March 19, 2015

NOTICE OF PREPARATION

To: Responsible Agencies, Trustee Agencies, Stakeholders, and Interested Persons

From: City of Los Angeles
Department of Public Works, Bureau of Engineering
Environmental Management Group
1149 S. Broadway, 6th Floor
Los Angeles, CA 90015-2213

Subject: Notice of Preparation of a Draft Environmental Impact Report for the Van Nuys Fire Station 39 Project
- State Clearinghouse No. (SCH#): Pending Assignment by OPR -

The City of Los Angeles (City), Department of Public Works, Bureau of Engineering (BOE) is the Lead Agency and will prepare an Environmental Impact Report (EIR) for the project identified below. The City is requesting input from responsible agencies, trustee agencies, stakeholders, and other interested parties on the scope and content of the environmental information relevant to the statutory responsibilities of responsible and trustee agencies and to the concerns of interested organizations and persons. Using the information obtained through this public process, the City will prepare an EIR to analyze the environmental impacts of the proposed project and alternatives. The contents of this Notice of Preparation have been prepared in accordance with Section 15082 of the California Environmental Quality Act Guidelines.

Project Location
The proposed project would be located at 14615 Oxnard Street in the community of Van Nuys in the City of Los Angeles, approximately 0.5 mile southwest from the location of the existing Fire Station 39 (see attached Figure 1, Project Location).

Proposed Project
The City of Los Angeles is proposing to construct a two-story, approximately 18,533-square-foot fire station (proposed project) on an approximately 1.19-acre site located on the northwest corner of Oxnard Street and Vesper Avenue in the community of Van Nuys. At present, the project site is a paved vacant lot. The proposed project would replace the existing Fire Station 39, which is located approximately 0.5 mile northeast of the project site. The existing Fire Station 39, located at 14415 Sylvan Street, is an approximately 14,000-square foot building located adjacent to the Van Nuys Civic Center. The existing Fire Station 39 cannot accommodate the additional resources needed to meet present and future demands for fire protection services.
Probable Environmental Effects
Probable environmental effects associated with the proposed project include:

- Aesthetics (light and glare)
- Air Quality
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Noise
- Geology and Soils
- Hazards and Hazardous Materials
- Transportation/Traffic
- Utilities
- Mandatory Findings of Significance

Previous Environmental Review
Previous CEQA review of the proposed project has been conducted. A Negative Declaration was prepared in 2013 and a Mitigated Negative Declaration was prepared in 2014. These documents are available online at http://eng.lacity.org/techdocs/emg/van_nuys_fs39.htm

Scoping Meeting
In addition, a scoping meeting will be held to obtain input on the scope and contents of the EIR, at the following date, time and location:

    Thursday, April 9, 2015
    6:00 p.m. – 7:00 p.m.
    Van Nuys Branch Library
    6250 Sylmar Avenue
    Van Nuys, CA 91401

Responses/Comments
Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice.

Please send your response to:

Mr. Norman Mundy
City of Los Angeles
Public Works, -Bureau of Engineering
Environmental Management Group
1149 S. Broadway, 6th Floor, Mail Stop 939
Los Angeles, CA 90015-2213

Comments may also be submitted by e-mail to Norman.Mundy@lacity.org (please include “Van Nuys Fire Station 39 Project” in the subject line). We would appreciate the name, telephone number, and e-mail address of a person to contact if we have any questions regarding your comment.

If you have any questions, please contact Mr. Norman Mundy at (213) 485-5737.
Figure 1
Project Location
Van Nuys Fire Station 39
Notice of Preparation

March 19, 2015

To: Reviewing Agencies

Re: Van Nuys Fire Station 39
SCH# 2015031067

Attached for your review and comment is the Notice of Preparation (NOP) for the Van Nuys Fire Station 39 draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Norman Mundy
City of Los Angeles
1149 S. Broadway, Suite 600
Los Angeles, CA 90015

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency
SCH# 2015031067
Project Title Van Nuys Fire Station 39
Lead Agency Los Angeles, City of

Type NOP Notice of Preparation
Description The City of Los Angeles is proposing to construct a two-story, ~18,533 sf fire station (proposed project) on an ~1.19-acre site located on the northwest corner of Oxnard Street and Vesper Avenue in the community of Van Nuys. At present, the project site is a paved vacant lot. The proposed project would replace the existing Fire Station 39, which is located ~0.5 mile northeast of the project site. The existing Fire Station 39, located at 14415 Sylvan Street, is an ~14,000 sf building located adjacent to the Van Nuys Civic Center.

Lead Agency Contact
Name Norman Mundy
Agency City of Los Angeles
Phone (213) 485-5737
Fax
Address 1149 S. Broadway, Suite 600
City Los Angeles
State CA Zip 90015

Project Location
County Los Angeles
City Van Nuys
Region
Cross Streets Oxnard Street & Vesper Avenue
Lat / Long 34° N / 118° W
Parcel No. 2241-026-901
Township Range Section Base

Proximity to:
Highways I-405; US 101
Airports
Railways
Waterways Los Angeles River
Schools 8 total
Land Use Other/Commercial Manufacturing

Project Issues Aesthetic/Visual; Air Quality; Drainage/Absorption; Geologic/Seismic; Noise; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Boating and Waterways; Cal Fire; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 5; Native American Heritage Commission; California Highway Patrol; Caltrans, District 7; Air Resources Board; Regional Water Quality Control Board, Region 4

Date Received 03/19/2015 Start of Review 03/19/2015 End of Review 04/17/2015

Note: Blanks in data fields result from insufficient information provided by lead agency.
NOP Distribution List
County: Los Angeles

Resources Agency
- Resources Agency
  - Laurie Hamsberger
- Fish & Wildlife Region 1E
  - Jeff Drongesen
- Fish & Wildlife Region 2
  - Charles Armor
- Fish & Wildlife Region 3
  - Julie Vance
- Fish & Wildlife Region 5
  - Leslie Newton-Reed HabiCons Program
- Fish & Wildlife Region 6
  - Heidi Calvert Inyo/Mono HabiCons Program
- Fish & Wildlife Region 6 I/M
  - George Isaac
- OES (Office of Emergency Services)
  - Marcia Scully
- Native American Heritage Comm.
  - Debbie Treadway
- Public Utilities Commission
  - Leo Wong
- Santa Monica Bay Restoration
  - Guanyu Wang
- State Lands Commission
  - Jennifer Deleong
- Tahoe Regional Planning Agency (TRPA)
  - Cherry Jacques
- Caltrans, District 8
  - Mark Roberts
- Caltrans, District 9
  - Gayle Rosander
- Caltrans, District 10
  - Tom Dumas
- Caltrans, District 11
  - Jacob Armstrong
- Caltrans, District 12
  - Maureen El Harake
- Cal EPA
  - All Other Projects
    - Cathi Slaminski
  - Transportation Projects
    - Nesamani Kalandiyur
  - Industrial/Energy Projects
    - Mike Tollstrup
- State Water Resources Control Board
  - Regional Programs Unit
    - Division of Financial Assistance
  - State Water Resources Control Board
    - Jeffery Werth
    - Division of Drinking Water
  - State Water Resources Control Board
    - Student Intern, 401 Water Quality Certification Unit
    - Division of Water Quality
  - State Water Resources Control Board
    - Phil Crader
    - Division of Water Rights
  - Dept. of Toxic Substances Control
    - CEQA Coordinator
    - Department of Pesticide Regulation
  - CEQA Coordinator

Regional Water Quality Control Board (RWQCB)
- RWQCB 1
  - Cathleen Hudson
  - North Coast Region (1)
- RWQCB 2
  - Environmental Document Coordinator
  - San Francisco Bay Region (2)
- RWQCB 3
  - Central Coast Region (3)
- RWQCB 4
  - Teresa Rodgers
  - Los Angeles Region (4)
- RWQCB 5S
  - Central Valley Region (5)
- RWQCB 5F
  - Central Valley Region (5)
- RWQCB 5R
  - Redding Branch Office
- RWQCB 6
  - Lahontan Region (6)
- RWQCB 6V
  - Victorville Branch Office
- RWQCB 7
  - Colorado River Basin Region (7)
- RWQCB 8
  - Santa Ana Region (8)
- RWQCB 9
  - San Diego Region (9)

Other
- Food & Agriculture
  - Sandra Schubert
  - Dept. of Food and Agriculture
- Dept. of General Services
  - Public School Construction
- Dept. of General Services
  - Anna Garbeff Environmental Services Section
- Delta Stewardship Council
  - Kevan Samson
- Housing & Comm. Dev.
  - CEQA Coordinator
  - Housing Policy Division
- Independent Commissions Boards
  - Delta Protection Commission
  - Michael Machado
- Caltrans, District 1
  - Rex Jackman
- Caltrans, District 2
  - Marcelino Gonzalez
- Caltrans, District 3
  - Eric Federicks – South
  - Susan Zanchi – North
- Caltrans, District 4
  - Patricia Maurice
- Caltrans, District 5
  - Larry Newland
- Caltrans, District 6
  - Michael Navarro
- Caltrans, District 7
  - Dianna Watson
- Caltrans, District 8
  - Mark Roberts
- Caltrans, District 9
  - Gayle Rosander
- Caltrans, District 10
  - Tom Dumas
- Caltrans, District 11
  - Jacob Armstrong
- Caltrans, District 12
  - Maureen El Harake

Last Updated 3/17/2015
April 16, 2015

Mr. Norman Mundy  
City of Los Angeles,  
Dept. of Public Works, Bureau of Engineering  
1149 S. Broadway, Suite 600  
Los Angeles, CA 90015

RE: Van Nuys Fire Station 39  
Notice of Preparation for DEIR  
SCH#2015031067, IGR#150358FL  
Vic. LA-101/ PM 16

Dear Mr. Mundy:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The project proposes to construct a two-story, approximately 18,533 square-foot fire station on an approximately 1.19-acre site in the community of Van Nuys.

We would like to remind you that transportation of heavy construction equipment and/or materials which require the use of oversized-transport vehicles on State highways will require a transportation permit from Caltrans. In addition, an encroachment permit will be necessary for any work performed within the State Right-of-Way. For information on the Permit process, please contact Caltrans District 7 Office of Permits at (213) 897-3631.

Also, a truck/traffic construction management plan may be necessary for this project. If one has been prepared, please submit for Caltrans’ review.

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. All projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities without a storm water management plan.

If you have any questions, please feel free to contact me at (213) 897 – 4230 or project coordinator Frances Lee at (213) 897-0673 or electronically at frances.lee@dot.ca.gov.

Sincerely,

[Signature]

RICK HOLLAND  
Acting Branch Chief, Community Planning & LD IGR Review

cc: Scott Morgan, State Clearinghouse
RE: COMMENTS FIRE STATION 39 - CA. SAFE SCHOOLS

1 message

California Safe Schools <calisafe@earthlink.net>  Fri, Apr 17, 2015 at 1:42 PM
Reply-To: California Safe Schools <calisafe@earthlink.net>
To: norman.mundy@lacity.org
Cc: nicholasbaker@alum.calarts.edu, lnjlynn@pacbell.net, centralthirteen@yahoo.com

April 17, 2015

ATTN: NORMAN MUNDY – CITY OF LOS ANGELES

From: Robina Suwol  
Founder & Executive Director  
California Safe Schools  
1000 North Alameda, Suite 240  
Los Angeles, California 90012

Comments: City of Los Angeles
Scoping Meeting for Fire Station #39

1. The city and the consultant they retained performed outreach that was EXTREMELY limited and failed to provide any and all materials in a transparent manner for community members. It was unconscionable that the City and consultants, knowing a large percentage of the community speak Spanish as their first language, failed to perform ANY outreach in Spanish. In addition, information provided at the scoping meeting was only provided in English. All materials should be translated into at least Spanish and English.

2. Representatives from city's consulting firm failed to provide business cards when requested at the scoping meeting. Nor would the consultants or City provide answers questions regarding protocols, or process for testing, including the names of the specific individuals retained to perform work, or their scope of work.

3. Include cumulative Impacts and synergistic effects of adjacent residents, businesses and facilities. These should include but not be limited to health, sound, air, and traffic.

4. Include alternative sites and properties currently owned by City within a 5 mile radius.

5. Include extensive sound studies which include but are not limited to impacts to residents, businesses, sensitive receptors.

6. ALL studies and names of consultants/sub consultants and copies of their contracts and full payment history.

7. ALL reports, and dates of when testing will occur, and by whom, should be provided to residents/public in advance of the testing.

8. Any and all information or testing performed by city, consultants, sub-consultants or individuals or companies retained to work in an manner on Fire station #39 EIR should be made available to any member of the public. FULL transparency.

9. All California Public Record Act Requests should be provided in a timely manner according to the California Public Record Act Request
The information contained in this communication is confidential material and is intended for the designated recipient only. If you are not the designated recipient, you are hereby notified that any unauthorized review, dissemination, distribution or copying of this communication, and that which is transmitted herewith, is strictly prohibited. If this communication is received by you in error, please telephone (818) 785-5515 immediately. Please note that internet communications cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. We do not accept responsibility for any errors or omissions that are present in this message, or any attachment, that have arisen as a result of e-mail transmission.
We the above organizations wish to jointly submit the following public comments on the NOP for the Draft Environmental Impact Report for the Van Nuys Fire Station 39 Project on behalf of our members who live in Van Nuys, who live in adjacent communities to Van Nuys and Van Nuys residents who have requested our organizations assistance who may be negatively impacted by this project.

1. We request that a set of maps, one (1) Google Earth Map and One (1) Polygon Map be included in the DEIR that shows the current service boundaries of all fire stations within 10 miles of the proposed Van Nuys Fire Station 39.

2. We request that a set of maps, one (1) Google Earth Map and One (1) Polygon Map be included in the DEIR that shows the new service boundaries of all fire stations within 10 miles of the proposed Van Nuys Fire Station 39 and including the Van Nuts Fire station.
3. We request that a set of maps, one (1) Google Earth Map and One (1) Polygon Map be included in the DEIR that shows the Fire Station Emergency Responses and Transportation Service Routes for the top 25 emergency response categories for all fire stations within 10 miles of the proposed Van Nuys Fire Station 39 and including the Van Nuts Fire Station 39.

4. We request that a Population Density Map be included in the DEIR that shows the Population Density proximity to the proposed Fire Station 39.

5. We request that a Sensitive Receptor Map be included in the DEIR that shows the Sensitive Receptor Population and Categories proximity to the proposed Fire Station 39. Shall include Pregnant Women & Prenatal, Senior Citizen, Children and Hearing Disability Receptors.

6. We request that an Environmental Justice Community Map be included in the DEIR that shows the EJ Community Population proximity to the proposed Fire Station 39. Shall include low income, disadvantage, poverty level, ethnic culture and non-English speaking.

7. We request that a School Map be included in the DEIR that shows all public and private Preschools, Elementary Schools, Middle Schools, High Schools, Continuation, Special Education, Occupation Centers, Charter Schools etc. and the current student, parent travel and pedestrian routes in proximity to the proposed Fire Station 39.

8. We request that a Community Population Congregation Map be included in the DEIR that shows all public parks, recreation centers, libraries, city & governmental offices, courts, student and population travel routes in proximity to the proposed Fire Station 39.

9. We request that the DEIR include a minimum of 10 Alternative Site Locations. Alternative Site Locations shall include properties of approximate equal land parcel area, larger land parcels, smaller land parcels that have adjacent properties which could be purchased or be included as land trade exchange. Land parcels be prioritized by distance farthest from residential areas.

The fact that other locations had been previously reviewed by the LA FD and City Council District 6 Staff (CD6) is of little consequence since no member of the public or local residents to the proposed Station 39 were invited to participate in the review of other locations or nor allowed to nominate other potential alternative locations.

The fact that there other fire station in or adjacent to residential neighborhoods is due
to several factors: They were built prior to any environmental laws, prior to modern noise ordinances, prior to modern land use & zoning policies, the public was never properly notified or invited to participate, city elected officials & appointed commissioners were more easily bought-off back in the day, and there were not as many public health, public safety and environmental advocacy organizations and community leaders as today.

10. We request that a Traffic Study & Traffic Congestion Map be included in the Draft EIR that includes all transit corridors and intersections which show Peak Public Pedestrian Transit Times and Density.

The Traffic Study shall also include a Local Business Density Traffic Study which counts the number of businesses that have significant customer traffic. Oxnard Street has a high density of Auto Repair & Paint Facilities 2X-3X normal, which mean a high number of tow trucks bringing vehicles, insurance adjusters visiting, auto repair technicians taking vehicles out for test drives and customers dropping off and picking up their vehicles. There is also significant day and over-night street parking and illegal parking.

11. We request that a Public Accident Risk Assessment Study be included in the Draft EIR that includes increased risk from direct and indirect fire department vehicle accidents, potential fires and explosions from fuel storage tanks. Shall include risk from impacts from natural disasters, earthquakes, nearby businesses and fuel delivery transportation routes.

12. We request that there be complete disclosure of previous land parcel uses which included hazardous materials usage, or storage, current status of parcel and methods used to remediate the land parcel if applicable, final reports and plans.

13. We request the DEIR include a comprehensive Noise Study DEIR include the equivalent of the Los Angeles - Harbor Community Benefit foundation Wilmington Noise Studies.


Report #4 Property Inventory and Mitigation Recommendations Report - Wilmington School & Residence Sound Attenuation Program - October
In addition to potential noise health impacts there are other public health impacts that were not acknowledged by the City of Los Angeles and the documentation referenced to justify no hearing loss impacts. These include mental health and physical health impacts:

- Sleep Disturbance & Inability To Sleep
- Anxiety, Nervousness & Fear From Unknown Danger/Accident/Incident
- Anger/Hostility From Inability To Sleep/Loud Siren Noise Nuisance
- Potential Heart Attack/Stroke In Elderly
- Potential Falling/Loss Of Balance From Unexpected Loud Siren Noise At Home
- Potential Falling/Loss Of Balance From Unexpected Loud Siren Noise Out of Home
- Student Inability To Concentrate/Study In School
- Student Inability To Concentrate/Study At Home/Library/Park

14. We request that the DEIR include compliance and include a Green Construction Sustainable Plan which will include as a minimum solar energy & fuel cell power, low carbon footprint concrete and recycled construction materials. Shall also comply with AB32 Global warming Solution Act, SB 375 Community Sustainability and California Green Building Standards Code (CalGreen Code).

15. We request that the DEIR include compliance with recommended governmental agency land use documents:

   Cal/EPA California Air Resources Board: Air Quality & Land Use Handbook: A Community Health Perspective - April 2005

   South Coast Air Quality Management District: Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning - May 6, 2005

16. We request that the DEIR include compliance with the City of Los Angeles General Plan Air Quality Element.

   Goal 1 – Good air quality and mobility in an environment of continued population growth and healthy economic structure.

   Goal 4 – Minimal impact of exiting land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

   Goal 5 – Energy efficiency through land use and transportation planning, the use of renewable resources and less polluting fuels and the implementation of conservation measures including passive methods such as site orientation and tree planting.
Goal 6 – Citizen Awareness of the linkages between personal behavior and air pollution, and participation in efforts to reduce air pollution.

Adopted by City Council November 24, 1992
Adopted by the City Planning Commission June 20, 1991

17. We request that the DEIR include compliance with the City of Los Angeles General Plan for Environmental Justice: Transportation Element, “Assure the fair and equitable treatment of people of all races, cultures, incomes and education levels with respect to the development and implementation of citywide transportation policies and programs, including affirmative efforts to inform and involve environmental groups, especially environmental justice groups, in the planning and monitoring process through notification and two-way communication.”

Adopted by City Council September 8, 1999
Approved by City Planning Commission July 24, 1997

18. We request that the DEIR include compliance with the City of Los Angeles General Plan Noise Element

Goal - A city where noise does not reduce the quality of urban life.

Objective 1 (Airports and Harbor) Reduce airport and harbor related noise impacts.

Objective 2 (Non-airport) Reduce or eliminate non-airport related intrusive noise, especially relative to noise sensitive uses.

Objective 3 (Land Use Development) Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.

Adopted by the City Council February 3, 1999
Approved by the City Planning Commission November 12, 1998

19. We request that the DEIR include compliance with the City of Los Angeles General Plan

Objective 2 Mitigate the impacts of traffic growth, reduce congestion, and improve air quality by implementing a comprehensive program of multimodal strategies that encompass physical and operational improvements as well as demand management.

Adopted by City Council September 8, 1999
Approved by City Planning Commission July 24, 1997

20. We request that the DEIR include compliance to the City of Los Angeles:

Mobility Plan 2035 the City’s transportation plan that lays the policy foundation to create safe streets that accommodate all modes and users, including improving access
for transit users, pedestrians, cyclists and drivers.

21. We request that the DEIR include compliance to the City of Los Angeles:

Re:Code LA - A comprehensive update of the City’s 1946 Zoning code in order to create livable communities, encourage sustainable development and foster economic vitality.

22. We request that the DEIR include a survey of endangered species and species of concern. Residents have reported that they have seen a Red Tailed Hawk and/or Peregrine Falcon in neighborhood trees and backyards.

23. We request that the DEIR include a socio-economic assessment that includes all negative public impacts such as a decreases in property value, increase auto & house insurance costs and increased public health care costs.

24. We request the DEIR include a Public Safety Plan and Public Safety Education for all residents, schools, businesses and the public within the service area of Fire Station 39.

25. We request the DEIR include a Fire Station Signage Plan. For example: most fire stations mark the street in front of the station to create a “Stay Clear Zone” do not stop area. However, when there is a lot of traffic you may be forced to stop in that Stay Clear Zone area and then the police will issue a citation which the public has to pay and if they do not pay their driver’s license and/or car registration will not be renewed and extra fines are charged.

There should be several very visible large signs starting at 500’ away and 250’ etc. to let the driver know they may have to stop outside of the Stay Clear Zone and that there is a Stay Clear Zone and notification you will be issued a ticked for failure to stop outside the zone. Signs should also be posted so that the public knows that this street is a designated Fire Truck Route.

26. We request the DEIR include that the city purchase and only allow Electric Fire Trucks & Vehicles at this facility and if none are available that the city sponsor the building of a demonstration and/or pilot project Electric Fire Truck as Mitigation. Since no fire department vehicle will travel more than a few miles vs long distance travel it is not an issue or limitation for an Electric Fire Truck.

The Coalition For A Safe Environment (CFASE) is an Environmental Justice Organization involved in community organizing, family assistance, public education, leadership development, community empowerment, urban planning, community sustainability, technology research, economic development and public policy advocacy.

CFASE conducts public health surveys, distributes public information, prepares research reports, evaluates environmental impact reports, investigates environmental incidents,
prepares EIR public comment documents, initiates environmental litigation attends governmental agency, private business and community organization meetings.

The Los Angeles Environmental Justice Network is an environmental and social justice organization which reviews, participates and comments on existing and proposed city, county, regional, state and federal laws, public policy, programs, projects, reports, assessment tools, handbooks and guidelines.

California Kids IAQ is a non-profit organization which advocates for children’s rights to clean air and a healthy environment, supports clean air public policies, programs and projects, reviews and assesses clean air quality equipment and technologies.

Community Dreams is a non-profit organization which advocates and provides assistance to communities in achieving their dreams and aspirations for their children’s sustainable future, participates in the review, research, support of creative community planning, redevelopment, quality of life, public transportation and sustainability opportunities.

The primary contact for correspondence and information is Jesse N. Marquez, Executive Director for the Coalition For A Safe Environment.

Respectfully Submitted,
April 17, 2015

ATTN: NORMAN MUNDY – CITY OF LOS ANGELES

From: Robina Suwol, Resident
5925 Tobias Avenue
Sherman Oaks, California 91411

Comments: City of Los Angeles
Scoping Meeting for Fire Station #39

1. The city and the consultant they retained performed outreach that was EXTREMELY limited and failed to provide any and all materials in a transparent manner for community. It was unconscionable that the City and consultants, knowing a large percentage of the community speak Spanish as their first language, failed to perform ANY outreach in Spanish. In addition, information provided at the scoping meeting was only provided in English. All materials should be translated into at least Spanish and English.

2. Representatives from city's consulting firm failed to provide business cards when requested at the scoping meeting. Nor would the consultants or City provide answers to questions regarding protocols, or process for testing, including the names of the specific individuals retained to perform work, or their scope of work.

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Norman Mundy <norman.mundy@lacity.org>

Re: ATTN: NORMAN MUNDY- FIRE STATION 39 SCOPING COMMENTS

1 message

Nicholas Baker <nicholasbaker@alum.calarts.edu> Fri, Apr 17, 2015 at 11:53 AM
To: norman.mundy@lacity.org

April 17, 2015

ATTN: NORMAN MUNDY – CITY OF LOS ANGELES

From: Robina Suwol, Resident
5925 Tobias Avenue
Sherman Oaks, California 91411

Comments: City of Los Angeles
Scoping Meeting for Fire Station #39

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On Fri, Apr 17, 2015 at 11:50 AM, Robina <robinasuwl@earthlink.net> wrote:
ATTN: NORMAN MUNDY – CITY OF LOS ANGELES

From: Robina Suwol, Resident
5925 Tobias Avenue
Sherman Oaks, California 91411

Comments: City of Los Angeles
Scoping Meeting for Fire Station #39

1. The city and the consultant they retained performed outreach that was EXTREMELY limited and failed to provide any and all materials in a transparent manner for community. It was unconscionable that the City and consultants, knowing a large percentage of the community speak Spanish as their first language, failed to perform ANY outreach in Spanish. In addition, information provided at the scoping meeting was only provided in English. All materials should be translated into at least Spanish and English.

2. Representatives from city's consulting firm failed to provide business cards when requested at the scoping meeting. Nor would the consultants or City provide answers to questions regarding protocols, or process for testing, including the names of the specific individuals retained to perform work, or their scope of work.

3. Include cumulative Impacts and synergistic effects of adjacent residents, businesses and facilities. These should include but not be limited to health, sound, air, and traffic.

4. Include alternative sites and properties currently owned by City within a 5 mile radius.

5. Include extensive sound studies which include but are not limited to impacts to residents, businesses, sensitive receptors.

6. ALL studies and names of consultants/sub consultants and copies of their contracts and full payment history.

7. ALL reports, and dates of when testing will occur, and by whom, should be provided to residents in advance of the testing.

8. Any and all information or testing performed by city, consultants, sub-consultants or individuals or companies retained to work in an manner on Fire station #39 EIR should be made available to any member of the public. FULL transparency.

9. All California Public Record Act Requests should be provided in a timely manner according to the California Public Record Act Request

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A result of e-mail transmission. If verification is required, please request a hard-copy version.
April 7, 2015

Mr. Norman Mundy  
City of Los Angeles  
Public Works, Bureau of Engineering  
Environmental Management Group  
1149 S. Broadway, 6th Floor, Mail Stop 939  
Los Angeles, CA  90015-2213

Re: Fire Station 39 Project – 14615 Oxnard Street, Van Nuys

Dear Mr. Mundy:

We have owned a number of properties on Oxnard Street for over 65 years. The fire station that is proposed is just down the street from our properties.

We are in full support of the Fire Station.

Sincerely,

ELBAR INVESTMENTS, L.P.

John P. Webster  
Managing Partner
Hello,

My husband and I bought our home in 2012, less than half a mile from where the proposed Fire Station will be. I understand that this is one of the busiest Fire Stations in all of Los Angeles and had this information been available at the time of our home purchase, we likely wouldn’t have made an offer. My husband and I are both opposed to this project, since it is so close to a heavily populated residential area. We feel the noise will detract from our home’s resale value.

Thank you,

Kristin Abernathy | Whole Foods Market - Southern Pacific Region
Regional Prepared Foods Field Associate | 818.291.3386

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Please consider the environment before printing
Van Nuys Fire Station 39 Project
1 message

Karen Murillo <karen24murillo@gmail.com>    Thu, Apr 16, 2015 at 1:31 PM
To: Norman.Mundy@lacity.org

To whom it may concern,

We the Murillo family of six, reside at the address: 14603 Tiara St. Sherman Oaks, California 91411, directly across the street from the proposed location of construction for the fire station. We are against this project.

We have lived in this neighborhood for over nine years, and it is because of its peace and quiet that we chose to make this our home. We are against this project because it conflicts with the conditions of the people in the area. My father, Manuel Murillo, works at home in our garage where he spends approximately eight to twelve hours every day. He has high blood pressure and a very sensitive heart, already having undergone four heart surgeries including two pacemakers. Building this fire station would greatly affect his health as the loud sirens, and constant untimely noise alone would cause him distress and could lead to anxiety attacks, and we do not need him to be under any more stress. I, Karen Murillo, also have a history of illnesses, including bronchitis, asthma, and anxiety attacks which are currently controlled, but as stated earlier, the project could easily disrupt this peace. My younger brother, Francisco Murillo, serves in the Navy and is currently in Japan where he is working day and night as a service to our country. His job is hazardous and extremely noisy to say the least, and when he comes home, he looks forward to a quiet space away from his daily routine. But these are only a few of the effects this project would have on our family.

The construction of the fire station would also pose a threat to the value of the homes in the area, significantly decreasing their value. It would pose a threat to the safety of the hundreds of young students that cross Oxnard St. five days a week. Van Nuys Middle school is located just a couple blocks from our home and these students cross the intersection of Vesper Ave. and Oxnard St. almost every day, and more often than not, they cross the street in a hurry even when the light is red. As, you can see, the construction of a fire station on that very intersection, which allows for ambulances and fire trucks to race out at any moment, will pose a threat to the safety and lives of these hundreds of students. Thus, this project will not only be a disturbance, but a hazard to the people in the community. With two fire stations in the area less than three miles away, there is no need for another at this location. We, the Murillo family are against this project.
April, 16, 2015

To whom it may concern,

We the Murillo family of six, reside at the address: 14603 Tiara St. Sherman Oaks, California 91411, directly across the street from the proposed location of construction for the fire station. We are against this project.

We have lived in this neighborhood for over nine years, and it is because of its peace and quiet that we chose to make this our home. We are against this project because it conflicts with the conditions of the people in the area. My father, Manuel Murillo, works at home in our garage where he spends approximately eight to twelve hours every day. He has high blood pressure and a very sensitive heart, already having undergone four heart surgeries including two pacemakers. Building this fire station would greatly affect his health as the loud sirens, and constant untimely noise alone would cause him distress and could lead to anxiety attacks, and we do not need him to be under any more stress. I, Karen Murillo, also have a history of illnesses, including bronchitis, asthma, and anxiety attacks which are currently controlled, but as stated earlier, the project could easily disrupt this peace. My younger brother, Francisco Murillo, serves in the Navy and is currently in Japan where he is working day and night as a service to our country. His job is hazardous and extremely noisy to say the least, and when he comes home, he looks forward to a quiet space away from his daily routine. But these are only a few of the effects this project would have on our family. The construction of the fire station would also pose a threat to the value of the homes in the area, significantly decreasing their value. It would pose a threat to the safety of the hundreds of young students that cross Oxnard St. five days a week. Van Nuys Middle school is located just a couple blocks from our home and these students cross the intersection of Vesper Ave. and Oxnard St. almost every day, and more often than not, they cross the street in a hurry even when the light is red. As, you can see, the construction of a fire station on that very intersection, which allows for ambulances and fire trucks to race out at any moment, will pose a threat to the safety and lives of these hundreds of students. Thus, this project will not only be a disturbance, but a hazard to the people in the community. With two fire stations in the area less than three miles away, there is no need for another at this location. We, the Murillo family are against this project.

Manuel Murillo
Karen Murillo
Francisco Murillo
Van Nuys Fire Station 39 project
1 message

Cheryl Grant <cgmft@att.net>  Sun, Mar 29, 2015 at 2:53 PM
To: norman.mundy@lacity.org

Dear Mr. Mundy,
I have a handful of objections to the fire station location but I will make my comments brief. My main point of contention at this point is that it doesn't make sense to put a heavily used fire station at the southern most border of the territory which would cross the Metro Line for nearly all activity calls. The neighborhood just to the South would hear all the noise and traffic and not reap the benefits of services. Residents at the Northern border Sherman way area are quite far from the proposed location and I can't imagine would get prompt enough emergency response times. Homes immediately South of the proposed location would likely be at a higher than acceptable noise and pollutant level. I propose a location mid way in the territory on a main boulevard to minimize noise and arrange for better response times for the entire district assigned to Fire Station 39. Thanks for your consideration regarding this most important matter.

Best, Cheryl Grant
310.980.6803 cell

Cheryl Grant MFT, CSAT, SEP
310.268.2200
www.cherylgrantmft.com

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If you received this in error, please delete the material from any computer.
Van Nuys Fire Station 39 Project

1 message

David Iblings <davidblings@att.net>  Fri, Apr 3, 2015 at 5:08 PM
To: Norman.Mundy@lacity.org

To Mr. Norman Mundy,

My wife and I have resided at 5812 Vesper Ave. for more than six years. We love our home and the neighborhood it is in. One of the biggest draws for us was the quiet “small town feel” in an urban area.

It seems now that everything will change with construction of a new fire station one block from our house. I realize that it it has to be located somewhere, but I question why it needs to be here, especially since it will serve only residents to the north of it.

What’s even worse is that plans were drawn up and this was being pushed through before any residents were informed..Not fair!

I am asking for support on behalf of the residents of this area. Of course we are not anti-fireman, but I can’t think of one person that wants it put here.

Everyone in the neighborhood has dogs that will howl every time a siren goes by. There are a lot of small children, as well as elderly people that will be constantly awakened by the screaming sirens.

I know there are other options here and I think they should be considered. There is a lot of unused real estate to the north of us on Van Nuys Boulevard. It is more centrally located for the area it will serve and already zoned as commercial property. Not residential!

I appreciate your consideration to this matter.

Sincerely,

David Iblings
5812 Vesper Avenue

818-429-8436
Mr. Norman Mundy

Dear Sir

I own a house at 14619 Tiara St. Van Nuys, CA 91411 directly across Oxnard Street from the proposed project. I'm not an expert in Environmental Impact Reports but I do know that fire engines when leaving the station will be loud.

1) Reading one of the reports it indicates that you will be building a 6 ft high block wall across the back of my property. That's a great idea, but can it be a little taller like 8 or 10 ft and designed to deflect the sound upward. When I go down the freeway the sound walls are considerably taller than 6 ft and I think they are designed to help mitigate the sound and make it travel upward.

Referencing one of the reports. Are all fire engine sirens mounted at the 3 ft level and never on the top of the vehicle. Is the actual hearing height 5 ft. What about all the sound bouncing around of buildings etc.. My ears are about 5 ft 7 above the ground.

2) I'm also not an architect but can't the fire engines come out of the station onto the adjacent street Vesper so that the initial sound goes toward the commercial area and not directly into the homes south of the station?

3) I'm also not an electrical wizard but maybe they could also install a switch in the station so they could make red lights going both ways when exiting onto Vesper and then Oxnard this may reduce the necessity to crank up the sirens full blast again.

Thanks

Mark Mathews
cell 818 625 5776
markmath@gmail.com
March 28, 2015

Dear Mr. Mundy,

I am completely against the establishment of a Fire Station at the proposed site at Orin ock Street and Vesper Avenue. It would definitely have a greatly negative impact on the R-1 neighborhood which is directly across the street. The obviously negative environmental effects on domestic life and health in an area which includes small children as well as older citizens is frugal health is thoughtless, bordering on the criminal! 

Elmer C. Mendoza
5824 Vesper Ave.
Sherman Oaks, CA 91411
(818) 780-4072

Mr. Norman Mundy
City of Los Angeles
Public Works - Bureau of Engineering
Environmental Management Group
1149 S. Broadway, 6th Floor, Mid-Stop 939
Los Angeles, CA 90015-2213
March 20, 2015

Mr. Norman Mundy  
City of Los Angeles  
Public Works – Bureau of Engineering  
Environmental Management Group  
1149 S. Broadway, 6th Floor, Mail Stop 939  
Los Angeles, CA 90015-2213

Re: Environmental Impact Report – Fire Station 39, Van Nuys

Dear Mr. Mundy:

This letter is in response to your letter dated March 19.

We are residents at 5817 Vesper Avenue. My wife and I live within a 1.5 block distance from the proposed fire station location. I’m also a local real estate agent and have a detailed knowledge of the neighborhood adjacent to the proposed station and its residents.

My wife and I are against the ill-conceived plan to build this station within 100 feet of a single-family neighborhood with fire station lights and sirens pointing directly toward single-family homes. This will obliviously have a negative impact on the noise quality in the area. In the City’s original noise study, they measured the noise from the existing Fire Station 39 and compared it to a new station built at the Vesper Ave location and indicated there would be minimal impact. They did not, however, compare the noise level from the existing station to the current noise level at the vacant lot. The assertion in the previous noise report of no significant noise impact to the area is based on a poorly conducted study with a clear intent to mislead interested parties. Any future noise studies conducted or overseen by the City as part of a new environmental impact report must be done in a proper and truthful manner and not biased to serve the City’s plan to build the project. Due to the poor judgement and improper execution of the City’s previous studies, it’s highly suggested that they use unbiased contractors located outside the County of Los Angeles.

With regard to transportation and traffic, the proposed station will be located south of the Orange Line Metro and adjacent to the southern border of Station 39’s primary service area. Most of Station 39’s service calls are north of the Metro line in the densely populated multi-residential neighborhoods located in central Van Nuys. This means the new proposed location will require Station 39 vehicles to increase their need to cross the Metro line for emergency calls. This seems highly unsafe and would result in higher probability of a Fire Station vehicle coming into contact with a Metro line vehicle or Metro line pedestrians.
In addition, Vesper Ave and Oxnard St is a street corner and signal light highly traversed by student foot traffic and parents taking and picking up their children from Van Nuys Middle School. It’s not uncommon to find a large number of children walking on that street and corner during school days. Fire Station vehicles will be in direct conflict with the Middle School foot traffic and parent vehicles. We have yet to see a plan or proposal related to the station that addresses this serious safety issue.

Based on information from various sources, our understanding is the vacant lot on Vesper Ave and Oxnard Street was previously a re-fueling station and contains abandoned underground fuel storage tanks. In previous City reports, it was disclosed that there may be toxic and hazardous substances buried in the soil. Any environmental study worth its weight would include an extensive and detailed study of the soil, sub-soil, ground water and condition of buried storage tanks and process for their removal. Prior to proceeding with any type of construction or development on the site, the residents and stakeholders in the area must know with detail and particularity the status of any toxic or hazardous material on the site and specific plans to mitigate. The City had previously proposed mitigating any hazard to its workers during construction, however, this mitigation did not extend to the residents or car dealership employees and customers in close proximity to the potentially hazardous construction site. Any plan from the City for construction on the lot must include hazardous substance mitigation for people, residents and businesses in the affected area.

As a real estate agent, I know there are many alternate and more suitable and locations for construction of the new Fire Station 39. Many of those locations are more centrally located within Fire Station 39’s primary service area north of the Metro line and will ultimately reduce emergency response time instead of increase it as this proposed location will do. Together with the other negative aspects of the site and location, we urge the City to investigate an alternate and better conceived plan for the Station. In addition, we request and require the City conduct a diligent and unbiased environmental impact study that meets a higher standard than the previous reports produced by or on its behalf.

Very truly yours,

Mario & Bertha Acosta
5817 Vesper Avenue
Sherman Oaks, CA 91411
818-925-4470

cc: Mayor - Eric Garcetti
    Councilman - Tom Labonge
    City Attorney – Mike Feuer
    Keyes Motors – Stacy Siegel
The project is in a LIQUEFACTION area.

Impacts of the MS4 Permit ORDER NO. R4-2012-0175 needs study and review regarding TMDL impacts and receiving water quality compliance on an ongoing basis.

Please address the Complete Streets and Circulation Element and that has not been adopted.

Joyce Dillard
P.O. Box 31377
Los Angeles, CA 90031
Table A-1: Summary of Comments received during the Scoping Period (March 19 – April 19, 2015) in Response to the NOP and Responses to those Comments

<table>
<thead>
<tr>
<th>Date</th>
<th>Commenter/Agency</th>
<th>Issue</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 March 19</td>
<td>Scott Morgan, State Clearinghouse</td>
<td>Courtesy notice</td>
<td>No response required.</td>
</tr>
<tr>
<td>2 April 16</td>
<td>Rick Holland, Department of Transportation, District 7</td>
<td>Transportation of heavy construction equipment and/or materials which require the use of oversized-transport vehicles on State highways will require transportation permit from Caltrans.</td>
<td>This issue is addressed in Chapter 6.0 Other Environmental Considerations, Traffic and Transportation discussion.</td>
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<td>A truck/traffic construction management plan may be necessary for this project</td>
<td>Storm water discharge is not permitted on state highways.</td>
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<td>Stormwater impacts are discussed in Section 4.6 - Hydrology and Water Quality.</td>
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<tr>
<td>3 April 17</td>
<td>Robina Suwol, California State Schools</td>
<td>Outreach conducted by the City was limited. No Spanish material was provided at the Scoping Meeting.</td>
<td>A scoping meeting was held for the EIR on April 9, 2015. Notice of the meeting was provided by direct mailing to residents within 500 feet of the project site and through publication in a local newspaper. Outreach staff included a bilingual staff person, who offered assistance in translating and transcribing comments in Spanish.</td>
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<td>Consulting firm representatives failed to provide business cards. City and consultants failed to provide answers regarding process for testing, including names of individuals retained to perform work.</td>
<td>Consultants present at the scoping meeting introduced themselves and provided their names, phone numbers, and email addresses upon request.</td>
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<td>Each resource section in Chapter 4 includes a discussion of cumulative impacts as required by CEQA. Other potential cumulative impacts are also discussed in Chapter 6 of this EIR.</td>
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<td>Include cumulative impacts of adjacent residents, businesses and facilities.</td>
<td>Chapter 5 - Alternatives includes a discussion of alternative sites, as well as alternatives that were considered but rejected, as required by CEQA.</td>
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<td>Include alternative sites and properties currently owned by the City within a 5-mile radius.</td>
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<td>Include extensive sound studies which include impacts to residents, businesses, sensitive receptors.</td>
<td>A detailed noise analysis was conducted for the EIR and is included as an appendix to the document. See Section 4.7 Noise and Vibration for a discussion of the proposed project’s construction and operational noise impacts, the level of significance of potential impacts, and measures to mitigate potential impacts, and the level of significance after mitigation.</td>
</tr>
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</table>
### All studies and names of consultants and copies of their contracts and full-payment histories should be given.

As required by CEQA, a list of the EIR preparers is included in Chapter 8 of this EIR. Disclosure of contracts and full-payment histories are not required to be made public under CEQA.

### All reports and dates of when testing will occur and by whom should be provided to residents in advance of testing.

The EIR identifies the dates that surveys and measurements were conducted to document existing conditions on the project site as well as the organizations responsible for conducting those measurements and surveys. For more detailed information, please see the technical studies and reports included as appendices to this EIR.

### Any and all information or testing performed by City, consultants, sub consultants retained to work on the EIR should be made available to the public.

See response above.

### All California Public Record Act Requests should be provided in a timely manner according to the California Public Record Act Request.

This comment will be forwarded to the City of Los Angeles Bureau of Engineering and does not warrant a response under CEQA.

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<tr>
<th>Date</th>
<th>Name</th>
<th>Comment</th>
<th>Response</th>
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<tbody>
<tr>
<td>April 17</td>
<td>Robina, Suwol, Individual</td>
<td>This comment letter is a repeat of Comment Letter 3 above.</td>
<td>Please see response to Comment Letter 3.</td>
</tr>
<tr>
<td>April 17</td>
<td>Nicholas Baker, Individual</td>
<td>This comment letter is a repeat of Comment Letter 3 above.</td>
<td>Please see response to Comment Letter 3.</td>
</tr>
<tr>
<td>April 7</td>
<td>John P. Webster, Elbar Investments, L.P.</td>
<td>The commenter states that he has owned a number of properties on Oxnard Street for over 65 years. He is in full support of the proposed project.</td>
<td>The comment in support of the project is acknowledged by the City. No response is required under CEQA.</td>
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<tr>
<td>March 24</td>
<td>Kristin Abernathy, Individual</td>
<td>The commenter states that she bought a residence less than 0.5 mile from the project site in 2012 and is opposed to the proposed project due to its location and proximity to residential uses. The commenter is concerned that proposed noise will detract from the home’s resale value.</td>
<td>Proposed construction and operational noise that would occur under the proposed project are discussed in Section 4.7 – Noise and Vibration. An evaluation of a proposed project's potential impacts on property values is not required under CEQA.</td>
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<td>Date</td>
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<td>8</td>
<td>April 16</td>
<td>Karen Murillo</td>
<td>The commenter is opposed to the proposed project. The commenter resides across the street from the project site. The commenter is opposed to the proposed project and cites quality of life issues (anxiety attacks, increased stress).</td>
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<td>Health issues including bronchitis, asthma, and anxiety are cited.</td>
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<td>The proposed project would result in increased noise.</td>
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<td>Construction of the proposed project will negatively affect home values.</td>
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<td>The proposed project will raise issues of safety in regards to school children who cross streets in the area.</td>
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<td>Entering and exiting fire vehicles will create hazards.</td>
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<td>Commenter states that two fire stations are located in the area less than three miles away and questions the need for the proposed project.</td>
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<td>March 29</td>
<td>Cheryl Grant, Individual</td>
<td>Commenter is opposed to the location of the project site in relation to the location of the Metro Line.</td>
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<td>Commenter is concerned about proposed noise for the residential community located south of the project site.</td>
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<td>Commenter is concerned that residents located north of the project site would not receive prompt emergency services due to increased response times.</td>
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<td>10</td>
<td>David Iblings, Individual</td>
<td>Commenter proposes a site location that would be north of the project site. Please see Chapter 5 – Alternatives for a discussion of alternative sites.</td>
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<td>Commenter lives on Vesper Avenue and is opposed to the location of the proposed project and is of the opinion that the proposed fire station would only serve residents located north of the site. Chapter 3 - Project Description includes a figure depicting Fire Station 39’s service area. As shown in this figure, both the existing and proposed stations would be located within the service area. The proposed new site for Fire Station 39 would serve areas both north and south of Oxnard street (see Figure 3-3 in Chapter 3).</td>
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<td>The plans for the station were finalized before residents were informed. Preliminary plans have been developed for the proposed project and are the basis for the analyses in this EIR. The information in this EIR will be used by the City Council in deciding whether to approve the proposed project. Opportunities will be provided to members of the public, as part of the CEQA process, to provide comments on the proposed project and its environmental effects prior to a decision by the City Council whether to approve the project or not.</td>
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<td>Proposed siren use will result in howling dogs and will awaken children and elderly residents. Construction and operational noise impacts that would occur as a result of the proposed project are analyzed in Section 4.7 – Noise and Vibration.</td>
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<td>An alternative site located north of Van Nuys Blvd is suggested. Please see Chapter 5 – Alternatives for a discussion of alternative sites considered by the City.</td>
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<td>11</td>
<td>Mark Matthews, Individual</td>
<td>The commenter is concerned about noise generated by proposed fire trucks. Construction and operational noise that would occur under the proposed project are analyzed in Section 4.7 Noise and Vibration.</td>
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<td>Commenter states that based on a report, a 6-foot high block wall would be constructed across the back of his home. Commenter is suggesting the height of the wall be 8-10 feet. A wall has been proposed to mitigate potential noise impacts. Please see Section 4.7 – Noise and Vibration of this EIR.</td>
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<td>Commenter is asking if all fire engine sirens are mounted at the 3 feet level and never on top of the vehicle. Commenter is asking about the hearing height (5 feet) and sound reflecting from structures. Construction and operational noise that would occur under the proposed project are analyzed in Section 4.7 – Noise and Vibration. This comment has been forwarded to the City of Los Angeles Bureau of Engineering.</td>
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<td>Name</td>
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<tr>
<td>March 24</td>
<td>Edwin Monsson, Individual</td>
<td>Commenter is suggesting that fire engines exit the site onto Vesper Avenue so the initial sound goes toward commercial areas and not directly into the homes located south of the project site. Proposed access to and from the site for fire and ambulance vehicles and for visitors is described in Chapter 3 - Project Description.</td>
<td>Construction and operational noise that would occur under the proposed project are analyzed in Section 4.7 – Noise and Vibration. This comment has been forwarded to the City of Los Angeles Bureau of Engineering.</td>
</tr>
<tr>
<td>March 20</td>
<td>Mario and Bertha Acosta</td>
<td>The commenter is opposed the proposed project because it would result in a negative impact on the R-1 neighborhood, located south of the project site. Implementation of the proposed project would result in negative effects on domestic life and health in an area that includes small children and elderly.</td>
<td>Chapter 6.0 Other Environmental Considerations contains a discussion of compatibility with adjacent uses. Please see Chapter 4 for a discussion of the proposed project’s environmental impacts.</td>
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<td><strong>Concern that placing the fire station (with lights and sirens) within 100 feet of a single family neighborhood will negatively impact noise quality.</strong></td>
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<td><strong>The City’s original noise study, compared noise at the existing Fire Station 39 with noise under the proposed project. The study did not compare existing station noise levels with noise levels at the vacant lot (project site). The noise study was poorly conducted and was meant to mislead interested parties.</strong></td>
<td>The noise impacts of the proposed project have been reevaluated as part of preparation of this EIR. Please see the discussions in Section 4.7 – Noise and Vibration.</td>
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<td>Question</td>
<td>Answer</td>
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<td>Any future noise studies must be done in a proper and truthful manner and not biased to serve the City’s plan to construct the proposed project. It is suggested that unbiased contractors be used.</td>
<td>See the response above.</td>
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<td>The proposed project would be located south of the Orange Line and adjacent to the southern border of Station 39’s service area. Most of the service calls are north of the Metro Line. A safety issue would result as fire vehicles would need to cross the Metro line.</td>
<td>The Metro Line Busway is located north of Aetna Street, as described in Chapter 3- Project Description. This chapter also includes a figure depicting Fire Station 39's service area. As shown in this figure, both the existing and proposed stations would be located within the service area and the service area encompasses areas both north and south of the Orange Line Busway. Safety issues are discussed in Section 4.5 - Hazards and Hazardous Materials.</td>
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<td>Children walk along Vesper and Oxnard, which contain student foot traffic. The proposed project will result in a pedestrian safety issue.</td>
<td>Safety issues are discussed in Section 4.5 - Hazards and Hazardous Materials. Section 6.1.9 - Traffic and Transportation also includes a discussion of pedestrian signage and safety.</td>
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<td>An environmental study should include an extensive and detailed study of the soil, subsoil, groundwater and condition of buried storage tanks and status of any toxic or hazardous materials on the site, including mitigation.</td>
<td>Please see EIR Section 4.5 - Hazards and Hazardous Materials and Section 4.3 Geology and Soils.</td>
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<td>The City’s previous mitigation did not extend to the residents or car dealership employees and customers in close proximity to the potentially hazardous construction site. Any plan from the City for construction on the site must include hazardous substance mitigation for people, residents, and businesses in the affected area.</td>
<td>The EIR includes mitigation measures to mitigate potentially significant impacts as required by CEQA. Please see Section 4.5 – Hazards and Hazardous Materials for a discussion of the proposed project’s hazardous materials impacts and measures to mitigate those impacts.</td>
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<td>There are alternate and more suitable locations for</td>
<td>Please see Chapter 3- Project Description for a map of the Fire Station 39 service area and Chapter 5 – Alternatives.</td>
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<td>Date</td>
<td>Commenter</td>
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<td>April 20</td>
<td>Joyce Dillard, Individual</td>
<td>The project site is located in a liquefaction area.</td>
<td>Section 4.3 - Geology and Soils discusses the potential liquefaction hazards at the proposed project site.</td>
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<td>Impacts of the MS4 Permit need to be studied. Review of TDML impacts and water quality compliance on an on-going basis need to be addressed</td>
<td>Water quality is discussed in Section 4.6 - Hydrology and Water Quality.</td>
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<td>Please address the Complete Streets and Circulation Element that have not been adopted.</td>
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<td>April 19</td>
<td>Jesse Marquez, Coalition for a Safe Environment, Cynthia Babich, LA Environmental Justice Network, Drew Wood, California IAQ, Ricardo Pulido, Community Dreams</td>
<td>Commenter is requesting that the EIR include google earth maps and polygon maps that show the current service boundaries of all fire stations within 10 miles of the proposed Van Nuys Fire Station 39.</td>
<td>Chapter 3 - Project Description includes Figure 3-3, which shows the service area boundary for Fire Station 39. The arbitrary 10-mile boundary as requested by commenter is not required in order to analyze, in accordance with CEQA requirements, the proposed project’s environmental impacts.</td>
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<td>Commenter is requesting that the EIR include google earth maps and polygon maps that show the new service boundaries of all fire stations within 10 miles of the proposed Van Nuys Fire Station 39.</td>
<td>The service boundary of Fire Station 39 would not change as a result of the proposed project. Please see Chapter 3 - Project Description.</td>
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<td>Commenter is requesting a population density map to be included in the DEIR.</td>
<td>Chapter 6 - Other Environmental Considerations includes a discussion of the proposed project’s potential population and housing impacts.</td>
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<td>Commenter is requesting a sensitive receptor map to be included in the DEIR.</td>
<td>Section 4.2 Air Quality includes a figure that shows sensitive receptors in the surrounding area.</td>
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<td>Commenter is requesting an Environmental Justice Community map to be included in the DEIR.</td>
<td>CEQA does not require that environmental documents prepared pursuant to the CEQA Guidelines include an analysis of a proposed project’s environmental justice impacts.</td>
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<td>Commenter is requesting a School Map to be included in the DEIR.</td>
<td>Section 4.5 - Hazards and Hazardous Materials includes a figure that shows schools in the surrounding area.</td>
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<td>Commenter is requesting a Community Population Congregation Map to be included in the DEIR.</td>
<td>This map is not required in order to evaluate the proposed project’s impacts in accordance with CEQA. Chapter 6 - Other Environmental Considerations includes a discussion of land use impacts, including impacts due to division of a community.</td>
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<td>Commenter is requesting that the EIR analyze a minimum of 10 alternate sites.</td>
<td>CEQA does not require that a minimum of 10 alternatives be included in an EIR. Per CEQA, an EIR shall describe a range of reasonable alternatives that would obtain most of the project’s objectives and would avoid or substantially lessen any of the project’s significant impacts. Please see Chapter 5 for a discussion of the alternatives that have been considered by the City of Los Angeles.</td>
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<td>Commenter is of the opinion that the fact that previous sites were reviewed by LAFD and City Council is inconsequential because the public was not invited to participate in the review.</td>
<td>Comment noted.</td>
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<td>The commenter is of the opinion that other fire stations are located adjacent to residential neighborhoods because they were constructed prior to any environmental laws.</td>
<td>Comment noted.</td>
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<td>Commenter is requesting that a Traffic Study and Traffic Congestion Map be included in the EIR. A Local Business Density Traffic Study should be prepared.</td>
<td>Chapter 6 - Other Environmental Considerations includes a discussion of traffic impacts. Additionally, a traffic memorandum prepared in May 2015 for the proposed project is included as an appendix to the EIR. The projected number of traffic trips that would be generated as a result of project operation would not warrant a detailed traffic study.</td>
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<td>Commenter is requesting that a Public Accident Risk Assessment Study be included in the EIR.</td>
<td>Issues pertaining to safety including to pedestrians are discussed in Section 4.5-Hazards and Hazardous Materials.</td>
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<td>Commenter is requesting that a noise study equivalent to the Los Angeles-Harbor Community Benefit Foundation Wilmington Noise Studies (Reports 1-4) be included in the EIR.</td>
<td>A detailed analysis of the project’s noise impacts has been conducted and is included in this EIR. Please see Section 4.7 – Noise and Vibration and the technical memorandum in Appendix E.</td>
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<td>Commenter is raising concerns about mental health and physical health.</td>
<td>CEQA does not require an analysis of a proposed project’s potential impacts on mental health and physical strain. However, the reader is referred to the discussions of the project’s air quality and noise impacts in Sections 4.2 and 4.7, respectively of this EIR.</td>
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<td>Commenter is requesting that the EIR include compliance and include Green Construction Sustainable Plan.</td>
<td>Sustainability Issues are described in Chapter 3 - Project Description.</td>
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<td>Commenter is requesting that the EIR include compliance with Air Resources Board and SCAQMD: Guidance Document for Addressing Air Quality Issues in General Plan and Local Planning.</td>
<td>Section 4.2 - Air Quality includes a discussion of air quality construction and operational impacts and conformance with applicable air quality standards, as required by CEQA.</td>
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<td>Commenter is requesting that the EIR include compliance with City of LA General Plan Air Quality Element goals (goals 1, 4, 5 and 6).</td>
<td>See response above.</td>
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<td>Commenter is requesting that the EIR include compliance with the City of LA General Plan for Environmental Justice: Transportation Element: Assure the fair and equitable treatment of people of all races, cultures, incomes, and education levels with respect to the development and implementation of citywide</td>
<td>A scoping meeting was held as part of the EIR process to provide information on the project and encourage community participation. A bilingual outreach staff person was present to provide Spanish translation services.</td>
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<td>Commenter is requesting that the EIR include compliance with the City of LA General Plan Noise Element.</td>
<td>Section 4.7 - Noise and Vibration analyzes construction and operational noise impacts that would occur as a result of the proposed project. Additionally, the noise section includes a regulatory environment discussion that identifies applicable noise regulations.</td>
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<td>Commenter is requesting that the EIR include compliance with the City of LA General Plan Objective 2 pertaining to mitigation for traffic and the improvement of air quality by implementing multi-modal strategies.</td>
<td>Section 4.2 - Air Quality includes a discussion of air quality construction and operational impacts and conformance with applicable air quality standards, as required by CEQA. Traffic is discussed in Chapter 6 - Other Environmental Considerations.</td>
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<td>Commenter is requesting that the EIR include compliance with the Mobility Plan 2035.</td>
<td>The proposed project would not alter existing roadways or pedestrian or bicycle routes. Consistency with applicable land use plans and policies are discussed in Chapter 6 - Other Environmental Considerations.</td>
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<td>Commenter is requesting that the EIR include compliance with Re:Code LA.</td>
<td>The current zoning designation for the project site permits development of a fire station on the site. No conditional use permit would be required and no zone change is required or proposed.</td>
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<td>Commenter is requesting that the EIR include a survey of endangered species. Red tailed hawk and/or peregrine falcon have been reported in neighborhood trees and backyards.</td>
<td>The biological resources section of Chapter 6 - Other Environmental Considerations includes a discussion of biological resource impacts and summarizes the results of a CNDDDB search of sensitive species.</td>
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<td>Commenter is requesting that the EIR include a socio-economic assessment that identifies decreases in property values.</td>
<td>The comment is noted. CEQA does not require an assessment of impacts property and auto values.</td>
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<td>Commenter is requesting that the EIR include a Fire Station Signage Plan.</td>
<td>This comment has been forwarded to the City of Los Angeles Bureau of Engineering.</td>
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<td>Commenter is requesting that the City only purchase electric fire trucks and vehicles for the proposed project.</td>
<td>This comment has been forwarded to the City of Los Angeles Bureau of Engineering</td>
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