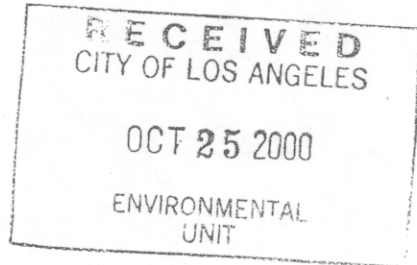


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Tentative Tract #52539
Case No. 98-0168



October 23, 2000

Lateef Sholebo
Project Coordinator
221 North Figueroa Street
Room 1500
Los Angeles, California 90012

Dear Mr. Sholebo,

I have read the Draft Environmental Impact Report that I obtained at your office. It is long and in some areas detailed, but it does not address any of the environmental problems that I outlined in my letter to Ms. Zaitovsky on September 24, 1999. Why the Environmental Research Group, Christopher A. Joseph and Associates chose to ignore every one of my questions is beyond comprehension.

The following is the review of the environmentally related problems that I outlined in my letter back on September 24, 1999:

1. Water and Storm Drains. The following are the descriptions of the Project site regarding water drainage by William Rose & Associates, Inc. March 1998

Page IV. C-3. "Hydrologic Area No. 4 is an area of 5.8 acres located in the southeastern portion of the project site. As mentioned above, runoff from this area drains by sheetflow in an easterly direction into the right-of-way of the Golden State Freeway where it is picked up by existing Caltrans Storm drain system. During a 10-year storm the peak runoff from the Hydrologic Area No. 4 is calculated to be 11.7 cfs; during a 50-year storm the peak runoff is calculated to be 15.4 cfs."

Page IV. C-9. "No Significant storm water runoff impacts from the proposed project are anticipated"

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Page I-10. "The second proposed storm drain will pick up the runoff from the eastern portion of the proposed project that currently flows onto the Golden State Freeway right-of-way."

Page I-10. "The applicant will be required to obtain an encroachment permit from Caltrans to allow for the extension of the new storm drain into Caltrans' right of way. No significant storm water runoff impact from the proposed project is anticipated"

The Report says that the runoff from the eastern portion of the Project drains onto the Golden State Freeway right-of-way, giving the impression that the water drains onto the freeway. It cannot do this. The water must drain under the freeway into the Los Angeles Storm Drain System. The Report does not say what the Caltrans Storm drain system consists of, nor does it indicate that the consultants contacted Caltrans to see if the system, as it exists, will accept this drainage. As I indicated in my letter, the drainage system, as it now exists, is inadequate to handle storm runoff, and water collects on the southeasterly portion of the proposed development during only moderate storms. This will be a problem if it is not addressed before the Project is begun. It would not seem to be much of a problem for the consultants to contact Caltrans in order to determine of what their system consists and whether the system will adequately accept the storm drainage produced by the Project.

2

None of the concerns of the Ararat Home were addressed either. They seem to have a significant water drainage problem, which will not be helped by the current proposed development.

3

2.Cemetery and Gravesites. The Report seems to belittle and ignore the real existence of gravesites with headstones and graves with body parts on the proposed Project site. There can be no doubt whatsoever that these graves exist at the present time on the proposed Project site.

Page IV.H-5"Weber confirmed that local folklore at and around the Mission in the congregation held that the knolls at the southern end of the property may have been used as an Indian burial ground, and that he did not believe that such accounts were either fanciful or invented."

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Page IV.H-4"No remains were discovered and the rumor is believed to be unfounded."(Colby and Farnsworth, 1985)

There are, at the present time, headstones on the Project, which attest to the fact that the site was a cemetery, not for Native Americans but for American Citizens. Enclosed with this statement are photographs of such a headstone now existent (See Attachment A & B). Photographs of bones (See Attachment C -left temporomandibular joint; external auditory canal; mastoid process) and coffin accessories, such as coffin handles and ornaments, are also enclosed (See Attachment C). Any one that is interested can see these at anytime by simply asking

C

me. Why the Project investigators did not contact me or the nuns that live next door to me, regarding the existence of these artifacts is beyond me.

4

3. Helicopter Noise and Roof destruction. The Report erroneously states that the helicopter approach to the heliport at Providence Holy Cross Medical Center is from the **northwest**. It actually is approached from the **northeast** across the Golden State Freeway, directly over my home.

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Page IV.E-13 "Under normal wind patterns, the landing path is from the northwest across the Ararat Home and the school campus into the heliport. The take-off is toward the southeast away from the project site. The noisiest activity is several seconds of hover as the helicopter sets down, and again the vertical take off rise before tilting the rotors forward. While the project site may have been previously been overflowed by helicopters because of its low development density and close freeway proximity, most pilots adhere to the "Fly Neighborly" guidelines and avoid noise impact to home where possible. Prevailing wind patterns would normally not bring helicopters over the project site, and pilots would typically avoid the site if possible."

6

This is egregiously false. It is a nice story, implying that the writer is an expert in helicopter aviation practices but is actually **very wrong**. ("Fly Neighborly"??) I think that the consultant is either being facetious or is intentionally misrepresenting the facts. Anyone who has seen the Project site or looked at the maps of the site would know that helicopters are **prevented from approaching the heliport from the northwest by high-tension towers and wires**. Pilots habitually do what is easiest for them and safest for their craft. Helicopters, at the present time approach the heliport from the **northeast not the northwest and takeoff in the same direction**. I have complained to the Los Angeles County Fire Department Air Operations, but the pilots still do what they think best. And that is, fly directly over my home and at a very low altitude. This is easily confirmed by a phone call to the **L.A. County Fire Captain** in charge. Why the Project investigators did not call the Fire Department Captain in the course of their investigations is negligent and misleading. This is not a silly and inconsequential point in that homebuyers will be severely impacted, not only by the noise, but also by the severe vibrations from the plane's rotors.

4. The Weir Box and Reservoir. This seems to be a **significant problem** in that it's study or preservation is to be solved before the present Project continues. I will enclose photographs of the box for everyone's perusal (See Attachment D & E).

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5. Traffic on Indian Hills and Mission Hills Roads. The traffic study done by Arthur L. Kassan, P.E. in June of 1999 does not seem to reflect actual conditions, both present and after the project is finished, and will affect Ararat Home and Providence

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Holy Cross Medical Center more than it will affect me. The numbers given do not seem to be correct, and the length of time spent waiting for traffic to clear especially traffic waiting to enter the Medical Offices parking lot do not seem to be reflected in the study.

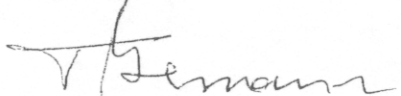
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The above representations are only a few of the many more falsehoods and omissions of the Report, and I am sure that there are many more. For instance, why didn't the consultants access the previous environmental reports made during the Ararat Home construction? By reading the October 6, 1999 letter from Mr. Leonian to the Environmental Review Unit, there seems to be problems with water flow on the western side of the project that have not been mentioned by the consultants. I only looked at problems connected to the eastern side of the project. The credibility of the entire Report must be seriously in doubt.

9

If there is any way that I can be of help in clarifying or elucidating any of the above mentioned problems please feel free to contact me by fax, e-mail or by phone.

Sincerely,



Timothy Germann