Draft Negative Declaration for the Castle & Cooke Aviation Services, Inc. Van Nuys Airport FBO Project

File Number: NG-09-0302-AD

Prepared for:

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June 2009

Draft Negative Declaration for the Castle & Cooke Aviation Services, Inc. Van Nuys Airport FBO Project

This environmental document has been prepared pursuant to the CEQA of 1970, as amended (Public Resources Code [PRC] §21000 et seq.) and the State CEQA Guidelines (14 California Code of Regulations [CCR] Chapter 3, §15000 et seq.) 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.

Los Angeles World Airports (LAWA) has reviewed the proposed project described below to determine whether implementing the project could result in a significant effect on the environment. Section 15382 of the Guidelines for the California Environmental Quality Act (State CEQA Guidelines) (California Code of Regulations, Title 14) defines a "significant effect on the environment" as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance." As explained below, LAWA finds that the project would not have a significant effect on the environment and has prepared this negative declaration (ND) to document that finding.

Name of Project: Castle & Cooke Aviation Services, Inc. Van Nuys Airport FBO Project

Project Description Summary: The Castle & Cooke Aviation Services, Inc. Fixed-Base Operation Project (the proposed project) entails the consolidation of four leaseholds at Van Nuys Airport (VNY) for the purpose of operating a Fixed Base Operation (FBO). Castle & Cooke Aviation Services, Inc., (Castle) currently leases aviation facilities at 7415 and 7501 Hayvenhurst Place, and 7552 and 7614 Hayvenhurst Avenue. Castle proposes to combine the 7520 and 7530 Hayvenhurst Avenue lease with its existing leases, resulting in a new 30-year consolidated master lease agreement (Master Lease) with LAWA. The project includes redevelopment of the properties at 7520 and 7530 Hayvenhurst Avenue (Thornton Site) and 7552 and 7614 Hayvenhurst Avenue (Century Site), including demolition of existing hangars and office space and construction of new hangars, office space, an apron area, and a customer service lobby. The consolidation of leases and redevelopment of the Thornton Site and the Century Site meet the LAWA's qualifications and minimum standards for an FBO at VNY. (Additional detail on the project description is provided in Section 8 of the enclosed initial study.)

Project Location: West-central portion of the Van Nuys Airport, near the intersection of Hayvenhurst Avenue and Saticoy Street.

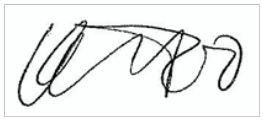
Mailing Address and Phone Number of Applicant Contact Person:
Castle & Cooke Aviation Services, Inc.
ATTN: Steven Friedmann, Executive Vice President
7415 Hayvenhurst Place
Van Nuys, CA 91406

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 redevelopment and the FBO operation proposed by Castle.

Findings and Determination: An initial study was conducted for this project and is presented as part of this document. Based on the environmental analysis and the findings incorporated into the initial study, LAWA finds that there is no substantial evidence that the proposed project would have a significant effect on the environment. Therefore, pursuant to State CEQA Guidelines Section 15070, an ND is the appropriate method for achieving CEQA compliance for this project.

Public Review Process: LAWA is making this ND available for public review for a period of 20 days, pursuant to Section 15073 of the State CEQA Guidelines. The public review period will begin on June 25, 2009, and end on July 15, 2009. Copies of the document have been mailed to responsible agencies for their review, consideration, and comment. Copies have also been made available for review by members of the public at LAWA's VNY and LAX offices during normal business hours. An electronic copy of the ND has been posted on LAWA's website: http://www.lawa.org/ welcome_VNY.aspx?id=1076. Prior to July 15, 2009, any person may review the ND and submit written comments regarding the information and analysis presented in the ND. All written comments will be accepted until July 15, 2009, and may be mailed to the address shown below. Written comments will also be accepted electronically via a link on the Web site shown below.

Karen Hoo
Los Angeles World Airports
Environmental Planning
7301 World Way West, 3rd Floor
Los Angeles, CA 90045
Website: http://www.lawa.org/welcome_VNY.aspx?id=1076

Name: Karen Hoo Signed: 

Circulated: June 25, 2009 Adopted: _____

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Initial Study

1.	**Project Title:**	Castle & Cooke Aviation Services, Inc. Van Nuys Airport FBO Project
2.	**Lead Agency Name and Address:**	Los Angeles World Airports 7301 World Way West, 3rd Floor Los Angeles, CA 90045
3.	**Contact Person and Phone Number:**	Karen Hoo, Environmental Planning (310) 646-3853 ext. 1003
4.	**Project Location:**	West-central portion of the Van Nuys Airport, near the intersection of Hayvenhurst Avenue and Saticoy Street, in the City of Los Angeles community of Van Nuys (see Figure 1)
5.	**Project Sponsor's Name and Address:**	Castle & Cooke Aviation Services, Inc. Attn: Steven Friedmann, Executive Vice President 7415 Hayvenhurst Place Van Nuys, CA 91406
6.	**General Plan Designation:**	City of Los Angeles GP: Light Manufacturing Van Nuys Airport Master Plan: Aviation Area
7.	**Zoning:**	[T][Q] M2-1VL

8. Description of Project:

Overview

The Castle & Cooke Aviation Services, Inc. (Castle) Fixed-Base Operation (FBO) Project (the proposed project) entails the consolidation of four leaseholds at Van Nuys Airport (VNY) for the purpose of operating a FBO. Castle currently leases aviation facilities at 7415 and 7501 Hayvenhurst Place, and 7552 and 7614 Hayvenhurst Avenue (Existing Leases). Castle proposes to lease the property at 7520 and 7530 Hayvenhurst Avenue and combine this lease with its Existing Leases in a new 30-year consolidated lease agreement (Master Lease) with Los Angeles World Airports (LAWA). The project includes redevelopment of the properties at 7520 and 7530 Hayvenhurst Avenue (Thornton Site) and 7552 and 7614 Hayvenhurst Avenue (Century Site), as shown on

Figure 2. The consolidation of leases and redevelopment of the Thornton Site and the Century Site meet LAWA's VNY Executive Directive Minimum Standards (Minimum Standards) and related qualifications for an FBO at VNY.

Thornton Site

The Thornton site is a 1.49-acre rectangular parcel located along VNY's western boundary, fronting Hayvenhurst Avenue. This site is bound on the west by Hayvenhurst Avenue, on the north by a parcel containing the Los Angeles Unified School District (LAUSD) Aviation Center mechanics school, on the east by Taxiway H, and on the south by an aircraft hangar and related aircraft facilities leased by Aerolease West, LLC. Single-family residential development is located opposite Hayvenhurst Avenue from the Thornton Site.

Site preparation for development of the Thornton Site would entail demolition of two existing buildings that each combine hangar and hangar-support office uses. A total of 25,855 square feet (SF) of hangar space and a total of 10,986 SF of office space exist on the site. The existing hangar portion of each of the buildings is one level and 36 feet high, and the office portion of the buildings is two levels and 25 feet high. The property is currently served by 28 parking stalls. In addition to demolition, site preparation would also entail clearing existing ornamental vegetation, removing the existing pavement surface, demolishing the existing concrete brick wall on the site's western boundary (to be replaced by a new wall of similar height and appearance), removing three underground fuel storage tanks (comprising a 9,728 gallon unleaded motor fuel tank, a 9,637 gallon Avgas fuel tank, and a 19,807 gallon Jet A fuel tank), and a minor amount of grading prior to construction. The underground storage tanks would be removed under the oversight of the Los Angeles Fire Department, and the applicant would obtain all necessary permits and clearances from the Fire Department prior to commencing construction on the Thornton Site. This removal would entail subsurface sampling (soil and/or groundwater testing) in the area surrounding the tanks. Demolition and site preparation for this site is anticipated to take approximately 8 weeks.

Development of the Thornton Site would entail constructing one 49,325 SF building, comprising 37,760 SF of hangar area and 11,565 SF of hangar-support office space south of the hangar building. The hangar portion of the building would be one level and 45 feet, and the office portion would be two levels and 31 feet. The development plan for the site anticipates increasing the leasehold area from 1.49 acres to 1.55 total acres. The leasehold would expand to the west by 8 feet. Native, drought-tolerant vegetation would be used for onsite vegetation. The site plan for the Thornton Site is presented as Figure 3.

A vehicle parking area comprising 43 spaces (replacing the 28 existing parking spaces), including two ADA-compliant spaces, would be constructed along the site's western and southern edge. A new tubular steel fence would be constructed along the site's southern boundary, and an eight-foot concrete block wall would be constructed along the site's western boundary, replacing the demolished wall, with new tubular steel gates allowing continued vehicular access to the parking areas and onsite facilities. The

buildings would feature ADA-compliant access. Water quality, stormwater treatment, and drainage would comply with all applicable laws.

Construction on this portion of the site is anticipated to take approximately 8 months.

Century Site

The Century Site is a 1.97-acre irregularly shaped parcel located approximately 500 feet east of the Thornton Site, fronting Hayvenhurst Avenue and Taxiway G-14. The Century Site is bound by Hayvenhurst Avenue on the west, hangars and tie-down area for propeller planes on the north, Taxiway G-14 on the east, and an FAA flight control tower and aircraft ramp area operated by Castle on the south.

Development of the Century Site would entail demolition of five existing buildings and one metal shed. Existing building characteristics are as follows: 1) a 14,326 SF hangar and office building, 22 feet high; 2) a 1,780 SF hangar, 15 feet high; 3) a 2,420 SF, single-story, modular office building; 4) a 750 SF, single-story office building; 5) a 120 SF, single-story office building; and 6) a 250 SF, single-story metal shed. The property is currently served by 24 parking stalls. Site preparation would also entail clearing existing ornamental vegetation and surface pavement material and grading the site. Grading quantities are estimated at 6,132 cubic yards (CY) of cut and 234 CY of fill, requiring approximately 5,898 CY of export. Demolition, grading, and site preparation for this portion of the site is anticipated to take approximately 10 weeks.

Following demolition, clearing, and grading, the project would entail constructing an approximately 75,175 SF aircraft parking ramp and a 1,000 SF FBO customer lobby on the Century Site. The site plan for the Century Site is presented as Figure 4. A 2,000-gallon aboveground tank would be installed for storage of Avgas fuel. The ramp would feature aircraft tie downs and lights for safe aircraft maneuvering. A decorative tubular steel fence would be constructed along the site's western boundary, with a gated access on the west allowing continued ingress and egress from Hayvenhurst Avenue. A paved parking area with 22 vehicle parking spaces (replacing the 24 existing spaces), including one ADA-compliant parking space, would be provided in the southwestern portion of site. Water quality, stormwater treatment, and drainage would comply with all applicable laws.

Construction on this portion of the site is anticipated to take approximately 7 months, and is anticipated to be conducted concurrently with construction of the Thornton site.

Construction

As described above, construction on the two sites entails demolition of existing structures, clearing ornamental vegetation and surface material, grading, construction of new foundations and structures, and laying new pavement material. Pursuant to Section 12.21A of the City of Los Angeles Municipal Code (Municipal Code), the project would also comply with all required Tentative (T) Conditions with respect to Hayvenhurst Avenue improvements, as may be required by the City of Los Angeles Bureau of Engineering. Pursuant to Chapter I, Article II, Section 12.32G.3 of the

Municipal Code, the project would comply with all required Qualified (Q) Conditions. A copy of the Q Conditions for VNY is included as Appendix A of this initial study.

Construction work hours would comply with Chapter IV, Article 1, Section 41.40 of the Municipal Code, including daytime hours Monday through Friday and the potential for occasional daytime work on Saturdays, as needed. Work would not occur on Sundays or holidays. The entire duration of demolition, grading, and construction is estimated at 10 months.

Existing and Proposed Uses

The existing hangars and adjacent apron area on the Thornton Site currently provide storage, fueling, and service for piston and jet aircraft. The existing hangars and adjacent apron area on the Century Site currently house two flight schools and an aircraft brokerage business that accommodate various types of propeller, piston, and jet aircraft, as well as helicopters. The proposed improvements at the Thornton Site and at the Century Site are intended to become part of an FBO facility maintained by Castle, along with the Existing Facilities, providing the full complement of services permitted by a FBO at VNY, including, but not limited to, tie-down storage, hangar storage, fueling, and servicing for business jets, including various types of piston aircraft.[1] Most of the LAWA-defined Minimum Standards for operating an FBO facility at VNY are already met on the proposed site. Changes necessary to satisfy the Minimum Standards include the provision of Avgas fueling services and the purchase and operation of an additional Jet A Fuel Truck to complement existing fueling capabilities.

Proposed uses on the Thornton Site are similar to existing uses and, given the modest increase in hangar square footage at the Thornton Site, no significant changes in aircraft and aircraft-related uses are anticipated. Aircraft operations at the Century Site after project completion would comprise tenant-based and itinerant jet and piston aircraft, made up of aircraft that currently operate at other facilities within VNY. Piston aircraft and helicopters that currently operate on the Century Site are expected to relocate to other locations at VNY, including the propeller park planned for construction in the northern portion of the airport. The project does not propose facilities that would attract new operations to VNY and, therefore, the project would not result in an increase in the number of aircraft operations occurring at VNY.

The proposed development would entail the continued use and storage of hazardous materials such as fuel, nitrogen, and aviators' breathing oxygen, which are currently used and stored on the two sites. Storage and use of such materials would follow all applicable federal, state, and local regulations, and the applicant would be required to prepare a hazardous materials business plan for submittal to the City of Los Angeles Fire Department, pursuant to LAWA rules and regulations.

[1] LAWA defines an FBO as "a Commercial Operator engaged in the sale of products, services, and facilities to Aircraft Operators including, at a minimum, aviation fuels and lubricants; ground services and support; tiedown, hangar, and parking; and aircraft maintenance." (Van Nuys Airport, Executive Directive: VNY 01.0, Minimum Standards for Engaging in Aeronautical Activities, April 22, 2002)

The project is subject to and has been designed to conform to the Municipal Code Q Conditions applicable to VNY.

9. Surrounding Land Uses and Setting:

The Thornton Site and the Century Site are located in areas that are designated as Light Manufacturing in the City of Los Angeles General Plan and are zoned for Light Industrial uses. Airport and related uses are permitted. The sites are designated as Aviation Areas in the VNY Master Plan. 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 are classified as primary general aviation uses."

The project is proposed entirely within airport property on land that is currently used for aviation purposes, including aircraft storage, maintenance, and fueling facilities; flight schools; and aircraft brokerage services. The Aviation Center mechanics school, operated by the Los Angeles Unified School District, is located within the airport boundaries immediately north of the Thornton Site. The project is located in an urbanized area that is fully developed. The sites are located at the airport's western edge, and surrounding land uses west of the airport include single-family residential uses and airport-related industrial uses. The nearest off-airport schools are the St. Bridget School, located approximately 0.75 mile southwest of the project site, and Stagg Elementary School, located approximately 0.75 mile northwest of the project site.

10. Uses of this Document:

This document provides a description of the physical changes proposed by the project and a discussion of the project's effect on the physical environment that will be used by the LAWA Board of Airport Commissioners (BOAC) and the Los Angeles City Council in their decision-making process for the project, pursuant to CEQA.

Other City departments and responsible agencies that may use this document for permitting, decision-making, or informational purposes include, but are not limited to: Department of City Planning, Los Angeles Department of Transportation, Los Angeles Department of Public Works Bureau of Engineering, Los Angeles Fire Department, City of Los Angeles Department of Building and Safety, California Regional Water Quality Board, Southern California Air Quality Management District, and other interested parties as a public information resource.

Environmental Factors Potentially Affected:

The environmental factors checked below would potentially be affected by this project (i.e., the project would involve at least one impact that is a "Potentially Significant Impact"), as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agricultural Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Hazards and Hazardous Materials	☐ Hydrology/Water Quality	☐ Land Use/Planning
☐ Mineral Resources	☐ Noise	☐ Population/Housing
☐ Public Services	☐ Recreation	☐ Transportation/Traffic
☐ Utilities/Service Systems	☐ Mandatory Findings of Significance	

Determination: (to be completed by the lead agency)

On the basis of this initial evaluation:

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

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

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

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

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier

ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required.

June 18, 2009

Signature Date

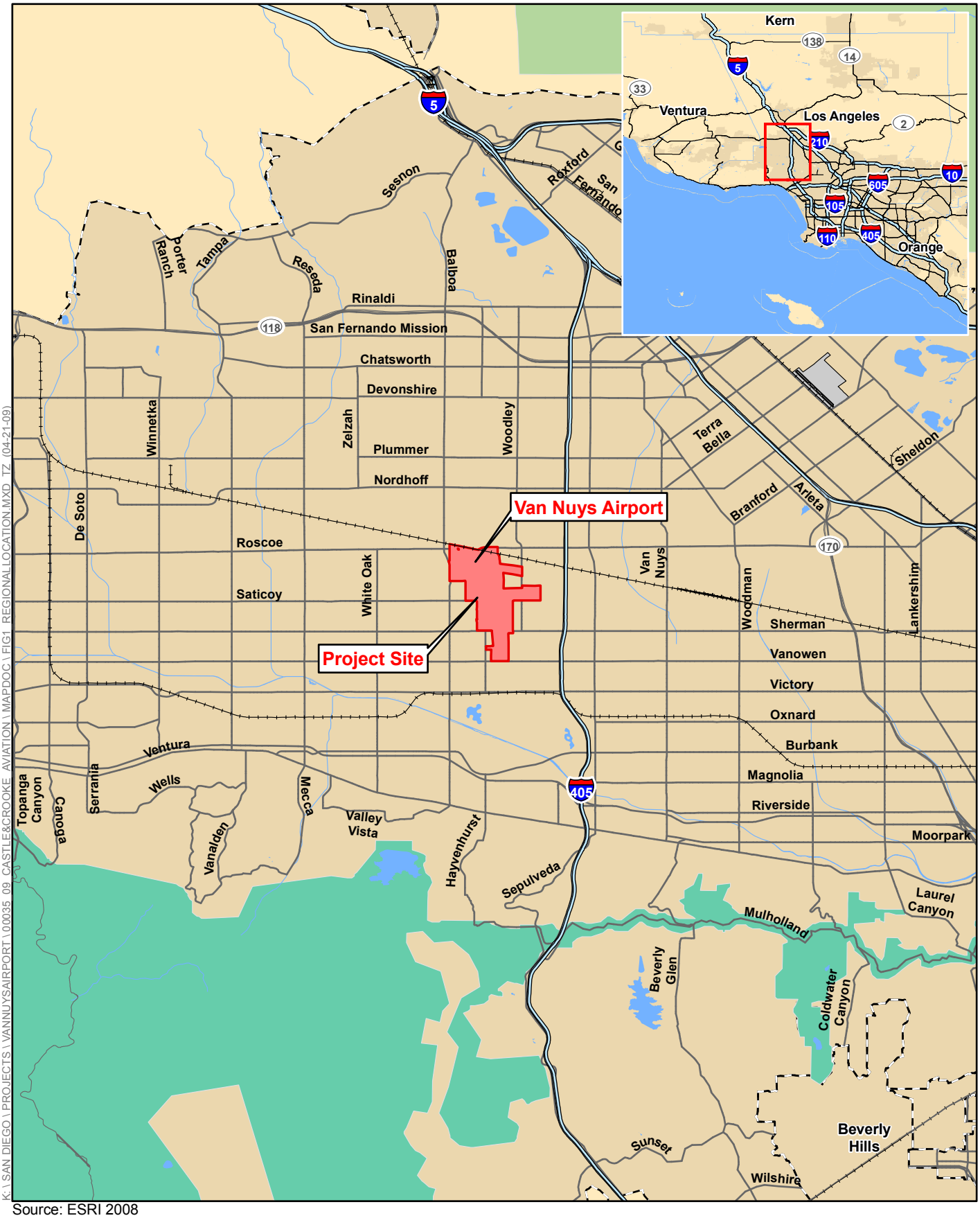
Karen Hoo

Printed Name

Evaluation of Environmental Impacts:

This Initial Study follows the format presented in Appendix G of the State CEQA Guidelines, which provide the following guidance for analyzing a project's environmental impacts.

1. 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 if 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 offsite as well as onsite, 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, 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 Environmental Impact Report (EIR) is required.
4. "Negative Declaration: Less than Significant with Mitigation Incorporated" applies when the incorporation of mitigation measures has reduced an effect from a "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 Section XVII, "Earlier Analyses", may be cross-referenced.)
5. Earlier analyses may be used if, pursuant to 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 earlier analyses are available for review.
   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 Incorporated," describe the mitigation measures that 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



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Source: ESRI 2008

ICF Jones & Stokes
an ICF International Company

Figure 1
Regional Location
Castle & Cooke Aviation FBO Project

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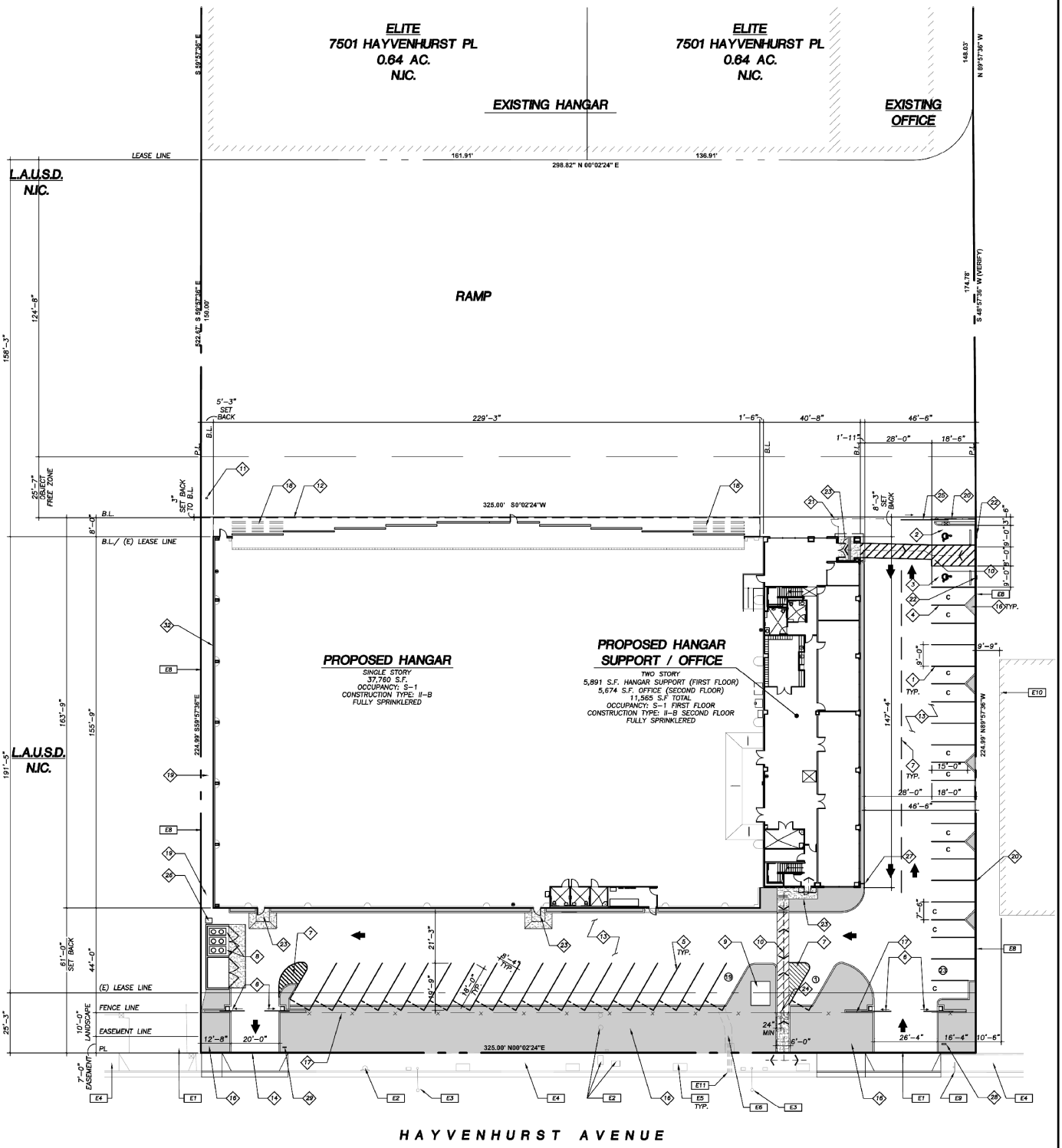
Source: ICF Jones & Stokes, ESRI

ICF Jones & Stokes
an ICF International Company

Figure 2
Project Area
Castle & Cooke Aviation FBO Project



Source: JRM&A

Figure 3
Project Site Plan, Thornton Site
Castle & Cooke Aviation FBO Project

ICF Jones & Stokes
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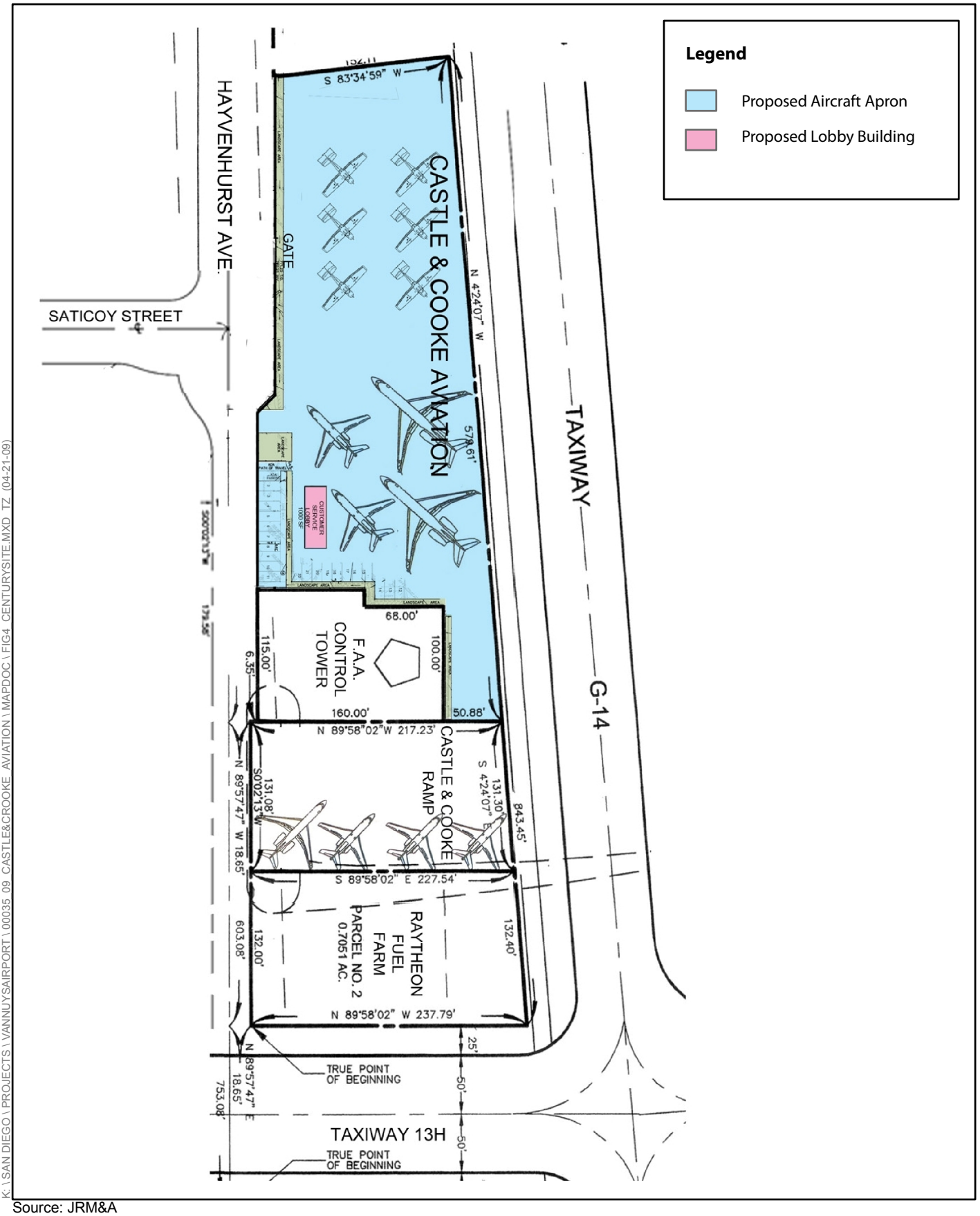

Source: JRM&A

Figure 4
Project Site Plan, Century Site
Castle & Cooke Aviation FBO Project

ICF Jones & Stokes
an ICF International Company

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previously prepared or outside document should, when 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:
    d. the significance criteria or threshold, if any, used to evaluate each question; and
    e. the mitigation measure identified, if any, to reduce the impact to a less-than-significant level.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
I.	**AESTHETICS.** Would the project:				
a.	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	☐	☐	☐	☒
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d.	Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

a. Have a substantial adverse effect on a scenic vista?

NO IMPACT. The project site and the affected area do not have any scenic vistas. The adjacent residential and light industrial land uses in the area have views that are limited to non-scenic development and the existing airport. Distant views are limited due to the presence of structures and landscaping. The Thornton Site development would demolish two existing buildings and construct one building in the same location. The existing buildings at the Thornton Site consist of 25,855 square feet of hangar space at approximately 36 feet high, and 10,986 square feet of hangar-support office space at approximately 25 feet high. The Thornton Site's new building would be 37,760 square feet of hangar space at 45 feet high with 11,565 square feet of hangar-support-office space at 31 feet high connected to the south. This 9-foot increase at the highest level of the building would be visible from the surrounding residences which currently have views of the existing buildings and other airport facilities. This change in building height would not entail a significant adverse effect on any scenic vistas because there are no scenic vistas in the vicinity of the Thornton Site. The proposed height complies with the height requirement found in Q Condition 57, which limits structures to 45 feet.

The Century Site development would demolish five existing buildings and construct one new 1,000 square foot building and a 75,175-square-foot aircraft parking ramp. This development mostly entails clearing of existing structures. The new structure would not be visible from residences. The proposed development would not have a substantial adverse effect on any scenic vistas because there are no scenic vistas in the vicinity of the Century Site.

After construction is complete, the project site would continue to operate for aviation purposes, similar to existing conditions, and would remain surrounded by light industrial and single family residential uses. This operational aspect would have no adverse effect on any scenic vistas.

b. Substantially damage scenic resources?

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. Views of the project site from this scenic highway are completely obstructed due to the configuration of the highway and its lower elevation from the project site. There are no scenic resources on the project site, including historic resources designated by the City Office of Historic Resources.[2] There are no other scenic resources in this already urbanized area. The project site would not damage any scenic resources and is not visible along a scenic highway. Therefore, there would be no impact.

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

LESS-THAN-SIGNIFICANT IMPACT. The Thornton Site development would demolish two existing buildings, clear existing ornamental vegetation, and demolish the eight-foot brick wall on the site's western boundary. The proposed development would include one taller building; native, drought tolerant vegetation; 43 parking spaces along the western and southern edges; a new tubular steel fence along the southern boundary; and a new concrete brick wall as well as a new tubular steel fence along the western boundary. The lease line would expand to the west by 8 feet to accommodate the revised parking layout. The new building would generally be constructed in the same location as the existing buildings. The Thornton Site is near single family residences to the west of the site across Hayvenhurst Avenue.

The demolition and construction of the Thornton Site would be visible from the adjacent residences on a temporary basis. However, the project is subject to the Q Conditions applicable to VNY, and Q Condition 36 requires erection of temporary walls and noise barriers to reduce noise received by adjacent residential properties, to the satisfaction of the Department of Airports and the Department of Building and Safety (see discussion in the response to XI.a below). These walls would be erected at the outset of the construction process on the sites and, therefore, would also serve to minimize the visibility of construction activity on the Thornton Site, and ensure that this impact is less than significant.

Operation of the Thornton Site would involve minor visible modifications along the western and southern edges, like the new concrete wall (same height as the existing wall) and tubular steel fences, and a 9-foot increase in building height. The concrete walls, tubular steel fences, and landscaping provided on the western edge would screen the adjacent residences' view of the project's structures and operation, as similar features do under existing conditions. Existing

[2] City of Los Angeles Planning Department. 2008. Historic-Monument Report by Planning Community. Los Angeles, CA: Office of Historic Resources.

landscaping would be removed during construction, but replacement landscaping would be provided on the site pursuant to Q Condition 17, 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 changes would be similar to the existing uses and would not significantly alter the visual character or quality of the site and its surroundings.

The Century Site would involve demolishing five existing buildings with a maximum height of 22 feet, clearing existing ornamental vegetation and surface pavement material, and site grading. The proposed development would include a decorative tubular steel fence along the site's western boundary, a 75,175-square-foot aircraft parking ramp, and a 1,000-square-foot lobby building. The project's demolition of five existing buildings and construction of a new decorative fence would be visible during construction from the adjacent light industrial land use, but not from nearby residences. After the project's construction, the decorative fence would screen views of the proposed project's operation. The project would not substantially degrade the existing visual character or quality of the site and its surroundings.

Furthermore, the project has been designed to comply with the Q Conditions applicable to VNY, including conformance to design standards on the appearance of the site, which would further ensure that the project would not degrade the site's visual character. Therefore, there would be a less-than-significant impact.

d. Create a new source of substantial light or glare?

LESS-THAN-SIGNIFICANT IMPACT. The project is governed by and has been designed to incorporate the Q Conditions of the Los Angeles Municipal Code applicable to VNY, which include consideration of light and glare in the project's building materials and lighting design. Before the issuance of any building permits, the project applicant would submit plans for approval that comply with the Light and Glare subsection of the aforementioned Q Conditions. These requirements are:

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 Los Angeles Department of Airports 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.

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.

The project would construct facilities similar to those existing on the site under current conditions and use the site for similar uses, which do not require the addition of features that would create substantial new sources of light or glare. By complying with the Q Conditions and FAA regulations related to light and glare, the project would ensure that light and glare would be sufficiently minimized and would not affect views in the area. Therefore, there would be a less-than-significant impact.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
II.	**AGRICULTURAL RESOURCES.** In determining whether impacts on 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 Department of Conservation. 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?	☐	☐	☐	☒
b.	Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?	☐	☐	☐	☒
c.	Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	☐	☐	☐	☒

a. Convert Farmland to non-agricultural use?

NO IMPACT. The project site is on land that is already urbanized and contains no agricultural uses. The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. Therefore, there would be no impact.

b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?

NO IMPACT. The project site is not zoned for agricultural use and does not propose agricultural uses. The site is airport land that is not subject to a Williamson Act contract. Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and there would be no impact.

c. Involve other changes in the existing environment that could result in conversion of Farmland to non-agricultural use?

NO IMPACT. Several small parcels used for agriculture are located north and southwest of VNY. Under existing conditions, these parcels are completely surrounded by urban development. The project would not involve changes in on- or offsite operation or in the existing environment that would affect ongoing agricultural use in these areas. Therefore, there would be no impact.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
III.	**AIR QUALITY.** When available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a.	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e.	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

ICF Jones & Stokes air quality specialists conducted a technical analysis of the project's air pollutant emissions and their potential to result in significant impacts. Modeling inputs and results are included as Appendix B.

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

NO IMPACT. The project site is located within the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is required, pursuant to the Federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in nonattainment (i.e., O_3, PM_{10}, and $PM_{2.5}$). As such, the project would be subject to the SCAQMD's Air Quality Management Plan (AQMP). The AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG).

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, economy, community development, and environment. With regard to air quality planning, SCAG's Regional Transportation Plan (RTP) forms the basis for the land use and transportation control portions of the AQMP. These documents are utilized in the preparation of the air quality forecasts and consistency analysis included in the AQMP. Both the RTP and AQMP are based, in part, on projections originating with County and City General Plans.

The proposed project would involve the demolition and development of hangar and office structures, aircraft parking areas, and automobile parking areas on two separate, nearby parcels within VNY. The physical changes to the environment proposed by the project would involve demolition of existing structures and the development of structures and parking facilities. It would not result in either an increase in population or the number of new permanent employees in the area. The project is consistent with both the City and County of Los Angeles General Plans designation and zoning.

Because the project is consistent with the local general plan and the SCAG RTP, pursuant to SCAQMD guidelines, the proposed project is considered consistent with the region's AQMP. As such, proposed project-related emissions are accounted for in the AQMP, which is designed to bring the Basin into attainment for all criteria pollutants. Therefore, there would be no impacts.

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

LESS-THAN-SIGNIFICANT IMPACT. The project is located in an area in which state and federal air quality standards are often exceeded, and SCAQMD has established thresholds for determining the significance of a project's emissions contributions. A discussion of the project's potential short-term construction-period air quality impacts with respect to SCAQMD thresholds is provided below. Because the project would not increase aircraft operations at VNY or substantially increase the intensity of use on the site, the project would not result in a permanent increase in air emissions, and analysis of the project's operational air quality emissions is not necessary.

Regional Construction Impacts

The SCAQMD has established methodologies to quantify air emissions associated with construction activities such as air pollutant emissions generated by operation of onsite construction equipment; fugitive dust emissions related to demolition, grading, and site work activities; and mobile (tailpipe) emissions from construction worker vehicles and haul/delivery truck trips. Emissions would vary from day to day, depending on the level of activity, the specific type of construction activity occurring, and, for fugitive dust, prevailing weather conditions.

With respect to the proposed project, demolition and construction activities would occur for approximately 8 months at the Thornton Site and approximately 7 months at the Century Site.

The entire duration of demolition, grading, and construction is estimated to be 10 months. Construction would take place during daytime hours Monday through Friday, with the potential for occasional daytime work on Saturdays, as needed. Work would not occur on Sundays or holidays. Most of the materials for the hangars are pre-fabricated and pre-painted; it is expected that the use of architectural coatings would be limited to the office space and parking apron. A construction-period mass emissions inventory was compiled based on an estimate of construction equipment as well as scheduling and phasing activity assumptions (see project description for more detailed site development plan). More specifically, the mass emissions analysis takes into account the following:

1. Combustion emissions from operating onsite construction equipment;
2. Fugitive dust emissions from demolition of structures and grading on-site; and
3. Mobile-source combustion emissions from haul trucks and worker commute travel.

For the purpose of estimating emissions associated with the demolition and construction activities, an estimated project timeframe of September 1, 2009, through June 31, 2010, was applied to the analysis. Emissions were calculated using the URBEMIS2007 emissions inventory model. A conservative estimate of the project's regional mass emissions during construction is presented in Table 1. As shown therein, all criteria pollutant emissions would remain below their respective thresholds. Thus, there would be a less-than-significant impact.

Table 1. Forecast of Regional Construction Emissions

	Criteria Pollutant Emissions (pounds per day)					
Construction Phase	**VOC**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Demolition (2 month duration)	2.12	16.71	9.42	<0.01	1.66	1.04
Grading/Concrete Pouring (3 month duration)	6.99	63.13	29.77	<0.01	14.21	5.09
Construction (5 month duration)	2.95	26.82	18.09	0.02	1.26	1.12
Maximum Regional Project Emissions [a]	**7**	**63**	**30**	**<1**	**14**	**5**
SCAQMD Regional Emissions Threshold (lbs/day)	75	100	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

[a] Maximum concurrent regional project emissions for VOC, CO, and SO_X occur during the Grading/Concrete Pouring Activities.

Localized Construction Impacts

When quantifying mass emissions for localized analysis, only emissions that occur on site are considered. Consistent with SCAQMD Localized Significance Threshold (LST) methodology guidelines, emissions related to offsite delivery/haul truck activity and employee trips are not considered in the evaluation of localized impacts. As shown in Table 2, localized emissions for all criteria pollutants would remain below their respective SCAQMD LST significance threshold. As such, localized impacts that may result from construction-period air pollutant emissions would be less than significant.

Table 2. Forecast of Localized Construction Emissions

Construction Phase	Criteria Pollutant Emissions (pounds per day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Demolition (2 month duration)	2.06	14.72	9.13	<0.01	1.80	0.51
Grading/Concrete Pouring (3 month duration)	6.56	48.78	27.56	<0.01	6.70	1.70
Construction (5 month duration)	2.53	20.06	8.74	<0.01	0.16	0.15
Worst Case On-Site Total [a]	**7**	**49**	**28**	**<1**	**7**	**2**
SCAQMD Localized Significance Threshold (lbs/day)[b]	--	143	877	--	17	5
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

[a] Maximum concurrent regional project emissions for VOC, CO, and SO_X occur during the Grading/Concrete Pouring Activities.

[b] These localized thresholds were taken from tables provided in the SCAQMD Localized Significance Thresholds Methodology guidance document based on the following: 1) The project site is located in SCAQMD Source Receptor Area No. 6) sensitive receptors located within 50 meters of construction activity, and 3) the maximum site area disturbed is 2 acres.

Greenhouse Gas Emissions

Global climate change is believed to be a problem caused by combined worldwide greenhouse gas emissions, and mitigating global climate change will require worldwide solutions. GHGs play a critical role in the Earth's radiation budget by trapping infrared radiation emitted from the Earth's surface, which could have otherwise escaped to space. Prominent GHGs contributing to this process include water vapor, carbon dioxide (CO_2), nitrous oxide (N_2O), methane (CH_4), ozone (O_3), and certain hydro- and fluorocarbons. This phenomenon, known as the "greenhouse effect," keeps the Earth's atmosphere near the surface warmer than it would be otherwise and allows for successful habitation by humans and other forms of life. Increases in these gases lead to more absorption of radiation and warm the lower atmosphere further, thereby increasing evaporation rates and temperatures near the surface. Emissions of GHGs in excess of natural ambient concentrations are thought to be responsible for the enhancement of the greenhouse effect and to contribute to what is termed "global warming," a trend of unnatural warming of the Earth's natural climate. Climate change is a global problem, and GHGs are global pollutants, unlike criteria air pollutants (such as ozone precursors) and toxic air contaminants (TACs), which are pollutants of regional and local concern.

The State of California has enacted legislation requiring statewide reduction of GHG emissions, and the SCAQMD is in the process of developing significance thresholds for analyzing a project's GHG emissions. However, at the time this report was prepared, there are no adopted or otherwise established CEQA thresholds of significance or regulatory thresholds for analyzing GHG emissions on a local, state, or national basis such that would apply to this project. For purposes of this analysis LAWA identifies a significant GHG impact if the project results in a substantial increase in GHG emissions, compared to current emission levels.

ICF Jones & Stokes air quality specialists estimate that project construction would result in maximum emissions of 6,215 pounds per day of carbon dioxide equivalent (CO_2e), which accounts for CO_2, CH_4, and N_2O emissions. Using the conservative assumption that the project would emit its estimated maximum daily emissions for the entire duration of project (10 months,

or 225 construction days), project construction's annual GHG emissions would total approximately 1,400,000 pounds (522.5 metric tons) of CO_2e. Because the project would not increase aircraft operations at VNY or otherwise increase the intensity of use on the site, the project would not result in long-term increases in GHG emissions. These temporary GHG do not amount to a substantial increase in GHG emissions compared to current emission levels, as illustrated by examples of preliminary proposals for GHG thresholds. Though no applicable thresholds have been established, examples of these preliminary proposals include 900 metric tons of CO_2e per year for stationary sources (as proposed by the California Air Pollution Control Officers Association) and 7,000 metric tons of CO_2e per year for industrial projects (as proposed by the California Air Resources Board). The project's emission of 522.5 is far below both of these examples of preliminary thresholds. Therefore, the project's GHG emissions impact is not substantial and is less than significant.

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area?

LESS-THAN-SIGNIFICANT IMPACT. SCAQMD's approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the Federal and State Clean Air Acts. As discussed earlier in Response III.a, the proposed project would be consistent with the AQMP, which is intended to bring the Basin into attainment for all criteria pollutants.[3] In addition, the project would not result in permanent increases in pollutant emissions. Therefore, there would be a less-than-significant cumulative impact.

With regard to climate change and GHG emissions, the amounts of construction -period GHG emissions that would result from development of the proposed project are negligible. The proposed project's amount of emissions, without considering other cumulative global emissions, would be insufficient to cause climate change. The proposed project would be consistent with the state's goals of reducing GHG emissions to 1990 levels by 2020. As such, the proposed project's contribution to climate change/worldwide GHG emissions would be less than significant.

d. Expose sensitive receptors to substantial pollutant concentrations?

LESS-THAN-SIGNIFICANT IMPACT. As described in the response to III.b above, construction and operation of the proposed project would not result in any substantial localized or regional air pollution impacts and therefore would not expose any nearby sensitive receptors to substantial pollutant concentrations.

[3] CEQA Guidelines Section 15064(h)(3) states "A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g. water quality control plan, air quality plan, integrated waste management plan) within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency."

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

LESS-THAN-SIGNIFICANT IMPACT. According to the SCAQMD *CEQA Air Quality Handbook,* land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with odors and therefore would not produce objectionable odors.

Potential sources that may emit odors during construction activities include diesel exhaust emissions from trucks and equipment and the use of architectural coatings. SCAQMD Rule 1113 limits the amount of volatile organic compounds architectural coatings. With mandatory compliance with SCAQMD rules, no construction activities or materials are proposed that would create a significant level of objectionable odors. As such, potential impacts during short-term construction would be less than significant. The project does not propose any operational changes that would affect odor emissions, and the long-term impact is also less than significant.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No 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?	☐	☐	☐	☒
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

a. Have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species?

NO IMPACT. The project is proposed in an urbanized area on a site that is currently developed and contains no biological habitat. The site contains no known candidate, sensitive, or special-status species and the project would not have substantial adverse effects on those biological resources. Therefore, there would be no impact.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified 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 project is proposed in an urbanized area on a site that is currently developed. The surrounding land uses are light industrial and single-family residential. Neither the project site nor the surrounding area contains riparian habitat or other sensitive natural communities. Therefore, the project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community, and there would be no impact.

c. Have a substantial adverse effect on federally protected wetlands?

NO IMPACT. There are no wetlands on the site or in the area that would be affected by the project. The project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, there would be 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?

NO IMPACT. The project is proposed in an urbanized area on a site that is currently developed and used for airport uses. The site does not support native wildlife. There are no native resident or migratory wildlife corridors on the site. Therefore, the project would not interfere substantially with those biological resources, and there would be no impact.

e. Conflict with any local policies or ordinances protecting biological resources?

NO IMPACT. The project site is located in an urban, developed environment and is not subject to any policies pertaining to biological resources.

f. Conflict with the provisions of an adopted habitat conservation plan?

NO IMPACT. The project would not conflict with any applicable conservation plans. Per the L.A. CEQA Thresholds Guide's Exhibit C-5,[4] the project site would be within an urbanized area and would not be within a Biological Resource Area. The project would not be within an area that would apply to any adopted conservation plan. Therefore, there would be no impact.

[4] L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles. 2006. City of Los Angeles. January 2006.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
V.	**CULTURAL RESOURCES.** Would the project:				
a.	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☐	☐	☒
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☒	☐
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d.	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

a. Cause a substantial adverse change in the significance of a historical resource?

NO IMPACT. An ICF Jones & Stokes architectural historian conducted a survey of the project site to determine whether the structures proposed for demolition as part of the project would be considered historic resources according to Section 15064.5 of the State CEQA Guidelines. A memorandum presenting the results of this survey is provided in Appendix C. The survey concluded that none of the onsite structures planned for demolition meets the eligibility criteria for the National Register of Historic Places and the California Register of Historical Resources. The project site is not mapped as a Site with Historic-Cultural Significance, as an Area of Historic-Cultural Significance, or as falling within a Historic Preservation Overlay Zone in Figure CR-4 of the Los Angeles Citywide General Plan Framework EIR, indicating that the project site is not historically sensitive. Therefore, there would be no impact.

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

LESS-THAN-SIGNIFICANT IMPACT. The project is proposed on land that has been previously disturbed and graded and that is not known to contain archeological resources. ICF Jones & Stokes conducted a cultural resources record search of the project site and a ¼-mile radius around the project site at the South Central Coast Information Center at Cal State Fullerton. The record search concluded that there are no recorded cultural resources sites in the search area. The project site is not mapped as an Archeological Site or an Archeological Survey Area in Figure CR-1 of the Los Angeles Citywide General Plan Framework EIR, further indicating that there are no known archeological resources within the site and that the site is not known to be archeologically sensitive. The Century Site, on which a considerable amount of grading is

proposed, is underlain by approximately 9 feet of artificial fill, and grading will not be conducted below this level.[5] Therefore, the project's potential to disturb archeological resources is minimal, and there would be a less-than-significant impact. Furthermore, 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 IMPACT. The project is proposed on land that has been previously disturbed and graded and that is not known to contain paleontological resources. The project site is not mapped as a Vertebrate Paleontological Site or Site in Figure CR-2 of the Los Angeles Citywide General Plan Framework EIR, indicating that there are no known paleontological resources within the site. Therefore, the potential to disturb paleontological resources is minimal, and there would be a less-than-significant impact. Furthermore, 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 IMPACT. See the discussion to V.b above. The potential to disturb human remains is minimal, and there would be a less-than-significant impact. Furthermore, 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.

[5] URS Corporation, 2008. Report of Geotechnical Investigation, Century Aero Club Project, Van Nuys Airport. July 20, 2008. (See Appendix xx.)

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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:				
	1. 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.	☐	☐	☐	☒
	2. Strong seismic groundshaking?	☐	☐	☒	☐
	3. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
	4. Landslides?	☐	☐	☐	☒
b.	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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 an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

a. Would the project expose people or structures to potential adverse effects involving:

i) Rupture of a known earthquake fault.

NO IMPACT. The proposed project would not have the potential to expose people or structures to substantial adverse effects involving the rupture of a known earthquake fault. Fault rupture is caused by the actual breakage of the ground surface overlying a fault as a result of seismic activity. Under the Alquist-Priolo Act, the California State Geologist identifies areas in the state that are at risk from surface fault rupture. These areas are known as Earthquake Fault Zones (formerly Alquist-Priolo Earthquake Fault Zones).[6]

According to the *Report of Geotechnical Investigation* prepared for the Century *Site* (included as Appendix D), active faults within a 10-mile radius of the project site include the Verdugo, Sierra Madre, Northridge, Santa Susana, and Santa Monica-Hollywood-Raymond fault systems. The proposed project site is not located within an Earthquake Fault Zone, and there are no known active or potentially active faults crossing the project site therefore the potential for surface rupture is considered unlikely.[7] As such, there would be no impact, and no further study is required.

ii) Strong seismic ground shaking?

LESS-THAN-SIGNIFICANT IMPACT. The proposed project would include hangar and office structures that would be occupied by employees and customers during operational hours. Southern California is a seismically active region that is prone to earthquakes; therefore, there is a potential for the proposed project site to experience strong ground shaking in the future from local and regional faults.

The proposed project is required to be built to the standards and requirements of the California Building Code and the City of Los Angeles Building Code, which requires specific provisions for seismic design to mitigate and minimize the effects of earthquakes and ground shaking on structures.[8] Compliance with the California Building Code and the City of Los Angeles Building Code would avoid significant impacts, reduce impacts associated with strong seismic ground shaking, and there would be a less-than-significant impact. No further study is required.

iii) Seismic-related ground failure, including liquefaction?

NO IMPACT. The proposed project would include hangar and office structures that would be occupied by employees and customers during operational hours. Liquefaction is essentially the transformation of soil to a liquid state, and can result in settlement, uplift of structures, and an increase in lateral pressure on buried structures. The potential for seismic-related ground failure and liquefaction from a ground-shaking event depends on the level of shaking, groundwater

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[6] California Geologic Survey. 2008. *Alquist-Priolo Earthquake Fault Zoning Act.* Chapter 7.5: Earthquake Fault Zoning. Available: <http://www.consrv.ca.gov/CGS/rghm/ap/chp_7_5.htm>. Accessed: March 25, 2009.

[7] URS Corporation, 2008. Report of Geotechnical Investigation, Century Aero Club Project, Van Nuys Airport. July 20, 2008.

[8] California Building Standards Commission (CBSC), California Code of Regulations, Title 24. Available: <http://www.bsc.ca.gov/title_24.html>. Accessed, March 25, 2009.

conditions, relative density of the soils, and age of the underlying geologic units. Liquefaction potential has been found to be greatest where the groundwater level and loose sands occur within a depth of about 50 feet or less. Seismic-induced liquefaction occurs when soils of relatively low density are subjected to extreme shaking that causes the soils to lose strength or stiffness. According to Seismic Hazard Maps published by the State of California,[9] the proposed project lies outside areas subject to liquefaction. In addition, the historic high groundwater table beneath the proposed project site is deeper than 50 feet below ground surface (bgs), and no evidence shows that soil will liquefy below this depth.[10] As such, there would be no impact, and no further study is required.

iv) Landslides?

NO IMPACT. The proposed project would include hangar and office structures that would be occupied by employees and customers during operational hours; however, there are no significant slopes within the boundaries of the proposed project site and no significant slopes would be created for project implementation. Furthermore, the proposed project site would not be located in an area having the potential for earthquake-induced landslides.[11] As such, there would be no impact, and no further study is required.

b. Would the project result in substantial erosion or the loss of topsoil?

LESS-THAN-SIGNIFICANT IMPACT. Construction of the proposed project would result in the temporary exposure of ground surfaces, which could increase the potential for erosion during grading, excavation, and hauling materials on and off the site. The project involves more than one acre of soil disturbance during construction; therefore, 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 Water Quality Order 99-08-DWQ. The construction contractor would also identify and adhere to standard best management practices (BMPs) to minimize the potential for impacts on water quality during construction. BMPs typically include temporary catchment basins, silt fencing, and/or installation of sandbags to control runoff and contain sediment transport in the project site. Following construction, ground surfaces would be stabilized with buildings, paving, and landscaping. With incorporation of these BMPs, there would be a less-than-significant impact, and no further study is required.

c. Is the project located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project?

LESS-THAN-SIGNIFICANT IMPACT. The proposed project would not be located on unstable soil that could potentially result in landslides, spreading, subsidence, or collapse on or off site.

[9] City of Los Angeles General Plan, Safety Element. 1996. Safety Element Exhibit B, Areas Susceptible to Liquefaction in the City of Los Angeles.
[10] URS Corporation, 2008. Report of Geotechnical Investigation, Century Aero Club Project, Van Nuys Airport. July 20, 2008.
[11] *Ibid.*

In general, project area soils and subsoils are a combination of silty sand or sandy silt.[12]. The geotechnical investigation conducted for the Century Site determined that the Century Site is mantled by about 9 feet of soft and loose artificial fill. Significant quantities of water or petroleum are not currently extracted beneath the site that could cause subsidence, and the project site is not located in an identified City of Los Angeles methane buffer zone.[13] Furthermore, as identified in the geotechnical investigation conducted for the Century Site (Appendix D), laboratory tests conducted on the soils retrieved from this area indicate that there is a low potential for collapsible soils, and therefore they would not pose a significant hazard to the proposed project.[14] The Thornton Site has for many years supported hangars that are similar to the hangars proposed as part of the project. There is no evidence of unstable soil conditions at the Thornton Site. Therefore, unstable soil conditions are not anticipated to affect either the Century Site or the Thornton Site.

As described above in Section VI.a.iv, there are no slopes within the boundaries of the proposed project site, and no considerable slopes would be created for project implementation; therefore, there is very low risk that the proposed project would contribute to an onsite or offsite landslide. Furthermore, as described above in Section VI.a.iii, the proposed project site is not prone to liquefaction, and thus the potential for lateral spread displacement is very low. Prior to the commencement of construction, incorporation of the recommendations of the geotechnical investigation into the design of the project prior to construction would ensure that any potential impact as a result of soft and loose artificial fill would be avoided or reduced to a less-than-significant level, and no further study is required.

d. Is the project located on expansive soil?

LESS-THAN-SIGNIFICANT. Expansive soils are fine-grained soils (generally high plasticity clays) that can undergo a significant increase in volume with an increase in water content and a significant decrease in volume with a decrease in water content. Changes in the water content of an expansive soil can result in severe distress to structures constructed upon the soil. According to the geotechnical investigation conducted for the Century Site, the area is underlain by sediments generally consisting of silty sand or sandy silt, and laboratory tests indicate that this material is likely to be non-expansive. The Thornton Site has for many years supported hangars that are similar to the hangars proposed as part of the project. There is no evidence of unstable soil conditions at the Thornton Site. Therefore soils on both sites are not anticipated to pose a significant hazard to the proposed project site, there would be a less-than-significant impact, and no further study is required.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems?

NO IMPACT. The proposed project would not include the use of septic tanks or alternative wastewater disposal systems as part of the proposed project. A portion of the Century Site

[12] *Ibid.*
[13] *Ibid.*
[14] *Ibid.*

currently utilizes a septic system, but this infrastructure will be abandoned and removed as part of the project. Wastewater discharging facilities relating to the proposed project would be connected to the local sanitary sewer system; therefore, the proposed project would not introduce the need for onsite wastewater disposal systems. No impact would occur, and no further study is required.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
VII.	**HAZARDS AND HAZARDOUS MATERIALS.** Would the project:				
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c.	Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d.	Be located on a site that 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?	☐	☐	☒	☐
e.	Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f.	Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
h.	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

LESS-THAN-SIGNIFICANT IMPACT. The project would entail the continued use and storage of hazardous materials such as jet fuel, nitrogen, and aviators' breathing oxygen, which are currently used and stored on the two sites. Storage and use of such materials would follow all applicable federal, state, and local regulations. Given the existing conditions, the project does not represent new usage or storage of these materials on site. Furthermore, the proposed FBO facility is governed by several Q Conditions pertaining to usage and storage of hazardous materials, including Q Conditions 71 and 81, which address compliance with local hazardous-materials regulations. Q Condition 81 states that the applicant must

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.

As stated in the project description, the project entails removal of the onsite USTs that currently exist within the Thornton Site. The underground storage tanks would be removed under the oversight of the Los Angeles Fire Department, and the applicant would obtain all necessary permits and clearances from the Fire Department prior to commencing construction on the Thornton Site. This entails sampling and testing procedures to ensure on-site soil and groundwater are in proper condition for grading and construction to occur.

Aboveground fuel facilities, such as the tank that would be installed and operated within the Century Site, are governed by Q Condition 71, which states:

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 of 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 of sanitary sewer systems.

Compliance with these mandatory regulations would ensure that the project entails safe onsite usage and storage of the hazardous materials that are routine to operating FBO facilities in compliance with all relevant federal, state, and local laws; therefore, the project would result in a less-than-significant impact with respect to storage, handling, and transporting hazardous materials.

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?

LESS-THAN-SIGNIFICANT IMPACT. As discussed above in the response to VII.a, the project would entail usage and storage of fuel and other potentially hazardous chemicals that are routine to the operation of an FBO facility. This includes large quantities of jet fuel. Storage facilities for and handling of these chemicals would comply with all relevant federal, state, and local regulations, and the project is governed by the Q Conditions listed above, which would ensure safe storage and usage on the site. By complying with these mandatory regulations, the project would result in a less-than-significant impact with respect to unforeseen hazardous materials upsets and accidents.

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

LESS-THAN-SIGNIFICANT IMPACT. The project does not propose facilities that would emit hazardous materials, and the project-related handling of hazardous materials is limited to the routine storage and use of fuels and chemicals discussed above in the response to VII.a. The only school located within 0.25 mile of the project site is the Los Angeles Unified School District's Aviation Center mechanics school, which is located adjacent to the Thornton Site to the north. This school's proximity to and relationship with the airport is a defining aspect of the school's purpose. The project does not propose to change conditions on the site such that potential hazards to the school would be considerably increased. Therefore, the project would result in a less-than-significant impact with respect to emitting and handling hazardous materials within 0.25 mile of a school.

d. Be located on a site that is included on a list of hazardous materials sites?

LESS-THAN-SIGNIFICANT IMPACT. The California Department of Toxic Substances Control (DTSC) maintains the Hazardous Waste and Substances Sites (Cortese) List pursuant to Government Code Section 65962.5, and makes the list available to the public on the DTSC website.[15] Neither the Thornton Site nor the Century Site is listed on the Cortese list. One listed site is located near the project sites: the Marquardt Company facility located at 16555 Saticoy Street (northwest of the Thornton and west of the Century Site). This site is listed as a hazardous materials site undergoing closure. The Marquardt site is outside the boundaries of VNY, and implementing the proposed project would not interfere with any mitigation effort occurring on the Marquardt site or otherwise create a significant hazard to the public or environment related to

[15] http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm

past contamination on the Marquardt Company site. Therefore, this impact is less than significant.

e. Be located within an airport land use plan area and result in a safety hazard for people residing or working in the project area?

LESS-THAN-SIGNIFICANT IMPACT. The project site is located within the VNY Airport Land Use Plan, and proposes redevelopment of the site that complies with that land use plan. There are certain degrees of risk involved with placing the project's occupied structures adjacent to and in proximity to airport runways, including the potential for airplane accidents at the proposed structures. However, as the proposed FBO is an airport-related business whose location adjacent to runways is a defining aspect of its operation, these risks are not a significant hazards-related impact. The proposed FBO would operate within an existing busy airport and does not propose a substantial increase in aircraft activity that would represent an increase in hazards on nearby residents. Therefore, the project would result in a less-than-significant impact with respect to its location within an Airport Land Use Plan.

f. Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area?

NO IMPACT. The project site is not located in proximity to a private air strip. Therefore, there would be no impact.

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

LESS-THAN-SIGNIFICANT IMPACT. The project represents redevelopment of a currently developed and occupied site and does not propose facilities or increased onsite activity that would impair emergency response or evacuation. Furthermore, the project is governed by several Q Conditions that would serve to ensure adequate emergency access, subject to the approval of the Department of Public Works and the Los Angeles Fire Department. 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.

Additionally, 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 these mandatory regulations would ensure that the project would result in a less-than-significant impact with respect to emergency response and evacuation.

h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires?

NO IMPACT. The project site is located in an urban area that is approximately 5 miles from the nearest wildland area, the Santa Monica Mountains south of the site. As shown in Exhibit D of the City General Plan Safety Element, the project site is not located in close proximity to electrical transmission lines or natural gas lines, precluding significant fire hazards related to such facilities. There is no potential for a wildland fire to affect the project site; therefore, there would be no impact.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
VIII.	**HYDROLOGY AND WATER QUALITY.** Would the project:				
a.	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in 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 that would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
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 that would result in substantial erosion or siltation onsite or offsite?	☐	☐	☒	☐
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?	☐	☐	☒	☐
e.	Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f.	Otherwise substantially degrade water quality?	☐	☐	☒	☐
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?	☐	☐	☐	☒
h.	Place within a 100-year flood hazard area structures that would impede or redirect floodflows?	☐	☐	☐	☒

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	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?	☐	☐	☒	☐
j.	Contribute to inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

a. Violate any water quality standards or waste discharge requirements?

LESS-THAN-SIGNIFICANT IMPACT. Construction related activities would require up to an estimated 1.55 acres of disturbance at the Thornton Site and approximately 1.97 acres at the Century Site, for a maximum total project related disturbance of 3.52 acres. The project involves more than one acre of soil disturbance during construction; therefore, 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 Water Quality Order 99-08-DWQ. As required by the Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP), structural or treatment control BMPs are required for the proposed project. Accordingly, a SUSMP has been prepared for the Thornton Site (included as Appendix E). A Hydrology Study has been prepared for the Century Site (included as Appendix F), which identifies infiltration and detention in landscaped areas as the methods for treating runoff from the site. A SUSMP specific to the Century Site will also be prepared and implemented, in accordance with County regulations. All proposals for storm water treatment will be evaluated by the City Engineering Department, and revised if necessary to meet applicable requirements.

Similar to existing operations, operation of the proposed project would involve aircraft refueling, washing, and maintenance at the Thornton Site, but no uses that would result in considerable waste discharges. All washing, repair, and maintenance would occur inside the hangars, minimizing the exposure of potential pollutants to storm water, and preventing residual run-off. Wastewater generated during washing would be discarded in slope sinks connected to a 4-stage clarifier in accordance with Q Condition 71 (see description in Section VII.a and Appendix A), as it is under existing conditions. The proposed development would entail the continued use and storage of hazardous materials such as fuel, nitrogen, and aviators' breathing oxygen, which are currently used and stored on the two sites, but would not entail the direct discharge of any of these chemicals as part of planned onsite activities. The storage area for these materials would be designed in accordance with requirements outlined in the SUSMP to ensure proper storage and handling to minimize the potential for discharge. In addition, the applicant would be required to prepare a hazardous materials business plan for submittal to the City of Los Angeles Fire Department, pursuant to Q Condition 81 (see discussion above in the response to VII.a). In complying with the SUSMP prepared for the Thornton Site and the structural and treatment control BMPs required for the Century Site under the LA County SUSMP, the applicant and the

construction contractor would comply with all applicable laws and regulations relating to water quality, stormwater treatment, and drainage originating from the proposed project.

The BMPs specified in the SUSMP for the Thornton Site are examples of common stormwater management methods that may be incorporated into the final design of the project and implemented on the site. These include restrictions on grading during the wet season, weekly on-site inspections during the rainy season, a stormwater runoff treatment system comprised of Floguard filters and bioswales, and downspout filters to treat stormwater runoff from the rooftops. Similar BMPs would be identified in a SUSMP for the Century Site and incorporated into that aspect of the project. All proposals for storm water treatment on both sites will be evaluated by the City Engineering Department, and revised if necessary to meet applicable requirements. Following construction, ground surfaces would be stabilized with buildings, paving, and landscaping, including landscaping whose primary means of cleaning and detaining stormwater coming off of the site. Therefore, the proposed project would not violate water quality standards or waste discharge requirements and would result in a less-than-significant impact.

b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge?

NO IMPACT. The proposed project would not involve groundwater withdrawal and would not entail a substantial increase in the onsite impervious area compared to existing conditions, such that groundwater recharge would be affected. Therefore, the proposed project would not substantially deplete groundwater supplies and would not interfere with groundwater recharge. No impact would occur.

c. Substantially alter the existing drainage pattern of the site or area in a manner that would result in substantial erosion or siltation on- or off-site?

LESS-THAN-SIGNIFICANT IMPACT. The project site is a paved area that drains into existing stormwater facilities and does not contain streams or rivers. The proposed project has been designed with landscaping and paving to generally match existing overall stormwater flow characteristics and would not substantially alter onsite existing drainage patterns.[16] Therefore, the proposed project would not result in substantial on- or offsite erosion or siltation, and there would be a less-than-significant impact.

d. Substantially alter the existing drainage pattern of the site or area 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 IMPACT. The project site is a paved area that drains into existing stormwater facilities and does not contain streams or rivers. The proposed project has been designed with landscaping and paving to generally match existing overall stormwater flow characteristics and would not substantially alter onsite existing drainage patterns. As discussed

[16] Psomas, 2008. *Hydrology Study for Century Aero Club*. May 7, 2008. (see Appendix F)

in Section VIII.b, the proposed project would not substantially increase the amount of onsite impervious area. Hydrology calculations conducted for the Century Site indicate a very small amount of stormwater runoff (0.0009 acre feet) would need to be detained, which would be accomplished by a small swale east of Hayvenhurst Avenue.[17] The SUSMP prepared for the Thornton Site indicates limited potential for offsite erosion, such that peak stormwater runoff discharge rates are not an issue. Therefore, the project would not result in on- or offsite flooding, and there would be 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?

LESS-THAN-SIGNIFICANT IMPACT. The project entails redevelopment of a paved, developed site that currently discharges stormwater runoff into an existing drainage system flowing into gutters in Hayvenhurst Avenue. The project entails a modest increase in impervious surface, limited to the western edge of the Thornton Site and estimated at approximately 2,325 square feet (3.6% of the project site); therefore, the project would not result in a substantial increase in the amount of runoff entering the existing drainage system. The project has been designed with landscaped areas that would be used to clean and detain runoff, which would minimize the amount of offsite flow and reduce potential pollutants in offsite runoff. During construction, the contractor may use minimal amounts of water for dust control and cleanup activities. As required by the Los Angeles County SUSMP, structural or treatment control BMPs are required for the proposed project, as have been outlined in the SUSMP for the Thornton Site and the Hydrology Report for the Century Site. All proposals for storm water treatment will be evaluated by the City Engineering Department, and revised if necessary to meet applicable requirements. With implementation of the measures stated in the SUSMP and Hydrology Study, the project's construction-related impact on polluted runoff would be less than significant.

f. Otherwise substantially degrade water quality?

LESS-THAN-SIGNIFICANT IMPACT. As discussed in Section VIII.a, operation of the proposed project would involve aircraft maintenance and refueling activities; however, these activities would not generate water discharges or pollutants that would degrade water quality. The planned facilities would comply with all BMPs specified in the SUSMP relating to onsite hazardous materials. As addressed in Section VIII.a, the construction contractor is required to comply with all requirements of the proposed project's BMPs and SUSMP, thereby minimizing potential water quality degradation during construction activities. Furthermore, the project has been designed with landscape areas that would serve as the primary means of cleaning and detaining stormwater coming off of the site during operation of the project. Therefore, there would be a less-than-significant impact.

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?

[17] *Ibid*.

NO IMPACT. The project site is located outside the 100-year flood plain area associated with Bull Creek, which is located approximately 750 feet west of the project site.[18] The proposed project would not involve the construction of housing in this flood plain area, nor would the project alter the 100-year floodplain so as to affect nearby housing. Therefore, there would be no impact.

h. Place within a 100-year flood area structures to impede or redirect flood flows?

NO IMPACT. The project site is located outside the 100-year flood plain area associated with Bull Creek, which is located approximately 750 feet west of the project site, and the project would not otherwise affect the 100-year floodplain. Therefore, there would be 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 IMPACT. The project site is located approximately 3 miles north of the Encino Reservoir and approximately 5 miles south of the Los Angeles Reservoir. The project site is within a Potential Inundation Area associated with these facilities, as shown in Exhibit G of the General Plan Safety Element. Accordingly, the project site may be inundated in the unforeseen occurrence of a dam failure at these reservoirs. However, at those distances, dam failure would not result in considerable flooding on the project site such that significant risk of loss, injury, or death would result. There are no other flood risks in the project area. Therefore, there would be a less-than-significant impact.

j. Inundation by seiche, tsunami, or mudflow?

NO IMPACT. The proposed project is located 10 miles from the Pacific Ocean and is separated from the ocean by the Santa Monica Mountains. At that distance, inundation of the project site by a tsunami would not occur. The project site is not located near any water bodies that could pose a risk due to inundation by seiche, and the flat nature of the site and the surrounding area eliminates the potential for inundation by mudflow. Therefore, there would be no impact.

[18] Exhibit F of the City of Los Angeles General Plan Safety Element.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
IX.	**LAND USE AND PLANNING.** Would the project:				
a.	Physically divide an established community?	☐	☐	☐	☒
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

a. Physically divide an established community?

NO IMPACT. The project sites are located in an urbanized area that is fully developed. The sites are located at the airport's western edge, within airport property, adjacent to surrounding single-family residential and airport-related industrial land uses. The project would not divide the physical arrangement of the established community surrounding the project site. Therefore, there would be no impact.

b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project?

LESS-THAN-SIGNIFICANT IMPACT. The airport and the residential area adjacent to the project site have long been neighbors and their land use issues are addressed in the General Plan (see Noise Element, page 2-26 through 2-28) and the Reseda–West Van Nuys Community Plan (Chapter 3). The project does not propose a change in land use designation or a considerable change in activity or usage of the site. The site would remain classified as an Aviation Area, as defined by the VNY Master Plan.[19] Therefore, the project would not significantly alter compatibility with the existing single family residences. Policy 1.1-5 aims to "Protect the quality of the residential environment west of the Van Nuys airport through attention to noise and traffic." Impacts on the residential area west of the Van Nuys airport due to noise would be less than significant ((see Section XI.a). The project would not generate a significant increase in traffic because the proposed use is similar to the existing use, and there would be a less-than-significant impact on the existing single family residential west of the site due to traffic.

[19] City of Los Angeles Department of Planning. 2006. Van Nuys Airport Plan. January 2006.

Therefore, the project would not conflict with the Reseda–West Van Nuys Community Plan, and there would be a less-than-significant impact.

The project is governed by the Los Angeles Municipal Code and must comply with all relevant ordinances contained therein. In order to get building permits for any proposed structure over 10,000 square feet, according to the Q Conditions of the Los Angeles Municipal Code applicable to VNY, the project applicant must submit a complete and detailed plot plan for approval from the Director of Planning. The proposed structure on the Thornton Site would be 49,325 square feet and would therefore need to submit a plot plan for approval prior to being granted building permits. Also within the Q Conditions, the Development Standards require that in the front yard setback, a minimum of one 24-inch boxed tree must be provided for every 50 feet of frontage. At the Thornton Site, the project would provide at least six 24-inch trees to account for its 325 feet of frontage, in accordance with the Q Conditions. The Development Standards also require that a minimum of one 24-inch boxed tree, over 2 inches in diameter and 8 feet in height, must be provided for every four new surface parking spaces. The project would provide at least 10 trees for its 43 proposed parking spaces, in accordance with the Q Conditions. At the Century Site, the project would provide at least five trees for its paved parking area of 22 parking spaces, in accordance with the Q Conditions. The trees would be species that discourage birds, would provide shade for the parking spaces, and would be protected by a 6-inch high curb. By meeting these conditions, and all other Q Conditions, the project would not conflict with the Los Angeles Municipal Code, and there would be no impact.

The project site is zoned [T][Q] M2-1VL, or Light Industrial, which is consistent with its proposed use. The project would not conflict with the regulations in the Planning and Zoning portion of the Los Angeles Municipal Code. Therefore, there would be no impact.

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

NO IMPACT. The project is not located within an adopted local, regional, or state habitat conservation plan. Therefore, there would be no impact.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
X.	**MINERAL RESOURCES.** Would the project:				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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 project site is developed and, as shown in Figure GS-1 of the Los Angeles Citywide General Plan Framework EIR, the project site is not within an area identified as containing significant mineral deposits, including resources that would be of value to the region and the residents of the state. Therefore, there would be no impact.

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

NO IMPACT. The project site is developed and contains no mineral resources. Therefore, the project would not 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. Therefore, there would be no impact.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XI.	**NOISE.** Would the project:				
a.	Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	☐	☐	☒	☐
b.	Expose persons to or generate excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c.	Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d.	Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e.	Be located within an airport land use plan area, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f.	Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

The following discussion provides a summary of noise conditions in the proposed project area for the purposes of the impact analyses provided for Sections XI.a through XI.f.

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise can be defined as unwanted sound. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). Noise that is experienced at any receptor can be attenuated by distance or the presence of noise barriers or intervening terrain.

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration displacement is the distance that a point on a surface moves away from its original static position. The instantaneous speed at which a point on a surface moves is described as the velocity, and the rate of change of

speed is described as the acceleration. Each of these three vibration descriptors can be used to correlate vibration to human response, building damage, and acceptable equipment vibration.

The proposed project is located within a highly developed area, within the boundaries of VNY, in the City of Los Angeles. The primary noise sources in the proposed project area are sounds associated with existing roadways and aircraft from VNY, all of which generate substantial noise. Places where people are meant to sleep, or a place where quiet is necessary for full functioning of existing land uses, are normally considered noise-sensitive. There are residences adjacent to the proposed project area that would be considered sensitive to noise. Specifically, noise-sensitive land uses in the vicinity of the proposed project area include residences adjacent to the west, approximately 150 feet from the Thornton Site and approximately 700 feet from the Century Site.

The proposed project involves construction of facilities at VNY for airport-related purposes, similar to those that currently exist on the site. The existing hangars and adjacent apron area on the Thornton Site currently provide storage, fueling, and service for piston and jet aircraft. The existing hangars and adjacent apron area on the Century Site currently house two flight schools and an aircraft brokerage business that accommodate various types of fixed-wing aircraft, as well as helicopters. The existing uses at these facilities include employee and customer vehicular traffic to the airport as well as incoming and departing flights at the airport.

a. Would the project result in 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?

LESS-THAN-SIGNIFICANT IMPACT.

Construction

Construction activities at the Thornton Site would occur within approximately 150 feet of the nearest noise-sensitive land uses, and within approximately 700 feet of the Century Site. Short-term construction activities would cause elevated noise levels at and near the noise-sensitive receptors (the residences to the west). The work would occur for approximately 8 months at the Thornton Site and approximately 7 months at the Century Site. The entire duration of demolition, grading, and construction is estimated to be 10 months. Construction would take place during daytime hours Monday through Friday, with the potential for occasional daytime work on Saturdays, as needed. Work would not occur on Sundays or holidays, and will comply in all respects with requirements of the Municipal Code. The phases of construction include demolition of existing structures, clearing ornamental vegetation and surface material, grading, construction of new foundations and structures, and laying new pavement material. The City of Los Angeles general plan and noise ordinance generally exempts short-term construction activities, provided construction or other noise-generating activity does not disturb the occupied sleeping quarters of any dwelling, hotel, apartment, or other place of residence between 9:00 p.m. and 7:00 a.m., and that such activity does not occur on or within 500 feet of residential property before 8:00 a.m. or after 6:00 p.m. on Saturdays or federal holidays or at any time on Sundays. Additionally, the City's noise ordinance prohibits the operation, repair, or servicing of

construction equipment as well as the job-site delivery of construction materials between 6:00 p.m. and 8:00 a.m. on Saturdays and anytime on Sundays.[20] Construction activities would not occur within these prohibited hours; therefore, the proposed project would be in compliance with the applicable noise ordinance.

Construction noise would be created from sources at the work sites and around access routes. Onsite noise during construction would occur primarily from heavy-duty diesel-powered construction equipment. Offsite noise would be generated from trucks delivering materials and equipment to construction sites, as well as from vehicles used by workers commuting to and from the sites. Short-term noise would result from heavy construction equipment used in cutting and removal of asphalt and concrete within the project site, transport of fill material, and repaving of the surface. Table 3 summarizes noise levels produced by equipment commonly used on similar construction projects.

Table 3. Noise Emission Characteristics of Construction Equipment

Type of Equipment	Typical Noise Level (dBA) at 50 feet
Backhoe	80
Bulldozer	85
Concrete pump	82
Crane, Mobile	83
Generator	81
Grader	85
Jack Hammer	88
Loader	85
Pneumatic tool	85
Scraper	89
Rock Drill	98
Truck	88

Source: Federal Transit Administration. 1995. Transit noise and vibration impact assessment. (DOT-T-95-16.) Office of Planning, Washington, DC. Prepared by Harris Miller Miller & Hanson, Inc. Burlington, MA.

The magnitude of construction noise impacts would depend on the type of construction activity, the noise level generated by various pieces of construction equipment, the duration of the activity, the distance between the activity and any sensitive noise receptors, and whether local barriers and topography provide shielding effects. Based on typical construction noise levels for similar projects, the average construction noise level would be 89 dBA at a distance of 50 feet.[21]

[20] City of Los Angeles. 2009. Municipal Code. Chapter IV, Article 1, Section 41.40 of the Los Angeles Municipal Code – NOISE DUE TO CONSTRUCTION, EXCAVATION WORK – WHEN PROHIBITED.

[21] US E.P.A. December 31, 1971. Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances.

At the noise-sensitive land uses nearest to the Thornton Site, located approximately 230 feet from the acoustic centroid[22] of construction activity, the noise level from construction would be approximately 76 dBA equivalent sound level (L_{eq}). At the noise-sensitive land uses nearest to the Century Site, located approximately 800 feet from the acoustic centroid of construction activity, the noise level from construction would be approximately 65 dBA L_{eq}. The existing community noise equivalent level (CNEL) noise contours from operations at VNY, exclusive of roadway traffic noise, indicate that this residential area is just outside of the 65 dB CNEL noise contour.[23] The presumed ambient noise levels in this area would be slightly higher than the noise contours indicated on this map when combined with roadway traffic noise and are assumed to be approximately 65 dB to 70 dB CNEL, a level which is generally consistent with dense urban environments.

Construction noise related to the proposed project would be above existing ambient noise levels in the vicinity of the proposed project, but those levels would be temporary, intermittent, limited to the duration of the construction, and would take place during the allowable hours specified in the noise ordinance. In addition, the project is subject to the Q Conditions listed below, which will serve to reduce noise perceived off site to the maximum extent feasible and prevent a substantial temporary increase in 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

[22] The acoustic centroid is the idealized point from which the energy sum of all construction activity noise, near and far, would be centered. This accounts for the fact that while construction occurs at edges of sites, it is not usually concentrated at the edges, resulting in variable noise levels when received by off-site receptors.

[23] Los Angeles World Airports. February 9, 2009, Van Nuys Airport Airport Impact Area: CNEL 65, 70, and 75 dB CNEL Contours. Available: http://www.lawa.org/uploadedFiles/VNY/pdf/vny4q07community.pdf. Accessed: April 1, 2009.

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;

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.

Project construction would not be subject to any established noise limitations, including daytime noise limits per the City's noise ordinance. Therefore, project construction would not exceed any applicable noise-level threshold, and this impact would be less than significant.

Operation

Noise from the proposed project operations would consist primarily of noise from onsite operations (i.e., idling aircraft and equipment noise), from project-related traffic (passenger vehicles), and from aircraft arriving at and departing from the new facilities. Because the project would not increase aircraft operations at VNY, the project would not increase noise levels from takeoffs and landings at VNY.

Ground-based operations at the Thornton Site would be similar to those under existing conditions, and would emit a similar noise level. Proposed ground-based operations at the Century Site would entail occasional idling of jet aircraft, which would emit higher noise levels than those generated by the propeller aircraft under existing conditions. Sensitive receptors (residences) are located approximately 700 feet from these operational noise sources on the Century Site, and are obstructed by buildings that stand west and southwest of the Century Site. This distance and obstruction would prevent these slightly elevated noise levels from being received at levels that would be considered a significant impact. In summary, the proposed project would generate noise levels similar to existing uses, as received by off-site sensitive receptors, and therefore operational impacts would be less than significant.

b. Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

LESS-THAN-SIGNIFICANT IMPACT. Vibration and groundborne noise associated with the proposed project would be limited to the temporary construction phase. The nearest vibration-sensitive land uses to the Thornton Site are residences located approximately 150 feet to the west. The nearest vibration-sensitive land uses to the Century Site are the residences located

approximately 700 feet to the southwest. Vibration would be generated by construction equipment, trucks, and onsite stationary equipment (i.e., pumps and motors) during project construction and operation. Groundborne vibration/noise from construction equipment would be relatively minor and would generally dissipate to a level below perceptibility within 50 feet or less of construction activities.[24] Trucks also generate relatively low levels of vibration, which typically dissipate to below a level of perceptibility within several feet. Impacts would be less than significant because the vibration-sensitive land uses are located at sufficient distances from construction and operational activities that would occur at the proposed project site.

c. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

LESS-THAN-SIGNIFICANT IMPACT. See the discussion above in Section XI.a, which addresses the increase in ambient noise from the proposed project operations under the "Operations" heading, and concludes that these would be less than significant.

d. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

LESS-THAN-SIGNIFICANT IMPACT. See the discussion above in Section XI.a, which addresses the temporary increase in ambient noise levels under the "Construction" heading and the periodic increase in ambient noise levels under the "Operations" heading. The project does not feature any uses or operational features that would generate a substantial temporary or periodic increase in ambient noise. Because project construction is required to incorporate Q Conditions 33, 34, 35, 36, and 38, the construction noise perceived off site on a temporary basis would not be substantial, and this impact would be less than significant.

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 IMPACT. The proposed project is located within the boundaries of the Van Nuys Airport Land Use Plan. See the discussion above in Section XI.a, which addresses the project-related exposure of people residing and working in the area to the proposed project's construction and operational noise, and concludes this impact would be less than significant.

f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

NO IMPACT. The proposed project area is not within the vicinity of a private airstrip. There would be no impact.

[24] Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006. Pages 12-10 through 12-12.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XII.	**POPULATION AND HOUSING.** Would the project:				
a.	Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☐	☒
b.	Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c.	Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

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

NO IMPACT. The project would not induce substantial population growth because there is no residential component of the project, and no extension of roads or infrastructure, and because there would be no considerable increase in people employed on the site. Therefore, there would be no impact

b. Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?

NO IMPACT. The project would not displace existing housing units. Therefore, there would be no impact.

c. Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?

NO IMPACT. The project would not displace existing residents. Therefore, there would be no impact.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XIII.	**PUBLIC SERVICES.** Would the project:				
a.	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a 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 following public services:				
	Fire protection?	☐	☐	☒	☐
	Police protection?	☐	☐	☒	☐
	Schools?	☐	☐	☐	☒
	Parks?	☐	☐	☐	☒
	Other public facilities?	☐	☐	☐	☒

a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a 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 following public services:

Fire Protection

LESS-THAN-SIGNIFICANT IMPACT. The project does not propose 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 screening criteria for preliminary determination of a project's public services impacts, as published in the L.A. CEQA Thresholds Guide.[25] The project would not increase aircraft operations at VNY or increase the intensity of use on the project site. Given the similarity between the existing and proposed uses, the project would not adversely impact the ability of the local fire and police departments to provide continued levels of service. Therefore, there would be a less-than-significant impact.

[25] L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles. 2006. City of Los Angeles. January 2006.

Police Protection

LESS-THAN-SIGNIFICANT IMPACT. See XIII.a—Fire Services above. The project would similarly result in a less-than-significant impact on police services.

Schools

NO IMPACT. The Los Angeles Unified School District's Aviation Center mechanics school is located within airport boundaries immediately north of the Thornton Site. The project does not propose to modify that school facility and, given that the project would not result in a substantial increase in ground-based or aircraft activity at the project site, the project would not place any other burdens on the continued function of the facility, nor result in the need for physical alterations or the building of a new school. The project would also not have an impact that would result in altering or building any other school. Therefore, there would be no impact.

Parks

NO IMPACT. There are no parks located within or adjacent to the site. Given the similarity between the existing and proposed use, the project would not have any adverse impacts associated with physically altering parks or building new parks in the area. Therefore, there would be no impact.

Other Public Facilities

NO IMPACT. The project would not result in any other foreseeable impact to public facilities. Therefore, there would be no impact.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XIV.	**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.	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

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?

NO IMPACT. The project would not increase the use of recreational facilities because it would not increase the local population or attract other potential users of existing facilities in the vicinity of the site. Therefore, there would be no impact.

b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

NO IMPACT. The project does not entail construction of new recreational facilities or modification of any existing facilities. Therefore, there would be no impact.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XV.	**TRANSPORTATION/TRAFFIC.** Would the project:				
a.	Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐
b.	Cause, either individually or cumulatively, exceedance of a level-of-service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d.	Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e.	Result in inadequate emergency access?	☐	☐	☒	☐
f.	Result in inadequate parking capacity?	☐	☐	☒	☐
g.	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

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

LESS-THAN-SIGNIFICANT IMPACT. The proposed project includes improvements to the existing facilities that would provide tie-down storage, hangar storage, fueling, and servicing for business jets, as well as various types of piston aircraft. Because the project would not increase aircraft operations at VNY or substantially increase the intensity of use on the site, the proposed project would generate levels of vehicular traffic that are similar to those under existing uses. The project would generate construction traffic on a temporary basis associated with materials

and equipment deliveries, excavated material hauling, and worker trips, but due to the small scale of project construction this temporary traffic would not be substantial in relation to the existing traffic load and capacity of the street system. Furthermore, pursuant to Q Condition 22, the applicant's contractor must prepare a plan showing the proposed construction haul route and submit the plan to the Department of Building and Safety for their approval. This plan would ensure that the construction-related hauling route would be selected to minimize the project's effect on the local circulation system and that this temporary increase in vehicle trips would result in a less-than-significant impact.

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

LESS-THAN-SIGNIFICANT IMPACT. As described above in Section XV.a, the proposed project would result in similar levels of vehicular traffic when compared to existing uses, and would not cause local roads and highways to exceed established level-of-service standards. The project's construction traffic would also not be of a volume that would exceed applicable standards, and this impact is less than significant.

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?

LESS-THAN-SIGNIFICANT IMPACT. The proposed project does not propose an increase in air traffic levels at VNY. The project proposes structures that would comply with LAWA and VNY policies related to height and does not propose any other structures that would pose a safety risk to air traffic. Therefore, there would be a less-than-significant impact.

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

LESS-THAN-SIGNIFICANT IMPACT. The proposed project would not considerably alter the current site access features within, or adjacent to, the proposed project area. Project-related modification of site access comprises moving the Thornton Site ingress and egress points slightly toward the south, which would not result in a hazard related to a change in design feature. Furthermore, the proposed project would replace existing uses with similar uses and therefore would not permanently introduce incompatible uses to the area. As explained above in the response to XV.a, the project would entail temporary construction traffic that would utilize local surface streets. Project-related construction traffic is subject to Q Condition 22, which requires the applicant's contractor to prepare a plan showing the proposed construction haul route, subject to the review and approval of the Department of Building and Safety for their approval. This condition also requires that airport-related construction haul routes not be routed past schools, and this would prevent any potential conflict between school-related pedestrian traffic and construction traffic. The requirement for identifying a safe construction haul route for the project's temporary construction traffic would ensure that the proposed project would not increase hazards because of introduction of incompatible uses. There would be a less-than-significant impact.

e. Result in inadequate emergency access?

LESS-THAN-SIGNIFICANT IMPACT. The proposed project entails a slight modification of the access point from Hayvenhurst Avenue for the Thornton Site, relocating the existing ingress and egress points to the south. This would not amount to a substantial alteration of the current emergency access features within or adjacent to the proposed project area. Furthermore, the project is subject to the Q Conditions, which require coordination with the Los Angeles Fire Department regarding emergency access. Q Condition 67 requires the applicant to gain approval from the Fire Department for all access points, and Q Condition 74 requires conformance to standard street dimensions shown on the Department of Public Works Standard Plan D-22549 on all turns. This mandatory compliance with the Q Conditions would ensure that the project would result in a less-than-significant impact regarding emergency access.

f. Result in inadequate parking capacity?

LESS-THAN-SIGNIFICANT IMPACT. Construction of the proposed project would generate a temporary demand for parking for construction worker vehicles, all of which would be accommodated by staging areas within the proposed project site for the duration of construction activities. Therefore, this temporary impact would be less than significant. The project entails constructing parking facilities pursuant to the applicable requirements stated in the Los Angeles Municipal Code, and that would fully satisfy the demand of patrons and employees of the site. Therefore, this long-term impact is less than significant.

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

NO IMPACT. The proposed project does not entail alteration of any existing facilities that support alternative transportation, including transit routes and bike lanes; therefore, the project would not conflict with adopted policies that support alternative transportation. There would be no impact.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XVI.	**UTILITIES AND SERVICE SYSTEMS.** Would the project:				
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?	☐	☐	☒	☐
e.	Result in a determination by the wastewater treatment provider that 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?	☐	☐	☒	☐
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

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

LESS-THAN-SIGNIFICANT IMPACT. Wastewater treatment needs from the project would be served by Los Angeles City Department of Public Works, similar to existing conditions. The northernmost structure on the Century Site is currently served by a septic system; other buildings either are served by the City sewer system or do not currently have any wastewater features. The

septic tank and associated infrastructure on the Century Site would be removed as part of the project and the proposed lobby would be connected to the City system. Because there would not be an increase in intensity of use, the project would not increase wastewater generation on the site and would not exceed the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board. Therefore, there would be 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?

LESS-THAN-SIGNIFICANT IMPACT. The project would connect to existing water and wastewater treatment facilities and would not entail an increase in intensity of use on the site. The project would not expand existing or construct new wastewater treatment facilities, nor would it generate a greater amount of wastewater such that demand on existing facilities would result. Therefore, there would be a less-than-significant impact.

c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

LESS-THAN-SIGNIFICANT IMPACT. Stormwater drainage from the project site would be conveyed by a series of concrete swales and landscaped basins ultimately discharging into gutters in Hayvenhurst Avenue. All proposals for storm water treatment will be evaluated by the City Engineering Department, and revised if necessary to meet applicable requirements. As a result of these on-site efforts, neither new off-site stormwater drainage facilities nor expansion of existing facilities would be required. Therefore, there would be a less-than-significant impact.

d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?

LESS-THAN-SIGNIFICANT IMPACT. The project would be served by the City of Los Angeles Department of Water and Power. The project would result in a temporary increase in water use during construction due to on-site dust control and cleanup. Because of the small size of the site, construction-related water usage would not be substantial and would not require new or expanded water service entitlements. Because the project would not increase the intensity of use on the site, the project would not result in a substantial permanent increase in demand for water. The water supplies available to serve the project from existing entitlements and resources would be sufficient. Therefore, this impact would be less than significant.

e. Result in a determination by the wastewater treatment provider that 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 IMPACT. The project would not substantially increase demand for wastewater treatment because it would not increase the intensity of use on the site. The existing wastewater treatment provider would have adequate capacity to serve the projected demand. Therefore, this impact would be less than significant.

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

LESS-THAN-SIGNIFICANT IMPACT. The project would generate solid waste during the construction phase, comprising demolished building materials, and excavated pavement, and excavated soil. The applicant is committed to reusing and recycling appropriate building materials and excavated material to the greatest extent feasible, and will direct individual contractors to provide separate waste bins for recyclable materials. Examples of landfills in the vicinity that can accommodate materials unable to be salvaged include the Sunshine Canyon Landfill, located in Sylmar approximately 11 miles north of the project site and the Calabasas Sanitary Landfill, located in Calabasas approximately 15 miles west of the project site. These landfills have anticipated closure dates of 2037 and 2028, respectively.[26] The amount of waste generated during project construction and during project operation would not be great enough to exceed the capacity of this landfill. As for the project's long-term impacts, the proposed project's solid waste production would be similar to that of the existing facilities because the project would not substantially increase the intensity of use on the site when compared to existing conditions. Therefore, the project would not result in a significant increase in solid waste production and this impact is less than significant.

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

LESS THAN SIGNIFICANT IMPACT. See the discussion of the project's short- and long-term solid waste generation above in the response to XVI.f. The project would dispose of all construction-related materials and operational solid waste in a permitted facility. The project does not entail any features or aspects that could conflict with federal, state, and local statutes and regulations related to solid waste. Therefore, this impact would be less than significant.

[26] California Integrated Waste Management Board, Solid Waste Information System website, <http://www.ciwmb.ca .gov/SWIS/>, accessed May 12, 2009.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
XVII.	**MANDATORY FINDINGS OF SIGNIFICANCE.**				
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?	☐	☐	☒	☐
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.)	☐	☐	☒	☐
c.	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

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?

LESS-THAN-SIGNIFICANT IMPACT. The project proposes redevelopment of a site that has been graded and disturbed by previous development and, as a result, would not substantially degrade the environment. The project would not result in any impacts not discussed in previous sections of this initial study. As discussed in the responses in Section IV above, the project would not have a significant effect on biological habitat or plant and wildlife species. As discussed in Section V above, the project would not have a significant effect on historic or prehistoric resources. The project's impacts with respect to the issues set forth in this impact question would be less than significant.

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.)

LESS-THAN-SIGNIFICANT IMPACT. The project's impacts are largely limited to the temporary construction phase because project operation would entail uses similar to those that occur currently on the site; with respect to the Century Site, the project would reduce onsite activity due to the change in use. Because of the project's lack of long-term impacts, the project would not make any considerable contribution to any cumulative impacts that may occur in the vicinity. The project's construction period is not anticipated to overlap with construction of any known projects scheduled for implementation during the same timeframe. Accordingly, there are no known cumulative impacts that would occur in the vicinity of the project, and the project-related construction impacts would not contribute to any cumulative impacts. Therefore, this would be a less-than-significant impact.

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

LESS-THAN-SIGNIFICANT IMPACT. The project would not result in any adverse effects on human beings that have not been examined elsewhere in this initial study. Aesthetics, air quality, hazards and hazardous materials, noise, and traffic impacts were all found to be less than significant; therefore, there would be a less-than-significant impact.