the proposed project. The potential impacts of the proposed project are addressed in the Draft Initial Study, which concludes that the impacts 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. The commenter has not provided any information that would change the conclusions presented in the Draft Initial Study. Therefore, it is the City's opinion that a Negative Declaration continues to be the appropriate environmental document for the proposed project. Refer to Topical Response B (Preparation of an Environmental Impact Report) for a discussion of the reasons that a Negative Declaration is the appropriate environmental document for the proposed project.