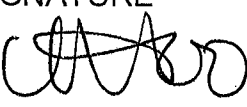


CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
NEGATIVE DECLARATION

LEAD CITY AGENCY AND ADDRESS: Los Angeles World Airports (City of Los Angeles Department of Airports) 1 World Way, Los Angeles, CA 90045		COUNCIL DISTRICT 6
PROJECT TITLE Air Sources Hangar Project at Van Nuys Airport		CASE NUMBER AD 149-04
PROJECT LOCATION 16700 Roscoe Blvd., at Van Nuys Airport (VNY), in the City of Los Angeles, in the County of Los Angeles		
PROJECT DESCRIPTION: The Project includes the redevelopment of Air Sources' leasehold of approximately 21.2 acres within three phases. The ultimate build-out of the project would include 55,200 S.F of office area and 25,625 S.F. of hangar area. The project would result in the addition of ten aircraft new to VNY and is projected to result in approximately 276 monthly aircraft operations generated by approximately 25 jet aircraft located within this leasehold.		
FINDING: The City of Los Angeles has determined that this project would not have a significant effect on the environment based on the analysis contained in the attached Initial Study. Any written comments received during the public review period are contained in the Initial Study, together with the responses of the lead agency.		
CONTACT PERSON Karen Hoo Los Angeles World Airports 7301 World Way West, 3 rd Floor Los Angeles, California 90045 (310) 646-3853 X 1003		
SIGNATURE 	TITLE City Planner	DATE October 27, 2004

**AIR SOURCES
HANGAR PROJECT
AT VAN NUYS AIRPORT

FINAL INITIAL STUDY**

PREPARED FOR:

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

October 2004

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- A. Traffic Study
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Environmental Checklist Form

1. Project title: Air Sources Hanger Project at Van Nuys Airport
- 1a. LAWA Case Number: AD-149-04
- 1b. Council District: 6
2. Lead agency name and address:
Los Angeles World Airports
7301 World Way West
Los Angeles, CA 90045
3. Contact person and phone number: Karen Hoo (310)646-3853 ext 1003
4. Project location:
16700 Roscoe Boulevard
Van Nuys, CA 91406
5. Project sponsor's name and address:
Air Sources, Inc
16700 Roscoe Boulevard
Van Nuys, CA 91406
6. General plan designation: Light Industrial
7. Zoning: [T] [Q] M2-1VL. The "T" Condition requires that all projects satisfy applicable City improvement standards. The "Q" Condition requires submittal of plot plans and Planning Commission approval for certain projects over 10,000 square feet in floor area.
8. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)
See pages xvi-xxii
9. Surrounding land uses and setting: Briefly describe the project's surroundings:
The Project Site is located within the Van Nuys Airport. Land uses to the north of the Project Site include existing one- and two-story retail; to the west of the Project Site across the Bull Creek Channel extending to Balboa Boulevard, land uses include one- and two-story retail on both the north and south sides of Roscoe Boulevard, land uses west of Balboa Boulevard include single family residential on both the north and south sides of Roscoe Boulevard; to the south of the Project Site, land uses include the Van Nuys Airport operations; and to the east, land uses include existing Airport operations.
10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)
Los Angeles World Airport (LAWA) and other departments and responsible agencies involved in the decision-making process include, but are not limited to: Department of City Planning (LADCP), Los Angeles Department of Transportation (LADOT), Los Angeles Department of Public Works Bureau of Engineering, Los Angeles Fire Department (LAFD), City of Los Angeles Department of Building and Safety, California Regional Water Quality Board (CRWQB), Southern California Air Quality Management District (SCAQMD), and other interested parties as a public information resource.

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" 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 & Hazardous Waste | <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:

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 of the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "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.
- ☐ I find that one or more of the criteria in Section 15162(a) of the Guidelines has been satisfied with respect to the Modified Project, and a SUBSEQUENT ENVIRONMENTAL IMPACT REPORT is required.

Signature



Date 10.27.04

Printed Name and Title KAREN HOO CITY PLANNER For _____

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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I. AESTHETICS -- Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

II. AGRICULTURE RESOURCES -- 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"/> |
| 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"/> |
| 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"/> |

III. AIR QUALITY -- 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"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural 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"/>
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"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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"/>
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"/>
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"/>

V. CULTURAL RESOURCES – Would the project:

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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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VI. GEOLOGY AND SOILS – Would the project:

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 Division of Mines and Geology Special Publication 42.

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ii) Strong seismic ground shaking?

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iii) Seismic-related ground failure, including liquefaction?

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iv) Landslides?

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

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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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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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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 waste water?

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or revised school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
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"/>
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"/>
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"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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 checked="" type="checkbox"/>	<input type="checkbox"/>

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"/>
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"/>
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"/>
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"/>
e) Create or contribute runoff water which 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	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent 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"/>
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"/>
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"/>
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"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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XII. POPULATION AND HOUSING – Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XIII. PUBLIC SERVICES

a) 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:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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XIV. RECREATION

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?

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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?

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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)?

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b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

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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?

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d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

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e) Result in inadequate emergency access?

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f) Result in inadequate parking capacity?

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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"/>
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"/>
c) Require or result in the construction of new storm water 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"/>
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"/>
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"/>
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"/>
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"/>

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
-----------------------------------	--	------------------------------------	--------------

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?

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b) Does the project have impacts that are individually limited, but cumulatively considerable?

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("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)?

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

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PROJECT DESCRIPTION

A. Background

The Van Nuys Airport (VNY) is located within the San Fernando Valley, approximately two miles north of the Ventura Freeway (US 101) and approximately one mile west of the San Diego Freeway (Interstate 405). The airport is roughly bounded by Roscoe Boulevard on the north, Hayvenhurst Avenue and Balboa Boulevard on the west, Vanowen Street on the south, and Woodley Avenue on the east. The airport is approximately 730 acres in size.

Van Nuys Airport opened in 1928, serving the private interests of Hollywood and other general interests. During World War II (WWII), the United States Army acquired a portion of the airfield. After WWII, the City of Los Angeles purchased the airfield from the War Assets Administration with the provision that the California Air National Guard base would remain on the property. Since this time, VNY has been part of the City of Los Angeles airport system including Los Angeles International (LAX), Ontario International (ONT), and Palmdale Regional (PMD).

VNY is currently ranked as the world's busiest general aviation airport. More than 100 businesses are located at VNY, including six major fixed based operators (FBO) and numerous aviation companies that provide aviation and flight related services. utilized as a general aviation airport. Services provided by an FBO typically include aircraft fueling and oil dispensing, aircraft parking, tie-down, and hangar storage; airframe power plant and accessory service; radio and instrument service; air charter and flight instruction, ground services which include towing, baggage handling, deicing, power starts, lavatory service, potable water, aircraft cleaning and cabin supplies. The applicant, Air Sources, is currently one of the FBOs operating at the Van Nuys Airport.

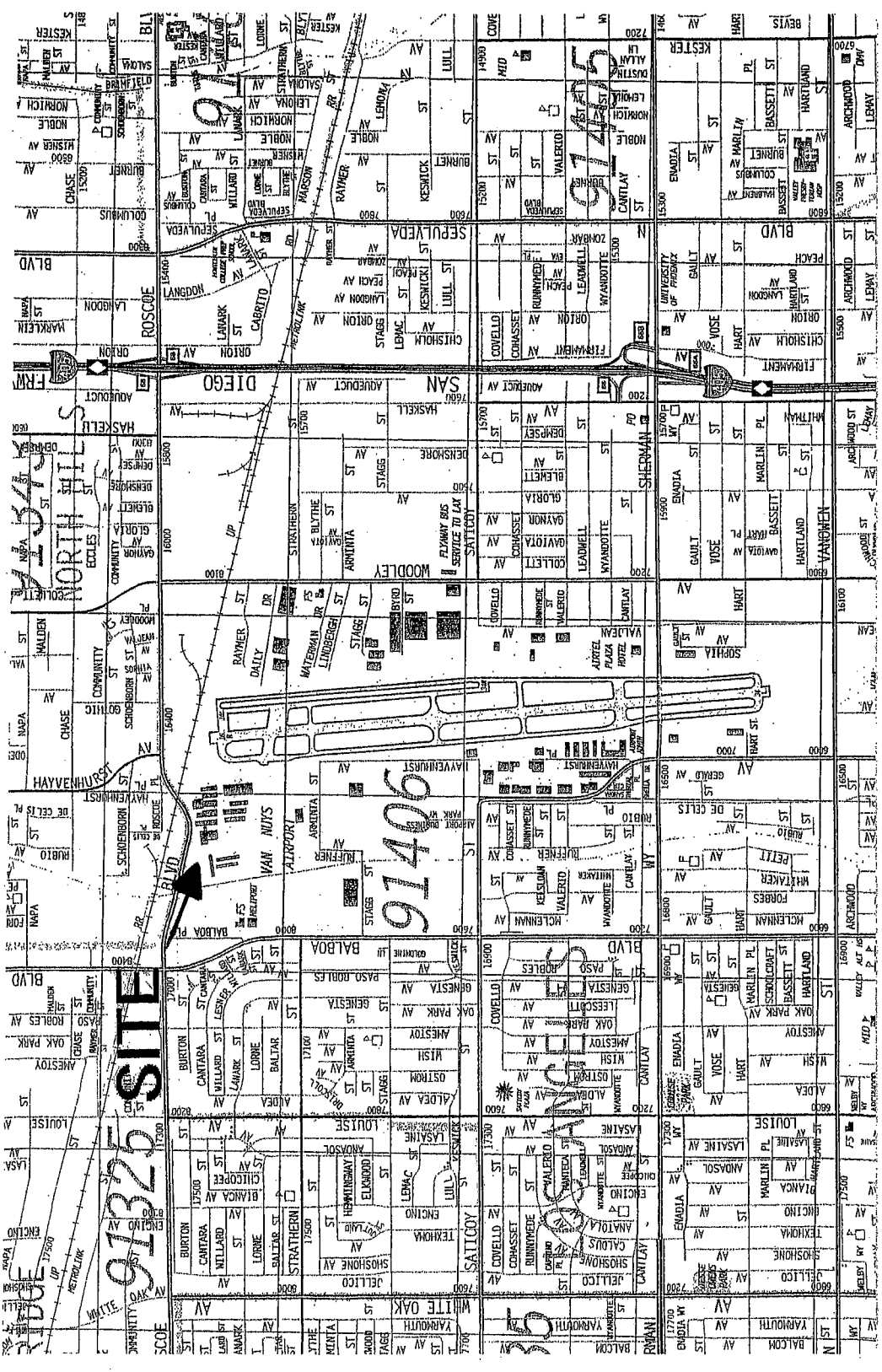
The Project Site is located at the northwest portion of the Airport, consisting of approximately 21.2 acres. The Project Site is bordered to the north by Roscoe Boulevard, to the west by the Bull Creek Flood Control Channel and existing retail properties located to the west of the Channel, and to the south and east by airport facilities and operations based at VNY. The Project Site has been utilized by Air Sources since approximately 1960.

B. Project Objectives

- To replace the existing Air Sources facilities with new, state of the art hangar and office facilities for use by current flight patrons.

C. Project Location

The Project is located at the Van Nuys Airport (VNY) ("Airport") which is located within both the Reseda - West Van Nuys and Mission Hills - Panorama City - North Hills Community Plan Areas. However, the Project Site is located at the northwestern corner of the Airport and is located fully within the Reseda - West Van Nuys Community Plan. The Project Site is bounded by Roscoe Boulevard on the north, the Bull Creek Flood Control Channel to the west, existing VNY development to both the south and east, as shown in **Figure 1: Vicinity Map**. The project address is 16700 Roscoe Boulevard, Van Nuys, California.



PAI PLANNING ASSOCIATES, INC. VICINITY MAP **FIGURE 1**

D. Project Characteristics

The Project includes redevelopment of the applicant's current leasehold located at the northwestern corner of the airport. The Project Site is approximately 21.2 acres in size and is currently improved with offices, hangar buildings, and open tie down areas. **Figure 2: Existing Site Plan** shows the current layout of the Project Site. The Project proposes to replace, in three phases, all existing facilities with new office and hangar areas, as shown in **Table 1: Existing and Proposed Use of Leasehold**. **Figure 3: Proposed Site Plan** displays the ultimate buildout of the Project.

TABLE 1
EXISTING AND PROPOSED USE OF LEASEHOLD

USE	EXISTING (SQUARE FEET)	PROPOSED (SQUARE FEET)
Office Area	20,140	55,200
Hangar Area	118,470	252,625
Open Tie Down Area	305,000	0

Demolition Phases

Demolition at the Project Site will occur in three phases. Demolition in Phase I will include approximately 53,195 square feet of hangar space, Phase II demolition will include approximately 47,970 square feet of hangar space, and Phase III demolition will include approximately 17,305 square feet of hangar space and approximately 20,140 square feet of office space. This is a total of approximately 138,610 square feet of demolition.

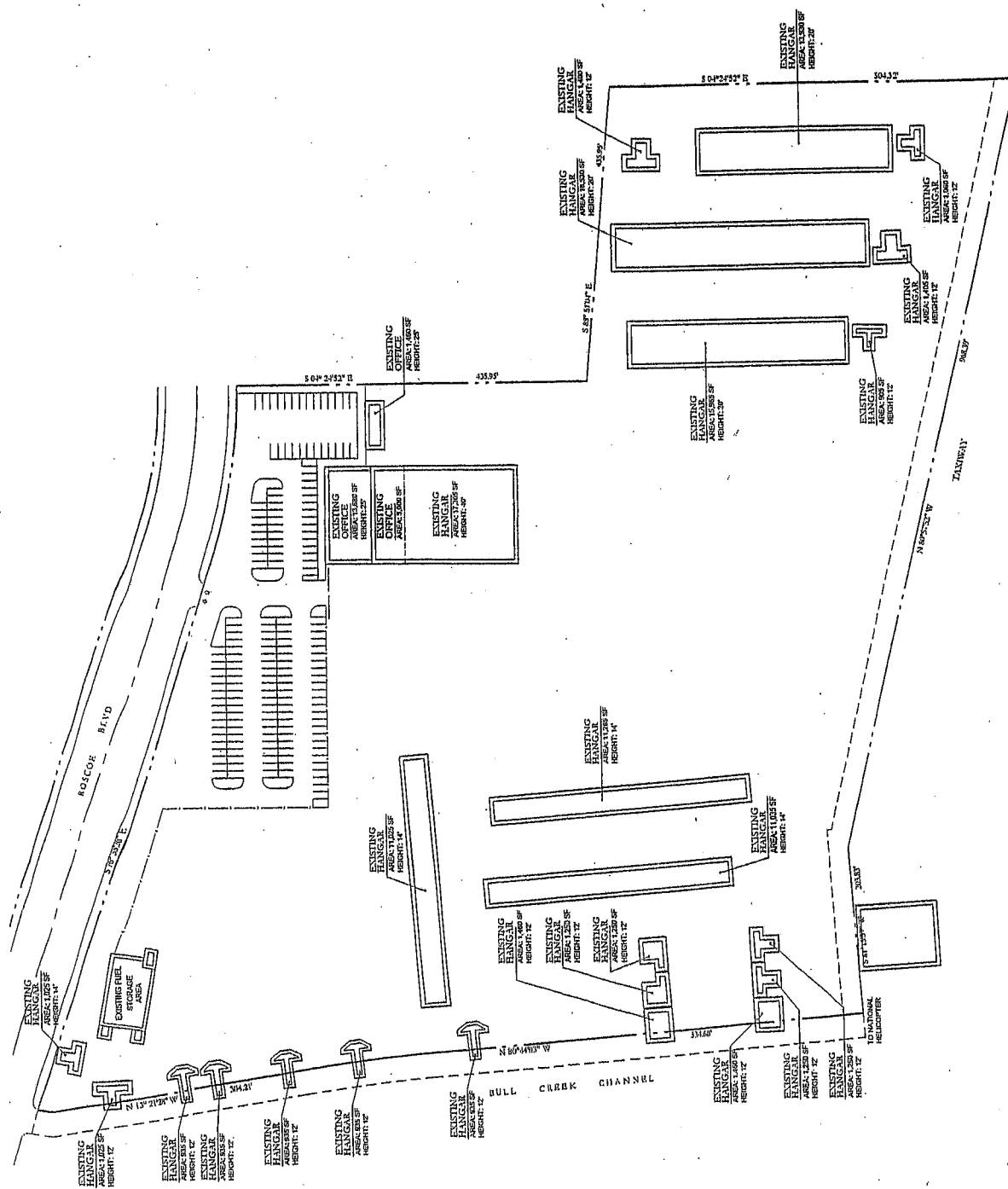
Phase I

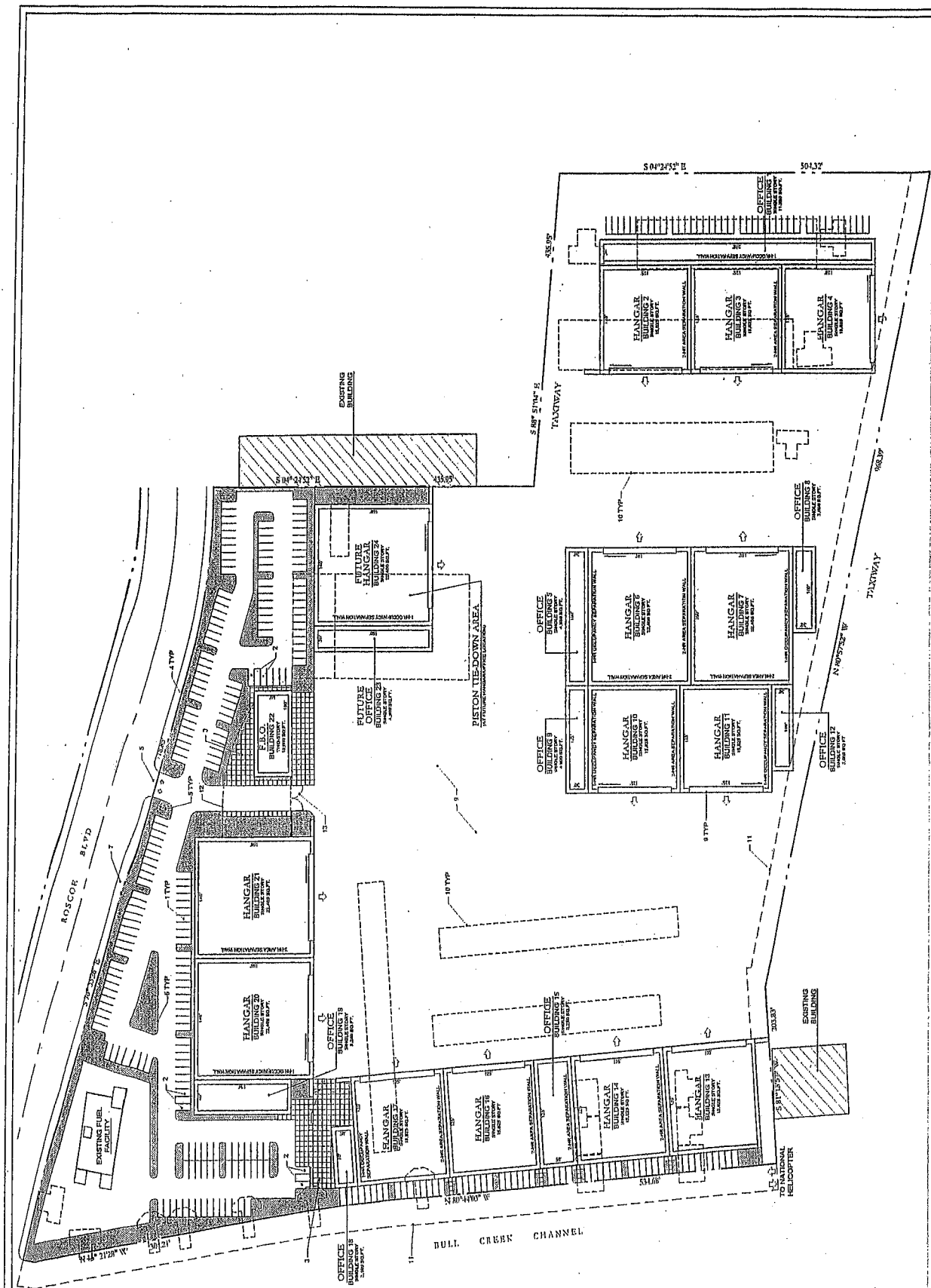
Phase I, which will be located on the southeastern portion of the leasehold, will require the removal of approximately 53,195 square feet of hangar buildings and hangar structures. This will include four large piston T-hangars, two rows of Umbrella hangars and a single hangar. A total of 60 aircraft and helicopters will be displaced during this phase. These aircraft include:

- 16 small aircraft at Umbrella hangars
- 10 large aircraft at Umbrella hangars
- 43 open piston tie down spots with 13 current vacancies, 30 net aircraft
- 4 owner-owned Port-A-Port hangars

Phase II

Phase II, located on the western side of the leasehold will require the removal of approximately 47,970 square feet of hangar buildings and hangar structures. This will include 30 small T-hangars and 13 small Port-A-Port hangars. A total of 68 small piston aircraft will be displaced during this phase. These aircraft include:





- 30 piston aircraft at T-hangars
- 13 piston aircraft at Port-a-Port hangars
- 29 open small piston tie downs with 4 vacancies, 25 net aircraft

Phase III

Phase III, located on the northern side of the leasehold, will require removal of the 18,680 square foot Main Office Complex, the attached 17,305 square foot hangar, and the 1,460 square foot Modular Office Building. There is no aircraft storage within this area other than transient aircrafts brought in for maintenance, which is currently done by Total Aircraft Services (Jet) and Van Nuys Flight Center (Cessna and other piston). A total of 1 jet aircraft will be displaced during this phase. This aircraft includes:

- Gulfstream III (This aircraft under R&D by Total Aircraft Services. This aircraft rarely flies and is to be removed within 2 years. The test run was done out of Van Nuys Airport.)

Proposed Improvements

The Project is proposed to be constructed in a total of four phases. Phases I through III will include demolition of existing hangars and office space and construction of replacement hangars and associated office space. The increased hangar square footage constructed through Phase III will allow for the addition of jet aircraft at the facility, while maintaining the existing piston aircraft. Phase IV includes construction of additional hangar space at the existing piston tie-down area which will ultimately displace all piston aircraft at the Project Site.

Phase I

Phase I will cover a site area approximately 304,000 square feet in size. Building improvements in Phase I will consist of approximately 110,725 square feet and will include the following:

- 3 large Jet hangars (Buildings 2, 3, 4) approximately 15,625 square feet each in size for a total of 46,875 square feet
- 2 large Jet hangars (Buildings 6, 7) approximately 22,400 square feet each in size for a total of 44,800 square feet
- Multiple hangar office areas (Buildings 1, 5, 8) totaling approximately 19,050 square feet

Phase I will result in eight jet aircraft at the Site including:

- 3 Gulfstream V
- 1 Hawker
- 2 Boeing Business
- 1 Challenger
- 1 Citation X

Phase II

Phase II will cover a site area of approximately 264,000 square feet. Building improvements in Phase II will consist of approximately 70,850 square feet, including the following:

- 4 Jet hangars (Buildings 13, 14, 16, 17) approximately 15,625 square feet each in size for a total of 62,500 square feet
- Multiple hangar office areas (Buildings 15, 18) totaling approximately 8,350 square feet

Phase II will result in the addition of six jet aircraft at the Site including:

- 2 Gulfstream V
- 2 Hawker
- 1 Global Express
- 1 Challenger

Phase III

Phase III will include development of the balance of the leasehold area (approximately 300,000 square feet). Building improvements in Phase III will consist of approximately 99,050 square feet and will include the following:

- 2 Jet hangars (Buildings 20, 21) approximately 22,400 square feet each in size for a total of 44,800 square feet
- 2 Jet hangars (Buildings 10, 11) approximately 15,625 square feet each in size for a total of 31,250 square feet
- Multiple hangar office areas (Buildings 9, 12, 19) totaling approximately 13,000 square feet
- Fixed Base Operation (Building 22) totaling approximately 10,000 square feet

Phase III will result in the addition of eight jet aircraft at the Site including:

- 3 Gulfstream V
- 3 Hawker
- 1 Global Express
- 1 Challenger

Phase IV

Phase IV will result in development of the existing Piston Tie-Down Area with hangar buildings, upon expiration of the current lease and approval from VNY. Building improvements in Phase IV will consist of approximately 27,200 square feet and will include the following:

- 1 Jet hangar (Building 24) approximately 22,400 square feet in size
- Hangar office area (Building 23) totaling approximately 4,800 square feet

Phase IV will result in the addition of three jet aircraft at the Site including:

- 3 Gulfstream V

E. Required Discretionary Actions

- Approval of new/modified/expanded leasehold at Van Nuys Airport (VNY) by the Los Angeles World Airport Department and possibly the City of Los Angeles City Council
- Plot Plan Approval pursuant to Ordinance 164320 by the City of Los Angeles Department of City Planning
- Site Plan Review by the City of Los Angeles Department of City Planning
- Variance from Section 12.21.1A to allow construction of 55 foot high structures that exceed the maximum height of 35 feet imposed by the "1VL" height district
- Grading, demolition, and building permits from the City of Los Angeles Department of Building and Safety
- Street improvement and encroachment permits from the City of Los Angeles, Department of Public Works, Bureau of Engineering
- Utility extension and excavation permits from the Bureau of Engineering
- Other approvals or permits necessary for the project, including but not limited to, emissions permits from the South Coast Air Quality Management District and water quality discharge permits from the Southern California Regional Water Quality Control Board

PURPOSE AND INTENDED USES OF THIS DOCUMENT

CEQA Section 15002(a) states that the basic purposes of CEQA are to "...inform governmental decision makers and the public about the potential significant environmental effects of proposed activities..." and "...identify ways that environmental damage can be avoided or significantly reduced...". Implicit to the CEQA process, as provided in CEQA Section 15003(c), is the idea that an environmental document "...to inform other governmental agencies and the public generally of the environmental impact of a proposed project". It is the intent of this document to provide current environmental information to aid in the decision-making process of the Los Angeles World Airports and related public agencies regarding the proposed project actions itemized above. This analysis addresses the impacts associated with the replacement of the existing Air Sources facility located at 16700 Roscoe Boulevard, Van Nuys, California. This analysis concludes that the proposed replacement facility does not pose any potential for a significant adverse environmental impact, or a substantial increase in the severity of existing environmental conditions.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors indicated below have been reviewed to ensure that no potentially adverse environmental affects are posed by the Project. To analyze the potential environmental impacts associated with the proposed Project, background environmental information for the Project Site and surrounding area was obtained from the Van Nuys Airport Master Plan Background Report, the Los Angeles Citywide General Plan Framework Draft Environmental Impact Report (DEIR), and Project-specific technical documents such as air quality, noise, and traffic analyses. The Framework DEIR provides, "...objective planning and environmental information that can be utilized by the City of Los Angeles and the public-at-large in their consideration and evaluation of the potential environmental implications...". Furthermore, the Framework DEIR, "...is envisioned to be used as a tiering document for future environmental analysis." Where appropriate, thresholds provided in the Los Angeles CEQA Thresholds Guide were incorporated to determine potentially significant environmental impacts anticipated by the proposed Project.

I. AESTHETICS -- Would the project:

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

Finding: Less than significant impact

The Project Site is located at the Van Nuys Airport (VNY) which is located in the northwestern portion of the San Fernando Valley. As a result, views in all directions from the site are limited to the general development of the San Fernando Valley area. Views to the north include existing one- and two-story retail and commercial-type development across Roscoe Boulevard. Views to the west include the Bull Creek Flood Control Channel and existing retail, commercial and industrial development that abut the western side of the Flood Control Channel. Views to the south and east include the southern portion of the Airport including hangars and office space. Views into the site from the north, west, south and east include existing Airport development such as hangars, office space and tie-down areas. Furthermore, the Reseda - West Van Nuys Community Plan does not identify any scenic vistas that the Community might considered significant.

The Project includes construction of structures with a maximum height of 55 feet (aircraft hangars), which is consistent with the hangar heights on surrounding airport properties. The Project proposes to replace existing aviation operations at the Project Site with construction of similar use and setback. Due to the lack of identified significant views in the project area, the Project will not significantly alter views in the project area. Therefore, the Project will result in a less than significant aesthetic impact to scenic vistas.

Recommended Mitigation: None

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

Finding: Less than significant impact

The Project Site is located within the northwestern portion of the San Fernando Valley within the Reseda - West Van Nuys Community Plan Area. According to the Reseda - West Van Nuys Community Plan, there are no identified scenic resources including trees, rock outcroppings or historic buildings within the project area. Additionally, Roscoe Boulevard, the only roadway that borders the Site, is not designated as a scenic highway in the project area. Therefore, the Project will not substantially damage any scenic resources.

Recommended Mitigation: None

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

Finding: Less than significant impact

The project area is characterized as an urban, developed commercial and/or industrial corridor. The area immediately surrounding the Project Site is developed with a mix of primarily commercial, industrial, and retail uses. There are no undeveloped properties adjacent to the Project Site that might provide distinct natural qualities in the immediate project area. There are no natural geographic features identified as significant by the Community Plan located in or visible from the project area. The Project Site is located along Roscoe Boulevard, a major thoroughfare in the project area, that is approximately five lanes wide and developed on both the north and south sides. Development along the north side of Roscoe Boulevard to the east and west of the Project Site includes one- and two-story office and retail buildings as well as an outdoor retailer of stone. Along the south side of Roscoe Boulevard, development includes airport operations to the east, a Home Depot to the immediate west, and one-story retail along the length of Roscoe Boulevard to Balboa Boulevard. There is no uncommon or necessarily unique architecture in the project vicinity. Vegetation is limited to street trees and landscaping buffers associated with existing development. The visual character of the area is primarily characterized as a developed, commercial corridor. The Project includes replacement of existing hangars and office buildings at the Project Site with buildings for a similar use with a similar design and setback. This replacement will not significantly alter the existing commercial/industrial visual character of the project vicinity. Therefore, the proposed Project will not substantially degrade the existing visual character of the Site or its surroundings.

Recommended Mitigation: None

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

Finding: Less than significant impact

The Airport is located in an urban and developed portion of the northwestern San Fernando Valley. The Airport is surrounded by a variety of night lighting sources which include lighting of public streets, advertising signs on buildings and billboards, and security lighting. Night lighting at the Airport consists of security lighting in public areas as well as individual leaseholds, navigational lighting for the runways and taxiways, lighting of the golf course at the southern end of the airport, lighting of the Fly-away bus terminal and parking, and lighting of the Air Tel Hotel. Navigational lighting is required by the FAA to be operated 24 hours a day. While the Airport has a number of night lighting sources, night lighting at the Project Site currently includes security lighting of the existing development, security lighting on leaseholds surrounding the Project Site to the west, east, and south, and street lighting from Roscoe Boulevard.

The Project Site is located along Roscoe Boulevard and is surrounded by commercial and retail properties to the north, commercial and retail properties to the west, and airport operations to the south and east. Due to the location of the Project Site at the Airport and along Roscoe Boulevard, and the type of land uses on surrounding properties, there are no sensitive receptors that would be adversely affected by a change in light or glare at the Project Site. Further, the Project includes replacement of existing development with development of similar height, materials, and lighting. Night lighting at the Site will be provided for all parking, driveway and ramp areas. A minimum of 1 footcandle will be provided via building mounted lights and freestanding light standards. The Project will comply with the Municipal Code requirement that new illumination on Site be designed and installed with shielding and directed onto the Site. Furthermore, the structure will be constructed of materials such as high-performance tinted, non-reflective glass, plaster and fabricated wall surfaces that will not be more reflective than the existing structures. Therefore, the Project will not create a new source of potential light or glare and will result in a less than significant aesthetic impact due to lighting or glare.

Recommended Mitigation: None.

II. AGRICULTURE RESOURCES -- 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?

Finding: No impact

The Project Site is located within an urban area within an active Airport. Almost the entire Airport property has undergone disturbance resulting from development since approximately 1940. The Project Site has been developed and utilized as-is since approximately 1960. The entire Project Site is developed with structures or covered with pavement and there are no agricultural practices on the Project Site. The Reseda - West Van Nuys Community Plan does not identify farmland activities on the Project Site or in the project area.

However, it might be noted that a small part of the Airport landhold located east of the Project Site, north of Roscoe Boulevard, which is required by the FAA as a buffer zone, is currently used for sod farming and not considered prime farmland, unique farmland or farmland of statewide importance. This small portion of the Airport is located, in it's entirety, north of Roscoe Boulevard while the Project Site is located entirely south of the four lane Roscoe Boulevard. The Project will replace existing development and will not encroach upon or disturb any lands currently utilized for agricultural or farming practices. As a result, the Project will not result in a significant impact to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

Recommended Mitigation: None

- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

Finding: No impact

Existing zoning at the Site includes [T][Q]M2-1VL which does not promote agricultural uses. Further, the Project Site has been developed with aircraft hangars and office buildings since approximately 1960. The Williamson Act enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use, in return for lower property tax assessments. Because the Site does not have agricultural uses or open space, it does not currently meet the requirements to enter into a Williamson Act contract. Therefore, the Project will not result in an impact to an area or property zoned for agricultural use or that is currently under a Williamson Act contract.

Recommended Mitigation: None

- 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?

Finding: No impact

The Project will be constructed in an urbanized area, on a Site that is currently fully developed and void of any farmland. The Project is a replacement of existing uses on the Site, and it will not result in the conversion of any farmland to a non-agricultural use. Furthermore, there will be no change of use on the Site which could trigger off-site conversion of farmland. Therefore, the Project will not result in a significant impact to existing farmlands.

Recommended Mitigation: None

III. AIR QUALITY -- Would the project:

- a) Conflict with or obstruct implementation of the applicable air quality plan?

Finding: Less than significant impact

Air quality in the United States is governed by the Federal Clean Air Act (CAA). In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). At the federal level, the CAA is administered by the United States Environmental Protection Agency (USEPA). In California, the CCAA is administered by the California Air Resources Board (CARB) at the state level and by the Air Quality Management Districts at the regional and local levels.

The USEPA is responsible for enforcing the Federal CAA. USEPA is also responsible for establishing the National Ambient Air Quality Standards (NAAQS) required under the 1977 CAA and subsequent amendments.

In California, CARB, which became part of the California Environmental Protection Agency (CalEPA) in 1991, is responsible for meeting the state requirements of the Federal CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride and visibility reducing particles.

The South Coast Air Quality Management District (SCAQMD) monitors air quality within the project area. SCAQMD is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin (SCAB). Specifically, SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain state and federal ambient air quality standards in the district. SCAQMD is also responsible for establishing permitting requirements for stationary sources and ensuring that new, modified, or relocated stationary sources do not create net emission increases and therefore, are consistent with the region's air quality goals.

All areas designated as non-attainment under the CCAA are required to prepare plans showing how the area would meet the state air quality standards by its attainment dates. The Air Quality Management Plan (AQMP) is the region's plan for improving air quality in the region. It addresses the CAA and CCAA requirements and demonstrates attainment with ambient air quality standards. The AQMP is prepared by the SCAQMD and the Southern California Association of Governments (SCAG). The AQMP provides policies and control measures that reduce emissions to attain both state and federal ambient air quality standards by their applicable deadlines. Environmental review of individual projects within the SCAB must demonstrate that daily construction and operational emissions thresholds, as established by the SCAB, would not be exceeded.

The 2003 AQMP is the most recent air quality plan adopted by the SCAQMD. The 2003 AQMP updates the attainment demonstration for the federal standards for ozone and PM₁₀, replaces the 1997 attainment demonstration for the federal CO standard, provides a basis for a CO maintenance plan for the future, and updates the maintenance plan for the federal NO_x standard that the SCAB has met since 1992. The 2003 AQMP also addresses several state and federal planning requirements and

incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes and new air quality modeling tools.

The SCAQMD has jurisdiction over an approximately 10,743-square-mile area of the SCAB. This area includes all of Orange County, Los Angeles County (except for Antelope Valley), the western urbanized portions of San Bernardino County, and the western and Coachella Valley portions of Riverside County. Ambient pollution concentrations recorded in Los Angeles County are among the highest in the four counties comprising the SCAB.

Air quality studies generally focus on five pollutants that are most commonly measured and regulated: carbon monoxide (CO), ozone (O₃), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and respirable particulate matter (PM₁₀ and PM_{2.5}). Compliance with the AQMP and other air quality plans is assessed for both construction and operational phases in order to determine if a project will result in a significant air quality impact.

Construction Impacts

Construction for the Project would generate pollutant emissions from the following construction activities: (1) demolition, (2) grading, (3) construction worker travel, (4) delivery/hauling of supplies/debris to/from site, (5) fuel combustion by construction equipment, and (6) architectural coating. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. However, PM₁₀ is the most significant source of air pollution from construction, particularly during site preparation and grading.

Construction of the Project would occur in four phases—demolition, grading, foundation and finishing. **Table 2: Estimated Daily Construction Emissions** identifies estimated daily emissions associated with construction phases of the Project. As shown, estimated daily construction emissions are not anticipated to exceed any of the established SCAQMD thresholds during any of the phases. The Project will result in a less than significant construction air quality impact. Furthermore, implementation of Rule 403 as required by the SCAQMD will further reduce any potential construction air quality impacts to a less than significant level. Therefore, the Project will result in a less than significant construction air quality impact.

Operational Emissions

The Project would generate emissions from aircraft operations and motor vehicles. Aircraft operations and motor vehicles would be the predominant source of long-term emissions. According to the traffic analysis prepared for the Project, the Project is anticipated to generate approximately 428 additional daily vehicle trips.¹ However, monthly aircraft operations (takeoffs and landings) would be reduced from 1,406 to 276.

¹ Trip Generation Assessment for the Air Sources/Million Air Hangar Project at Van Nuys Airport, Memo to Sergio Valdez, Los Angeles Department of Transportation. Linscott, Law & Greenspan, Engineers. April 30, 2003.

TABLE 2
ESTIMATED DAILY CONSTRUCTION EMISSIONS²

Construction Phase	Pounds per Day				
	CO	ROG	NO _x	SO _x	PM _{10/2.5}
Demolition	26	4	44	2	106
Grading	19	3	38	2	78
Foundation	12	2	19	1	18
Finishing	<1	29	<1	<1	<1
Maximum	26	29	44	2	106
SCAQMD Threshold	550	75	100	150	150
Exceed Threshold?	No	No	No	No	No

/a/ Without implementation of SCAQMD Rule 403.
SOURCE: Terry A. Hayes Associates, LLC.

Mobile emissions were estimated using trip generation statistics, average trip length statistics, and CARB emission factors. Aircraft emissions were estimated using FAA EDMS4.11. The results shown in **Table 3: Daily Operations Emissions** indicate that emissions from aircraft would be less than existing conditions for CO, ROG, and NO_x. However, emissions of SO_x would increase. Although aircraft operations would decrease, the types of aircraft that would operate on the Project Site would change. The change in aircraft fleet would result in an increase of SO_x when compared to existing conditions.

TABLE 3
DAILY OPERATIONS EMISSIONS

Pollutants	Pounds per Day				
	CO	ROG	NO _x	SO _x	PM ₁₀
Aircraft Emissions	-763	-5	-359	6	0
Vehicle Emissions	23	3	5	<1	<1
Total Net Emissions	-74	-2	-354	6	<1
SCAQMD Threshold	550	55	55	150	150
Exceed SCAQMD Threshold?	No	No	No	No	No

SOURCE: Million Air Hangar Quality Technical Report. Terry A. Hayes Associates, LLC. December 2003.

When aircraft and vehicle emissions are added together, total CO, ROG, and NO_x emissions are anticipated to decrease while SO_x and PM₁₀ emissions are anticipated to increase when compared to existing conditions. The increase in SO_x and PM₁₀ emissions will not exceed the SCAQMD thresholds. The Project will not result in the exceedance of the established threshold for any criteria pollutant. Therefore, the Project will result in a less than significant operational air quality impact.

² Million Air Hangar Air Quality Technical Report. Terry A. Hayes Associates, LLC. December 2003.

Consistency with the AQMP

Criteria for determining consistency with the AQMP is defined in the SCAQMD CEQA Air Quality Handbook. There are two key indicators of consistency.

Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

The violations that Consistency Criterion No. 1 refers to are the CAAQS. SCAQMD has identified CO as the best indicator pollutant for determining whether air quality violations would occur because it is most directly related to automobile traffic. The CO hotspot analysis prepared for the Project identifies that the Project would not exacerbate existing violations of the State one- and eight-hour CO standards.³ The Project will result in a net decrease in CO in the project area. Therefore, the Project complies with Consistency Criterion No. 1.

Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP in 2010 or increments based on the year of project build-out phase.

AQMP growth assumptions are generated by SCAG. SCAG derives its assumptions, in part, based on the General Plans of cities located within the SCAG region. Therefore, if a project does not exceed the growth projections in the General Plan, then it is consistent with the growth assumptions in the AQMP.

The Project is not growth inducing. The Project is estimated to create approximately 30 jobs, which is not sufficiently large to call into question the employment forecasts for the subregion adopted by SCAG. The existing zoning (M2) and General Plan designation (Light Manufacturing) allow for the current and proposed use as an aircraft landing field. The Project proposes to replace the existing uses with similar airfield uses. The Project will be consistent with the zoning and General Plan designation on the Project Site. Therefore, the Project would be considered consistent with Consistency Criterion No. 2.

The Project is considered to be consistent with Consistency Criteria 1 and 2 and is therefore, considered consistent with the AQMP. The Project will result in a less than significant air quality impact.

Recommended Mitigation: None.

³ Million Air Hangar Air Quality Technical Report. Terry A. Hayes Associates, LLC. December 2003.

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

Finding: Less than significant impact

As shown in *Section III.a, Air Quality*, the Project will not violate any air quality standards and will not contribute substantially to an existing or projected air quality violation. Therefore, the Project will result in a less than significant air quality impact.

Recommended Mitigation: None

- 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 which exceed quantitative thresholds for ozone precursors)?

Finding: Less than significant impact

Established thresholds for criteria pollutants consider the cumulative net increase of criteria pollutants in a project region. As shown in *Section III.a, Air Quality*, the Project will not exceed the established pollutant thresholds for any criteria pollutant. Therefore, the Project will result in a less than significant cumulative air quality impact.

During operation of the Project, CO, ROG, and NO_x emissions are anticipated to decrease by approximately 74, 2, and 354 pounds per day, respectively, as compared to existing conditions. Incremental increases of SO_x and PM₁₀ emissions are anticipated to be approximately six and less than one pound per day, respectively, when compared to existing conditions. The anticipated increases will not exceed the threshold of 150 pounds per day established for both pollutants. The 2003 AQMP estimates future emission in the region based on demographic and economic growth projections of the region provided by SCAG. According to the 2003 AQMP, SO_x emissions in the region are anticipated to be approximately 60 tons per day and PM₁₀ emissions are anticipated to be approximately 301 tons per day in year 2010. The Project would contribute to less than one percent of regional emissions which is considered negligible. The Project would not result in a cumulatively considerable net increase in any criteria pollutant and will result in a less than significant air quality impact.

Recommended Mitigation: None.

- d) Expose sensitive receptors to substantial pollutant concentrations?

Finding: Less than significant impact

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. Locations that may contain a high concentration of a highly sensitive population groups are called sensitive receptors and include residential areas, hospitals, daycare facilities, elder care facilities, elementary schools, and parks. The nearest sensitive receptors to the Project Site are residential properties located approximately one-quarter mile west of the Site, on the west side of Balboa Boulevard, a major highway.

According to an air quality analysis prepared for the Project, the Project will not result in the exceedance of established SCAQMD thresholds for any of the identified criteria pollutants.⁴ Additionally, the Project is proposing to replace existing aircraft operations at VNY and will not introduce a new source of air pollution into the project vicinity. Therefore, the Project will result in a less than significant air quality impact and will not expose sensitive receptors to substantial pollutant concentrations.

Recommended Mitigation: None.

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

Finding: Less than significant impact

The Project Site is developed with aircraft hangar facilities. Under the existing lease agreement at the Project Site, the existing FBO is required to provide maintenance facilities on-site. Existing maintenance facilities are provided inside a hangar structure which helps control any objectionable odors that could be associated with maintenance operations. Under the Project, maintenance facilities will be required for the proposed aircraft hangar facilities. However, as with existing conditions, maintenance activities will be provided inside a hangar structure and are not anticipated to produce objectionable odors.

There are no sensitive receptors located adjacent to the Project Site. The nearest sensitive receptors to the Project Site are residential properties located approximately one-quarter mile west of the Site, across Balboa Boulevard, a major highway. Therefore, potentially objectionable odors associated maintenance activities at the Project Site will not adversely affect a substantial number of people.

Additionally, according to an air quality analysis prepared for the Project, the Project will not result in the exceedance of established SCAQMD thresholds for any of the identified criteria pollutants.⁵ The Project is proposing to replace existing aircraft operations at VNY and will not introduce a new source of air pollution into the project vicinity. Therefore, the Project will result in a less than significant air quality impact and will not create objectionable odors that will affect a substantial number of people.

Recommended Mitigation: None

⁴ *Million Air Hangar Air Quality Technical Report*. Terry A. Hayes Associates, LLC. December 2003.

⁵ *Million Air Hangar Air Quality Technical Report*. Terry A. Hayes Associates, LLC. December 2003.

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?

Finding: No impact

The project area is characterized as an urban, developed commercial and/or industrial corridor. The project area has undergone disturbance previously resulting from development of the existing Airport and individual leaseholds. The Project Site has been developed with structures and/or covered with pavement since approximately 1960. Due to existing development, the Project Site is approximately 100 percent impervious. Vegetation on the Site is limited to landscaping associated with existing development. Due to the length of time that the developed and impervious conditions have existed at the Project Site, candidate, sensitive, or special status species or habitat are not thought or known to exist on the Site.

Further, the Reseda - West Van Nuys Community Plan designates the Project Site for industrial uses which is not considered conducive to biological resources or their habitat. According to the Los Angeles Citywide General Plan Framework, the Project Site is not located within a designated Biological Resources Area. Therefore, the likelihood of sensitive species on the Project Site is considered low and the project will not result in a biological resources impact due to a substantial adverse effect on candidate, sensitive, or special status species.

Recommended Mitigation: None

- 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 U.S. Fish and Wildlife Service?

Finding: No impact

See response to Section IV(a), Biological Resources. Due to the length of time that the developed and impervious conditions have existed at the Project Site, riparian habitat and other sensitive natural communities are not thought or known to exist on the Site.

The United States Geological Survey (USGS) map, Van Nuys Quadrangle, identifies a blue line stream near, but not on, the Site.⁶ This blue line stream is commonly known as the Bull Creek Flood Control Channel and borders the Project Site to the west. This Channel is completely encased in concrete, does not currently support riparian habitat and is therefore not under the jurisdiction of the California Department of Fish and Game. Further, the proposed Project intends to replace existing development on the Project Site and will not encroach into the Channel and will not adversely affect the Channel. Therefore, the Project will not result in an adverse impact to riparian habitat or other

⁶United States Department of the Interior, USGS Map, Van Nuys Quadrangle. 1966

sensitive natural communities identified by local or regional plans or the California Department of Fish and Game.

Recommended Mitigation: None

- 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?

Finding: No impact

See response to Section IV (b), Biological Resources. Due to the length of time that the developed and impervious conditions have existed at the Project Site, federally protected wetlands communities are not thought or known to exist on the Site. Therefore, the Project will not result in a substantial adverse impact to federally protected wetlands as defined by Section 404 of the Clean Water Act.

Recommended Mitigation: None

- 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?

Finding: No impact

According to the Los Angeles Citywide General Plan Framework, the Project Site is not located within a Biological Resources Area which are thought to meet habitat needs for plants and animals and promote wildlife migration or movement. The project area is characterized as an urban, developed commercial and/or industrial corridor. The project area has undergone disturbance previously resulting from development of the existing Airport and individual leaseholds. The Project Site has been developed with structures and/or covered with pavement since approximately 1960. Vegetation on the Site is limited to landscaping associated with existing development. Due to the length of time that the developed and impervious conditions have existed at the Project Site, migratory fish and wildlife and their associated habitat are not thought or known to exist on the Site.

The Reseda - West Van Nuys Community Plan designates the Project Site for industrial uses which is not considered conducive to biological resources or their habitat. According to the Los Angeles Citywide General Plan Framework, the Project Site is not located within a designated Biological Resources Area. Therefore, the likelihood of wildlife and associated habitat on the Project Site is considered low. The Project Site is surrounded by developed, commercial and industrial properties on all sides that do not support the habitation or migration of wildlife. The Project Site is not located near or within a migratory corridor. Therefore, the Project will not interfere substantially with the movement of resident or migratory fish or wildlife species or their migratory wildlife corridors.

Recommended Mitigation: None

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Finding: No impact

The Oak Tree Ordinance is the only local ordinance that protects biological resources. The Project Site has been developed and covered with either structures or pavement since approximately 1960. Vegetation on Site is limited to landscaping associated with existing development. There are no oak trees on the Project Site. Therefore, the Project will not have a significant impact on oak trees and will not significantly impact local policies or ordinances that protect biological resources.

Recommended Mitigation: None.

- 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?

Finding: No impact

The project area is characterized as an urban, developed commercial and/or industrial corridor. The project area has undergone disturbance previously resulting from development of the existing Airport and individual leaseholds. The Project Site has been developed with structures and/or covered with pavement since approximately 1960.

According to the Los Angeles Citywide General Plan Framework, the Project Site is not located within a Biological Resources Area which are known to support the habitat and movement of sensitive species.⁷ The Project Site is not located within a Significant Ecological Area, as defined by the County of Los Angeles Department of Regional Planning. Therefore, the Project will not result in a significant impact to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Recommended Mitigation: None

V. CULTURAL RESOURCES -- Would the project:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

Finding: No impact

A "historical resource" is a resource listed in, or determined to be eligible for listing in the California Register, a local register, or determined by a lead agency to be a historic resource as defined in Public Resources Code Section 5020.1 (j) or 5024.1. A record search of National Register for Historical Preservation and the City of Los Angeles Cultural Heritage Commission found no

⁷ City of Los Angeles Citywide General Plan Framework, Biological Resources Section, Figure BR-1A Biological Resource Areas (Valley Geographical Area), Page 2.18-3.

historical or cultural resources located on or adjacent to the Project site.⁸ Additionally, the City of Los Angeles Citywide General Plan Framework EIR does not designate the Project Site as an Historical-Cultural Monument or as a portion of a Historic Preservation Overlay Zone.⁹

The Project Site has been developed and covered with structures or pavement since approximately 1960. Due to the length of time that the property has been developed and previous site disturbance, no archaeological or paleontological resources are known to exist on the Site. The City of Los Angeles Citywide General Plan Framework does not designate the Project Site as a Prehistoric or Historic Archaeological Site nor is it part of an Archaeological Survey Area.¹⁰ The City of Los Angeles Citywide General Plan Framework does not designate the Project Site as a paleontological resource.¹¹

Therefore, the Project will not cause a substantial adverse change in the significance of a historical resource, will not result in a significant impact to historical resources, and will not result in a significant adverse impact to archaeological or paleontological resources.

Recommended Mitigation: None

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Finding: No impact

See response to Section V(a): Cultural Resources.

Recommended Mitigation: None.

- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Finding: No impact

See response to Section V(a): Cultural Resources.

Recommended Mitigation: None.

⁸ National Register for Historical Preservation website. Internet address <http://www.nr.nps.gov/>. June 12, 2003.

⁹ Los Angeles Citywide General Plan Framework, Figure CR-4 *Historical-Cultural Monuments and Historic Preservation Overlay Zones (HPOZs) in the City of Los Angeles*. Envicom Corporation. January 19, 1995.

¹⁰ Los Angeles Citywide General Plan Framework, Figure CR-1 *Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles*. Envicom Corporation. January 19, 1995.

¹¹ Los Angeles Citywide General Plan Framework, Figure CR-2 *Vertebrate Paleontological Resources in the City of Los Angeles*. Envicom Corporation. January 19, 1995.

- d) Disturb any human remains, including those interred outside of formal cemeteries?

Finding: No impact

The Project Site has been developed and covered with structures or pavement since approximately 1960. Previous excavation on the site did not uncover significant human remains. As a result no buried human remains are known to exist within the Project Site. However, in the event that remains are encountered during excavation, all work is required by City Code to immediately stop, and a coroner called to assess any such findings. Therefore, the Project is not anticipated to significantly impact any human remains.

Recommended Mitigation: None

VI. GEOLOGY AND SOILS -- Would the project:

- 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 Division of Mines and Geology Special Publication 42.

Finding: Less than significant impact

The Van Nuys Airport, and therefore the Project Site, is not located within an Alquist-Priolo Special Studies zone.¹² There are no known or mapped active faults that pass through the project area. The nearest known potentially active fault is the Verdugo fault, located approximately 5 miles north of the Project Site.¹³ Therefore, ground surface rupture in the project area is considered remote.

Due to the location of the Project Site within the seismically active Southern California region, the Project Site has the potential to experience strong ground shaking as a result of earthquakes occurring on regional faults. Although the Project Site could be subjected to strong ground shaking in the event of an earthquake, this hazard is common in Southern California and the effects of ground shaking can be mitigated to a less than significant level by proper engineering design and construction in conformance with the Uniform Building Code seismic standards as approved by the Department of Building and Safety.

Therefore, the Project will result in a less than significant impact due to the exposure of people or structures to potential substantial adverse effects due to rupture of a known earthquake fault.

Recommended Mitigation: None.

¹²Background Report, Van Nuys Airport Master Plan. City of Los Angeles Department of Airports. January, 1995.

¹³Geotechnical Engineering Exploration Proposed Private Airplane Hangars and New Paving, The J. Byer Group, Inc., September 30, 2003.

ii) Strong seismic ground shaking?

Finding: Less than significant impact

See response to Section VI (a)(i), Geology and Soils. The Project is the replacement of existing hangar and office facilities located at the Project Site. The potential for exposure at the Site due to strong seismic ground shaking will not increase as a result of new facilities, and this exposure would not be greater than normal seismic risk as compared to other areas in Southern California. Proper engineering design and construction in conformance with the Uniform Building Code seismic standards as approved by the Department of Building and Safety will reduce potential impacts due to seismic ground shaking to a less than significant level. Therefore, the Project will result in a less than significant geologic impact due to the exposure of people or structures to strong seismic ground shaking.

Recommended Mitigation: None.

iii) Seismic-related ground failure, including liquefaction?

Finding: Less than significant impact

According to the California Department of Conservation, Division of Mines and Geology, California Division of Mines and Geology,¹⁴ the Project Site is not located within an area identified as having a potential for liquefaction. Additionally, a geotechnical evaluation prepared for the Project Site indicates that the Site is not located within a liquefaction zone.¹⁵ The closest area of liquefaction is located approximately 1.2 miles to the west of the Project Site. Therefore, the Project will result in a less than significant geologic hazards impact due to liquefaction.

While the Project is not anticipated to result in a significant impacts due to the location of the Project within an area of liquefaction, compliance with the Uniform Building Code Chapter 18, Division 1, Section 1804.5 Liquefaction Potential and Soil Strength Loss will ensure that any potential impacts due to liquefaction are reduced to a less than significant level. The Project will result in a less than significant geologic hazards impact due to liquefaction.

Recommended Mitigation: None.

¹⁴ *State of California Seismic Hazard Zones, Van Nuys Quadrangle (February 1, 1998)*. California Department of Conservation, Division of Mines and Geology.

¹⁵ *Geotechnical Engineering Exploration Proposed Private Airplane Hangars and New Paving*, The J. Byer Group, Inc., September 30, 2003.

iv) Landslides?

Finding: No impact

The Project Site is not located within a Slope Stability Study Area as designated by the City of Los Angeles. According to both the State of California Seismic Hazard Zones Map¹⁶ and the Los Angeles Citywide General Plan Framework, the Project Site is not located within an area of earthquake induced landslide hazard. There are no known landslides in the site vicinity and the Site is not in the path of any known or potential landslides. The Project will not result in a significant geologic hazards impact due to the potential for landslides.

Recommended Mitigation: None

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

Finding: Less than significant impact

The Project includes the replacement of existing aviation facilities on the Project Site. The Site is currently fully developed and will remain fully developed under the Project. The site is graded, paved, and improved for storm drainage. Therefore, the Project will result in a less than significant impact due to the substantial loss of top soil which could create soil erosion.

Recommended Mitigation: None

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?

Finding: Less than significant impact

The Van Nuys Airport is situated in the central portion of the San Fernando Valley. The ground surface within the Airport slopes gently to the south and ranges in elevation from approximately 920 feet mean sea level near Lassen Street to 680 feet mean sea level in the Sepulveda Dam Recreational Area.

The Airport is underlain by several hundred feet of Holocene and Pleistocene alluvium and terrace deposits. The thickness of the alluvium in the central portion of the San Fernando Valley is not known, but may exceed 1,000 feet in the area west of Burbank. Near-surface soils encountered in the study area consist of predominantly of firm to stiff, lean clays with sand or sandy lean clays that generally exhibit low plasticity. These soils can be classified, as Group E-7 soil according to the FAA method of soil classification. According to FAA guidelines, these soils range from friable to hard consistency when dry and are plastic when wet. Group E-7 soils are stiff and dense when compared at the proper moisture content.¹⁷

¹⁶ State of California Seismic Hazard Zones, Van Nuys Quadrangle (February 1, 1998). California Department of Conservation, Division of Mines and Geology.

¹⁷ Van Nuys Airport Master Plan, Background Report. City of Los Angeles Department of Airports. January, 1995.

- 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?

Finding: Less than significant impact

See response to Section VII (a), Hazards and Hazardous Materials. The Project is not expected to create a significant hazard to the public or to the environment through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, the Project will result in a less than significant hazardous materials impact.

Recommended Mitigation: None

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

Finding: No impact

See response to Section VII (a), Hazards and Hazardous Materials. The closest school to the Project Site is Stagg Elementary School located at 7839 Amestoy Avenue, Van Nuys, CA 91406. Stagg Elementary is located approximately .4 miles from the Project Site which is greater than the threshold of one-quarter mile. Therefore, the Project would not result in a significant impact to existing or proposed schools in the area as a result of hazardous emissions.

Recommended Mitigation: None

- 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?

Finding: No impact

The Cortese List of hazardous materials sites, compiled pursuant to Government Code Section 65962.5 does not list the Project Site as having a hazardous materials problem needing cleanup.⁵ Therefore, the Project will not create a significant hazard to the public or environment as a result of a listing on the Cortese List.

Recommended Mitigation: None

⁵DTSC Hazardous Waste and Substances Site List (Cortese List). Search for Van Nuys Airport, June 17, 2003.
Website: http://www.dtsc.ca.gov/database/Calsites/Cortese_List.cfm?county=19.

- 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?

Finding: Less than significant impact

The Project Site has been developed with a Fixed Base Operator (FBO) that routinely requires the use, disposal and related transport of hazardous materials since approximately 1960. The proposed facility will include similar uses to the existing facilities. A Business Plan for the existing facility outlining strategies for treating, storing, and/or disposing of hazardous waste materials is on file with the Fire Department's Hazardous Materials Section. This Plan is required by City Ordinance to be updated with occupancy of the new facility.

Furthermore, the FAA's Airport Design Standards require that "safety zones" be established to keep areas surrounding the runway approach clear of habitable structures. This reduces the number of people in the immediate area surrounding the Airport grounds. Additionally, the City of Los Angeles Ordinance No. 132,319 regulates building heights and land uses within these "safety zones" established by the Planning and Zoning Code to protect aircraft and pedestrians on the ground during operations. Therefore, the Project will result in a less than significant impact due to safety hazards to people residing or working in the project area.

Recommended Mitigation: None

- 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?

Finding: No impact

See response to Section VII (a), Hazards and Hazardous Materials. The Project is located on a portion of the Van Nuys Airport which is considered to be a public airport. The Project Site is not a private airstrip. The FAA's Airport Design Standards require that "safety zones" be established to keep areas surrounding the runway approach clear of habitable structures. This reduces the number of people in the immediate area surrounding the Airport grounds. Additionally, the City of Los Angeles Ordinance No. 132,319 regulates building heights and land uses within these "safety zones" established by the Planning and Zoning Code to protect aircraft and pedestrians on the ground during operations. Therefore, the Project will not result in a significant impact due to safety hazards to people residing or working within the vicinity of a private airstrip.

Recommended Mitigation: None

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Finding: Less than significant impact

The Project Site is currently fully developed with a Fixed Base Operator (FBO) that is required to file an Emergency Response and Evacuation Plan with the City of Los Angeles. With the proposed Project, the Emergency Response and Evacuation Plan would be required to be updated. Therefore,

the Project would not impair implementation or interfere with an adopted emergency response plan or evacuation plan.

Recommended Mitigation: None

- 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?

Finding: Less than significant impact

The project area is characterized as an urban, major commercial/industrial corridor. The Project Site is surrounded to the north by Roscoe Boulevard and commercial and retail development, to the west by the Bull Creek Flood Control Channel and commercial and retail development, and to the south and east by existing operations at VNY. There are no residential properties located adjacent to or within one quarter mile of the Project Site. Therefore, the risk of hazard involving wildland fires to residents in the community is considered low and the Project will result in a less than significant fire hazard impact.

Recommended Mitigation: None

VIII. HYDROLOGY AND WATER QUALITY -- Would the project:

- a) Violate any water quality standards or waste discharge requirements?

Finding: Less than significant impact

The Project Site is located on the existing Airport property in an area characterized as an urban, developed commercial/industrial corridor. The Project Site has been developed with aviation activities since approximately 1960. Since that time, the Project Site has been almost 100 percent covered with structures or pavement. Stormwater on the Project Site and in the project area is currently degraded when runoff mixes with pollutants on streets and parking areas. Existing maintenance facilities are located inside hangar structures. However, based on the use of the Site as an aircraft facility, potential water quality issues are associated with stormwater runoff across existing paved areas utilized for surface parking and aircraft tie-down facilities that have accumulated fuel, oil, grease and trash deposits.

The Project proposes to replace existing aviation facilities at the Project Site with facilities similar in nature. Due to the existing impervious nature of the Project Site and the length of time these conditions have existed, the Project will not substantially alter existing drainage patterns on the Project Site. All maintenance facilities will continue to be operated inside hangar structures which will reduce the surface area affected by accumulated fuel, oil, and grease open to sheetflowing water. Furthermore, properties surrounding the Project Site are developed with commercial and industrial activities, no undeveloped parcels are located in the adjacent to the Project Site. Substantial soil erosion and siltation that could adversely affect water quality will not occur due to the impervious conditions.

Due to the nature of the aviation activities that take place on the Project Site, surface runoff routinely collects oil, fuel and metallic drippings deposited on the ground. However, the Project must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by the Los Angeles Regional Water Quality Control Board. The SUSMP was created for use by builders, land developers, engineers, and planners to develop post-construction BMPs and urban stormwater runoff mitigation plans for projects that fall into selected categories, including parking lots or more than 5,000 square feet or 25 parking spaces, which would apply to the Project. The SUSMP requires that 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. Adherence to these standards will insure that storm water discharge from the Project Site will not exceed existing storm water discharge from the Site. With incorporation of the SUSMP requirements, the Project will not create an adverse storm water runoff or discharge impact. Therefore, the Project will not violate any water quality standards or waste discharge requirements and will result in a less than significant impact to water quality.

Recommended mitigation: None.

- 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)?

Finding: Less than significant impact

No groundwater recharge currently takes place at the Project Site. Under the Project, transfer of groundwater to local recharge and spreading facilities will not be impaired. Existing conditions at the Project Site include hangars and office buildings associated with an FBO. The Project Site is considered to be approximately 100 percent impervious and is covered with either structures (including hangars or offices) or pavement. Groundwater extraction does not currently take place at the Project Site. The Project is not anticipated to extract groundwater. Therefore, the Project will not deplete local groundwater supplies.

The Project does not include subterranean levels or substantial excavation which will reduce the potential interference with groundwater recharge. Properties surrounding the Project Site are currently developed with commercial and industrial uses. Groundwater supplies in the project area will not be depleted by indirect or subsequent development in the project area. Therefore, the Project will result in a less than significant groundwater impact based on substantial depletion of groundwater supplies or interference with groundwater recharge.

Recommended Mitigation: None

- 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?

Finding: Less than significant impact

The Project Site is located on the existing Airport property in an area characterized as an urban, developed commercial/industrial corridor. The Project Site has been developed and utilized with aviation activities since approximately 1960. Since this time, the Project Site has been almost completely covered with structures (including hangars and offices) and pavement. The Project Site is assumed to be approximately 100 percent impervious. Vegetation on the Project Site is limited to landscaping associated with existing development. The Project proposes to replace existing aviation facilities at the Project Site with development of a similar nature and will not result in a substantial increase of impervious surface at the Site.

The USGS Map for the region delineates a blue line stream located to the west of the Project Site. This is commonly known as the Bull Creek Flood Control Channel. The Creek has been channelized and now has a concrete bottom and sides. Therefore, any alteration of development at the Project Site will not alter the course of the Bull Creek Flood Control Channel and the potential for erosion will not be substantially altered. Stormwater would continue to drain via sheetflow to the Bull Creek Flood Control Channel. Based on the existing impervious conditions at the Site, the amount of surface runoff will not be substantially increased. Therefore, drainage will continue to flow, and be adequately collected by, the Bull Creek Flood Control Channel. The Project will not substantially alter the existing drainage pattern at the Site and will not substantially alter the amount of erosion at the Site. Therefore, the Project will result in a less than significant drainage impact.

Recommended Mitigation: None

- 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 that would result in flooding on- or off-site?

Finding: Less than significant impact

The Project Site is located on the existing Airport property in an area characterized as an urban, developed commercial/industrial corridor. The Project Site has been developed and utilized with aviation activities since approximately 1960. Since this time, the Project Site has been almost completely covered with structures (including hangars and offices) and pavement. The Project Site is assumed to be approximately 100 percent impervious. Vegetation on the Project Site is limited to landscaping associated with existing development. The Project proposes to replace existing aviation facilities at the Project Site with development of a similar nature and will not result in a substantial increase of impervious surface at the Site.

The USGS Map for the region delineates a blue line stream located to the west of the Project Site. This is commonly known as the Bull Creek Flood Control Channel. The Creek has been channelized and now has a concrete bottom and sides. Therefore, any alteration of development at the Project Site will not alter the course of the Bull Creek Flood Control Channel and the potential for flooding will not be substantially increased. Stormwater would continue to drain via sheetflow to the Bull Creek

Flood Control Channel. Based on the existing impervious conditions at the Site, the amount of surface runoff will not be substantially increased. Therefore, drainage will continue to flow, and be adequately collected by, the Bull Creek Flood Control Channel and on-site and off-site flooding will not be increased as a result of the Project.

According to the Flood Insurance Rate Map available from the Federal Emergency Management Agency for the project area⁶, the Project Site is located within 'Zone C' (replaced by 'Zone X No Shading') which is known to be outside both the 100 and 500-year flood.⁷ The closest area designated 'Zone B' (replaced by 'Zone X Shaded'), which is identified as being between the limits of the 100-year and 500-year flood zones, is located along Woodley Avenue north of the railroad tracks, approximately .75 miles east of the Project Site. Due to the location of the Project within 'Zone X No Shading', on-site and off-site flooding will not be significantly impacted as a result of the Project. Therefore, the Project will result in a less than significant impact due to increased flooding.

Recommended Mitigation: None

- e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Finding: Less than significant impact

The project area is characterized as an urban, developed commercial/industrial corridor. The Project Site has been developed, and considered approximately 100 percent impervious, since approximately 1960. The Project Site currently drains via sheetflow to the Bull Creek Flood Control Channel that borders the Site to the west. The existing storm drain system in the project area appears to adequately serve the area, no major flooding has been reported in this area. According to the Flood Insurance Rate Map available from the Federal Emergency Management Agency for the project area⁸, the Project Site is located within 'Zone C' (replaced by 'Zone X No Shading') which is known to be outside both the 100 and 500-year flood.⁹ Due to the existing impervious nature of the Project Site, the proposed Project will not create or generate surface runoff that would exceed the capacity of existing facilities in the project area.

Due to the nature of the aviation activities that take place on the Project Site, surface runoff routinely collects oils, fuel and metallic drippings deposited on the ground by aircraft in use. All maintenance facilities are currently located inside a hangar structure. Under the Project, all maintenance facilities will be located within a new hangar facility which will reduce the amount of surface area that routinely collects fuel, oil and grease due to aircraft activity open to sheetflow across the Site.

⁶Flood Insurance Rate Map, City of Los Angeles, California, Community Panel Number 060137 0029 C. Federal Emergency Management Agency. Effective Date: December 2, 1980.

⁷Phone conversation between Carrie Riordan of Planning Associates, Inc. and Jack Eldridge of FEMA, Region 9, April 9, 2002.

⁸Flood Insurance Rate Map, City of Los Angeles, California, Community Panel Number 060137 0029 C. Federal Emergency Management Agency. Effective Date: December 2, 1980.

⁹Phone conversation between Carrie Riordan of Planning Associates, Inc. and Jack Eldridge of FEMA, Region 9, April 9, 2002.

Additionally, the Project must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by the Los Angeles Regional Water Quality Control Board. The SUSMP was created for use by builders, land developers, engineers, and planners to develop post-construction BMPs and urban stormwater runoff mitigation plans for projects that fall into selected categories, including parking lots or more than 5,000 square feet or 25 parking spaces, which would apply to the Project. The SUSMP requires that 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. Adherence to these standards will insure that storm water discharge from the Project Site will not exceed existing storm water discharge from the Site. With incorporation of the SUSMP requirements, the Project will not result in an increase in the amount of pollutants on the Site which could potentially mix with and degrade runoff. Therefore, the Project will result in a less than significant stormwater impact.

Recommended Mitigation: None

f) Otherwise substantially degrade water quality?

Finding: Less than significant impact

The Project involves the replacement of the existing aviation facilities and will not change the hydrological characteristics of the Project Site. Additionally, the Project must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by the Los Angeles Regional Water Quality Control Board. The SUSMP was created for use by builders, land developers, engineers, and planners to develop post-construction BMPs and urban stormwater runoff mitigation plans for projects that fall into selected categories, including parking lots or more than 5,000 square feet or 25 parking spaces, which would apply to the Project. The SUSMP requires that 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. Adherence to these standards will insure that storm water discharge from the Project Site will not exceed existing storm water discharge from the Site. With incorporation of the SUSMP requirements, the Project will not result in an increase in the amount of pollutants on the Site which could potentially mix with and degrade runoff. Therefore, the Project will not otherwise degrade water quality and will result in a less than significant impact to water quality.

Recommended Mitigation: None

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?

Finding: No impact

The Project includes the replacement of existing aviation facilities on the Project Site with similar uses and structures. There are currently no housing units located on the Project Site. The Project does not include the construction of any housing units.

Further, according to the Flood Insurance Rate Map (FIRM) available for the project area,¹⁰ the Project Site is located with the designated flood classification of Zone X (no shading), considered to be an area outside of both the 100-year and 500-year floodplains¹¹.

Therefore, the Project would not place housing within a 100-year flood hazard area.

Recommended Mitigation: None

- h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?

Finding: No impact

According to the Flood Insurance Rate Map (FIRM) available for the project area,¹² the Project Site is located within the designated flood classification of Zone X (no shading), considered to be an area outside of both the 100-year and 500-year floodplains¹³. Therefore, the Project would not place structures within a 100-year flood hazard area that would impede or redirect flows.

Recommended Mitigation: None

- 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?

Finding: No impact

According to the Flood Insurance Rate Map (FIRM) available for the project area,¹⁴ the Project Site is located with the designated flood classification of Zone X (no shading), considered to be an area outside of both the 100-year and 500-year floodplains¹⁵. Furthermore, no bodies of waters contained by a levee or dam are located directly upstream of the Project Site. Therefore, the Project will not expose people or structures to a significant risk as a result of the failure of a levee or dam. The Project will result in a less than significant impact due to flooding.

Recommended Mitigation: None

¹⁰Flood Insurance Rate Map, City of Los Angeles, California, Community Panel Number 060137 0029 C. Federal Emergency Management Agency. Effective Date: December 2, 1980.

¹¹Phone conversation between Carrie Riordan of Planning Associates, Inc. and Jack Eldridge of FEMA, Region 9, April 9, 2002.

¹²Flood Insurance Rate Map, City of Los Angeles, California, Community Panel Number 060137 0029 C. Federal Emergency Management Agency. Effective Date: December 2, 1980.

¹³Phone conversation between Carrie Riordan of Planning Associates, Inc. and Jack Eldridge of FEMA, Region 9, April 9, 2002.

¹⁴Flood Insurance Rate Map, City of Los Angeles, California, Community Panel Number 060137 0029 C. Federal Emergency Management Agency. Effective Date: December 2, 1980.

¹⁵Phone conversation between Carrie Riordan of Planning Associates, Inc. and Jack Eldridge of FEMA, Region 9, April 9, 2002.

j) Inundation by seiche, tsunami, or mudflow?

Finding: No impact

The Los Angeles Citywide General Plan Framework Draft EIR does not designate the project site as being an inundation and tsunami hazard area. The Flood Insurance Rate Maps (FIRM) show that the site is not located downslope of any confined bodies of water that would adversely affect the site in the event of earthquake-induced failures or seiches (defined as wave oscillations in an enclosed or semi-enclosed body of water). The FIRM maps also show that the site is not located within a coastal zone, where tsunamis (seismically induced sea waves) are a potential hazard. The Los Angeles Citywide General Plan Framework EIR indicates that the Project Site is not located within a designated area of potential landslide. Therefore, the Project will result in a less than significant impact due to inundation by seiche, tsunami, or mudflow.

Recommended Mitigation: None

IX. LAND USE AND PLANNING - Would the project:

a) Physically divide an established community?

Finding: No impact

The Project Site has been developed as part of the Van Nuys Airport since approximately 1960. The Project Site is surrounded to the north by Roscoe Boulevard (a major highway) and industrial zoned but commercially used properties. To the west, the Project Site is bordered by the Bull Creek Flood Control Channel and a large retail outlet. To the south and east, the Project Site is bordered by existing operations at VNY. The Project proposes to replace existing aviation facilities at the Project Site with construction and uses of a similar nature. The Project will not alter land uses on the Project Site and will not expand outside of the current property boundaries. Therefore, the Project will not result in a significant land use impact due to the physical division of an established community.

Recommended Mitigation: None

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?

Finding: No impact

The Reseda - West Van Nuys Community Plan designates the Project Site as Light Industrial and is currently zoned [Q]M2-1VL and [T][Q]M2-1VL.¹⁶ The Community Plan has historically designated specific land uses for landholds within the Van Nuys Airport. The Project Site was

¹⁶ According to the City of Los Angeles Municipal Code, the M2 Zone permits the following uses: Any open lot use permitted in the A or R Zone (with restrictions); Any use permitted in the M1 or MR2 Zone (with restrictions); Airport or aircraft landing field; Automobile dismantling yards, junk yards, storage of second-hand furniture, boxes, drums, etc; Open storage of materials and equipment; Cemetery, crematory or mausoleum; Circus quarters; Morgue; Riding academy or stable; Rifle range; Parking in connection with permitted uses; Curing, compositing and mulching facilities.

designated as a "service area" which allows "maintenance shops, hangars, aircraft fueling, tie-down areas, office, automobile parking, industry and commerce, navigation aids, aircraft permitted under power." The most recent version of the Community Plan Map has retained the lines that designate the individual areas of VNY. The text that describes the permitted activities was not included. However, the Project Site has been part of VNY since approximately 1960 and has been utilized for aviation operations since that time. The Project does not propose to change the use of the Project Site and all proposed activities are permitted under the "service area" designation. Therefore, the continued use of the Project Site as an aviation facility will not conflict with the Community Plan designation and will not conflict with the Community Plan.

The Project Site is not located within the jurisdiction of any Specific Plans.

Recommended Mitigation: None

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

Finding: No impact

The Project Site is located within the heavily developed, urban San Fernando Valley. The Project Site has been improved with structures and pavement since approximately 1960. Vegetation on the Site is limited to landscape associated with existing development. Properties surrounding the Project Site on all sides are developed with commercial and industrial uses and do not provide conservation areas. No habitat conservation plans have been designated for this area. The Los Angeles Citywide General Plan Framework does not designate the Project Site as a Biological Resource Area. Therefore, the Project will not result in a significant land use impact due to a conflict with an applicable habitat conservation plan.

Recommended Mitigation: None

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?

Finding: No impact

According to the Los Angeles Citywide General Plan Framework, the Project Site is not located in an area containing significant mineral deposits.¹⁷ Furthermore, the Project Site is not located within in an area of current or historical aggregate mining and is not within the limits of an active or historic oil field.¹⁸ Therefore, the Project will not result in a significant impact to the availability of known mineral resources.

Recommended Mitigation: None

¹⁷ Los Angeles Citywide General Plan Framework, *Figure GS-1: Areas Containing Significant Mineral Deposits in the City of Los Angeles*. Envicom Corporation. January 19, 1995.

¹⁸ Los Angeles Citywide General Plan Framework. Envicom Corporation. January 19, 1995.

- 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?

Finding: No impact

The Project Site is located within the Reseda - West Van Nuys Community Plan. No mineral resource recovery is identified in this Plan. Furthermore, the Los Angeles Citywide General Plan Framework does not identify the Project Site or project area as having locally-important mineral resources. Therefore, the Project will not result in a significant impact to the availability of a locally-important mineral resource.

Recommended Mitigation: None

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?

Finding: Less than significant impact

The proposed project site is located in a suburban environment. The existing noise environment is characterized by a mix of land uses that include airport operations, surface arterial roadways (Roscoe Boulevard, Balboa Boulevard), and commercial and retail developments. The primary sources of noise in the project vicinity are aircraft operations and vehicular traffic.

The nearest sensitive receptors to the Project Site are residential units located west of Balboa Boulevard, approximately one quarter mile from the Project Site. Other sensitive receptors in the project area include residential units located south of Saticoy Street, approximately 4,200 feet south of the Project Site; residential units located north of Chase Street, approximately 3,200 feet northeast of the Project Site; and residential units located east of Woodley Avenue, approximately one mile southeast of the Project Site.

Construction Impacts

The criteria for the determination of a significant noise impact is stated in the City of Los Angeles CEQA Thresholds Guide. With regard to construction noise, a significant impact would normally occur if construction activities were to add five dBA or more to the current ambient exterior noise level at a sensitive receptor location. However, as distance from the construction activity increases, the noise level decreases. Over hard surfaces, the noise generated by a stationary noise source such as construction equipment will decrease by approximately six decibels for each doubling of the distance. For example, if the maximum anticipated noise level produced by construction activity is 89 dBA at a reference distance of 50 feet as shown in **Table 4: Outdoor Construction Noise Levels**, at a distance of 100 feet from the source, the noise level would be 83 dBA.

TABLE 4
OUTDOOR CONSTRUCTION NOISE LEVELS

CONSTRUCTION PHASE	NOISE LEVEL (DBA LEO)	
	AT 50 FEET	AT 50 FEET WITH MUFFLERS
Ground Clearing	84	82
Grading/Excavation	89	86
Foundations	78	77
Structural	85	83
Finishing	89	86

SOURCE: EPA, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

Construction noise levels would be reduced to 65 dBA, a level considered "conditionally acceptable" for single family residential properties at a distance of approximately 800 feet, as shown in **Table 5: Community Noise Exposure Compatibility Chart**. The nearest single-family residential properties to the Project Site are located approximately 1320 feet west of the Project Site which is greater than the 800 feet required to be conditionally acceptable. As the distance increases from 800 feet toward the 1300 foot distance where the sensitive receptors are located, construction noise will approach the 'normally acceptable' level of 60 dBA. Furthermore, these residences are located west of Balboa Boulevard and are separated from the Project Site by existing construction and buildings that will also act to attenuate potential noise generated at the Project Site. Residences located approximately three-quarters of a mile north of the Project Site are separated from the Project Site by softer, undeveloped surfaces that will reduce noise generated at the Project Site by approximately 9 decibels for each doubling of the distance. This will further reduce the any potential construction noise impacts at these residences. Therefore, construction of the Project would not result in exposure of persons to or generation of noise levels in excess of established standards. The Project will result in a less than significant construction noise impact.

TABLE 5
COMMUNITY NOISE EXPOSURE COMPATIBILITY(DBA) CHART

Land Use	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Single Family, Duplex, Mobile Homes	50-60	55-70	70-75	above 75
Multi-Family Homes	50-65	60-70	70-75	above 75

SOURCE: Office of Noise Control, California Department of Health Services (DHS).

Operational Impacts

Operational impacts typically occur from mobile sources i.e., additional aircraft operations and vehicular traffic. To determine the impact of additional operations on properties in close proximity to the Airport, an analysis of the Community Noise Equivalent (CNEL) at seven location points in the community surround VNY (the existing seven noise monitoring station locations) was performed.¹⁹ In addition, comparisons of the Maximum Noise Levels (Lmax) 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 operations.

¹⁹ Noise study prepared by Los Angeles World Airports (LAWA), March 27, 2003.

With regard to aircraft noise, the Federal Aviation Administration (FAA) uses a threshold of 1.5 dBA CNEL and 3.0 dB SEL to determine whether a significant impact would occur. According to the noise study prepared by the Los Angeles World Airports (LAWA) for the Project, there was a 0.1 dB increase in the CNEL at two of the seven sites measured and a 0.1 dB increase in SEL at one reporting site.²⁰ 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. Based on the FAA's thresholds, the Project will result in a less than significant operational noise impact. None of the reporting locations indicated a change in Lmax values. Therefore, aircraft activity resulting from the Project will not expose persons to noise levels in excess of established noise standards.

With regard to vehicular noise, based on average flights per day and number of aircraft based at the facility, trip generation related to the Project would be less than the existing trip generation. However, based on the number of employees at the Site, trip generation at the Site would be increased by approximately 20 trips during the AM Peak Hour and 31 trips during the PM Peak Hour. LADOT significance thresholds require further traffic analysis when 43 Peak Hour Trips are generated by a project. Therefore, the Project does not require additional traffic analysis and will not generate enough additional trips to adversely affect noise in the project area. The long-term operational noise levels in the project area will not exceed established noise thresholds and the Project will result in a less than significant noise impact to the community.

Recommended Mitigation: None.

- b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?

Finding: Less than significant impact

Only the construction phase of the Project would have the potential to generate ground borne vibration or ground borne noise levels. This type of vibration and/or excess noise is typically associated with pile driving during foundation construction. The Project does not propose to drive piles as part of the foundation work and would therefore not result in excessive ground borne vibration.

Furthermore, the nearest sensitive receptors to the Project Site are residential units located west of Balboa Boulevard, approximately one quarter mile from the Project Site. Other sensitive receptors in the project area include residential units located south of Saticoy Street, approximately 4,200 feet south of the Project Site; residential units located north of Chase Street, approximately 3,200 feet northeast of the Project Site; and residential units located east of Woodley Avenue, approximately one mile southeast of the Project Site. Based on the distance to any sensitive receptors from the Project Site, the Project will not result in the exposure of persons to the generation of excessive ground borne vibration or construction noise. Therefore, the Project will result in a less than significant impact to noise levels due to excessive vibration.

Recommended Mitigation: None.

²⁰Noise study prepared by Los Angeles World Airports (LAWA), March 27, 2003.

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

Finding: Less than significant impact

See response to Section XI(a), Noise. The Project Site is located in a fully developed, major commercial/industrial corridor. Existing ambient noise includes primarily aircraft activity and vehicular traffic. The Project includes replacement of existing aircraft operations at the Project Site. Although the Project will alter existing aircraft at the Project Site from piston to jet aircraft which has the potential to increase operational noise at the Project Site, the replacement facilities will reduce monthly operations (take offs and landings) from 1,402 to 276 which is expected to reduce ambient noise levels in the project vicinity.

In addition to aircraft activity, the Project will generate vehicular activity. The traffic study prepared for the Project analyzed three scenarios: new employees, average flights per day, and based aircraft. Under the 'based aircraft' and 'average flights per day' scenarios, vehicular trips generated by the Project would decrease which would reduce ambient noise levels in the project vicinity. Under the 'new employees' scenario, the Project would generate a maximum of 31 peak hour trips, which is less than the LADOT significance threshold of 43 peak hour trips. No further analysis of the vehicular traffic was required to be conducted for the Project. Vehicular noise would not substantially increase ambient noise levels in the project vicinity. Therefore, the Project will result in a less than significant noise impact due to a substantial permanent increase in ambient noise above existing levels.

Recommended Mitigation: None.

- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Finding: Less than significant impact

See response to Section XI(a), Noise. The Project Site is located in a fully developed, major commercial/industrial corridor. Existing ambient noise includes primarily aircraft activity and vehicular traffic. The Project includes replacement of existing aircraft operations at the Project Site. Construction of the Project is anticipated to result in a less than significant noise impact to the community. Construction activities could result in noise levels greater than those existing during times when aircraft are not conducting an operation. However, the use of construction equipment is cyclical, will be limited to daylight hours, and will be temporary in nature. Therefore, the Project will result in a less than significant noise impact due to a substantial temporary increase in ambient noise levels.

The nearest sensitive receptors to the Project Site are residential units located west of Balboa Boulevard, approximately one quarter mile from the Project Site. Other sensitive receptors in the project area include residential units located south of Saticoy Street, approximately 4,200 feet south of the Project Site; residential units located north of Chase Street, approximately 3,200 feet northeast of the Project Site; and residential units located east of Woodley Avenue, approximately one mile southeast of the Project Site. The Project will result in a less than

significant noise impact due to a substantial temporary increase in ambient noise levels in the project vicinity.

Recommended Mitigation: None.

- 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?

Finding: Less than significant impact

See response to Section XI(a), Noise. The Project Site is located in a major urbanized, commercial/industrial corridor. The Project Site is located on VNY and is currently utilized for aircraft operations. The Project proposes to replace existing aviation facilities with similar construction to continue the existing aviation land use. As discussed previously, the Project Site is surrounded to the north by commercial, retail and office uses; to the west by retail uses and the Bull Creek Flood Control Channel, and to the south and east by existing aviation facilities at VNY. The nearest sensitive receptors to the Project Site are residential properties located approximately one-quarter mile west of the Site, west of Balboa Boulevard. Due to the distance between the Project Site and the nearest sensitive receptors and the fact that the Project proposes to continue an existing land use, the Project would not result in the exposure of people residing or working in the project area to excessive noise levels. Furthermore, as discussed in previous sections, monthly aircraft operations at the Site (takeoffs and landings) would be reduced from 1,406 to 276 under the Project, which will result in a reduction of potential noise pollution. While the number of employees at the Project Site could increase by approximately thirty employees, as discussed in Section XI(a), Noise, the Project will not exceed FAA established thresholds for noise at the Project Site. Building design in compliance with Cal OSHA requirements for employee noise levels will ensure that people working in the area will be reduced to a less than significant level. Therefore, the Project will result in a less than significant noise impact to people working and residing in the community.

Recommended Mitigation: None

- 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?

Finding: No impact

The Project Site is part of the Van Nuys Airport (VNY) and is considered to be a public airport. However, as shown in the response to *Section XI. Noise, a*, the Project will result in a less than significant noise impact. Therefore, the Project will not expose people residing or working within the vicinity of a private airstrip to adverse noise impacts.

Recommended Mitigation: None.

XII. POPULATION AND HOUSING -- Would the project:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Finding: Less than significant impact

There are no housing units currently located on the Project Site. The Project does not include the construction of any housing units that might induce population growth in the area. Furthermore, the Project is anticipated to increase the number of employees on the Site by only thirty. A substantial employment base and residential population currently exists in the northwestern San Fernando Valley and therefore, necessary employees for the proposed redevelopment can be found nearby. Therefore, the Project will not indirectly induce substantial population growth due to an increase in employment opportunities. The use of the Project Site as a FBO will not change under the Project. Therefore, the Project will result in a less than significant impact to population growth in the project area.

Recommended Mitigation: None

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Finding: Less than significant impact

There are no housing units currently located on the Project Site that might be displaced. Nor does the Project include the construction of any housing units. The use of the Project Site as a FBO will not be altered under the Project. Therefore, the Project will result in a less than significant impact to the population due to the displacement of existing housing in the area and will not require the construction of additional housing off-site.

Recommended Mitigation: None

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Finding: Less than significant impact

There are no housing units currently located on the Project Site, and there is no resident population on the Project Site or in the immediate vicinity. The Project includes replacement of existing FBO operations and does not include residential units. The Project will not displace residential units or a substantial number of people and will not require the construction of new housing units. The Project will result in a less than significant impact to population in the area.

Recommended Mitigation: None

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?

Finding: Less than significant impact

The following nearby fire stations are operated by the City of Los Angeles Fire Department:²¹

Fire Station No. 90
7921 Woodley Avenue
Van Nuys CA 91406
Distance to Site: 0.8 Miles

Task Force Station - Truck and Engine Company
Crash Rescue - Helicopter Tender

Fire Station No. 100
6751 Louise Avenue
Van Nuys CA 91406
Distance to Site: 2.4 Miles

Paramedic Engine Company
Paramedic Ambulance - Paramedic Supervisor

Fire Station No. 39
14415 Sylvan Street
Van Nuys CA 91401
Distance to Site: 2.5 Miles

Task Force Station - Truck and Engine Company
Hazardous Materials Squad - Paramedic Ambulance
Battalion 10 Headquarters

Fire Station No. 83
5001 Balboa Boulevard
Encino CA 91316
Distance to Site: 4.0 Miles

Single Engine Company

Fire Station No. 88
5101 N. Sepulveda Boulevard
Sherman Oaks CA 91403
Distance to Site: 6.0 Miles

Task Force Station - Truck and Engine Company
Division III Headquarters

The Project Site is currently developed and is adequately served by LAFD services. Fire Station No. 90 is located within the VNY landhold and currently services both the Airport (yellow, LAWA fire response vehicles) and the community (red, LAFD fire response vehicles). The Project proposes to replace existing FBO facilities with construction and uses of a similar nature. The Project will not be expanded outside the existing property boundaries. The use of the Project Site as an FBO will not be altered. As a result, the required fire-flow at the Site is not anticipated to change. Because existing

²¹ Background Report, *Van Nuys Airport Master Plan*. City of Los Angeles Department of Airports. January, 1995. Verified by City of Los Angeles Fire Department website, November 10, 2003. <http://www.lafd.org>.

fire protection services are considered to be adequate at the Project Site and the Project will not alter the use or conditions at the Project Site substantially, the Project will not result in the need for additional fire protection services.

According to the City of Los Angeles CEQA Thresholds Guide, based on the proposed use of the Site, the first-due Engine Company should be within 0.75 miles and the first-due Truck Company should be within 1.0 mile of all areas of the project site. Driving distance on public streets, Fire Station No. 90 (a Truck and Engine Company), is located approximately 1.2 miles away from the Project Site. However, fire response vehicles can access the Project Site by traveling across Airport property, a distance of approximately 0.77 miles. Although this distance is slightly higher than the allowable threshold (.02 miles), due to the location of Fire Station No. 90 on the Airport property, response vehicles will not encounter vehicular traffic en route to the Site which would reduce travel time during response. Therefore, based on the required fire response distance, the Project would result in a less than significant impact to fire protection services.

Recommended Mitigation: None

b) Police protection?

Finding: Less than significant impact

The Project Site is located within Reporting District 921 of the Van Nuys Division of the Los Angeles Police Department. The Van Nuys Division is located at 6240 Sylmar Avenue, Van Nuys, California. The Project Site is also served by Los Angeles World Airport (LAWA) Police.

The Project intends to replace existing development at the Project Site with construction and uses of a similar nature. According to the City of Los Angeles CEQA Thresholds Guide Screening Criteria, a Project would create a significant impact on police protection services if it would "...result in a net increase of 75 residential units, 100,000 square feet of commercial floor area, or 200,000 square feet of industrial area." The proposed Project is expected to result in a net increase of approximately 187,500 square feet of industrial area and would therefore, not trigger additional analysis of police protection services.

There are no residential units located on the Project Site nor does the Project include a residential component that would increase the number of residents on the Project Site. The Project is anticipated to result in approximately 67 employees, an increase of approximately 30 full time employees. The Project will incorporate on-site private security measures, such as security officers, security cameras, and design features, which will reduce the demand for police protection at the site. Access to the ramp area will be secured pursuant to FAA regulations, to be adopted at the time of occupancy. Therefore, the Project will not result in an increased demand for police services or require new or physically altered police facilities and will therefore result in a less than significant police impact.

Recommended Mitigation: None

c) Schools?

Finding: Less than significant impact

An impact to schools is generally based on the number of residential units located on a project site that could generate school-aged children. There are no residential units located on the Project Site. The Project does not include a residential component that would generate school-aged children. Therefore, the Project will not generate the need for new or altered school facilities and would result in a less than significant impact to schools.

Although a significant impact to schools is not anticipated from the Project, the applicant will be required to pay school facilities fees charged by the Los Angeles Unified School District (LAUSD) during the building permitting process which will reduce any incremental secondary effects from new job creation. Therefore, the Project will result in a less than significant impact to schools.

Recommended Mitigation: None

d) Parks?

Finding: Less than significant impact

An impact to parks is generally based on the number of residents and employees located on a project site that would intend to utilize park facilities. The City of Los Angeles CEQA Thresholds Guide Screening Criteria identifies a net increase of 50 or more residential units as a significant impact to parklands. There are no residential units located on the Project Site nor does the Project include construction of any residential units. The Project is anticipated to generate approximately 30 new employees. This increase of employees will not generate the need for or involve the construction of new or altered park facilities. Therefore, the Project would result in a less than significant impact to parklands.

Recommended Mitigation: None

e) Other public facilities?

Finding: No impact

The Project includes the replacement of existing facilities at the Project Site. This replacement would not result in a substantial increase in the demand for any other public facilities. Therefore, the Project will not result in a significant impact to other public facilities.

Recommended Mitigation: None

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?

Finding: Less than significant impact

The Project Site does not currently include any parkland or recreational facilities. The Project does not include construction or removal of existing parklands or recreational facilities. The Project proposes the replacement of existing facilities and does not include the addition of residential units to the project area. The Project is anticipated to increase the number of employees at the Project Site by approximately thirty. A substantial employment base and residential population currently exists in the northwestern San Fernando Valley and therefore, necessary employees for the proposed redevelopment can be found nearby. The increase in employees will not result in an increased use of park and recreational facilities in the project area. As a result, the Project will not substantially increase the use of existing recreational facilities and will not encourage the physical deterioration of any such facility. Therefore, the Project will result in a less than significant impact to surrounding parklands and recreation facilities.

Recommended Mitigation: None

- 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?

Finding: Less than significant impact

The Project Site does not currently include any parkland or recreational facilities. The Project proposes the replacement of existing facilities and does not include the addition of residential units to the project area. The Project does not include construction or removal of existing parklands or recreational facilities. Therefore, the Project will result in a less than significant impact to recreational facilities.

Recommended Mitigation: None

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)?

Finding: Less than significant impact

As shown in **Table 1: Existing and Proposed Use of Leasehold**, the proposed Project includes the replacement of existing FBO facilities at the Project Site. As shown in **Table 6: Trip Generation Forecast and Comparison**, the proposed Project is expected to generate a maximum of 20 AM Peak Hour Trips and a maximum of 31 PM Peak Hour trips.²²

TABLE 6
TRIP GENERATION FORECAST AND COMPARISON

Employees								
Employees		Weekday	AM Peak Hour Volumes			PM Peak Hour Volumes		
			In	Out	Total	In	Out	Total
Proposed	67	954	38	8	46	31	38	69
Existing	37	(526)	(22)	(4)	(26)	(17)	(21)	(38)
Net New Trips		428	16	4	20	14	17	31
Average Flights Per Day								
Average Flights per Day		Weekday	AM Peak Hour Volumes			PM Peak Hour Volumes		
			In	Out	Total	In	Out	Total
Proposed	9	18	2	0	2	1	2	3
Existing	46	(91)	(9)	(2)	(11)	(6)	(8)	(14)
Net New Trips		(73)	(7)	(2)	(9)	(5)	(6)	(11)
Based Aircraft								
Based Aircraft		Weekday	AM Peak Hour Volumes			PM Peak Hour Volumes		
			In	Out	Total	In	Out	Total
Proposed		130	5	1	6	5	5	10
Existing		(720)	(29)	(6)	(35)	(24)	(29)	(53)
Net New Trips		(590)	(24)	(5)	(29)	(19)	(24)	(43)

²² Trip Generation Assessment for the Air Sources/Million Air Hangar Project at Van Nuys Airport, Memo to Sergio Valdez, Los Angeles Department of Transportation. Linscott, Law & Greenspan. April 30, 2003.

A trip generation forecast was prepared for the Project based on trip rates provided in the *Trip Generation* manual published by the Institute of Transportation Engineers (ITE). The potential trips were estimated over a 24-hour period during a typical weekday, as well as during the weekday AM and PM commuter peak hours.

Table 6: Trip Generation Forecast and Comparison has been prepared to provide a comparison of the trip generation forecasts using the independent variables (employees, average flights per day, based aircraft) provided under the ITE Land Use Code for General Aviation Airport.

Based on the trip generation rates for average flights per day and the number of based aircraft, a reduction in vehicular trips is anticipated at the Project Site. The figures range from a reduction of 9 AM Peak Hour trips and 11 PM Peak Hour trips derived from the average flights per day generation rates to a reduction of 29 AM Peak Hour trips and 43 PM Peak Hour trips derived from the number of based aircraft. The daily trip generation would decrease by approximately 73 daily trips based on the average flights per day and approximately 590 daily trips based on the number of based aircraft. Therefore, the reduction in average flights per day and the number of aircraft based at the Site would result in a corresponding reduction in vehicular trips.

Based on the trip generation rates using the number of employees as the independent variable, the number of vehicle trips generated at the Site would increase slightly, 20 trips during the AM Peak Hour, 31 trips during the PM Peak Hour, and 428 trips daily. The increase in trips at the Project Site is due to an increase of approximately 30 employees under the Project primarily attributable to increased numbers of pilots, crew members, and aircraft maintenance employees. Based on this trip generation analysis, the Project would not generate enough net trips to meet the City of Los Angeles Department of Transportation (LADOT) requirement of 43 peak hour trips for the preparation of a Traffic Impact Analysis.

While a slight increase in the daily and peak hour traffic volumes is anticipated as a result of increased numbers of employees at the Site, a decrease in daily and peak hour traffic volumes are anticipated as a result of the decrease in average flights per day and number of based aircraft. Thus, it is concluded that the proposed Project will result in a vehicular trip generation that is similar and likely less than, the trips currently generated by existing facilities at the Site. No further review of potential off-site traffic impacts related to the Project is required by LADOT. Therefore, the Project would result in a less than significant impact to traffic as a result of trip generation.

Recommended Mitigation: None

- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Finding: Less than significant impact

See Discussion in Section XV.a, Transportation/Traffic.

Recommended Mitigation: None

- 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?

Finding: Less than significant impact

As shown in **Table 7: Existing Operations at VNY**, approximately 1,406 monthly aircraft operations are generated by the 143 piston aircraft and 1 jet aircraft currently based at the Project Site.

TABLE 7
EXISTING OPERATIONS AT VNY⁴

AIRCRAFT TYPE	EXISTING AIRCRAFT	TOTAL SQUARE FOOTAGE	ESTIMATED MONTHLY OPERATIONS	ESTIMATED MONTHLY DEPARTURE TIMES			ENGINE TYPE/MAKE
				7AM - 7PM	7PM - 10PM	10PM - 7AM	
Gulfstream III	1 ¹	20,000 (Hangar)	6	3	0	0	Spey 511-8
Piston - SE	30	33,000 (Hangar)	240	110	8	2	Piston
Piston - ME	6	11,000 (Hangar)	60	26	4	0	Piston
Piston - SE	16	18,000 (Umbrella)	120	54	6	0	Piston
Piston - ME	10	17,000 (Umbrella)	80	34	4	2	Piston
Piston - SE	43 ²	175,000 (Tie Down) ³	600	280	15	5	Piston
Piston - SE	38 ²	130,000 (Tie Down)	300	146	4	0	Piston

¹This aircraft under R & D by Total Aircraft Services - to be removed within 2 years, rarely flies, test run done out of VNY
²17 are Port-a-Ports (Tenant owner portable hangars)
³Flight School tie-downs included in this area
⁴Source: Air Sources, Inc., President: Harold Lee, December, 2002.

As shown in **Table 8: Proposed Operations at VNY**, the Project will result in approximately 276 monthly aircraft operations generated by approximately 25 jet aircraft, with the removal of piston aircraft operations from the Project Site. This is a substantial decrease in the total number of aircraft operations at the Project Site as well as a substantial decrease in the number of aircraft that will be based at the Project Site. While there will be an ultimate increase in jet operations and the removal of piston aircraft from the Project Site, the reduction in the total number of operations at the Site will not substantially alter existing air traffic patterns and will not increase traffic levels or alter the location of operations which could result in substantial safety risks. Therefore, the Project will result in a less than significant air traffic impact due to increased safety risks.

Recommended Mitigation: None

TABLE 8
OPERATIONS AT VNY WITH PROJECT

AIRCRAFT TYPE	AIRCRAFT	TOTAL SQUARE FOOTAGE	ESTIMATED MONTHLY OPERATIONS	ESTIMATED MONTHLY DEPARTURE TIMES			ENGINE TYPE / MAKE
				7AM - 7PM	7PM - 10PM	10PM - 7AM	
Gulfstream V	3 (Existing) 8 (Proposed)	106,100 (Hangar)	84	34	6	2	Tay-710-b Rolls Royce
Hawker	4 (Existing) 2 (Proposed)	30,825 (Hangar)	90	40	5	0	PW 305
Global Express	1 (Existing)	26,825 (Hangar)	30	14	1	0	TER-710
Boeing Business Jet	2 (Existing)	44,800 (Hangar)	20	9	1	0	CFM 56-7
Challenger Boy	3 (Existing)	15,625 (Hangar)	36	14	3	1	GE CF34-3B
Citation X	1 (Existing)	6,050 (Hangar)	16	6	1	1	AE3007C
Maintenance	0	22,400 (Hangar)	na	na	na	na	na

Note: Existing - Existing aircraft is from another tenant at VNY; Proposed - Proposed aircraft is new to VNY

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Finding: Less than significant impact

The Project includes replacement of existing facilities at the Project Site with construction and uses of a similar nature. The use of the Site as a FBO will not be altered under the Project. The Project will not alter existing public roadways and will not introduce new roadways into the project area. Buildings and roadways on the Project Site will comply with all Building Code and Municipal Code regulations. All emergency access roadways will remain open and functional during construction and operation of the Project. Therefore, the Project will not increase hazards at the Project Site due to design features or incompatible uses and will result in a less than significant transportation impact.

Recommended Mitigation: None.

- e) Result in inadequate emergency access?

Finding: Less than significant impact

Van Nuys Airport is currently served by the City of Los Angeles Fire Department (LAFD), City of Los Angeles Police Department (LAPD), and Los Angeles World Airport (LAWA) Airport Police. The proposed hangar and office structures will be designed to meet the access requirements of the Fire Department and the Police Departments. VNY currently maintains an Emergency Response and Evacuation Plans to minimize the potential impacts of an accident or emergency. This Plan would be updated to incorporate and reflect the Project. Therefore, the Project will result in a less than significant impact to emergency access.

Recommended Mitigation: None

f) Result in inadequate parking capacity?

Finding: Less than significant impact

The Municipal Code requirement for the proposed Project is 179 parking spaces²³. The Project proposes to provide 293 parking spaces in association with the replacement hangar and office buildings. Therefore, the Project will not provide inadequate parking and will result in a less than significant impact to parking.

Recommended Mitigation: None

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Finding: Less than significant impact

The Project will not alter existing roadways in the project vicinity and will not alter existing alternative transportation programs. Therefore, the Project will not conflict with adopted policies, plan or programs supporting alternative transportation.

Recommended Mitigation: None

XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Finding: Less than significant impact

The site is currently developed with approximately 118,470 square feet of hangar space and approximately 20,140 square feet of office space, which generates approximately 15,875 gallons per day (gpd) of wastewater. The proposed Project includes the construction of 252,625 square feet of hangar space and 55,200 square feet of offices. This construction will generate approximately 36,303 gpd of wastewater, an increase of approximately 20,428 gallons of wastewater per day.²⁴

According to the City of Los Angeles Citywide Framework, the Project Site is located within the Tillman Water Reclamation Plan (Tillman WRP) Service Area. The Tillman WRP has a capacity of approximately 80,000,000 gpd. According to the Framework, the Tillman WRP currently operates at a surplus of approximately 39,617,076 gpd. Therefore, the existing wastewater treatment provider would have adequate capacity to serve the maximum increase of approximately 20,428 gpd resulting

²³ Analysis based on 1 parking space per 500 square feet of office space, 1 parking space per 500 square feet of hangar space less than 10,000 square feet in size, 1 parking space per 5,000 square feet of hangar space greater than 10,000 square feet in size, and 1 parking space per 500 square feet of FBO square footage.

²⁴ Based on the City of Los Angeles Wastewater Program Management, Sewer Facilities Charge Guide and Generation Rates, August, 1988. This Guide provides the following generation rates for the Project: 100 gallons per day per 1,000 square feet of Hangar space, 200 gallons per day per 1,000 square feet of Office and FBO space.

from the Project. The Project would not exceed wastewater treatment requirements and would result in a less than significant impact to wastewater treatment in the project area.

To respond to the problem of insufficient sewer capacity, the City of Los Angeles has taken various steps to limit growth in the system. Ordinance No. 166,060, adopted on June 27, 1990 by the City Council, established sewer permit allocation regulations for projects which discharge sewage into the Hyperion Treatment System (HTS). Allocation is based on a City Council determination of "priority" and "non-priority" projects. "Priority" projects, which include such uses as nonprofit hospitals, emergency medical trauma centers, and affordable rental housing projects, are allocated a monthly sewage allotment of 143,750 gallons per day. The remaining "Non-priority" projects receive a monthly sewage allotment of 239,583 gallons per day, of which 65 percent goes to residential projects and 35 percent goes to non-residential projects. The applicant must comply with the provisions of ordinances regarding sewer capacity allotment in the City of Los Angeles. Adherence to the provisions of the sewer capacity allotment ordinances by the City of Los Angeles would ensure that permitted development would not exceed the HTS capacity. Therefore, the Project will not exceed established wastewater treatment requirements and will result in a less than significant impact to sewers.

Recommended Mitigation: None

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?

Finding: Less than significant impact

See Section XVI(a), Utilities and Service Systems.

The Los Angeles Citywide General Plan Framework indicates a projected City water demand through 2010. According to the LADWP, the projected average water supply in 2010 for Los Angeles is expected to be 756,500 acre-feet per year while the projected maximum total available water supply is expected to be 1,370,646 acre-feet per year.²⁵ Existing development at the Project Site includes approximately 118,470 square feet of hangar space and approximately 20,140 square feet of office space which demand approximately 17,463 gallons of water per day. The Project would result in construction of approximately 252,625 square feet of hangar space and approximately 55,200 square feet of office space which would demand approximately 39,933 gallons of water per day. This is an increase of approximately 22,470 gallons of water per day.¹⁰⁰ Based on the a Citywide water demand of approximately 667,467 acre-feet in 2000-2001¹², a maximum increase of approximately 0.1 acre-feet anticipated from the Project would be accommodated by the LADWP projected water supply for 2010. Therefore, it is expected that LADWP will have sufficient water supplies to serve the water needs of the Project Site during normal and drought conditions and will

²⁵ Los Angeles Citywide General Plan Framework EIR, Section 2.6.3.6 Projected Water Supply.

¹⁰⁰ Water demand assumed to be 110 percent of wastewater generation. Based on the City of Los Angeles Wastewater Program Management, Sewer Facilities Charge Guide and Generation Rates, August, 1988. This Guide provides the following generation rates for the Project: 100 gallons per day per 1,000 square feet of Hangar space, 200 gallons per day per 1,000 square feet of Office and FBO space.

¹² City of Los Angeles Final Year 2000 2001 Urban Water Management Plan Update

not require additional infrastructure improvements. The Project will result in a less than significant impact to water and wastewater treatment facilities due to the need for new construction.

Recommended Mitigation: None

- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Finding: Less than significant impact

The Project Site is completely covered with plane hangars, office buildings, and parking lots and is assumed to be approximately 100 percent impervious. The Project includes replacement of existing aviation facilities at the Project Site with construction and uses similar in nature to the existing. Stormwater at the Project Site is currently directed into the Bull Creek Flood Control Channel that borders the Site to the west as well catchbasins located along Roscoe Boulevard, the northern property boundary. There are no known existing flood issues in the project area. The FIRM maps indicate that the Site is located in 'Zone X (No Shading)', outside both the 100- and 500-year floodplains, which indicates that the Site is not subject to flooding.

Based on the assumed impervious nature of the Project Site, the replacement facilities anticipated under the Project will not result in a substantial change to the quantity, flow, or drainage patterns of stormwater in the project area. There are no known service deficiencies in the project area currently and the Project will not increase the stormwater service needs at the Site. The existing facilities will therefore be sufficient to serve the stormwater needs of the Project. Therefore, the Project will result in a less than significant stormwater impact due to the need for construction of new or expanded stormwater drainage facilities.

Recommended Mitigation: None.

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Finding: Less than significant impact

The LADWP provides water service to the project area. Projected water demand is tracked and the uses are discounted from the anticipated growth in water demand within the service area, which is reported in the City of Los Angeles' Year 2000 Urban Water Management Plan (Water Plan). The Water Plan describes LADWP's long-term water resources plans, and is updated every five years per state mandate to reflect changes to LADWP's long-term water resources plans. Senate Bill 610 (SB610) requires an urban water management plan to provide a description of all water supply projects necessary to meet projected water demand. Based on the thresholds for completion of a Water Supply Assessment (WSA), the Project does not require that a WSA be conducted.

As indicated above, the proposed Project would demand approximately 39,933 gallons of water per day. This is an increase of approximately 22,470 gallons of water per day.¹³

As discussed in Section XVI(b), Utilities and Service Systems, it is expected that LADWP will have sufficient water supplies to serve the water needs of the Project Site during normal and drought conditions and will not require additional infrastructure improvements. As a result, the Project will result in a less than significant impact to water supply.

Recommended Mitigation: None

- 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?

Finding: Less than significant impact

As discussed in Section XVI(a), Utilities and Service Systems, the Project would result in a less than significant impact to wastewater treatment in the project area.

As discussed in Section XVI(a), Utilities and Service Systems, the applicant must comply with the provisions of ordinances regarding sewer capacity allotment in the City of Los Angeles. Adherence to the provisions of the sewer capacity allotment ordinances by the City of Los Angeles would ensure that permitted development would not exceed the HTS capacity.

Therefore, upon completion of the Project, sewers in the project area will be adequate to serve the proposed maximum wastewater generation of approximately 20,428 gpd. The Project will not result in the need for construction of additional wastewater treatment facilities and will result in a less than significant impact to sewers and wastewater treatment in the project area.

Recommended Mitigation: None

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Finding: Less than significant impact

The Project is anticipated to generate solid waste during both construction and operational activities at the Project Site. During construction activities however, the applicant proposes to recycle a considerable portion of both demolition and construction materials therefore reducing waste materials being transported to landfills serving the project area. In an effort to minimize the amount of construction waste being taken to landfills, the applicant will require primary construction contractors to provide separate receptacles for materials that can be recycled such as wood scraps, metal scraps, and cardboard. Individual contractors will be required to emphasize diversion planning rather than demolition, to ensure that the maximum amount of recyclable materials are separated and

¹³ Water demand assumed to be 110 percent of wastewater generation. Based on the City of Los Angeles Wastewater Program Management, Sewer Facilities Charge Guide and Generation Rates, August, 1988. This Guide provides the following generation rates for the Project: 100 gallons per day per 1,000 square feet of Hangar space, 200 gallons per day per 1,000 square feet of Office and FBO space.

placed in the appropriate bins. Therefore, demolition and construction activities associated with the Project are anticipated to result in a less than significant solid waste impact.

The Project includes replacement of existing hangar facilities and operations at the Project Site. The Site is currently developed with approximately 118,470 square feet of hangar space and approximately 20,140 square feet of office space. Operational activities at the Site currently generates approximately 693 pounds of solid waste per day.¹⁴ The Project includes the construction of 252,625 square feet of hangar space and 55,200 square feet of offices. Under the Project, operational activities will generate approximately 1,539 pounds of solid waste per day, an increase of approximately 846 pounds of solid waste per day. According to the City of Los Angeles CEQA Thresholds Guide Screening Criteria, a Project would create a significant solid waste impact if it would "...result in the generation of five tons or more per week." Based on a six day work week, the Project would generate approximately 4.6 tons of solid waste per week which would not trigger additional analysis of solid waste disposal. Furthermore, recycling bins will be provided on-site to promote the recycling of paper, metal, glass and other recyclable materials during operations at the Project Site. Therefore, the Project will result in a less than significant operational solid waste impact. The Project will be served a landfill with sufficient permitted capacity to accommodate the solid waste requirements of the Project.

Recommended Mitigation: None

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Finding: Less than significant impact

See response to Section XVI (f), Solid Waste. The Project will comply with all applicable federal, state, and local laws and regulations related to solid waste generation, collection and disposal. Therefore, the Project will result in a less than significant solid waste impact due to non compliance with solid waste regulations.

Recommended Mitigation: None.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE – Would the project:

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?

Finding: No impact

As discussed above, the urban state of the Project Site as an aviation facility would not be conducive for habitat on the Site. As a result, animal species on the Site are limited to those animal species

¹⁴ Based on the following generation rates: 5 pounds per day per 1,000 square feet industrial/hangar space, 5 pounds per day per 1,000 square feet of office and FBO space. Per California Integrated Waste Management Board website, November 10, 2003.
<http://www.ciwmb.ca.gov/wastechar/WasteGenRates/default.htm>

which occupy disturbed and urbanized space in the Los Angeles area and none of such species are listed as endangered. No significant environmental or biological resources would be adversely impacted as a result of the Project. Therefore, the Project will not result in a significant impact to animal or plant communities in the project area.

Recommended Mitigation: None

- 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)?

Finding: No impact

The Project would have a *de minimis* contribution to the effects of other developments. Since all impacts would be less than significant, no significant cumulative impacts are anticipated.

Recommended Mitigation: None

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

Finding: No impact

As discussed above, no potentially substantial adverse effects on human beings will be caused as a result of the Project.

Recommended Mitigation: None

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AIR SOURCES HANGAR PROJECT AT VAN NUYS AIRPORT

COMMENT LETTERS ON THE DRAFT INITIAL STUDY INCLUDING AGENCY RESPONSES

PREPARED FOR:

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

October 2004

INTRODUCTION

A Draft Initial Study/Negative Declaration was prepared for the proposed Project located at the northwestern corner of Van Nuys Airport at 16700 Roscoe Boulevard, Van Nuys, California. The project analyzed in the Initial Study proposes to replace existing hangar, office and tie down areas at the Project Site with new hangar and office facilities. The existing hangar, offices, and tie down areas located across the leasehold will be demolished and replaced in four phases. New construction will result in approximately 307,825 square feet of hangar and office uses. The new facilities will accommodate approximately eleven jet aircraft that currently operate at Van Nuys Airport and approximately fourteen jet aircraft new to the Airport. The Draft Initial Study addressed potential environmental impacts of the proposed Project.

The Draft Initial Study/Negative Declaration was circulated between June 17, 2004 and July 7, 2004. In response to this circulation, seven comments were received from members of the community. All comments received are attached in the following pages along with the addition of Agency responses. In general, comments submitted focused on issues including noise, vehicular and aircraft traffic generation, and air quality issues. However, none of the comments received provided new or additional information that would alter the conclusions or findings of the Draft Initial Study. Therefore, no changes were made to the text of the Draft Initial Study.

COMMENTS AND RESPONSES

The following letters are the comments (in total) received in response to the Draft Initial Study circulated for the Air Sources project. Agency response is provided following each comment.

LETTER 1

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

LOS ANGELES WORLD AIRPORTS

AIR SOURCES HANGAR PROJECT

RESPONSE TO DRAFT INITIAL STUDY
AND PROPOSED NEGATIVE DECLARATION

CASE NUMBER: AD 149-04

July 1, 2004

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: AIR SOURCES HANGAR PROJECT

The project will be located at: 16700 Roscoe Blvd., Van Nuys, CA 91406

The project applicant is: Air Sources, Inc.

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.

Comment 1.1

1. HOMEOWNERS OF ENCINO, INC.

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

Response 1.1

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

Comment 1.2

2. DESCRIPTION OF PROJECT

Air Sources, Inc. proposing to replace existing hangar, office, and tie down areas at the project site with new hangar and office facilities. The existing hangars, offices, and tie down areas located across the leasehold will be demolished and replaced in four phases. New construction will result in approximately 307,825 square feet of hangar and office uses. The new facilities will accommodate approximately eleven jet aircraft that currently operate at Van Nuys Airport and approximately fourteen jet aircraft new to the airport.

Response 1.2

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

Comment 1.3

3. IMPACT 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.

Response 1.3

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

Comment 1.4

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

Response 1.4

Cumulative impacts are discussed in the Draft Initial Study. As discussed on pages 48 and 49 of the Draft Initial Study, the proposed project would result in a *de minimis* contribution to the effects of past, present and future projects in the area and will therefore result in a less than significant cumulative impact to the environment. As such, the potential impacts of the proposed project would not be considered cumulatively considerable.

Section 15064(h) of the CEQA Guidelines requires the Lead Agency to consider cumulative impacts when making the decision to prepare a Negative Declaration or EIR. According to this section, an EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, although individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g., water quality control plan, air quality plan, integrated waste management plan) within the geographic area in which the project is located. The existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are to be considered cumulatively considerable.

Comment 1.5

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.

Response 1.5

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

Comment 1.6

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.

Response 1.6

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

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

Comment 1.7

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 building 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.

Response 1.7

The potential impacts associated with geology and earth are evaluated on pages 15 through 18 of the Draft Initial Study. Each of the geologic issues including seismic zones, ground shaking, areas of liquefaction and landslides, and unsuitable or unstable soils was determined to be less than significant. The project site is not located in an area known to be of substantial geotechnical risk according to City documents and records that were reviewed as part of the environmental analysis. Existing development at the project site, the remainder of Van Nuys Airport, and the surrounding area is evidence of this.

The project site has been developed for approximately forty years. In order for dirt to be considered 'soil', some intrinsic biologic value must be present in the material. Based on the length of time that the project site has been graded and developed, the biological value of soil

underneath the project site has been reduced to almost nothing. Therefore, the project will not result in the disruption, displacement, compaction or overcovering of soil at the project site.

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

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

Comment 1.8

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 hangars and its incumbent operations will generate Carbon Monoxide, Nitrous Oxide, Ozone and particulate matter, making it more difficult to attain the required air standards in the basin.

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

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

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

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

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

Response 1.8

The potential air quality impacts associated with the project are analyzed in detail on pages 5 through 10 of the Draft Initial Study. Page 7 provides the established threshold as well as the emissions estimated during both the construction and operational phases of the proposed project for each criteria pollutant. As shown in Tables 2 and 3, the proposed project will not exceed the established threshold for any criteria pollutant. As shown on Page 9, cumulative impacts were evaluated based on the methodology recommended by the South Coast Air Quality Management District (SCAQMD). As shown in both of these sections, each of the potential air quality impacts were determined to be less than significant. The same less-than-significant conclusions presented in the Draft Initial Study would occur if an EIR were prepared for the project. Therefore, no change in the Draft Initial Study text or further response is required. The Air Quality analysis prepared for the proposed project can be reviewed at the office of the Los Angeles World Airports, 7301 World Way West, 3rd Floor, Los Angeles, California, 90045.

Comment 1.9

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.

Response 1.9

As discussed on pages 45 and 46 of the Draft Initial Study, the development of new aviation uses at the project site would result in an increase of approximately 22,500 gallons of water per day. As discussed, based on the existing City water supply and demand, this estimated increase can be accommodated by the existing City of Los Angeles water supply. Therefore, the proposed project will not result in inadequacies in water distribution and/or storage capacity. No deficiencies in the City's water supply have been identified by the City of Los Angeles. As such, impacts associated with water supplies are expected to be less than significant. Due to the fact that all potential impacts are estimated to be less than significant, no mitigation measures are required of the proposed project. However, the proposed project would be required to implement all applicable measures required of new development to reduce the demand of potable water. The same conclusions regarding potential environmental impacts presented in the Draft Initial Study would occur if an EIR were prepared for the project. Therefore, no change to the Draft Initial Study text or further response is required.

Comment 1.10

7. IMPACT UPON ANIMAL AND PLANT LIFE

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

Response 1.10

As discussed on pages 11 through 13 of the Draft Initial Study, the project site is not located within the habitat area of any candidate, sensitive, or special status species, nor does the project site lie within or contain any natural open space with biological resources value. The proposed project includes the replacement of existing aviation uses at the project site with new hangar and office facilities and would not impact biological features on the site or in the project area. Therefore, an impact to biological resources would be considered less than significant. As sufficient information is available to determine that all potential biological impacts would be less than significant, an EIR would not be required of the project. Further, no mitigation measures would be required of the project. The same less-than-significant conclusions would not change if an EIR were prepared for the proposed project. Therefore, no change to the Draft Initial Study text or further response is required.

Comment 1.11

8. NOISE IMPACT

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.

Response 1.11

The potential noise impacts associated with the project are discussed on pages 30 through 34 of the Draft Initial Study. The noise analysis included the aircraft changes anticipated under the proposed project. It should be noted that the proposed project will not accommodate additional piston aircraft or helicopter aircraft, as indicated in this comment. The noise analysis conducted includes noise levels that would be generated during both the construction and operational phases. Noise impacts anticipated by the proposed project were determined to be less than significant. Because all potential noise impacts were determined to be less than significant, no mitigation measures regarding noise are required of the project. The same conclusions presented in the Draft Initial Study would occur if an EIR were prepared for the proposed project. Therefore, no change to the Draft Initial Study text or further response is required. The noise analysis including technical calculation data can be reviewed at the offices of LAWA at 7301 World Way West, 3rd Floor, Los Angeles, California, 90045.

Comment 1.12

9. LIGHT AND GLARE IMPACTS

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

Response 1.12

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

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

As discussed on page 3 of the Draft Initial Study, new sources of nighttime lighting would be provided at the project site. However, the new lighting sources would replace older, existing sources of lighting and would be installed in accordance with existing regulations that require lighting sources to be shielded. The existing lighting source does not currently and the proposed lighting would not in the future substantially affect surrounding properties. All new lighting would be directed on-site to reduce light pollution in the project area. Therefore, the project would not introduce light likely to increase ambient nighttime illumination levels outside the property line.

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

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

Comment 1.13

10. CHANGES IN POPULATION

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

Response 1.13

As discussed on page 35 of the Draft Initial Study, the proposed project does not include housing units and/or other population inducing characteristics. The proposed replacement hangar and office facilities are anticipated to increase employees at the project site by approximately 30 employees which is not considered to be a substantial increase. 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 were prepared for the project. Therefore, no change to the Draft Initial Study text or further response is required.

Comment 1.14

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.

Response 1.14

As discussed on pages 28 through 29 of the Draft Initial Study, the project site is zoned for aviation use, according to the Reseda - West Van Nuys Community 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 site. The project site is currently designated for industrial and aviation uses. The proposed project, replacement of existing hangar and office facilities, would be consistent with the existing industrial/aviation land use designation under the Community Plan. Furthermore, the proposed project is consistent with the several alternatives under consideration for the proposed VNY Master Plan, including Alternative J recommended by the VNY Citizens Advisory Committee. Because the proposed use is consistent with existing plans and known plans under consideration for future action, the potential land use impacts would be less than significant.

Comment 1.15

12. TRAFFIC AND CIRCULATION

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

Response 1.15

As discussed on pages 40 through 44 of the Draft Initial Study, the maximum total number of peak hour vehicle trips generated under the proposed project is 31 which is less than the established LADOT threshold of 43 trips to require a traffic analysis. Based on this information,

the City of Los Angeles Department of Transportation has determined that due to the relatively low trip generation potential of the project, the traffic impacts of the project will be less than significant. The same conclusions presented in the Draft Initial Study would occur if an EIR were prepared for the project. Therefore, no change to the Draft Initial Study text or further response is required.

Comment 1.16

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.

Response 1.16

The potential impacts of the project to public services are discussed on pages 36 through 38 of the Draft Initial Study. The proposed project includes the replacement of existing hangar and office uses with additional hangar and office facilities. As a proposed replacement aviation development surrounded by other light industrial and aviation uses and served by fire protection at Van Nuys Airport, the proposed project will not create a sufficient increase in the need for fire protection services or fire flow from the current development. There are two City fire stations located at the Van Nuys Airport. These fire stations serve the airport and the surrounding community and have direct access to the airfield. The VNY is also served by LAFD stations located outside the airport. Due to the location of the project site adjacent to Roscoe Boulevard, the project site is easily reached by off-airport LAFD personnel. Impacts on fire protection would be considered less than significant. Therefore, no change to the Draft Initial Study text or further response is required.

Van Nuys Airport is patrolled by members of the Los Angeles World Airports Airport Police Department. The project proposes the replacement of existing uses with construction of a similar nature which are anticipated to generate approximately thirty new employees at the project site. The project does not include a residential component that would increase the number of residents in the community that would require police protection services. The size of the replacement uses will not exceed the established threshold that would require additional police protection services. The proposed project will result in a less than significant impact to police services. The same conclusions presented in the Draft Initial Study would occur if an EIR were prepared for the proposed project. Therefore, no change to the Draft Initial Study text or further response is required.

Comment 1.17

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.

Response 1.17

The potential impacts of the proposed project to utilities and service systems are discussed on pages 44 through 48 of the Draft Initial Study. Construction of the proposed project, including demolition of existing structures at the project site, would generate solid waste. However, very few waste materials would be disposed of in landfills. The applicant would recycle reusable building materials such as concrete and metal. Existing hangar structures may be utilized at other locations. As such, these structures would be dismantled and transported away, not disposed on in community-serving landfills. In order to maximize the amount of demolition materials, the applicant will require 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/or diversion rather than demolition, to ensure that the maximum amount of recyclable materials are separated and placed in the appropriate bins. Therefore, a substantial amount of solid waste would not be deposited in local landfills as a result of demolition and construction activities. When operational, the project will not result in a substantial intensification of the land use at the project site nor generate an amount of solid waste that exceeds the established threshold. Solid waste impacts of the proposed project are anticipated to be less than significant. The same conclusion presented in the Draft Initial Study would occur if an EIR had been prepared for the proposed project. Therefore, no change to the Draft Initial Study text or further response is required.

As discussed on page 35 of the Draft Initial Study, the proposed project would result in an increase of approximately 30 employees daily at the project site. The project will not result in an increase in residents in the project area. As a result, the proposed project will not result in a substantial increase in wastewater. Therefore, the project would not substantially increase wastewater generation at Van Nuys Airport. The project would not require tie-ins to existing

wastewater infrastructure. All utility connections to the proposed structures would be in accordance with all applicable Uniform Codes, City ordinances, Public Works standards, and Water Division criteria. Impacts to utilities and service systems would be less than significant. The same conclusions presented in the Draft Initial Study would occur if an EIR were prepared for the proposed project. Therefore, no changes to the Draft Initial Study text or further response is required.

Comment 1.18

15. AESTHETIC IMPACTS

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

Response 1.18

As discussed on pages 1 through 3 of the Draft Initial Study, the project site is flat, void of any identified scenic features, and currently developed. There are no identified scenic vistas within or visible from the project site. Project implementation would introduce replacement hangar and office structures. The project site is bordered by commercial and retail uses to the north and west and Van Nuys Airport uses to the south and east. Therefore, the project will be compatible with adjacent land uses and will not change or impact the ambiance or habitability of the community. Access to the project site will continue to be provided from Roscoe Boulevard and will not impact other adjacent Airport operations. There are no residences located within approximately one quarter mile of the project site. The Draft Initial Study concludes that the project would result in a less than significant impact to aesthetics. Therefore, no changes to the Draft Initial Study text or further response is required.

Comment 1.19

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 on growth in the region? How is this related to the Growth Management Plan forecast, at the expected date of project phase completion?

Response 1.19

As discussed on page 35 of the Draft Initial Study, since no new residences or commercial uses are proposed under the project, the proposed project would not substantially induce population growth in the Van Nuys area. The proposed project would replace existing hangar and office structures with additional hangar and office uses. Therefore, potential impacts to population growth and any applicable growth management plans would be less than significant. The same conclusions presented in the Draft Initial Study would occur if an EIR had been prepared for the proposed project. Therefore, no changes to the Draft Initial Study text or further response is required.

Comment 1.20

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

Response 1.20

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

Comment 1.21

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 July 1, 2004

by Gerald A. Silver, President, Homeowners of Encino

GERALD A. SILVER, Pres.

Response 1.21

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 commentator provide new information indicating the existence of a new or additional significant impacts not previously addressed, nor do they provide substantial evidence in light of the whole record before the City that the proposed project would have a potentially significant impact on the environment. Therefore, it is the City's opinion that a Negative Declaration continues to be the appropriate environmental document for the proposed project.

LETTER 2

2029 Century Park East, Suite 1200
Los Angeles, California 90067

Telephone (310) 286-3355
Facsimile (310) 286-3356
E-Mail rflam@flamlaw.com
Our File No.

July 7, 2004

Via First class Mail

Ms. Karen Hoo
Los Angeles World Airports
Long Range Planning
1 World Way, West 3rd Floor
Los Angeles, CA 90045

RE: Proposed Expansion of Van Nuys Airport Facilities

Comment 2.1

Dear Ms. Hoo:

I write on behalf of my wife and myself to urge your disapproval of the proposed expansion of Van Nuys Airport facilities now being contemplated. We reside at 5355 Amestoy Avenue in Encino, immediately under the flight path of the airport for out-bound traffic.

We have lived in our home since 1976 and during the last twenty years we have observed and heard the noise associated with expansion of air traffic at the airport. We believe the disruption of our home lives has been exacerbated by increased traffic and we strongly object to any proposals that would increase the level of airport activity.

We would like to be notified of any public hearings that will be held in the future on the subject of Van Nuys airport expansion.

Very truly yours,

RICK M. FLAM

Response 2.1

This comment summarizes the commentators opposition to the proposed project. The commentator believes that any expansion would increase noise levels currently experienced at their residence. As stated in the Draft Initial Study on pages 30 through 34, according to a noise analysis completed for the proposed change in aircraft at the project site, the proposed project will result in a less than significant impact to noise. The commentator does not comment on the content or adequacy of the Draft Initial Study and does not provide new or additional info that would change the conclusions or findings in the Draft Initial Study. Therefore, no change to the Draft Initial Study text or further response is required.

LETTER 3

Comment 3.1

Dear Ms. Hoo

I will keep my comments brief.

I live in Encino and sometimes the noise from the jets at Van Nuys Airport is so loud that one has to close doors and windows just to talk in the house. I think this is wrong.

How [sic] the city would like to put more jets at Van Nuys Airport and ruin the quality of life of residents who live in the area surrounding it is beyond me.

I strongly register my NO vote against expansion of the airport for more jets.

Very truly yours,
Mary Furio

Response 3.1

This comment summarizes the commentators opposition to the proposed project specifically due to noise levels in the community. As stated in the Draft Initial Study on pages 30 through 34, according to a noise analysis completed for the proposed change in aircraft at the project site, the proposed project will result in a less than significant impact to noise. The commentator does not comment on the content or adequacy of the Draft Initial Study and does not provide new or additional info that would change the conclusions or findings in the Draft Initial Study. Therefore, no change to the Draft Initial Study text or further response is required.

LETTER 4

July 6, 2004

Karen Hoo
Los Angeles World Airports
Long Range Planning
7301 World Way West 3rd Floor
Los Angeles, CA 90045

FAX: (310) 646-0686

RE: (42 U.S.C. SEC. 4321 ET SEQ. and COUNCIL ON ENVIRONMENTAL QUALITY
(CEQA) GUIDELINES 1502.10 ET. SEQ.)
PROJECT TITLE: AIR SOURCES HANGAR PROJECT
The project will be located at: 16700 Roscoe Blvd., Van Nuys, CA 91406
The project applicant is: Air Sources, Inc.

Comment 4.1

Dear Ms. Hoo,

Please submit my objection to the above project. I specifically object to Section 8, Noise Impacts. I do not believe that an environmental impact study has adequately assessed the increase in noise level that the above project will cause. It is most difficult to enjoy my backyard currently, and the increase in flights will certainly not reduce this. Clearly, the above project will INCREASE noise due to 1) larger jets/planes that will take off/land, and 2) increase number of flights over my yard.

Thanks you for your attention to this matter and submitting this objection.

Alice Noble
4529 Gloria Ave
Encino, CA 91436
(818) 986-4038

Response 4.1

This comment summarizes the commentators opposition to the proposed project including the potential for increased noise levels, the increased size of jets and planes, and an increase in the number of flights over their property.

As shown on page 32 of the Draft Initial Study, according to the noise analysis prepared by Los Angeles World Airports (LAWA) for the proposed project, the project will result in an increase

of 0.1 dB increase in the CNEL and a 0.1 dB increase in SEL.¹ Based on the FAA's established thresholds of 1.5 dB for CNEL and 3.0 dB for SEL, the Project will result in a less than significant operational noise impact and the anticipated increase of 0.1 dB would be considered to be imperceptible.

Currently, approximately 1,406 monthly aircraft operations are generated by 143 piston aircraft and 1 jet aircraft based at the project site. Under the project, approximately 276 monthly aircraft operations will be generated by approximately 25 jet aircraft, with the removal of piston aircraft operations from the project site. The Draft Initial Study determined noise impacts to be less than significant. The less than significant impact conclusion provided in the Draft Initial Study includes analysis based on the increased number of jet operations in the project area, contrary to the indication of the commentator.

The commentator does not provide further 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.

¹Noise study prepared by Los Angeles World Airports (LAWA), March 27, 2003. Noise analysis completed 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.

LETTER 5

June 30, 2004

Karen Hoo
Los Angeles World Airports
Long Range Planning
7301 World Way West
3rd Floor
Los Angeles, CA 90045
(301) 646-3853 x 1003

Re: Objection to Air Sources Hangar Project at Van Nuys Airport

Comment 5.1

Dear Ms. Hoo,

I wanted to write a quick letter to express my concern over the Air Sources Hangar Project at Van Nuys Airport. As a resident of the San Fernando Valley for over 25 years, and a homeowner in Sherman Oaks for the past 6, I have seen tremendous growth, both good and bad, in the area. The Van Nuys Airport is one of those areas.

Response 5.1

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

Comment 5.2

Many of us in the community feel that the interests and quality of life of the residents, specifically in relation to the Van Nuys Airport, are being ignored. With increases in jet aircraft traffic, the increase in size of the planes, the timings of take-offs and landings, the frivolous helicopter traffic, the lack of any curfews or noise restrictions, etc...it appears that the interests and quality of life of hundreds of thousands of people are being disregarded.

Not to mention we have a neighbor airport in Bob Hope that sends planes over our heads as well. It's a fair question to be asked if one community should have to bear the brunt of two major airports in its backyard.

Response 5.2

This comment summarizes the commentators concern regarding increased aircraft traffic at the Van Nuys Airport which include an increased number of jet aircraft operations, an increase in the size of planes operating at Van Nuys Airport, helicopter traffic, and the lack of noise restrictions. It should be noted that the proposed project does not include a change in helicopter traffic at the Van Nuys Airport. As shown on pages 30 through 34 of the Draft Initial Study, a noise analysis was completed for the proposed project. This analysis, which incorporated the proposed change in jet aircraft at the project site, concluded that the proposed project will result in a less than significant impact to noise. The commentator has not provided new or additional information that would change the conclusions regarding noise that were presented in the Draft Initial Study. Nor does the commentator comment on the content or adequacy of the Draft Initial Study. Therefore, no change in the Draft Initial Study text or further response is required.

Comment 5.3

I would like to disagree with the findings of the project report:

The Draft Initial Study/Negative Declaration discusses the potential environmental impacts of the proposed project. The analysis contained in the Draft Initial Study indicates that this project will not have a significant effect on the environment.

and would like to express my displeasure with this new plan and the fact that it does not address many basic concerns of the citizenry who *do* find a "significant effect on the environment."

Response 5.3

This comment summarizes the commentators disagreement with the less than significant findings provided in the Draft Initial Study. The commentator suggests that the Draft Initial Study does not address "many basic concerns of the citizenry" but does not identify specifically any of these concerns. The Draft Initial Study was prepared pursuant to CEQA Guidelines utilizing the City of Los Angeles established CEQA Thresholds Guide to determine potentially significant environmental impacts of the proposed project. The commentator does not provide any new or additional information that would change the conclusions presented in the Draft Initial Study. Furthermore, the commentator does not directly comment on the content or adequacy of the Draft Initial Study. Therefore, no further response is required.

Comment 5.4

We all understand the need for progress and economic growth and stability. This is not a radical request for the airport to cease to exist. This is a common sense plea to allow its neighbors a modicum of sanity and peace via helicopter traffic restrictions and curfews, general curfews and noise restrictions on certain aircraft. We are looking for a little balance.

Until we receive some balance and understanding please do not allow any further construction to occur at the Van Nuys Airport which does not seriously address the quality of life for those living in the San Fernando Valley.

Thank you,
Mike Weaver
4623 Columbus Ave.
Sherman Oaks, CA 91403

Response 5.4

This comment summarizes the commentators desire to restrict further construction at Van Nuys Airport. As discussed in the project description in the Draft Initial Study, pages xvii through xxii, the proposed project will not alter helicopter traffic at the Van Nuys Airport nor associated curfews, two of the issues that the commentators notes as a problem currently at the Airport.

The proposed project proposes to replace existing aviation activities at the project site with updated hangar and office facilities. The existing noise abatement program and curfew at VNY prohibits departures from the airport between the hours of 10pm and 7am, with the exception of Stage 3 aircraft which are not affected by the curfew until 11pm, as established by the Federal Aviation Administration (FAA). These regulations and curfews have been implemented airport-wide and are not specific to the project site. The proposed project is designed to be in compliance with the existing FAA noise and curfew requirements.

The Draft Initial Study indicates that, based on a noise analysis completed for the proposed change in aircraft, the proposed project will result in a less than significant impact to noise. Therefore, the proposed project will not substantially increase noise levels at the project site above conditions that exist at the project site currently.

The commentator does not provide new or additional information that would change the conclusions of the Draft Initial Study nor do they comment directly on the content or adequacy of the document. Therefore, no change in the Draft Initial Study text or further response is required.

LETTER 6

Allen and Lynne Weiss
4120 Valley Meadow Rd
Encino, CA 91436

July 5, 2004

Karen Hoo
Los Angeles World Airports
Long Range Planning
7301 World Way West 3rd Floor
Los Angeles, CA 90045

Comment 6.1

Dear Ms. Hoo,

Please accept this as my objection to the issuance of a Negative Declaration by LAWA for the proposed expansion of the Air Sources, Inc. Hangar Project at Van Nuys, just another big airport project, with no noise or other environmental impact studies. The proposed project does affects transportation, earth, air, water, population, energy, utilities, land use, and other environmental elements in Encino, and the surrounding area.

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.

Response 6.1

This comment summarizes the commentators opposition to the proposed project and the issuance of a Negative Declaration as the environmental document. According to this comment, the commentator believes that the project will be implemented without noise or environmental impact studies. As well, the comment conveys that the commentator believes the proposed project would have significant impacts on air quality, water, natural resources, population, noise, geology, energy, and population growth that must be fully addressed in a full Environmental Impact Report (EIR).

The potential impacts of the proposed project on each of the environmental issues specified in this comment 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 commentator has not provided new or additional information that would change the conclusions presented in the Draft Initial Study.

Comment 6.2

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

Response 6.2

Section 15064(h) of the CEQA Guidelines requires the Lead Agency to consider cumulative impacts when making the decision to prepare a Negative Declaration or EIR. According to this section, an EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, although individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g., water quality control plan, air quality plan, integrated waste management plan) within the geographic area in which the project is located. The existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are to be considered cumulatively considerable.

Cumulative impacts are discussed in the Draft Initial Study. Air quality impacts associated with the proposed project are discussed on pages 7 through 10 of the Draft Initial Study, with cumulative impacts on page 9, which concludes that the emissions generated by the proposed project would not be considered cumulatively considerable. As discussed throughout the Draft Initial Study, the proposed project would result in a less than significant cumulative impact. As such, the potential impacts of the proposed project would not be cumulatively considerable based on the information presented throughout the Draft Initial Study.

Comment 6.3

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.

Response 6.3

As provided in the Draft Initial Study, all potential impacts associated with the proposed project have been determined to be less than significant and therefore, an EIR is not required. If an EIR were prepared for the proposed project, the same conclusions presented in the Draft Initial Study would occur. The commentator has not provided new or additional information that would

change the findings of the Draft Initial Study. Therefore, no change to the Draft Initial Study text is required. It is the opinion of the City of Los Angeles, through the Los Angeles World Airports, that a Negative Declaration is the appropriate environmental document for the proposed project.

Comment 6.4

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. 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.

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

Sincerely,
Encino Homeowners
Allen Weiss

Lynne Weiss

Response 6.4

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 mitigation measures be consistent with all applicable constitutional requirements and that an essential "nexus" must exist between a mitigation measure and a legitimate government interest. Because all of the potential impacts associated with the project have been determined to be less than significant, no mitigation is required of the project.

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

LETTER 7

Eric Wrobbel
20802 Exhibit Court
Woodland Hills CA 91367

July 5, 2004

Karen Hoo
Los Angeles World Airports
Long Range Planning
7301 World Way West 3rd Floor
Los Angeles, CA 90045

Re: AIR SOURCES HANGAR PROJECT at VNY

Comment 7.1

Dear Ms. Hoo,

I am not an activist of any kind. I am just a citizen. I am one of the "people" you see all over the place and never hear from. I feel I have to write on this issue.

Please do not issue this Negative Declaration.

We make a mess of our city when we do not plan comprehensively. We need to finish and adopt a Master Plan for Van Nuys Airport BEFORE any project like this is approved.

I am not one of these people who buys a house near an airport and then begins complaining about the noise. I moved from Van Nuys to my house in Woodland Hills 20 years ago. Noise was a concern to me so I bought a house far from the airport. In these 20 years, the increase in air traffic has been alarming, especially helicopter traffic. At times I feel I am living right at the airport. This is not fair to me. I moved 20 years ago to get away from the airport and now the airport has come to me!

It is time we realize that the entire VNY facility is in the wrong place at the wrong time. I think operations there ought to be winding down, not ramping up. While this Air Sources Hangar project would benefit some people, I'm sure, it goes directly against the interests of the "common people" of the Valley and their right to the peaceful enjoyment of their homes. Typically no one hears the "common people." They don't write. They don't complain. Well, I just did. Thank you for listening.

Sincerely,

Eric Wrobbel

Response 7.1

This comment summarizes the commentators opposition to the proposed project including the potential increase in noise due to, specifically, helicopter traffic. The proposed project will not alter helicopter traffic at Van Nuys Airport. Furthermore, the commentator does not provide additional information or facts that would change the findings of the Draft Initial Study. The commentator does not question the content or adequacy of the Draft Initial Study. Therefore, no change to the Draft Initial Study text or further response is required.