



# Van Nuys Airport (VNY)

Van Nuys, California

## CEQA Initial Study Addendum

Clay Lacy Aviation Hangar Project

RS&H No. 2263041000

City Clerk Case No. NG - 13-365-AD

*Prepared for:*

*Los Angeles World Airports*

*State of California - Los Angeles County*

*Prepared by:*

**RS&H**

**IMPROVING YOUR WORLD**

6151 West Century Blvd., STE 1114  
Los Angeles, CA 90045

July 2014

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# Van Nuys Airport Negative Declaration Addendum

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# Chapter 1: Introduction and Background

In 2013, Clay Lacy Aviation proposed to construct a project at Van Nuys Airport (VNY). The Proposed Project included the construction of three hangars, Hangar A, Hangar B1, and Hangar B2. Hangar A would include a 30,450 square-foot corporate or conventional hangar with an attached 7,650 square-foot two-story office and a 270 foot by 28 foot door. Hangar B1 would include a 22,914 square-foot corporate or conventional hangar with an attached 9,728 square-foot two-story office. Hangar B2 would be a 9,514 square foot corporate or conventional hangar. To comply with the California Environmental Quality Act (CEQA), an Initial Study and Negative Declaration (NegDec) was prepared. The CEQA documents were recommended for acceptance by the Van Nuys Airport Citizens Advisory Council on January 7<sup>th</sup>, 2014. The Proposed Project examined in the NegDec is presented in **Figure 1**.

The NegDec analyzed the environmental effects of the proposed hangar development at VNY and indicated that Proposed Project would not require mitigation to reduce the significance of anticipated impacts, or result in significant environmental impacts pursuant to CEQA. Since the January 7<sup>th</sup>, 2014 recommendation to accept the NegDec, the Proposed Project has been modified in order to accommodate a design encroachment beyond the future object free area (OFA) at VNY. The modified site plan is presented in **Figure 2**.

The differences between the original and modified site plans of the Proposed Project are summarized in **Table 1**.

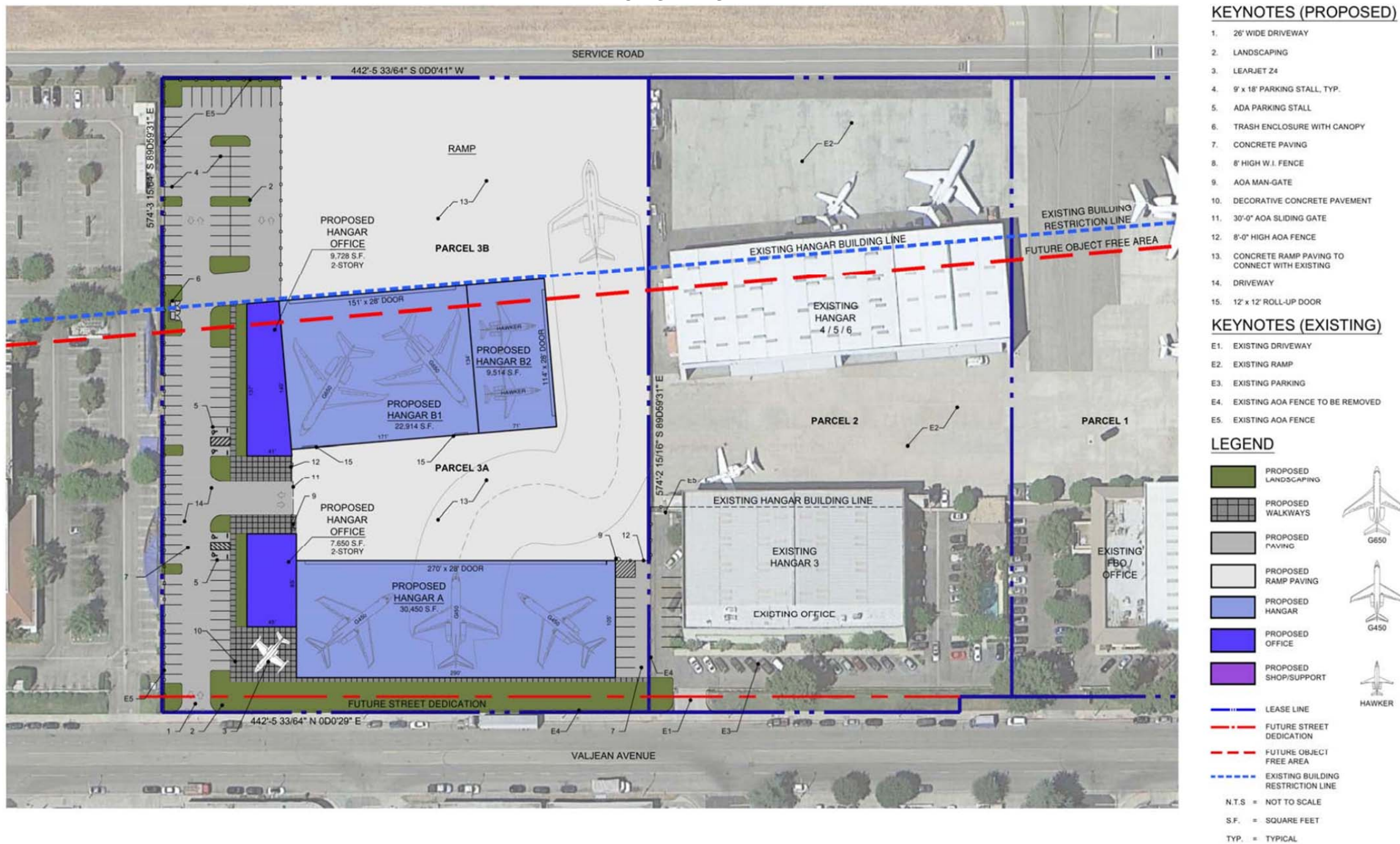
*Table 1*  
**MODIFIED SITE PLAN BUILDING CHANGES**

<b>Component</b>	<b>Original Size</b>	<b>Modified Size</b>	<b>Net Change</b>
Hangar A	30,450 sf	23,842 sf	-6,608 sf
Hangar A Office	7,650 sf	5,700 sf	-1,950 sf
Hangar B1	22,914 sf	39,052 sf	+6,624 sf
Hangar B2	9,514 sf		
Hangar B1 Office	9,728 sf	14,827 sf	+5,099 sf
Display Hangar	0 sf	2,901 sf	+2,901 sf
<b>Net Change</b>			<b>+6,066</b>

Prepared by: RS&H, 2014.

The alterations fall within the standards set forth in CEQA Guidelines Section 15164 for the preparation of an addendum to the NegDec. According to Section 15164 of CEQA Guidelines, an addendum is appropriate when only minor technical changes or additions are necessary to make NegDec adequate, and the changes do not raise important new issues about the significant effects on the environment.

Figure 1  
ORIGINAL SITE PLAN



KEYNOTES (PROPOSED)

- 26' WIDE DRIVEWAY
- LANDSCAPING
- LEARJET 24
- 9' x 18' PARKING STALL, TYP.
- ADA PARKING STALL
- TRASH ENCLOSURE WITH CANOPY
- CONCRETE PAVING
- 8' HIGH W.I. FENCE
- AOA MAN-GATE
- DECORATIVE CONCRETE PAVEMENT
- 30'-0" AOA SLIDING GATE
- 8'-0" HIGH AOA FENCE
- CONCRETE RAMP PAVING TO CONNECT WITH EXISTING
- DRIVEWAY
- 12' x 12' ROLL-UP DOOR

KEYNOTES (EXISTING)

- EXISTING DRIVEWAY
- EXISTING RAMP
- EXISTING PARKING
- EXISTING AOA FENCE TO BE REMOVED
- EXISTING AOA FENCE

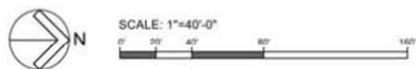
LEGEND

- PROPOSED LANDSCAPING
- PROPOSED WALKWAYS
- PROPOSED PAVING
- PROPOSED RAMP PAVING
- PROPOSED HANGAR
- PROPOSED OFFICE
- PROPOSED SHOP/SUPPORT
- LEASE LINE
- FUTURE STREET DEDICATION
- FUTURE OBJECT FREE AREA
- EXISTING BUILDING RESTRICTION LINE

N.T.S. = NOT TO SCALE  
S.F. = SQUARE FEET  
TYP. = TYPICAL

**LEGEND (AIRCRAFT)**

- G650
- G450
- HAWKER



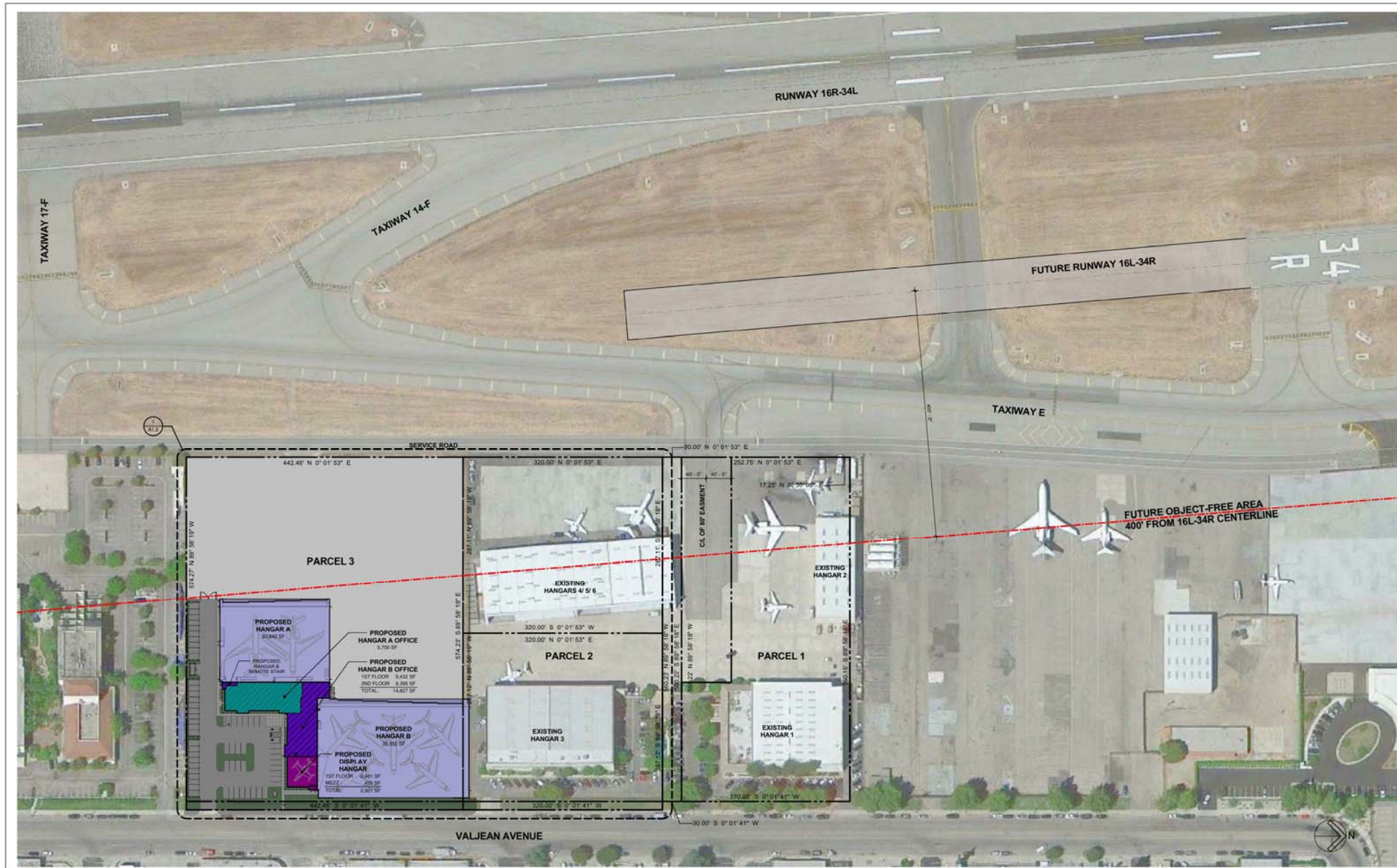
**CLAY LACY AVIATION**

VAN NUYS AIRPORT  
7435 VALJEAN AVE  
VAN NUYS, CA

Figure 4  
PROPOSED PROJECT SITE PLAN

JRM ARCHITECTS  
ENGINEERS  
PLANNERS  
© COPYRIGHT JRM 2013

Figure 2  
MODIFIED SITE PLAN



ARCHITECTS  
ENGINEERS  
PLANNERS

J.R. Miller & Associates  
2700 Solano Street  
Berkeley, CA 94702  
Tel. 714.524.1870  
Fax. 714.524.1875  
www.jrma.com

Project Revision:  
LAWA SITE PLAN 07.22.2014  
PROGRAM SET 07.14.2014

PARCEL 3 HANGAR  
EXPANSION PROJECT  
FOR:

CLAY LACY  
AVIATION

VAN NUYS MUNICIPAL  
AIRPORT  
7435 VALJEAN AVENUE  
VAN NUYS, CA 91406

LAWA TRACKING:

T-VNY-11824

L.A. CITY GRADING PERMITS:

00000-00000-00000

L.A. CITY BUILDING PERMITS:

(FOR ALTA)

00000-00000-00000

(FOR BUILDING)

00000-00000-00000

00000-00000-00000

SITE PLAN SCALE 1" = 60' 0"

PROJECT DESCRIPTION

PROPOSED MULTI-BUILDING AVIATION FACILITY WITH ADJACENT RAMP AREA.  
NET LAND AREA (TO BE VERIFIED): PARCEL 3 254,085 S.F. (5.8 ACRES)

LEGEND

- PROPOSED LANDSCAPE
- PROPOSED WALKWAY
- PROPOSED PAVING
- PROPOSED RAMP PAVING
- PROPOSED HANGAR
- PROPOSED HANGAR A OFFICE FIRST FLOOR
- PROPOSED HANGAR B OFFICE SECOND FLOOR

- PROPOSED HANGAR B OFFICE
- PROPOSED HANGAR B DISPLAY AREA
- CANOPY/BUILDING ELEMENT ABOVE
- LEASE LINE
- FUTURE OBJECT FREE AREA



BUILDING SUMMARY

HANGAR A	AREA
HANGAR A	23,842 SF
HANGAR A OFFICE	5,700 SF
HANGAR A TOTAL	29,542 SF
HANGAR B	AREA
HANGAR B	28,152 SF
HANGAR B OFFICE - 1ST FLOOR	5,254 SF
HANGAR B OFFICE - REMOTE STAIR	179 SF
HANGAR B OFFICE - 2ND FLOOR	9,398 SF
SUBTOTAL	43,983 SF
DISPLAY HANGAR	2,481 SF
DISPLAY HANGAR MEZZANINE (OFFICE)	420 SF
SUBTOTAL	3,901 SF
HANGAR B TOTAL	96,762 SF
SUMMARY	AREA
HANGAR A	23,842 SF
DISPLAY HANGAR	2,481 SF
OFFICE AREA	20,947 SF
BUILDING TOTAL	96,322 SF

PARKING

PROVIDED	REQUIRED	STANDARD PARKING STALL REQUIRED	ACCESSIBLE PARKING STALLS REQUIRED	TOTAL STALLS REQUIRED
4	10,000	10,000	0	10,000
3	15,000	15,000	0	15,000
71	2,481	2,481	0	2,481
74	20,947	20,947	0	20,947
TOTAL	52,894	52,894	0	52,894
70	10,000	10,000	0	10,000
73	2,481	2,481	0	2,481
75	20,947	20,947	0	20,947
TOTAL STALLS REQUIRED	85,322	85,322	0	85,322

OVERALL SITE PLAN

07/22/2014 AS NOTED  
DATE SCALE  
ANUP INCHES  
CME  
JRMA Project No. 4645

## Chapter 2: Project Description

This addendum to the NegDec identifies the changes from the original site plan presented in **Figure 1** compared with the modified site plan presented in **Figure 2**. In terms of structural project development, the modified site plan would include a 6,066 square foot increase in total building area. Other notable design differences between the original site plan and the modified site plan include the following:

- The southwestern portion of the proposed parking lot is now apron space and represents a reduction of approximately 20,000 square feet of parking and an increase in approximately 20,000 square feet of apron space.
- Reduction in Hangar A size to accommodate the loss of additional parking on the southwestern portion of the project site, and shift Hangar A and Office A to the north.
- Relocation of Hangar B office space to the south of Hangar B.  
The expansion of Hangar B to the west to align with the west wall of existing Hangar 3  
The addition of a Display Hangar and Mezzanine south and adjacent to Hangar B.
- A small reduction in the area of landscaped land.

These changes are proposed to the original site plan in order to accommodate the future OFA that will shift to the east in the event a planned runway extension is implemented. These alterations would ensure that the Proposed Project is compatible with future planned development at VNY.

## Chapter 3: Environmental Impact Findings

This section of the addendum includes a discussion summary of environmental impacts that have changed as a result of the modified site plan. The following environmental resource categories have not changed as a result of the modified site plan:

**Aesthetics** – The Proposed Project would not affect aesthetics because the project site location has not changed and the visual character of the proposed development has not changed.

**Agriculture and Forest Resources** – The Proposed Project site has not changed as a result of the modified site plan. Therefore, the impact described in the NegDec has not changed.

**Biological Resources** – The Proposed Project site has not changed as a result of the modified site plan. Therefore, the impact described in the NegDec has not changed.

**Cultural Resources** – The Proposed Project site has not changed as a result of the modified site plan. Therefore, the impact described in the NegDec has not changed.

**Geology and Soils** – The Proposed Project site has not changed as a result of the modified site plan. Therefore, the impact described in the NegDec has not changed.

**Hazards and Hazardous Materials** – The number of aircraft serviced by the project proponent would not change as a result of the modified site plan. Therefore, the impact described in the NegDec has not changed.

**Hydrology and Water Quality** – The quantity of net impervious surface that would be introduced as part of the Proposed Project remains unchanged in the modified site plan. Therefore, the impact described in the NegDec has not changed.

**Land Use Planning** – The proposed use of the Proposed Project site included in the modified site plan remains unchanged in the modified site plan. Therefore, the impact described in the NegDec has not changed.

**Mineral Resources** – The Proposed Project site has not changed as a result of the modified site plan. Therefore, the impact described in the NegDec has not changed.

**Noise** – The number and type of aircraft operating at VNY under the modified site plan would be the same as a result of the modified site plan. Therefore, the impact described in the NegDec has not changed.

**Population and Housing** – The potential for the Proposed Project to induce growth in the area remains unchanged as a result of the modified site plan. Therefore, the impact analyzed as part of the NegDec has not changed.

**Public Services** – The potential for the Proposed Project to induce growth in the area remains unchanged because the relatively small increase associated with the modified site plans. Therefore, the impact described in the NegDec has not changed.

**Recreation** – The potential for the Proposed Project to increase the usage of regional parks or similar facilities remains unchanged because the relatively small increase in size of the modified site plan. Therefore, the impact described in the NegDec has not changed.

## **A. Air Quality**

The NegDec acknowledged that the construction-related traffic and construction equipment would result in criteria pollutant emissions. However, the Proposed Project would not induce additional operations at VNY. Therefore, construction emissions were the only source of criteria pollutant emissions examined as part of the NegDec. The NegDec indicated that criteria pollutant emissions resulting from construction of the Proposed Project would not exceed applicable South Coast Air Quality Management District thresholds and the anticipated criteria pollutant emissions would be less than significant. Since the modified site plan would result in slightly larger building whose function and operation have already been analyzed and are only slightly larger when compared to the original site plan, it is anticipated that the modified site plan would result in similar criteria pollutant emissions and greenhouse gas emissions. Therefore, the construction emission impacts described in included in the NegDec would satisfy the changes included in the modified site plan.

## **B. Transportation and Traffic**

The NegDec acknowledged that construction-related traffic would have a less-than-significant impact on the capacity of streets and roadways in the vicinity of VNY. This is because of the slower movement associated with haul trucks required for material and supply delivery during construction phases of the Proposed Project and the additional vehicles on the roadway associated with construction activities. The Neg Dec indicated that the Proposed Project would not result in an alteration of existing traffic patterns at the Airport.

The modified site plan does not represent a substantial departure from the original design in terms of traffic inducing potential resulting from either temporary construction-induced traffic or permanent traffic increases. Since the modified site plan includes the construction of a structure only slightly larger, it is anticipated that temporary construction-related traffic would be similar to what was analyzed in the NegDec. Additionally, since the modified site plan includes the construction of a structure similar to the development analyzed in the NegDec, it is anticipated that operational related traffic would either remain at or below the level analyzed by the NegDec. Therefore, the analysis of traffic impacts included in the NegDec would satisfy the changes included in the modified site plan.

## **C. Utilities and Service Systems**

The NegDec indicated that the Proposed Action would result in increased consumption of electricity, water, and would require additional sewage treatment. However, since the local utility had the ability to accommodate these service demands, it was determined that the Proposed Project would have a less-than-significant impact on these services. Since the footprint of the structure would be similar to the structure originally analyzed in the NegDec, it is anticipated that the modified site plan would result in similar utility and public service demand when compared to the original site plan. Therefore, the analysis within the NegDec remains valid.



## **Chapter 4: Administrative Findings**

None of the conditions identified in CEQA Guidelines Section 15162 that would require a subsequent or supplemental CEQA document for the modified site plan have occurred. No substantial changes have occurred with respect to the circumstances under which the Proposed Project is being undertaken that would involve new significant environmental impacts not covered in the NegDec.

Per CEQA Guidelines Section 15164, an addendum is appropriate when only minor technical changes or additions are necessary to make a NegDec adequate and the changes do not raise important new issues. The analyses of impacts for the modified site plan do not identify any new significant impacts that were not already discussed in the VNY NegDec.

**From:** homeowners-encino@sbcglobal.net [mailto:homeowners-encino@sbcglobal.net]  
**Sent:** Tuesday, December 03, 2013 7:53 AM  
**To:** CEQAComments  
**Cc:** GHOUKASSIAN, ANI; ROMO, JESS L; Wayne Williams  
**Subject:** Response to Clay Lacy ND

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

RESPONSE TO NOTICE OF PROPOSED NEGATIVE DECLARATION

Project Title: Clay Lacy Aviation Hangar Project

Lead Agency Name and Address:  
Los Angeles World Airports  
1 World Way, Room 218  
Los Angeles, CA 90045

Contact Person:  
Evelyn Quintanilla  
Capital Planning and Programming Group  
(424) 646-5188

CASE NO. RS&H No. 2263041000

November 14, 2013

COMMENTS ON THE NOTICE OF PROPOSED NEGATIVE DECLARATION (ND)

(CEQA, SEC. 21082.2 and GUIDELINES SEC. 15070)

RESPONSE to the Notice of Proposed Negative Declaration (ND) for a  
project known as:

Clay Lacy Aviation Hangar Project

The project will be located at:

7435 Valjean Avenue, Van Nuys, CA 91406

The project applicant is:

Clay Lacy Aviation, 7435 Valjean Avenue, Van Nuys, CA 91406, 818-989-2900

The proposed project affects transportation, earth, air, water, energy, utilities, land use, and other environmental elements in Van Nuys, Sherman Oaks, Tarzana and Encino. This document contains our views on the scope and content of the environmental information that is germane to your environmental evaluation of this project.

I.

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.

II.

DESCRIPTION OF PROJECT

The Proposed Project site is located on the east-central portion of the Van Nuys Airport, near the intersection of Valjean Avenue and Leadwell Street. Clay Lacy Aviation currently leases parcels 1 and 2 and proposes to develop on Parcel 3. Parcels 1 and 2 are composed of approximately 8 acres of GA development and parcel 3 is currently an undeveloped tract of land comprising approximately 5.83 acres of land. Parcel 3A is approximately 3.577 acres and Parcel 3B is approximately 2.256 acres, or approximately 254,000 square feet. There are no proposed changes that would occur on Parcel 1 or Parcel 2 and development of these parcels are not components of the Proposed Project.

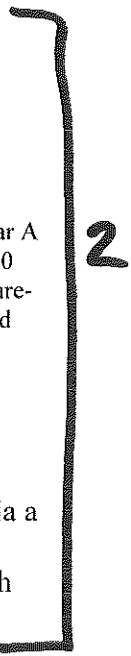
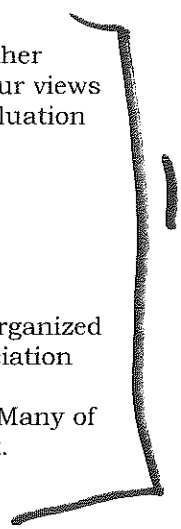
Development of Parcel 3 would include the construction of three hangars, Hangar A, Hangar B1, and Hangar B2. Hangar A would include a 30,450 square-foot corporate or conventional hangar with an attached 7,650 square-foot two story office and a 270 foot by 28 foot door. Hangar B1 would include a 22,914 square foot corporate or conventional hangar with an attached 9,728 square-foot two-story office. Hangar B2 would be a 9,514 square foot corporate or conventional hangar. All hangars would be constructed using pre-engineered materials with 28-foot high doors and an approximate eave height of 36 feet to match the existing on-site hangars.

Approximately 136,200 square feet of Parcel 3 would be converted to apron area and approximately 58,500 square feet of Parcel 3 would be converted to driveways, parking, landscaping, and hardscape. The hangars would be accessible to automobile traffic via Valjean Avenue and airside vehicular access will be via a new Air Operations Area (AOA) gate located adjacent to the west side of proposed Hangar B. The Proposed Project would incorporate required setbacks from the street and sidewalks along the street in accordance with City of Los Angeles Department of City Planning requirements.

III.

A FULL ENVIRONMENTAL IMPACT REPORT (EIR) MUST BE PREPARED

A full EIR is required on this project, rather than a mere ND because the Los Angeles World Airports only took a cursory look at the impacts on air quality, traffic, noise and numerous other environmental issues. An ND is inadequate for this massive aviation project. This project requires an EIR because of potential significant impacts despite a purported negative declaration ("ND").



A negative declaration is proper only if the project would avoid potentially significant effects where clearly no significant effect on the environment would occur, and there is no substantial evidence in light of the whole record before the public agency that the project, may have a significant effect on the environment." (pub. Resources Code, 21064.5; accord, § 21080, subd. (c)(2).)

3

"Substantial evidence" under CEQA "includes fact, a reasonable assumption predicated upon fact, or expert opinion supported by fact .." (Pub. Resources Code, § 21080, subd. (e)(1).) "Substantial evidence is not argument, speculation, unsubstantiated opinion or narrative evidence that is clearly inaccurate or erroneous, or evidence of social or economic impacts that do not contribute to, or are not caused by, physical impacts on the environment." (id., § 21080, subd. (e)(2)-1 accord, id. § 21082.2, subd. (c).)

The CEQA Guidelines define "substantial evidence" as "enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Whether a fair argument can be made that the project may have a significant effect on the environment is to be determined by examining the whole record before the lead agency.

"Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly erroneous or inaccurate, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment does not constitute substantial evidence." (Guidelines, § 15384, subd. (a).) "Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts." (id., § 15384, subd. (b); accord, id., § 15064, subd.(f).)

The Initial Study and Checklist issued for this project by the Los Angeles World Airports is based upon argument, speculation and unsubstantiated opinion. There is little or no factual evidence to support the issuance of a ND.

4

We do NOT agree with your conclusion that "that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared." This is pure speculation! Your Checklist is full of faulty conclusions.

We believe that the proposed project WILL have significant impacts on the environment that must be fully addressed in an Environmental Impact Report (EIR). A Negative Declaration (ND) simply will not do for the following reasons:

1. The project will have a significant impact on air quality, water, natural resources, population, noise, geology, energy, and population growth. According to the State CEQA Guidelines, Sec. 15070, a Negative Declaration may be prepared for a project, only if there is no substantial evidence that a project may have a significant effect on the environment, or if the effects of the project can be mitigated to a point where no significant effects would occur, and no substantial evidence to the contrary is before the Lead Agency. (See CEQA Sec. 21083 and 21087). Sec. 15002 of the Guidelines state: "A significant effect on the environment is defined as a substantial adverse change in the physical conditions which exist in the area affected by the proposed project."

2. Guidelines Sec. 15064 requires that a Lead Agency "consider the views held by members of the public in all areas affected. In marginal cases where it is not clear whether there is substantial evidence that a project may have a significant effect on the environment, the Lead Agency shall be guided by the following ... If there is serious public controversy over the environmental effects of a project, the Lead Agency shall consider the effect or effects subject to the controversy to be significant and shall prepare an EIR.

5

IV.

IMPACTS ON EARTH

This project will result in disruptions, displacements, compaction and overcovering of soil. A 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. 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.

6

The information presented in the EIR should be sufficient to allow for a clear understanding of the geologic hazards and their impacts. The EIR should present a comprehensive summary of known geologic and seismic hazards near the site. These should be clearly identified to ensure that the proposed buildings plans will fully evaluate and mitigate the problems. The 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

7

nearby faults. Impacts of seismic shaking on existing buildings in the area, and on stability of slopes and fills, should be addressed.

7

V.

AIR IMPACTS

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

8

Please identify in the 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. The use of an ND for this project is improper because of its air impacts.

9

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 vehicular and aircraft 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 EIR what effects diesel fumes, gasoline powered equipment fumes and construction odors will have upon those with respiratory problems, or the aged living nearby.

10

VI.

WATER IMPACTS

The Los Angeles basin is located in a permanent drought area. This project will have a negative impact on water. 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 use of an ND for this project is improper because of its water impacts.

11

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 EIR should impose extensive measures to deal with the water consumption issue. Please also provide mitigations for dealing with secondary water impacts. The growth sustained by a project of this size could consume large amounts of fresh water, which are in short supply in the region.

12

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.

VII.

NOISE IMPACTS

A substantial amount of noise will be generated by the proposed project during and after construction. The movement of heavy vehicles, trucks, compressors and construction equipment could create severe noise problems. Show how it will be possible to construct this project, including removal of many cubic yards of soil without creating severe noise impacts. The use of an ND for this project is improper because of its noise impacts. The EIR should explore the effects of noise levels on local residents and construction workers, during construction.

13

Please explain in detail the effects of specific pieces of construction equipment, 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 construction site. The EIR should provide mitigation measures that will reduce the noise created by this project to insignificance.

13

A substantial amount of noise will be generated by the aircraft using the project after construction. The communities surrounding VNY are heavily impacted by jet, piston and helicopter noise. This project will induce more aircraft operations from VNY and generating more aircraft noise both on the ground and in the air. Provide an appendix with all necessary and supporting documentation, including the paper trail that will allow concerned citizens, or decision makers to trace your conclusions with regard to all noise impacts. The noises impacts after VNY curfew hours must be fully detailed in an EIR. The EIR must also describe the noise impacts on the CNEL contour around VNY.

### VIII.

#### 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 removal of large amount of soil over city streets will impede traffic and circulation and make traffic worse. The use of an ND for this project is improper because of its traffic and circulation impacts. The EIR should explain how the E and F level intersections in the area will be mitigated to insignificance.

Because of the project's magnitude and the substantial construction required, the proposed project will generate significant traffic congestion problems. Traffic congestion resulting from the expansion of freeways and access roads, lane closures, detours, slow moving construction vehicles and equipment, project personnel commutes, etc. significantly increase traffic and mobile-source air emissions.

### IX.

#### PUBLIC SERVICE IMPACTS

This project will have negative public service impacts and therefore the issuance of a ND is improper. An EIR should be prepared which fully addresses impacts on public services. This project will generate additional demands that the City systems, including police and fire services. The 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 mechanisms that show how the applicant will offset the deteriorated public service response capability.

The EIR should also analyze police services and crime rates in the area, and the impact of this project on these rates. Include average response times, and show the number of officers deployed in the area, and the impact on current levels of staffing.

### X.

#### 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. Large amount of soil will have to be trucked to a dumpsite as the project proceeds, making landfill disposal problems worse. The use of an ND for this project is improper because of its energy impacts. The 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? Show haul routes and the time of day when city streets will be used for this purpose.

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.

XI.

GROWTH INDUCING IMPACTS

This project will have a clear growth inducing impact. The use of an ND for this project is improper because it will stimulate much new growth. The EIR should discuss properly the growth inducing impacts of the project and the environmental effects, and must be adequate under CEQA, Pub. Res. Code, Sec. 21000 et seq. Please include a detailed forecast of growth for each phase of the project, if phased. What will be the cumulative impacts of growth in the region?

In Laurel Heights Improvement Assoc. of San Francisco, Inc. v. Regents of the University of California (88 Daily Journal D.A.R. 15037), the California Supreme Courts laid down clear guidelines and requirements for the preparation of an environmental document. Specifically the Supreme Court stated that "a EIR must include an analysis of the environmental effects of future expansion or other actions if: (1) it is a reasonably foreseeable consequence of the initial project; and (2) the future expansion or action will be significant in that it will likely change the scope or nature of the initial project or its environmental effects."

Please be sure the EIR properly addresses and mitigates growth inducing impacts which will have individually limited, but cumulatively considerable impact. An EIR must be prepared which gives thoughtful discussion to dealing with short-term versus long-term effects.

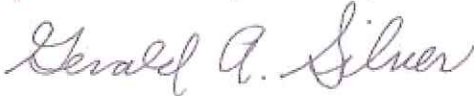
These requirements must be interpreted broadly, consistent with the principle that "CEQA must be interpreted in such manner as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language," (Friends of Mammoth v. Board of Supervisors, 8 Cal.3d 247, 259)

XII.

We appreciate your allowing us the opportunity to comment on the Proposed ND. We believe that it is flawed, and used improperly, and instead a full EIR must be prepared. We look forward to receiving a detailed and comprehensive EIR, fully in compliance with CEQA, State and local Guidelines.

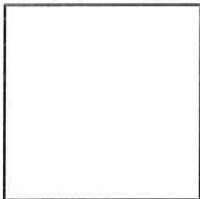
Executed at Encino, California on December 03, 2013

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



GERALD A. SILVER

\*\* This document is also endorsed by Wayne Williams member Van Nuys Airport Citizens Advisory Committee (as an individual).



This email is free from viruses and malware because [avast! Antivirus](#) protection is active.

Handwritten bracket on the right side of the page, spanning from the first paragraph to the second paragraph of section XII, with the number '18' written next to it. A second bracket is visible below it with the number '17'.

#### Response 1

Comment noted.

#### Response 2

This comment accurately summarizes the Proposed Project, as outlined in the Draft Initial Study on page one, number eight of CEQA Appendix G environmental checklist form.

#### Response 3

The commenter asserts that an EIR is appropriate for the Proposed Project and must be conducted to investigate impacts to “air quality, traffic, noise and numerous other environmental issues” “...because of potential significant impacts despite a purported negative declaration”. The Draft Initial Study has been conducted in accordance with CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Article 5 § 15063). Impact determinations have also been provided in the Draft Initial Study in accordance with CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Article 5 § 15064). The Draft Initial Study concluded that the Proposed Project would not result in potentially significant environmental impacts; therefore, the preparation of an EIR is not required.

#### Response 4

The views of the Homeowners of Encino, Inc. on the Proposed Project have been noted. Data, calculations, impact modelling, facts, and reasonable assumptions based on fact have been used throughout the document to substantiate impact determinations made in the Draft Initial Study. This information is cited throughout the document to indicate information used for each respective impact determination and is provided as required.

The commenter asserts that a Negative Declaration is inadequate for a project of this size and further comments that an EIR must be conducted to fully disclose the potential for environmental impacts as a result of the Proposed Project. The Draft Initial Study has been conducted in accordance with CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Article 5 § 15063). Impact determinations have also been provided in the Draft Initial Study in accordance with CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Article 5 § 15064). The Draft Initial Study concluded that the Proposed Project would not result in potentially significant environmental impacts; therefore, the preparation of an EIR is not required.

Citations to information in the Draft Initial Study will be made throughout this response to address specific concerns over impacts to air quality, water, natural resources, population, noise, geology, energy, and population growth.

#### Response 5

The comment period is an integral part of the CEQA process and is a necessary tool for determining the level of public controversy for a proposed project. At the conclusion of the comment period, which occurred from November 14, 2013 to December 4, 2013, only one comment letter was received. The lead agency acknowledges that comment and does not consider this comment to be “serious public controversy” as outlined in CEQA Guidelines Section 15064.

#### Response 6

As indicated in Section I a, Effects to Scenic Vistas, on Page 21 of Attachment B, the Proposed Project site currently supports slope grades of zero to two percent. Since the topography of the Proposed Project site is relatively flat, the Proposed Project does not warrant extensive grading.



Due to the nature of the proposed structure, deep foundations would not be required; therefore, the extensive removal of earth is not a component of the Proposed Project.

Since a minor quantity of dirt may need to be removed from the Proposed Project site, a significant number of truck trips would not be required. Since a significant quantity of dirt or aggregate would not be imported into or exported from the site, no traffic congestion would be created by the hauling of large amounts of soil on city streets to dumpsites. Therefore, mitigation measures are not warranted and are not a component of the Proposed Project. As indicated in Q Condition # 22 on page 5 of Appendix B, haul routes will be described and submitted to the Department of Building and Safety:

“Construction haul trucks will not be routed past schools. Prior to issuance of building permits, the developer of individual sites shall submit to the Department of Building and Safety on an approved form, a construction haul route that shows the street system that will be used to transport construction materials to and from the site. A copy of the approved form shall be submitted to the Los Angeles Unified School District Environmental Review Office at least 48 hours prior to the start of construction.”

Since the 100 percent design documents for the Proposed Project have not yet been completed it is not possible to accurately outline construction scheduling at this time. However, given the minor quantity of grading needed for the Proposed Project, the extent of grading activities would be minimal. Thus, the Draft Initial Study concluded that the Proposed Project would not result in potentially significant impacts; therefore, the preparation of an EIR is not required.

#### Response 7

The proximity of known geologic hazards to the Proposed Project site has been disclosed in Section a(i), Rupture of a Known Earthquake Fault, page 31 of Attachment B. The stability of existing slopes and fills are examined in:

- Section VI a(iii), Liquefaction, page 31 of Attachment B
- Section VI a(ii), Strong Seismic Ground Shaking, page 31 of Attachment B
- Section VI a(iv), Landslides, page 31 of Attachment B

Analysis of the site indicated that the Proposed Project would not result in a significant impact; therefore, the preparation of an EIR is not required.

The nearest geologic hazards are identified in Section VI a(i), Geology and Soils, Page 30-31 of Attachment B in the Draft Initial Study:

“The nearest known fault is located approximately four miles to the northeast of the Proposed Project site and the nearest Alquist-Priolo Special Study Zone is located approximately 1.5 miles to the north of the Proposed Project site.”

The nearest fault is the Sierra Madre Fault Zone. The Sierra Madre Fault Zone is also associated with the Alquist-Priolo Special Study Zone, located 1.5 miles to the north of the Proposed Project, as indicated by the text. The State of California Building Code has various provisions that require structures to be earthquake resistant. These provisions would be

incorporated into the proposed structure in order to comply with the State of California Building Code.

#### Response 8

An analysis that fully considers air quality impacts is presented in Section III a-e, Air Quality, pages 25-27 of Attachment B in the Draft Initial Study. The results of a construction emission inventory for the Proposed Project are presented in Table 2 on page 26 of Attachment B in the Draft Initial Study. In addition, the results of the CalEEMod model are disclosed in Appendix A of the Draft Initial Study. The Draft Initial Study concluded that the Proposed Project would not result in potentially significant air quality impacts; therefore, the preparation of an EIR is not required.

#### Response 9

The specific operational and construction emissions associated with the Proposed Project are disclosed in Table 2 on page 26 of Attachment B. South Coast Air Quality Management District (SCAQMD) construction and operational emission thresholds are outlined in Table 1 on page 26 of Attachment B in the Draft Initial Study. The Draft Initial Study concluded that the Proposed Project would not result in potentially significant air quality impacts; therefore, the preparation of an EIR is not required.

#### Response 10

The operational and construction emissions associated with the Proposed Project are disclosed in Table 2 on page 26 of Attachment B. The SCAQMD establishes emission thresholds for the entire region the Basin encompasses, including Los Angeles. Thus, a discussion of SCAQMD thresholds and emissions within the basin constitute a discussion of air impacts in a local and regional context. Appendix A of the Draft Initial Study contains the supporting material for the emission inventory conducted as part of this Draft Initial Study. The emission inventory was conducted using CalEEMod, which is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations. Since the results of this emission inventory indicated that Proposed Project would not result in a significant impact, mitigation is not warranted and is not a necessary component of the Proposed Project.

The California Environmental Protection Agency Office of Environmental Health Hazard Assessment provides a summary of the health effects of diesel fumes, particularly on sensitive populations with existing respiratory issues and elderly populations. Gasoline and diesel fuels contain toxic substances that can enter the environment and cause adverse health effects in people. Some of these substances, such as benzene, toluene and xylenes, are found in crude oil and occur naturally in fuels and their vapors. Other substances, such as 1,3-butadiene and formaldehyde, are formed in engines during combustion and are only present in exhaust. Other harmful pollutants found in engine exhaust include particulate matter (known more commonly as soot), nitrogen oxides, carbon monoxide, sulfur dioxide and various hydrocarbons. Carbon monoxide is a colorless, odorless gas that limits the blood's ability to transport oxygen to body tissues. Its presence in the body places a strain on people who already have cardiac or respiratory diseases, as well as pregnant women and the elderly. Diesel exhaust also contains over 40 different substances identified by the California Air Resources Board (ARB) as toxic air

contaminants that may pose a threat to human health. The particulate matter in diesel exhaust has been identified as a toxic air contaminant by ARB, and it has been linked to lung cancer.<sup>1</sup>

Gasoline and diesel exhausts contain nitrogen oxides, carbon monoxide and sulfur dioxide. Nitrogen oxides can damage lung tissue, lower the body's resistance to respiratory infection and worsen chronic lung diseases such as asthma. Ozone is a strong irritant to the eyes and respiratory tract. It can make respiratory problems worse for people who already have asthma and other respiratory diseases. Children, senior citizens and people with chronic lung disease, such as Chronic Obstructive Pulmonary Disease (COPD), are especially sensitive to ozone. Ozone also hurts the lungs of healthy people who exercise outdoors when ozone levels are high.<sup>2</sup> Construction odors are discussed in Section III e, Air Quality, on page 27 of Attachment B in the Draft Initial Study.

#### Response 11

Operational water usage is disclosed and summarized in Appendix A of the Draft Initial Study. The Airport is located within the service area of the Los Angeles Department of Water and Power. The Proposed Project is not a growth inducing project because the structures would accommodate existing based aircraft that are currently parked on the apron. As indicated in Section IX b, Hydrology and Water Quality, page 37 of Attachment B in the Draft Initial Study, the Proposed Project would not require withdrawal of groundwater resources. Since water quality impacts would not exceed a threshold of significance, the Proposed Project would not require mitigation measures; therefore, no mitigation measures have been disclosed. According to the Los Angeles Department of Water and Power, Los Angeles consumes approximately 480,302 acre-feet, or 156,506,887,002 gallons of water annually.<sup>3</sup> The Proposed Project represents less than a .01% increase in total water demand.

#### Response 12

Construction and operation of the Proposed Project would be required to comply with approved City of Los Angeles ordinances. As outlined in the Draft Initial Study, the Proposed Project is not a growth inducing project because the proposed structures would be built to accommodate existing Clay Lacy Aviation, Inc., based aircraft that currently park on the apron. The use of reclaimed water could be used during construction activities as dust control, but reclaimed water would not include black water.<sup>4</sup> Since the Proposed Project would not result in a significant impact to water consumption, mitigation measures are not a component of the Proposed Project. The Draft Initial Study concluded that the Proposed Project would not result in potentially significant water impacts; therefore, the preparation of an EIR is not required.

#### Response 13

As disclosed in Section XII, Noise, on page 42 of Attachment B in the Draft Initial Study, construction activities would not occur between 9pm and 7am. In addition, construction activities at the Airport are subject to "Q" conditions (see Appendix B) that would ensure nearby noise-sensitive land uses would not experience noise levels exceeding the City of Los Angeles Noise Ordinance:

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<sup>1</sup> California Environmental Protection Agency Office of Environmental Health Hazard Assessment, Air Toxicology and Epidemiology, Accessed: December 2004, Available at: [http://oehha.ca.gov/public\\_info/facts/fuelstoi.html](http://oehha.ca.gov/public_info/facts/fuelstoi.html)

<sup>2</sup> *ibid*

<sup>3</sup> Los Angeles Department of Water and Power, *Facts and Figures*. Available at: [https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures?\\_adf.ctrl-state=19gdc26wdz\\_4&\\_afLoop=131752461011135](https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures?_adf.ctrl-state=19gdc26wdz_4&_afLoop=131752461011135) Accessed: December 2013.

<sup>4</sup> Black water is typically defined as sewage water reclaimed from toilet use.

“During construction, the project contractors shall muffle and shield intakes and exhausts, shroud and shield impact tools, and use electric-powered rather than diesel powered construction equipment, as feasible. Prior to issuance of building permits, the developer of individual construction sites shall submit to the Department of Building and Safety and the Department of Airports a construction plan that identifies how contractors shall muffle and shield intakes and exhausts, shroud and shield impact tools, and use electric powered rather than diesel powered construction equipment, as feasible.”

“At certain stages of project construction, it may be feasible to use portable noise curtains or panels to contain noise from power tools such as impact wrenches. During project construction, the Department of Building and Safety or the Department of Airports may determine that such measures are feasible and require developer compliance.”

“Truck deliveries and trash pickup shall be prohibited between the hours of 7:00 p.m. and 7:00 a.m. Prior to use of site facilities and business operations being conducted on individual sites, the project developer shall incorporate in tenant agreements, and shall post the specified hours for trash collection and prohibited hours. Such notices shall be posted on the exterior enclosure of all trash receptacles.”

In addition to these “Q” conditions, the Airport would be subject to “Q” conditions 33-43, which would further reduce noise impacts at the Airport (see Appendix B).

The use of prefabricated materials, the low existing slope grade of soils at the Proposed Project site (0 to 2 percent), and the nature of the Proposed Project, which would not require the construction of deep foundations, means significant earth removal is not a required component of the Proposed Project, as disclosed in the Draft Initial Study in Section V b-d, Cultural Resources, page 30 of Attachment B and Section VI b, Geology and Soils, page 31 of Attachment B in the Draft Initial Study.

The Draft Initial Study indicated that neither construction nor operation of the Proposed Project would result in significant levels of noise generation. Therefore, an analysis of “sustained noise” on elderly or ill populations is not a necessary component of the Draft Initial Study.

Construction of the Proposed Project would involve the generation of temporary construction noise, as disclosed in Section XII a-d, Noise, page 42 of Attachment B in the Draft Initial Study. This noise would be temporary and would cease at the conclusion of construction activities.

The Proposed Project would not result in increased aircraft noise because the Proposed Project would not induce additional operations. The Proposed Project would not induce additional operations because it would be constructed to accommodate existing based aircraft that are current parked on the apron. Since the Proposed Project would not induce additional operations, it would not result in any changes to the CNEL noise contours around the Airport as asserted by the commenter. The Draft Initial Study concluded that the Proposed Project would

not result in potentially significant noise impacts; therefore, the preparation of an EIR is not required.

#### Response 14

Contrary to the commenter's assertions, the Proposed Project does not include the expansion of freeways or access roadways; therefore, roadway detouring is not a required component of the Proposed Project. Since the Proposed Project would be constructed of prefabricated materials and would not require the substantial import or export of raw materials, significant adverse construction-related impacts to traffic would not occur. Several "Q" conditions exist to reduce the potential for adverse traffic effects around the Airport:

"Develop a Traffic Congestion Management Plan (TCMP) for the development sites and implement the TCMP in stages that coincide with the development. Prior to issuance of building permits, the developer of individual sites shall obtain necessary Fire Department approvals that relate to a TCMP."

The Draft Initial Study concluded that the Proposed Project would not result in potentially significant traffic impacts; therefore, the preparation of an EIR is not required.

#### Response 15

Implementation of the Proposed Project would not adversely affect fire and rescue or police response times. This information is detailed in Section XIV a-c, Public Services, on pages 44 and 45 of Attachment B in the Draft Initial Study. Average fire response time in the area of the Proposed Project site is approximately 6 minutes.<sup>5</sup> Van Nuys Airport is patrolled by Los Angeles World Airports Airport Police Department. The Proposed Project would not include residential development that would induce population growth in the community that could result in the need for additional police protection services. The Draft Initial Study concluded that the Proposed Project would not result in potentially significant public service impacts; therefore, the preparation of an EIR is not required.

#### Response 16

Contrary to this commenter's assertion, the removal of large amounts of soil is not part of the Proposed Project. This is disclosed in Section VI b, Geology and Soils on page 31 of Attachment B in the Draft Initial Study. Due to the flat slope grade of the Proposed Project site, substantial amounts of soil would not be imported or exported to or from the project site during construction. Therefore, substantial numbers of trucks "hauling large amounts of soil on city streets" are not anticipated and the proposed haul route would not create substantial traffic congestion in the project area. The Draft Initial Study concluded that the Proposed Project would not result in potentially significant grading impacts; therefore, the preparation of an EIR is not required.

#### Response 17

The anticipated electrical and natural gas consumption has been disclosed in the Draft Initial Study and can be found on page 24 and 25 of Appendix A. The Los Angeles Department of Water and Power sells approximately 25.2 million mega-watt hours of electricity.<sup>6</sup> Operation of

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<sup>5</sup> Los Angeles Times, *How Fast is LAFD Where You Live?*, Available at: <http://graphics.latimes.com/how-fast-is-lafd/#15/34.2076/-118.4818>, Accessed: December 2013.

<sup>6</sup> Los Angeles Department of Water and Power, *Facts and Figures*. Available at: [https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factandfigures?\\_adf.ctrl-state=19gdc26wdz\\_4&\\_afrcLoop=131829585603969](https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factandfigures?_adf.ctrl-state=19gdc26wdz_4&_afrcLoop=131829585603969) Accessed: December 2013.

the Proposed Project would result in the use of approximately 750 megawatt hours per year. This represents an electrical consumption increase of approximately 0.002 %. Water consumption is disclosed in Appendix A of the Draft Initial Study and the effect on supplies is discussed in Response 11. Wastewater is discussed in Section XVII, Utilities and Service Systems, on page 48 of Attachment B in the Draft Initial Study. The Draft Initial Study concluded that the Proposed Project would not result in potentially significant utility impacts; therefore, the preparation of an EIR is not required.

#### Response 18

The non-growth-inducing characteristics of the Proposed Project are disclosed in the Project Description of the Draft Initial Study on page 10 as well as in Section III c, Air Quality, page 27 of Attachment B in the Draft Initial Study. Since the purpose of the Proposed Project is to accommodate existing based aircraft at the Airport, it would not induce additional operations at the Airport. Since the Proposed Project is not a growth-inducing project, inclusion of a detailed forecast of growth for each phase of the project, and cumulative impacts of growth in the region do not apply. The Draft Initial Study has been conducted in accordance with CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Article 5 § 15063). Impact determinations have also been provided in the Draft Initial Study in accordance with CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Article 5 § 15064). The Draft Initial Study concluded that the Proposed Project would not result in potentially significant environmental impacts; therefore, the preparation of an EIR is not required.

#### Response 19

Comment noted.



# Van Nuys Airport (VNY)

Van Nuys, California

## CEQA Initial Study

Clay Lacy Aviation Hangar Project

RS&H No. 2263041000  
City Clerk Case No. NG - 13-365-AD

*Prepared for:*  
*Los Angeles World Airports*  
*State of California - Los Angeles County*

*Prepared by:*  
**RS&H**  
**IMPROVING YOUR WORLD**

6151 West Century Blvd., STE 1114  
Los Angeles, CA 90045

July 2014

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## **Negative Declaration for the Clay Lacy Aviation Van Nuys Hangar Project**

The Los Angeles World Airports (LAWA) has prepared this Initial Study (IS) pursuant to the California Environmental Quality Act (CEQA) of 1970, as amended and the State CEQA Guidelines.<sup>12</sup> These regulations require that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. An Initial Study is a preliminary environmental analysis conducted by the lead CEQA agency and includes consultation with appropriate responsible and trustee agencies. The Initial Study provides a suitable level of analysis necessary to determine whether preparation of a Negative Declaration (ND), Mitigated Negative Declaration (MND), or if an Environmental Impact Report (EIR) is applicable for compliance with CEQA. Should the Initial Study conclude that the Proposed Project would have the potential for a significant impact on the environment, an EIR would be required. If mitigation alone is sufficient to reduce impacts from the Proposed Project below the threshold of significance, then an MND would be sufficient. Should it be determined that the Proposed Project would not have a significant impact on the environment an ND would be issued.<sup>3</sup>

This Initial Study/Negative Declaration (IS/ND) has been circulated for review and comment by the public and other interested parties, agencies, and organizations for 20 days in accordance with Section 15073 of the State CEQA Guidelines. All comments or questions about the Draft IS/ND were addressed to the following individual:

Ms. Evelyn Quintanilla  
Los Angeles World Airports  
One World Way West, 2nd Floor  
Los Angeles, CA 90045  
424-646-5188

Since the public comment period was absent any substantial evidence that the Project may have any significant environmental impact, a Final IS/ND has been prepared that provides written responses to comments received on the Draft IS/ND, as well as an addendum that outlines changes that have occurred to the design of the proposed project since the draft was circulated for review.

**Name of Project:** Clay Lacy Aviation Hangar Project

**Proposed Project Introduction and Description Summary:** The Clay Lacy Aviation Hangar Project (the Proposed Project) entails the development of parcel 3A and 3B located at 7435 Valjean Avenue (collectively referred to as Parcel 3). The Proposed Project would include the construction of three hangars with attached office space, apron pavement, private parking, and associated landscaping. Additional detail on the Proposed Project is provided within section 8 of the enclosed initial study.

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<sup>1</sup> State of California Public Resources Code, §21000 et seq.

<sup>2</sup> State of California Code of Regulations, Title 14, Chapter 3, §15000 et seq.

<sup>3</sup> City of Los Angeles, Environmental Affairs Department and Commission, *Los Angeles CEQA Thresholds Guide*, 2006. Available at: [http://www.environmentla.org/programs/table\\_of\\_contents.htm](http://www.environmentla.org/programs/table_of_contents.htm).

**Project Location:** 7435 Valjean Avenue, Van Nuys, California at the intersection of Leadwell Street and Valjean Avenue.

**Mailing Address and Phone Number of Applicant:**

Clay Lacy Aviation  
7435 Valjean Avenue  
Van Nuys, CA 91406  
818-989-2900

**Authority to Prepare a Negative Declaration:** Section 15070 of the State CEQA Guidelines states that a public agency may prepare an ND for a project when an initial study prepared for the project “shows that there is no substantial evidence, in light of the whole record before an agency, that the project may have a significant effect on the environment.” LAWA is the lead agency for the project and is responsible for approving the proposed development of parcels 3A and 3B.

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## ACRONYMS

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Airport – Van Nuys Airport  
AOA – Air Operations Area  
BMP – Best Management Practices  
CDF&G – California Department of Fish and Game  
CEQA – California Environmental Quality Act  
CO – Carbon Monoxide  
CO<sub>2</sub> – Carbon Dioxide  
FAA – Federal Aviation Administration  
GA – General Aviation  
EIR – Environmental Impact Report  
FBO – Fixed Base Operator  
IS – Initial Study  
LAWA – Los Angeles World Airports  
Lbs - Pounds  
MND – Mitigated Negative Declaration  
MSL – Mean Sea Level  
ND – Negative Declaration  
NO<sub>x</sub> – Oxides of nitrogen.  
SEA – Significant Ecological Areas  
SO<sub>x</sub> – Oxides of Sulfur  
TPY – Tons Per Day  
PM<sub>2.5</sub> – Particulate matter 2.5 microns in size and smaller  
PM<sub>10</sub> – Particulate matter smaller than 10 microns in size and larger than 2.5 microns  
RWQCB – Regional Water Quality Control Board  
O<sub>3</sub> – Ozone.  
SCAQMD – South Coast Air Quality Management District  
SWPPP – Storm Water Pollution Prevention Plan  
USFWS – United States Fish and Wildlife Service  
VMT – Vehicle Miles Traveled  
VOC – Volatile Organic Compounds

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**CEQA APPENDIX G:  
ENVIRONMENTAL CHECKLIST FORM**

1. **Project Title:** Clay Lacy Aviation Hangar Project
2. **Lead Agency Name and Address:** Los Angeles World Airports  
1 World Way, Room 218  
Los Angeles, CA 90045
3. **Contact Number and Person:** Evelyn Quintanilla  
Capital Planning and Programming Group  
(424) 646-5188
4. **Project Location:** 7435 Valjean Avenue, Van Nuys, CA 91406  
(See Figure 1, Figure 2, and Figure 3)
5. **Project Sponsor's Name and Address:** Clay Lacy Aviation  
7435 Valjean Avenue  
Van Nuys, CA 91406  
818-989-2900
6. **General Plan Designation:**  
City of Los Angeles General Plan: Light Manufacturing  
Van Nuys Airport Master Plan: Aviation Area
7. **Zoning:** [T][Q]M2-1VL, light manufacturing
8. **Description of Project:**

The Proposed Project site is located on the east-central portion of the Van Nuys Airport, near the intersection of Valjean Avenue and Leadwell Street (see **Figure 2**). Clay Lacy Aviation currently leases parcels 1 and 2 and proposes to develop on Parcel 3. Parcels 1 and 2 are composed of approximately 8 acres of GA development and parcel 3 is currently an undeveloped tract of land comprising approximately 5.83 acres of land. Parcel 3A is approximately 3.577 acres and Parcel 3B is approximately 2.256 acres, or approximately 254,000 square feet. There are no proposed changes that would occur on Parcel 1 or Parcel 2 and development of these parcels are not components of the Proposed Project.

As shown in **Figure 4**, development of Parcel 3 would include the construction of three hangars, Hangar A, Hangar B1, and Hangar B2. Hangar A would include a 30,450 square-foot corporate or conventional hangar with an attached 7,650 square-foot two-story office and a 270 foot by 28 foot door. Hangar B1 would include a 22,914 square-foot corporate or conventional hangar with an attached 9,728 square-foot two-story office. Hangar B2 would be a 9,514 square foot corporate or conventional hangar. All hangars would be constructed using pre-engineered materials with 28-foot high doors and an approximate eave height of 36 feet to match the existing on-site hangars. Approximately 136,200 square feet of Parcel 3 would be converted to apron area and approximately 58,500 square feet of Parcel 3 would be converted to driveways, parking,

landscaping, and hardscape. The hangars would be accessible to automobile traffic via Valjean Avenue and airside vehicular access will be via a new Air Operations Area (AOA) gate located adjacent to the west side of proposed Hangar B. The Proposed Project would incorporate required setbacks from the street and sidewalks along the street in accordance with City of Los Angeles Department of City Planning requirements.<sup>4</sup> **Figure 4** presents the layout of the Proposed Project.

## Construction

As previously described, the Proposed Project site is currently undeveloped. Although the existing site is undeveloped there are currently patches of impervious surfaces that would need to be removed before grading and site preparation can occur. It is assumed that approximately one third (80,000 square feet) of the Proposed Project site is currently occupied by impervious surfaces. Minimal vegetation clearing would be required because the existing Proposed Project site is occupied by opportunistic species of flora common in highly disturbed areas.

## Existing and Proposed Uses

The Proposed Project site is currently undeveloped, with the exception of existing impervious surfaces. Clay Lacy Aviation proposes to construct three hangars with attached office structures that would function as storage and maintenance facilities for existing based aircraft and as administrative offices for employees. The Proposed Project is not growth-inducing because the maintenance and hangar space would be for existing based aircraft that are currently parked on the apron within the AOA. Thus, no increase in based aircraft and no increase in aircraft operations would occur as a result of the Proposed Project.

## 9. Surrounding Land Uses and Setting:

Van Nuys Airport (Airport) is a 730 acre public use airport located in Van Nuys in the San Fernando Valley approximately 15 miles northwest of downtown Los Angeles, approximately one mile to the west of Interstate 405, and approximately one and one-half miles to the north of U.S. Highway 101. Local streets serving the Airport include Sherman Way, Saticoy Street, Ruffner Avenue, Stagg Street, Roscoe Boulevard, Woodley Avenue, and Valjean Avenue.<sup>5</sup> The Airport has two runways that include Runway 16R-34L, which is 8,001 feet long by 150 feet wide and Runway 16L-34R which is 4,013 feet long by 75 feet wide.

The Proposed Project site and Airport are zoned as light industrial, which is consistent with general aviation development.<sup>6</sup> Within the Van Nuys Master Plan the Proposed Project site is listed as an Aviation Area. The VNY Master Plan defines "Aviation Areas" as "aircraft performance areas that support aircraft operations including hangars, aircraft tie down parking, aircraft ramp and maneuvering area, aircraft maintenance, flight training, fueling, military aviation functions, air tour, air taxi, and other aircraft uses that

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<sup>4</sup> City of Los Angeles, Department of City, Downtown Design Guide, Planning, Sidewalks and Setbacks, available at: [http://urbandesignla.com/UD\\_pdf/CH3.pdf](http://urbandesignla.com/UD_pdf/CH3.pdf).

<sup>5</sup> City of Los Angeles Department of City Planning, *Van Nuys Airport Plan*. Available at: [http://www.vnymasterplan.org/docs/vny\\_draft\\_mp.pdf](http://www.vnymasterplan.org/docs/vny_draft_mp.pdf)

<sup>6</sup> Los Angeles Department of Planning ZIMAS Planning and Zoning Assessor. Available at: <http://zimas.lacity.org/>



are classified as primary general aviation uses. Land use at the Airport and in the vicinity of the Airport is characterized as follows (see also **Figure 2**):

North – Land uses to the north of the Proposed Project site are on Airport property and are characterized by landside airport development that is zoned for light industrial ([T][Q]M2-1VL) uses. According to the Van Nuys Master Plan this land is designated as an Aviation Area.<sup>7</sup> Clay Lacy Aviation occupies the property to the north of the proposed project site.

East – Land uses to the east of the Proposed Project site are zoned for limited manufacturing (M1-1) and are characterized by a mixture of commercial and industrial land uses. Beyond this, land adjacent to Woodley Avenue is designated as [Q]RD2-1, or low to medium density residential.

South – According to the Los Angeles Zoning Ordinance, land to the south of the Proposed Project site is zoned as [T][Q]MR1-1, or limited manufacturing and is considered to be a Los Angeles Enterprise Zone.<sup>8</sup> According to the Van Nuys Airport Master Plan, land use on Airport property to the south of the Proposed Project site is designated as Airport Commercial.<sup>9</sup> The Air Tel Hotel Plaza is located to the south of the Proposed Project site on Airport property.

West – The Van Nuys airfield is located to the west of the Proposed Project site and is also zoned [T][Q]M2-1VL for light manufacturing. According to the VNY Airport Master Plan the land adjacent to the Proposed Project site to the west is designated as an “Aviation Area”. Farther to the west, where the airfield is located, the Van Nuys Master Plan has designated this area as a “Runway Area”. The “Runway Area” includes aprons, taxiways, runways, and navigational infrastructure.

#### 10. **Other Public Agencies whose Approval is Required:**

- Project approval by LAWA;
- City of Los Angeles;
- Department of City Planning;
- Department of Transportation;
- Department of Public Works Bureau of Engineering;
- Los Angeles Fire Department;
- Department of Building and Safety;
- California Regional Water Quality Board; and
- Southern California Air Quality Management District.

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<sup>7</sup> Los Angeles World Airports, Van Nuys Airport Master Plan. Available at: <http://www.vnymasterplan.org/>, Accessed: September 2013.

<sup>8</sup> Los Angeles Department of Planning, ZIMAS Planning and Zoning Assessor. Available at: <http://zimas.lacity.org/>  
South Coast Air Quality Management District, 2007 Air Quality Management Plan, June 2007, Available at:  
[http://www.aqmd.gov/aqmp/07aqmp/aqmp/Complete\\_Document.pdf](http://www.aqmd.gov/aqmp/07aqmp/aqmp/Complete_Document.pdf)

<sup>9</sup> *ibid*

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

No significant environmental impacts in any of the categories listed below would occur.

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

## DETERMINATION

On the basis of this initial evaluation:

<input checked="" type="checkbox"/>	I find that the Proposed Project COULD NOT have a significant effect on the environment, and a <b>NEGATIVE DECLARATION</b> will be prepared.
<input type="checkbox"/>	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 <b>MITIGATED NEGATIVE DECLARATION</b> will be prepared.
<input type="checkbox"/>	I find that the Proposed Project MAY have a significant effect on the environment, and an <b>ENVIRONMENTAL IMPACT REPORT</b> is required.
<input type="checkbox"/>	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 <b>ENVIRONMENTAL IMPACT REPORT</b> is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	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 <b>NEGATIVE DECLARATION</b> pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or <b>NEGATIVE DECLARATION</b> , including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required
<b>Signature:</b>	
<b>Printed Name:</b>	
<b>Date:</b>	

This following checklist presented in Attachment A is referenced from Appendix G of the State CEQA Guidelines. For each item, one of four responses is provided:

- **No Impact:** The project would not have the impact described. The project may have a beneficial effect, but there is no potential for the project to create or to the impact described.

- **Less than significant Impact:** The project would have the impact described, but the impact would not be significant. Mitigation is not required, although the project applicant may choose to modify the project to avoid the impacts.
- **Potentially Significant Unless Mitigated:** The project would have the impact described, and the impact could be significant. One or more mitigation measures have been identified that will reduce the impact to a less than significant level.
- **Potentially Significant Impact:** The project would have the impact described, and the impact could be significant. The impact cannot be reduced to less than significant by incorporating mitigation measures. An environmental impact report must be prepared for this project.<sup>10</sup>

## EVALUATION OF ENVIRONMENTAL IMPACTS

A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

a) Earlier Analysis Used. Identify and state where they are available for review.

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<sup>10</sup> Association of Environmental Professionals, 2013 CEQA Statute and Guidelines. Available at: <http://www.califaep.org/images/pdf/Final-CEQA-Handbook-2013.pdf> Accessed: September 2013.

b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

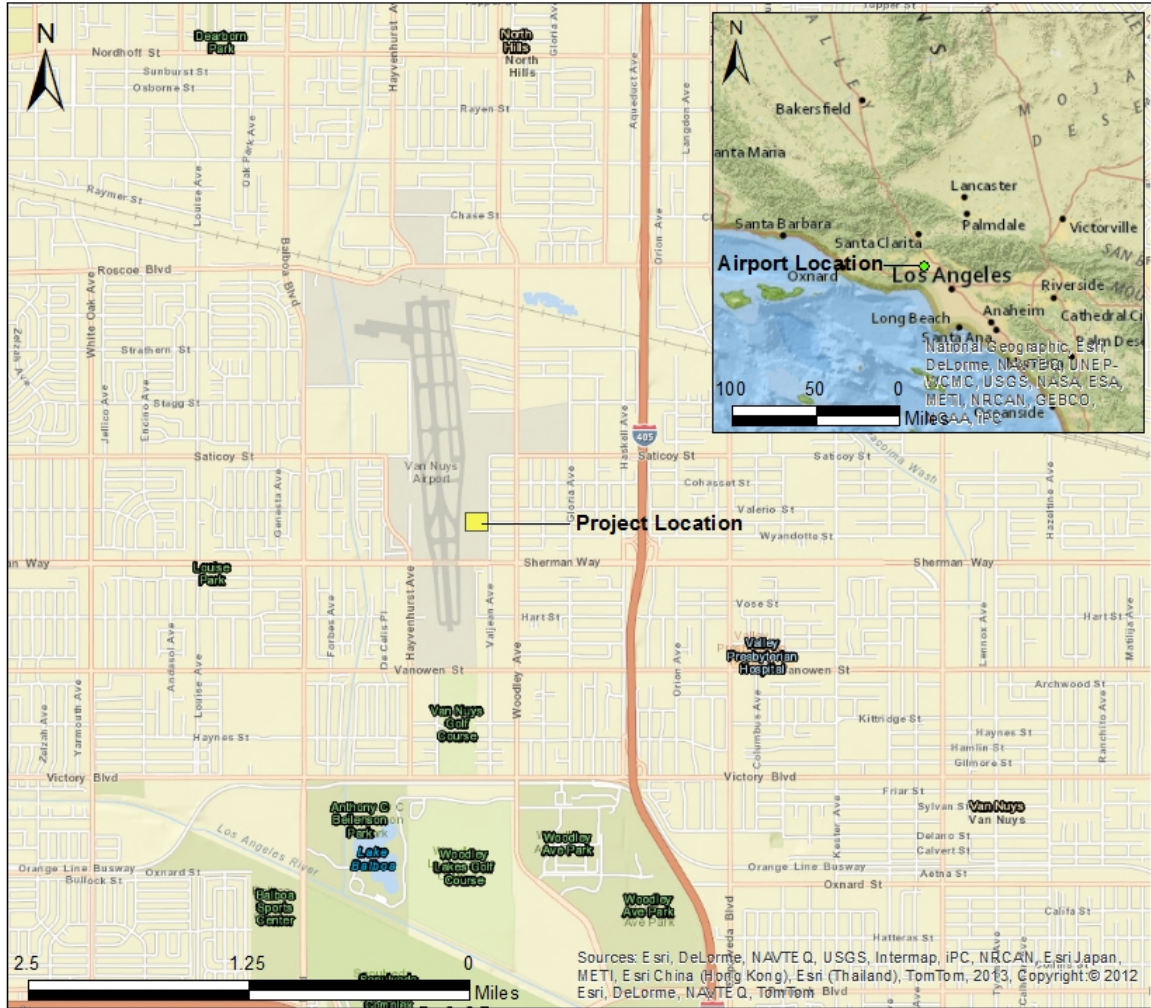
7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

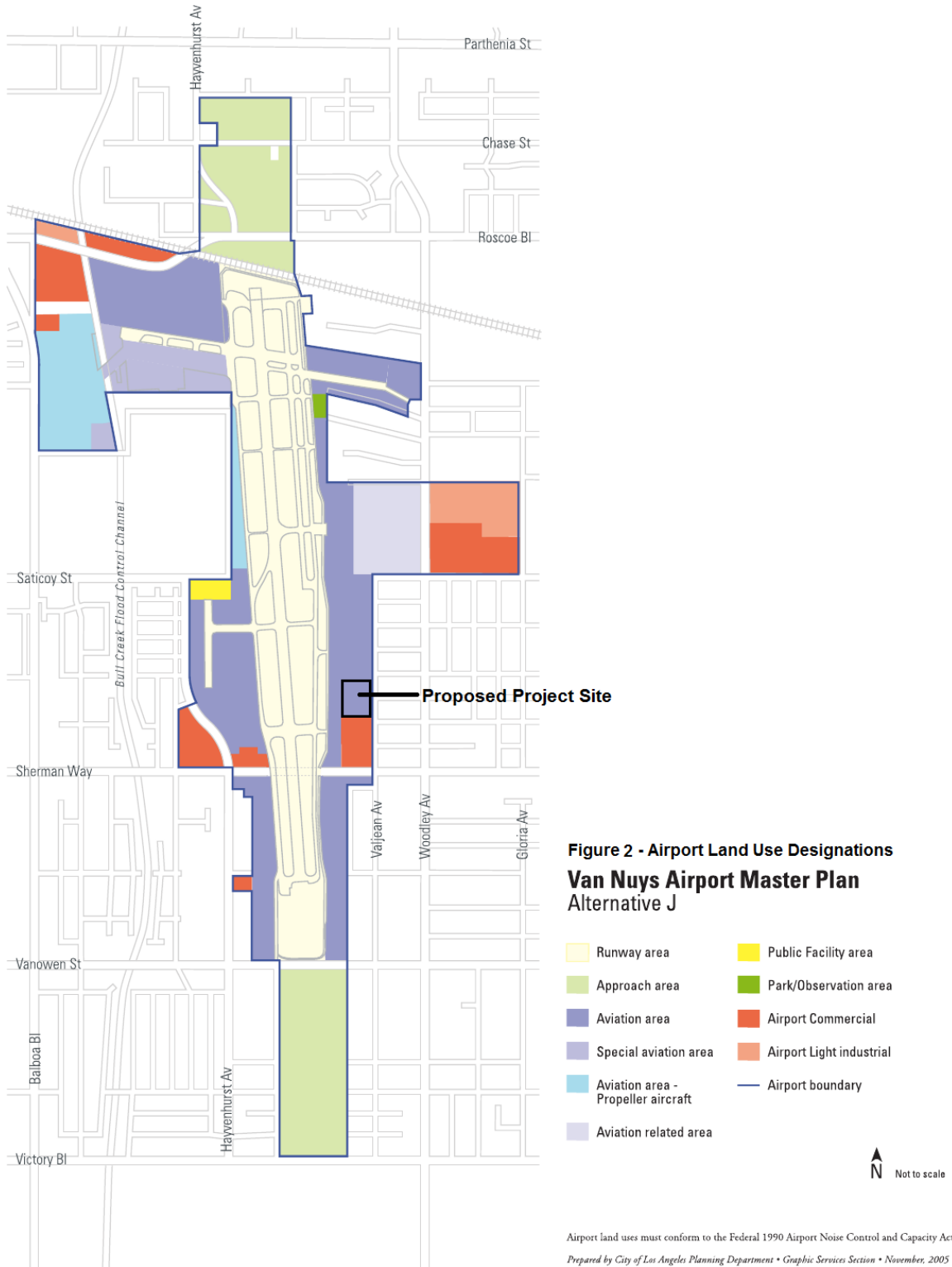
- a) the significance criteria or threshold, if any, used to evaluate each question; and
- b) the mitigation measure identified, if any, to reduce the impact to less than significance

Figure 1  
**AIRPORT AND PROJECT LOCATION**



Prepared By: RS&H, 2013.

**Figure 2**  
**AIRPORT LAND USE DESIGNATIONS**



Source: Van Nuys Master Plan

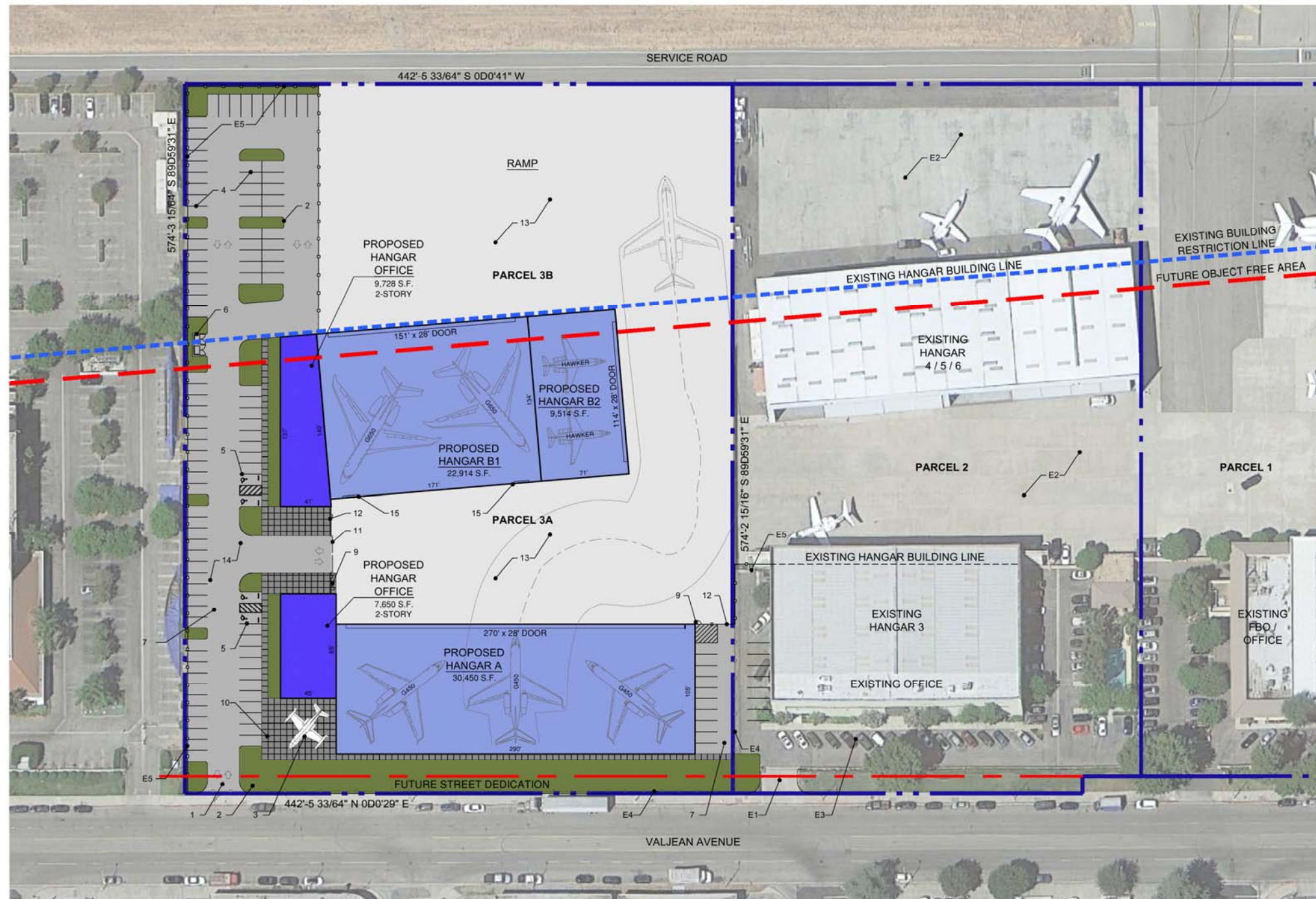
Figure 3  
PROPOSED PROJECT SITE



Prepared By: RS&H, 2013.

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**KEYNOTES (PROPOSED)**

1. 26' WIDE DRIVEWAY
2. LANDSCAPING
3. LEARJET Z4
4. 9' x 18' PARKING STALL, TYP.
5. ADA PARKING STALL
6. TRASH ENCLOSURE WITH CANOPY
7. CONCRETE PAVING
8. 8' HIGH W.I. FENCE
9. AOA MAN-GATE
10. DECORATIVE CONCRETE PAVEMENT
11. 30'-0" AOA SLIDING GATE
12. 8'-0" HIGH AOA FENCE
13. CONCRETE RAMP PAVING TO CONNECT WITH EXISTING
14. DRIVEWAY
15. 12' x 12' ROLL-UP DOOR

**KEYNOTES (EXISTING)**

- E1. EXISTING DRIVEWAY
- E2. EXISTING RAMP
- E3. EXISTING PARKING
- E4. EXISTING AOA FENCE TO BE REMOVED
- E5. EXISTING AOA FENCE

**LEGEND**

	PROPOSED LANDSCAPING	
	PROPOSED WALKWAYS	
	PROPOSED PAVING	
	PROPOSED RAMP PAVING	
	PROPOSED HANGAR	
	PROPOSED OFFICE	
	PROPOSED SHOP/SUPPORT	
	LEASE LINE	
	FUTURE STREET DEDICATION	
	FUTURE OBJECT FREE AREA	
	EXISTING BUILDING RESTRICTION LINE	

N.T.S = NOT TO SCALE  
 S.F. = SQUARE FEET  
 TYP. = TYPICAL

SCALE: 1"=40'-0"

ARCHITECTS  
 ENGINEERS  
 PLANNERS  
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**CLAY LACY AVIATION**

VAN NUYS AIRPORT  
 7435 VALJEAN AVE  
 VAN NUYS, CA

**Figure 4**  
**PROPOSED PROJECT SITE PLAN**

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# ATTACHMENT A ENVIRONMENTAL IMPACT CHECKLIST

I. AESTHETICS: Would the project:	Potentially Significant Impact	Less than significant with Mitigation	Less than significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a designated state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less than significant with Mitigation	Less than significant Impact	No Impact
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) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Attachment A – Environmental Impact Checklist

<b>III. AIR QUALITY:</b> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less than significant with Mitigation	Less than significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>
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"/>
<b>IV. BIOLOGICAL RESOURCES:</b> Would the project:	Potentially Significant Impact	Less than significant with Mitigation	Less than significant Impact	No Impact
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 Wildlife 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 community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife 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"/>
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"/>

Attachment A – Environmental Impact Checklist

<b>V. CULTURAL RESOURCES:</b> Would the project:	Potentially Significant Impact	Less than significant with Mitigation	Less than significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<b>VI. GEOLOGY AND SOILS:</b> Would the project:	Potentially Significant Impact	Less than significant with Mitigation	Less than significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>VII. GREENHOUSE GAS EMISSIONS:</b> Would the project:	Potentially Significant Impact	Less than significant with Mitigation	Less than significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:	Potentially Significant Impact	Less than significant with Mitigation	Less than significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed 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"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IX. HYDROLOGY AND WATER QUALITY: Would the project:	Potentially Significant Impact	Less than significant with Mitigation	Less than significant Impact	No Impact
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"/>

Attachment A – Environmental Impact Checklist

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

<b>X. LAND USE AND PLANNING: Would the project:</b>	Potentially Significant Impact	Less than significant with Mitigation	Less than significant Impact	No Impact
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"/>

<b>XI. MINERAL RESOURCES: Would the project:</b>	Potentially Significant Impact	Less than significant with Mitigation	Less than significant Impact	No Impact
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"/>
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"/>

Attachment A – Environmental Impact Checklist

<b>XII. NOISE:</b> Would the project result in:	Potentially Significant Impact	Less than significant with Mitigation	Less than significant Impact	No Impact
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"/>

<b>XIII. POPULATION AND HOUSING:</b> Would the project:	Potentially Significant Impact	Less than significant with Mitigation	Less than significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>XIV. PUBLIC SERVICES:</b>	Potentially Significant Impact	Less than significant with Mitigation	Less than significant Impact	No Impact
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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



Attachment A – Environmental Impact Checklist

c) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**XV. RECREATION:**

	Potentially Significant Impact	Less than significant with Mitigation	Less than significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**XVI. TRANSPORTATION/TRAFFIC:** Would the project:

	Potentially Significant Impact	Less than significant with Mitigation	Less than significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>XVII. UTILITIES AND SERVICE SYSTEMS:</b> Would the project:	Potentially Significant Impact	Less than significant with Mitigation	Less than significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE</b>	Potentially Significant Impact	Less than significant with Mitigation	Less than significant Impact	No Impact
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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## ATTACHMENT B

### EXPLANATION OF CHECKLIST DETERMINATIONS

I. **Aesthetics.** *Would the project:*

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

*No Impact.* The area surrounding the Airport is characterized by zero to two percent slope grades and is surrounded by light industrial, commercial, and aviation land uses. There are no scenic vistas associated with the Proposed Project site. The land adjacent to the Proposed Project site is limited to non-scenic views and distant views are obstructed by adjacent development and topography. The construction of Hangar A and Hangar B would result in an additional structure at the Airport, which would be consistent with existing development. The proposed hangars would be subject to Q Condition 57, which states:

“Building heights and floor area amounts shall not exceed 3 stories/45 feet or .30 FAR on vacant areas discussed in this IS Prior to issuance building permits for individual developer sites, project developer shall submit to the Planning Department and Department of Building and Safety plans that specify the height and number of floors of buildings and information regarding FAR.”

There are no scenic vistas located in the vicinity of the Proposed Project site. Therefore, no mitigation is required and the Proposed Project would have no impact on existing scenic vistas.

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

*No Impact.* According to Map E of the City of Los Angeles General Plan’s Transportation Element, the project would be located near the Sherman Way scenic highway, which is located approximately 800 feet to the south of the Proposed Project site.<sup>11</sup> However, the Proposed Project site is not visible from Sherman Way so the Proposed Project would not affect existing views from Sherman Way. Additionally, the Proposed Project site does not contain any trees, rock outcroppings, or registered historic resources designated by the Los Angeles Office of Historic Resources.<sup>12</sup> Although implementation of the Proposed Project would involve the construction of three hangars, these proposed structures would not interfere or eliminate any existing views from, or of Sherman Way. Therefore, no mitigation is required and the Proposed Project would have no impact on designated scenic resources.<sup>13</sup>

<sup>11</sup> Los Angeles General Plan Transportation Element, Scenic Highways. Available at: [http://cityplanning.lacity.org/cwd/gnlpln/transelt/TEMaps/E\\_Scnc.gif](http://cityplanning.lacity.org/cwd/gnlpln/transelt/TEMaps/E_Scnc.gif)

<sup>12</sup> City of Los Angeles Office of Historic Resources, Available at: <http://www.preservation.lacity.org/> Accessed: September 2013.

<sup>13</sup> Los Angeles General Plan, Conservation Element, Adopted September 2001. Available at: <http://cityplanning.lacity.org/cwd/gnlpln/consvelt.pdf>

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

*No Impact.* The existing visual character of the Proposed Project site is characterized by a vacant lot with intermittent patches of impervious surface. Implementation of the Proposed Project would involve construction of hangars, an attached office structure, as well as associated apron, parking lot, and landscaping. All landscaping would be subject to the Los Angeles Landscape Ordinance and Airport Q Conditions (see **Appendix B**).<sup>14</sup> The development of the proposed Project is consistent with the visual character of surrounding development and setting. The Proposed project would be subject to Q Conditions for landscaping, which states:

All projects shall include a 10-foot front yard building setback and 5-foot side yard setbacks. All portions of the front and side yard setbacks not used for necessary driveways and walkways shall be landscaped. A minimum of one 24 inch boxed tree shall be provided for every 50 feet of frontage in the required front yard setback. Los Angeles World Airports shall approve a landscape plan prepared by a licensed landscape architect.

The Proposed Project would be designed to comply with Airport Q Conditions and FAA regulations. Furthermore, the Proposed Project would not affect the visual character of nearby residences because of light industrial land use buffers adjacent to the Proposed Project site. The Proposed Project would be designed in a way that would not introduce new substantial sources of glare. Since the Proposed Project would be designed to comply with Q Conditions, no mitigation is required and the Proposed Project would have no impact on the visual character or quality of the site and its surroundings.

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

*Less than significant.* Lighting at airports is required in order to promote a safe operational environment. The proposed structures and associated parking lot would be fitted with Title 24 compliant lighting fixtures which would represent new sources of light emissions at the Airport.<sup>15</sup> The Proposed Project would be subject to compliance with Airport Q Conditions, which stipulate:

- Foliage and landscaping shall be planted wherever possible to limit exposure of project lighting on adjacent land uses. Prior to issuance of building permits, the project developer shall show on plans, the general location of proposed landscaping, in lieu of lighting
- Exterior building materials shall be of a color, and texture to reduce daytime glare. Prior to issuance of building permits, the project developer shall submit to the City Planning Department, Department of Building and Safety and Department of Airports, building paint samples, exterior building texture samples and other building materials that could impact the degree of glare and reflection.

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<sup>14</sup> City of Los Angeles Landscape Ordinance, No. 170,978 as amended, Available at: [http://cityplanning.lacity.org/Forms\\_Procedures/landsc%20guidelines%204-05.pdf](http://cityplanning.lacity.org/Forms_Procedures/landsc%20guidelines%204-05.pdf)

<sup>15</sup> State of California Energy Commission, Title 24 Nonresidential Compliance Manual, Available at: [http://www.energy.ca.gov/title24/2008standards/nonresidential\\_manual.html](http://www.energy.ca.gov/title24/2008standards/nonresidential_manual.html)

- Outdoor lighting shall be reduced or softened after peak hours. Prior to issuance of building permits, the project developer shall show on building plans, written notes or details regarding type of lights to be used after peak hours.
- All outdoor lighting plans and fixtures proposed for all developments shall be reviewed by the Department of Airports, and determined to be in compliance with Department standards. Prior to issuance of building permits, the project developer shall submit necessary plans and information to the Department of Airports to allow a determination of compliance with Department standards.
- All outdoor lighting plans and fixtures proposed for all developments shall be reviewed by the Department of Airports, and determined to be in compliance with Department standards. Prior to issuance of building permits, the project developer shall submit necessary plans and information to the Department of Airports to allow a determination of compliance with Department standards.
- Use of exterior flashing and neon lights shall be prohibited. Red, white, green or amber lighting that is directed toward aircraft shall be prohibited. Prior to issuance of building permits the project developer shall show the type, quantity, color, size and other specifications for all exterior lights.
- Outdoor parking and garage parking plans shall be designed to show an adequate amount of nighttime safety lighting. Prior to issuance of building permits the project developer shall show the type, quantity, color, size and other specifications for all exterior lights.
- Buildings, landscaping and other site structures shall be developed and used in a manner that does not interfere with use of runway, taxiway and approach system lighting. Prior to Board of Airports Commissioners approval of a lease, project developer shall submit necessary information and provide written assurances that the proposed uses will not interfere with use of runway, taxiway and approach system lighting.
- In accordance with standards established by the FAA, project glass surfaces (walls or windows) shall be tinted to decrease reflection, especially on western exposures. Project windows should also be tinted to reduce the emission of ambient light prior to issuance of building permits, the project developer shall submit drawings, material samples and other requested items that show color of tint, window glazing and other specifications.
- Exterior nighttime lighting shall be shielded and directed on-site and downward (except as exempted by LADOA or the FAA). Prior to issuance of building permits, the project developer shall show on plans, the location of exterior nighttime lighting and the direction and illumination.<sup>16</sup>

Due to the Proposed Project location, nature, and limited size of these proposed light emissions; it is anticipated that these light emissions would not represent substantial sources of lighting. Additionally, the Proposed Project would be designed to comply with FAA regulations and Airport Q conditions. Therefore, no mitigation is required and the Proposed Project would result in a less than significant impact.

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<sup>16</sup> Q condition reference

**II. Agriculture and Forest 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?**

*No Impact.* The Proposed Project site is characterized by Conejo-urban soil complex which is categorized as a prime soil if irrigated.<sup>17</sup> However, the site was previously developed and is occupied by areas of impervious surface, which has negatively affected the agricultural integrity of the site. Therefore, the Proposed Project site has been converted to non-agricultural use as a result of past development projects and the Proposed Project would have no impact on prime farmland and no mitigation would be required.

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

*No Impact.* The Proposed Project site is zoned for light manufacturing and was previously developed. Additionally, the proposed project site is not associated with any existing Williamson Act contract. Therefore, implementation of the Proposed Project would result in no impact on existing zoned agriculture or Williamson Act farmlands and mitigation would not be required.<sup>18</sup>

- c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

*No Impact.* The Proposed Project site is zoned for light manufacturing and does not contain any trees. The only remaining substantial conifer and big tree forests in the vicinity of the Airport are located outside city boundaries within the Los Angeles National Forest.<sup>19</sup> Therefore, implementation of the Proposed Project would result in no impact and no mitigation would be required.

- d) Result in the loss of forest land or conversion of forest land to non-forest use?**

No Impact, see Section II, part c above.

- e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?**

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<sup>17</sup> California Soil Resources Lab, UC Davis Soil Resource Laboratory, January 2008, Available at: <http://casoilresource.lawr.ucdavis.edu/drupal/>

<sup>18</sup> State of California Department of Conservation, Williamson Act Program, Available at: <http://www.conservacion.ca.gov/dlrp/lca/Pages/Index.aspx>

<sup>19</sup> Los Angeles General Plan, Conservation Element, Adopted September 2001. Available at: <http://cityplanning.lacity.org/cwd/gnpln/consvelt.pdf>

*No Impact.* There are no properties zoned for agricultural use located in the vicinity of the Proposed Project site. Furthermore, the Proposed Project site is located within an area of Los Angeles that is characterized by light industrial, commercial, and residential land uses. Therefore, the Proposed Project would have no impact and would require no mitigation.<sup>20</sup>

**III. Air Quality. *Would the project:***

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

*No Impact.* The Proposed Project is located within the South Coast Air Basin (SCAB or Basin), within the South Coast Air Quality Management District (SCAQMD), which oversees air quality within Orange County and the urban areas of Los Angeles, Riverside, and San Bernardino County. The Basin is designated a severe non-attainment area for O<sub>3</sub>, a serious non-attainment area for particulate matter less than 10 microns in size (PM<sub>10</sub>), and a non-attainment area for particulate matter less than 2.5 microns in size (PM<sub>2.5</sub>). The Basin is a maintenance area for CO and nitrogen dioxide (NO<sub>2</sub>) and is in attainment for SO<sub>2</sub>.

Implementation of the Proposed Project would involve construction of three hangars, associated office structures, apron expansion, and construction of a parking lot. Construction of these structures would result in temporary criteria pollutant emissions. However, as shown in **Table 1**, and **Table 2**, and **Appendix A**, due to the size, type, and anticipated criteria pollutant emissions associated with the Proposed Project, it is not anticipated that the Proposed Project would exceed thresholds identified in the 2012 SCAQMD Air Quality Management Plan.<sup>21</sup> Therefore, the Proposed Project is consistent with the 2012 SCAQMD Air Quality Management Plan and would have no impact on the existing Air Quality Management Plan.

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

*Less than significant.* As previously mentioned, the SCAB is a designated severe non-attainment area for O<sub>3</sub>, a serious non-attainment area for particulate matter less than 10 microns in size (PM<sub>10</sub>), and a non-attainment area for particulate matter less than 2.5 microns in size (PM<sub>2.5</sub>). The Basin is a maintenance area for CO and nitrogen dioxide (NO<sub>2</sub>) and is in attainment for SO<sub>2</sub>. Construction activities have the potential to emit these types of pollutants as a result of the following:

- grading activities;
- construction workers traveling to and from the Proposed Project site;
- delivery and hauling of construction supplies and debris; and
- fuel combustion by on-site construction equipment.

Although construction activities have the potential to result in these types of emissions, construction at the Airport would not occur on a scale large enough to substantially

<sup>20</sup> Los Angeles Department of Planning, ZIMAS Planning and Zoning Assessor. Available at: <http://zimas.lacity.org/>

<sup>21</sup> South Coast Air Quality Management District, 2012 Air Quality Management Plan, February 2013, Available at: <http://www.aqmd.gov/aqmp/2012aqmp/Final-February2013/MainDoc.pdf>

contribute to existing air quality concerns or violate SCAQMD construction or operational thresholds (see **Table 1** and **Table 2**).

**Regional Construction Effects**

CalEEMod is the accepted statewide model for estimating total construction and operational emissions associated with construction of a proposed project. It was assumed that the total time for construction activities would occur over four months from April 2014 to August 2014 and work would occur 5 days a week. This was a conservative estimate for air quality analysis purposes. **Table 1** presents the operational and construction SCAQMD emission thresholds and **Table 2** presents the daily construction emissions and operational emission increases associated with additional electrical consumption needed for building operation and increased vehicle miles traveled that could occur if additional employees are staffed after implementation of the Proposed Project. Ambient meteorological conditions greatly influence the rate of soil erosion.<sup>22</sup>

*Table 1*  
**SCAQMD CONSTRUCTION AND OPERATIONAL EMISSION THRESHOLDS**

Pollutant	Construction	Operation
NO <sub>x</sub>	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM <sub>10</sub>	150 lbs/day	150 lbs/day
PM <sub>2.5</sub>	55 lbs/day	55 lbs/day
SO <sub>x</sub>	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

Source: SCAQMD

*Table 2*  
**PROPOSED PROJECT CONSTRUCTION AND OPERATIONAL EMISSIONS<sup>/a/</sup>**

Year	Pollutant	Maximum Daily Emissions			Significant Impact
		Total Construction Emissions <sup>/b/</sup>	Operational Emissions <sup>/c/</sup>	Construction Emissions	
2014	NO <sub>x</sub>	0.5	6.6 lbs/day	8.5 lbs/day	No
	VOC	1.23	11.5 lbs/day	20.5 lb/day	No
	PM <sub>10</sub>	0.06	3.3 lbs/day	1.1 lb/day	No
	PM <sub>2.5</sub>	0.03	1 lbs/day	.58 lbs/day	No
	SO <sub>x</sub>	N/A	0.05	N/A	No
	CO	0.47	23.5 lbs/day	7.8 lbs/day	No
	Lead	N/A	N/A	N/A	No

<sup>/a/</sup>: A construction schedule of four months was assumed.

<sup>/b/</sup>: Represented in tons

<sup>/c/</sup>: Aircraft operational emissions are existing and would not change as a result of the Proposed Project because no increase in based aircraft and no increase in aircraft operations would occur.

Source: RS&H CalEEMod Model

<sup>22</sup> Los Angeles General Plan Air Quality Element, Adopted November 1992, Available at: <http://cityplanning.lacity.org/cwd/gnlpn/aqlyelt.pdf>



- 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)?**

*Less than significant.* Cumulative impacts occur when the impact of one project when added to other past, present, or reasonably foreseeable future projects could contribute to a significant impact. The SCAQMD uses the State and Federal Clean Air Act as a basis for assessing cumulative impacts. Since the construction emission inventory indicated that the criteria pollutant emissions resulting from implementation of the Proposed Project would not be significant, the contribution of the Proposed Project would not be considered cumulatively significant. The hangar structure would largely be constructed of prefabricated construction materials, which would reduce the reliance of on-site construction equipment and reduce construction time.

The Proposed Project is not a growth inducing project, nor would it result in increased aircraft-related operational emissions at the Airport. However, the Proposed Project would result in short-term criteria pollutant emissions during the construction of the Proposed Project. This short-term increase in emissions would be associated with the use and transportation of construction equipment and materials. Operational emission increases are associated with anticipated electrical consumption increases and vehicle miles traveled (VMT) changes calculated by the CalEEMod that could occur if the number of permanent employees increases.

- d) Expose sensitive receptors to substantial pollutant concentrations?**

*Less than significant.* Commercial and industrial land uses surround the Proposed Project site and there are no sensitive populations residing in the immediate vicinity of the Proposed Project site. As previously described, implementation of the proposed Project would not result in a substantial quantity of criteria pollutant emissions that would significantly affect localized or regional air quality. Therefore, no mitigation is required and the Proposed Project would have no impact.

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

*Less than significant.* The Proposed Project would involve temporary construction activities which would produce emissions that might produce objectionable odors in the form of emissions from the combustion of hydrocarbons. Such emissions would be temporary and the Proposed Project would not result in the permanent generation of objectionable odor. Due to the small size of the construction project it is not anticipated that the Proposed Project would produce significant quantities of objectionable odors. Therefore, the Proposed Project would require no mitigation and would result in a less than significant impact.

**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?**

*No Impact.* The Proposed Project site is located within the Southern California Mountain and Valley ecological sub region of the State.<sup>23</sup> The Proposed Project site is fenced in and is characterized by a mix of chaparral shrub land, urban land, impervious pavement, and demolition debris remaining from past development and demolition activities.<sup>24</sup> The Proposed Project site contains sparse chaparral vegetation along with areas of impervious surfaces remaining from past development and incomplete demolition. The Proposed Project site is located in an urban setting and is subject to regular mowing and maintenance. The Proposed Project site does not contain any water bodies or wetland features and is surrounded by fencing, which restricts wildlife access. The Proposed Project site is of low value to native flora and fauna due to the following conditions:

- relative absence of flora;
- the presence of impervious surfaces;
- the presence of construction and demolition waste; and
- frequent disturbance associated with daily Airport operations and regular landscaping and maintenance.

Thus, the Proposed Project site is considered to have very low habitat value. Therefore, the Proposed project would have no impact and would not require mitigation.

**b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?**

*No Impact.* The Proposed Project site is not located near any water body or riparian habitat. The City of Los Angeles General Plan, California Department of Fish and Game (CDF&G), or U.S. Fish and Wildlife Service (USFWS) do not identify the Proposed Project site as a sensitive natural community. Therefore, the Proposed Project would require no mitigation and would have no impact on riparian habitat or sensitive natural communities.

**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?**

*No Impact.* The Proposed Project site does not contain any wetlands. Therefore, the Proposed Project would have 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?**

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<sup>23</sup> California Department of Fish & Game/Habitat Conservation Planning Branch. (2005). Wildlife habitat map - California GAP Program, Available at: <http://interwork.sdsu.edu/fire/resources/CAHabitatsmap.htm>

<sup>24</sup> California Wildlife Habitat Relationship System, Land Cover Map, 2003, Available at: [http://frap.cdf.ca.gov/webdata/maps/statewide/fvegwhr13\\_map.pdf](http://frap.cdf.ca.gov/webdata/maps/statewide/fvegwhr13_map.pdf)[http://frap.cdf.ca.gov/webdata/maps/statewide/fvegwhr13\\_map.pdf](http://frap.cdf.ca.gov/webdata/maps/statewide/fvegwhr13_map.pdf)

*No Impact.* The Proposed Project site is located within an urban setting, and is not located near a water body. Therefore, the Proposed Project would not impede the migratory habits of any aquatic organism. The Proposed Project site was also previously disturbed as a result of past construction activities and ongoing maintenance. There is no adopted habitat Conservation Plan, Natural Community Conservation Plan, or any federal, state, or local wildlife protection plan that encompasses the Proposed Project site. Therefore, no mitigation is required and the Proposed Project would have no impact.

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

*No Impact.* Significant Ecological Areas (SEAs) are significant habitats identified by Los Angeles County as important for the preservation and maintenance of biodiversity.<sup>25</sup> The Proposed Project site has been previously disturbed as a result of past construction and demolition activities and is occupied by impervious pavement in many areas, which contributes to the lack of biodiversity on the Proposed Project site. There are no trees located on the Proposed Project site and the Proposed Project site is comprised of heavily disturbed low value chaparral habitat. Therefore, no mitigation is required and the Proposed Project would result in no impact.

**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?**

*No Impact.* The Proposed Project site is not listed within the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no mitigation is required and the Proposed Project would have no impact.

**V. Cultural Resources. *Would the project:***

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

*No Impact.* The nearest registered historical structure is located approximately 2.5 miles to the southeast of the Proposed Project site.<sup>26,27</sup> The existing site is not occupied by any structure, but has been altered as a result of previous ground disturbing activities. Therefore, there are no concerns related to the demolition of a structure eligible for inclusion on the California Register of Historic Places. Due to the distance of the Proposed Project from any qualified historic resource under 15064.5 of the State CEQA Guidelines, the Proposed Project would result in no impact per §15064.5 and would not require any mitigation.

<sup>25</sup> Los Angeles General Plan, Conservation Element, Adopted September 2001. Available at:

<http://cityplanning.lacity.org/cwd/gnlpn/consvelt.pdf>

<sup>26</sup> National Park Service, National Register of Historic Places, June 2011, Available at: <http://www.nps.gov/nr/>.

<sup>27</sup> California State Parks, Office of Historic Preservation, California Historical Resources, Available at: <http://ohp.parks.ca.gov/ListedResources/?view=all>.

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

*Less than significant.* The Proposed Project site has been previously disturbed as a result of past construction projects and regular maintenance activities. Therefore, it is highly unlikely that previously undiscovered archaeological resources would be uncovered during construction of the Proposed Project. Furthermore, construction associated with implementation of the Proposed Project would not involve deep excavation or boring in many areas. The project is subject to California Public Resource Code Section 5097.5, which states “No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any...archaeological, paleontological or historical feature situated on public lands.”

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

*Less than significant.* The Proposed Project site has been previously disturbed as a result of past construction projects. Therefore, it is highly unlikely that previously undiscovered paleontological remains would be uncovered during construction of the Proposed Project. Furthermore, construction associated with implementation of the Proposed Project would not involve deep excavation or boring. Most excavation associated with the Proposed Project would not penetrate down to soil strata capable of supporting paleontological resources. The project is subject to California Public Resource Code Section 5097.5, which states “No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any...archaeological, paleontological or historical feature situated on public lands.”

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

*Less than significant.* Past construction activities have disturbed the top layers of soil on the Proposed Project site. Implementation of the Proposed Project would not involve deep excavation or boring in many areas. Furthermore, the Proposed Project site is not mapped as a Vertebrate Paleontological Site in Figure C-2 of the Los Angeles General Plan EIR. Therefore, there is very low probability of locating previously undiscovered human remains. Research has not indicated any past uses that would increase the probable discovery of previously undiscovered human remains. The project is subject to California Health and Safety Code 7050.5, which requires consultation with the County coroner upon unforeseen discovery of human remains.

**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.**

*No Impact.* Implementation of the Proposed Project would not require activities that would result in penetration of the lithosphere on a scale that has the potential result in the rupture of a known fault. The nearest known fault is located approximately four miles to the northeast of the Proposed Project site and the nearest Alquist-Priolo Special Study Zone is located approximately 1.5 miles to the north of the Proposed Project site. Therefore, the Proposed Project would result in no impact and would not require mitigation.

**ii. Strong seismic ground shaking?**

*Less than significant.* Many areas of California are subject to the possibility of strong seismic shaking which cannot be accurately predicted. The Airport is located approximately four miles to the southwest of an unnamed fault. The proposed hangar and office building would be occupied by individuals during regular business hours and would be constructed in accordance with the State of California Building Code and Los Angeles Building Code. Compliance with these building codes would ensure the Proposed Project would not result in a significant impact. Therefore, implementation of the Proposed Project would not require any mitigation and would result in a less than significant impact.

**iii. Seismic-related ground failure, including liquefaction?**

*No Impact.* According to the Los Angeles General Plan Safety Element, the Proposed Project is not located within an area that is susceptible to risks of liquefaction.<sup>28</sup> Liquefaction risk is determined using a combination of porosity and density of soils, soil moisture and earthquake magnitude. The proposed hangars would be designed to comply with all state of California and Los Angeles building Codes. Therefore, the Proposed Project would result in no impact.

**iv. Landslides?**

*No Impact.* The Proposed Project site is located in an area that is not susceptible to landslides due to the absence of significant slopes.<sup>29</sup> Therefore, no mitigation would be required and the Proposed Project would result in no impact.

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

*Less than significant.* The majority of the Airport is located on Conejo urban land complex soils, which are partially hydric, fine grained and well-drained soils with a low slope grade of zero to two percent. The Proposed Project would require shallow excavation, filling, boring, and grading operations. These types of construction activities combined with arid and windy meteorological conditions could result in the risk of topsoil loss in the form of erosion and fugitive dust emissions. Since the project involves over one acre of ground disturbance, the construction contractor would be required to submit a Notice of Intent to the State Water Resources Control Board for coverage under the General Construction Storm Water Permit for Discharges of Storm Water Associated with construction activities pursuant to Water Quality Order 99-08-DWQ. Contractors

<sup>28</sup> Los Angeles General Plan, Safety Element, Adopted November 1996, Available at: <http://cityplanning.lacity.org/cwd/gnlpln/consvelt.pdf>

<sup>29</sup> City of Los Angeles, *Los Angeles General Plan, Safety Element*. Available at: <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>

could implement Best Management Practices (BMPs) and would be subject to permit conditions stipulated by the State Water Resources Control Board.<sup>30</sup> Incorporation of BMPs will ensure there would be a less than significant impact.

**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?**

*Less than significant.* The majority of the Airport is located on Conejo urban land complex soils, which are partially hydric, fine grained and well-drained soils with a low slope grade of zero to two percent. Additionally, the Proposed Project site has been graded as a result of past construction activities to correct topographic inconsistencies and is maintained for slope grade and vegetation maintenance. The Proposed Project site is also not located in an area that is subject to high risk of landslides. The Airport is not located in a region that is directly susceptible to risks of liquefaction.<sup>31</sup> Additionally, the general condition of similar structures in the surrounding area supporting similar soil types have not contributed to any evidence that there are unstable soil conditions at the Proposed Project site, or at any other sites at the Airport. Therefore, the Proposed Project would result in a less than significant impact and would not require mitigation.

**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?**

*Less than significant.* Expansive soils are fine-grained soils that can undergo significant changes in volume and density with varying water content. Over time varying dry and moist conditions can cause severe stress to structures located in areas of expansive soils due to expansion and contraction of soils. The Proposed Project site is located on a soil that is partially composed of fine grained clay soil particles. Geotechnical studies on Airport property have indicated that the clay content underlying surface soil strata is likely to be non-expansive.<sup>32</sup> The Proposed Project would not require any mitigation and would have a less than significant impact on expansive soil risks.

**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?**

*No Impact.* The Proposed Project would be connected to the municipal sewer system. Septic tanks and alternative waste disposal methods are not components of the Proposed Project. Therefore, no mitigation would be required and the Proposed Project would have no impact.

**VII. Greenhouse Gas Emissions. *Would the Project:***

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<sup>30</sup> State Water Resources Control Board, *NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) GENERAL PERMIT FOR STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY (GENERAL PERMIT) WATER QUALITY ORDER 99-08-DWQ*. Available at:

[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/docs/finalconstpermit.pdf](http://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/finalconstpermit.pdf)

<sup>31</sup> City of Los Angeles, *Los Angeles General Plan, Safety Element*. Available at:

<http://cityplanning.lacity.org/cwd/gnlpln/safteyelt.pdf>

<sup>32</sup> Los Angeles World Airports, *Draft Negative Declaration for the Caste & Cooke Aviation Services, Inc. Van Nuys FBO Project*. Available at: [http://www.lawa.org/welcome\\_VNY.aspx?id=2260](http://www.lawa.org/welcome_VNY.aspx?id=2260). Accessed: September 2013.

**a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

*Less than significant.* Implementation of the Proposed Project would result in the temporary generation of greenhouse gas emissions as a result of construction. However, the Proposed Project would not result in a permanent increase in aircraft operational-related greenhouse gas emissions. Operational GHG emission increases were generated by the CalEEMod Model because of anticipated increases in electrical consumption needed for the hangar structures and increases in VMT that could occur if the number of permanent employees increases. Due to the small size of the Proposed Project, the Proposed Project would result in a less than significant impact. **Table 3** and **Appendix A** present the CO<sub>2</sub> equivalent associated with implementation of the Proposed Project.

**Greenhouse Gas Emissions**

Of growing concern is the impact of proposed projects on climate change. Greenhouse gases are those that trap heat in the earth's atmosphere. Both naturally occurring and anthropogenic (man-made) greenhouse gases include water vapor (H<sub>2</sub>O), carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and ozone (O<sub>3</sub>).

Research has shown that there is a direct link between fuel combustion and greenhouse gas emissions. Therefore, sources that require fuel or power at an airport are the primary sources that would generate greenhouse gases, including construction equipment during construction activities. Construction equipment, like many other vehicle engines, produce CO<sub>2</sub>, water vapor, nitrogen oxides, carbon monoxide, oxides of sulfur, unburned or partially combusted hydrocarbons (also known as volatile organic compounds (VOCs)), particulates, and other trace compounds. **Table 3** presents an operational and construction emission inventory for GHGe, or Greenhouse Gas Equivalents, which includes CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O emissions.

*Table 3*  
**OPERATIONAL AND CONSTRUCTION GHGe**

<b>Total Construction GHG Emissions</b>	<b>Daily Construction GHG Emissions</b>	<b>Total Operational GHG Emissions<sup>1a/</sup></b>	<b>Daily Operational GHG Emissions</b>
67 tons	1,117 lbs/day	1,398 tons	7,660 lbs/day

<sup>1a/</sup> Annual Emissions

Source: RS&H CalEEMod Model

The effect of the Proposed Project on global and State GHG emissions would be negligible since the Proposed Project would not result in a permanent increase in aircraft activity or intensity of usage. Due to the quantity of greenhouse gas emissions associated with the Proposed Project, it is not anticipated that it would have an adverse effect on the State of California's goal of reducing GHG emissions to 1990 levels by the year 2020. Therefore, GHG emissions would be less than significant and would not require any mitigation.

**b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

*Less than significant.* The South Coast Air Quality Management District (SCAQMD) has set the threshold of 10,000 metric tons per year of carbon dioxide (CO<sub>2</sub>) equivalent for assessing project significance for GHG emissions. Since the Proposed Project would not result in permanent increases in GHG emissions and construction would not reach the 10,000 metric ton threshold, the Proposed Project would result in a less than significant impact. **Appendix A** presents operational CO<sub>2</sub> equivalent increases associated with implementation of the Proposed Project.

**VIII. 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?**

*No Impact.* The Proposed Project would not result in increased numbers of aircraft at the Airport. Therefore, the Proposed Project would not increase the quantity of hazardous materials consumed at the Airport and would not alter existing procedures associated with the routine transport, use, or disposal of hazardous materials. The activities and storage within the proposed use of the hangars would not represent new usage or storage of any materials considered hazardous. Compliance with mandatory regulations would ensure that the Proposed Project would involve the safe usage and storage of hazardous materials. Therefore, the Proposed Project would result in no impact.

**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?**

*No Impact.* The Proposed Project would not result in an increased number of aircraft serviced at the Airport, but would create space for the storage and service of existing based aircraft at the Airport. All hazardous material would continue to be handled, stored, and transported in accordance with all federal, state, and local laws. Compliance with mandatory regulations would ensure that the Proposed Project would involve the safe usage and storage of hazardous materials. Therefore, the Proposed Project does not represent a new significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment and would have no impact.

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

*No Impact.* The Proposed Project would not involve the construction of a facility that would involve the emission of hazardous materials and would only involve the routine storage and handling of materials considered hazardous. The nearest school, Cohasset Elementary School is located approximately 0.65 miles to the east of the Proposed Project site. A variety of urban uses exist between the Proposed Project site and the closest school and act as a buffer between aviation-related land uses associated with the Airport and the school. Therefore, no mitigation is required and the Proposed Project would have no impact.



- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

*No Impact.* The Marquardt Company, which is a site located on the Cortese List, falls under the purview of The California Department of Toxic Substances Control (DTSC), Government Code Section 65962.5 and is located at the Airport.<sup>33</sup> However, the Proposed Project site is not located on the Marquardt Company site, which is located approximately one-half mile to the northwest. Furthermore, the Proposed project would not interfere or impede any existing mitigation occurring at the Airport. Therefore, no mitigation is required and the Proposed Project would have no impact.<sup>34</sup>

- 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?**

*Less than significant.* The Proposed Project is located within the VNY Airport Land Use Plan boundaries and would develop fallow land in compliance with the Land Use Plan. Construction would be performed within Zone 5 (Sideline Zone, where approximately two to five percent of all aviation accidents occur), which is categorized as a low to moderate risk zone and Zone 6 (Traffic Pattern Zone, where approximately 18 to 29 percent of near runway accidents occur), which is categorized as a low risk zone.<sup>3536</sup> This is not considered to be an area of unreasonable risk to workers because maximum occupancy densities indicate 100-150 people per acre are permitted within Zone 5 in an urban setting.<sup>37</sup> Since construction of the proposed Project would not exceed these densities, adverse safety conditions are not anticipated. Therefore, no mitigation is required and the Proposed Project would result in a less than significant impact.

- 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?**

*No Impact.* The Proposed Project would occur on a public use airport and is not located in proximity to a private air strip. Therefore, this does not apply and the Proposed Project would have no impact.

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

*Less than significant.* The Proposed Project would not result in alterations to established evacuation routes. Several Q Conditions also stipulate conditions at the Airport that would influence emergency response:

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<sup>33</sup> The Cortese List is a list of hazardous material sites created by Government Code Section 65962.5.

<sup>34</sup> California Environmental Protection Agency, Cortese List: Section 65962.5(a), accessed 29 May 2013, available at: <http://www.calepa.ca.gov/sitecleanup/corteselist/SectionA.htm>

<sup>35</sup> Percentage is high because of the large area that Zone 6 encompasses.

<sup>36</sup> Caltrans, *California Airport Land Use Planning Handbook*, October 2011.

<sup>37</sup> Caltrans, *California Airport Land Use Planning Handbook*, Page 4-24, October 2011.

Q Condition 75 states:

The width of private roadways for general access use and fire lanes shall not be less than 20 feet clear to the sky. Prior to issuance of building permits, the developer of individual sites shall obtain necessary Department of Public Works and Fire Department approvals for building plans.

Q Condition 76 States:

All access roads, including fire lanes, shall be maintained in an unobstructed manner. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the Los Angeles Municipal Code. Prior to issuance of building permits, the developer of individual sites shall obtain necessary Department of Public Works and Fire Department approvals for plans that show access roads, including fire lanes, shall be maintained in an unobstructed manner.

Compliance with Q Conditions would ensure that emergency response is adequately maintained and would result in a less than significant impact.<sup>38</sup>

**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?**

*No Impact.* The Proposed Project site is not located near established wild lands. Additionally the Proposed Project site is not located in an area that was identified as a wildfire hazard area.<sup>39</sup> The nearest wild land area is locate in the Santa Monica Mountains, which is located approximately 5 miles to the south of the Proposed Project site. Therefore, no mitigation is required and the Proposed Project would have no impact.

**IX. Hydrology and Water Quality. *Would the Project:***

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

*Less than significant.* Since the Proposed Project would disturb over one acre of land, a Notice of Intent to the State Water Resources Control Board for coverage under the General Construction Storm Water Permit for Discharges of Storm Water is required (Permit 99-08-DWQ). To obtain coverage, the landowner must file an NOI with a vicinity map and the appropriate fee with the State Water resources Control Board (SWRCB). In addition, this permit will require the applicant to develop adequate Storm water Pollution Prevention Plan (SWPPP) for the project. BMPs within the SWPPP will ensure that water quality violations do not occur and waste discharge requirements are maintained.

Examples of BMPs to be implemented in the SWPPP include prohibition of grading operations during the rainy season, weekly inspection of all BMPs, use of storm water swales, erosion and sediment control BMPs, filter berms, and sediment traps. Since

<sup>38</sup> Los Angeles World Airports, Van Nuys Q Conditions. Available at: [http://www.lawa.org/realestate/city/DOCS/VNY\\_Prop\\_Park\\_Exhibits\\_E-F-G-%20H-%20I-%20J-K.pdf](http://www.lawa.org/realestate/city/DOCS/VNY_Prop_Park_Exhibits_E-F-G-%20H-%20I-%20J-K.pdf) Accessed: September 2013.

<sup>39</sup> Los Angeles General Plan, Safety Element, Adopted November 1996, Available at: <http://cityplanning.lacity.org/cwd/gnpln/consvelt.pdf>

permit conditions would ensure water quality standards are maintained, the Proposed Project would result in a less than significant impact and would not require mitigation.

- 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)?**

*Less than significant.* Changes in groundwater supplies are not anticipated as a result of the Proposed Project. The Proposed Project site is partially covered by impervious surfaces which currently impede groundwater recharge. Anticipated operational water use is presented in **Appendix A**. Additionally, the Proposed Project would not involve the withdrawal of groundwater resources. While the Proposed Project would involve additional placement of impervious surface, this impact would be less than significant and would not require mitigation.

- 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?**

*Less than significant.* Implementation of the Proposed Project would involve a net increase of approximately 160,000 square feet (3.6 acres) of impervious surface, but would not involve any stream course alternation. The Proposed project site does not contain any streams or rivers. Surface drainage will be incorporated into existing and proposed drainage infrastructure and a thorough review by the City Engineering Department would be required before construction activities occur. The Proposed project has been designed in a manner that would accommodate all storm water runoff generated as a result of new impervious surfaces. Therefore, no mitigation is required and the Proposed Project would result in a less than significant impact.

- 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?**

*Less than significant.* The Proposed Project site is partially covered by impervious surfaces and disturbed soils. These conditions currently contribute to surface runoff and erosion. The Proposed Project would be designed to accommodate all runoff associated with additional impervious surfaces. Anticipated quantities of runoff associated with the Proposed project are not anticipated to have an adverse effect on the course of a stream, river or substantially increase the rate or quantity of storm water runoff in a manner that would contribute to off-site flooding. The Proposed Project site does not contain a stream or river and is not associated with any nearby floodplains. The Proposed Project would require a thorough review by the City's engineering department for appropriate drainage. Therefore, the Proposed Project would require no mitigation and would result in a less than significant impact.

- 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?**
- f) **Otherwise substantially degrade water quality?**

*e-f. Less than significant.* The drainage systems associated with the Proposed Project would be designed to accommodate all surface water runoff associated with impervious surfaces. The types of uses associated with these impervious surfaces, include an apron, parking lot, and sidewalk. The proposed land uses associated with the Proposed Project are not conducive to high levels of pollution and would employ sheet drainage and diversion into existing storm water infrastructure. Therefore, the Proposed Project would not require mitigation and would result in a less than significant increase in the quantity of polluted runoff.

- 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?**

*No Impact.* The Proposed Project would not involve the placement of housing in the 100-year floodplain. Therefore, no mitigation is necessary and the Proposed Project would have no impact.<sup>40</sup>

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

*No Impact.* The Proposed Project would not involve the placement of structures in the 100-year floodplain.<sup>41</sup> Therefore, no mitigation is required and the Proposed Project would have no impact.

- 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?**

*Less than significant.* The project site is located approximately 3 miles north of the Encino Reservoir and approximately 5 miles south of the Los Angeles Reservoir. The Airport is located within within a potential inundation area of the Los Angeles Safety Element.<sup>42</sup> However, due to the proximity and risks associated with the nearest reservoirs, implementation of the Proposed Project would not represent an unreasonable risk or injury to individuals occupying the proposed structures at the Airport. Therefore, the Proposed Project would not require any mitigation and would result in a less than significant impact.

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<sup>40</sup> Federal Emergency Management Agency, Map number: 06037C1305F, Available at: [http://map1.msc.fema.gov/idms/IntraList.cgi?displ=wsp/item\\_10473257.txt](http://map1.msc.fema.gov/idms/IntraList.cgi?displ=wsp/item_10473257.txt)

<sup>41</sup> Los Angeles General Plan, Safety Element, Adopted November 1996, Available at: <http://cityplanning.lacity.org/cwd/gnlpln/consvelt.pdf>

<sup>42</sup> Los Angeles General Plan, *Safety Element*, Available at: <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>. Accessed: September 2013.

**j) Inundation by seiche, tsunami, or mudflow**

*No Impact.* The Proposed Project site is not located near a large lake that would be susceptible to a seiche. The Proposed Project site is located 11 miles from the Pacific Ocean and separated by the Santa Monica Mountains, so it is not indicated as a Tsunami risk area.<sup>43</sup> Additionally, the Proposed Project site is located in an area that is characterized by relatively level topography and urban land uses. The Proposed Project site is not located near a body of water that could pose a risk due to inundation by a seiche. Therefore, there are no risks for inundation by seiche, tsunami, or mudflow and no mitigation would be required.

**X. Land Use and Planning. *Would the Project:***

**a) Physically divide an established community?**

*No Impact.* Implementation of the Proposed Project would occur entirely on Airport property and would not involve physical separation of an established community, conversion of residential property, or acquisition of any existing residence or private property. Therefore, no impacts from physically dividing an established community are anticipated and no mitigation is required.

**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?**

*No Impact.* The Los Angeles General Plan addresses land use compatibility with the Airport throughout the Noise Element and within the Van Nuys Airport Master Plan.<sup>44,45</sup> The Proposed Project site is zoned as [T][Q]M2-1VL and designated as an “Aviation Area” in the VNY Master Plan. The Proposed Project is consistent with the land use designations of the VNY Master Plan. The Proposed Project would not alter existing land use compatibility with respect to surrounding communities and the Proposed Project site would remain compatible with surrounding land uses.

Implementation of the proposed Project would not conflict with existing community plans in the vicinity of the Airport. This is primarily because the Proposed Project would not involve alterations to existing land use designations and would not result in increased operations, or changes in existing CNEL noise contours.

Any proposed structure exceeding 10,000 square feet is subject to Q Condition 1 at Van Nuys Airport which stipulates:

“No building permit shall be issued for any structure exceeding 10,000 sq.ft. in floor area, unless a complete and detailed plot plan indicating the exterior boundaries of the property, the location of all buildings, driveways, service roads,

<sup>43</sup> State of California Department of Conservation, *Search for Tsunami Maps*. Available at: <http://www.quake.ca.gov/gmaps/WH/tsunamimaps.htm>

<sup>44</sup> Los Angeles World Airports, *Van Nuys Master Plan*. Available at: <http://www.vnymasterplan.org/> Accessed: September 2013.

<sup>45</sup> City of Los Angeles General Plan, Noise Element, Available at: <http://cityplanning.lacity.org/cwd/gnlpln/noiseElt.pdf> Accessed: September 2013.

maintenance areas, access ways, parkway areas, taxiways, enclosing fixtures, landscaping, etc. has been reviewed and approved by the Director of Planning. The Director's approval may include conditions pursuant to Section 12.24.F of the Zone Code to protect the public health, safety and welfare of the surrounding property and/or neighborhood; to ensure that the structure is compatible with the surrounding properties or neighborhood or to lessen or prevent any detrimental effects upon the surrounding properties or neighborhood or to secure appropriate development in harmony with the objectives of the General Plan. The report shall incorporate any conditions recommended by the Department of Transportation. In preparing the conditions, the Director of Planning or the Director's designee shall also consider the comments received from the Van Nuys Airport Citizens Advisory Council."<sup>46</sup>

Furthermore, the design of the Proposed Project is subject to Q condition 3 within an aviation area that stipulates:

"Uses are limited to hangars, aircraft tie down parking, aircraft ramp and maneuvering areas, aircraft maintenance and fueling facilities, flight training schools, military aviation functions, air tour, air taxi and other primary general aviation uses. Non-aviation uses are prohibited. Maximum concentration of people is limited to 60 persons per acre. Obstructions, including trees over 15 feet, fences or walls over eight feet, poles, non-frangible lights and billboards, are prohibited."

The design of the Proposed Project is also subject to Q Conditions 12 through 19 which indicate:

- The use of corrugated metal is prohibited on exterior walls visible from the street, except for use for security windows or doors, and colors shall be limited to earth tones or muted colors.
- All rooftop mechanical equipment shall be fully enclosed. Prior to issuance of building permits, the project developer shall show on plans submitted for plan check, the location of mechanical rooftop equipment and the proposed height, location, size and material composition of mechanical screening that complies with City of Los Angeles Building & Safety Department standards.
- Unless otherwise required by the FAA, fencing materials used shall consist of only beige slump stone block or black wrought iron.
- All projects shall include a 10-foot front yard building setback and 5-foot side yard setbacks. All portions of the front and side yard setbacks not used for necessary driveways and walkways shall be landscaped. A minimum of one 24 inch boxed tree shall be provided for every 50 feet of frontage in the required front yard setback. Los Angeles World Airports shall approve a landscape plan prepared by a licensed landscape architect.
- A minimum of one 24-inch box tree (minimum trunk diameter of 2 inches and a height of 8 feet at the time of planting) shall be planted for every 4 new surface automobile parking spaces required for public parking. The trees shall be species that discourage birds and shall be dispersed within the parking area so as to

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<sup>46</sup> Los Angeles World Airports, "Q" Conditions – Van Nuys Airport. Available at: [http://www.lawa.org/realstate/city/DOCS/VNY\\_Prop\\_Park\\_Exhibits\\_E-F-G-%20H-%20I-%20J-K.pdf](http://www.lawa.org/realstate/city/DOCS/VNY_Prop_Park_Exhibits_E-F-G-%20H-%20I-%20J-K.pdf) Accessed: September 2013.

shade the surface parking and shall be protected by a minimum 6-inch high curb. Los Angeles World Airports shall approve an automatic irrigation plan.

- Off-site signs (billboards), pole signs and projecting signs are prohibited. All other signs must be approved by Los Angeles World Airports based on sign standards approved by the Board of Airport Commissioners.<sup>47</sup>

Therefore the Proposed Project would require planting 28 trees within the parking area and 9 trees in the street frontage area. Compliance with Q Conditions would ensure implementation of the Proposed Project would not represent any conflict with existing plans. Furthermore, the Proposed Project site is zoned [T][Q]M2-1VL, or light manufacturing which is consistent with the proposed use of the property. Therefore, the Proposed Project would have a less than significant impact.

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

*No Impact.* Implementation of the Proposed Project would not conflict with any established state, regional, or local habitat conservation plan or natural community conservation plan. Therefore, no mitigation is required and the Proposed Project would result in no impact.

**XI. 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?**

*No Impact.* The Proposed Project site is located on a Quaternary geologic unit with no known deposits of minerals.<sup>48</sup> Furthermore, the Proposed Project site is not located within an area designated as a Mineral Resource Zone (MRZ-2s).<sup>49</sup> Therefore, no mitigation is required and the Proposed Project would have no impact on the availability of mineral resources.

**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?**

*No Impact.* There is no confirmed locally-important mineral resource recovery sites located on the Proposed Project site. Furthermore, the Proposed Project site is not located within an area designated as a Mineral Resource Zone (MRZ-2s) or indicated as an important mineral resource recovery site as delineated in a local, regional, or state plan.<sup>50</sup> Therefore, the Proposed Project would have no impact on mineral resource recovery and would require no mitigation.

<sup>47</sup> Los Angeles World Airports, "Q Conditions Van Nuys Airport. Available at: [http://www.lawa.org/realestate/city/DOCS/VNY\\_Prop\\_Park\\_Exhibits\\_E-F-G-%20H-%20I-%20J-K.pdf](http://www.lawa.org/realestate/city/DOCS/VNY_Prop_Park_Exhibits_E-F-G-%20H-%20I-%20J-K.pdf) Accessed September 2013.

<sup>48</sup> State of California Department of Conservation, *2010 Geologic Map of California*. Accessed August 2013, Available at: <http://www.quake.ca.gov/gmaps/GMC/stategeologicmap.html>

<sup>49</sup> Los Angeles County, *Los Angeles General Plan 2035*, Available at: [http://planning.lacounty.gov/assets/upl/project/gp\\_2035\\_entire-draft2012.pdf](http://planning.lacounty.gov/assets/upl/project/gp_2035_entire-draft2012.pdf) Accessed September 2013.

<sup>50</sup> Los Angeles County, *Los Angeles General Plan 2035*, Available at: [http://planning.lacounty.gov/assets/upl/project/gp\\_2035\\_entire-draft2012.pdf](http://planning.lacounty.gov/assets/upl/project/gp_2035_entire-draft2012.pdf) Accessed September 2013.

**XII. Noise. *Would the Project:***

- 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?**
- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**
- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**
- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Construction**

*a-d. Less than significant Impact.* The Proposed Project would involve construction in an airport environment that operates 24 hours a day, 365 days a year. The environment surrounding the Airport is also highly urbanized and subjected to aircraft noise generated by operation of the Airport and highway noise generated by adjacent public roadways. Construction would result in temporary increases in noise generation in the immediate vicinity of the Proposed Project site and corresponding traffic increases that would result in temporary traffic-related noise increases. Based on the distance of the nearest residential land uses, which are separated by light industrial land uses, located approximately 0.2 miles away, and the existing urban noise environment, it is not anticipated that daytime construction would result in noise generation that would exceed the City's noise ordinance, expose individuals excessive groundborne vibrations, or result in unacceptable ambient noise levels.

Construction must not occur between 9:00 p.m and 7:00 a.m, which could disturb local residences near the Airport.<sup>51</sup> In addition, construction activities would be subject to Q conditions listed below:

- During construction, the project contractors shall muffle and shield intakes and exhausts, shroud and shield impact tools, and use electric-powered rather than diesel powered construction equipment, as feasible. Prior to issuance of building permits, the developer of individual construction sites shall submit to the Department of Building and Safety and the Department of Airports a construction plan that identifies how contractors shall muffle and shield intakes and exhausts, shroud and shield impact tools, and use electric powered rather than diesel powered construction equipment, as feasible.
- At certain stages of project construction, it may be feasible to use portable noise curtains or panels to contain noise from power tools such as impact wrenches. During project construction, the Department of Building and Safety or the Department of Airports may determine that such measures are feasible and require developer compliance.
- Truck deliveries and trash pickup shall be prohibited between the hours of 7:00 p.m. and 7:00 a.m. Prior to use of site facilities and business operations being conducted on individual sites, the project developer shall incorporate in tenant agreements, and shall post the specified hours for trash collection and prohibited

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<sup>51</sup> Los Angeles Noise Ordinance, 41.40 LAMC – Construction Noise.



hours. Such notices shall be posted on the exterior enclosure of all trash receptacles.

### **Traffic**

With respect to traffic noise, due to the small size and scope of construction required for the project, only minor project-related traffic would be necessary to accommodate the construction of the Proposed Project. Construction-related traffic would be made up of prefabricated building materials delivery, supply delivery, and as well as worker traffic. Only minor traffic increases would occur and it is not anticipated that this would result in noise levels that would exceed the threshold of significance. However, implementation of the Proposed Project would increase Vehicle Miles Traveled (VMT) because it is assumed that workers would occupy the commercial structures during normal business hours. However, this anticipated increase would be minor and would not contribute to noise generation exceedances.

### **Aircraft Noise**

As previously described the Proposed Project would not induce additional operations at the Airport and therefore would not result in alternations to existing Airport CNEL noise contours as listed in Exhibit C of the Los Angeles General Plan Noise Element.<sup>52</sup> Since it is not anticipated that the Proposed Project would result in, these impacts would be less than significant and no mitigation would be required.

- 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?**

*Less than significant.* The Proposed Project would result in minor increases in noise generation during construction. However, this temporary construction-related noise would not exceed established the Proposed Project would not result in any permanent operational-related increases in ambient noise generation. Therefore, the Proposed Project would result in a less than significant impact and no mitigation would be required.

- 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?**

*No Impact.* The Proposed Project is located within a public use airport and is not located in the vicinity of a private airstrip. Therefore, the Proposed Project would result in no impact and mitigation would not be necessary.

### **XIII. 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)?**

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<sup>52</sup> City of Los Angeles General Plan, Noise Element, Available at: <http://cityplanning.lacity.org/cwd/gn/pln/noiseElt.pdf>  
Accessed: September 2013.

*Less than significant.* Implementation of the Proposed Project would not create a substantial number of new jobs and would not involve the construction of any new housing units. While the Proposed Project would increase aircraft parking capacity, this project only serves to accommodate existing aircraft and the lack of parking available for Clay Lacy Aviation and the proposed facilities. Therefore, mitigation would not be required and the Proposed Project would have a less than significant impact.

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

*b-c. No Impact.* Implementation of the Proposed Project would not involve the displacement of any existing housing units, individuals, or the conversion of any existing residential zoned land to non-residential land uses. Therefore, mitigation would not be required and the Proposed Project would have no impact.

**XIV. Public Services. *Would the Project:***

- a) 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:**

*Less than significant. See Section XIV, b-f*

- b) Fire protection?**

*Less than significant.* Fire services are provided on-site at the Airport by Fire Station 114. The aircraft hangars will be constructed in accordance with all applicable city, state, and federal fire codes and ordinances. Prefabricated materials would be manufactured with noncombustible material. Fire service demand estimates typically rely on the size of the proposed development and the nature of the activities that would be conducted on the project site. The Proposed Project would not result in a net increase of 75 residential units, 100,000 square feet of commercial floor area, or 200,000 square feet of industrial floor area, which are preliminary threshold screening criteria used for determining a Proposed Project's public service demands, as published in the Los Angeles CEQA Thresholds Guide.<sup>53</sup> Since the Proposed Project does not exceed these thresholds and would not induce additional operational activity, the proposed Project would have a less than significant impact.

- c) Police protection?**

*Less than significant.* The Airport is patrolled by the Los Angeles Airport Police Division. Demand for additional on-airport police is typically determined using the number of

enplaned passengers, aircraft activity, and number of employees. The Los Angeles CEQA Thresholds Guide indicates that a 200,000 square foot development. Since the number of employees would constitute a minor increase, it would result in a negligible increase in police protection demand. Service demands would also not exceed thresholds for public service impacts. Therefore, the Proposed Project would not require any mitigation and would result in a less than significant impact.

**d) Schools?**

*No Impact.* Implementation of the Proposed Project would not include any new residential development, conversion of any existing residential zoning, or displacement of individuals that would cause population shifts and school capacity demand changes. Additionally, the Proposed Project does not involve alterations to an educational facility. Therefore, the Proposed Project would not require mitigation and would have a less than significant impact on the demand for schools.

**e) Parks?**

*Less than significant.* The Proposed Project would not increase the number of enplanements, or operations at the Airport. However, it is assumed that the attached office buildings associated with the new hangar structures would involve new permanent staff. While staff may visit regional parks in the vicinity of the Proposed Project site, the number would be negligible. Due to the small size of the new development, the Proposed Project would have a less than significant impact on the demand for parks.

**f) Other public facilities (including roads)?**

*Less than significant.* Due to the small size of the Proposed Project and because the Proposed Project would not result in any foreseeable changes to public facilities, it would not require any mitigation and would have a less than significant impact on other public facilities and roadways.

**XV. Recreation. Would the Project:**

- a) 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?**
- 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?**

*a-b. Less than significant.* Implementation of the Proposed Project would not include recreational facilities and would not require the construction or expansion of parks or recreational facilities. The addition of new employees could have a minor effect on the use of parks in the immediate area. Due to the small number of added employees associated with the Proposed Project it is not anticipated that this would be significant. Therefore, the Proposed Project would not require mitigation and would have less than significant impact.

**XVI. Transportation/Traffic. *Would the Project:***

- a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

*Less than significant Impact.* Implementation of the Proposed Project would not require any alterations to existing transportation circulation systems and would not substantially affect the effectiveness or demand for any existing transportation corridor. Construction of the Proposed Project would result in temporary localized traffic increases. However, this associated traffic increase is anticipated to be minor due to the size of the Proposed Project and the use of prefabricated materials. Therefore, the Proposed Project would not require mitigation and would have a less than significant impact.

- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

*Less than significant Impact.* Implementation of the Proposed Project would result in minor construction-related traffic increases over the duration of construction. Due to the small size of the Proposed Project, it is not anticipated that it would conflict with applicable congestion management programs. Construction of the Proposed Project would not result in any lane closures, and all roadways will be kept unobstructed throughout the duration of construction in accordance with FAA, State Fire Marshal, and Los Angeles Fire Code Regulations. Therefore, the Proposed Project would not require any mitigation and would have a less than significant impact.

- 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?**

*No Impact.* Implementation of the Proposed Project would not result in any changes to air traffic patterns. The Proposed Project would not involve the addition of any new aircraft, but is proposed to accommodate existing based aircraft. Therefore, the Proposed Project would require no mitigation and would result in no impact.

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

*No Impact.* Implementation of the Proposed Project would not result in a design that could be considered hazardous. The proposed hangars are designed to be outside of the existing building restriction line and would be consistent with Airport land use plans and relevant FAA design standards. Therefore, the Proposed Project would require no mitigation and would have no impact.

- e) Result in inadequate emergency access?**

*No Impact.* Implementation of the Proposed Project would not involve alterations to any existing or proposed emergency routes. Therefore, the Proposed Project would require no mitigation and would have no impact.

- f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

*No Impact.* Implementation of the Proposed Project would not adversely affect or conflict with any applicable transportation plans, or policies. Therefore, no mitigation would be required and the Proposed Project would have no impact.

**XVII. Utilities and Service Systems. *Would the Project:***

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

*Less than significant.* Due to the small size of the Proposed Project, it is not anticipated that implementation would result in an exceedance of Regional Water Quality Control Board (RWQCB) wastewater treatment requirements. Wastewater treatment would be served by the Los Angeles City Department of Public Works. Construction of the Proposed Project would not significantly contribute to population shifts or growth in the area. Therefore, the Proposed Project would not require mitigation and would result in a less than significant impact.

- 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?**

*No Impact.* Implementation of the Proposed Project would not require expansion or construction of wastewater treatment facilities. Implementation of the Proposed project would represent a minor increase in the quantity of wastewater generated at the Airport. Therefore, no mitigation would be required and the Proposed Project would result in a less than significant impact.

- 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?**

*Less than significant.* The Proposed Project site is located within Basin #1 of the four basins on Airport Property.<sup>54</sup> Implementation of the Proposed Project would require the installation of storm water conveyance infrastructure, which is incorporated into the proposed design of the parcel development. Proposed storm water gutters would tie into existing outfalls and infrastructure. Since much of the area that is already adequately serviced by drainage infrastructure, it is not anticipated that implementation of the Proposed Project would result in a significant storm water runoff increase. The Airport has established BMPs for the management of storm water and pollutants within the Airport Storm Water Pollution Prevention Plan (SWPPP). All proposals for storm water

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<sup>54</sup> Van Nuys Airport Storm Water Pollution Prevention Plan (SWPPP), September 2010. Available at: <http://www.lawa.org/uploadedFiles/LAWA/pdf/VNY-SWPPP-2010.pdf>

treatment will be evaluated by the City Engineering Department, and revised if necessary to meet applicable requirements. Therefore, mitigation is not necessary and the Proposed Project would result in a less than significant impact.

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

*Less than significant.* Implementation of the Proposed Project has the potential to result in a slight increase in the quantity of consumptive water demand at the Airport that could occur if the number of employees increases. These quantities are presented in **Appendix A**. It is anticipated that this increase would be minimal and would not result in significant reduction in the availability of water supplies. In addition, since the size of the Proposed Project is small, it would not require substantial quantities of water. Therefore, the Proposed Project would not require mitigation and would result in a less than significant impact.

**e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

*Less than significant.* Implementation of the Proposed Project has the potential to result in a slight increase in wastewater generation on Airport property if the number of employees increases. However, this increase is anticipated to be very minor. Therefore, the Proposed Project would not require mitigation and would result in a less than significant impact.

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

*Less than significant.* The Proposed Project would generate temporary quantities of construction waste during construction. Hangars would be constructed from prefabricated construction materials, which would considerably reduce the quantity of construction debris. Additionally, there is potential for the new facilities to generate new sources of solid waste. There are several landfill and recycling operations in Los Angeles County that have permitted capacity and are committed to the recycle and reuse of construction and demolition waste. A few nearby facilities include the Van Nuys Street Landfill, which has a permitted capacity of 225 tons per day (TPD) and the Sunshine Canyon City/County Landfill, which has a permitted capacity of 12,100 TPD. Therefore, the increase in solid waste generation is anticipated to be a negligible increase and would have a less than significant impact on landfill capacity in the region.

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

*No Impact.* The Proposed Project would comply with federal, state, and local regulations related to solid waste. All construction and demolition waste will be disposed of in compliance with local, regional, state and federal regulations. Therefore the Proposed Project would have no impact.

**XVIII. Mandatory Findings of Significance. *Would the Project:***

- a) 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, substantially 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?**

*Less than significant.* The Proposed Project site has been previously graded and disturbed as a result of past construction and maintenance activities. Therefore, the Proposed Project has little potential to further degrade the environment and would not result in adverse effects to protected flora or fauna populations. The Proposed Project would not be expected to eliminate important examples of the major periods of California history or prehistory, as addressed in previous section of this IS. Therefore, the Proposed Project would have a less than significant impact.

- b) 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)?**

*Less than significant.* When cumulatively examined with past, present, and Proposed Project at the Airport, the Proposed Project would result in a less than significant impact.

- c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

*No Impact.* The Proposed Project would not directly or indirectly result in substantial adverse effects to human beings. Therefore, the Proposed Project would have no impact.

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## APPENDIX A

**VYN Hangar Development  
South Coast Air Basin, Annual**

**1.0 Project Characteristics**

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**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	11.20	1000sqft	0.26	11,200.00	0
General Light Industry	53.50	1000sqft	1.23	53,500.00	0
Other Non-Asphalt Surfaces	136.00	1000sqft	3.12	136,000.00	0
Parking Lot	44.00	1000sqft	1.01	44,000.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	10			<b>Operational Year</b>	2014
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MW hr)</b>	1238.52	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.011

**1.3 User Entered Comments & Non-Default Data**

Construction Phase - existing slope grade of 0-2% will not require grading. Use of prefabricated materials will reduce duration of construction and number of workers required.

Off-road Equipment - demo phase would not involve structural demo, only demo of existing impervious surfaces.

Off-road Equipment - Existing slope grade of 0-2% would not require intensive grading operations

Off-road Equipment - minimal grading required

Off-road Equipment - use of prefabricated materials would reduce reliance on machinery.

Demolition - removal of existing impervious surface. No structural demo required.

Trips and VMT - use of prefabricated materials will reduce the number of workers required.

Architectural Coating - area of nonresidential interior for arch coating.

Road Dust - unpaved const. access road 10 MPH limit.

Area Coating - SF of interior coating

Sequestration - palms

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	303,030.00	93,200.00
tblAreaCoating	Area_Nonresidential_Interior	303030	93000
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	230.00	60.00
tblConstructionPhase	NumDays	20.00	3.00
tblConstructionPhase	NumDays	20.00	2.00
tblConstructionPhase	NumDays	10.00	4.00
tblConstructionPhase	PhaseEndDate	7/15/2014	7/18/2014
tblConstructionPhase	PhaseEndDate	4/14/2014	4/22/2014
tblConstructionPhase	PhaseEndDate	4/9/2014	4/10/2014
tblConstructionPhase	PhaseStartDate	4/23/2014	4/26/2014
tblConstructionPhase	PhaseStartDate	4/11/2014	4/21/2014
tblConstructionPhase	PhaseStartDate	7/19/2014	7/21/2014
tblConstructionPhase	PhaseStartDate	4/4/2014	4/7/2014

tblGrading	AcresOfGrading	0.50	5.88
tblGrading	AcresOfGrading	0.50	5.88
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	7.00	2.00
tblOffRoadEquipment	UsageHours	8.00	2.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	8.00	1.00
tblOffRoadEquipment	UsageHours	8.00	1.00
tblOffRoadEquipment	UsageHours	7.00	2.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	2.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	1.00
tblOffRoadEquipment	UsageHours	8.00	2.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	1.00
tblOffRoadEquipment	UsageHours	8.00	2.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	1238.52

tblProjectCharacteristics	N2OIntensityFactor	0.006	0.011
tblRoadDust	MeanVehicleSpeed	40	10
tblSequestration	CO2perTree	0.04	0.04
tblSequestration	NumberOfNewTrees	0.00	37.00
tblTripsAndVMT	VendorTripNumber	40.00	20.00
tblTripsAndVMT	WorkerTripNumber	102.00	48.00
tblTripsAndVMT	WorkerTripNumber	20.00	12.00

## 2.0 Emissions Summary

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**2.1 Overall Construction**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	1.2296	0.5139	0.4729	7.5000e-004	0.0327	0.0283	0.0610	8.3000e-003	0.0265	0.0348	0.0000	66.8095	66.8095	0.0103	0.0000	67.0259
<b>Total</b>	<b>1.2296</b>	<b>0.5139</b>	<b>0.4729</b>	<b>7.5000e-004</b>	<b>0.0327</b>	<b>0.0283</b>	<b>0.0610</b>	<b>8.3000e-003</b>	<b>0.0265</b>	<b>0.0348</b>	<b>0.0000</b>	<b>66.8095</b>	<b>66.8095</b>	<b>0.0103</b>	<b>0.0000</b>	<b>67.0259</b>



**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.9970	3.0000e-005	3.2700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.0700e-003	6.0700e-003	2.0000e-005	0.0000	6.4500e-003
Energy	9.8200e-003	0.0893	0.0750	5.4000e-004		6.7900e-003	6.7900e-003		6.7900e-003	6.7900e-003	0.0000	518.9500	518.9500	0.0117	5.5300e-003	520.9102
Mobile	1.1333	1.1394	4.2252	8.4600e-003	0.5862	0.0171	0.6034	0.1568	0.0157	0.1726	0.0000	711.6082	711.6082	0.0325	0.0000	712.2899
Waste						0.0000	0.0000		0.0000	0.0000	15.5816	0.0000	15.5816	0.9209	0.0000	34.9193
Water						0.0000	0.0000		0.0000	0.0000	4.5566	112.6762	117.2328	0.4706	0.0121	130.8521
<b>Total</b>	<b>2.1401</b>	<b>1.2288</b>	<b>4.3035</b>	<b>9.0000e-003</b>	<b>0.5862</b>	<b>0.0239</b>	<b>0.6102</b>	<b>0.1568</b>	<b>0.0225</b>	<b>0.1794</b>	<b>20.1382</b>	<b>1,343.2404</b>	<b>1,363.3786</b>	<b>1.4357</b>	<b>0.0176</b>	<b>1,398.9780</b>

## 2.3 Vegetation

### Vegetation

	CO2e
Category	MT
New Trees	27.1580
Vegetation Land Change	-24.9980
<b>Total</b>	<b>2.1600</b>

## 3.0 Construction Detail

### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2014	4/3/2014	5	3	
2	Site Preparation	Site Preparation	4/7/2014	4/10/2014	5	4	
3	Grading	Grading	4/21/2014	4/22/2014	5	2	
4	Building Construction	Building Construction	4/26/2014	7/18/2014	5	60	
5	Paving	Paving	7/21/2014	8/15/2014	5	20	
6	Architectural Coating	Architectural Coating	8/16/2014	8/29/2014	5	10	

### OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	4.00	81	0.73
Grading	Concrete/Industrial Saws	0	8.00	81	0.73
Building Construction	Cranes	1	2.00	226	0.29
Building Construction	Forklifts	2	2.00	89	0.20
Site Preparation	Graders	1	2.00	174	0.41
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	1	2.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	1	1.00	97	0.37
Grading	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	2.00	97	0.37
Demolition	Excavators	0	0.00	162	0.38
Grading	Excavators	1	1.00	162	0.38
Building Construction	Generator Sets	1	2.00	84	0.74
Grading	Graders	1	4.00	174	0.41
Paving	Paving Equipment	2	8.00	130	0.36
Site Preparation	Rubber Tired Dozers	1	1.00	255	0.40
Building Construction	Welders	1	2.00	46	0.45

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	3	8.00	0.00	10.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	6	48.00	20.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	9	23.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	12.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction : N/A**

**3.2 Demolition - 2014**

**Unmitigated Construction On-Site**

**Acres of Grading: 5.88**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0700e-003	0.0000	1.0700e-003	1.6000e-004	0.0000	1.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.9000e-004	7.4200e-003	5.4100e-003	1.0000e-005		5.0000e-004	5.0000e-004		4.9000e-004	4.9000e-004	0.0000	0.6201	0.6201	1.1000e-004	0.0000	0.6225
<b>Total</b>	<b>8.9000e-004</b>	<b>7.4200e-003</b>	<b>5.4100e-003</b>	<b>1.0000e-005</b>	<b>1.0700e-003</b>	<b>5.0000e-004</b>	<b>1.5700e-003</b>	<b>1.6000e-004</b>	<b>4.9000e-004</b>	<b>6.5000e-004</b>	<b>0.0000</b>	<b>0.6201</b>	<b>0.6201</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>0.6225</b>

**3.2 Demolition - 2014**

**Unmitigated Construction Off-Site**

**Acres of Grading: 5.88**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.7000e-004	1.8800e-003	1.2700e-003	0.0000	9.0000e-005	3.0000e-005	1.2000e-004	2.0000e-005	3.0000e-005	6.0000e-005	0.0000	0.3450	0.3450	0.0000	0.0000	0.3450
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	9.0000e-005	9.0000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1320	0.1320	1.0000e-005	0.0000	0.1322
<b>Total</b>	<b>5.6000e-004</b>	<b>1.9700e-003</b>	<b>2.1700e-003</b>	<b>0.0000</b>	<b>2.2000e-004</b>	<b>3.0000e-005</b>	<b>2.5000e-004</b>	<b>5.0000e-005</b>	<b>3.0000e-005</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>0.4770</b>	<b>0.4770</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.4772</b>

### 3.3 Site Preparation - 2014

#### Unmitigated Construction On-Site

Acres of Grading: 5.88

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.6200e-003	0.0000	4.6200e-003	1.1600e-003	0.0000	1.1600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0400e-003	0.0109	6.4700e-003	1.0000e-005		6.1000e-004	6.1000e-004		5.7000e-004	5.7000e-004	0.0000	0.6655	0.6655	2.0000e-004	0.0000	0.6696
<b>Total</b>	<b>1.0400e-003</b>	<b>0.0109</b>	<b>6.4700e-003</b>	<b>1.0000e-005</b>	<b>4.6200e-003</b>	<b>6.1000e-004</b>	<b>5.2300e-003</b>	<b>1.1600e-003</b>	<b>5.7000e-004</b>	<b>1.7300e-003</b>	<b>0.0000</b>	<b>0.6655</b>	<b>0.6655</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>0.6696</b>

### 3.3 Site Preparation - 2014

#### Unmitigated Construction Off-Site

**Acres of Grading: 5.88**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.9000e-004	1.2000e-004	1.2100e-003	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1760	0.1760	1.0000e-005	0.0000	0.1762
<b>Total</b>	<b>3.9000e-004</b>	<b>1.2000e-004</b>	<b>1.2100e-003</b>	<b>0.0000</b>	<b>1.8000e-004</b>	<b>0.0000</b>	<b>1.8000e-004</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.1760</b>	<b>0.1760</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.1762</b>

### 3.4 Grading - 2014

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.8700e-003	0.0000	3.8700e-003	7.5000e-004	0.0000	7.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.4000e-004	7.9200e-003	4.3000e-003	0.0000		4.2000e-004	4.2000e-004		3.9000e-004	3.9000e-004	0.0000	0.4719	0.4719	1.4000e-004	0.0000	0.4749
<b>Total</b>	<b>7.4000e-004</b>	<b>7.9200e-003</b>	<b>4.3000e-003</b>	<b>0.0000</b>	<b>3.8700e-003</b>	<b>4.2000e-004</b>	<b>4.2900e-003</b>	<b>7.5000e-004</b>	<b>3.9000e-004</b>	<b>1.1400e-003</b>	<b>0.0000</b>	<b>0.4719</b>	<b>0.4719</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>0.4749</b>



### 3.4 Grading - 2014

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	6.0000e-005	6.0000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0880	0.0880	1.0000e-005	0.0000	0.0881
<b>Total</b>	<b>1.9000e-004</b>	<b>6.0000e-005</b>	<b>6.0000e-004</b>	<b>0.0000</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>9.0000e-005</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.0880</b>	<b>0.0880</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.0881</b>

### 3.5 Building Construction - 2014

#### Unmitigated Construction On-Site

Acres of Paving: 0

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0234	0.1837	0.1058	1.6000e-004		0.0124	0.0124		0.0117	0.0117	0.0000	14.1793	14.1793	3.4300e-003	0.0000	14.2514
<b>Total</b>	<b>0.0234</b>	<b>0.1837</b>	<b>0.1058</b>	<b>1.6000e-004</b>		<b>0.0124</b>	<b>0.0124</b>		<b>0.0117</b>	<b>0.0117</b>	<b>0.0000</b>	<b>14.1793</b>	<b>14.1793</b>	<b>3.4300e-003</b>	<b>0.0000</b>	<b>14.2514</b>

**3.5 Building Construction - 2014**

**Unmitigated Construction Off-Site**

**Acres of Paving: 0**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0127	0.0707	0.0823	1.3000e-004	3.6900e-003	1.3400e-003	5.0200e-003	1.0500e-003	1.2300e-003	2.2800e-003	0.0000	12.1007	12.1007	1.1000e-004	0.0000	12.1030
Worker	0.0348	0.0105	0.1086	1.9000e-004	0.0158	1.5000e-004	0.0160	4.2000e-003	1.4000e-004	4.3300e-003	0.0000	15.8420	15.8420	9.5000e-004	0.0000	15.8618
<b>Total</b>	<b>0.0475</b>	<b>0.0812</b>	<b>0.1908</b>	<b>3.2000e-004</b>	<b>0.0195</b>	<b>1.4900e-003</b>	<b>0.0210</b>	<b>5.2500e-003</b>	<b>1.3700e-003</b>	<b>6.6100e-003</b>	<b>0.0000</b>	<b>27.9426</b>	<b>27.9426</b>	<b>1.0600e-003</b>	<b>0.0000</b>	<b>27.9648</b>

**3.6 Paving - 2014**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0192	0.2046	0.1247	1.9000e-004		0.0116	0.0116		0.0107	0.0107	0.0000	17.7220	17.7220	4.9800e-003	0.0000	17.8265
Paving	1.3200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0205</b>	<b>0.2046</b>	<b>0.1247</b>	<b>1.9000e-004</b>		<b>0.0116</b>	<b>0.0116</b>		<b>0.0107</b>	<b>0.0107</b>	<b>0.0000</b>	<b>17.7220</b>	<b>17.7220</b>	<b>4.9800e-003</b>	<b>0.0000</b>	<b>17.8265</b>

### 3.6 Paving - 2014

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5600e-003	1.6700e-003	0.0173	3.0000e-005	2.5200e-003	2.0000e-005	2.5500e-003	6.7000e-004	2.0000e-005	6.9000e-004	0.0000	2.5303	2.5303	1.5000e-004	0.0000	2.5335	
<b>Total</b>	<b>5.5600e-003</b>	<b>1.6700e-003</b>	<b>0.0173</b>	<b>3.0000e-005</b>	<b>2.5200e-003</b>	<b>2.0000e-005</b>	<b>2.5500e-003</b>	<b>6.7000e-004</b>	<b>2.0000e-005</b>	<b>6.9000e-004</b>	<b>0.0000</b>	<b>2.5303</b>	<b>2.5303</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>2.5335</b>	

### 3.6 Paving - 2014

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5600e-003	1.6700e-003	0.0173	3.0000e-005	2.5200e-003	2.0000e-005	2.5500e-003	6.7000e-004	2.0000e-005	6.9000e-004	0.0000	2.5303	2.5303	1.5000e-004	0.0000	2.5335
<b>Total</b>	<b>5.5600e-003</b>	<b>1.6700e-003</b>	<b>0.0173</b>	<b>3.0000e-005</b>	<b>2.5200e-003</b>	<b>2.0000e-005</b>	<b>2.5500e-003</b>	<b>6.7000e-004</b>	<b>2.0000e-005</b>	<b>6.9000e-004</b>	<b>0.0000</b>	<b>2.5303</b>	<b>2.5303</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>2.5335</b>

**3.7 Architectural Coating - 2014**

**Unmitigated Construction On-Site**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 93,200; Non-Residential Outdoor: 101,010**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.1252					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.2300e-003	0.0139	9.6100e-003	1.0000e-005		1.2300e-003	1.2300e-003		1.2300e-003	1.2300e-003	0.0000	1.2766	1.2766	1.8000e-004	0.0000	1.2805
<b>Total</b>	<b>1.1274</b>	<b>0.0139</b>	<b>9.6100e-003</b>	<b>1.0000e-005</b>		<b>1.2300e-003</b>	<b>1.2300e-003</b>		<b>1.2300e-003</b>	<b>1.2300e-003</b>	<b>0.0000</b>	<b>1.2766</b>	<b>1.2766</b>	<b>1.8000e-004</b>	<b>0.0000</b>	<b>1.2805</b>

### 3.7 Architectural Coating - 2014

#### Unmitigated Construction Off-Site

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 93,200; Non-Residential Outdoor: 101,010**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4500e-003	4.4000e-004	4.5200e-003	1.0000e-005	6.6000e-004	1.0000e-005	6.6000e-004	1.7000e-004	1.0000e-005	1.8000e-004	0.0000	0.6601	0.6601	4.0000e-005	0.0000	0.6609
<b>Total</b>	<b>1.4500e-003</b>	<b>4.4000e-004</b>	<b>4.5200e-003</b>	<b>1.0000e-005</b>	<b>6.6000e-004</b>	<b>1.0000e-005</b>	<b>6.6000e-004</b>	<b>1.7000e-004</b>	<b>1.0000e-005</b>	<b>1.8000e-004</b>	<b>0.0000</b>	<b>0.6601</b>	<b>0.6601</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>0.6609</b>



## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.1333	1.1394	4.2252	8.4600e-003	0.5862	0.0171	0.6034	0.1568	0.0157	0.1726	0.0000	711.6082	711.6082	0.0325	0.0000	712.2899
Unmitigated	1.1333	1.1394	4.2252	8.4600e-003	0.5862	0.0171	0.6034	0.1568	0.0157	0.1726	0.0000	711.6082	711.6082	0.0325	0.0000	712.2899

### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	372.90	70.62	36.38	1,247,177	1,247,177
General Office Building	123.31	26.54	10.98	301,013	301,013
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
<b>Total</b>	<b>496.21</b>	<b>97.16</b>	<b>47.36</b>	<b>1,548,190</b>	<b>1,548,190</b>

### 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

### 4.4 Fleet Mix

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.516610	0.060517	0.179979	0.140587	0.041566	0.006616	0.015092	0.027587	0.001923	0.002530	0.004314	0.000602	0.002075

### 5.0 Energy Detail

Historical Energy Use: N

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	40880	2.2000e-004	2.0000e-003	1.6800e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	2.1815	2.1815	4.0000e-005	4.0000e-005	2.1948
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Light Industry	1.78102e+006	9.6000e-003	0.0873	0.0733	5.2000e-004		6.6400e-003	6.6400e-003		6.6400e-003	6.6400e-003	0.0000	95.0417	95.0417	1.8200e-003	1.7400e-003	95.6202
<b>Total</b>		<b>9.8200e-003</b>	<b>0.0893</b>	<b>0.0750</b>	<b>5.3000e-004</b>		<b>6.7900e-003</b>	<b>6.7900e-003</b>		<b>6.7900e-003</b>	<b>6.7900e-003</b>	<b>0.0000</b>	<b>97.2233</b>	<b>97.2233</b>	<b>1.8600e-003</b>	<b>1.7800e-003</b>	<b>97.8149</b>

### 5.3 Energy by Land Use - Electricity

#### Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	592245	332.7133	7.7900e-003	2.9600e-003	333.7930
General Office Building	119728	67.2612	1.5700e-003	6.0000e-004	67.4794
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	38720	21.7523	5.1000e-004	1.9000e-004	21.8228
<b>Total</b>		<b>421.7267</b>	<b>9.8700e-003</b>	<b>3.7500e-003</b>	<b>423.0952</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9970	3.0000e-005	3.2700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.0700e-003	6.0700e-003	2.0000e-005	0.0000	6.4500e-003
Unmitigated (N/A)	0.9970	3.0000e-005	3.2700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.0700e-003	6.0700e-003	2.0000e-005	0.0000	6.4500e-003

## 6.2 Area by SubCategory

### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1124					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8842					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.3000e-004	3.0000e-005	3.2700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.0700e-003	6.0700e-003	2.0000e-005	0.0000	6.4500e-003
<b>Total</b>	<b>0.9970</b>	<b>3.0000e-005</b>	<b>3.2700e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>6.0700e-003</b>	<b>6.0700e-003</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>6.4500e-003</b>

## 6.2 Area by SubCategory

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1124					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8842					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.3000e-004	3.0000e-005	3.2700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.0700e-003	6.0700e-003	2.0000e-005	0.0000	6.4500e-003
<b>Total</b>	<b>0.9970</b>	<b>3.0000e-005</b>	<b>3.2700e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>6.0700e-003</b>	<b>6.0700e-003</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>6.4500e-003</b>

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	117.2328	0.4706	0.0120	130.8403
Unmitigated	117.2328	0.4706	0.0121	130.8521

**7.0 Water Detail****7.2 Water by Land Use****Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	12.3719 / 0	94.4250	0.4053	0.0103	106.1355
General Office Building	1.99062 / 1.22006	22.8077	0.0654	1.7300e-003	24.7166
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>117.2328</b>	<b>0.4706</b>	<b>0.0121</b>	<b>130.8521</b>

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste : N/A

#### Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	15.5816	0.9209	0.0000	34.9193
Unmitigated	15.5816	0.9209	0.0000	34.9193

### 8.2 Waste by Land Use

#### Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	66.34	13.4664	0.7958	0.0000	30.1791
General Office Building	10.42	2.1152	0.1250	0.0000	4.7402
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>15.5816</b>	<b>0.9208</b>	<b>0.0000</b>	<b>34.9193</b>



### 9.0 Operational Offroad

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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### 10.0 Vegetation

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	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	2.1600	0.0000	0.0000	2.1600

**APPENDIX B**

## **“Q” Conditions - Van Nuys Airport**

Section 2. Pursuant to Section 12.32G.3 of the Los Angeles Municipal Code and any future amendment thereto, the following limitations are hereby imposed upon the use of the land within Van Nuys Airport which are subject to the Permanent (Q) Qualified classification. In times of national emergency or war, any or all of Van Nuys Airport may be used by the United States armed forces.

### Plot Plan Approval

1. No building permit shall be issued for any structure exceeding 10,000 sq.ft. in floor area, unless a complete and detailed plot plan indicating the exterior boundaries of the property, the location of all buildings, driveways, service roads, maintenance areas, access ways, parkway areas, taxiways, enclosing fixtures, landscaping, etc. has been reviewed and approved by the Director of Planning. The Director’s approval may include conditions pursuant to Section 12.24.F of the Zone Code to protect the public health, safety and welfare of the surrounding property and/or neighborhood; to ensure that the structure is compatible with the surrounding properties or neighborhood or to lessen or prevent any detrimental effects upon the surrounding properties or neighborhood or to secure appropriate development in harmony with the objectives of the General Plan. The report shall incorporate any conditions recommended by the Department of Transportation. In preparing the conditions, the Director of Planning or the Director’s designee shall also consider the comments received from the Van Nuys Airport Citizens Advisory Council.

The above requirement for a plot plan approval shall not apply to:

- A. The rebuilding or replacement of a structure damaged as a result of fire, earthquake, or other natural disaster provided that the replacement structure is essentially the same to the previous structure with no increase in height, floor area and entryway size and the development is not prohibited by any provision of the Los Angeles Municipal Code.
- B. Routine maintenance and upgrade of Los Angeles World Airport facilities.
- C. Construction of a maintenance yard for Van Nuys Airport.
- D. Air operations support facilities for public safety agencies.

An application for a plot plan approval shall be made on the Planning Department’s master application form and shall be accompanied by two site plan maps, two floor plan maps, two maps showing building elevations and a description of the project. The application fee shall be the same as the fee for miscellaneous plan approvals in Sec. 19.01.I of the Zone Code.

Prior to the review and decision by the Director of Planning, the Department of Transportation shall review all applications for a plot plan approval and recommend to the Director of Planning one or more of the environmental conditions that will reduce the traffic impacts of the project to a level of insignificance. Alternatively, the Department of Transportation may recommend to the Director of Planning that the project pay a percentage of the total cost of undertaking the mitigations of transportation impacts specified in the environmental conditions. Concurrent with the review and recommendations by the Department of Transportation, the plot plan application shall also be submitted to the Bureau of Engineering and the Van Nuys Airport Citizen Advisory Council to allow the Council to review and comment on the application. The Citizen Advisory Council must submit its comments to the Director of Planning no later than 60 days after the date the application for a plot plan approval is deemed complete.

In order for a plot plan to be approved, the Director of Planning shall make the following findings:

- A. The plot plan is consistent with the applicable land use designation of the Van Nuys Airport Master Plan in Conditions 2-11 and the policies in the Master Plan Text, and
- B. The plot plan is consistent with the development standards in Conditions 12-19, and
- C. The plot plan is consistent with the noise control standards in Conditions 20-21, and
- D. The plot plan is consistent with the environmental mitigation requirements in Conditions 22-103, and
- E. The plot plan is subject to such conditions as the Director and/or the Area Commission appeal find necessary to protect the best interests of the surrounding residential community and has been reviewed by the Department of Transportation and by the Van Nuys Airport Citizen Advisory Council.

Projects for which a variance has been granted shall be exempt from findings B and C for the provision affected by the variance. The action may be appealed to the Area Planning Commission pursuant to the procedures in Section 11.5.7.C.6 of the Zone Code. All appeals must be filed within 15 days after the action of the Planning Commission. The fee for an appeal shall be as specified in Section 19.01B of the Zone Code.

Conditions for the Numbered Areas on the Map for This Section:

- 2. Area 1 - Runway/Taxiway Area. Uses are limited to runways, taxiways, open areas in between the runways and taxiways together with navigation aids. Assemblage of people, structures or aircraft storage is prohibited. Obstructions, including trees over 15 feet, fences or walls over eight feet, poles and non-frangible lights and billboards, are prohibited.
- 3. Area 2 - Approach Area and Runway Protection Zone on the Airport. These areas adjacent to the Aircraft movement areas protect ascending and descending aircraft from obstructions and provide for safe aircraft movement. Approach Areas are restricted to recreational, agricultural, and associated commercial activities including unenclosed storage uses that do not create hazards for landing or taking-off aircraft. These areas are restricted to non-intensive uses that allow a maximum concentration of 10 persons per acre. Low profile landscaping, sod or hardscape surfaces limited to one-story structures are allowed. The storage, handling, or use of more than 100 gallons of flammable liquids per acre, toxic materials or explosives is prohibited. Also prohibited are any use which would direct a steady light or flashing light of red, white, green or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft engaged in a final approach toward landing at an airport. The erection or growth or objects which rise above an approach surface is prohibited unless supported by evidence that it does not create a safety hazard and is approved by the FAA. Uses which would attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation are prohibited. Electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation is not allowed. All development must comply with the height restriction standards and procedures set forth in FAR Part 77.
- 4. Area 3 - Aviation Area. Uses are limited to hangers, aircraft tie down parking, aircraft ramp and maneuvering areas, aircraft maintenance and fueling facilities, flight training schools, military aviation functions, air tour, air taxi and other primary general aviation uses. Non-aviation uses are prohibited. Maximum concentration of people is limited to 60 persons per acre. Obstructions, including trees over 15 feet, fences or walls over eight feet, poles, non-frangible lights and billboards, are prohibited.
- 5. Area 4 - Special Aviation Area. Uses are limited to airport special events, non-jet aircraft basing and operations for city agency or disaster relief functions and a hush house. Obstructions, including trees

over 15 feet, fences and walls over eight feet, poles, non-frangible lights and billboards, are prohibited.

6. Area 5 - Aviation Area - Propeller Aircraft. Uses are limited to hangars, aircraft tie down parking, aircraft ramp and maneuvering areas, aircraft maintenance and fueling facilities and accessory uses for the exclusive use of propeller aircraft of less than 12,500 lbs gross take-off weight and military aircraft older than 1950 shall be permitted. Non-aviation uses are prohibited. Maximum concentration of people is limited to 60 persons per acre. Obstructions, including trees over 15 feet, fences or walls over eight feet, poles, non-frangible lights and billboards, are prohibited.
7. Area 6- Public Facility Area. Uses are limited to public uses which serve the airport and the surrounding community such as fire stations and schools for aviation-related instruction.
8. Area 7- Park/Observation Area. This area is limited to public viewing of airfield activity and public parking.
9. Area 8 - Aviation Related Area. Uses are limited to aircraft support or aircraft dependent functions, including Flyaway facilities with parking, aircraft engine maintenance, manufacturing or engine retrofitting, aircraft related accounting offices, aircraft cooperative management, aircraft classroom instruction, exhibits, research and development, aircraft parts recycling, wholesale industrial uses that primarily target aircraft users and other aviation related uses. Uses are limited to hangars, aircraft tie down parking, aircraft ramp and maneuvering areas, aircraft maintenance and fueling facilities and accessory uses for the exclusive use of propeller aircraft of less than 12,500 lbs gross take-off weight shall be permitted. A maximum concentration of people of no more than 100 persons per acre is permitted. Any use that would direct a steady light or flashing light of red, white, green or amber colors associated with airport operations toward an aircraft or cause sunlight to reflect towards an aircraft or generate smoke or standing water that would attract birds or that would generate electrical interference is prohibited. Non-aviation uses are prohibited.
10. Area 9 - Airport Commercial. This category provides for activities located on airport sites that do not have direct airfield access. Permitted uses include but are not limited to: Flyaway facilities including a remote LAX terminal, hotels, car rental agencies, restaurants, offices and neighborhood retail. Aircraft tie down, hangers or other primary aviation uses are prohibited. Any use that would direct a steady light or flashing light of red, white, green or amber colors associated with airport operations toward an aircraft or cause sunlight to reflect towards an aircraft or generate smoke or generate electrical interference is prohibited. Shopping centers are prohibited.

A maximum concentration of people of no more than 100 persons per acre is permitted. Higher densities may be permitted for development if the Planning Commission finds, after receiving a report and recommendation from the Director of Planning, that such uses are compatible with adjoining land uses and do not impair public safety.

11. Area 10 - Airport Light Industrial. Permitted uses are limited to industrial uses that derive income from aircraft owners, tenants and visitors. Aircraft tie down, hangers or other primary aviation uses are prohibited. Any use that would direct a steady light or flashing light of red, white, green or amber colors associated with airport operations toward an aircraft or cause sunlight to reflect towards an aircraft or generate smoke or that would generate electrical interference is prohibited.

For development a concentration of people of less than 100 persons per acre is permitted. Higher densities may be permitted for new developments if the Planning Commission finds, after receiving a report and recommendation from the Director of Planning, that such uses are compatible with adjoining land uses and do not impair public safety.

## Development Standards

12. For airport development that requires plot plan approval and has direct frontage on a public street, the subject frontage of such a designated street shall either conform or be brought into conformance in terms of: roadway widths, including curbs, gutters and parkways as shown on the Los Angeles City Standard Street Cross Sections.
13. The total floor area contained in all the main buildings on a lot shall not exceed the buildable area of the lot.
14. The use of corrugated metal is prohibited on all exterior walls visible from the street, except in the use for security windows or doors. Colors for all exterior walls shall be limited to earth tones or muted colors.
15. All rooftop mechanical equipment shall be fully enclosed. Prior to issuance of building permits, the project developer shall show on plans submitted for plan check, the location of mechanical rooftop equipment and the proposed height, location, size and material composition of mechanical screening that complies with City of Los Angeles Building & Safety Department standards.
16. Unless otherwise required by the FAA, fencing materials used shall consist of only beige slump stone block or black wrought iron.
17. All projects shall include a 10-foot front yard building setback and 5-foot side yard setbacks. All portions of the front and side yard setbacks not used for necessary driveways and walkways shall be landscaped. A minimum of one 24 inch boxed tree shall be provided for every 50 feet of frontage in the required front yard setback. Los Angeles World Airports shall approve a landscape plan prepared by a licensed landscape architect.
18. A minimum of one 24-inch box tree (minimum trunk diameter of 2 inches and a height of 8 feet at the time of planting) shall be planted for every 4 new surface automobile parking spaces required for public parking. The trees shall be species that discourage birds and shall be dispersed within the parking area so as to shade the surface parking and shall be protected by a minimum 6-inch high curb. Los Angeles World Airports shall approve an automatic irrigation plan.
19. Off-site signs (billboards), pole signs and projecting signs are prohibited. All other signs must be approved by Los Angeles World Airports based on sign standards approved by the Board of Airport Commissioners.

## Environmental Conditions

### Air Quality

20. Suspend use of all construction equipment operations during second stage smog alerts. Information regarding a predicted second stage smog alert shall be obtained by the Department of Airports and posted by Department staff on the project site at least twelve hours prior to the construction work day. A record shall be maintained by the Department and Developer regarding number of second stage smog incidents.
21. Wherever possible, employ use of alternative power sources to diesel for construction equipment. These may include electricity, methanol, natural gas, propane, or butane-powered equipment. The project developer for individual development sites shall confer with the Department of Airports Engineering Bureau prior to use of all construction equipment and describe in writing types and estimated quantities of alternative power sources that will be employed during all phases of construction.

22. Construction haul trucks will not be routed past schools. Prior to issuance of building permits, the developer of individual sites shall submit to the Department of Building and Safety on an approved form, a construction haul route that shows the street system that will be used to transport construction materials to and from the site. A copy of the approved form shall be submitted to the Los Angeles Unified School District Environmental Review Office at least 48 hours prior to the start of construction.
23. Construction vehicles will not park or stage on streets that border school sites. Prior to issuance of building permits, the developer of individual sites shall submit to the Department of Building and Safety on an approved form, a construction staging plan that shows the street network that will be used to park or stage construction vehicles and construction employee vehicles. A copy of the approved form shall be submitted to the Los Angeles Unified School District Environmental Review Office at least 48 hours prior to the start of construction.
24. Creation of preferential parking for high occupancy vehicles, as well as other forms of parking management that encourage higher vehicle occupancies will be developed when deemed reasonable by the Los Angeles Department of Airports and Los Angeles Department of Transportation. Prior to issuance of building permits, the developer of individual sites shall obtain written approval from the Los Angeles Department of Transportation for a detailed parking management plan that describes and shows the location of preferential parking for high occupancy vehicles. This measure may be waived by the Department of Transportation based on a determination that this measure is not needed for the specific development.
25. Provision of amenities that would encourage transit, pedestrian or bicycle access to the proposed Project shall be incorporated when appropriate. Such amenities would include bus shelters, visible signage identifying transit routes and stops, bike racks/shower facilities, bicycle lanes, attractive pedestrian pathways and sidewalks, shuttle service to nearby activity centers or park and ride lots, free information on transit services, free or subsidized transit passes, and guaranteed ride home programs. Prior to issuance of building permits, the developer of individual sites shall obtain written approval from the Los Angeles Department of Transportation for an approval parking demand management plan that shows transit, pedestrian or bicycle access to the proposed Project. Such amenities would include bus shelters, visible signage identifying transit routes and stops, bike racks/shower facilities, bicycle lanes, attractive pedestrian pathways and sidewalks, shuttle service to nearby activity centers or park and ride lots, free information on transit services, free or subsidized transit passes, and guaranteed ride home programs, unless the Department of Transportation determines that some or all of these amenities are not required for an individual development.
26. Encourage and facilitate the reduction of the number of trips that an individual makes from home or work by introducing compressed workweeks, telecommuting, and the combining of non-work trips. Such measure if deemed appropriate by the Department of Transportation and the Business Owner/Operator shall be incorporated as an addendum to an approved parking demand management plan.
27. Encourage the reduction of trips during the most congested periods and spread them throughout the day by introducing alternative, flexible, or staggered work hours, as well as vehicle and truck restrictions. Such measure if deemed appropriate by the Department of Transportation and the Owner/Operator shall be incorporated as an addendum to an approved parking demand management plan.
28. Maximize use of non fossil fuel powered equipment to support airport ground operations. The Department of Airports shall develop guidelines or a policy regarding use of non fossil fuel to support airport ground operations and when proper, include this policy as a part of aviation tenant lease negotiations and approval.

29. The Department of Airports shall consult with the South Coast Air Quality Management District regarding the feasibility of a City Council Ordinance that would impose air quality fees against aircraft that exceed specified air emissions standards. Such fees would be designated for tenant air quality performance improvement measures in accordance with Regulation 2202, Air Quality Management Plan criteria. The Department of Airports shall confer with SCAQMD within one year following Master Plan final adoption. If such a measure is approved, the Department of Airports shall incorporate the air quality fees in all future aviation lease agreements.
30. The Department of Airports shall work with the Los Angeles Fire Department to identify alternative materials for aircraft cleanup in lieu of degreasing agents presently used. The Department of Airports shall confer with the Fire Department and select alternative materials (if feasible), based on the availability, cost and safety of such materials. If alternative materials are selected for use, the Department of Airports shall include this requirement as a condition in future aviation lease agreements.
31. The Department of Airports shall consider adoption of time of day ground run up restrictions and maintenance mode restrictions that limit these uses to the midday hours and early evening hours. The Department shall establish a schedule for conducting an evaluation of these restrictions. If adopted, such restrictions shall be incorporated into aviation tenant leasehold agreements and routinely monitored by the Department of Airports.
32. The Department of Airports shall fund the selection and cost of providing a certified aircraft consultant to train aircraft owners and operators in the safe and efficient use of aircraft measures that reduce aircraft emissions including increased engine speed, reduced engine during idle and taxi, reduced idle operations by control of departure times and where feasible, reduced operating time of aircraft auxiliary power supply systems through use of a ground-based power supply. Such measures shall be conducted on a voluntary basis in conjunction with the VNY Airport Tenants Association.

#### Noise

33. Site developers shall submit a construction plan to the City in sufficient detail to determine the duration of construction activities and the specific types of equipment to be used and the approximate site use location. Locations for compressors and pumps should be specifically identified. The construction plan shall be reviewed by the Department of Airports and approved by the Department of Building and Safety. A required number of copies of the signed construction plan approvals shall be submitted to the Department of Airports, prior to commencement of construction activities.
34. The proposed project shall comply with applicable City noise regulations specified in the City Noise Ordinance, Community Plans and draft Framework Plan, unless another provision is made in the proposed VNY Master Plan or EIR. Prior to issuance of building certificates of occupancy for any new development or any new leasehold, the Department of Airports shall submit to Department of Planning a description of programs, policies, guidelines or actions that will be taken by the Department, airport tenants and other affected parties to comply with City noise regulations.
35. During construction, the project contractors shall muffle and shield intakes and exhausts, shroud and shield impact tools, and use electric-powered rather than diesel powered construction equipment, as feasible. Prior to issuance of building permits, the developer of individual construction sites shall submit to the Department of Building and Safety and the Department of Airports a construction plan that identifies how contractors shall muffle and shield intakes and exhausts, shroud and shield impact tools, and use electric powered rather than diesel powered construction equipment, as feasible.
36. Temporary walls and noise barriers shall be placed around the airport development sites and/or locations of construction noise activity to block and deflect the noise from adjacent residential properties. Prior to issuance of building permits, the developer of individual development sites shall



show on building permit plans the location of temporary walls and noise barriers that shall be placed around individual development sites. Such plans shall be reviewed by the Department of Airports and approved by the Department of Building and Safety.

37. A pile-drilling technique (as opposed to pile-driving) shall be used to minimize construction noise. Plan check drawings shall specify construction equipment and techniques that will be used.
38. At certain stages of project construction, it may be feasible to use portable noise curtains or panels to contain noise from power tools such as impact wrenches. During project construction, the Department of Building and Safety or the Department of Airports may determine that such measures are feasible and require developer compliance.
39. Truck deliveries and trash pickup shall be prohibited between the hours of 7:00 p.m. and 7:00 a.m. Prior to use of site facilities and business operations being conducted on individual sites, the project developer shall incorporate in tenant agreements, and shall post the specified hours for trash collection and prohibited hours. Such notices shall be posted on the exterior enclosure of all trash receptacles.
40. Parking garage ramp surfaces shall be of the type to minimize the potential for tire squeal. Prior to issuance of building permits, the project developer shall show on plans submitted for plan check purposes, the location of garage ramp surfaces, material composition, and construction specifications.
41. Windows and walls on office and industrial buildings shall have a sound transmission class rating (STC) sufficient to eliminate the transmission of any loud or amplified sounds exceeding 45 DB. Prior to issuance of building permits, the project developer shall submit sufficient information to show that windows and walls will be constructed of materials that eliminate loud or amplified sound transmissions.
42. A minimum 8-foot height wall shall be constructed along appropriate project property lines, or other noise attenuation measures as required by the Department of Airports should be implemented to reduce sound penetration in adjacent residential zones. Prior to issuance of building permits, the project developer shall specify on plans wall(s) location, proposed height, material composition and other specifications.
43. All state and local standards for exterior and interior noise exposure shall be met for the proposed project. Prior to issuance of building permits, site developers shall submit evidence to the satisfaction of the City, that all project land uses will meet applicable exterior and interior noise standards (unless otherwise superseded by state or federal guidelines). If determined necessary by the City, the applicant may be required to prepare a detailed acoustical assessment indicating mitigation measures necessary to achieve acceptable exterior and interior noise levels on-site, to the satisfaction of the City. Such measures could include: acoustically rated glazing, sound insulation in exterior walls, adding mass to the exterior walls, sealing seams and joints in exterior walls, and fixed windows designed with double paned or laminated glass. Fixed and double glazed windows can achieve the following noise level reductions compared to an open window; Fixed 1/8 inch single pane, 10 dB reduction, fixed 1/4 inch single pane, 15 dB reduction, fixed 3/8 inch single pane, 20 dB reduction, double glazing 1/8 each, 20 dB reduction, double glazing 1/4 inch each, 25 dB reduction.

#### Light and Glare

44. In accordance with standards established by the FAA, project glass surfaces (walls or windows) shall be tinted to decrease reflection, especially on western exposures. Project windows should also be tinted to reduce the emission of ambient light prior to issuance of building permits, the project developer shall submit drawings, material samples and other requested items that show color of tint, window glazing and other specifications.

45. Exterior nighttime lighting shall be shielded and directed on-site and downward (except as exempted by LADDA or the FAA). Prior to issuance of building permits, the project developer shall show on plans, the location of exterior nighttime lighting and the direction and illumination.
46. Foliage and landscaping shall be planted wherever possible to limit exposure of project lighting on adjacent land uses. Prior to issuance of building permits, the project developer shall show on plans, the general location of proposed landscaping, in lieu of lighting.
47. Exterior building materials shall be of a color, and texture to reduce daytime glare. Prior to issuance of building permits, the project developer shall submit to the City Planning Department, Department of Building and Safety and Department of Airports, building paint samples, exterior building texture samples and other building materials that could impact the degree of glare and reflection.
48. Outdoor lighting shall be reduced or softened after peak hours. Prior to issuance of building permits, the project developer shall show on building plans, written notes or details regarding type of lights to be used after peak hours.
49. All outdoor lighting plans and fixtures proposed for all developments shall be reviewed by the Department of Airports, and determined to be in compliance with Department standards. Prior to issuance of building permits, the project developer shall submit necessary plans and information to the Department of Airports to allow a determination of compliance with Department standards.
50. Use of exterior flashing and neon lights shall be prohibited. Red, white, green or amber lighting that is directed toward aircraft shall be prohibited. Prior to issuance of building permits the project developer shall show the type, quantity, color, size and other specifications for all exterior lights.
51. Outdoor parking and garage parking plans shall be designed to show an adequate amount of nighttime safety lighting. Prior to issuance of building permits the project developer shall show the type, quantity, color, size and other specifications for all exterior lights.
52. Buildings, landscaping and other site structures shall be developed and used in a manner that does not interfere with use of runway, taxiway and approach system lighting. Prior to Board of Airports Commissioners approval of a lease, project developer shall submit necessary information and provide written assurances that the proposed uses will not interfere with use of runway, taxiway and approach system lighting.

#### Land Use

53. Aircraft engine-run up uses shall be restricted to areas shown on the Master Plan Map. Prior to Board of Airports Commissioners approval of a lease, project developer shall submit necessary information and provide written assurances that any proposed aircraft uses will comply with restrictions shown on the Master Plan Map.
54. The Department of Airports shall notify residents and businesses that are located within 1,000 feet of the construction zone at least 48 hours prior to any construction intended to occur on the 70.5 vacant acres. Prior to construction, the project developer shall submit to the satisfaction of the Department of Airports, a proposed notice and a valid listing of households and businesses located within 1,000 feet of the airport.
55. Landscaping, fencing, walls and signs shall be in accordance with uniform standards adopted no later than one year of the effective date of the adoption of this ordinance. Van Nuys Airport Master Plan. A copy of the standards shall be forwarded to the City Planning Department.
56. Sound insulation shall be incorporated in all new non-aviation building designs. Prior to issuance

building permits, the project developer shall show on plans the specifications for sound absorption materials that will be incorporated in buildings.

57. Building heights and floor area amounts shall not exceed 3 stories/45 feet or .30 FAR on vacant areas discussed in this EIR. Prior to issuance building permits for individual developer sites, project developer shall submit to the Planning Department and Department of Building and Safety plans that specify the height and number of floors of buildings and information regarding FAR.
58. The Department of Airports shall develop written procedures to notify tenants regarding bird nesting, hatching or roosting on airport sites. The written procedures shall establish a method for tenant removal of materials, soils, landscaping, water, liquids or other materials and substances that attract birds in the vicinity of an airport. Such procedures or guidelines shall be developed within one year of the effective date of the Master Plan.
59. The Department of Airports shall prepare a mitigation monitoring program in compliance with CEQA Section 21081.6. The mitigation monitoring program shall provide a detailed discussion of the party or parties responsible for implementation of specific measures, the phase of the project during which the measure should be monitored, pre-construction periods, construction periods and post occupancy periods. A copy of the proposed mitigation monitoring program shall be submitted to the LA City Council for approval with the Proposed final Master Plan and final EIR.

## Transportation

### Category 1 - TDM Programs

60. Compliance with Ordinance No. 168,700 (Transportation Demand Management and Trip Reduction Measures). This ordinance focuses on incorporating TDM facilities into the design of new buildings to promote alternative modes of transportation (see Appendix D). It should be followed in the design and construction of the project site and buildings. At the preliminary Plan check stages, the developer of individual sites shall confer with the Department of Transportation and the Department of Airports regarding building design features that should be included for Building Department plan check purposes.
61. Compliance with SCAQMD Rule 2202. The South Coast Air Quality Management District (SCAQMD) has adopted a rule designed to reduce the air pollution impacts of commute trips. This rule, unlike the rules it replaces, does not mandate trip reduction programs but allows individual employers to select from a variety of options. However, most employers have continued to select ridesharing programs as the most cost-effective method of reducing air quality impacts. If site employers implement these trip reduction measures, 15 percent or more of the peak hour traffic generation from the industrial/technology park component of the project could be eliminated. If these measures are determined necessary by DOT and SCAQMD the project developer shall describe the implementation steps in writing prior to issuance of a building certificate of occupancy.

### Category 2 - Transit Improvements

62. Bus Transit Improvements. This project should work with the appropriate transit districts (i.e., LADOT and MT A) to improve transit service to the site. Further, the sidewalks through the sites should be designed to provide attractive pedestrian routes to and from transit stops. Developers of individual sites shall confer with LADOT and MT A prior to issuance of building permits to determine if transit improvements are required. The developer of individual sites will not be required to fund or provide transit improvements for areas that the LADOA, MT A and/or LADOT determine are not impacted by project development or use.

### Categories 3, 4 and 5 - Signal System Improvements, Street Widening and Re-striping, and Parking

## Restrictions

63. Specific traffic intersection or roadway improvements or installations shall be reviewed by DOT prior to issuance of building permits for individual development sites. The developer of individual sites shall be required to pay for only those improvements or installations that are directly affected by long-term use of the specific development site. The Department of Airports may agree at the request of the DOT to collect traffic improvement fees or other costs associated with this measure and may also agree to fund the cost of some of the improvements that may be affected by the overall airport operations. Within one year of the final Master Plan adoption, the Department of Transportation and the Department of Airports shall confer regarding the approximate cost of specific improvements and installations and shall determine what airport development sites if any should be required to pay for all or a part of those improvements and installations.
- Intersection 3. Balboa Boulevard and Plummer Street - Restrict parking and re-stripe Plummer Street to provide a right-turn-only lane in the eastbound and westbound directions. Prior to issuance of building permits for a specific development site, the project developer shall confer with the Department of Airports and Department of Transportation to determine intersections that may be impacted by a specific development. The developer of individual sites will not be required to fund or provide improvements that the LADOA and/or LADOT determine are not impacted by project development or use.
  - Intersection 10. Balboa Boulevard and Nordhoff Street - Fund the installation of the ATSAC system at this intersection.
  - Intersection 12. Woodley Avenue and Nordhoff Street - Fund the installation of the ATSAC system at this intersection.
  - Intersection 19. Balboa Boulevard and Parthenia Street - Restrict parking and re-stripe Parthenia Street to provide a third through lane in the eastbound and westbound directions during peak-hour travel periods.
  - Intersection 21. Woodley Avenue and Parthenia Street - Restrict parking and re-stripe Parthenia Street to provide a right-turn- only lane in the eastbound and westbound directions.
  - Intersection 26. Balboa Boulevard and Roscoe Boulevard – Re-stripe Roscoe Boulevard to provide dual left-turn lanes in the eastbound and westbound directions. Signal modifications will be required and some localized flaring of Roscoe Boulevard within the existing right-of-way may also be required. Fund the installation of the A TSAC system at this location.
  - Intersection 28. Woodley Avenue and Roscoe Boulevard- Fund the installation of the ATSAC system at this location.
  - Intersection 32. San Diego Freeway Northbound Ramps and Roscoe Boulevard-Fund the installation of the A TSAC system at this location.
  - Intersection 36. Balboa Boulevard and Strathern Street- Install a two-phase signal at this location.
  - Intersection 37. Woodley Avenue and Strathern Street- Restripe Strathern Street to provide an exclusive right-turn-only lane.

- Intersection 41. Balboa Boulevard and Saticoy Street- Restripe Saticoy Street at the intersection to provide a right-turn-only lane in the westbound direction. Some pavement reconstruction on the north side of the east leg may be necessary.
- Intersection 42. Woodley Avenue and Saticoy Street- Restrict parking and restripe Woodley Avenue to provide a northbound right-turn-only lane.
- Intersection 44. Sepulveda Boulevard and Saticoy Street- Restrict parking and restripe Saticoy Street to provide an eastbound right-turn-only lane.
- Intersection 45. Haskell Avenue and San Diego Freeway Southbound Ramps- Flare into the median island and restripe the off- ramp to provide a third westbound approach lane.
- Intersection 48. Balboa Boulevard and Sherman Way- Fund the installation of the A TSAC system at this location.
- Intersection 49. Hayvenhurst Avenue and Sherman Way-Fund the installation' of the ATSAC system at this location.
- Intersection 50. Woodley Avenue and Sherman Way-Restrict parking and restripe Sherman Way to provide eastbound and westbound right-turn-only lanes.
- Intersection 51. Haskell A venue and Sherman Way- Restripe Haskell A venue, restrict parking and modify the signal equipment to provide dual southbound left-turn-only lanes.
- Intersection 54. White Oak Avenue and Vanowen Street- Restrict parking and restripe White Oak Avenue to provide a southbound right-turn-only lane.
- Intersection 56. Balboa Boulevard and Vanowen Street- Restrict parking and restripe Vanowen Street to provide a westbound right-turn-only lane.
- Intersection 59. Haskell Avenue and Vanowen Street-Restrict parking, restripe Haskell Avenue and modify the signal equipment to provide dual northbound and southbound left-turn-only lanes.
- Intersection 63. Balboa Boulevard and Victory Boulevard- Restripe Balboa Boulevard to provide a northbound right-turn-only lane.
- Intersection 71. Balboa Boulevard and Burbank Boulevard- Restripe Balboa Boulevard and modify the signal equipment to install dual left-turn-only lanes in the northbound and southbound directions.

## Public Services

### Fire

64. The proposed Master Plan's developments will comply with the Fire Protection and Fire Prevention Plan and the Safety Plan elements of the Los Angeles General Plan's guidelines. Prior to issuance of building permits, the developer of individual sites shall obtain necessary Fire Department approvals for building plans.
65. The design of the underground storage facilities shall include a continuous monitoring system for the purpose of detecting the release of any hazardous or combustible substances, in accordance with monitoring requirements in Chapter 5, Article 7, Division 31, Section 39, of the Los Angeles Fire Code

(LAFD). Prior to issuance of building permits, the developer of individual sites shall obtain necessary Fire Department approvals for building plans that show and describe the type and location of continuous monitoring system that will be installed for all underground storage facilities.

66. Develop a Traffic Congestion Management Plan (TCMP) for the development sites and implement the TCMP in stages that coincide with the development of the five subject parcels. Prior to issuance of building permits, the developer of individual sites shall obtain necessary Fire Department approvals that relate to a TCMP.
67. Ensure the strategic location of timely access points to all portions of VNY for off-site Fire Department apparatus and personnel. Prior to construction, all access points shall be approved by the LAFD.
68. Provide adequate off-site public and on-site private fire hydrants with sufficient capacity. The number and locations of fire protection and safety improvements shall be approved by the LAFD upon review of the plot plans for each individual site.
69. All first story portions of any structure shall be within 300 feet of an approved fire hydrant. The facility shall be designed to meet all applicable fire safety codes for aboveground storage of hazardous materials including the FAA and LAFD codes. Prior to issuance of building permits, the developer of individual sites shall obtain necessary Fire Department approvals for building plans.
70. All contamination encountered shall be handled, remediated and disposed of in accordance with all applicable Federal, State, and local regulations. Prior to issuance of building permits, the developer of individual sites shall submit to the satisfaction of the Fire Department authorization letters, letters of release, permits or other documentation that verifies compliance with federal, state and local regulations.
71. All proposed aboveground fuel facility plans shall include provisions for a 2,000-gallon clarifier to prevent spilled fuel and other hazardous materials from entering the storm or sanitary sewer systems. Prior to issuance of building permits, the developer of individual sites shall obtain necessary Fire Department approvals for building plans that show provisions for a 2,000-gallon clarifier to prevent spilled fuel and other hazardous materials from entering the storm or sanitary sewer systems.
72. If the clarifier is designed to discharge into the storm drain system, a National Pollution Discharge Elimination System (NPDES) permit shall be obtained from the RWQCB prior to operation of the clarifier. Prior to issuance of building permits, the developer of individual sites shall submit to the satisfaction of the Fire Department a NPDES permit issued by RWQCB unless determined by LAFD to not apply to a specific project.
73. If the clarifier is designed to discharge into the sanitary sewer, the City of Los Angeles, Department of Public Works shall be contacted regarding potential discharge or permit requirements prior to the operation of the clarifier. Prior to issuance of building permits, the developer of individual sites shall obtain necessary Fire Department approvals that indicate the Department of Public Works has been contacted regarding potential discharge or permit requirements prior to the operation of the clarifier.
74. Conform to the standard street dimensions shown on the Department of Public Works Standard Plan D-22549 and utilize standard cut-comers on all turns. Prior to issuance of building permits, the developer of individual sites shall obtain necessary Department of Public Works approvals for plans that show conformance with standard street dimensions shown on the Department of Public Works Standard Plan D-22549 and utilize standard cut-comers on all turns.
75. The width of private roadways for general access use and fire lanes shall not be less than 20 feet clear to the sky. Prior to issuance of building permits, the developer of individual sites shall obtain necessary Department of Public Works and Fire Department approvals for building plans.

76. All access roads, including fire lanes, shall be maintained in an unobstructed manner. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area" in accordance with Section 57.09.05 of the Los Angeles Municipal Code. Prior to issuance of building permits, the developer of individual sites shall obtain necessary Department of Public Works and Fire Department approvals for plans that show access roads, including fire lanes, shall be maintained in an unobstructed manner.
77. Fire Lane width shall not be less than 20 feet or less than 28 feet where fire hydrants are installed or the lane must accommodate aerial ladder apparatus. Prior to issuance of building permits, the developer of individual sites shall obtain necessary Department of Public Works and Fire Department approvals for building plans that show Fire Lane width shall not be less than 20 feet or less than 28 feet where fire hydrants are installed or the lane must accommodate aerial ladder apparatus.
78. No building or portion of the building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane without approval from LAFD prior to construction. Prior to issuance of building permits, the developer of individual sites shall obtain necessary Department of Public Works and Fire Department approvals for building plans that show site buildings more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane, unless approved otherwise by LAFD.
79. Sprinkler systems shall be installed in all structures in accordance with Los Angeles Municipal Code 57.09.07. Prior to issuance of building permits, the developer of individual sites shall obtain necessary Fire Department approvals for building plans that show compliance with Los Angeles Municipal Code 57.09.07.
80. Consider providing effective fire protection systems in new hangars which will effectively protect the areas beneath the wings and fuselage portions of large aircraft. This can be accomplished by incorporating foam- water deluge sprinkler systems with foam producing and oscillating nozzles. Prior to issuance of building permits, the developer of individual sites shall confer with the Fire Department regarding fire protection systems that can be used in hangars.
81. Develop a Business Plan in accordance with the Hazardous Materials Release Response Plans and I Inventory Law of 1985 for each applicable site. Prior to issuance of a Certificate of Occupancy, the developer of individual sites shall obtain necessary Fire Department approvals for a Business Plan in accordance with the Hazardous Materials Release Response Plans and Inventory Law of 1985.
82. Design on-site landscaping with fire resistant plants and materials. Prior to issuance of building permits, the developer of individual sites shall obtain necessary Fire Department approvals for building plans.

#### Police

83. The Los Angeles Police Department's Crime Prevention Section shall be consulted regarding crime prevention features appropriate to the design of the individual structures involved in the project. Prior to issuance of building permits, the developer of individual sites shall obtain necessary Police Department approvals regarding crime prevention features appropriate to the design of the individual structures.
84. Upon completion of the individual properties, a diagram of the structure, including site access, unit/building numbers, and any additional information that might facilitate police response, shall be submitted to the Area Commanding Officer. Prior to issuance of a Certificate of Occupancy, the developer of individual sites shall submit to the satisfaction of the Area Commanding Officer, a diagram of the structure, including site access, unit/building numbers, and any additional information

that might facilitate police response.

85. Secured tenant parking areas shall be controlled by a electronic card-key (or similar approved) gate. Prior to issuance of a Certificate of Occupancy, the developer of individual sites shall obtain necessary approvals for secured tenant parking areas from the VNY Administrative Offices for such use.
86. Entryways, elevations, lobbies, and parking areas shall be illuminated and designed with minimum dead space to eliminate areas for potential concealment. Prior to issuance of building permits, the developer of individual sites shall obtain necessary LAWA approvals regarding illumination and design of entryways, elevations, lobbies, and parking.