



Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead



Richard J. Bruckner
Director

DATE: April 28, 2011

TO: Pat Modugno, Chair
Esther L. Valadez, Vice Chair
David W. Louie, Commissioner
Harold Helsley, Commissioner
Curt Pederson, Commissioner

FROM: Susana Franco-Rogan, Acting Supervising Regional Planner
Community Studies C Section

**SUBJECT: MAY 11, 2011 MEETING – AGENDA ITEM # 6
PROJECT NO. RAV2010-00002-(2)
ALUC REVIEW OF THE AVIATION STATION PROJECT**

In Los Angeles County, the Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission (ALUC) pursuant to provisions of the State Aeronautics Act (California Public Utilities Code Section 21670, et seq.).

At your meeting on May 11, 2011, your Commission as the ALUC will hold a public hearing to review the project known as Aviation Station for consistency with the adopted Los Angeles County Airport Land Use Plan. Attached please find the staff report for the May 11th ALUC public hearing.

If you have any questions please do not hesitate to contact me at (213) 974-6425.

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AVIATION CASE NO. 2010-00002-(2)
PROJECT NO. TR070853

ALUC REVIEW OF THE AVIATION STATION PROJECT

OVERVIEW

The Aviation Station project is a proposal to construct a mixed-use, transit-oriented development adjacent to the existing Metro Green Line LAX/Aviation Station. The proposed project will replace the existing commercial and residential structures on the project site with a mixed-use development consisting of 390 multi-family residential units and 29,500 square feet of ground floor commercial space. The proposed project also includes private open courtyards, with recreational amenities on the second floor. The project site is located within both the unincorporated community of Del Aire in Los Angeles County and within the City of Los Angeles. The portion of the project site located within the City is proposed to be detached from the City, thereby becoming part of the unincorporated County territory. To approve the project, the County must grant a general plan amendment, a zone change, a vesting tentative tract map, a conditional use permit and a parking permit. In addition, approval of the project is contingent on completion of the detachment procedure which will require the subsequent action of the Local Agency Formation Commission for the County of Los Angeles.

The Aviation Station project site is located partially within the Airport Influence Area established for the Los Angeles International Airport (LAX) (**see Attachment 1: Airport Influence Area**). The airport planning boundary consists of a combination of the 65 dB Community Noise Equivalent Level (CNEL) noise contour, the airport property boundary and all runway protection zones. The northern part of the Aviation Station project site is within the 65 dB CNEL noise contour portion of the planning boundary. Section 21676(b) of the Public Utilities Code (PUC) requires that certain local agency actions, such as general plan amendments and zone changes for areas within an established airport planning boundary be reviewed by the Airport Land Use Commission (ALUC) for consistency with the appropriate airport land use compatibility plan. The proposed general plan amendment, the zone changes, and other discretionary actions associated with the Aviation Station project require an ALUC consistency determination pursuant to Section 21676(b) of the PUC. Section 2.1.1 of the Los Angeles County Airport Land Use Commission Review Procedures provides that the most appropriate timing for ALUC review of a project is after the proposed project has been made public and some local action has been taken by the local agency's planning commission. In this case, the local agency is the County of Los Angeles.

On April 20, 2011, the Regional Planning Commission took action on the Aviation Station project, voting to certify the Final Environmental Impact Report; approve the conditional use permit, parking permit and vesting tentative tract map; and adopt resolutions recommending that the Board of Supervisors hold a public hearing to consider the general

plan amendment and zone change. Final approval of the conditional use permit, parking permit and vesting tentative tract map are contingent on approval of the general plan amendment and zone change by the Board of Supervisors.

On May 11, 2011, the ALUC will review the proposed Aviation Station project for consistency with the adopted Los Angeles County Airport Land Use Plan (ALUP). The ALUC's review will focus on the change in land use associated with the proposed general plan amendment and zone changes. The ALUC will also review the project features for consistency with the noise and safety policies of the ALUP.

LOCATION AND DESCRIPTION OF PROJECT SITE

The Project Site

The project site is comprised of approximately 5.9 gross acres located within both the unincorporated community of Del Aire in Los Angeles County and within the City of Los Angeles. Approximately 3.2 acres are located within the unincorporated County area and the remaining 2.7 acres are located within the City. The project site is bounded by Aviation Boulevard to the west, West 117th and West 116th Streets to the south, Judah Avenue to the east, and the Metro Green Line LAX/Aviation Station and Interstate 105 ("I-105") to the north. The project site is located approximately 1,000 feet southeast of LAX and 3,000 feet from the approach end to Runway 25L (see **Attachment 2: Aerial View of Project Site**).

Airport Influence Area

The northern part of the Aviation Station project site is within the 65 dB CNEL noise contour portion of the Airport Influence Area established for LAX (see **Attachment 3: Aerial View of Project Site with Airport Influence Area**).

Existing Land Uses

The project site is currently developed with 11 residences (seven single-family homes and two duplexes), a 4,568 square foot commercial structure (Wild Goose Restaurant/Bar), an eight-room motel (Aviation Motel), and a surface parking lot. The portion of the project site within the Airport Influence Area is currently developed with a parking lot.

Surrounding Land Uses

The project site is located within a developed area comprised of a mix of single-family residential, commercial, industrial and transit uses. Surrounded uses are as follows:

North:	1-105, Metro Green Line Aviation Station, bus transfer station, surface parking lot (Park-and-Ride Lot);
East:	Single-family residences;
South:	Single-family residences, motel, liquor store; and
West:	Utility, industrial, parking, railroad

PROJECT DESCRIPTION

Site Design

The site plan and Vesting Tentative Tract Map depict approximately 5.9 acres of property divided into two lots: Lot 1 (southerly lot) and Lot 2 (northerly lot) with a total of 390 residential units and 29,500 square feet of commercial/retail space. The majority of Lot 2 and only a small corner of Lot 1 are within the Airport Influence Area (see **Attachment 3: Aerial View of Project Site with Airport Influence Area**). Each lot contains multi-story buildings to accommodate the residential units and ground floor commercial/retail space. There are 278 residential units and 8,000 square feet of commercial/retail and leasing office space located within Lot 1, and 112 residential units and 21,500 square feet of commercial/retail space within Lot 2. Lot 1 includes 20 two-story townhome style condominium units along West 117th Street and Judah Avenue with the remainder of the residential units behind the townhome style units in two four-story buildings above the street-level parking. The buildings on the site will be a total of five stories above grade (four stories of residential above a parking podium) with a maximum height of up to 72 feet, including mechanical equipment and parapet. A total of four buildings are proposed on the project site. The buildings will be separated from each other by common areas improved with pedestrian corridors and recreational amenities, including barbeque areas, and a swimming pool. All of the courtyard are outside of the Airport Influence Area except for one, which is designated as a "hide-away" courtyard and features a fire pit and small seating area (see **Attachment 4: Podium Level Conceptual Landscape Plan**).

General Plan Amendment No. 200900002

Redevelopment of the project site requires a general plan amendment for the portion of the project site located within the unincorporated County area from Category 1 (Low Density Residential) to Category 4 (High Density Residential) to allow medium and high-density uses at a location currently designated for low-density residential development. The project also includes a request to pre-designate the portion of the project site that is located within the City and currently designated as PF (Public Facilities) in the City's General Plan as Category 4 (High Density Residential) under the Countywide General Plan.

The County's Category 1, Low Density Residential designation accommodates single-family detached residential uses, including large lot estates and typical suburban tract development. The City of Los Angeles' Public Facility designation accommodates development of publicly-owned land with farming and nursery uses, parking facilities, fire and police stations, and other public facilities, such as libraries, schools and hospitals. The proposed Category 4, High Density Residential designation would accommodate medium to high-rise apartments and condominiums, three or more stories in height within multipurpose urban centers.

Zone Change No. 200900002

The project includes a Zone Change request to change the portion of the project site located in unincorporated Los Angeles County from C-1 (Restricted Business) and R-1 (Single-Family Residences) to the MXD-68U-DP (Mixed Use Development-68 dwelling

units per net acre-Development Program). The project also includes the related request to pre-zone the portion of the project site located in the City of Los Angeles, and currently zoned PF (Public Facilities), as MXD-68U-DP.

The County's C-1 Zone allows neighborhood-serving commercial uses, while the R-1 Zone allows single-family detached residential uses. The City's PF Zone allows farming and nurseries under transmission lines, parking, and public facilities, such as fire and police stations, libraries, public schools, and hospitals. The proposed MXD Zone would allow planned mixed-use development that may contain residential, commercial, and industrial uses.

Vesting Tentative Tract Map No. 070853

Approval of the Vesting Tentative Tract Map would create two lots (Lot 1 and Lot 2) to accommodate a mixed-use development consisting of 390 residential units, which include 278 for-sale condominium units on Lot 1 and 112 rental units on Lot 2, along with 29,500 square feet of commercial/retail space.

Conditional Use Permit No. 200900024

A conditional use permit is required per Section 22.40.520 of the Los Angeles County Code, which states that properties in the MXD Zone may be used for a mixed-use development if a conditional use permit (CUP) has first been obtained. Also, Section 22.40.040 of the County Code requires a CUP for properties in Zone ()-DP to ensure consistency with the conditions and limitations of the Development Program addendum.

Parking Permit No. 201000008

The parking permit would authorize shared and reciprocal access to parking within the two lots and reduced parking for the project.

LOS ANGELES COUNTY AIRPORT LAND USE POLICY

In 1991 the ALUC adopted the Los Angeles County Airport Land Use Plan (ALUP), which sets forth policies, maps with planning boundaries, and criteria for promoting compatibility between airports and the land uses that surround them. The adopted ALUP contains policies to help minimize the public's exposure to excessive noise and safety hazards associated with airport operations.

ALUP Noise Policy

ALUP noise policy establishes a system for measuring noise, sets sound insulation standards for qualified projects, establishes the Land Use Compatibility Table (**see Attachment 5: Land Use Compatibility Table**) and encourages a statement of noise disclosure for properties in affected areas.

The ALUP Land Use Compatibility Table lists recreation, agriculture, industrial and commercial land uses within the 65 dB CNEL noise contour as compatible from an airport land use perspective. The Table lists residential and recreational uses as compatible

provided sound insulation needs are reviewed, and lists educational facilities as not compatible.

ALUP Safety Policy

ALUP safety policy requires the establishment of safety zones, and sets criteria for limiting uses that may create a safety hazard for aircraft in the air and people on the ground. The Aviation Station project site is not located in an area that the ALUP considers a safety concern. The project site is located approximately 3,000 feet from the approach end of Runway 25L and away from any designated safety zones.

STAFF EVALUATION

The proposed project is a mixed-use commercial/residential development. Approval of the project requires a general plan amendment and a zone change to establish a mixed-use land use category and zone. The following evaluates the proposed land use and project features for consistency with the relevant ALUP policies:

- **General Policy G-1.** *Require new uses to adhere to the Land Use Compatibility Table.*

The northern part of the project site is within the 65 dB CNEL noise contour portion of the established Airport Influence Area for LAX. Commercial, industrial, and agriculture land uses are satisfactory within the 65 dB CNEL according to the Land Use Compatibility Table. Residential and recreational uses must use caution and review noise insulation needs, and educational uses are considered incompatible.

General Plan Amendment

The proposed change in land use category for the unincorporated portion of the project site from Category 1 Residential to Category 4 Residential would continue to allow residential uses but at a much higher density. The proposed pre-designation for the City portion of the project site to Category 4 Residential would allow high density residential uses where residential uses were not previously allowed under the City's Public Facility's designation. While some of the uses allowed in the City's Public Facilities designation would be considered compatible from an airport land use perspective within the 65 dB CNEL (i.e. parking and agricultural uses), others would not be considered compatible (i.e. schools and libraries). The proposed change in land use could be considered consistent with the ALUP provided sound insulation needs are addressed for residential units. The proposed development project includes enhanced sound insulation features and a program of disclosure which will be discussed in more detail below (see discussion under Development Proposal). Therefore, the change in land use proposed by the general plan amendment is consistent with General Policy G-1.

Zone Change

The proposed change in zoning for the unincorporated portion of the project site from C-1 to R-1 would continue to allow commercial and residential uses. The

County's C-1 Zone allows neighborhood-serving commercial uses, while the R-1 Zone allows single-family detached residential uses. The pre-zoning of the City portion of the project site would allow residential uses where residential uses were previously not allowed under the City's PF Zone. The City's PF Zone allows farming and nurseries under transmission lines, parking, and public facilities, such as fire and police stations, libraries, public schools, and hospitals. The proposed MXD Zone would allow planned mixed-use development that may contain residential, commercial, and industrial uses. According to the ALUP's Land Use Compatibility Table, industrial and commercial uses are considered "satisfactory" in the 65 dB CNEL, while residential uses must use caution and review insulation needs. The proposed change in zoning could be considered consistent with the Land Use Compatibility Table provided sound insulation needs are addressed for the residential component. The proposed development project includes enhanced sound insulation features and a program of disclosure which will be discussed in more detail below (see discussion under Development Proposal). Therefore, the change in zoning is consistent with General Policy G-1.

Development Proposal

The project proposes a mixed-use development with residential uses accommodated in four-story buildings connected by landscaped pathways and interior courtyards. The project also includes 20 two-story townhouse style condominiums on the southern and eastern sides of Lot 1. The townhouse style condominiums are outside of the established Airport Influence Area. Section 5014(a)(3) of the State's Airport Noise Standards (California Code of Regulations, Title 21, Chapter 5) provides that multi-family residential uses in a "high-rise" building having an interior noise level of 45 dB or less would be considered compatible within the 65 dB CNEL. According to the Department of Transportation, Division of Aeronautics the multi-family units in the proposed project meet the description of "high rise" (**see Attachment 6: Letter from Department of Transportation**). In addition, as a mitigation measure proposed in the Environmental Impact Report (EIR), all residential units will include enhanced features to ensure that interior noise levels are 45 dB CNEL or less. Mitigation Measure 3.4-7 requires that all residential units be designed and constructed to ensure interior noise levels will not exceed 45 dB CNEL, and requires the following features be included in the building design and construction to help achieve the required sound reduction:

- Upgraded dual-glazed windows;
- Mechanical ventilation/air conditioning to allow a "windows closed" condition;
- Exterior wall/roof assemblies free of cut-outs or openings; and
- Ceiling insulation in the top floor of each building to reduce aircraft noise by at least 20 dB.

The California Airport Land Use Compatibility Planning Handbook suggests that in any situation where sound insulation is required to make a residential use compatible with an airport that the ALUC require an aviation easement be

dedicated to the airport proprietor. Condition No. 8 in the Conditions of Approval for the Vesting Tentative Tract Map requires that the applicant dedicate an aviation easement to the Los Angeles World Airports for the portion of the project site within the Airport Influence Area. In addition, Mitigation Measure 3.4-8 requires that all prospective buyers and renters of residential property within the project be notified of the property's vicinity to the airport and that there may be noise and other related impacts. With sound insulation, dedication of an aviation easement and a buyer and renter awareness program, residential uses in a "high-rise" building as defined by the State within the 65 dB CNEL noise contour would be considered consistent with the ALUP's Land Use Compatibility Table.

The EIR identified vehicular traffic as the primary and consistent source of exterior noise in the project vicinity with intermittent airport noise due to aircraft landings. The EIR determined that there would be a significant unavoidable impact due to exterior noise because shared outdoor areas associated with the project's residential units would remain exposed to exterior noise levels of 65 dB due to transportation noise (both vehicular traffic and aircraft). While all of the shared outdoor recreation areas are located outside of the ALUP's Airport Influence Area (**see Attachment 4: Podium Level Conceptual Landscape Plan**), most are located within LAX's most current 65 dB CNEL noise contour (**see Attachment 7: Most Current LAX Noise Contours**). The shared outdoor areas are quite small in relation to the area occupied by buildings and therefore provide the opportunity for only limited outdoor activity. In terms of airport compatibility, this is a positive as it reduces the resident's exposure to aircraft noise. Given that the outdoor areas are accessory to the residential component of the project, and the outdoor areas are fairly limited, the development proposal would be considered consistent with the ALUP's Land Use Compatibility Table because the Table provides that residential uses could be considered compatible if sound insulation needs are addressed. Furthermore, the State's Noise Standards provide that multi-family residential uses in a "high-rise" building having an interior noise level of 45 dB or less would be considered compatible within the 65 dB CNEL. As discussed above, the proposed development project includes enhanced sound insulation features and a program of disclosure to notify prospective buyers and renters of the property's vicinity to the airport. Therefore, the development proposal is consistent with General Policy G-1.

- **General Policy G-2.** *Encourage the recycling of incompatible land uses to uses which are compatible with the airport, pursuant to the Land Use Compatibility Table.*

The project is consistent with General Policy G-2. Currently the portion of the project site within the Airport Influence Area is used as a parking lot and bus staging for Metro. Although a parking lot would be preferable to residential uses in terms of airport compatibility, mixed-use can be considered compatible with sound insulation for the residential component to ensure interior noise levels are 45 dB or below. See discussion for Policy G-1 above.

- **General Policy G-3.** *Consider requiring dedication of an aviation easement to the jurisdiction owning the airport as a condition of approval on any project within the designated planning boundaries.*

The project is consistent with policy G-3. Condition of Approval No. 8 for the Vesting Tentative Tract Map requires dedication of an aviation easement to Los Angeles World Airports.

- **General Policy G-4.** *Prohibit any uses which will negatively affect safe air navigation.*

The project is consistent with General Policy G-4. The project does not propose any uses which may negatively affect safe air navigation.

- **Noise Policy N-1.** *Use the Community Noise Equivalent Level (CNEL) method for measuring noise impacts near airports in determining suitability for various types of land uses.*

The project is consistent with Noise Policy N-1. The EIR used the CNEL method for measuring noise impacts and determining appropriate land uses near the airport. The project proposes a mixed-use land use designation and mixed-use zone for the project site. As described under the discussion for General Policy G-1, the project will include enhanced features to ensure an interior noise level of 45 dB or less. In addition, the project's Conditions of Approval require the dedication of an aviation easement and the EIR proposes implementation of a buyer and renter awareness program. With sound insulation, dedication of an aviation easement and a buyer and renter awareness program, residential uses in a "high-rise" building as defined by the State within the 65 dB CNEL noise contour would be considered consistent with the ALUP's Land Use Compatibility Table.

- **Noise Policy N-2.** *Require sound insulation to insure a maximum interior 45 dB CNEL in new residential, educational, and health-related uses in areas subject to exterior noise levels of 65 dB CNEL or greater.*

The project is consistent with Noise Policy N-2. As described under the discussion for General Policy G-1, the project will include enhanced features to ensure an interior noise level of 45 dB or less.

- **Noise Policy N-3.** *Utilize the Table Listing Land Use Compatibility for Airport Noise Environments in evaluating projects within the planning boundaries*

The northern portion of the project site is located within the LAX Airport Influence Area and within the 65 dB CNEL noise contour. Commercial, industrial and agriculture land uses are satisfactory according to the Land Use Compatibility Table. Residential uses must use caution and review noise insulation needs. The

project proposes mixed-use with residential and commercial uses within the airport influence area. As described under the discussion for General Policy G-1, the project will include enhanced features to ensure an interior noise level of 45 dB or less. In addition, the project's Conditions of Approval require the dedication of an aviation easement and the EIR proposes implementation of a buyer awareness program. With sound insulation, dedication of an aviation easement and a buyer and renter awareness program, residential uses in a "high-rise" building as defined by the State within the 65 dB CNEL noise contour would be considered consistent with the ALUP's Land Use Compatibility Table.

- **Noise Policy N-4.** *Encourage local agencies to adopt procedures to ensure that prospective property owners in aircraft noise exposure areas above a current or anticipated 60 dB CNEL are informed of these noise levels and of any land use restrictions associated with high noise exposure.*

The project is consistent with Noise Policy N-4. Mitigation Measure 3.4-8 requires that each prospective buyer and renter of residential property within the project shall be notified as follows:

"NOTICE OF AIRPORT VICINITY – this property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (e.g. noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you."

- **Safety Policy S-5.** *Prohibit uses which would attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation.*

The project is consistent with Safety Policy S-5. No uses which would attract large concentrations of birds are proposed within the Airport Influence Area.

- **Safety Policy S-6.** *Prohibit uses which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.*

The project is consistent with Safety Policy S-6. No uses which would generate electrical interference with aircraft instrumentation are proposed.

- **Safety Policy S-7.** *Comply with the height restriction standards and procedures set forth in FAR Part 77.*

The project is consistent with Safety Policy S-7. The maximum height of the buildings on the project site will be 72 feet, including mechanical equipment and

parapet. This height does not constitute an obstruction according to FAR Part 77. Additionally, the FAA issued a "Determination of No Hazard to Air Navigation" on January 25, 2010 (See Attachment XX: FAA 2010).

Conclusion on Project Consistency

The Aviation Station project is a proposal to construct a mixed-use, transit-oriented development consisting of 390 multi-family residential units and 29,500 square feet of ground floor commercial space. The project will include enhanced features to ensure an interior noise level of 45 dB or less. In addition, the project's Conditions of Approval require the dedication of an aviation easement to the Los Angeles World Airports and the EIR proposes implementation of a buyer and renter awareness program. With sound insulation, dedication of an aviation easement and a buyer and renter awareness program, residential uses in a "high-rise" building as defined by the State would be considered compatible within the 65 dB CNEL noise contour. The private outside spaces associated with the residential component of the project are quite small in relation to the area occupied by buildings and therefore provide the opportunity for only limited outdoor activity. In terms of airport compatibility, this is a positive as it reduces the resident's exposure to aircraft noise.

STATUS OF PROJECT

The Los Angeles County Regional Planning Commission on February 16, 2011 held a public hearing. The hearing was continued to April 20, 2011 to allow the preparation of the Final EIR. On April 20, 2011, the Regional Planning Commission voted to certify the Final Environmental Impact Report; approve the conditional use permit, parking permit and vesting tentative tract map; and adopt resolutions recommending that the Board of Supervisors hold a public hearing to consider the general plan amendment and zone change. Final approval of the conditional use permit, parking permit and vesting tentative tract map are contingent on approval of the general plan amendment and zone change by the Board of Supervisors and completion of the detachment procedure which will require the subsequent action of the Local Agency Formation Commission for the County of Los Angeles.

ENVIRONMENTAL DOCUMENTATION

A Final Environmental Impact Report (FEIR) was prepared by the County of Los Angeles. Attached for your reference is a copy of the relevant portions of the report (**see Attachments 9 and 10**). The complete EIR is available upon request.

PUBLIC COMMENTS

As of the date of this staff report, staff has received no comments, written or by telephone regarding this project.

RECOMMENDED ACTION

Staff recommends that the Airport Land Use Commission find the project **consistent** with the policies of the Los Angeles County Airport Land Use Plan. Draft Findings are included as **Attachment 11**.

SUGGESTED MOTION

*"I move that the Airport Land Use Commission close the public hearing and, based on the evidence presented, find the Aviation Station project **CONSISTENT** with the adopted Los Angeles County Airport Land Use Plan."*

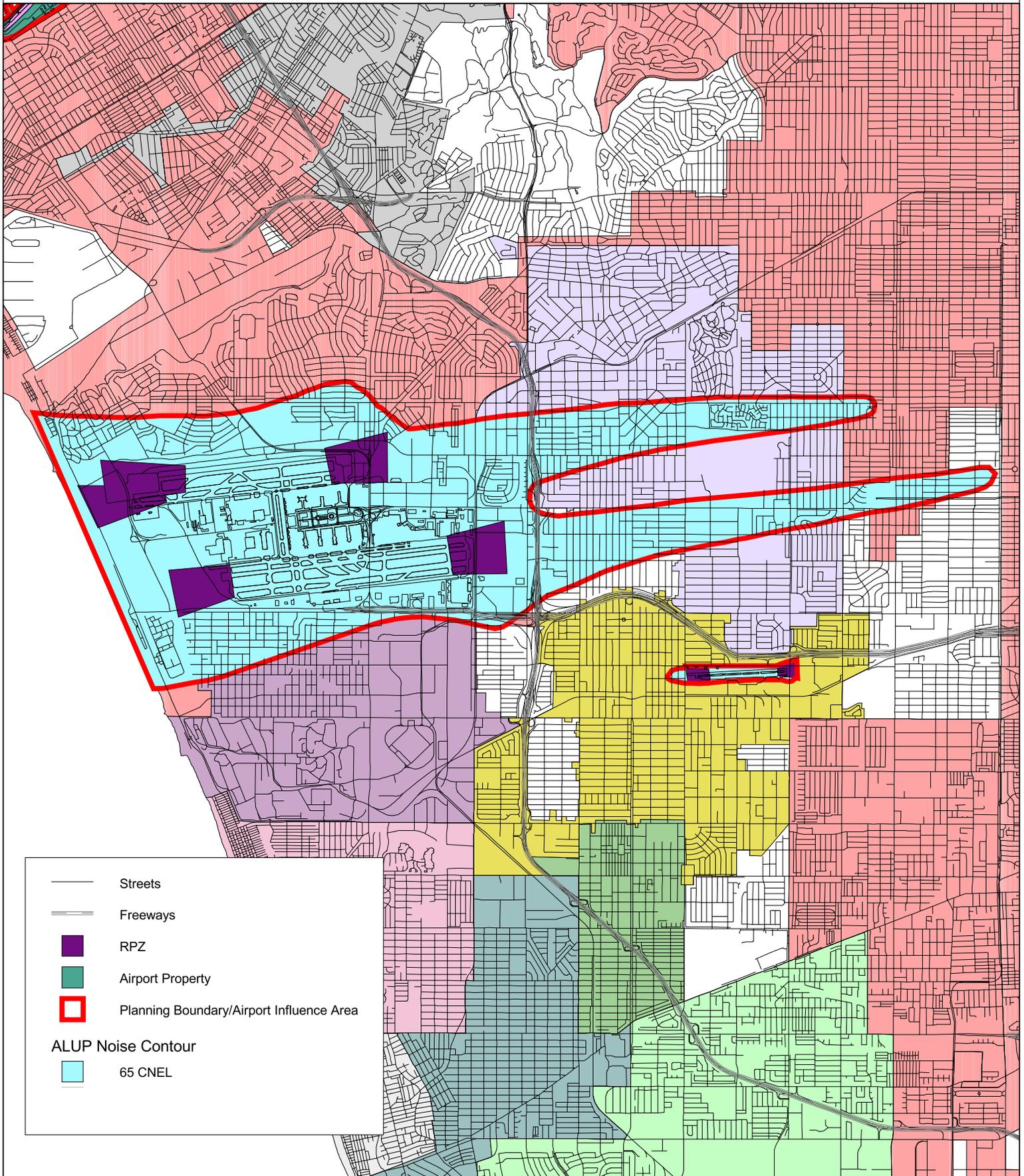
Attachments:

1. Airport Influence Area
2. Aerial View of the Project Site
3. Aerial View of the Project Site with Airport Influence Area
4. Podium Level Conceptual Landscape Plan
5. Land Use Compatibility Table
6. Letter from the Department of Transportation
7. Most Current LAX Noise Contours
8. FAA 2010
9. EIR Noise Chapter
10. EIR Land Use Chapter
11. Draft Findings

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Attachment 1 : Airport Influence Area

LOS ANGELES INTERNATIONAL AIRPORT



— Streets
— Freeways

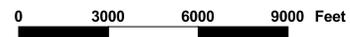
■ RPZ
■ Airport Property
■ Planning Boundary/Airport Influence Area

ALUP Noise Contour
■ 65 CNEL



LOS ANGELES COUNTY
AIRPORT LAND USE COMMISSION
320 W. Temple Street
Los Angeles, CA 90012
(213) 974-6425

AIRPORT INFLUENCE AREA



Attachment 2: Aerial View of Project Site



 Project Boundary
 City/County Boundaries

Aerial View of the Project Site

Exhibit 2-3

Aviation Station Project



Attachment 3: Aerial View of Project Site with Airport Influence Area



Legend

- Parcel Boundary
- Scenic Highways
- Freeway
- Bikeway Plan
 - Class 1
 - Class 2
- Railroad or Rapid Transit
 - Railroad
 - Rapid Transit
 - Underground Rapid Transit
- Significant Ridgetlines
 - Castaic CSD Primary
 - Castaic CSD Secondary
 - SMMNA Significant
- SERA (Santa Monica Mountains only)
 - ESHA
 - Oak Woodlands and Savannahs
 - Cold Creek / Dark Canyon Resource Management Area
 - Significant Watersheds
 - Wildlife Migration Corridor / Habitat Linkages
 - Significant Ecological Area (SEA)
 - National Forest
 - USGS Quad Sheet Grid
 - Very High Fire Hazard Severity Zone
- Natural Diversity Database
 - Plant (80m)
 - Plant (specific)
 - Plant (non-specific)
 - Plant (circular)
 - Animal (80m)
 - Animal (specific)
 - Animal (non-specific)
 - Animal (circular)
 - Terr. Comm (80)
 - Terr. Comm (specific)
 - Terr. Comm (non-specific)
 - Terr. Comm (circular)
 - Aqu. Comm (80m)
 - Aqu. Comm (specific)
 - Aqu. Comm (non-specific)
 - Aqu. Comm (circular)
- Natural Diversity Database - Multiple Occurrences
 - 2
 - 3
 - >4
- Farmland
 - Prime Farmland
 - Farmland of Statewide Importance
 - Unique Farmland
 - Farmland of Local Importance
 - Grazing Land
 - Urban and Built-Up Land
 - Brauton's Milk-Vetch Habitats
- Zoning
 - Zone A-1
 - Zone A-2
 - Zone B-1
 - Zone B-2
 - Zone C-1
 - Zone C-2
 - Zone C-3
 - Zone C-H
 - Zone C-M
 - Zone CPD
 - Zone C-R
 - Zone D-2
 - Zone D-3
 - Zone M-1
 - Zone M-1.5
 - Zone M-2
 - Zone M-3
 - Zone MPD
 - Zone MKD
 - Zone O-S
 - Zone P-R
 - Zone R-1
 - Zone R-2
 - Zone R-3 (U)
 - Zone R-4 (U)
 - Zone R-A
 - Zone RPD
 - Zone R-R
 - Zone SR
 - Zone SR-D
 - Zone W
- Fault Trace
- Landslide Zone
- Liquefaction Zone
- Seismic Zone
- FEMA Q3 Flood Plain
 - 100-Year Flood Plain
 - 100-Year Flood Plain (Flood Depths determined)
 - 500-Year Flood Plain
- Safety Related Stations (From TB)
 - Fire Station
 - Highway Patrol
 - Police Station
 - Ranger Station
 - Sheriff Station
- Inland Waterbody
 - Perennial
 - Intermittent
 - Dry
- Trails
 - Existing
 - Proposed
- Other Land
- Water
- Farmland of Local Potential
- Irrigated Farmland
- Nonirrigated Farmland
- Not Surveyed

Note: This is a static legend, which includes only a portion of layers. To get full legend, please use "Display Map Legend tab" on the top left side of screen.



Attachment 4: Podium Level Conceptual Landscape Plan



LANDSCAPE AMENITIES KEY:

- 1 POOL FORECOURT**
 - DOUBLE-SIDED OUTDOOR FIREPLACE
 - OUTDOOR FURNITURE
- 2 POOL TERRACE**
 - 22' x 60' POOL
 - 9' x 16' SPA with WATER EFFECT
 - CABANAS
 - OUTDOOR FURNITURE
 - METAL POOL ENCLOSURE
 - MATCHING 24" TALL PALMS
- 3 "PARK" TERRACE**
 - BUILT-IN BARBECUES
 - 52' x 24' TOT-40T with SAFETY SURFACING
 - DECORATIVE SCREEN TO MITIGATE VIEWS FROM UNITS
 - OUTDOOR DINING FURNITURE
- 4 CONVERSATION TERRACE**
 - FIRE PIT
 - DECORATIVE PAVING
 - OUTDOOR LOUNGE FURNITURE
 - POTTERY IN COBBLE
 - DECORATIVE METAL SCREEN
- 5 "QUIET" COURTYARD**
 - GROUPING of LARGE POTTERY with PATIO TREES
 - FOUNTAIN
 - OUTDOOR LOUNGE FURNITURE
 - MATCHING HEIGHT PALMS
- 6 COURTYARD**
 - GROUPING of LARGE POTTERY with PATIO TREES
 - FOUNTAIN
- 7 "HIDE-AWAY" COURTYARD**
 - FIRE PIT
 - OUTDOOR LOUNGE FURNITURE
 - DECORATIVE METAL PRIVACY SCREEN



Source: MJS Design Group, 2010

Podium Level Conceptual Landscape Plan

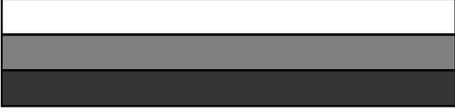
Exhibit 2-12

Aviation Station Project



Attachment 5: Land Use Compatibility Table

V. STATEMENT OF LAND USE COMPATIBILITY

<i>LAND USE COMPATIBILITY TABLE</i>						
	<i>Satisfactory</i> <i>Caution. Review Noise Insulation Needs</i> <i>Avoid Land Use Unless Related to Airport Services</i>					
	<i>Community Noise Exposure</i>					
<i>Land Use Category</i>	<i>55</i>	<i>60</i>	<i>65</i>	<i>70</i>	<i>75</i>	
<i>Residential</i>						
<i>Educational Facilities</i>						
<i>Commercial</i>						
<i>Industrial</i>						
<i>Agriculture</i>						
<i>Recreation</i>						

Consider FAR Part 150 for commercial and recreational uses above the 75 CNEL.

Attachment 6: Letter from the Department of Transportation

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40

1120 N STREET

P. O. BOX 942874

SACRAMENTO, CA 94274-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TTY 711

*Flex your power!
Be energy efficient!*

February 16, 2011

Ms. Christina Tran
Los Angeles County
Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Dear Ms. Tran:

Re: Los Angeles County's Draft Environmental Impact Report (DEIR) for the Aviation Station Project; SCH# 2009051097

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety, noise, and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports. The following comments are offered for your consideration.

As outlined in the DEIR, the Aviation Station Project proposes to develop a total of 390 residential units and 29,500 square feet of commercial in a mixed-use development. Lot 1 would include 278 residential units and 8,000 square feet of commercial and leasing office space, and Lot 2 would include 112 residential units and 21,500 square feet of commercial. The residential units within Lot 1 are proposed to be developed as for-sale condominium units and townhouses, and the residential units within Lot 2 as rental apartments.

The project site is located approximately 1,000 feet southeast of the Los Angeles International Airport (LAX) and 3,000 feet from the approach end to Runway 25L. Pursuant to the Airport Noise Standards (California Code of Regulations, Title 21, Chapter 6, Section 5000 et seq.), the County of Los Angeles declared LAX to have a "noise problem". The regulations require a noise problem airport to reduce the size of its "noise impact area" (NIA), which is the area within the airport's 65 decibel (dB) Community Noise Equivalent Level (CNEL) contour that is composed of incompatible land uses.

The new residential units in this project that are within LAX's 65 dB CNEL aircraft noise contour will increase the NIA unless appropriate mitigation measures are applied to them. On page 3.4-23 the DEIR correctly accommodates the "high rise apartment" and "condominium" residential units by assuring their interior noise level is 45 dB CNEL, or less, and that they have an air circulation or air conditioning system.

Ms. Christina Tran
February 16, 2011
Page 2

The 20 new two-story townhouses within Lot 1 do not appear to meet the description of “high rise apartment” or “condominium” pursuant to Section 5014(a)(3) of the Noise Standards. Therefore, unless an appropriate mitigation as described in Section 5014(a) of the Noise Standards is applied to each new townhouse, such as an avigation easement for aircraft noise, these units will increase the size of LAX's noise impact area.

These comments reflect the areas of concern to the Division with respect to airport-related noise, safety, and regional land use planning issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-6223, or by email at philip_crimmins@dot.ca.gov.

Sincerely,

Original Signed by

PHILIP CRIMMINS
Aviation Environmental Specialist

c: State Clearinghouse, Los Angeles County ALUC, Los Angeles World Airports

Attachment 7: Most Current LAX Noise Contours



Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2009-AWP-6442-OE

Issued Date: 01/25/2010

larry kroeze
kroeze family, llc
24362 ramada court
laguna niguel, CA 92677

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Aviation & Imperial TOD
Location:	Inglewood, CA
Latitude:	33-55-44.98N NAD 83
Longitude:	118-22-41.71W
Heights:	68 feet above ground level (AGL) 165 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 07/25/2011 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will

void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2009-AWP-6442-OE.

Signature Control No: 671402-122157917

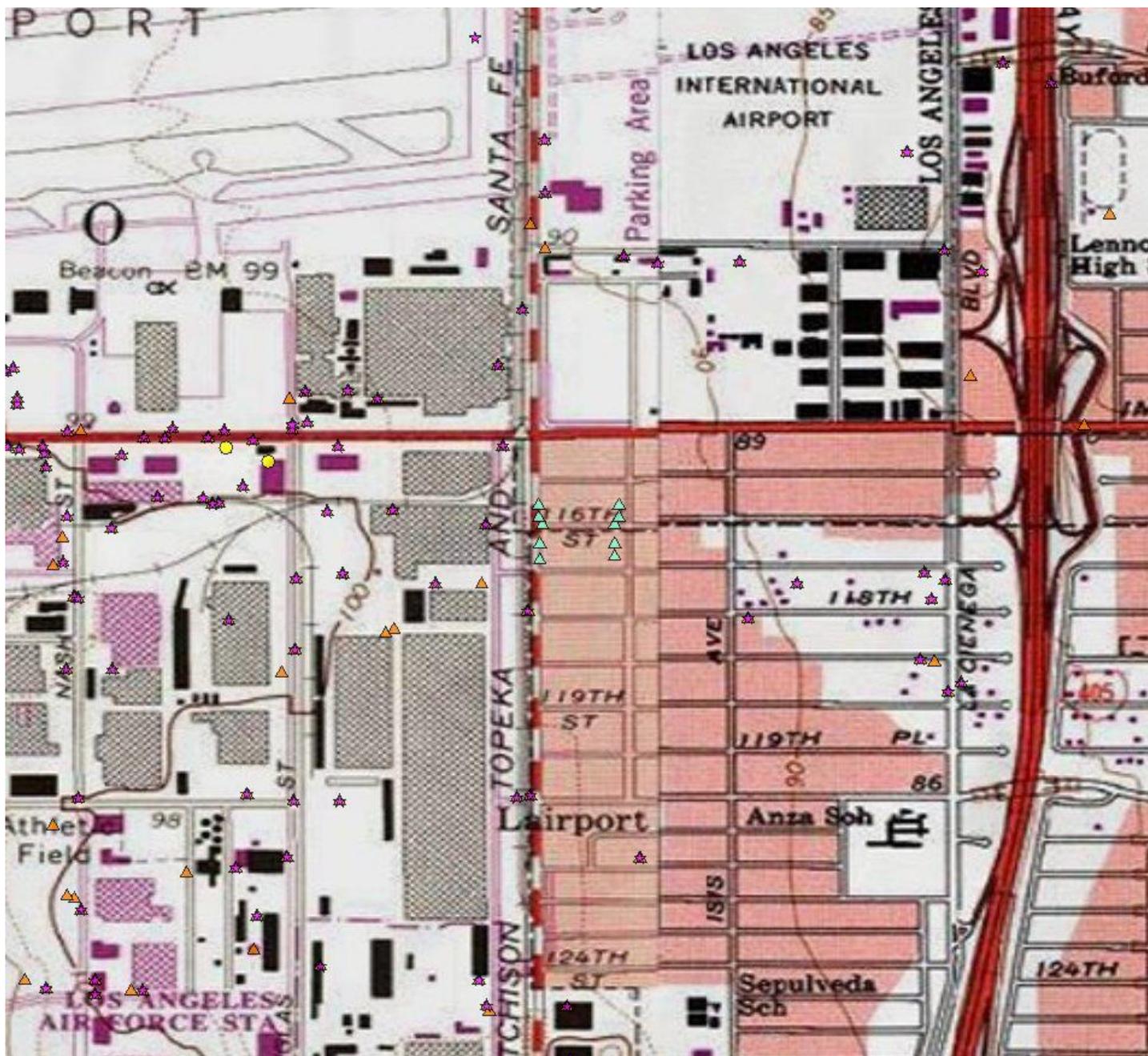
(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2009-AWP-6442-OE

4 story type 5 residential over 2 levels type 1 commercial and parking garage.





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2009-AWP-6443-OE

Issued Date: 01/25/2010

larry kroeze
kroeze family, llc
24362 ramada court
laguna niguel, CA 92677

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Aviation & Imperial TOD
Location:	Inglewood, CA
Latitude:	33-55-44.98N NAD 83
Longitude:	118-22-36.00W
Heights:	68 feet above ground level (AGL) 165 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 07/25/2011 unless:

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- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2009-AWP-6443-OE.

Signature Control No: 671403-122157923

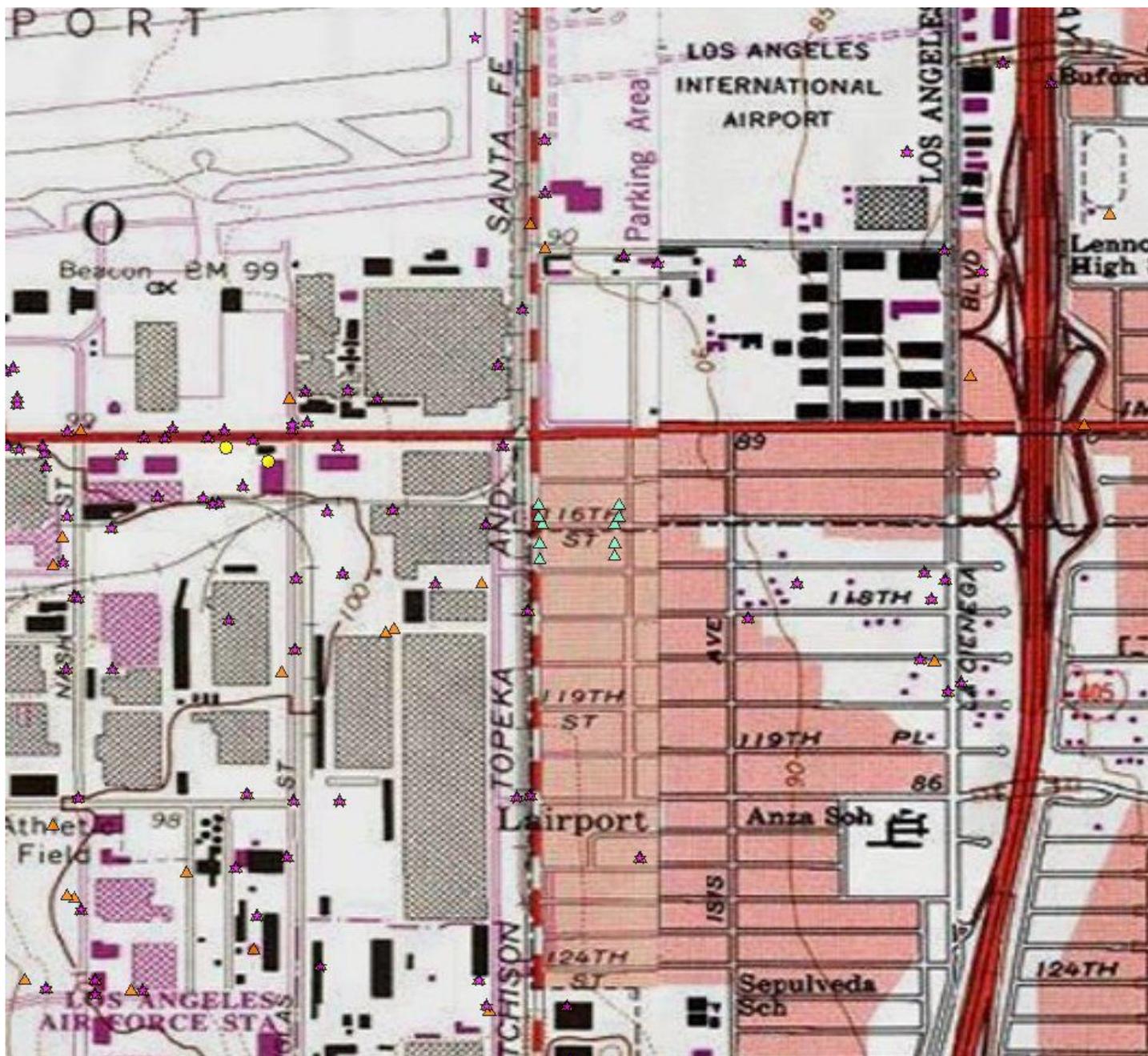
(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2009-AWP-6443-OE

4 story type 5 residential over 2 levels type 1 commercial and parking garage.







Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2009-AWP-6444-OE

Issued Date: 01/25/2010

larry kroeze
kroeze family, llc
24362 ramada court
laguna niguel, CA 92677

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Aviation & Imperial TOD
Location:	Inglewood, CA
Latitude:	33-55-45.85N NAD 83
Longitude:	118-22-36.00W
Heights:	68 feet above ground level (AGL) 165 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

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- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2009-AWP-6444-OE.

Signature Control No: 671404-122157918

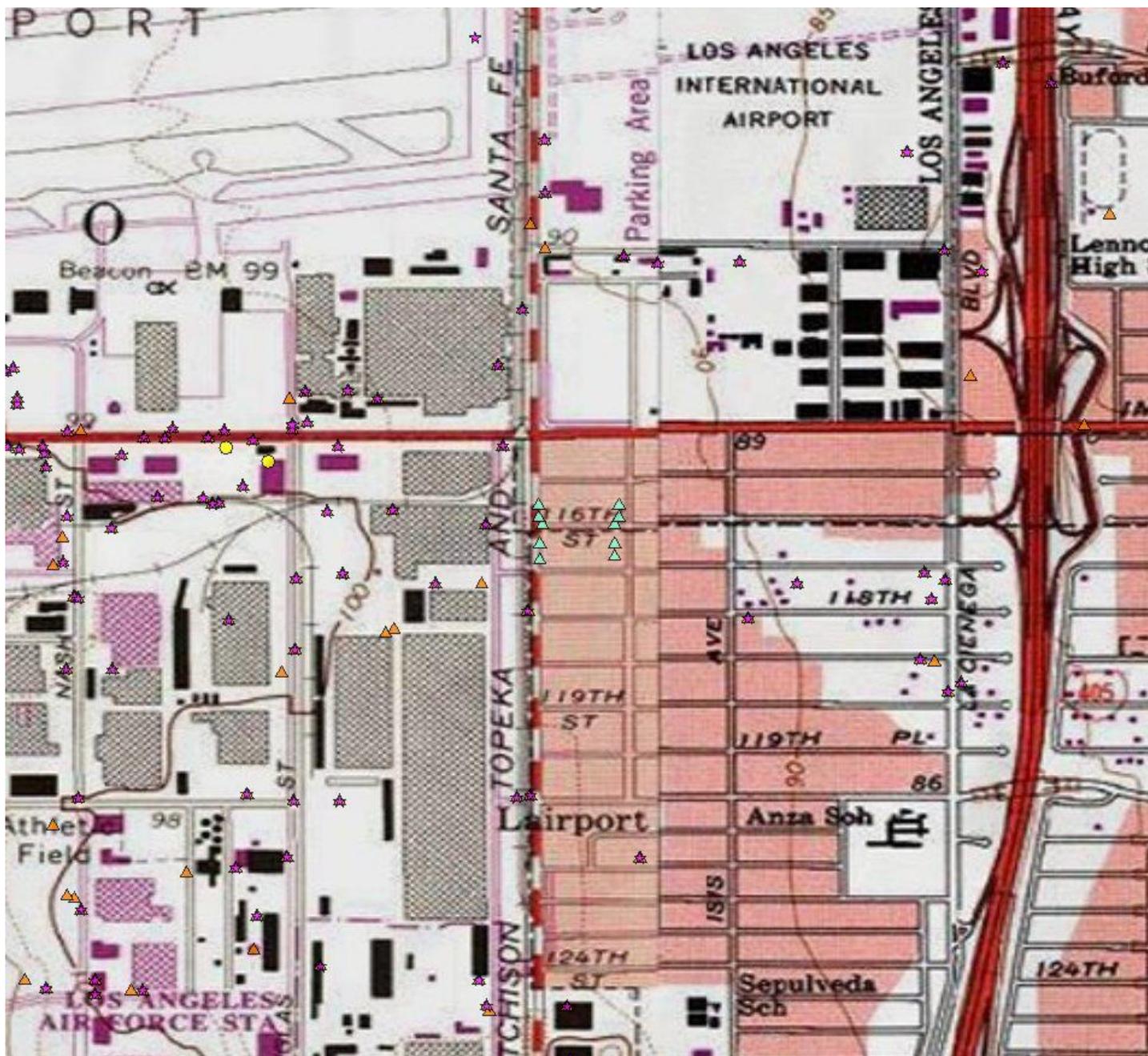
(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2009-AWP-6444-OE

4 story type 5 residential over 2 levels type 1 commercial and parking garage.







Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2009-AWP-6445-OE

Issued Date: 01/25/2010

larry kroeze
kroeze family, llc
24362 ramada court
laguna niguel, CA 92677

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Aviation & Imperial TOD
Location:	Inglewood, CA
Latitude:	33-55-44.47N NAD 83
Longitude:	118-22-41.45W
Heights:	67 feet above ground level (AGL) 163 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

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If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2009-AWP-6445-OE.

Signature Control No: 671405-122157925

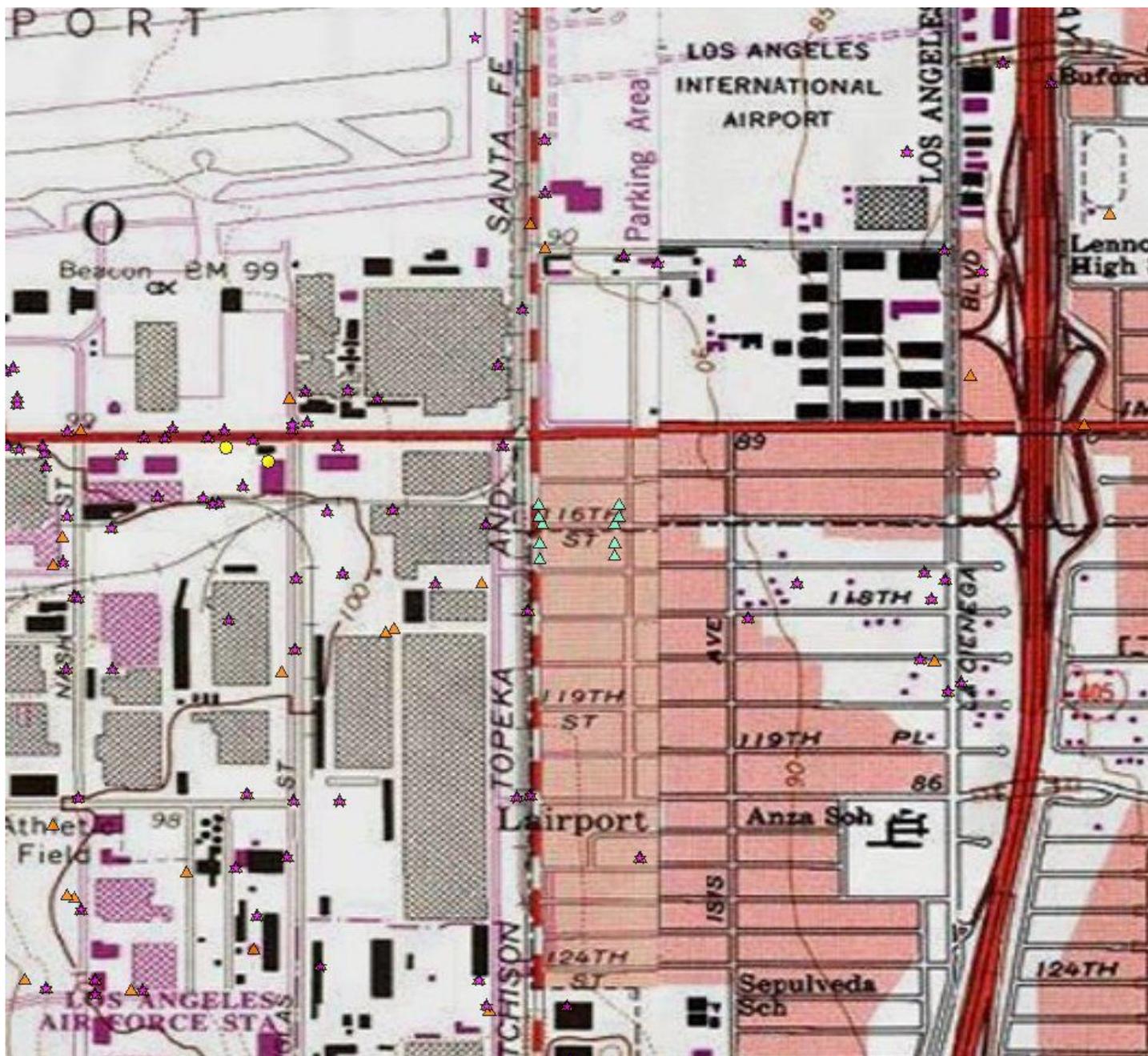
(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2009-AWP-6445-OE

4 story type 5 residential over 2 levels type 1 commercial and parking garage.







Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2009-AWP-6446-OE

Issued Date: 01/25/2010

larry kroeze
kroeze family, llc
24362 ramada court
laguna niguel, CA 92677

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Aviation & Imperial TOD
Location:	Inglewood, CA
Latitude:	33-55-45.85N NAD 83
Longitude:	118-22-41.72W
Heights:	68 feet above ground level (AGL) 165 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 07/25/2011 unless:

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- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2009-AWP-6446-OE.

Signature Control No: 671406-122157920

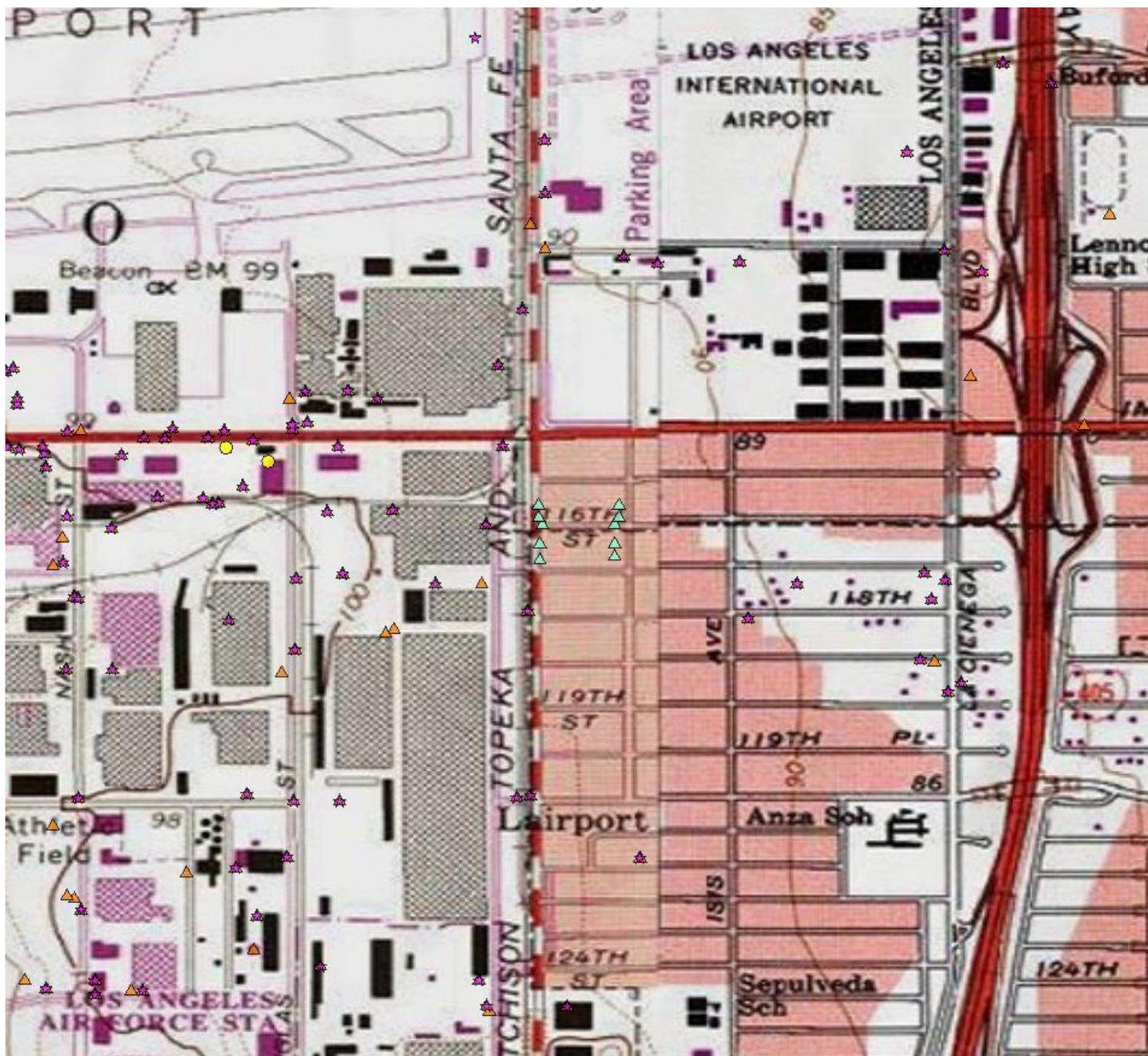
(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2009-AWP-6446-OE

4 story type 5 residential over 2 levels type 1 commercial and parking garage.





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2009-AWP-6447-OE

Issued Date: 01/25/2010

larry kroeze
kroeze family, llc
24362 ramada court
laguna niguel, CA 92677

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Aviation & Imperial TOD
Location:	Inglewood, CA
Latitude:	33-55-41.94N NAD 83
Longitude:	118-22-41.63W
Heights:	67 feet above ground level (AGL) 163 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

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If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2009-AWP-6447-OE.

Signature Control No: 671407-122157924

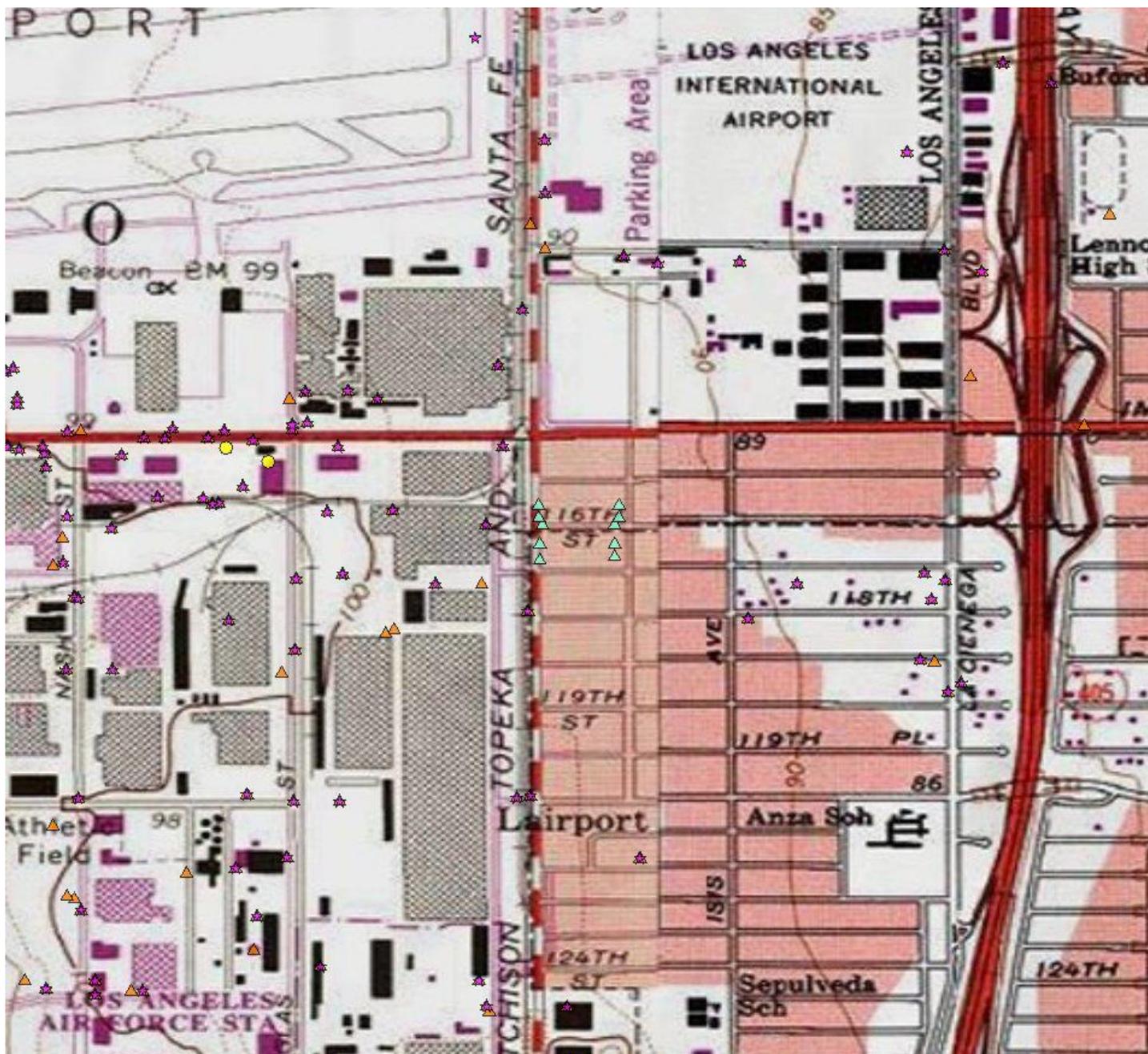
(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2009-AWP-6447-OE

4 story type 5 residential over 2 levels type 1 commercial and parking garage.







Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2009-AWP-6448-OE

Issued Date: 01/25/2010

larry kroeze
kroeze family, llc
24362 ramada court
laguna niguel, CA 92677

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Aviation & Imperial TOD
Location:	Inglewood, CA
Latitude:	33-55-42.20N NAD 83
Longitude:	118-22-36.31W
Heights:	67 feet above ground level (AGL) 163 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 07/25/2011 unless:

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If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2009-AWP-6448-OE.

Signature Control No: 671408-122157919

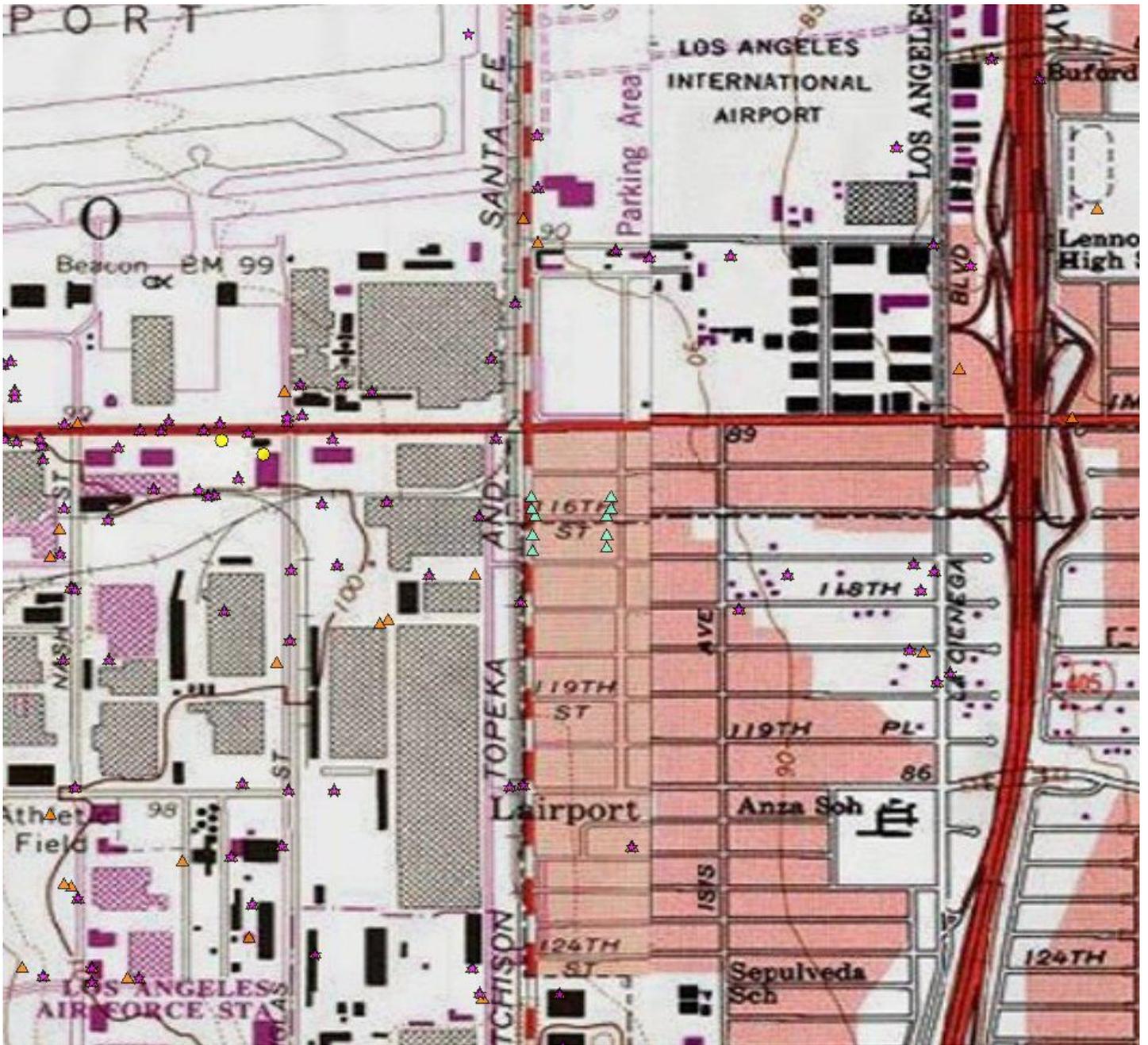
(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2009-AWP-6448-OE

4 story type 5 residential over 2 levels type 1 commercial and parking garage.





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2009-AWP-6449-OE

Issued Date: 01/25/2010

larry kroeze
kroeze family, llc
24362 ramada court
laguna niguel, CA 92677

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Aviation & Imperial TOD
Location:	Inglewood, CA
Latitude:	33-55-43.10N NAD 83
Longitude:	118-22-36.31W
Heights:	72 feet above ground level (AGL) 168 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

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NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will

void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2009-AWP-6449-OE.

Signature Control No: 671409-122157922

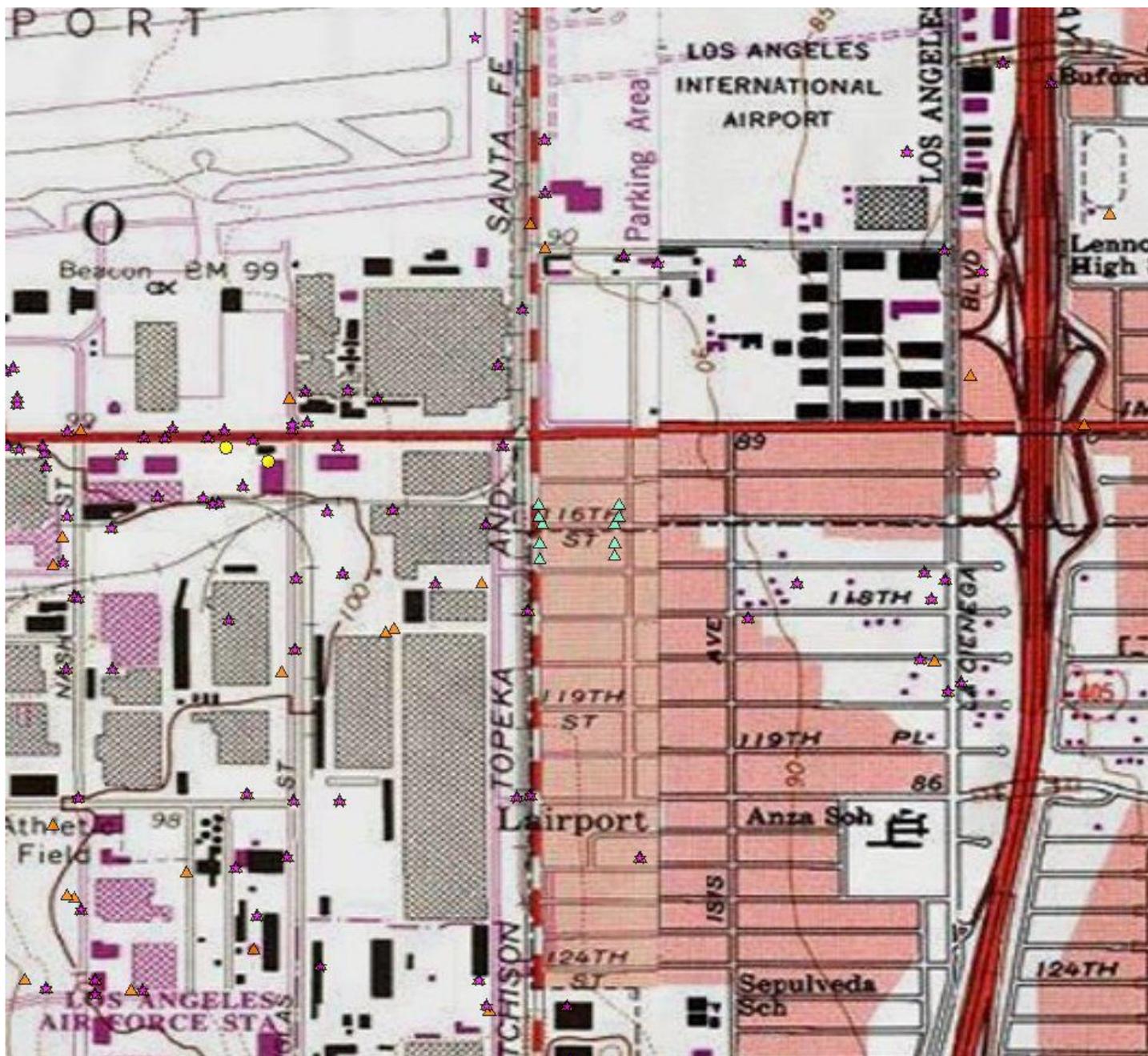
(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2009-AWP-6449-OE

4 story type 5 residential over 2 levels type 1 commercial and parking garage.





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2009-AWP-6450-OE

Issued Date: 01/25/2010

larry kroeze
kroeze family, llc
24362 ramada court
laguna niguel, CA 92677

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Aviation & Imperial TOD
Location:	inglewood, CA
Latitude:	33-55-44.47N NAD 83
Longitude:	118-22-36.32W
Heights:	67 feet above ground level (AGL) 163 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 07/25/2011 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will

void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2009-AWP-6450-OE.

Signature Control No: 671410-122157921

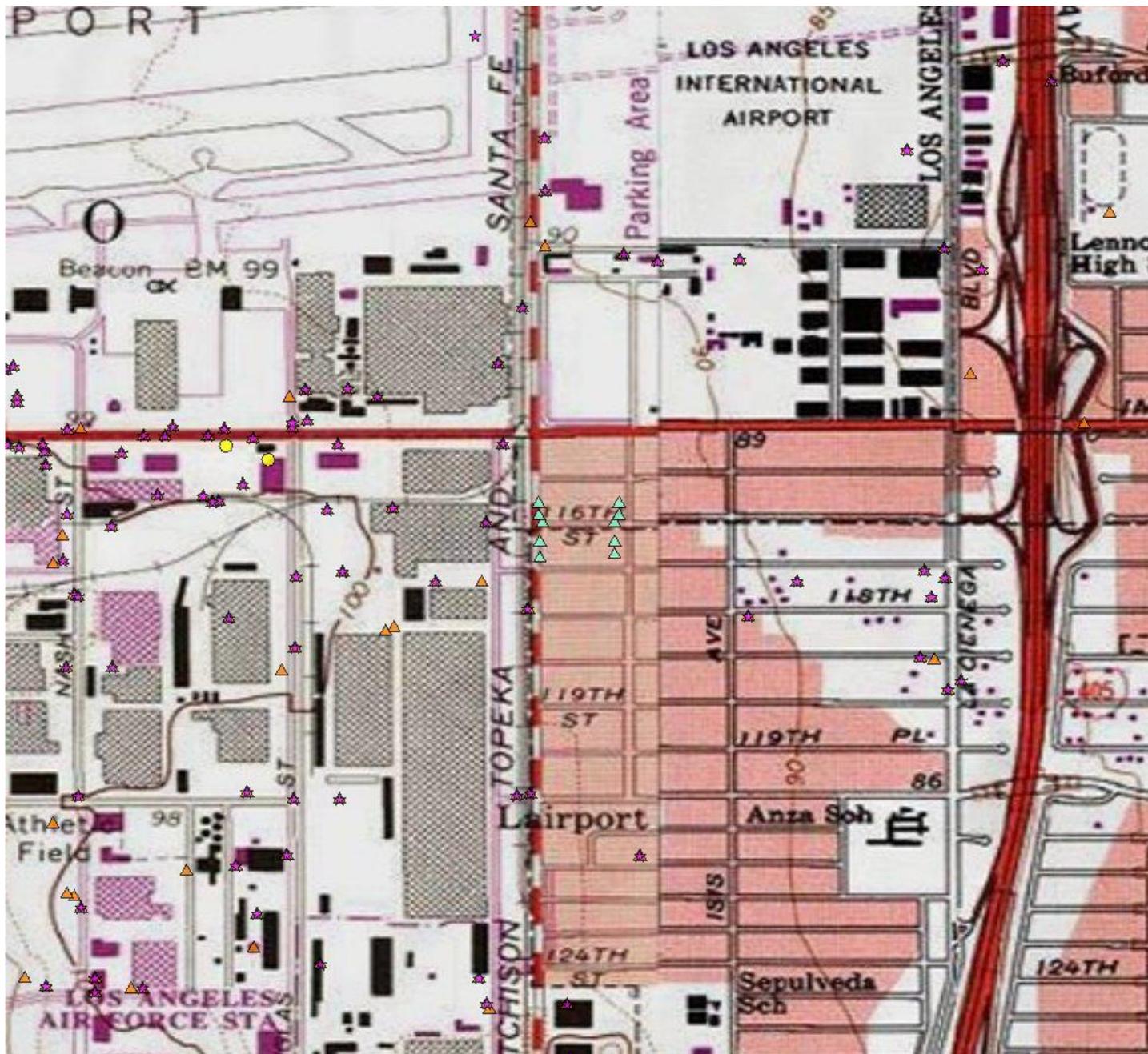
(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2009-AWP-6450-OE

4 story type 5 residential over 2 levels type 1 commercial and parking garage.







Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2009-AWP-6451-OE

Issued Date: 01/25/2010

larry kroeze
kroeze family, llc
24362 ramada court
laguna niguel, CA 92677

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Aviation & Imperial TOD
Location:	Inglewood, CA
Latitude:	33-55-43.10N NAD 83
Longitude:	118-22-41.63W
Heights:	72 feet above ground level (AGL) 168 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 07/25/2011 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will

void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2009-AWP-6451-OE.

Signature Control No: 671411-122157926

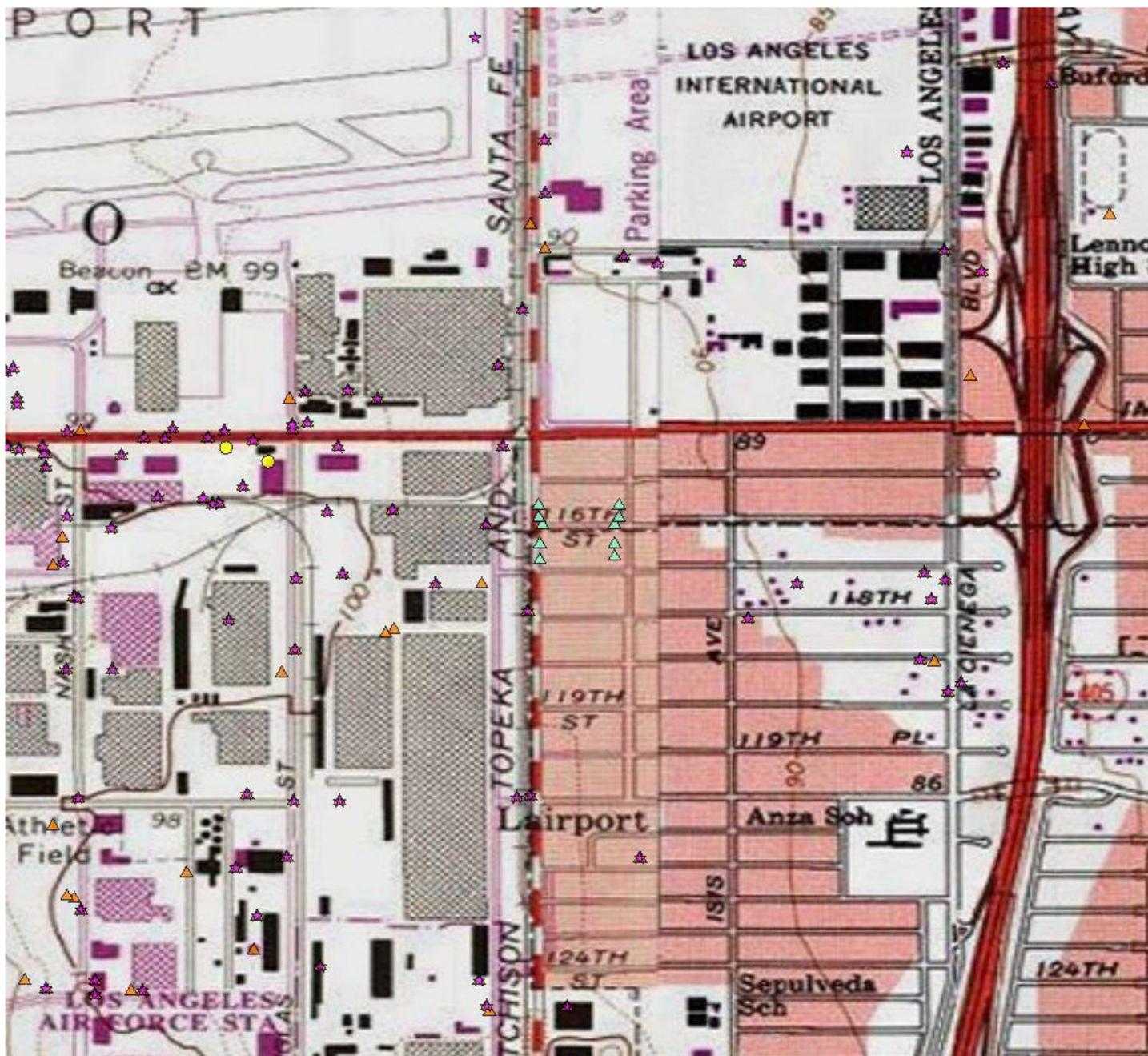
(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2009-AWP-6451-OE

4 story type 5 residential over 2 levels type 1 commercial and parking garage.



3.4 NOISE

This section analyzes potential noise impacts associated with implementation of the proposed Aviation Station Project and is summarized from the *Noise Report for the Aviation Station Environmental Impact Report* (Noise Report) prepared by BonTerra Consulting (January 2011) included in Appendix D to this EIR. This section provides background information on noise and community noise assessment criteria; presents existing noise levels in the Project area; and examines noise impacts that could potentially occur during construction and operation of the Project.

3.4.1 RELEVANT POLICIES AND REGULATIONS

Federal

Federal Transit Administration Vibration Standards

The Federal Transit Administration (FTA) groundborne vibration impact criteria are based on land use and train frequency, as shown in Table 3.4-1. Category 2 in Table 3.4-1 covers all residential land uses and any buildings where people sleep, such as hotels and hospitals. No differentiation is made between different types of residential areas. It should also be noted that Table 3.4-1 includes separate FTA criteria for groundborne noise, which is the “rumble” that can be radiated from the motion of room surfaces in buildings due to groundborne vibration.

**TABLE 3.4-1
GROUNDBORNE VIBRATION AND GROUNDBORNE NOISE IMPACT CRITERIA**

Land Use Category	GBV Impact Levels (VdB re 1 micro-inch/sec)			GBN Impact Levels (dB re 20 micro Pascals)		
	Frequent Events ^a	Occasional Events ^b	Infrequent Events ^c	Frequent Events ^a	Occasional Events ^b	Infrequent Events ^c
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB ^d	65 VdB ^d	65 VdB ^d	N/A ^d	N/A ^d	N/A ^d
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB	35 dBA	38 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime use.	75 VdB ^e	78 VdB ^e	83 VdB ^e	40 dBA ^e	43 dBA ^e	48 dBA ^e

GBV: groundborne vibration; GBN: groundborne noise; dB: decibel; VdB: Logarithmic decibel scale for vibration; N/A: Not Applicable; dBA: A-weighted decibels.

Notes: ^a “Frequent Events” is defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category.
^b “Occasional Events” is defined as between 30 and 70 vibration events of the same source per day. Most commuter trunk lines have this many operations.
^c “Infrequent Events” is defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines.
^d This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research swill require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the heating, ventilating, and air conditioning systems and stiffened floors.
^e Vibration-sensitive equipment is generally not sensitive to ground-borne noise.

Source: BonTerra Consulting 2010c

Although expressed in A-weighted decibels (dBA), which emphasizes the more audible middle and high frequencies, the criteria are set significantly lower than for airborne noise to account for the low-frequency character of groundborne noise. Because airborne noise often masks

groundborne noise for aboveground (i.e., at-grade or elevated) rail systems, groundborne noise criteria are primarily applied to subway operations where airborne noise is not a factor. Groundborne noise criteria apply only to buildings that have sensitive interior spaces that are well insulated from exterior noise.

State

State of California Noise Standards

The *California Building Code* (Title 24 of the *California Code of Regulations*) requires that residential structures, other than detached single-family dwellings, be designed to prevent the intrusion of exterior noise (attributable to exterior sources) so that the interior community noise equivalent level (CNEL) with windows closed shall not exceed 45 dBA in any habitable room.

Title 21, Subchapter 6 of the *California Code of Regulations* (Airport Noise Standards) establishes 65 dBA CNEL as the acceptable level of aircraft noise for persons living in the vicinity of airports. Title 21 applies to airports that have been designated as “noise problem airports”, which includes Los Angeles International Airport (LAX). Noise-sensitive land uses in locations where the aircraft exterior noise level exceeds 65 dBA CNEL are generally incompatible, unless (1) an aviation easement for aircraft noise has been acquired by the airport proprietor or (2) the residence is a high-rise apartment or condominium that has an interior CNEL of 45 dBA or less in all habitable rooms despite aircraft noise and an air circulation or air conditioning system, as appropriate. Assembly Bill (AB) 2776, passed in 2002 and effective January 1, 2004, modified the *State Business and Professions Code* and the *State Civil Code* to require any person who intends to offer subdivided lands, common interest developments, and residential properties for sale or lease within an airport influence area to disclose that fact to the person buying the property.

County

County of Los Angeles General Plan Noise Element

The currently adopted General Plan Noise Element does not have quantitative noise standards for regulating acceptable exterior and interior noise environments at residential and mixed-use land uses, but includes goals to reduce transportation noise to a level that does not jeopardize health and welfare, minimize future transportation noise levels, and establish compatible land uses adjacent to transportation facilities. The Noise Element does not include standards for noise-land use compatibility.

Los Angeles County Airport Land Use Commission

In Los Angeles County, the Regional Planning Commission is given the responsibility for coordinating the airport planning of public agencies within the County and functions as the Los Angeles County Airport Land Use Commission (ALUC). The statutes governing ALUCs are set in the State Aeronautics Act part of the *California Public Utilities Code* (Title 24). The ALUCs are tasked with assisting local agencies “in ensuring compatible land uses and to coordinate compatibility planning efforts at the state, regional, and local levels”. The ALUC is charged with coordinating the airport land use compatibility planning of the communities surrounding the airports in its jurisdiction. The ALUC fulfills this responsibility through the development of airport land use compatibility plans, known as an Airport Land Use Plan (ALUP), and through the review of plans, regulation or actions by a local government to ensure compatibility with the adopted ALUP. The Los Angeles County Airport Land Use Plan ALUP includes the following policies related to noise (BonTerra Consulting 2010c):

- N-1:** Use the Community Noise Equivalent Level (CNEL) method for measuring noise impacts near airports in determining suitability for various types of land uses.
- N-2:** Require sound insulation to insure a maximum interior 45 dBA CNEL in new residential, educational, and health-related uses in areas subject to exterior noise levels of 65 dBA CNEL or greater.
- N-3:** Utilize the Table Listing Land Use Compatibility for Airport Noise Environments in evaluating projects within the planning boundaries.
- N-4:** Encourage local agencies to adopt procedures to ensure that prospective property owners in aircraft noise exposure areas above a current or anticipated 60 dBA CNEL are informed of these noise levels and of any land use restrictions associated with high noise exposure.

County of Los Angeles Noise Ordinance

Section 12.08 of the County of Los Angeles Code (County Code) contains the County’s Noise Ordinance. The County of Los Angeles Noise Ordinance is designed to control unnecessary, excessive, and annoying sounds from sources on private properties by setting limits that cannot be exceeded at adjacent properties.

Transportation Sources

The County’s Noise Ordinance requirements are not applicable to mobile noise sources such as automobiles or heavy trucks when traveling in a legal manner on public roadways or on private property. Similarly, the Noise Ordinance is not applicable to railroad or aircraft noise. Control of the mobile noise sources is preempted by federal and State laws. Local jurisdictions usually address noise as it relates to land use compatibility for transportation sources in the General Plan and, occasionally, in a noise ordinance. However, Los Angeles County does not address noise as it relates to land use compatibility for roadway or rail noise in either the General Plan or the Noise Ordinance. Aircraft noise land use compatibility is addressed via the Los Angeles County ALUC, as discussed above.

Construction

Section 12.08.440 of the County Code prohibits construction noise between the hours of 7:00 PM and 7:00 AM on weekdays, and at any time on Sunday or a holiday if it creates a disturbance across a residential or commercial property line. The County also sets maximum noise levels not to exceed the following maximum noise levels from mobile equipment (nonscheduled, intermittent, short-term operations for less than 30 days) as summarized in Table 3.4-2.

**TABLE 3.4-2
COUNTY OF LOS ANGELES MOBILE EQUIPMENT NOISE LIMITS**

Time Interval	Single-Family Residential (dBA)	Multi-Family Residential (dBA)	Semi-Residential or Commercial (dBA)
Daily, except Sundays and legal holidays, 7:00 AM to 8:00 PM	75	80	85
Daily, 8:00 PM to 7:00 AM, and all day Sunday and legal holidays	60	64	70
dBA: A-weighted decibels			
Source: County of Los Angeles Code, Section 12.08, 2009			

Maximum noise levels from stationary equipment (repetitively scheduled and relatively long-term operations of ten days or more) are summarized in Table 3.4-3.

**TABLE 3.4-3
COUNTY OF LOS ANGELES STATIONARY EQUIPMENT NOISE LIMITS**

Time Interval	Single-Family Residential (dBA)	Multi-Family Residential (dBA)	Semi-Residential or Commercial (dBA)
Daily, except Sundays and legal holidays, 7:00 AM to 8:00 PM	60	65	70
Daily, 8:00 PM to 7:00 AM, and all day Sunday and legal holidays	50	55	60
dBA: A-weighted decibels			
Source: County of Los Angeles Code, Section 12.08, 2009			

Operation

Exterior Standards

The County of Los Angeles Noise Ordinance also specifies exterior noise levels that cannot be exceeded at the receiving properties for a specified period of time. The general application of these standards is to noise made from one property to another. As stated in the ordinance,

Unless otherwise herein provided, no person shall operate or cause to be operated, any source of sound at any location within the unincorporated county, or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person which causes the noise level, when measured on any other property either incorporated or unincorporated, to exceed any of the following exterior noise standards.

Exceptions to the exterior standards include, but are not limited to (1) construction and (2) residential air conditioning or refrigeration equipment; these two cases are regulated separately, as described below.

The County-specified noise standards are listed in Table 3.4-4. It should be noted that these standards do not apply to the assessment of land use compatibility for transportation noise.

**TABLE 3.4-4
COUNTY OF LOS ANGELES EXTERIOR NOISE STANDARDS**

Noise Zone	Designated Noise Zone Land Use	Time Interval	Exterior Noise Level (dBA)
I	Noise-Sensitive Area	Anytime	45
II	Residential Area	10:00 PM to 7:00 AM	45
		7:00 AM to 10:00 PM	50
III	Commercial Area	10:00 PM to 7:00 AM	55
		7:00 AM to 10:00 PM	60
IV	Industrial Area	Anytime	70
dBA: A-weighted decibels			
Source: County of Los Angeles Code, Section 12.08, 2009			

The applicable standards listed in Table 3.4-4 should not be exceeded at the property line of the noise-sensitive use for:

- a cumulative period of more than 30 minutes in any hour; if the ambient L_{50} exceeds the foregoing level, then the ambient L_{50} becomes this standard;
- the applicable standard plus 5 dBA for a cumulative period of more than 15 minutes in any hour (if the ambient L_{25} exceeds the foregoing level, then the ambient L_{25} becomes this standard);
- the applicable standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour (if the ambient L_8 exceeds the foregoing level, then the ambient L_8 becomes this standard);
- the applicable standard plus 15 dBA for more than the standard for a cumulative period of more than 1 minute in any hour (if the ambient L_2 exceeds the foregoing level, then the ambient L_2 becomes this standard); or
- the noise standard plus 20 dBA for any period of time (if the ambient L_0 exceeds the foregoing level, then the ambient L_0 becomes this standard).

If the measurement location is on a boundary of a property between two different noise zones (see Table 3.4-4), the exterior noise level shall be the arithmetic mean of the exterior noise levels of the subject zones.

Interior Standards

The Noise Ordinance specifies interior noise levels that cannot be exceeded at the receiving properties for a specified period of time, as shown in Table 3.4-5 and in the following text:

- A. No person shall operate or cause to be operated within a dwelling unit, any source of sound, or allow the creation of any noise, which causes the noise level when measured inside a neighboring receiving dwelling unit to exceed the following standards:

Standard No. 1 – The applicable interior noise level for cumulative period of more than five minutes in any hour; or

Standard No. 2 – The applicable interior noise level plus 5 dB for a cumulative period of more than one minute in any hour; or

Standard No. 3 – The applicable interior noise level plus 10 dB or the maximum measured ambient noise level for any period of time.

- B. The following interior noise levels for multi-family residential dwellings shall apply, unless otherwise specifically indicated, within all such dwellings with windows in their normal seasonal configuration.

**TABLE 3.4-5
COUNTY OF LOS ANGELES INTERIOR NOISE STANDARDS**

Noise Zone	Designated Land Use	Time Interval	Allowable Interior Noise Level (dB)
All	Multifamily	10:00 PM to 7:00 AM	40
	Residential	7:00 AM to 10:00 PM	45
dB: decibel			
Source: County of Los Angeles Code, Section 12.08, 2009			

- C. If the measured ambient noise level reflected by the L_{50} exceeds that permissible within any of the interior noise standards in subsection A, the allowable interior noise level shall be increased in 5 dB.

Residential Air Conditioning or Refrigeration Equipment

In accordance with Los Angeles County Code Section 12.08, it is prohibited to operate or to give permission to operate any air conditioning or refrigeration equipment that exceeds any of sound levels shown in Table 3.4-6.

**TABLE 3.4-6
AIR CONDITIONING AND REFRIGERATION EQUIPMENT NOISE
STANDARDS**

Measurement Location	dBA
Any point on neighboring property line, 5 feet above grade level, no closer than 3 feet from any wall.	55
Center of neighboring patio, 5 feet above grade level, no closer than 3 feet from any wall.	50
Outside the neighboring living area window nearest the equipment location, not more than 3 feet from the window opening, but at least 3 feet from any other surface.	50
Source: County of Los Angeles Code, Section 12.08, 2009	

County of Los Angeles Vibration Standards

Section 12.08.560 of the County Code prohibits the operation of any device that creates vibration that is above the vibration perception threshold of any individual at or beyond the property boundary of the source if the source is on private property. According to the County Noise Ordinance, the perception threshold is a motion velocity of 0.01 inch per second (in/sec, 80 VdB)¹ over the range of 1 to 100 Hertz (Hz). For the purposes of the Project, the construction vibration impacts to the existing residences to the south and east of the Project site were evaluated according to the vibrations standards listed in Table 3.4-1.

3.4.2 EXISTING CONDITIONS

Noise Terminology

Sound and Noise

“Sound” is a vibratory disturbance created by a moving or vibrating source and is capable of being detected. “Noise” is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance and, in the extreme, hearing impairment.

Decibels and Frequency

In its most basic form, a continuous sound can be described by its frequency or wavelength (pitch) and its amplitude (loudness). Frequency is expressed in cycles per second, or hertz. Frequencies are heard as the pitch or tone of sound. High-pitched sounds produce high frequencies; low-pitched sounds produce low frequencies. Sound pressure levels are described in units called the decibel (dB).

¹ VdB, or vibration velocity level in dB, is a logarithmic scaling of vibration magnitude.

Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB.

Perception of Noise and A-Weighting

A typical noise environment consists of a base of steady “background” noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. Examples of local sources can vary from periodic aircraft or train passing by, to intermittent periods of sound, such as amplified music, to virtually continuous noise from, for example, traffic on a major highway. In a large number of community surveys, transportation noise has been ranked among the most significant causes of community dissatisfaction.

The human ear is not equally sensitive to all frequencies within the sound spectrum. To accommodate this phenomenon, the A-scale, which approximates the frequency response of the average healthy ear when listening to most ordinary everyday sounds, was devised. When people make relative judgments of the loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Therefore, the “A-weighted” noise scale is used for measurements and standards involving human perception of noise. Noise levels using A-weighted measurements are written dB(A) or dBA. Human perception of noise has no simple correlation with acoustical energy. Due to subjective thresholds of tolerance, the annoyance of a given noise source is perceived very differently from person to person. The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at 3 feet from the noise source is approximately 60 dBA, while loud jet engine noises equate to 110 dBA, which can cause serious discomfort. Exhibit 3.4-1 shows the relationship of various noise levels to commonly experienced noise events.

Studies show that noise increases trigger community reactions varying from sporadic complaints to widespread complaints, legal threats, and/or vigorous action. It is widely accepted that (1) the average healthy ear can barely perceive changes of 3 dBA; (2) a change of 5 dBA is readily perceptible; and (3) an increase/decrease of 10 dBA sounds twice/half as loud, respectively. In community situations, noise exposure and changes in noise levels occur over a number of years, unlike the immediate comparison made in a field study situation. The 3-dBA increase criterion represents a balance of community benefits and reasonableness and has been widely published, discussed, and cited by many professionals in acoustics as a barely perceptible increase in noise.

Noise Propagation

From the source to the receiver, noise changes both in level and frequency. Noise levels decrease as the distance from the source increases; the manner in which noise reduces with distance depends on many factors, which are discussed below.

Geometric Spreading From Point and Line Sources: Sound from a small localized source (approximating a “point” source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (lessens) at a rate of 6 dBA for each doubling of the distance (i.e., if the noise level is 70 dBA at 25 feet, it is 64 dBA at 50 feet). Vehicle movement makes the source of the sound appear to emanate from a line (line source) rather than a point when viewed over some time interval. The sound level attenuates at a rate of 3-dBA per doubling of distance for line sources.

Ground Absorption: To account for the ground-effect attenuation (absorption), two types of site conditions are commonly used in noise prediction: soft site and hard site conditions. Hard sites (i.e., sites with a reflective surface between the source and the receiver, such as parking lots or smooth bodies of water) receive no excess ground attenuation, and the changes in noise levels with distance (drop-off rate) are simply the geometric spreading of the source. Soft sites are sites that have an absorptive ground surface (e.g., soft dirt, grass, or scattered bushes and trees) and receive an excess ground attenuation value of 1.5 dBA per doubling of distance.

Atmospheric Effects: Wind speed will bend the path of sound to “focus” it on the downwind side and make a “shadow” on the upwind side of the source. At short distances, the wind has minor influence on the measured sound level. For longer distances, the wind effect becomes appreciably greater. Temperature gradients create effects similar to those of wind gradients, except that they are uniform in all directions from the source. On a sunny day with no wind, temperature decreases with altitude, giving a shadow effect for sound. On a clear night, temperature may increase with altitude, focusing sound on the ground surface.

Shielding by Natural and Man-Made Features, Noise Barriers, Diffraction, and Reflection: A large object in the path between a noise source and a receiver can significantly attenuate noise levels at that receiver location. The amount of attenuation provided by this “shielding” depends on the size of the object and the frequencies of the noise levels. Natural terrain features (e.g., hills and dense woods) and man-made features (e.g., buildings and walls) can significantly alter noise levels. For a noise barrier to work, it must be high enough and long enough to block the view from the receiver to a road or to the noise source. Effective noise barriers can reduce noise levels by up to 15 dB.

Noise Descriptors

Several rating scales (or noise “metrics”) exist to analyze effects of noise on a community. These scales include the equivalent noise level (L_{eq}), the community noise equivalent level (CNEL), and the day-night average sound level (DNL or L_{dn}). Average noise levels over a period of minutes or hours are usually expressed as dBA L_{eq} , which is the equivalent noise level for that period of time. The period of time averaging may be specified; $L_{eq(3)}$ would be a three-hour average. When no period is specified, a one-hour average is assumed. It is important to understand that noise of short duration (i.e., substantially less than the averaging period) is averaged into ambient noise during the period of interest. Thus, a loud noise lasting many seconds or a few minutes may have minimal effect on the measured sound level averaged over a one-hour period.

To evaluate community noise impacts, L_{dn} was developed to account for human sensitivity to nighttime noise. L_{dn} represents the 24-hour average sound level with a penalty for noise occurring at night. The L_{dn} computation divides the 24-hour day into 2 periods: daytime (7:00 AM to 10:00 PM) and nighttime (10:00 PM to 7:00 AM). The nighttime sound levels are assigned a 10-dBA penalty prior to averaging with daytime hourly sound levels. CNEL is similar to L_{dn} except that it separates a 24-hour day into 3 periods: daytime (7:00 AM to 7:00 PM), evening (7:00 PM to 10:00 PM), and nighttime (10:00 PM to 7:00 AM). The evening sound levels are assigned a 5-dBA penalty, and the nighttime sound levels are assigned a 10-dBA penalty prior to averaging with daytime hourly sound levels.

Several statistical descriptors are also often used to describe noise, including L_{max} , L_{min} , and L_x . L_{max} and L_{min} are respectively the highest and lowest A-weighted sound levels that occur during a noise event. L_x signifies the noise level that is exceeded “x” percent of the time; for example, L_{10} denotes the level that was exceeded 10 percent of the time.

Common Outdoor Activities	Common Indoor Activities	A - Weighted Sound Level dBA	Subjective Loudness	Effects of Noise
Threshold of Pain		140	Intolerable or Deafening	Hearing Loss
Near Jet Engine		130		
		120		
Jet Fly-Over at 1000 ft	Rock Band	110		
Loud Auto Horn		100	Very Noisy	Speech Interference
Gas Lawn Mower at 3 ft		90		
Diesel Truck at 50 ft, at 50 mph	Food Blender at 3 ft	80		
Noisy Urban Area, Daytime	Vacuum Cleaner at 10 ft	70	Loud	Speech Interference
Heavy Traffic at 300 ft	Normal Speech at 3 ft	60		
Quiet Urban Daytime	Large Business Office	50	Moderate	Sleep Disturbance
Quiet Urban Nighttime	Theater, Large Conference Room (Background)	40		
Quiet Suburban Nighttime	Library	30	Faint	No Effect
Quiet Rural Nighttime	Bedroom at Night, Concert Hall (Background)	20		
	Broadcast/Recording Studio	10		
Lowest Threshold of Human Hearing	Lowest Threshold of Human Hearing	0	Very Faint	

Source: Noise Technical Supplement by Caltrans

Typical Noise Levels and Their Subjective Loudness and Effects

Exhibit 3.4-1

Aviation Station Project

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Vibration Terminology

Vibration is the periodic movement of mass over time. It is described in terms of frequency and amplitude, and unlike sound, there is no standard way of measuring and reporting amplitude. Vibration is described in units of velocity (in/sec), and discussed in dB units in order to compress the range of numbers required to describe vibration.

The frequency of a vibrating object describes how rapidly it is oscillating. The number of cycles per second of oscillation is the vibration frequency, which is described in terms of hertz (Hz). The normal frequency range of most groundborne vibration that can be felt generally starts from a low frequency of less than 1 Hz to a high of about 200 Hz.

Vibration Propagation

Vibrations spread out as they travel through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations diminish much more rapidly than low frequencies, so low frequencies tend to dominate at long distances from the source. Discontinuities among soil strata can also cause differences that affect the propagation of vibration over long distances. When vibration encounters a building, a ground-to-foundation coupling loss will usually reduce the overall vibration level. However, under certain circumstances, the ground-to-foundation coupling may also amplify the vibration level due to structural resonances of the floors and walls.

Vibration Descriptors

Vibration levels are usually expressed as single-number measure of vibration magnitude in terms of velocity or acceleration; these levels describe the severity of the vibration without the frequency. The peak particle velocity (ppv) is defined as the maximum instantaneous positive or negative peak of the vibration signal, usually measured in in/sec. Since it is related to the stresses that are experienced by buildings, ppv is often used in monitoring blasting vibration and the vibration of heavy construction equipment. Vibration is also described in decibel units, written as VdB, to distinguish from noise level decibels.

Perception of Vibration

The primary concern from vibration is its ability to intrude and annoy local residents and other vibration-sensitive land uses. While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings caused by construction activities may be perceived as motion of building surfaces or rattling of windows, items on shelves, and pictures hanging on walls. Vibration of building components can also take the form of an audible low-frequency rumbling noise, which is referred to as groundborne noise.

The source of groundborne noise is typically from trains and similar transit vehicles and not from construction activities. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when the structure and the construction activity are connected by foundations or utilities, such as sewer and water pipes. Groundborne vibration is almost never annoying to people who are outdoors.

Numerous studies have been conducted to characterize the human response to vibration and over the years, numerous vibration criteria and standards have been suggested by researchers, organizations, and governmental agencies. These studies suggest that the thresholds for perception and annoyance vary according to duration, frequency, and amplitude of vibration. Exhibit 3.4-2 illustrates common vibration sources and typical human and structural responses.

Sensitive Receptors

Noise-sensitive receptors are generally considered to be humans who are engaged in activities or who are utilizing land uses that may be subject to the stress of significant interference from noise. Activities usually associated with sensitive receptors include but are not limited to talking, reading, and sleeping. Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals and places where quiet is an essential element of the intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure to excessive, disturbing, or offensive interior or exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are also considered sensitive to increases in exterior noise levels. Schools, places of worship, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

Vibration-sensitive receptors are generally considered to be humans who are engaged in activities or who are utilizing land uses that may be subject to significant interference from vibration. Activities and land uses often associated with vibration-sensitive receptors are similar to those associated with noise-sensitive receptors. Construction vibration is generally associated with pile driving and rock blasting. Occasionally, large bulldozers and loaded trucks can cause perceptible vibration levels at close proximity. Vibration generated by construction activity has the potential to cause structural damage (i.e., cracking of floor slabs, foundations, columns, beams, or wells) or cosmetic/architectural damage (i.e., cracked plaster, stucco, or tile). Although it is possible for vibration from construction projects to cause building damage, the vibration from construction activities are almost never of sufficient amplitude to cause more than minor cosmetic damage to buildings.

Existing noise- and vibration-sensitive receptors near the Project site are the residential homes approximately 70 feet to the east across Judah Avenue, and a motel and residential homes approximately 70 feet south across West 117th Street.

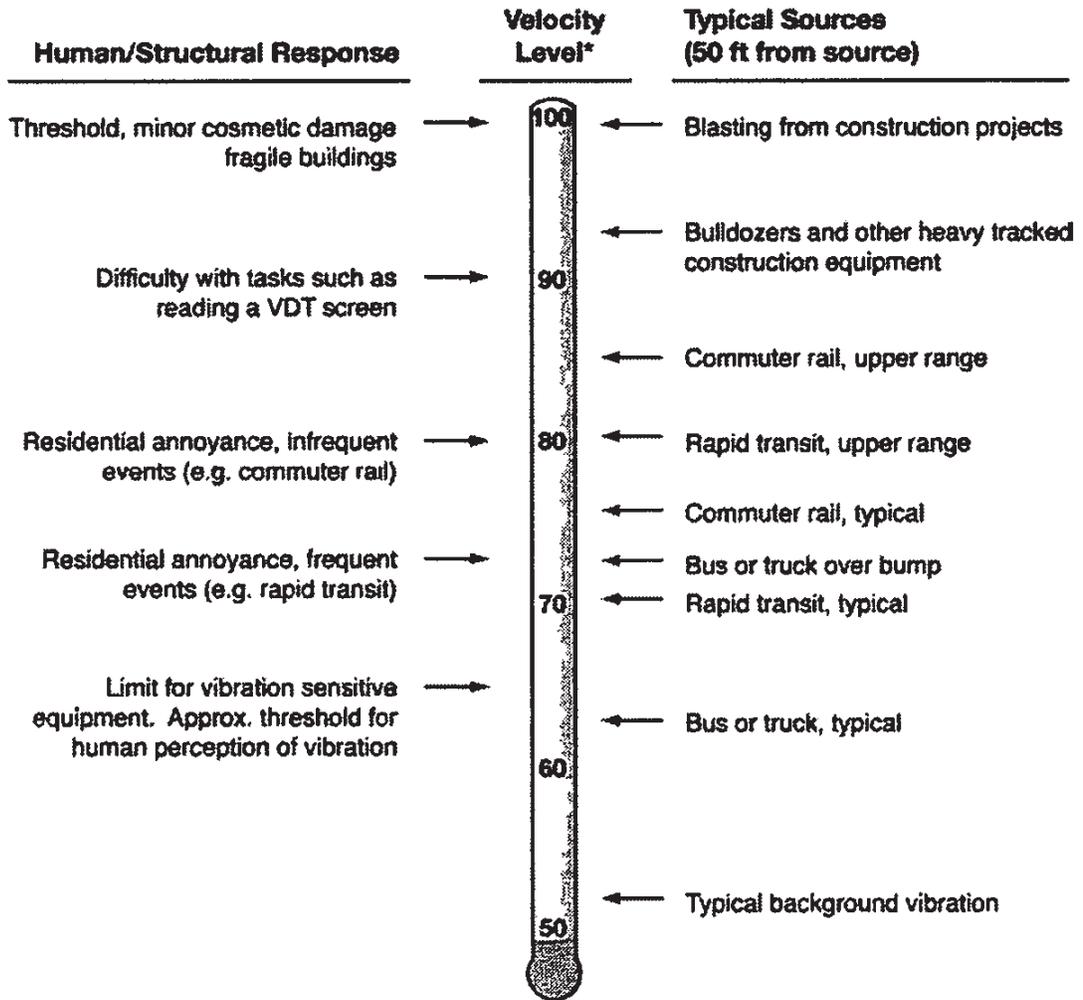
Existing Noise Environment

The existing noise environment in the Project area is influenced by traffic noise on Aviation Boulevard, Imperial Highway, bus and train activity at the Aviation Station and bus terminal, aircraft landing and take-off at the Los Angeles International Airport (LAX), and noise from the Northrop Grumman Integrated Systems complex west of the Project site.

The Los Angeles County Metropolitan Transportation Agency (Metro) Green Line Aviation/LAX Station and bus terminal is located adjacent to the site to the north; the southeastern corner of LAX is located approximately 1,000 feet northwest of the site; and the Northrop Grumman complex is approximately 400 feet west of the site on the western side of Aviation Boulevard. The bus terminal has a 9-foot-high wall extending from the southeastern corner of the terminal and ending approximately 250 feet east of Aviation Boulevard.

Ambient Noise Survey

BonTerra Consulting conducted an ambient noise survey on June 17 and 18, 2009, to document the existing noise environment at various locations in the study area, as defined in the Project traffic study (Appendix H of this EIR). These locations include the areas adjacent to the Project site and the uses adjacent to the roadways and intersections evaluated in the traffic study. Noise level measurements were taken using a Larson Davis Laboratories Model 831 integrating sound level meter (LD 831). The sound level meter and microphone was mounted on a tripod five feet above the ground and equipped with a windscreen during all measurements. The LD 831 was calibrated before and after use with a Larson Davis Model CAL200 acoustical calibrator to ensure



* RMS Vibration Velocity Level in VdB relative to 10^{-6} Inches/second

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Common Vibration Sources and Typical Human and Structural Responses

Exhibit 3.4-2

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measurement accuracy. The sound level meter was programmed in “slow” mode to record noise levels in “A”-weighted form. Meteorological conditions during the measurement periods were favorable and representative of the typical conditions, with clear skies, daytime temperatures approximately 70 degrees Fahrenheit (°F), and light to 5 mile per hour winds.

A total of 6 short-term and 1 long-term (24-hour) noise level measurements were collected. Each short-term measurement was taken for the duration needed to provide a representative average daytime noise level. Ambient noise survey locations are shown in Exhibit 3.4-3, and the L_{eq} , L_{max} , and L_{min} values taken at each short term ambient noise measurement location are summarized in Table 3.4-7.

**TABLE 3.4-7
SUMMARY OF SHORT-TERM AMBIENT NOISE LEVELS IN THE PROJECT
AREA**

Location No.	Location, Date and Time Description	Noise Levels (dBA)			Primary Noise Source	Notes
		L_{eq}	L_{max}	L_{min}		
1	Adjacent to the existing motel on the southwestern corner of the site approximately 30 feet from the curb of Aviation Boulevard. Taken on June 17, 2009, 1:45-2:00 PM	69.7	80.1	51.8	Traffic on Aviation Boulevard and noise at the Northrop Grumman facility	Background noise at the Northrop Grumman facility of approximately 63 dBA. Peaks due to heavy vehicles on Aviation Boulevard.
2	In a residential area on the southeastern corner of the site approximately 20 feet from the curb of West 117 th Street and Judah Avenue. Taken on June 17, 2009, 2:05-2:20 PM	60.4	78.6	50.1	Traffic on Aviation Boulevard and noise at the Northrop Grumman facility.	Noisy activities from Northrop Grumman could be heard, plus a helicopter fly-by and background traffic on Aviation Boulevard.
3	In a residential area in the northeastern corner on the site approximately 20 feet from the curb of West 116 th Street and Judah Avenue. Taken on June 17, 2009, 2:25-2:41 PM	63.2	77.2	57.6	Buses and rail at the transit station, I-105 Freeway, and an aircraft landing.	Approximately 62 dBA background noise, increasing to approximately 68 to 70 dBA with Green Line trains. Peaks due to buses.
4	Located at the transit center approximately 50 feet south of the Green Line station and approximately 200 feet east of Aviation Boulevard. Taken on June 17, 2009, 2:45-2:58 PM	65.9	75.5	59.7	Traffic on the I-105 Freeway and Aviation Boulevard, buses at the transit station and Green Line trains.	Same as above.
5	In a residential area east of Judah Avenue approximately 300 feet from the Green Line station. Taken on June 17, 2009, 3:05-3:20 PM	61.7	75.3	56.5	Traffic on the I-105 Freeway and Aviation Boulevard, buses at the transit station and Green Line trains.	Background noise mostly from traffic on I-105 Freeway and buses. Peaks due to traffic on Judah Avenue.
6	Adjacent to the Anza Elementary School approximately 350 feet south of La Cienega Boulevard. Taken on June 17, 2009, 3:25-3:40 PM	63.4	75.7	50.3	Traffic on West 120 th Street and La Cienega Boulevard.	Peaks due to traffic on West 120 th Street.

dBA: A-weighted decibel; L_{eq} = Average noise level for the approximate 15-minute measurement period of time; L_{max} and L_{min} = the highest and lowest, respectively, A-weighted sound level that occur during that noise event.
Source: BonTerra Consulting 2010c (EIR Appendix D).

As shown in Table 3.4-7, average daytime noise levels in the Project study area ranged from 60.4 to 69.7 dBA L_{eq} . The major sources of noise in the study area are traffic on Aviation Boulevard, and bus and light-rail activity at the Metro's Aviation Station. The higher average noise levels were observed at the northern and western portions of the Project site due to traffic on Aviation Boulevard, activities at the Northrop Grumman Integrated Systems campus, and the bus and light-rail activity. Traffic on the Interstate (I) 105 Freeway and periodic aircraft take-off and landing could be sporadically heard as background noise; these are considered minor noise sources at the Project site, based on observations at the ground level and approximately 30 feet above ground level.

The Project site is partially within the Planning Boundary/Airport Influence Area for LAX, as depicted on Exhibit 3.4-5; however, the Project site is not located within the flightpath. Flights take off and land in a general east-west direction, and the Project site is south of LAX.

Location 1 is the southwestern corner of the site adjacent to the existing Aviation Motel, approximately 30 feet from the curb of Aviation Boulevard. The major source of noise was traffic on Aviation Boulevard and activities at the Northrop Grumman facility. The 15-minute L_{eq} is 69.7 dBA. The turbine testing background noise occurred during most of the noise measurements and was observed to be approximately 63 dBA; the peaks in noise occurred during heavy vehicles passing by on Aviation Boulevard. The minimum noise level of 51.8 dBA occurred when there were simultaneous lulls in both the Aviation Boulevard traffic and turbine testing.

Location 2 is the southeastern corner of the site, approximately 20 feet from the curb of West 117th Street and Judah Avenue in the residential area surrounding the Project site. The dominant source of noise is traffic on Aviation Boulevard and activities at the Northrop Grumman facility. The 15-minute L_{eq} is 60.4 dBA, and the peaks occurred when vehicles sporadically passed by on West 117th Street.

Location 3 is the northeastern corner of the site, approximately 20 feet from the curb of West 116th Street and Judah Avenue, and approximately 60 feet south of the Metro bus terminal. The dominant sources of noise were traffic on I-105, buses and light-rail activity, and sporadic aircraft landings at LAX. The 15-minute L_{eq} is 63.2 dBA, with peaks caused by bus and rail activity.

Location 4 is the transit center approximately 50 feet south of the Green Line station and approximately 200 feet east of Aviation Boulevard. The dominant sources of noise were traffic on I-105, buses and train activity, and sporadic aircraft landings at LAX. Traffic background from I-105, Aviation Boulevard, and Imperial Highway was approximately 58 dBA. The 12-minute L_{eq} is 65.9 dBA, with peaks caused by bus and rail activity. It was observed that the light-rail train electric engines and wheel squeaking generated up to 70 dBA during train arrivals and departures, but the buses generated the highest noise levels of up to 75.5 dBA.

Location 5 is the residential area east of Judah Avenue, approximately 300 feet south of the eastern end of the Green Line station. The dominant source of noise is traffic on the I-105, buses and train activity, and sporadic aircraft landings at LAX. The 15-minute L_{eq} is 61.7 dBA, and the peaks occurred by sporadic vehicles passing by on Judah Avenue, and bus and rail activity.

Location 6 is near a softball field and picnic area adjacent to West 120th Street at Anza Elementary School. The dominant source of noise is traffic on West 120th Street and background noise from La Cienega Boulevard and the I-405 Freeway. The 15-minute L_{eq} is 63.4 dBA, and the peaks occurred by sporadic vehicles passing by on West 120th Street.

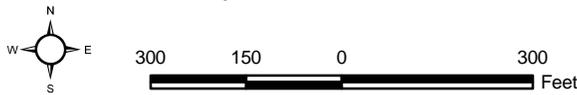


-  Project Boundary
-  24-Hour Noise Measurement Location
-  Short-Term Noise Measurement Location

Noise Level Measurement Locations

Exhibit 3.4-3

Aviation Station Project



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A 24-hour noise level measurement was taken at the northwestern corner of the site approximately 80 feet east of Aviation Boulevard and 300 feet from the Green Line Aviation Station. The noise meter was mounted on a tripod on the roof of the Wild Goose Restaurant/Bar approximately 30 feet from ground level. While traffic on I-105 and occasional aircraft takeoff and landing could be heard sporadically, the dominant source of noise at that location is traffic on Aviation Boulevard, buses, and the Green Line trains. The results of the 24-hour measurements at this location, summarized in Table 3.4-8, show that the hourly noise levels ranged from 57.9 to 69.2 dBA L_{eq} , and the 24-hour weighted average is 71.5 dBA CNEL. The highest hourly average noise of 69.2 dBA L_{eq} occurred at 7:00 AM and again at 4:00 PM, and the lowest hourly average noise of 57.9 dBA L_{eq} occurred at 2:00 AM.

The aircraft noise contribution to the existing noise level is approximately 65 dBA CNEL, as discussed further below. The short-term noise monitoring results are included in Appendix A and the 24-hour noise monitoring results are included in Appendix B of the Noise Report in EIR Appendix D.

**TABLE 3.4-8
SUMMARY OF 24-HOUR AMBIENT NOISE LEVEL MEASUREMENTS**

Location No.	Location, Date and Time Description	Noise Levels (dBA)				Primary Noise Source	Notes
		24-hr CNEL	Highest 1-hr L_{eq}		Lowest 1-hr L_{eq}		
			L_{eq}	hour	L_{eq}	hour	
A	Located on the northeastern corner of the roof of the Wild Goose Restaurant. Taken for a period of 24 hours starting June 16, 2009, 1:00 PM	71.5	69.2	7AM/ 4PM	57.9	2AM	Traffic on Aviation Boulevard and transit station Peaks occurred during bus passbys and Green Line arrivals and departures.

Source: BonTerra Consulting 2010c (EIR Appendix D).

3.4.3 THRESHOLDS OF SIGNIFICANCE

The following thresholds of significance are derived from the County of Los Angeles Department of Regional Planning's Initial Study checklist, which is based on Appendix G of the CEQA Guidelines and located in Appendix A of this EIR. The Project was determined to have a potentially significant impact for the following thresholds of significance and further analysis in this Draft EIR was determined to be necessary.

Threshold 3.4a: Is the project site located near a high noise source (airports, railroads, freeways, industry)?

Threshold 3.4b: Is the proposed use considered sensitive (school, hospital, senior citizen facility) or are there other sensitive uses in close proximity?

Threshold 3.4c: Could the project substantially increase ambient noise levels, including those associated with special equipment (such as amplified sound systems) or parking areas associated with the project?

Threshold 3.4d: Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project?

3.4.4 PROJECT DESIGN FEATURES

No Project Design Features related to noise have been identified.

3.4.5 ENVIRONMENTAL IMPACTS

Threshold 3.4a: Is the project site located near a high noise source (airports, railroads, freeways, industry)?

Threshold 3.4b: Is the proposed use considered sensitive (school, hospital, senior citizen facility) or are there other sensitive uses in close proximity?

Threshold 3.4c: Could the project substantially increase ambient noise levels, including those associated with special equipment (such as amplified sound systems) or parking areas associated with the project?

Threshold 3.4d: Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project?

On-Site Impacts

Construction-Related Noise

Construction equipment can operate in two modes: stationary and mobile. Stationary equipment operates in one location for one or more days at a time, with either a fixed-power operation (such as pumps, generators and compressors) or a variable noise operation (such as pile drivers, rock drills, and pavement breakers). Mobile equipment (such as bulldozers, graders, and loaders) moves around the construction site with power applied in cyclic fashion. Noise impacts from stationary equipment are assessed from the location of the specific equipment, while noise impacts from mobile construction equipment are assessed from the center of the equipment activity or construction site.

Variation in power imposes additional complexity in characterizing the noise source levels from construction equipment. Power variation is accounted for by describing the noise at a reference distance from equipment operating at full power and adjusting it based on the duty cycle of the activity to determine the L_{eq} of the operation. Typical duty cycles and associated noise levels generated by representative pieces of equipment are listed in Table 3.4-9.

**TABLE 3.4-9
TYPICAL MAXIMUM CONSTRUCTION EQUIPMENT NOISE LEVELS**

Equipment	Noise Level (dBA) at 50 ft	Typical Duty Cycle (%)
Auger Drill Rig	85	20
Backhoe	80	40
Blasting	94	1
Chain Saw	85	20
Clam Shovel	93	20
Compactor (ground)	80	20

**TABLE 3.4-9 (Continued)
TYPICAL MAXIMUM CONSTRUCTION EQUIPMENT NOISE LEVELS**

Equipment	Noise Level (dBA) at 50 ft	Typical Duty Cycle (%)
Compressor (air)	80	40
Concrete Mixer Truck	85	40
Concrete Pump	82	20
Concrete Saw	90	20
Crane (mobile or stationary)	85	20
Dozer	85	40
Dump Truck	84	40
Excavator	85	40
Front End Loader	80	40
Generator (25 KVA or less)	70	50
Generator (more than 25 KVA)	82	50
Grader	85	40
Hydra Break Ram	90	10
In situ Soil Sampling Rig	84	20
Jackhammer	85	20
Mounted Impact Hammer (hoe ram)	90	20
Paver	85	50
Pile Driver, Impact (diesel or pneumatic)	95	20
Pile Driver, Vibratory	95	20
Pneumatic Tools	85	50
Pumps	77	50
Rock Drill	85	20
Scraper	85	40
Tractor	84	40
Vacuum Excavator (vac-truck)	85	40
Vibratory Concrete Mixer	80	20
dBA: A-weighted decibel; ft = feet; KVA = kilovolt amps. Source: BonTerra Consulting 2010c (EIR Appendix D).		

Each phase of construction has a specific equipment mix, depending on the work to be accomplished during that phase. Each phase also has its own noise characteristics; some would have higher continuous noise levels than others, and some have high-impact noise levels. The L_{eq} of each phase is determined by combining the L_{eq} contributions from each piece of equipment used in that phase.

The approximately 18-month total construction period for the Project is anticipated to extend from mid-2011 through the end of 2012. The first construction phase would include the demolition of a portion of the existing Park-and-Ride Lot for the relocation of the Metro bus terminal and the reconfiguration of the remaining Caltrans Park-and-Ride Lot and Caltrans Maintenance Facility parking lot. Within the approximate 18-month total construction period, this phase is anticipated to last approximately two months. Concurrent with these activities, all existing structures within Lot 1 (southerly lot), including the commercial buildings, associated surface parking, and single-family homes; would be demolished (demolition schedule is anticipated to require approximately two months and would overlap with construction of the Metro bus terminal).

Upon completion of the off-site Metro bus terminal and on-site demolition activities within Lots 1 and 2, the Project site would be excavated for the subterranean parking and building substructure, storm water infiltration system, Dominguez Channel RCB structure, and existing Metro bus terminal. In total, an estimated 62,800 cy of soil would be removed for these four major excavation activities. Of this, an estimated 61,000 cy would be exported off-site over the course of approximately 6 weeks, with the remaining approximately 1,800 cy used as backfill on the Project site. Once the Project site has been cleared and excavated, construction activities would begin. Construction would include trenching for utility improvements; construction of the subterranean parking structure; construction of street level commercial buildings and townhomes; construction of Buildings 1A, 2A, 1B, and 2B; driveways, and community areas; architectural coatings (i.e., painting and exterior finishes); and installation of hardscaping/landscaping.

Mobile Construction Equipment Noise

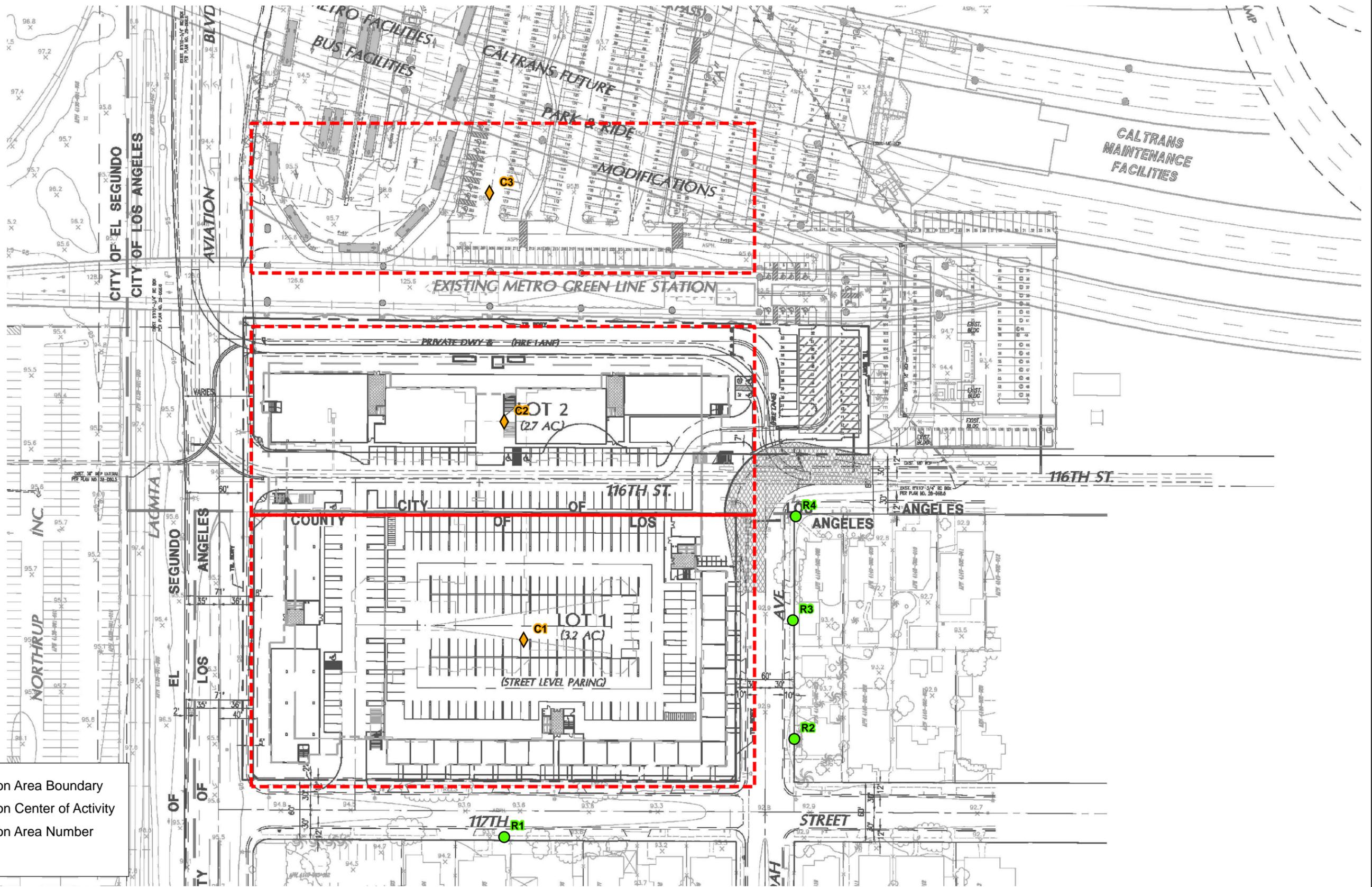
The County of Los Angeles noise standard for construction noise for sensitive residential areas is 75 dBA L_{max} for mobile equipment. During construction, nearby noise-sensitive receptors would be exposed to occasional high noise levels associated with the operation of heavy mobile equipment (including dozers, loaders/backhoes, and haul trucks) during the demolition and grading/excavation (earthmoving) phases. In typical construction projects where pile driving and rock blasting do not occur—such as the Project—demolition and grading activities generate the highest noise levels since these phases involve the largest equipment. The nearest off-site noise-sensitive receptors are the residences east of the site across Judah Avenue and south of the site across West 117th Street and West 116th Street. The front yards of these residences are located approximately 50 feet from the Project site boundary.

The construction noise levels were modeled utilizing the Federal Highway Administration's (FHWA's) Roadway Construction Noise Model (RCNM), which is the FHWA's national model for the predicting construction noise. The RCNM utilizes the same noise data presented in Table 3.4-9 above. During grading, mobile construction noise was modeled with the operation of two loader/backhoes and two dozers operating simultaneously. The average construction noise levels were calculated assuming that all construction equipment is located at ground level in the center of activity at Lot 1 (C1), Lot 2 (C2), and the new bus terminal (C3).² This provides a conservative scenario for the majority of construction activities because with the exception of initial earthmoving activities, the grading equipment would often operate below ground level when grading and excavating for the construction of the subterranean parking levels and the excavation walls would provide noise attenuation.

Construction noise was calculated at 4 receptors (R1, R2, R3, R4), ranging from 200 to 690 feet from the center of each construction activity at each phase. Exhibit 3.4-4 shows the center of activity and receptor locations used for this analysis.

The unmitigated average noise levels during demolition at areas at the nearest noise-sensitive uses were calculated. Table 3.4-10 shows that when demolition occurs at Lot 1, construction noise would average from 63.5 to 68.2 dBA L_{eq} ; when demolition occurs at Lot 2, construction noise would average from 60.9 to 63.8 dBA L_{eq} ; and when demolition occurs at the new bus terminal area, construction noise would average from 57.4 to 60.9 dBA L_{eq} .

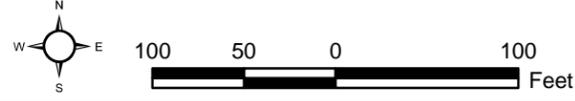
² The center of the site is used for the analysis because it provides the "average" location of mobile construction equipment over the course of construction activities.



- - - Construction Area Boundary
- ◆ Construction Center of Activity
- C# Construction Area Number
- Receivers

Construction Noise Center Of Activity And Receptor Locations

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**TABLE 3.4-10
UNMITIGATED AVERAGE CONSTRUCTION NOISE LEVELS
DURING DEMOLITION**

Center of Construction Activity	Noise Levels at Receivers (dBA L _{eq})			
	R1	R2	R3	R4
Lot 1 (C1)	68.2	63.8	64.1	63.5
Lot 2 (C2)	61.1	60.9	62.6	63.8
New bus terminal (C3)	57.4	57.8	59.2	60.9
Note: Implementation of MM 3.4-1 (constructing a sound barrier on the south and east Project site borders) would reduce these noise levels by approximately 8 to 9 dBA. Source: BonTerra Consulting 2010c (EIR Appendix D).				

The unmitigated average noise levels during grading at the nearest noise-sensitive uses were calculated assuming that grading would always occur at the street level. Table 3.4-11 shows that when grading occurs at Lot 1, construction noise would average from 65.7 to 70.4 dBA L_{eq}; when grading occurs at Lot 2, construction noise would average from 63.1 to 66.0 dBA L_{eq}.

**TABLE 3.4-11
UNMITIGATED AVERAGE CONSTRUCTION NOISE LEVELS
DURING GRADING**

Center of Construction Activity	Noise Levels at Receivers (dBA L _{eq})			
	R1	R2	R3	R4
Lot 1 (C1)	70.4	66.0	66.3	65.7
Lot 2 (C2)	63.3	63.1	64.8	66.0
Note: Implementation of MM 3.4-1 (constructing a sound barrier on the south and east Project site borders) would reduce these noise levels by approximately 8 to 9 dBA. Source: BonTerra Consulting 2010c (EIR Appendix D).				

Therefore, during demolition and grading activities, average construction noise levels at the receivers would not exceed 71 dBA L_{eq}. The construction noise would be heard, but would not be excessive or offensive.

Heavy-duty equipment would intermittently pass near the Project boundaries. It is calculated that when a large piece of equipment is operating under maximum load at the boundary of the Project site, maximum noise levels could reach approximately 82 dBA at the nearest residences, which are approximately 70 feet to the east across Judah Avenue, and 70 feet south across West 117th Street. These noise levels would exceed the County Noise Ordinance Standard of 75 dBA L_{max}, and would be a significant impact. To meet the County's noise standards for mobile construction equipment, Mitigation Measure (MM) 3.4-1, which requires the installation of a temporary noise barrier/curtain on the southern and eastern boundaries of the Project site during construction, shall be incorporated into the Project. With the recommended noise barrier or curtain, mobile construction equipment maximum noise levels at the closest homes would be approximately 73 dBA, a reduction of approximately 9 decibels, which would reduce the impact to a less than significant level.

Stationary Construction Equipment Noise

The County of Los Angeles noise standard for construction noise for sensitive residential areas is 60 dBA L_{max} for stationary equipment that would operate for 10 consecutive working days or more. Stationary equipment operated for less than 10 days has a maximum noise standard of 75 dBA L_{max} , as previously discussed. Primary noise sources associated with building construction would include mostly stationary noise sources such as air compressors, generators, and tower cranes. According to the RCNM, the maximum noise levels from operation of this type of equipment at 50 feet are 82.0 dBA L_{max} . By applying 6-dBA attenuation with each doubling of distance from source to receptor, stationary equipment operation in unmitigated conditions has the potential to exceed the 60 dBA L_{max} standard when operated within 630 feet from an occupied home.

To meet the County of Los Angeles 60-dBA L_{max} standard for stationary equipment and considering the attenuation of the 10-foot-high temporary noise barrier to be located on the site's southern and eastern boundary as specified in MM 3.4-1, the operations of stationary equipment (such as air compressors, generators, and tower cranes) must not occur within 250 feet of any occupied home, as required by MM 3.4-2. If this distance is not feasible, MM 3.4-2 requires noise-reduction measures (e.g. silencers, shrouds, or other devices) to limit the equipment noise at the nearest residences to 60 dBA L_{max} or the ambient noise level without the equipment operating, whichever is higher. Noise measurements would be required prior to operation of stationary equipment to determine the ambient noise level without the equipment operating, and again during operation of the stationary equipment to illustrate compliance with the maximum noise threshold. MM 3.4-2 would also require that documentation of compliance be provided to the County of Los Angeles Department of Regional Planning for each day that the equipment cannot be kept at a minimum of 250 feet from any occupied home. With implementation of MM 3.4-2, the County standard would not be exceeded and the impact would be less than significant. The construction noise impact calculations are included in Appendix C of the Noise Report in Appendix D of this EIR.

Construction Traffic Noise

In addition to construction noise from the Project site, the construction of the Project would cause increased traffic noise along access routes to the site due to haul trucks moving to and from the site. It is expected that in order to export an estimated 61,000 cubic yards of soil from the Project site and Caltrans Off-Site Project Area, approximately 3,050 truck trips would be required. Assuming the use of 20-cubic-yard trucks, this equates to approximately 85 truck trips (round trip) per day, based on a six-day per week construction schedule (i.e., no construction activity on Sundays in compliance with the County noise ordinance). MM 3.4-3 requires all construction trucks and vehicles accessing the Project site to use the nearby designated truck routes (i.e., Aviation Boulevard and West Imperial Highway/Interstate 105), where feasible, and no construction traffic or queuing shall be allowed on the residential portion of West 117th Street, Judah Avenue, or any other residential streets within the Del Aire community.

With MM 3.4-3, construction truck traffic would not result in a substantial increase in traffic noise to sensitive receptors along roadways in the vicinity of the Project. During the Building Phase of construction activity, which is the most worker-intensive phase, and based on the construction of approximately 380,000 sf of building area (including the commercial and residential units), approximately 122 one-way worker trips per day would be required. According to the existing traffic data for the AM peak hour, as shown on Exhibit 5.1-3 in Section 5.1, Traffic/Access, traffic volumes on Aviation Boulevard south of the intersection with West 116th Street are approximately 2,000 during the peak hour. Assuming a typical peak-traffic to daily-traffic factor of 10, existing volumes on the segment of Aviation Boulevard is estimated to be approximately

20,000 daily trips. A doubling of traffic volume is required to produce a barely perceptible (i.e. 3 dBA) noise increase. In this case, the estimated volume of daily worker trips from the Project would cause an increase of less than 1 percent over the existing traffic volumes on Aviation Boulevard. Therefore worker commute trips would not result in a significant noise increase and no mitigation would be required.

Summary of Construction Noise

In summary, construction activities would be heard above the existing noise levels and may create temporary annoyance; however, with the recommended mitigation measures, the noise impacts during construction would remain below the County's noise standards. Noise levels would be less at locations farther away than those identified adjacent to the Project boundary across West 117th Street, West 116th Street, and Judah Avenue. In accordance with MM 3.4-4, no construction would occur between the hours of 7:00 PM and 7:00 AM on weekdays or at any time on Sunday or a federal holiday. With implementation of MMs 3.4-1 through 3.4-4, construction noise impacts would be less than significant.

Operational (Long-Term) Noise

Project implementation and operation would create Project-related traffic noise to off-site receptors and stationary noise to on-site and off-site receptors. These stationary sources would include the typical noise sources associated with commercial land uses, such as vehicles arriving and leaving the parking lots, truck deliveries, and air conditioning units.

Project-Related Traffic

One of the principal sources of Project-related noise to the study area would be Project-related traffic on local roadways. The long-term Project-related noise analysis is based on traffic projections contained in the Project traffic report (LLG 2009). Roadway segments of interest are those adjacent to noise-sensitive land uses, including:

- West 120th Street from Aviation Boulevard to La Cienega Boulevard;
- Aviation Boulevard from West 117th Street to West 120th Street;
- La Cienega Boulevard north of West 120th Street; and
- La Cienega Boulevard south of West 120th Street.

Traffic noise contour boundaries are often utilized by local land planning and zoning authorities (i.e. cities and counties) to evaluate sound level exposures on land that is being considered for development that is adjacent to highways. The noise contours do not take into account the effect of any existing noise barriers that may affect ambient noise levels, and contours for local streets do not take into account the noise contribution from traffic on I-105, aircraft, or the transit facilities. Noise contour boundaries are utilized in this analysis to assess the off-site noise level impacts associated with development of the Project. Noise contours were developed for the following three traffic scenarios:

- **Existing:** This scenario refers to noise conditions for existing traffic volumes without construction of the Project.
- **Opening Year (2014) Without/With Project:** These scenarios refer to the background noise conditions in 2014 without and with the Project, respectively. This corresponds to the completion and occupation of the Project in year 2014.

The noise level contours were estimated using the FHWA Highway Traffic Noise Prediction Model (RD-77-108). The FHWA model determines a predicted noise level through a series of adjustments to a reference sound level. These adjustments account for traffic flows, speed, truck mix, varying distances from the roadway, length of exposed roadway, and noise shielding. Vehicle speeds on each roadway were assumed to be the posted speed limit, and no reduction in speed was assigned due to congested traffic flows. Current roadway characteristics, such as the number of lanes and posted speed limits, were determined from field observations and descriptions of roadways in the Project traffic report (LLG 2009). Soft site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. Based on a site visit and a comparison of the existing noise level measurements with the calculated noise contours for existing conditions, hard site conditions are more appropriate to develop noise level contours in this area.

The distances to the 70, 65, and 60 CNEL contours for selected roadway segments in the vicinity of Project for Existing, 2014 Without Project, and 2014 With Project scenarios are identified in Tables 3.4-12, 3.4-13 and 3.4-14, respectively. The FHWA RD-77-108 noise prediction model calculations are included in the technical appendix of the Noise Report (Appendix D).

**TABLE 3.4-12
NOISE CONTOURS FOR EXISTING CONDITIONS**

Roadway	Segment	Peak Hour Volume	Noise Level at 50 feet (dBA CNEL)	Distance to Noise Contour (feet)		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
West 120 th Street	Aviation Boulevard to La Cienega Boulevard	1,023	69.5	44	140	442
Aviation Boulevard	West 117 th Street to West 120 th Street	2,046	72.5	88	279	884
La Cienega Boulevard	North of West 120 th Street	1,776	71.9	77	243	767
La Cienega Boulevard	West 120 th Street to 405 Southbound ramps	1,324	70.6	57	181	572

Source: BonTerra Consulting 2010c (EIR Appendix D).

**TABLE 3.4-13
NOISE CONTOURS FOR 2014 WITHOUT PROJECT CONDITIONS**

Roadway	Segment	Peak Hour Volume	Noise Level at 50 feet (dBA CNEL)	Distance to Noise Contour (feet)		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
West 120 th Street	Aviation Boulevard to La Cienega Boulevard	1,059	69.6	46	145	457
Aviation Boulevard	West 117 th Street to West 120 th Street	2,156	72.7	93	294	931
La Cienega Boulevard	North of West 120 th Street	1,869	72.1	81	255	807
La Cienega Boulevard	West 120 th Street to 405 Southbound ramps	1,405	70.8	61	192	607

Source: BonTerra Consulting 2010c (EIR Appendix D).

**TABLE 3.4-14
NOISE CONTOURS FOR 2014 WITH PROJECT CONDITIONS**

Roadway	Segment	Peak Hour Volume	Noise Level at 50 feet (dBA CNEL)	Distance to Noise Contour (feet)		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
West 120 th Street	Aviation Boulevard to La Cienega Boulevard	1,063	69.6	46	145	459
Aviation Boulevard	West 117 th Street to West 120 th Street	2,121	72.6	92	290	916
La Cienega Boulevard	North of West 120 th Street	1,869	72.1	81	255	807
La Cienega Boulevard	West 120 th Street to 405 Southbound ramps	1,405	70.8	61	192	607

Source: BonTerra Consulting 2010c (EIR Appendix D).

Table 3.4-15 presents a comparison of the 2014 Without and With Project noise levels shown in Tables 3.4-13 and 3.4-14 above. As shown, the Project would not increase the noise levels along the study area roadway segments.

**TABLE 3.4-15
2014 PROJECT OFF-SITE CONTRIBUTIONS**

Roadway	Segment	CNEL at 50 feet (dBA)			
		No Project	With Project	Project Contribution	Significant Impact?
West 120 th Street	Aviation Boulevard to La Cienega Boulevard	69.6	69.6	0.0	no
Aviation Boulevard	West 117 th Street to West 120 th Street	72.7	72.6	-0.1	no
La Cienega Boulevard	North of West 120 th Street	72.1	72.1	0.0	no
La Cienega Boulevard	West 120 th Street to 405 Southbound ramps	70.8	70.8	0.0	no

Source: BonTerra Consulting 2010c (EIR Appendix D).

Under CEQA, consideration must be given to the magnitude of the increase and the existence of noise-sensitive receptors in order to determine if the noise increase is a significant adverse environmental effect. Since CEQA does not define the magnitude of a significant increase, other applicable sources must be referenced. In general, a noise level increase of 3 dBA is considered barely perceptible, while an increase of 5 dBA is considered clearly noticeable. Table 3.4-15 shows that due to a net reduction on traffic volumes on Aviation Boulevard between West 117th Street to West 120th Street, the Project would result in a 0.1 dBA CNEL reduction of noise levels along that segment. This noise level reduction is a reflection of the net reduction in peak hour traffic volumes on this segment of Aviation Boulevard due to the changes in traffic patterns resulting from the relocation of the Metro Green Line Station bus terminal, as discussed further in Section 5.1, Traffic/Access, of this EIR. Project-related traffic noise would not create significant impacts to nearby schools, including the Anza Elementary School and the Lennox Preschool. The implementation of the Project would not increase traffic noise levels to off-site receivers adjacent to roadway segments; therefore, impacts would be less than significant.

Project-Related Stationary Noise

The Project would include commercial, restaurant, and/or office uses that would be located in the first floor of the buildings facing the Green Line Aviation Station to the north and Aviation Boulevard to the west. An underground parking lot is also planned to provide parking for the residential units. Potential noise impacts from these uses are the air conditioning units from the buildings, car maneuvers in the parking lots, and truck deliveries.

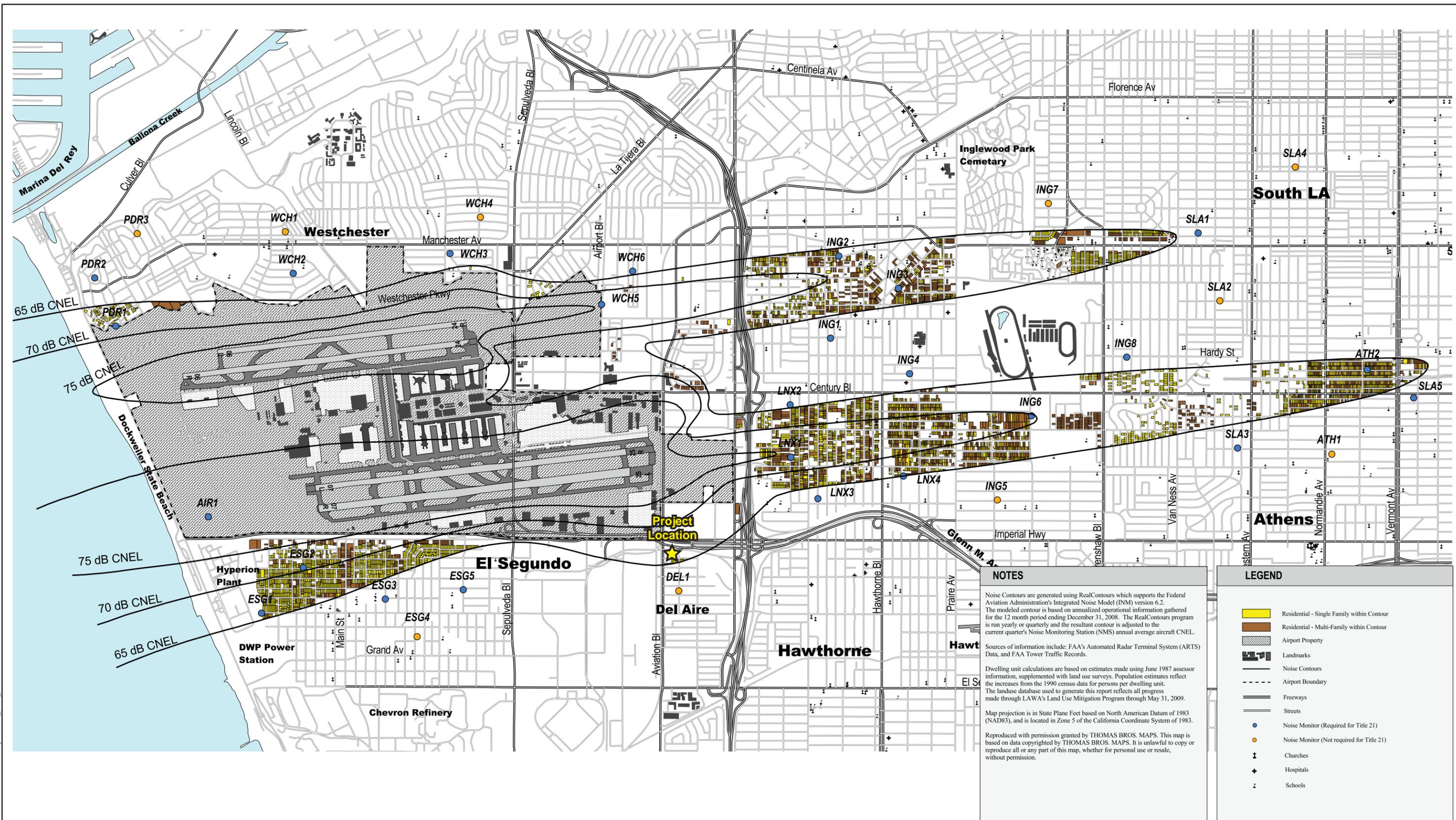
According to the Traffic Study (LLG 2009), the primary site access would be to and from Aviation Boulevard, approximately 300 feet north of West 117th Street. An estimated 90 percent of the Project traffic would use this driveway (refer to Exhibit 5.1-7). The secondary southern access to West 117th Street would be located approximately 60 feet from the corner of Aviation Boulevard, accommodating 10 percent of the highest traffic peak hour Project trips (i.e., approximately 30 based on Table 5.1-3 in Section 5.1, Traffic/Access), which is approximately 1 car every 2 minutes. The underground parking lot ramp would face west towards Aviation Boulevard. Due to the proximity to Aviation Boulevard, low traffic volumes on West 117th Street and the location of the parking lot ramp on the western portion of the site facing Aviation Boulevard, car maneuvers would not create significant noise impacts to the nearest homes.

A loading dock would be located on the eastern portion of Lot 2, approximately 200 feet from the nearest home on the corner of Judah Avenue and West 116th Street. Noise generated by diesel engines, braking, and backup alarms during low speed maneuvering are treated as a single event from a point source.

Delivery trucks would enter and exit the Project site from the Aviation Boulevard driveway. A back-up bay would be constructed to allow the unloading of deliveries to the commercial land uses on the southeastern side of Building 2B. Truck backup alarms have the potential to generate high noise levels for short periods of time (seconds intermittently) during truck maneuvers. At 100 feet away, standard fixed level backup alarms generate approximately 56 dBA. While backup alarm noise would have the potential to be heard by nearby receptors, these events would be sporadic and very short in duration, lasting generally a minute or two per day, and would not be excessive or interfere with speech and daily activities. Noise generated from truck engine noise during truck maneuvering and idling during the daytime hours would be overshadowed by daytime Green Line light rail noise and traffic noise from the I-105 Freeway, and would therefore be lower than the daytime ambient noise. As such, truck deliveries during the daytime would not create significant noise impacts and no mitigation is required.

Because ambient noise during the nighttime hours is lower, and people's sensitivity to noise is higher, truck deliveries at night could result in noise increases over ambient levels, resulting in the potential to cause sleep disturbance and annoyance; these are potential significant impacts. To minimize the noise impacts from truck deliveries, MM 3.4-5 would prohibit the unloading of trucks during the nighttime hours (10:00 PM to 7:00 AM) and would specify the on-site truck delivery route described above. With implementation of MM 3.4-5, the noise impact from delivery trucks would be less than significant.

Stationary equipment specifications and precise locations of the equipment are not currently known. In accordance with MM 3.4-6, residential air conditioning units would be required to be designed and installed to comply with Section 12.08.530 of the Noise Ordinance; commercial air conditioning units and other stationary sources, such as pumps, would be required to be designed and installed to comply with Section 12.08.390 of the Noise Ordinance. These sections of the Noise Ordinance limit noise levels at the property boundaries and at residential units. Compliance may be achieved by several methods, including selecting quiet models,



NOTES

Noise Contours are generated using RealContours which supports the Federal Aviation Administration's Integrated Noise Model (INM) version 6.2. The modeled contour is based on annualized operational information gathered for the 12 month period ending December 31, 2008. The RealContours program is run yearly or quarterly and the resultant contour is adjusted to the current quarter's Noise Monitoring Station (NMS) annual average aircraft CNEL.

Sources of information include: FAA's Automated Radar Terminal System (ARTS) Data, and FAA Tower Traffic Records.

Dwelling unit calculations are based on estimates made using June 1987 assessor information, supplemented with land use surveys. Population estimates reflect the increases from the 1990 census data for persons per dwelling unit. The landuse database used to generate this report reflects all progress made through LAWA's Land Use Mitigation Program through May 31, 2009.

Map projection is in State Plane Feet based on North American Datum of 1983 (NAD83), and is located in Zone 5 of the California Coordinate System of 1983.

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LEGEND

	Residential - Single Family within Contour
	Residential - Multi-Family within Contour
	Airport Property
	Landmarks
	Noise Contours
	Airport Boundary
	Freeways
	Streets
	Noise Monitor (Required for Title 21)
	Noise Monitor (Not required for Title 21)
	Churches
	Hospitals
	Schools

Source: Los Angeles World Airports, 1Q09

LAX Noise Contours

Aviation Station Project

Exhibit 3.4-5



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constructing barriers or parapet walls, enclosing equipment, and placing the equipment in strategic places. Therefore, with the implementation of the identified MM 3.4-6, noise impacts from on-site noise sources would be less than significant.

Aircraft Noise

Aircraft noise is presented graphically as contour lines of equal noise exposure. Noise contours are overlaid on maps of the land uses surrounding the airport to determine the area and land uses affected by noise. Exhibit 3.4-5 shows the LAX Airport Influence Area and illustrates that a portion of the Project site is located within the 65 dBA CNEL airport noise contour, based on the most recent, publicly available, quarterly noise contour map (first quarter 2009) prepared by Los Angeles World Airports (LAWA).

With respect to the State Airport Noise Standards (i.e., Title 21 of the *California Code of Regulations*), the residential uses would be incompatible with the aircraft noise environment unless the residence is a high-rise apartment or condominium having an interior CNEL of 45 dBA or less in all habitable rooms.³ Also, with respect to the Los Angeles County ALUC noise and land use compatibility guidelines for residential land uses, a noise exposure from 60 to 70 dBA CNEL falls under the “caution” category. Under this category, a review of the noise insulation needs is required.

The interior noise exposure is the difference between the projected exterior noise exposure at the building facade and the noise reduction of the structure. Standard new building construction generally provides a 25 to 30 dBA noise reduction with windows closed. All units must be provided with upgraded construction features to achieve a noise reduction of 30 dBA. As stated in MM 3.4-7, the required interior noise reduction would be achieved by including the following in the building design of all dwelling units:

- Upgraded dual-glazed windows;
- Mechanical ventilation/air conditioning to allow a “windows closed” condition;
- Exterior wall/roof assemblies free of cut-outs or openings; and
- Ceiling insulation in the top floor of each building to reduce aircraft noise by at least 20 dBA.

MM 3.4-7 requires verification of these requirements based upon a detailed acoustical analysis study, which would be submitted to and approved by the County of Los Angeles Department of Public Health prior to obtaining building permits. The final noise study would evaluate the effects of the precise building placement and design materials used for construction.

Compliance with MM 3.4-7 requires that architectural design has noise reduction measures in place such that the interior noise level is 45 dBA CNEL or less. This standard must be achieved with the windows closed in conjunction with a fresh air mechanical ventilation or air conditioning system. Therefore, the Project would comply with State interior noise standards (Title 21 and Title 24, discussed further below) and would also be consistent with ALUP Policy N-2. The Project is also consistent with ALUP policies N-1, N-3, and N-4 because the CNEL metric and ALUP land use compatibility table have been used for impact analysis (N-1 and N-3), and MM 3.4-8 requires the Project Applicant/Developer to disclose to potential buyers of the residential units that the property is in the LAX noise influence area (N-4). With respect to compliance with the Airport Noise Standards and State Codes modified by AB 2776, as

³ High-rise buildings are typically defined as buildings tall enough to require an elevator rather than being able to rely solely on the use of stairs.

discussed above, MM 3.4-8 requires that potential buyers are provided notice that the property is in the LAX noise influence area. Thus, the Project would comply with the applicable regulation for interior noise standards and the Project impact would be less than significant.

Total Noise

Aircraft noise is one component of the total noise environment. As described above, the dominant noise sources at the Project site are vehicles on Aviation Boulevard and I-105. Additional noise sources include the Metro Green Line Station. The County does not have a noise to land use compatibility standard. Therefore, the Noise Report uses the California Office of Planning and Research's (OPR's) noise compatibility matrix, shown in Exhibit 3.4-6. For multi-family homes, an exterior ambient noise level ranging from 60 to 70 dBA CNEL is considered "conditionally acceptable", and an exterior ambient noise level ranging from 70 to 75 dBA CNEL is considered "generally unacceptable".

According to OPR's noise compatibility matrix for office buildings, businesses and commercial uses, an exterior ambient noise level ranging from 67 to 77 dBA CNEL is considered "conditionally acceptable". Under conditionally acceptable conditions, "new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning would normally suffice, and the outdoor environment would seem noisy". Under "generally unacceptable" conditions, "new construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made with needed insulation features included in the design. Outdoor areas must be shielded".

As described above, the 24-hour ambient noise level measurements show that the existing noise level at the Project site is 71.5 dBA CNEL. To evaluate the future noise impacts to the Project site, the noise impacts were modeled for existing and future long range (2030) conditions. The traffic noise impacts were modeled using the FHWA's Traffic Noise Model (TNM) version 2.5. Traffic peak hour volume inputs were provided by the traffic report (LLG 2009) and Caltrans's traffic data branch website. The traffic noise model was calibrated by comparing the modeled noise levels for existing conditions with the noise measurements taken in June 2009. The modeled results range from 1.0 to 2.3 dBA higher due to the fact that the noise measurements were taken during off-peak traffic hours. The TNM results are included in the technical appendix of the Noise Report (EIR Appendix D).

The noise impacts from the Metro Green Line Aviation/LAX Station were modeled based on the FTA's Transit Noise and Vibration Impact Assessment methodology. Train activity data was obtained from the Metro Green Line Timetables assuming an average train speed of ten miles per hour. The modeled rail activity noise resulted in 72.0 dBA CNEL at 50 feet from the centerline of the tracks. The Green Line noise impact calculations are included in Appendix F of the Noise Report (Appendix D). Aircraft noise levels were obtained from the most recent, publicly available quarterly noise contour map (1Q 2009) prepared by Los Angeles World Airports and, as noted above, the noise contour level is 65 dBA CNEL in the Project area.

Finally, the Burlington North Santa Fe (BNSF) Railroad maintains a single railroad track for transporting freight that runs parallel to Aviation Boulevard, approximately 110 feet west of the Project site. It appears, however, that with the completion of the Alameda Corridor most train activity has been diverted from this area. Based on aerial photography and site visits, this spur line is currently being used to stage rail cars from West 111th Street to El Segundo Boulevard.

Land Use Category	Community Noise Exposure L _{dn} or CNEL, dB					
	55	60	65	70	75	80
Residential - Low Density Single Family, Duplex, Mobile Homes	Light Gray		Medium Gray		Dark Gray	
Residential - Multi. Family	Light Gray		Medium Gray		Dark Gray	
Transient Lodging - Motels, Hotels	Light Gray		Medium Gray		Dark Gray	
Schools, Libraries, Churches, Hospitals, Nursing Homes	Light Gray		Medium Gray		Dark Gray	
Auditoriums, Concert Halls, Amphitheaters	Light Gray		Medium Gray		Dark Gray	
Sports Arena, Outdoor Spectator Sports	Light Gray		Medium Gray		Dark Gray	
Playgrounds, Neighborhood Parks	Light Gray		Medium Gray		Dark Gray	
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Light Gray		Medium Gray		Dark Gray	
Office Buildings, Business Commercial and Professional	Light Gray		Medium Gray		Dark Gray	
Industrial, Manufacturing, Utilities, Agriculture	Light Gray		Medium Gray		Dark Gray	

INTERPRETATION:



Normally Acceptable

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.



Conditionally Acceptable

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.



Normally Unacceptable

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.



Clearly Unacceptable

New construction or development should generally not be undertaken.

Source: OPR 2003

Noise and Land Use Compatibility Table

Exhibit 3.4-6

Aviation Station Project



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There was no rail activity during the site visits and the noise measurements did not measure levels that are typical of freight train activity. Therefore, freight train noise impacts are not being considered to the overall ambient noise.

When traffic, light rail, and aircraft noise are combined, the future ambient noise levels at the facades of the proposed Lot 1 dwelling units would range from 68.0 to 72.0 dBA CNEL, and from 72.0 to 74.3 dBA CNEL at the facades of the proposed Lot 2 dwelling units, as summarized in Table 3.4-16.

**TABLE 3.4-16
MODELED FUTURE TOTAL NOISE LEVELS (DBA CNEL)**

Lot	Dwelling Unit Location (Building Corner)	Building Floor	Traffic Impacts ^a	Aircraft Impacts ^b	Rail Impacts ^c	Total (Combined Noise)
1	Northwest	1	70.3	65.0	63.0	72.0
		2	70.0	65.0	63.0	71.8
		3	69.7	65.0	63.0	71.6
		4	69.6	65.0	63.0	71.5
		5	69.2	65.0	63.0	71.3
	Northeast	1	61.3	65.0	63.0	68.1
		2	60.7	65.0	63.0	68.0
		3	60.7	65.0	63.0	68.0
		4	60.7	65.0	63.0	68.0
		5	60.9	65.0	63.0	68.1
2	Northwest	1	71.5	65.0	69.9	74.3
		2	71.2	65.0	69.9	74.2
		3	70.9	65.0	69.9	74.0
		4	70.7	65.0	69.9	73.9
		5	70.4	65.0	69.9	73.8
	Northeast	1	65.0	65.0	69.9	72.1
		2	63.4	65.0	69.9	72.0
		3	64.5	65.0	69.9	72.0
		4	64.5	65.0	69.9	72.0
		5	64.6	65.0	69.9	72.0

^a From TNM
^b Airport Noise Contours
^c FTA Methodology
Source: BonTerra Consulting 2010c (EIR Appendix D).

Residential Interior Noise

To meet the required 45 dBA CNEL interior noise standard of the *California Building Code* (Title 24), all residential units would require upgraded insulation features in the design. As discussed above, compliance with MM 3.4-7 requires the architectural design to have noise reduction such that the interior noise levels are 45 dBA CNEL or less. Therefore, the Project would comply with State interior noise standards (Title 21 and Title 24) and impacts related to residential interior noise would be less than significant.

Common Exterior Area Noise

Upon Project completion, the proposed exterior use areas (i.e., pool, tot-lot play area, barbecues) would be surrounded by the Project buildings, thereby buffering these uses from existing ambient noises. The Project's approximately 69-foot-high building structures would provide a noise reduction in excess of 15 dBA for potential outdoor use areas, reducing the traffic and rail noise levels at these areas to less than 65 dBA CNEL. Therefore, the noise from traffic on Aviation Boulevard and I-105 and from light rail operations would be perceived as lower level background noise within the center of the Project site due to the height and mass of the Project buildings surrounding the exterior use areas.

However, aircraft noise levels at the pool, tot lot, and other common exterior residential use areas would still be located within the 65 dBA CNEL due to the intermittent landings and takeoffs from LAX. As aircraft noise levels at the common exterior residential use areas would be exposed to levels above 65 dBA CNEL due to aircraft noise, and no feasible mitigation is available to mitigate aircraft noise for common exterior areas of the Project, noise impacts to these areas would be significant and unavoidable.

Private Exterior Area Noise

The Project design indicates that some residential units facing Aviation Boulevard and I-105 would have exterior balconies. As shown in Table 3.4-16 above, noise levels at these balconies could range from approximately 68 to 74 dBA CNEL with steady traffic noise at many locations. Noise levels at balconies on the south and east sides of the Project site would be less than those on the north and east sides because there would not be direct exposure to Aviation Boulevard or the Green Line Station. However, noise levels at balconies on the south and east sides of the Project site would be 65 dBA CNEL or more due to aircraft noise, minor street traffic noise, and noise from activities west of Aviation Boulevard. This noise level is likely to be annoying or excessive to some people. MM 3.4-8 requires prospective purchasers of residential property to be notified of the existing noise environment with respect to the proximity of the airport. As aircraft noise levels at the private exterior residential use areas would be exposed to levels above 65 dBA CNEL due to transportation noise (i.e. traffic on I-105, Green Line light rail noise, and aircraft noise) and no additional feasible mitigation is available to mitigate aircraft noise for private exterior areas of the residential development, noise impacts to these areas would be significant and unavoidable.

Vibration Assessment

The Project has the potential to generate vibration impacts to the nearest homes across West 117th Street and Judah Avenue during construction. This section also evaluates the potential vibration impacts from truck deliveries and from the Metro Green Line Station light rail. Potential vibration impacts may occur during the construction of the Project. Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures, and soil type. Groundborne vibration generated by construction projects is usually highest during rock blasting, pile driving, soil compacting, using jackhammers, and completing other demolition-related activities. Table 3.4-17 summarizes the typical vibration levels during construction activities in in/sec at 25 feet from the equipment.

While noise impacts are evaluated to the receiver property line, vibration impacts are assessed at the receiving property structure. The nearest structure is located 65 feet from the Project site boundary. With the vibration data provided in Table 3.4-17 and the propagation equations

described in the Noise Report, the vibration levels for the heaviest construction equipment would be 0.021 in/sec at a distance of 65 feet from the equipment. The vibration level due to construction equipment would be less than 0.01 in/sec ppv at distances of 110 feet or greater.

According to Caltrans, the threshold for structural vibration damage is 0.3 in/sec for intermittent sources, which include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment. Below this level, there is virtually no risk of building damage. If very heavy equipment were to operate on the southern or eastern edge of the Project site, a vibration level of 0.21 in/sec ppv would be well below levels that could create structural damage. However, this value is greater than the 0.01 in/sec ppv limit of the County ordinance. It is unlikely that large bulldozers of the type that can cause a vibration of 0.089 in/sec ppv at 50 feet would be used on the Project. Further, the heaviest equipment on the Project site would be used for the excavation of the subterranean garage, and that excavation would not occur within 110 feet of the homes south and east of the site. Therefore, the vibration impacts to the homes east and south of the Project site would be less than the County standard, and the overall construction activity temporary and short-term. The potential for groundborne vibration would be less than significant.

**TABLE 3.4-17
TYPICAL VIBRATION LEVELS DURING CONSTRUCTION ACTIVITIES**

Equipment	PPV at 25 ft (in/sec)
Large bulldozer	0.089
Caisson drilling	0.089
Loaded trucks	0.076
Jackhammer	0.035
Small bulldozer	0.003
PPV =peak particle velocity Ft =feet in/sec = inches per second Source: BonTerra Consulting 2010c (EIR Appendix D).	

Project Operation

The Project would have commercial uses and a loading dock on the northeastern portion of the site in Lot 2. Commercial developments typically do not operate machinery that can create significant long term vibration impacts. Truck vibration levels depend on vehicle characteristics, load, speed, and pavement condition. Typical vibration levels for heavy trucks on normal traffic speeds can reach levels of up to 65 VdB. However, on-site truck deliveries would be traveling at very low speeds, normally less than 15 miles per hour; therefore delivery truck vibration impacts would be less than significant for the proposed homes on the site and the adjacent homes across Judah Avenue.

Vibration from the Green Line Station

The Project includes the construction of 112 residential units on Lot 2. The nearest units would be constructed approximately 55 feet from the southern (eastbound) Green Line track centerline and approximately 100 feet from the northern (westbound) track.

This section evaluates potential vibration impacts from light rail trains passing by according to the General Vibration Assessment included the FTA's *Transit Noise and Vibration Impact Assessment*. The general assessment uses generalized data to estimate vibration levels as

a function of distance from the tracks, and applies adjustments to account for factors such as track support, vehicle speed, type of building, and wheel condition. The estimated groundborne vibration and noise is then compared to the acceptable criteria.

The FTA groundborne vibration impact criteria are based on land use and train frequency. Currently, the Green Line operates approximately 200 trains daily, running roughly from 4:00 AM to midnight, and is therefore considered a “frequent event”. The criterion for acceptable levels of groundborne vibration for residential buildings for frequent events 72 VdB. There is separate FTA criteria for groundborne noise, the “rumble” that can be radiated from the motion of room surfaces in buildings due to groundborne vibration. The level for groundborne noise is 35 dBA. Although expressed in dBA, which emphasizes the more audible middle and high frequencies, the criteria are set significantly lower than for airborne noise to account for the annoying low-frequency character of groundborne noise. Groundborne noise criteria are primarily applied to subway operations where airborne noise is not a factor. For the purpose of the Noise Report, groundborne noise criteria does not apply because airborne noise would mask groundborne noise for the aboveground Green Line rail system.

To evaluate a worst-case vibration impact scenario, it is assumed that all trains run on the nearest (southern) track. All trains stop at Aviation Station, but for the purpose of this analysis, a speed of 20 miles per hour is assumed to account for the impacts that trains would generate while arriving at and departing from Aviation Station. Table 3.4-18 shows the calculation to estimate the vibration levels to the nearest residential units in Lot 2 facing the Green Line tracks.

**TABLE 3.4-18
GREEN LINE VIBRATION LEVEL ESTIMATE**

Adjustment Factor	Vibration Level (VdB)
Reference Vibration level at 55 feet	73
Speed adjustment	-8
Elevated Structure	-10
Estimated Vibration Levels	55

According to the FTA, the vibration from elevated structures is lower than from at-grade tracks because of the mass and dampening of the structure and the extra distance that the vibration must travel before it reaches the receivers. Due to low speeds and the elevated structure, vibration levels at the nearest homes in the Project are estimated to be 55 VdB, well below the FTA criteria of 72 VdB for frequent events, and below the threshold of human perception of approximately 65 VdB. Therefore, the operation of the Green Line would result in less than significant vibration impacts at the proposed residential uses of the Project.

Caltrans Off-Site Project Area and Off-Site Utility improvements Impacts

Construction activities for proposed off-site Project components, including the reconfiguration of the Park-and-Ride Lot within the Caltrans Off-Site Project Area, immediately to the north of the Project site, would result in temporary construction noise. Improvements at the existing Metro bus terminal would involve superficial grading (approximately 10 inches below the pavement) in preparation for installation of replacement pavement and result in an estimated 1,500 cubic yards of soil excavation that would be exported (part of the estimated 61,000 cubic yards of exported soil). Implementation of the relocated Metro bus terminal and would not require pile driving, blasting, or other unusually noisy construction methods. The off-site Project area to the north is farther from the nearest sensitive receptors than any portion of the Project site.

Construction activities for all on-site and off-site components are anticipated to start in mid 2011 and continue through the end of 2012 (approximately 18 months). Off-site construction activities for the new Metro bus terminal would be completed within the first two months of construction. Off-site trenched excavations for utility infrastructure (e.g. pipeline replacements/improvements) in adjacent roadways would be limited (approximately 5 to 8 feet deep by 2 to 4 feet wide) and would not result in export of soils. Also, the off-site utility improvements would occur during the total Project construction period, and would not be a noticeable noise source amid the overall construction activity. As the construction noise levels for the Project would be less than significant, the more limited scope and shorter time period required for construction of off-site Project components, which would involve similar construction phases and equipment, would also therefore result in less than significant noise impacts.

Operation of the reconfigured Park-and-Ride Lot within the Caltrans Off-Site Project Area would result in noise sources and noise levels essentially the same as the existing condition. The location of the new Metro bus terminal would be approximately 350 feet to the north of the existing bus terminal, which would be further from residences than in the existing condition. Off-site utility improvements would not result in operational noise. Therefore, there would be less than significant operational noise impacts related to off-site Project components and no mitigation would be required. Neither construction nor operation of proposed off-site Project components would result in noticeable vibration levels, and there would be no impact.

3.4.6 CUMULATIVE IMPACTS

Construction

Adverse noise and vibration impacts during construction of the Project, including off-site Project components, would be localized and would occur intermittently for varying periods of time throughout the construction period. Short-term cumulative impacts related to ambient noise and vibration levels could occur if construction associated with the Project as well as surrounding current and future development were to occur simultaneously. Noise or vibration associated with construction of the Project in combination with other another projects could adversely impact sensitive receptors in the vicinity of the Project with a cumulative noise level greater than the noise generated solely at the Project site. Additionally, all other projects under construction would need to comply with the County Noise Ordinance requirements. There are no known projects to be constructed in the vicinity of the Project site during the construction period of the Project; therefore, there would be no cumulative construction noise or vibration impacts.

Operation

The analysis of potential traffic-related noise impacts presented above was based on the Project traffic analysis (LLG 2009), which considered cumulative traffic from ambient growth and cumulative projects expected to be developed in the study area. The Project would not result in significant traffic noise impacts along roadways near the Project site. Therefore, no cumulative noise impacts would occur.

As discussed above, operation of the Project would contribute to ambient noise levels at levels considered less than significant. There are no other known foreseeable projects adjacent to the Project site that would increase the noise levels in the vicinity of the Project site. The operation of the Project would not add significant noise above daytime or nighttime ambient noise levels in the Project area and/or in excess of standards in the County's Noise Ordinance for adjacent properties. Therefore, because the Project would have less than significant operational noise impacts, the incremental contribution the Project would have on noise effects would not result in

significant cumulative noise impacts. In addition, because operation of the Project would not involve any significant vibration sources, there would be no incremental contribution to cumulative vibration impacts.

3.4.7 MITIGATION MEASURES

Construction Noise

- MM 3.4-1** Prior to any grading activities, a 10-foot-high temporary noise barrier shall be constructed along the Project site's eastern and southern boundaries, Judah Avenue and West 117th respectively. Noise barriers shall be constructed of material with a minimum weight of four pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, $\frac{5}{8}$ -inch-thick plywood or $\frac{5}{8}$ -inch-oriented strand board. The noise barriers shall remain in place until the end of grading/excavation activities. No more than two loader/backhoes and two dozers shall operate simultaneously at ground level during grading activities.
- MM 3.4-2** Stationary equipment (such as generators, cranes, and air compressors) that will be operational for 10 consecutive working days or more shall not be operated closer than 250 feet of any occupied home. If this distance limitation is not feasible, the Project Applicant/Developer shall ensure that the stationary equipment is equipped with appropriate noise reduction measures (e.g., silencers, shrouds, or other devices) to limit the equipment noise at the nearest residences to 60 dBA L_{max} or the ambient noise level without the equipment operating, whichever is higher. Noise measurements shall be taken prior to operation of stationary equipment to determine the ambient noise level without the equipment operating and noise measurements shall be taken during operation of the stationary equipment to illustrate compliance with the maximum noise threshold. Documentation of compliance with the maximum noise threshold shall be provided to the County of Los Angeles Department of Regional Planning for each day that the equipment cannot be kept at a minimum of 250 feet from any occupied home.
- MM 3.4-3** All construction trucks and vehicles accessing the Project site shall be required to use nearby designated truck routes (i.e., Aviation Boulevard and West Imperial Highway/Interstate 105), where feasible, and no construction traffic or queuing shall be allowed on the residential portion of West 117th Street, Judah Avenue, or any other residential streets within the Del Aire community.
- MM 3.4-4** In accordance with Section 12.08.440 of the County Noise Ordinance, construction activities that generate noise that could create a disturbance across a property line shall not occur between the hours of 7:00 PM and 7:00 AM on weekdays, at any time on Sunday, or a holiday.
- MM 3.4-5** The Project Applicant/Developer shall specify in the contract for each operator of a commercial space that (1) the operator shall require delivery trucks to enter and exit the Project site from the Aviation Boulevard driveway and (2) truck deliveries shall be restricted to the daytime hours (7:00 AM to 10:00 PM).

MM 3.4-6 Residential air conditioning units shall be designed and installed in accordance with Section 12.08.530 of the County Noise Ordinance, which limits noise at property lines and at neighboring units. Commercial air conditioning units and other stationary noise sources shall be designed and installed in accordance with Section 12.08.390 of the County Noise Ordinance, which limits exterior noise at property lines.

MM 3.4-7 Residential units shall be designed and constructed to ensure that interior noise levels from exterior transportation sources—including aircraft, vehicles on adjacent roadways, and light rail—shall not exceed 45 dBA CNEL. In order to ensure that all dwelling units achieve an adequate noise reduction to achieve an interior noise level of 45 dBA CNEL, the following features shall be included in the building design and construction of all dwelling units: (1) upgraded dual-glazed windows; (2) mechanical ventilation/air conditioning; (3) exterior wall/roof assemblies free of cut-outs or openings; and (4) ceiling insulation in the top floor of each building to reduce aircraft noise by at least 20 dBA. Prior to the issuance of a building permit, the Project Applicant/Developer shall submit architectural plans and a detailed acoustical analysis study prepared by a qualified acoustical consultant demonstrating that interior noise levels in all residential units would be 45 dBA CNEL or less to Los Angeles County Department of Public Health for review and approval.

MM 3.4-8 In accordance with the *State Business and Professions Code* and the *State Civil Code* each prospective purchaser of residential property within the Project shall be notified as follows:

NOTICE OF AIRPORT IN VICINITY- This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (e.g., noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

In addition, although not required by the *State Civil Code* (Section 1103 et. seq.), each prospective tenant of leased residential property within the Project shall also be notified as described above.

3.4.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Exterior residential use areas would be located within the 65 dBA CNEL contour due to the intermittent landings and takeoffs from LAX. As no feasible mitigation is available to mitigate aircraft noise for exterior areas of the residential development, aircraft noise impacts to these areas would be significant and unavoidable.

With implementation of MMs 3.4-1 through 3.4-8, all impacts to off-site uses and Project's interior areas associated with short-term construction and long-term operation would be less than significant.

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Attachment 10: EIR Land Use Chapter

6.2 LAND USE

This section describes the current land uses on the Aviation Station Project site and in the immediate vicinity and discusses potential land use impacts that could result from implementation of the Project; it also discusses consistency with relevant policies from the *County of Los Angeles General Plan*, the Southern California Association of Governments' (SCAG's) *Regional Transportation Plan*, the *Compass Growth Vision Report* and consistency with the County of Los Angeles Zoning Code. Information presented in this section is based on field reconnaissance, review of aerial photographs, and review of relevant planning documents referenced in this section. Regional and local planning documents were reviewed to determine relevant goals and policies for the site and surrounding land uses, and then compared to the Project to determine consistency with applicable land use plans.

6.2.1 RELEVANT POLICIES AND REGULATIONS

State

Local Agency Formation Commission

In California, the establishment and revision of local government boundaries is governed by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Section 56000 et seq. of the *California Government Code*). It established the Local Agency Formation Commission (LAFCO) for the County of Los Angeles to discourage urban sprawl and encourage the orderly formation and development of local government agencies. LAFCO is responsible for coordinating the timely changes in local governmental boundaries, including annexations and detachments of territories, incorporations, consolidations, reorganizations, spheres of influence, and special district formations.

The authorities of LAFCO fall into five main categories, and their duties are to: (1) regulate boundary changes; (2) establish spheres of influence—the probable physical boundaries and service area of a city or special district; (3) conduct reviews of public services and special studies; (4) initiate special district consolidations or dissolutions; and (5) act on service agreements between public agencies and private parties. Implementation of the Project would involve the detachment of land from the City of Los Angeles into the County of Los Angeles and the decertification of land by Caltrans.

Senate Bill 375

SB 375 provides for a new planning process to coordinate land use planning, transportation, housing and greenhouse gas (GHG) reduction planning efforts. SB 375 is an air pollution law linking land use and transportation policies to meet target reductions in GHG emissions. The goal is to promote land use growth patterns that will help reduce GHG emissions by reducing driving.

SB 375 is a regionally based bill, and requires local implementation, which will occur over the next several years. California Air Resources Board (CARB) will set targets for GHG reduction via land use in each region, but it is up to each region's Metropolitan Planning Organization (MPO) and ultimately local planning agencies to implement the land use strategies needed to achieve the emissions reduction goals of AB 32. The Southern California Association of Governments (SCAG) is the MPO that encompasses Los Angeles County, and is discussed further below.

SB 375 requires CARB to set GHG emission reduction targets for the 18 MPOs throughout California. Prior to setting targets for a region, CARB is required to exchange technical information with each MPO and the affected air districts. In establishing the targets, CARB must

take into account GHG reductions to be achieved by improved vehicle emission standards, changes in the carbon-intensity of fuels and other measures it has approved that will reduce GHG emissions in affected regions. As these factors change, CARB may revise the targets every four years, and at a minimum, must update them every eight years. Additionally, each MPO may recommend a target for its region.

Once the targets are set, SB 375 requires MPOs to integrate their region's GHG emission reduction target into their next Regional Transportation Plan (RTP). Under federal and state law, each of the 18 California MPOs are required to develop an RTP. SB 375 adds a new state requirement to include a Sustainable Community Strategies (SCS), which includes an underlying land use allocation for the RTP tied to the regional transportation system and resulting GHG reduction. The SCS is a fourth element added to the three other existing elements that constitute a region's long range RTP.

RTPs are approved by an MPO's board, along with the certification of the an EIR supporting the RTP and a transportation conformity determination that ensures the region is on track to meet federal air quality requirements. The documents are then transmitted to the Federal Highway Administration, Federal Transit Administration, and U.S. Environmental Protection Agency for joint consideration. The RTP serves as one of the key documents used by the federal government to identify and fund transportation projects, programs, and services in a region.

SB 375 requires an additional document, the Alternative Planning Strategies (APS), to be created by an MPO that determines it will not reach its region's target through its SCS. The APS is meant to bridge the gap between GHG emission reductions an SCS can achieve and a region's target, set by CARB.

After assigning targets, CARB's role is to assure the accuracy of the methodology selected by each MPO and then to determine whether the SCS, or the APS, would achieve the target if implemented. Thus, the policy choices relating to how the MPO will achieve the target are left to the region.

Once the targets are in place and approved by CARB, SB 375 includes CEQA incentives, which allow for streamlined environmental review for infill, transit-oriented development projects meeting specified criteria that can help to achieve statewide GHG reduction goals.

SB 375 is similar to the Regional Blueprint Planning Program, established by the California Department of Transportation, which made \$5 million in discretionary grants to fund available for regional transportation and land use plans voluntarily developed by MPOs working in cooperation with Council of Governments. The Southern California Association of Governments (SCAG) adopted Amendment #4 to the 2008 Regional Transportation Plan (RTP) in November 2010. The Amendment was developed as a response to changes to projects in the 2008 RTP. A total of 5 projects are being modified or added in these Amendments, with a majority of the changes being minor in nature, including changes to completion years, as well as minor modifications to project scopes, costs, and funding. The 2013 RTP will be its first plan subject to SB 375. The Scoping Plan adopted by CARB in December of 2008 relies on the requirements of SB 375 to implement the carbon emission reductions anticipated from land use decisions.

Regional

Southern California Association of Governments

SCAG is the Metropolitan Planning Organization (MPO) for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The region encompasses a population that exceeds 18 million persons in an area of more than 38,000 square miles. As the designated MPO, SCAG is mandated by the federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. Among the leading activities that SCAG undertakes are:

- Maintenance of a continuous, comprehensive, and coordinated planning process resulting in a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program (RTIP);
- Developing demographic projections plus the integrated land use, housing, employment, transportation programs, measures, and strategies for portions of the South Coast Air Quality Management Plan (AQMP), as well as serving as co-lead agency for air quality planning for the Central Coast and Southeast Desert air basin districts;
- Determining, pursuant to the federal Clean Air Act, projects', plans', and programs' conformity to the AQMP;
- Reviewing environmental impact reports for projects having regional significance for consistency with regional plans;
- Serving as the authorized area-wide waste treatment management planning agency, pursuant to federal water pollution control statutes; and
- Preparing the Regional Housing Needs Assessment pursuant to State law.

SCAG has developed a number of plans to achieve the regional objectives. The most applicable to the proposed Aviation Station project are the RTP and the *Compass Growth Vision Report*.

Regional Transportation Plan

Federal guidelines require all new regionally significant transportation projects to be included in the RTP before they can receive federal or State approvals or funds. The Metro submits Los Angeles County projects for inclusion in the RTP. The RTP must be updated and federally approved every three years. Federal approval requires a positive demonstration that the RTP projects will not generate travel emissions that exceed those assumed in the applicable AQMP; this requirement is known as transportation conformity.

SCAG adopted the current RTP, *Making the Connections, 2008 Regional Transportation Plan* (2008 RTP) on May 8, 2008. The 2008 RTP contains a plan to provide adequate highway, transit, rail, aviation, and goods movement infrastructure to meet the region's needs by 2035. The 2008 RTP is a \$531.5 billion plan that emphasizes the importance of system management, goods movement, and innovative transportation financing. It strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that preserve and enhance the existing transportation system and integrate land use into transportation planning. The 2008 RTP is linked to Los Angeles County's transportation plans and models in the form of shared growth and travel projections. The 2008 RTP includes goals and policies applicable to transportation and, in some cases, land use projects. The analysis below discusses the consistency of the Project with the 2008 RTP.

Compass Growth Vision Report

The June 2004 Compass Growth Vision (CGV) Report sets forth a shared “Growth Vision” for the six-county SCAG region and presents the achievements of the Compass process. It details the evolution of the draft vision from the study of emerging growth trends to the effects of different growth patterns on transportation systems, land consumption, and other factors.

The CGV Report concentrates on the physical aspects of regional growth—where people and jobs locate, the type and quantity of buildings that may be constructed, and how people and goods move in the region. To address all of the growth visioning principles, SCAG, sub-regions, and cities continue to refine the social, economic, and other components that are also crucial to the Vision’s success, including: workforce housing, job training and education, prosperity that reaches everyone, and protection of key open spaces.

SCAG’s Compass Blueprint 2% Strategy is a guideline for how and where SCAG can implement the Growth Vision for Southern California’s future. It calls for modest changes to current land use and transportation trends that make up approximately two percent of the land area of the region. SCAG’s planning efforts and resources invested according to the 2% Strategy would help meet the SCAG region’s goals of improved mobility, livability, prosperity, and sustainability for local neighborhoods and their residents.

The Project site is located within a Compass 2% Strategy Area, which traverses major arterial roadways through several jurisdictions, where development is intended to balance employment, housing, and services to reduce vehicle trips and emissions, enhance livability, expand prosperity, and increase sustainability. The analysis below discusses the consistency of the Project with the Compass Growth Vision Report.

Regional Housing Needs Assessment

The Regional Housing Needs Assessment (RHNA) is a key tool for SCAG and its member governments to plan for growth within its region. State law requires all MPOs to determine existing and future needs for its region (*California Government Code*, Section 65584.05[h]). SCAG is also required to determine the share of need allocated to each city and county within the SCAG region. The RHNA identifies the housing needs for the upcoming five-year period. The Final RHNA target allocation for the period of 2006 through 2014 was adopted by the SCAG Regional Council on July 12, 2007, and transmitted to the State of California Department of Housing and Community Development (HCD) on September 7, 2007, for final approval. Presently, the approved (but not yet built) units within the North Los Angeles County subregion comprise approximately 75 percent of the draft 2006–2014 RHNA target numbers. Refer to Section 6.3 Population, Housing, Employment and Recreation, for the RHNA analysis.

Los Angeles County Airport Land Use Plan

Under *California Public Utilities Code* Section 21670 et seq. (Aeronautics Act), each county in which there is an airport served by a scheduled airline and each county with an airport operated for the benefit of the general public, with certain exceptions, is required to establish an airport land use commission (ALUC). The ALUC’s purpose is to coordinate planning for the area around public use airports to protect the public health, safety and welfare from land uses that do not minimize the public’s exposure to excessive noise and safety hazards (*California Public Utilities Code* Section 21670(a)(2)). To that end, the ALUC has the power to prepare and adopt an airport land use compatibility plan, known as Airport Land Use Plan (ALUP), and to review plans, regulations, or actions by a local government to ensure compatibility with the ALUP.

The ALUP delineates areas of critical concern from an airport noise and safety standpoint, and sets forth policy recommendations for achieving compatibility between airport and the surrounding land uses. However, the authority of the ALUC is limited. The ALUC has no jurisdiction over existing land uses. Also, it does not have jurisdiction over airport operations, nor can it enact zoning requirements. Instead, the ALUC sets uniform standards to discourage development of new incompatible uses, but it is the responsibility of the local agencies, through their planning and zoning powers, to specify which uses are appropriate within their jurisdictions.

Section 21676.5 of the *California Public Utilities Code* requires that projects within an airport planning boundary be reviewed by the ALUC when the local agency general plan has not been reviewed for consistency with the ALUP. If the ALUC finds the project inconsistent with the ALUP, the local agency, after a public hearing, may propose to overrule the ALUC by a two-thirds vote of its governing body, provided it makes specific findings that the proposed action is consistent with the purpose of the relevant statute, namely *California Public Utilities Code* Section 21670 et seq. (*California Public Utilities Code* Section 21656[b]).

The Project site is located partially within the Airport Influence Area for the Los Angeles International Airport (LAX). The proposed general plan amendment and zone change require an ALUC consistency determination pursuant to Section 21676(b) of the *California Public Utilities Code*. Project site As depicted in Exhibit 3.4-5 in Section 3.4, Noise, the area of the Project site within the Airport Influence Area is limited to the northerly portion of the site.

Real Estate Disclosure

Section 11010 of the Business and Professions Code and Sections 1102.6, 1103.4, and 1353 of the Civil Code require any person who intends to offer subdivided lands, common interest developments and residential properties for sale or lease within an Airport Influence Area to disclose that fact to the person buying the property.

County

County of Los Angeles General Plan

The Project site is located partially within the unincorporated Los Angeles County and therefore is under the purview of the *County of Los Angeles General Plan* (General Plan) (1980, as amended). The current County of Los Angeles General Plan land use designation for Lot 1 is “Low Density Residential”. The County is currently in the process of completing its first comprehensive General Plan update since 1980. The following nine *County of Los Angeles General Plan* elements address countywide planning issues: Land Use; Circulation; Housing;¹ Conservation, Open Space and Recreation; Noise; Safety; Public Facilities; and Economic Development. A brief summary of these elements is provided below. A discussion of the Project’s consistency with each of the applicable *General Plan* policies and goals can be found in Table 6.1-1 in the analysis below.

Land Use

Land use is the general location and intensity by which land is used. The goal of the Land Use Element is “to coordinate future development and revitalization plans of both the public and private sectors”. The Element’s policies support the countywide General Plan policy of encouraging a more concentrated urban pattern through the revitalization of deteriorating urban

¹ State law (Government Code Section 65583 et. seq.) requires that General Plan Housing Elements are updated every six years; the current County of Los Angeles Housing Element was adopted in 2008.

areas, infilling of bypassed lands, and focusing new urban development in the most suitable locations. The Land Use Element calls for a distribution of use intensities within urban areas necessary to carry out this policy.

Circulation

The Circulation Element sets the direction for the development of a comprehensive, coordinated and continuing transportation system for Los Angeles County. The element identifies the locations of major existing and future travel corridors based on existing and projected land use patterns. The Circulation Element is comprised of the following components: Transportation Element, Scenic Highways Element, and the Plan of Bikeways.

Housing

The current Housing Element 2008–2014 was adopted on August 5, 2008, by the County of Los Angeles Board of Supervisors. The Element was certified by the State Department of Housing and Community Development (HCD) on November 6, 2008. The Housing Element serves as a policy guide for addressing issues that may arise in meeting the housing needs of current and future residents. The purpose of the Housing Element is: (1) to determine the existing and projected housing needs of residents of the unincorporated area and (2) to take appropriate actions that encourage the private sector to build housing while making sure that the government does not limit housing production.

The Housing Element provides the following information: a review of the 1998–2005 Housing Element; an assessment of key factors that affect housing needs; constraints to meeting those needs; the RHNA; land inventory for housing; objectives and associated goals and policies for housing; and housing programs. It should also be noted that the County of Los Angeles Housing Element is required to be updated every six years.

Conservation, Open Space, and Recreation

This Element is comprised of the following two components: Conservation and Open Space and Regional Recreation. The Conservation and Open Space portion of this Element sets policy direction for the open space-related resources of the County. These resources include land and water areas devoted to recreation, scenic beauty, conservation and use of natural resources, agriculture, and mineral production. Existing uses of open space within Los Angeles County include outdoor recreation, natural areas and arboreta, water supply and conservation, military reservations, committed open lands, and national forests. The Element's policies are based on the need to conserve natural amenities, protect against natural hazards, and meet the public's desire for open space experiences.

Noise

The Noise Element notes that in some areas a past lack of land use and transportation planning, noise impacts have occurred near highways, airports, rail lines and other transportation facilities, and that future problems can be minimized through planning. The Noise Element discusses noise measurement methods; sources of transportation noise; effects of noise; the interrelationship between land use and transportation noise; transportation noise laws; the multiplicity of governmental jurisdictions; and the distribution of noise mitigation costs.

Safety

The Safety Element is designed to assess, inform, prevent, and mitigate threats to public health and safety from hazards such as seismic, geologic, flood and inundation, wildland and urban fires, and hazardous materials. The element establishes long-range response plans and emergency preparedness and seeks to reduce future losses of life, injuries, and socioeconomic disruption by designing safer environments and facilities.

Public Facilities

The purpose of the Public Facilities Element is to describe and formulate policies on the current water supply and distribution, flood protection, water conservation, sewage, water reclamation, and solid waste disposal. This section also discusses resource recovery, protection, and conservation.

Economic Development

The Economic Development Element represents economic vitality in an effort to prepare skills and resources for the future. Its goal is to examine the current Los Angeles County economy; identify and make recommendations; and implement programs to improve employment and income opportunities for county residents. The element focuses on two facets of economic development: (1) providing the labor force with needed job skills and (2) establishing the proper preconditions for maintaining and attracting new job opportunities.

County of Los Angeles Zoning Code

Land use, population density, lot coverage, and building sizes and locations for the portion of the Project site within the County of Los Angeles site are currently regulated through the *County of Los Angeles Planning and Zoning Code* (County of Los Angeles Municipal Code, Title 22, Zoning Ordinance). Lot 1 (within the County of Los Angeles) is currently zoned C-1 (Restricted Business Zone) and R-1 (Single-Family Residence).

City

City of Los Angeles General Plan

The Project site is located partially within the City of Los Angeles and therefore is partially under the purview of the *City of Los Angeles General Plan* (General Plan). The *City of Los Angeles General Plan* provides a framework for land use decisions. It is designed with comprehensive, long-term growth strategies, and thus provides a general direction for all new development. It contains seven California state mandated elements and other optional elements, as well as a land use plan for each of the city's 35 Community Planning Areas. The current *City of Los Angeles General Plan* land use designation for Lot 2 is "Public Facilities".

City of Los Angeles Zoning Ordinance

As discussed in Section 2.0, Environmental Setting and Project Description, Lot 2 of the Project is within the City of Los Angeles. Lot 2 is designated currently as PF (Public Facilities) on the official zoning maps of the City of Los Angeles.

6.2.2 EXISTING CONDITIONS

On-Site and Surrounding Land Uses

Land uses on and surrounding the Project site are shown on the aerial photograph presented in Exhibit 2-3 in Section 2.0, Environmental Setting and Project Description. The Project site is composed of multiple parcels that encompass 5.9 acres. The topography of the Project site and surrounding areas is essentially flat, with elevations ranging between 94 and 96 feet above mean sea level (msl).

The Project site is bound by Aviation Boulevard to the west; the Metro Green Line Station to the north; West 117th Street to the south; and Judah Avenue to the east. West 116th Street currently ends in a cul-de-sac halfway through the Project site. The southern portion of the Project site contains 11 residences (7 single-family homes and 2 duplexes), the 4,568 square foot Wild Goose Restaurant/Bar, a 8-room motel (i.e. Aviation Motel), and surface parking. The northern portion of the site contains the Metro bus staging area and terminal and a portion of 116th Street. The existing Metro Green Line Aviation/LAX Station for light-rail is located off-site directly north of the Project site and the Project would not involve any changes or alterations to the existing Metro Green Line Station. The Caltrans Park-and-Ride Lot and Caltrans Maintenance Facility surface parking areas are located north of the Project site and the Metro Green Line Station, and are subject to off-site improvements for the Project.

The Project site is located in a highly urbanized area with a diverse mix of nearby land uses and is immediately southwest of two major regional freeways, including Interstate 405 (I-405) to the east and I-105 to the north. This portion of Los Angeles County can be characterized as a residential community with important regional employment centers. Specifically, surrounding areas to the north and west are largely comprised of commercial, office, and light industrial land uses, with a high concentration of aviation/aerospace-related facilities.

The Los Angeles International Airport (LAX) is located approximately 0.15-mile to the northwest of the Project site, and the Northrop Grumman Integrated Systems campus is located immediately to the west of the site in the City of El Segundo. The Northrop Grumman campus is designated and zoned as "Urban Mixed-Use North", which allows for a mix of office, research and development, and retail uses, and allows for light industrial uses subject to a conditional use permit. The BNSF railroad line runs parallel with the west side of Aviation Boulevard. The east side of Aviation Boulevard south of the Project site is developed with commercial businesses, such as a liquor store, motel, check-cashing business, pawn shop, and restaurants.

Areas immediately to the south and east of the site are comprised predominately of single-family residences. These are considered sensitive land uses for the analysis of land use compatibility issues. The Los Angeles County *Airport Courthouse*, commercial office space, and the Windstar Pacific Place apartment complex are located further to the east of the site near the intersection of I-105 and I-405.

6.2.3 THRESHOLDS OF SIGNIFICANCE

The following thresholds of significance are derived from the County of Los Angeles Department of Regional Planning's Initial Study checklist, which is based on Appendix G of the CEQA Guidelines and located in Appendix A of this EIR. The Project was determined to have a potentially significant impact for the following thresholds of significance and further analysis in this Draft EIR was determined to be necessary.

Threshold 6.2a: Can the project be found to be inconsistent with the plan designation(s) of the subject property?

Threshold 6.2b: Can the project be found to be inconsistent with the zoning designation of the subject property?

Threshold 6.2c: Can the project be found to be inconsistent with the following applicable land use criteria: Hillside Management Criteria; SEA Conformance Criteria; Other?

Threshold 6.2d: Would the project physically divide an established community?

Threshold 4.4e: Will the project result in a major change in the patterns, scale, or character of the general area or community? (Threshold from County Initial Study Section “Other Factors- General” and discussed in detail in Section 4.4, Visual Qualities)

6.2.4 PROJECT DESIGN FEATURES

PDF 6.2-1 Vehicular access from the Fire Lane to the intersection of West 116th Street and Judah Avenue would be gated and restricted for emergency vehicle access only.

6.2.5 ENVIRONMENTAL IMPACTS

Impact Analysis

Threshold 6.2a: Can the project be found to be inconsistent with the plan designation(s) of the subject property?

On-Site Impacts

As discussed in Section 2.0, Environmental Setting and Project Description, Lot 2 is currently within the City of Los Angeles. To implement the Project, a modification to the County of Los Angeles and City of Los Angeles boundaries would be required through the LAFCO, allowing the entire Project site to become part of the unincorporated County of Los Angeles. The Project would require the decertification of the Caltrans-owned portion of Lot 2 to allow the property to be sold to Metro. Once under Metro ownership, the property would then be leased to the Project Applicant/Developer.

As previously discussed, the Project is currently not consistent with the existing land use designation and zoning for the Project site. The Project, as planned, requires both a general plan amendment and a zone change. The following discretionary land use entitlements are required:

- **General Plan Amendment.** The current County of Los Angeles General Plan land use designation for Lot 1 is “Low Density Residential” and the current City of Los Angeles General Plan land use designation for Lot 2 is “Public Facilities”. The Project requires a General Plan Amendment to change the land use designation for the property to “High Density Residential”, which would be the ultimate land use designation for both Lot 1 and Lot 2.
- **Zone Change.** Lot 1 within the County of Los Angeles is currently zoned C-1 (Restricted Business Zone) and R-1 (Single-Family Residence) in the County of Los Angeles’ Zoning Ordinance. Lot 2, excluding the West 116th Street, within the City of Los Angeles is currently zoned PF (Public Facilities) in the City of Los Angeles’ Zoning Ordinance. That portion of West 116th Street would be vacated as a part of the VTTM approval process. The Project requires a zone change to MXD-DP, Mixed Use

Development/Development Program, to provide development standards to regulate development for both Lot 1 and Lot 2.

- **Conditional Use Permit.** A Conditional Use Permit (CUP) is required pursuant to County Code Section 22.40.520(B) to allow mixed use development in the MXD-DP zone. The CUP would also establish site-specific development standards for the Project.
- **Parking Permit.** A Parking Permit is required pursuant to County Code Section 22.56.990(C) to allow for the sharing of parking across Lot 1 and Lot 2.
- **Vesting Tentative Tract Map.** The Project Applicant is requesting a vesting tentative tract map to develop 278 residential units, 8,000 square feet (sf) of commercial and leasing office space within the 3.2-acre Lot 1, and 112 residential units and 21,500 sf of commercial within the 2.7-acre Lot 2. The residential units within Lot 1 would be developed as for-sale condominium units and townhouses, and the residential units within Lot 2 would be developed as rental apartments.
- **LAFCO Boundary Modification.** A modification to the County of Los Angeles and City of Los Angeles boundaries will be required through the Local Agency Formation Commission for the County of Los Angeles (LAFCO).
- **Water Service Area Boundary Adjustment.** The Project requires an adjustment of the respective service areas of the City of Los Angeles Department of Water and Power and the Golden State Water Company, which would serve the entire Project site.
- **Consolidated Sewer Maintenance District Annexation.** The County of Los Angeles Department of Public Works' Consolidated Sewer Maintenance District is responsible for the maintenance of the local sewers within the unincorporated County area. Therefore, sewer development within the entire Project area is required to be annexed into the Consolidated Sewer Maintenance District.

For the discretionary actions listed above, an analysis of the Project's compatibility with existing regional and local plans is required. There are a number of interrelated land use planning documents and programs that apply to the Project site and its surrounding area. The applicable regional and local plans were listed and described in Section 6.2.1 above, and the Project's consistency with each of these plans and policies is addressed below. It should be noted that some of the regional and local goals and policies can only be implemented by the local jurisdiction (i.e., County, City or agency), and are not at the discretion of an individual developer to implement. Therefore, the analysis below focuses on goals and policies that would be implementable or supportable by a private development.

SCAG Regional Transportation Plan Goals and Compass Blueprint Principles

The fundamental goals of SCAG's Regional Transportation Plan (RTP) and the Compass Blueprint effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

The following RTP and Compass Blueprint goals and principles promote sustaining mobility with the goals of economic development, enhancing and preserving the environment, reducing energy consumption and promoting transportation friendly development patterns and fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The Project's consistency with SCAG's Regional Housing Needs Assessment

(RHNA) is addressed in Section 6.3, Population, Housing, Employment, and Recreation. Table 6.2-1 provides an assessment of the Project's consistency with RTP and Compass Blueprint goals and principles applicable to the Project.

**TABLE 6.2-1
SCAG RTP AND COMPASS BLUEPRINT CONSISTENCY ANALYSIS**

Consistency Analysis		
2008 Regional Transportation Plan Goals		
RTP G1	Maximize mobility and accessibility for all people and goods in the region.	Consistent: The proposed development will provide a mix of residential and commercial uses easily accessible by bus, rail and auto transit, maximizing mobility.
RTP G2	Ensure travel safety and reliability for all people and goods in the region.	Consistent: Convenient accessibility to multiple safe travel modes (rail, bus, and auto) provides travel safety and reliability.
RTP G3	Preserve and ensure a sustainable regional transportation system.	Consistent: Because the Project is a transit-oriented development (TOD), it would contribute to a sustainable transportation system by reducing dependence on the automobile by providing convenient access to transit.
RTP G4	Maximize the productivity of our transportation system.	Consistent: The Project would provide residents and visitors with convenient accessibility to multiple travel modes, maximizing the productivity of the existing transportation system.
RTP G5	Protect the environment, improve air quality and promote energy efficiency.	Consistent: A TOD project encourages increased use of public transit and reduced dependence on the automobile, resulting in improved air quality and increased energy efficiency (less fuel consumption). As stated in Section 6.4 and PDF 6.4-1, the Project will be LEED Silver, constructed in accordance with the County's Green Building ordinance, and will incorporate drought tolerant landscaping and smart irrigation systems (PDF 6.4-1); water efficient fixtures and appliances (PDF 6.4-2); and preferred parking for low-emission/fuel-efficient vehicles, as well as bicycle storage (MM 6.4-3).
RTP G6	Encourage land use and growth patterns that complement our transportation investments.	Consistent: The Project would encourage increased use of public transit facilities through the placement of residential and commercial development directly adjacent to a transit node, complementing existing transportation investments.
Compass Blueprint Principles and Goals		
Principle 1: Improve mobility for all residents		
GV P1.1	Encourage transportation investments and land use decisions that are mutually supportive.	Consistent: The Project, being a TOD, would complement existing transportation investments, including rail, bus and auto.
GV P1.2	Locate new housing near existing jobs and new jobs near existing housing.	Consistent: The Project would provide a mix of housing and commercial (i.e., employment-generating) land uses and is near several regional employment centers, with a high concentration of aviation/aerospace-related facilities.
GV P1.3	Encourage transit-oriented development.	Consistent: The Project would be a transit-oriented development (TOD).
GV P1.4	Promote a variety of travel choices.	Consistent: The Project would provide residents and visitors with convenient accessibility to multiple travel modes, including rail, bus, bicycle, and auto.
Principle 2: Foster livability in all communities		
GV P2.1	Promote infill development and redevelopment to revitalize existing communities.	Consistent: The Project would be both an infill development and a redevelopment of existing land uses complementing the existing community.

TABLE 6.2-1 (Continued)
SCAG RTP AND COMPASS BLUEPRINT CONSISTENCY ANALYSIS

Consistency Analysis		
GV P2.2	Promote developments that provide a mix of uses.	Consistent: The Project would provide a mix of residential and commercial uses.
Compass Blueprint Principles and Goals (cont.)		
GV P2.3	Promote “people scaled,” pedestrian-friendly (walkable) communities.	Consistent: The Project would have architectural features to provide a human/people scale at ground level as well as convenient pedestrian access through the site, particularly between the site and the adjacent transit facilities.
GV P2.4	Support the preservation of stable, single-family neighborhoods.	Consistent: The redevelopment of the Project site with a mixed-use TOD project would provide economic revitalization benefiting the single-family neighborhoods in the immediate area. The removal of the existing 11 rental residences on-site would be replaced by 20 for-sale townhomes, 278 for sale condominiums, and 112 rental units. The addition of more residences in the Project area, both renters and owners, will increase residential diversity in the area and further promoting a stable residential neighborhood through additional opportunities for property ownership.
Principle 3: Enable prosperity for all people		
GV P3.1	Provide, in each community, a variety of housing types in each community to meet the housing needs of all income levels.	Consistent: Although the Project would not meet the needs of all income levels, the Project would provide both for-sale condominiums and for-rent multi-family apartments in sizes ranging from 543 sf to 1,288 sf, providing additional diversity to the largely single-family housing stock available in the Project area. Rental and sale prices would vary according to the size and characteristics of the unit, allowing for a variety of income levels to be accommodated within the proposed development.
GV P3.2	Support educational opportunities that promote balanced growth.	Consistent: As stated in Section 6.4, the Project would provide educational materials to all future homeowners regarding water conservation techniques and programs, waste reduction and recycling services, the benefits of mixed-use transit-oriented developments in support of the reduction of vehicle trips, and information about public transportation options (MM 6.4-2).
GV P3.3	Ensure environmental justice regardless of race, ethnicity or income class.	Consistent: The Project provides housing and transit access opportunities for riders of all races, ethnicities, and income classes throughout the local community.
GV P3.4	Support local and state fiscal policies that encourage balanced growth.	Consistent: As evidenced by the policy consistency analysis presented in this section of the EIR, the Project would support local (County of Los Angeles) and state (SCAG, SB 375) policies to encourage balanced growth by providing a mixed-use, transit-oriented, infill redevelopment project.
GV P3.5	Encourage civic engagement.	Consistent: As stated in Section 6.4, the Project would provide educational materials to all future homeowners regarding water conservation techniques and programs, waste reduction and recycling services, the benefits of mixed-use transit-oriented development in support of the reduction of vehicle trips, and information about public transportation options (MM 6.4-2).

TABLE 6.2-1 (Continued)
SCAG RTP AND COMPASS BLUEPRINT CONSISTENCY ANALYSIS

Consistency Analysis		
Principle 4: Promote sustainability for future generations		
GV P4.1	Preserve rural, agricultural, recreational and environmentally sensitive areas.	Consistent: The Project is aiming to create a mixed use, urban development in an appropriate area where infrastructure is already in place, thereby potentially lessening future development in greenspace areas and preserving rural, agricultural, recreational and environmentally sensitive areas.
GV P4.2	Focus development in urban centers and existing cities.	Consistent: The Project is an infill development in an urban center.
GV P4.3	Develop strategies to accommodate growth that use resources efficiently, eliminate pollution and significantly reduce waste.	Consistent: Urban infill projects and TOD projects both result in growth that use resources efficiently by relying on existing infrastructure and, for TOD, providing convenient access to existing transportation resources.
GV P4.4	Utilize "green" development techniques.	Consistent: The Project would be LEED Silver compliant and constructed in compliance with the County's Green Building ordinance. Please refer to Sections 2.0 and 6.4 for a description of the Project's sustainability features.

In addition, the Project implements the policies promoted by SB 375, but within a faster timeframe than the new law can achieve. The goal of SB 375 is to promote land use growth patterns that will help reduce GHG emissions by reducing driving. It is intended to foster the implementation of infill and transit oriented development projects to reduce GHG emissions and meet the statewide goals of AB 32.

It is anticipated that CARB will set GHG emission reduction targets for the SCAG MPO region in September 2010. After the regional targets are set, the SCAG MPO will incorporate strategies within its new RTP to meet those established targets. If regions develop integrated land use, housing and transportation plans that meet the SB 375 targets, new projects in these regions can be relieved of certain environmental review requirements. In the meantime, the Project is a transit-oriented development that promotes state and local policies regarding the need for infill development near transit.

Los Angeles County Comprehensive Airport Land Use Plan

As discussed above, the northerly portion of the Project site is located within the Airport Influence Area for LAX. As such, the Project has been developed in a manner that is consistent with the land use compatibility standards of the ALUP. The area of the Project that falls within the LAX Airport Influence Area would be presented to the ALUC for a consistency determination, prior to final Project approval with the Board of Supervisors ensured via MM 6.2-1. The Project would be constructed in a manner that ensures adequate noise attenuation from aircraft noise and appropriate disclosures would be provided to prospective buyers and renters, as described in Section 3.4, Noise. A detailed analysis of the Project's consistency with the policies and objectives of the ALUP is presented below in Table 6.2-2.

**TABLE 6.2-2
LOS ANGELES COUNTY AIRPORT LAND USE PLAN CONSISTENCY
ANALYSIS**

General Policies		
G-1	Require new uses to adhere to the Land Use Compatibility Chart.	Consistent. The Project has been designed in a manner that is consistent with the ALUP Land Use Compatibility Chart. All residences located within the 65 dBA CNEL would be developed in a manner that achieves a 45 dBA CNEL interior noise level.
G-2	Encourage the recycling of incompatible land uses to uses which are compatible with the airport, pursuant to the Land Use Compatibility Table.	Consistent. The Project has been designed in a manner that is consistent with the ALUP Land Use Compatibility Chart. All residences located within the Airport Influence Area's 65 dBA CNEL would be developed in a manner that achieves a 45 dBA CNEL interior noise level.
G-3	Consider requiring dedication of an aviation easement to the jurisdiction owning the airport as a condition of approval on any project within the designated planning boundaries.	Consistent. The conditions of approval for the Project would require dedication of a navigation easement to Los Angeles World Airports for the portion of the Project site within the Airport Influence Area. The easement would require that disclosures be provided to prospective buyers and renters to ensure they are informed of the noise levels and land use restrictions associated with the property's proximity to LAX.
G-4	Prohibit any uses which will negatively affect safe air navigation.	Consistent. A portion of the Project site is located within the Airport Influence Area for LAX. The Project would be developed in accordance with the development guidelines of the ALUP and applicable Federal Aviation Administration (FAA) regulations and would not negatively impact safe air navigation.
G-5	Airport proprietors should achieve airport/community land use compatibility by adhering to the guidelines of the California Noise Standards.	Not Applicable. The Project does not include any aviation-related uses and is not subject to this policy.
N-1	Use the Community Noise Equivalent Level (CNEL) method for measuring noise impacts near airports in determining suitability for various types of land uses.	Consistent. All proposed residences, including those located within the Airport Influence Area's 65 dBA CNEL, would be developed in a manner that achieves a 45 dBA interior noise level (per MM 3.4-6).
N-2	Require sound insulation to insure a maximum interior 45 db CNEL in new residential, educational, and health-related uses in areas subject to exterior noise levels of 65 CNEL or greater.	Consistent. All proposed residential land uses, including those within the Airport Influence Area and 65 db CNEL, would be designed and developed to achieve an interior 45 db CNEL (per MM 3.4-6).
N-3	Utilize the Table Listing Land Use Compatibility for Airport Noise Environments in evaluating projects within the planning boundaries.	Consistent. A portion of the Project site is located within the 65 dBA CNEL Noise Contour of the ALUP. All residences, including those located within the 65 dBA CNEL, would be developed in a manner that achieves a 45 dBA CNEL interior noise level (per MM 3.4-6).
N-4	Encourage local agencies to adopt procedures to ensure that prospective property owners in aircraft noise exposure areas above a current or anticipated 60 db CNEL are informed of these noise levels and of any land use restrictions associated with high noise exposure.	Consistent. In conformance with this policy and the requirements of Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353, appropriate airport noise and hazard disclosure forms would be provided to prospective buyers of residential units within the Project prior to the close of escrow.
S-1	Establish "runway protection zones" contiguous to the ends of each runway. These runway projection zones shall be identical to the FAA's runway protection zone (formally called clear zone).	Not Applicable. The Project site is not depicted within a runway protection zone and the Project is therefore not subject to this policy.

TABLE 6.2-2 (Continued)
LOS ANGELES COUNTY AIRPORT LAND USE PLAN CONSISTENCY
ANALYSIS

General Policies		
S-2	Prohibit above ground storage of more than 100 gallons of flammable liquids or toxic materials on any one net acre in a designated runway protection zone. It is recommended that these materials be stored underground.	Not Applicable. The Project site is not depicted within a runway protection zone and the Project is therefore not subject to this policy.
S-3	Prohibit, within a runway protection zone, any use which would direct a steady light or flashing light of red, white, green or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft.	Not Applicable. The Project site is not depicted within a runway protection zone and the Project is therefore not subject to this policy.
S-4	Prohibit, within a runway protection zone, the erection or growth of objects which rise above an approach surface unless supported by evidence that it does not create a safety hazard and is approved by the FAA.	Not Applicable. The Project site is not depicted within a runway protection zone and the Project is therefore not subject to this policy.
S-5	Prohibit uses which would attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation.	Consistent. The Project does not propose any uses which would attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation.
S-6	Prohibit uses which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.	Consistent. The Project includes the development of residential and commercial land uses and does not propose any land use that would generate electrical interference with aircraft instrumentation.
S-7	Comply with the height restriction standards and procedures set forth in FAR Part 77.	<p>Consistent. Title 14, Code of Federal Regulations, Part 77 regulates proposed structures that may obstruct navigable airspace and requires the filing of a Notice of Proposed Construction or Alteration (Form 7460-1) for construction involving a height greater than an imaginary surface extending outward and upward at a slope of 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway at LAX. Construction may be exempt from the Notice requirement if it is located within a congested area of a city and would be shielded by existing structures of equal or greater height. The Project site is located 3,000 feet from the approach end to Runway 25L and is located within a congested urban area. The proposed buildings are approximately 14 feet 1 inch taller than the adjacent 105 Freeway (without accounting for rooftop structures on the proposed building or cars and trucks on the freeway).</p> <p>Based on the heights of the four proposed structures, including antenna or other appurtenances that may be placed on rooftops, the FAA issued a "Determination of No Hazard to Air Navigation" on January 25, 2010 (FAA 2010). . Also, per MM 6.1-4, the Project Applicant/Development shall provide the County with proof of the current and valid FAA "Determination of No Hazard to Air Navigation".</p>

County of Los Angeles General Plan

The General Plan goals and policies represent the general course of action that should be followed to achieve the land use and development envisioned. General Plan goals are a link between needs, policies, and implementation. *County of Los Angeles General Plan* goals and policies that are applicable to the Project and an analysis of the Project's consistency with these policies are provided in Table 6.2-3.

**TABLE 6.2-3
COUNTY OF LOS ANGELES GENERAL PLAN CONSISTENCY ANALYSIS**

County of Los Angeles General Plan Goals and Policies	
General	
<i>Goal: Full and equal opportunity.</i>	
Policy 5: Promote a balanced mix of dwelling unit types to meet present and future needs, with emphasis on family owned, moderate density dwelling units (twinhomes, townhouses and garden condominiums at garden apartment densities).	Consistent: The Project would provide both for-sale townhomes/condominiums and for-rent multi-family units of in sizes ranging from 543 sf to 1,288 sf, providing diversity to the largely single-family housing stock available in the Project area. Lot 1 would be developed with 70.77 dwelling units per acre, and Lot 2 would be developed with 38.56 du/ac.
<i>Goal: Conservation of resources and environmental protection.</i>	
Policy 19: Restore and protect air quality through the control of industrial and vehicular emissions, improved land use management, energy conservation and transportation planning.	Consistent: The Project is a transit-oriented development (TOD), which encourages use of public transit and reduces dependence on the automobile, reducing vehicle emissions and improving air quality.
Policy 22: Promote the efficient use of land through a more concentrated pattern of urban development, including focusing on new urban growth into areas of suitable land.	Consistent: The Project would redevelop the existing land uses to provide more dense development in an urban area.
<i>Goal: Urban areas revitalized</i>	
Policy 28: Revitalize declining portions of existing urban development, with particular attention to deteriorated industrial and low income residential areas.	Consistent: The redevelopment of the Project site with the mixed-use TOD project would provide economic revitalization to the Project area.
Policy 34: Preserve sound residential areas and protect them from intrusion of incompatible uses.	Consistent: As discussed further below in the analysis of land use compatibility, the scale and design of the Project is intended to provide a transition between the transportation and commercial uses to the north and west and the single-family uses to the south and east. As stated in PDF 6.2-1, vehicular access from the Fire Lane to the intersection of West 116th Street and Judah Avenue would be gated and restricted for emergency vehicle access only.
Policy 41: Encourage the provision of adequate rental housing.	Consistent: The Project would provide 112 rental housing units.
<i>Goal: A strong, diversified economy and full employment.</i>	
Policy 51: Encourage the location of medium and high density housing in close proximity to regional multi-purpose centers	Consistent: The Project would provide medium- to high density housing near several regional employment centers within a fully developed urban area.

TABLE 6.2-3 (Continued)
COUNTY OF LOS ANGELES GENERAL PLAN CONSISTENCY ANALYSIS

County of Los Angeles General Plan Goals and Policies	
Policy 58: Provide for more efficient multi-modal use of the current freeway system.	Consistent: The Project is near two major freeways as well as rail and bus transit facilities and therefore would serve to relieve congestion on the local freeways through the increased use of the Metro Green Line and bus transfer station.
Policy 60: Promote the full use of existing service systems in order to gain maximum benefit from previous public investments.	Consistent: The Project would better incorporate the existing rail line into the fabric of the community, and encourage more individuals to utilize public transit, thereby increasing the benefits from previous public investments.
Policy 65: Promote jobs within commuting range of urban residential areas in order to reduce commuting time, save energy, reduce air pollution and improve public convenience.	Consistent: The Project would provide a mix of housing and commercial (i.e., employment-generating) land uses and is near several regional employment centers. The Project is a TOD, which encourages use of public transit and reduces dependence on the automobile, reducing vehicle emissions and improving air quality.
Land Use Element	
Goal: <i>To maintain and enhance the quality of existing residential neighborhoods.</i>	
Policy 3: Encourage development of well designed townhomes, townhouses and garden apartments, particularly on by-passed parcels within existing urban communities.	Consistent: The Project would develop townhomes, condominiums and apartments within an existing urban community.
Policy 4: Promote neighborhood commercial facilities which provide convenience goods and services and complement community character through appropriate scale, design and locational controls.	Consistent: The Project includes 26,500 square feet of commercial space that would include retail and restaurant facilities serving the surrounding area and would be limited to the first floor/ground level of the development with architectural features to maintain a human scale.
Goal: <i>To situate commercial activities in viable clusters that conveniently serve their market areas.</i>	
Policy 6: Place major emphasis on channeling new intensive commercial development into multipurpose centers.	Consistent: The Project is a mixed use commercial and residential development that would serve as a multipurpose center.
Goal: <i>To encourage high quality design in all development projects, compatible with, and sensitive to, the natural and manmade environment.</i>	
Policy 12: Concentrate well designed high density housing in and adjacent to centers to provide convenient access to jobs and services without sacrificing livability of environmental quality.	Consistent: The Project provides medium- to high-density housing near multiple transportation modes and major employment centers.
Policy 15: Protect the character of residential neighborhoods by preventing the intrusion of incompatible uses that would cause environmental degradation such as excessive noise, noxious fumes, glare shadowing and traffic.	Consistent: The Project would result in less than significant impacts related to land use, noise, noxious fumes, glare and shadows, and traffic, as determined in the analyses presented in this EIR.

TABLE 6.2-3 (Continued)
COUNTY OF LOS ANGELES GENERAL PLAN CONSISTENCY ANALYSIS

County of Los Angeles General Plan Goals and Policies	
<i>Goal: To foster compatible land use arrangements that contribute to reduced energy consumption and improved air quality.</i>	
Policy 22: Promote land use arrangements that will maximize energy conservation.	Consistent: A TOD project encourages increased use of public transit and reduced dependence on the automobile, resulting in improved air quality and increased energy efficiency (less fuel consumption). As stated in Section 6.4 and PDF 6.4-1, the Project will be LEED Silver, constructed in accordance with the County's Green Building ordinance, and will incorporate drought tolerant landscaping and storm water catchment systems (PDF 6.4-2); water efficient fixtures and appliances (PDF 6.4-3); and preferred parking for low-emission/fuel-efficient vehicles, as well as bicycle storage (MM 6.4-3).
<i>Goal: To provide a land use decision-making process supported by adequate information and ongoing citizen participation.</i>	
Policy 23: Ensure that future land division activity within Los Angeles County occurs in strict compliance with State and local laws.	Consistent once general plan and zoning amendments are adopted: The Project is subject to review by LAFCO for the detachment of Lot 2 from the City of Los Angeles. All proposed entitlements are subject to review and approval by the County Board of Supervisors.
Policy 26: Ensure continuing opportunity for citizen involvement in the land use decision-making process.	Consistent: This Draft EIR would be circulated for a 45-day public review period and all public comments received on the adequacy of the EIR analysis would be responded to, consistent with CEQA requirements.
Policy 28: Promote improved interjurisdictional coordination of land use policy matters between the County, cities, adjacent counties, special districts, and regional and subregional agencies.	Consistent: Implementation of the Project would require continuing interjurisdictional coordination between the Project Applicant/Developer, the County of Los Angeles, the City of Los Angeles, City of El Segundo, the Metropolitan Transportation Authority (Metro), Caltrans, and LAFCO.
<i>Goal: To encourage more efficient use of land, compatible with, and sensitive to, natural ecological, scenic, cultural and open space resources.</i>	
Policy 31: Promote compatible land use arrangements that reduce reliance on the private automobile in order to minimize related social, economic and environmental costs.	Consistent: A TOD project encourages increased use of public transit and reduced dependence on the automobile.
Policy 32: Provide a land use mix at the countywide, area wide and community levels based on projected need and supported by evaluation of social, economic and environmental impacts.	Consistent: The Project provides a scale, mix and volume of land uses reflecting the current market demands, as determined by the Project Applicant/Developer. This EIR provides an evaluation of environmental impacts of the Project; CEQA does not include evaluation of social and economic impacts. Information on these factors would be provided to the decision-making body by the Project Applicant/Developer prior to the County making a decision on the Project.
Circulation Element	
<i>Goal: To achieve a transportation system that is consistent with the comprehensive objectives of the General Plan and the needs of the residents.</i>	
Policy 1: Provide transportation planning, services, and facilities that are coordinated with and support the County of Los Angeles General Plan.	Consistent: As shown in this General Plan consistency analysis, the Project would support the County's transportation goals.

TABLE 6.2-3 (Continued)
COUNTY OF LOS ANGELES GENERAL PLAN CONSISTENCY ANALYSIS

County of Los Angeles General Plan Goals and Policies	
Policy 2: Provide transportation planning, services, and facilities that provide access for equitable employment, educational, housing and recreational opportunities.	Consistent: The Project promotes the use of public transit, to access employment, educational, housing, and recreation opportunities.
Policy 5: Encourage compatible joint use and interfacing of transportation facilities while minimizing modal conflict.	Consistent: The Project's proposal to reconfigure the off-site Park-and-Ride Lot, as well as to relocate the bus terminal facility, would reduce modal conflict at the site. By integrating the Project site with the Metro Green Line station, multiple forms of transportation would be promoted.
Policy 8: Improve the compatibility between aviation facilities and their surroundings through improved land use control mechanisms and technological advancements.	Consistent: As discussed in Section 6.1 of this EIR, the Project would not adversely affect, or be adversely affected by, operations at LAX.
Goal: <i>To achieve a transportation system that is responsive to economic, environmental, energy conservation and social needs at the local community, area, and countywide levels.</i>	
Policy 14: Plan and develop bicycle routes and pedestrian walkways.	Consistent: The Project provides convenient pedestrian access along Aviation Boulevard, adjacent to the Metro Green Line, and internally through the site and provides connectivity to the adjacent transit facilities. As stated in MM 6.4-3, the Project would provide preferred parking for low-emission/fuel-efficient vehicles, as well as bicycle storage.
Policy 18: Support use of non-vehicle improvements (e.g. improved signalization, parking management) to reduce peak hour congestion.	Consistent: The Project includes the reconfiguration of the Park-and-Ride Lot to allow for improved bus infrastructure (i.e. relocation of the bus turnout). Section 5.1 provides a discussion of all traffic improvements required for the Project.
Policy 19: Encourage greater use of public transit to special-purpose centers and recreational facilities.	Consistent: A TOD project encourages increased use of public transit.
Policy 21: Avoid or minimize the adverse impacts upon people, businesses and communities caused by the development of transportation facilities.	Consistent: The Project would relocate the existing Metro bus terminal to a site approximately 100 feet to the north. The existing Metro bus terminal would not be altered until the proposed Metro bus terminal is fully operational; thereby minimizing the adverse impacts upon the users of the transit facilities. The users of the Park-and-Ride Lot will be directed to existing Park-and-Ride Lots located in Hawthorne and/or El Segundo during the re-striping and reconfiguration of the parking stalls.
Policy 24: Encourage the efficient use and conservation of energy used in transportation.	Consistent: A TOD project encourages increased use of public transit and reduced dependence on the automobile, resulting increased energy efficiency (less fuel consumption).
Goal: <i>To achieve an efficient, balanced, integrated, multimodal transportation system that will satisfy short and long-term travel needs for the movement of people and goods.</i>	
Policy 30: Coordinate land use and transportation policies.	Consistent: As shown in this General Plan consistency analysis, the Project would support the County's land use and transportation goals.
Policy 32: Support continued improvement and expansion of the present bus system as a public service.	Consistent: The proposed off-site reconfiguration of the Metro bus terminal and Park-and-Ride Lot would improve the operating efficiency of the bus system by eliminating bus and automobile use of some driveways.

TABLE 6.2-3 (Continued)
COUNTY OF LOS ANGELES GENERAL PLAN CONSISTENCY ANALYSIS

County of Los Angeles General Plan Goals and Policies	
Policy 33: Support a public transit system that provides accessible service, particularly to the transit dependent.	Consistent: A TOD project encourages increased use of, and increases accessibility to, public transit.
Policy 36: Develop parking management plans for application in selected areas of urban concentration.	Consistent: As described in Section 2.0, the Project would provide adequate on-site parking for all proposed land uses.
Policy 39: Encourage greater multimodal access to major airports and improve internal circulation within these facilities.	Consistent: The Project would result in improved access to LAX because the site is adjacent to bus and auto transportation serving LAX. The Project provides commercial land uses for transit users.
Housing Element (2008)	
Goal 2: <i>Sustainable communities with access to employment opportunities, community facility and services, and other amenities.</i>	
Policy 2.1: Encourage mixed use developments along major commercial and transportation corridors.	Consistent: The Project is a mixed use development along major commercial and transportation corridors, in particular Aviation Boulevard, Imperial Highway, and the I-105.
Goal 3: <i>A housing supply that ranges broadly in housing costs to enable all households, regardless of income, to secure adequate housing.</i>	
Policy 3.1: Promote mixed income neighborhoods and a diversity of housing types through the unincorporated areas to increase housing choices for all economic segments of the population.	Consistent: Although the Project would not increase housing choices for all income levels, the Project would provide both for-sale condominiums and for-rent multi-family apartments of in sizes ranging from 543 sf to 1,288 sf, providing additional diversity to the largely single-family housing stock available in the Project area. Rental and sale prices would vary according to the size and characteristics of the unit, allowing for a variety of income levels to be accommodated within the proposed development.
Policy 3.2: Incorporate advances in energy-saving technologies into housing design, construction, operation, and maintenance.	Consistent: As described in Section 6.4, the Project would be LEED Silver and constructed in compliance with the County's Green Building ordinance. Please refer to Sections 2.0 and 6.4 for a description of the Project's sustainability features.
Conservation, Open Space and Recreation Element	
Goal: <i>To conserve water and protect water quality.</i>	
Policy 6: Encourage the maintenance of landscaped areas and pollution-tolerant plants in urban areas. Integrate landscaping and open space into housing, commercial and industrial developments especially in urban revitalization areas. Use drought-resistant vegetation.	Consistent: As stated in Section 6.4, the Project would be constructed in accordance with the County's Green Building ordinance and would incorporate drought tolerant landscaping and smart irrigation (PDF 6.4-1) and water efficient fixtures and appliances (PDF 6.4-2).
Noise Element	
Goal: <i>Minimize noise levels of future transportation facilities.</i>	
Policy 8: Determine and evaluate the future noise levels associated with all major transportation facilities in the county.	Consistent: Section 3.4, Noise, of this EIR provides an evaluation of the Project's contribution to future traffic noise levels, which were determined to be less than significant.

TABLE 6.2-3 (Continued)
COUNTY OF LOS ANGELES GENERAL PLAN CONSISTENCY ANALYSIS

County of Los Angeles General Plan Goals and Policies	
<i>Goal: Establish compatible land use adjacent to transportation facilities.</i>	
Policy 11: Reduce the present and future impact of excessive noise from transportation sources through judicious use of technology, planning and regulatory measures.	Consistent: Section 3.4, Noise, of this EIR provides an evaluation of the noise level from surrounding transportation sources on the Project. With compliance with noise insulation regulations, there would be a less than significant impact on the Project.
Safety Element	
<i>Goal: Minimize injury and loss of life, property damage, and the social, cultural, and economic impacts caused by earthquake hazards.</i>	
Policy 3: Continue enforcement of stringent site investigations (such as seismic, geologic, hydrologic, and soils investigations) and implementation of adequate hazard mitigation measures for development projects in areas of high earthquake hazard, especially those involving critical facilities. Do not approve proposals and projects which cannot mitigate safety hazards to the satisfaction of responsible agencies.	Consistent: This EIR summarizes the results of geotechnical (Section 3.1) and hydrologic (3.2) site investigations, which demonstrate the Project is feasible with incorporation of all engineering recommendations from these investigations and compliance with the County Building Code and would not result in a hazard to the on-site or surrounding populations.
<i>Goal: Reduce threats to public safety and protect property from wildland and urban fire hazards.</i>	
Policy 15: Maintain and strengthen the review of projects and development proposals; and upgrade County fire prevention standards and mitigation measures in areas of high wildland (mainly Fire Zone 40 and urban fire hazard).	Consistent: The Project is not located within a Fire Zone 40 or a High Fire Zone Hazard Severity Area and would be constructed in compliance with all applicable Building Code requirements related to fire safety.
Policy 16: Continue to coordinate firefighting efforts with State, Federal and local agencies in fire hazard areas; and review and update mutual and automatic aid agreements between the County and other fire protection agencies.	Consistent: The Project site is not within a fire hazard area.
Policy 17: Continue efforts to reduce all fire hazards, with special emphasis on reducing hazards associated with older buildings, multistory structures, and fire-prone industrial facilities; and maintain an adequate fire prevention capability in all areas.	Consistent: Section 5.5, Utilities/Other Services, of this EIR, addresses the Project's compliance with all conditions of approval regarding adequate fire flows required by LACFD prior to tract map approval.
<i>Goal: Strengthen County short-term emergency response and long-term recovery capability.</i>	
Policy 30: Upgrade interagency and multi-jurisdictional communications, planning and decision making to ensure efficient and integrated emergency response capability.	Consistent: The Project would not adversely affect emergency response or evacuation capabilities, as discussed in Section 5.4, Fire/Sheriff.
Public Facilities Element	
<i>Goal: To protect the health and safety and welfare of all residents in providing water and waste services.</i>	
Policy 8: Design water and waste management systems which enhance the appearance of the neighborhoods in which they are located and minimize negative environmental impacts.	Consistent: All proposed water and waste management systems associated with the Project (pipelines, laterals, and water quality features) would be underground and would not negatively impact the visual quality of the Project area.
Source: Los Angeles County, 1993, as amended, and 2008.	

The current County of Los Angeles General Plan land use designation for Lot 1 is “Low Density Residential” and the City of Los Angeles General Plan land use designation for Lot 2 is “Public Facilities”. The “Low Density Residential” allows for a maximum of six units per gross acre, which would allow for a 19 units within Lot 1. The Project would develop 278 units and 8,000 sf of commercial and leasing office space within Lot 1.

The “Public Facilities” designation provides for transportation facilities, utilities, public buildings, hospitals, and other facilities necessary to serve County residents, and does not allow for residential development. The Project would develop 112 units and 21,500 sf of commercial within Lot 2. These designations do not allow for the density or mixed-use development proposed by the Project. Therefore, the Project is inconsistent with these current land use designations and a General Plan Amendment is required to change the land use designations to “High Density Residential”, the ultimate land use designation for both Lot 1 and Lot 2. “High Density Residential” allows for medium and high-rise multi-family land uses with densities that generally exceed 22 units per gross acre. The Project would be consistent with this proposed land use designation.

As identified through the consistency analysis presented in Tables 6.2-1 and 6.2-2, the Project would not conflict with applicable goals and policies of the SCAG RTP and Compass Blueprint goals or the goals and policies of the *County of Los Angeles General Plan*. Therefore, the proposed general plan amendment would not result in significant land use impacts. No mitigation would be required.

Caltrans Off-Site Project Area and Off-Site Utility Improvements Impacts

There would be no change to the existing “Public Facilities” land use designation of the Caltrans Off-Site Project Area, or the areas of off-site utility improvements. The Park-and-Ride Lot and Caltrans maintenance facility would remain within the jurisdiction of the City of Los Angeles. The newly constructed Metro bus terminal would be a new land use introduced into the former Park-and-Ride Lot, although both land uses are transit oriented and support the existing Metro Green Line. The new Metro bus terminal would not negatively impact the existing Park-and-Ride Lot because at least the same number of parking spaces would be maintained for the transit users.

The introduction of the High Density Residential land use designation, and proposed mixed-use development project, adjacent to the “Public Facilities” land use designation and transit amenities, would not present a land use compatibility conflict, as discussed in Section 4.4, Visual Qualities and summarized in Threshold 4.4e below. There would be no conflict with applicable land use policies, and the impact would be less than significant.

Threshold 6.2b: Can the project be found to be inconsistent with the zoning designation of the subject property?

On-Site Impacts

Lot 1 within the County of Los Angeles is currently zoned C-1 (Restricted Business Zone) and R-1 (Single-Family Residence), and Lot 2, within the City of Los Angeles, is designated as PF (Public Facilities). Property zoned as C-1 allows for general commercial and retail development, but does not allow for mixed use developments. Property zoned as R-1 allows for a minimum 5,000 sf per single-family lot. Lot 2 includes 139,392 sf, which would allow for 27 lots to be developed. However, the Project would not develop single-family homes or other land uses currently allowed under the R-1 zone; therefore, the Project would not be permitted within this zone and a zone change is required.

Current County zoning regulations do not accommodate transit oriented development projects. Although the County zoning regulations include a few transit oriented districts at specific Green and Blue Line stations, none of these districts have resulted in development of transit-oriented projects. In addition, Aviation Station and the subject property are not included within an existing transit-oriented district. The current County zoning regulations include a zoning classification, the Mixed Use Development (MXD) zone, which is intended to integrate housing and services to reduce transportation costs, energy consumption and air pollution and to implement the land use and special management area policies of the General Plan. The requested zone change for the Project also includes a –DP (Development Program) combining zone.

The Project furthers the goals of the MXD zone by providing housing and commercial services at a light rail station and major bus terminal, thereby reducing transportation costs, energy consumption, and air pollution. Accordingly, the Project is a planned mixed-use development as envisioned by the MXD zone.

The MXD zone promotes flexibility in the design of mixed-use developments by establishing unique design standards through the conditional use permit process (County Code Section 22.40.510A). Although the MXD prescribes certain development standards, each of those standards may be waived or modified by the Regional Planning Commission through the conditional use permit process (County Code Section 22.40.520B). Therefore, the zone change to the MXD-DP zone is appropriate for the Project because of the allowable flexibility in design in the MXD zone to accommodate an appropriate transit-oriented development at a major light rail station and bus terminal.

Caltrans Off-Site Project Area and Off-Site Utility Improvements Impacts

There would be no change to the existing “Public Facilities” zoning of the Caltrans Off-Site Project Area or the areas of off-site utility improvements. The Park-and-Ride Lot and Caltrans maintenance facility would remain within the jurisdiction of the City of Los Angeles. The newly constructed Metro bus terminal would be a new land use introduced into the former Park-and-Ride Lot, although both land uses are transit oriented and support the existing Metro Green Line. The new Metro bus terminal would not negatively impact the existing Park-and-Ride Lot because at least the same number of parking spaces would be maintained for the transit users.

The introduction of the MXD-DP zone, and proposed mixed-use development project, adjacent to the “Public Facilities” zone and transit amenities, would not present a land use compatibility conflict, as discussed in Section 4.4, Visual Qualities and summarized in Threshold 4.4e below. There would be no conflict with applicable land use policies, and the impact would be less than significant.

Threshold 6.2c: Can the project be found to be inconsistent with the following applicable land use criteria: Hillside Management Criteria; SEA Conformance Criteria; Other?

Threshold 4.4e: Will the project result in a major change in the patterns, scale, or character of the general area or community? (Threshold from County Initial Study Section “Other Factors- General” and discussed in detail in Section 4.4, Visual Qualities)

On-Site, Caltrans Off-Site Project Area, and Off-Site Utility Improvements Impacts

The Project site is fully developed with urban land uses within an urban portion of the County and is not located within a Significant Ecological Area (SEA), SEA Buffer, coastal Sensitive Environmental Resource Area (ESHA) or in a hillside management area. The Project requires a zone change to MXD-DP, the ultimate zoning for both Lot 1 and Lot 2.

The proposed zoning of MXD-DP has the potential to be incompatible with the adjacent single-story residential homes located to the south and east of the Project. The total building height of the Project, including mechanical equipment, mechanical penthouses, and antenna, ranges from 67 feet above ground level (agl) to 72 feet agl, while adjacent single-family homes are approximately 18 feet high (including roof peaks).

The issue of land use compatibility involves several interrelated topics that relate to a project's effect on surrounding land uses, in particular air quality and odors (Section 4.2), noise (Section 3.4), visual qualities (Section 4.4), traffic/access and parking (Section 5.1). This discussion focuses on the compatibility of the Project with the adjacent single-family residential uses to the south and east of the Project site and larger Del Aire residential community, and also addresses the compatibility of the Project with the Northrop Grumman campus and other land uses in the City of El Segundo immediately to the west, and the Metro and Caltrans facilities to the north. The analysis of these topics in this EIR determined there would be less than significant impacts to nearby sensitive receptors and other surrounding land uses with implementation of Project design features and/or mitigation measures, with the exception of short-term air quality impacts associated with construction activities.

Surface parking would be internal to the Project site and provided in both subterranean and street level parking. Therefore, there would be no views of parking lots from the adjacent single-family neighborhood. The commercial land uses would be accessed from the street level along Aviation Boulevard and along the Metro Transit Plaza just south of the Metro Green Line and would not be located adjacent to the single-family homes along West 117th Street and Judah Avenue. Therefore, the pedestrian activity associated with the proposed commercial development would not be visible from the adjacent single-family neighborhood.

The proposed residential units have been classified according to type and all structures are graphically depicted in Section 2.0, Environmental Setting and Project Description on Exhibit 2-5, Floor Plans. A total of 20 two-story townhomes would be developed along West 117th Street and Judah Avenue, facing the existing single-family homes adjacent to the Project site, while the commercial uses would be developed to face Aviation Boulevard to the west and the Metro Green Line to the north. Therefore, only the for-sale townhomes would directly interface at street-level with the existing single-family homes, thereby providing compatibility between land uses across the street. There would be no development on top of the 20 townhome units located along West 117th Street and Judah Avenue. All remaining residential units would be located within four buildings, each four stories tall, built upon a podium level (i.e. Level 1).

The townhomes along West 117th Street and Judah Avenue are located at the street level and have a height of 16 feet 6 inches to accommodate the two stories. The townhomes along West 117th Street are setback 25 feet from the curb and townhomes along Judah Avenue are setback 20 feet from the curb. Levels 1, 2, 3, and 4 would be further setback from the street by an additional 25 feet to allow for a transition in building massing between the Project and the existing off-site single-family residences (see PDF 4.4-1). Therefore, the remaining 278 for-sale condominiums and 112 rental units that would be developed on Levels 1, 2, 3, and 4 would be set back and located further away from the single-family homes along West 117th Street and Judah Avenue. This tapering of height and density along the Project site's southern and

eastern boundaries would provide for a more gradual visual transition from the adjacent single-family residential land uses to the Project land uses.

Each front yard of the proposed townhomes along West 117th Street will have a tree, grass, and landscaping shrubs/plants/flowers. Additionally, a tree will be planted in the right-of-way in front of each townhome. The townhomes along Judah Avenue will have slightly smaller yards than the townhomes along West 117th Street, which would be landscaped with grass and shrubs/plants/flowers, as well as a tree in the right-of-way in front of each townhome. Exhibit 2-11 also illustrates the proposed hardscape features incorporated into the Project design along West 117th Street and Judah Avenue. The townhomes will have low walls with gates that encompass the tiled patios. The Project will also provide paved sidewalks and decorative paving entryways into the residential/fire access lobby entrances.

As shown in Exhibit 2-12, in Section 2.0, Environmental Setting and Project Description, the Project is divided into seven outdoor private use areas, including: a pool forecourt, a pool terrace, a “park” terrace, a conversation terrace, a courtyard and a “quiet” courtyard, and a “hide-away” courtyard. These use areas are for the Project residents and represent separate outdoor rooms connected by paved pathways lined with landscaping. Outdoor areas would include amenities such as a 22-foot by 60-foot pool, a 9-foot by 16-foot spa, community barbeque areas, a tot lot, water features, outdoor fireplace, a fire pit, large-scale pottery and in-ground landscaping, and outdoor furniture.

Exhibit 2-14 in Section 2.0, Environmental Setting and Project Description, shows the distribution and amount of proposed landscape area and open space within the Project site for both the Street Level and Level 1, which totals 66,060 sf of open space areas within Lot 1 and 65,790 sf of open space areas within Lot 2. In total, the Project includes 131,850 sf of open space, inclusive of public and private outdoor use areas at the Street Level and Level 1.

All of the 112 rental units would be located within Lot 2, which is adjacent to the existing Metro Green Line. Also, as stated in PDF 6.2-1, vehicular access from the Fire Lane to the intersection of West 116th Street and Judah Avenue would be gated and restricted for emergency vehicle access only, thereby reducing potential vehicular traffic along the adjacent residential streets. Pedestrian access may be prohibited from the Fire Lane to the intersection of Judah Avenue and West 116th Street.

As discussed further in Section 4.4, the Project’s five-story height and massing would be compatible with the urban and automobile/bus intensive land uses to the north and west, including the Caltrans Park-and-Ride Lot, elevated Metro Green Line Aviation/LAX station, Metro bus terminal, and I-105 freeway immediately to the north, as well as the urban land uses in the City of El Segundo to the west across Aviation Boulevard, including the Northrop Grumman campus, which permits a mix of uses, including office and research and development, as well as light industrial uses subject to a conditional use permit.

The Project would provide a mix of residential and commercial land uses at a scale and density that would provide a transition between the elevated transit facilities and automobile/bus intense land uses to the north and the single-family residential to the south. The Project has been specifically designed to provide transitional land uses that offer the density required to support a transit-oriented development, and associated land use benefits as discussed in Table 6.2-1 and 6.2-2 above, while buffering the single-family residential land uses from the urbanized land uses near the intersection of Aviation Boulevard and West Imperial Highway. The Project incorporates a combination of site planning and design considerations, as well as architectural and landscape/hardscape features, as summarized in PDF 4.4-1 in Section 4.4 Visual Qualities, to provide an aesthetically pleasing development and assist in preserving the integrity and

residential character of the single-family community to the south and east. These include the use of varying street setbacks dependent on the adjacent land uses, variations in building height, architectural design and fenestration intended to “break up” the building mass and provide a human scale at ground level, and convenient pedestrian circulation throughout the site.²

The Project would improve mobility for residents and visitors to the Project and would foster employment and shopping next to housing and mass transit. As previously discussed in Tables 6.2-1 and 6.2-2, by virtue of being a TOD and redevelopment project and incorporating green development standards, the Project would promote sustainability for future generations and would be compatible with the applicable goals and policies of the SCAG RTP and Compass Blueprint goals and the *County of Los Angeles General Plan*. Therefore, for the reasons discussed above, the Project is considered compatible with the surrounding land uses and there would be a less than significant impact related to the change in zoning to MXD-DP.

The Project and improvements within the Caltrans Off-Site Project Area have been designed with the intention of maintaining pedestrian-friendly circulation within and across the Project site to connect to the off-site transit facilities, as shown in Exhibit 2-7, Vehicle and Pedestrian Circulation in Section 2.0 of this EIR. The proposed Street Level landscape plan is depicted in Exhibit 2-11, the Podium Level landscape plan is depicted in Exhibit 2-12, and the preliminary plant palette is depicted on Exhibit 2-13 located in Section 2.0, Environmental Setting and Project Description. Exhibit 2-11 and 2-12 show the anticipated spacing and foliage coverage for the trees to be planted along the commercial promenades along Aviation Boulevard and the Fire Lane that separates the Project site from the Green Line station to the north.

In addition to the landscaping, which will provide shade and visual appeal for residents and visitors to the Project site, the Project will incorporate various hardscape features to enhance the pedestrian experience. The commercial promenade will include enhanced paving, benches, seat walls, and a double row of palms to buffer the promenade from traffic along Aviation Boulevard. The “retail plaza”, which is located adjacent to the main lobby entrance adjacent to the Fire Lane, will include a seating area, an alley of trees, seat walls, and a water feature. The proposed Fire Lane would be accommodated within the overall landscape concept with the installation of varying pavers whose placement and patterns would blend into the surrounding open space areas without creating one broad, straight path that would visually divide the space. Finally, paved areas would be strategically placed along the northern perimeter to allow convenient and visible pedestrian connections to the Metro transit uses to the north.

There would be no change to the existing zoning of the off-site property. The Park-and-Ride Lot and Caltrans maintenance facility would remain within the jurisdiction of the City of Los Angeles and would not require a zone change. The newly constructed Metro bus terminal and Park-and-Ride Lot are compatible with and supportive of the proposed TOD Project and the existing Metro Green Line. The off-site Project components would have no impact related to land use compatibility to the existing Caltrans building to the east or the adjacent freeways and thoroughfares (i.e., Aviation Boulevard, West Imperial Highway, I-105). There would be no conflict with the existing PF (Public Facilities) zoning, impacts would be less than significant, and no mitigation would be required.

² Fenestration is the design and disposition of windows and other exterior openings of a building.

Threshold 6.2d: Would the project physically divide an established community?

On-Site Impacts

The Project site currently contains various land uses (i.e. restaurant, motel, single-family residential, duplex). To the north of the Project site are various transit-oriented amenities, including, the Caltrans Park-and-Ride Lot, Metro Green Line, Caltrans maintenance facility, surface parking, West Imperial Highway, and I-105. To the west of the Project site is Aviation Boulevard, the BNSF railroad, and the Northrop Grumman campus. Los Angeles International Airport (LAX) is located approximately 0.15 miles northwest of the Project site. Aviation-related industrial land uses surround the airport. The Project site currently serves as a transition point between these urban transit/industrial land uses to the north and west, and the existing single-family land uses to the south and east.

The proposed mixed-use Project would also serve as a transitional land use that buffers the single-family neighborhood to the south and east from the transit oriented land uses to the north and Northrop Grumman campus and BNSF railroad to the west.

The Project site currently includes 11 residences (7 single-family homes and 2 duplexes), a 4,568-sf commercial structure (Wild Goose Restaurant/Bar), an 8-room motel (Aviation Motel), and surface parking. The Project would remove these existing land uses and develop 390 residential units and 29,600 sf of commercial. The townhomes are located at the street level and subsequent residential stories are setback to allow for a transition in building massing between the Project and the existing single-family residences on the southern side of West 117th Street and the eastern side of Judah Avenue. In terms of size, scale, and land use types, there is currently no transitional development between the office/transit facilities in the area (such as the Northrop Grumman campus and the Metro and Caltrans facilities) and the largely single-family residential uses located to the south and east of the site. The Project would provide a mix of residential and commercial land uses at a scale and density that would provide a transition between the elevated transit facilities to the north and the single-family residential uses to the south. The demolition of the existing land uses would not divide an established community and impacts would be less than significant.

Caltrans Off-Site Project Area and Off-Site Utility Improvements Impacts

The Caltrans Off-Site Project area is currently developed with a Park-and-Ride Lot and a portion of the Caltrans Maintenance Facility parking lot. The relocated Metro bus terminal would not result in the physical division of an established community. The proposed off-site utility improvements would involve solely underground abandonment, removal and installation of new pipelines and other infrastructure. There would be no impacts.

6.2.6 CUMULATIVE IMPACTS

The Project is compatible and supportive of the goals and policies of the SCAG's RTP, Compass Blueprint, and County General Plan. Additionally, the Project presents an opportunity to implement the policies promoted by SB 375, but within a faster timeframe than the new law can achieve. SB 375 is an air pollution law linking land use and transportation policies to meet target reductions in GHG emissions. The goal is to promote land use growth patterns that will help reduce GHG emissions by reducing driving. It is intended to foster the implementation of infill and transit oriented development projects to reduce GHG emissions and meet the statewide goals of AB 32. Therefore, the Project is setting forth a land use proposal that is in line with state and local policies regarding the need for efficient land use.

As shown on Exhibit 2-4 in Section 2.0, Environmental Setting and Project Description, there are several projects in the vicinity of the Project. However, none of these cumulative projects are within the immediate residential Del Aire neighborhood and would not directly impact land uses in the area. All cumulative projects are separated from the Project site by major roadways (I-105, I-405, Aviation Boulevard, or Sepulveda Boulevard) and are not within the viewshed of the adjacent community. Impacts to land use would be less than significant and would not be cumulatively considerable.

6.2.7 MITIGATION MEASURES

No mitigation is required.

6.2.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

There are no significant impacts associated with land use and no mitigation is required.

Attachment 11: Draft Finding

**FINDINGS AND ORDER OF THE AIRPORT LAND USE COMMISSION
COUNTY OF LOS ANGELES**

AVIATION CASE NO. 2010-00002-(2)**COMMISSION HEARING DATE: May 11, 2011****SYNOPSIS:**

The proposed project consists of a general plan amendment, a zone change, a vesting tentative tract map, conditional use permit and parking permit, which allow for the redevelopment of a 5.9-gross acre site located 1000 feet southeast of the Los Angeles International Airport (LAX). The project, known as Aviation Station, will replace the existing commercial and residential structures on the project site with a mixed-use development consisting of 390 multi-family residential units and 29,500 square feet of ground floor commercial space.

Airport Land Use Commission (ALUC) review of this project is necessary because the project site is partially located within the planning boundary established for LAX. The project site is within the 65 CNEL noise contour portion of the planning boundary. ALUC review is also necessary because a general plan amendment, a zone change and other discretionary actions are needed for project approval. The project therefore must be reviewed for consistency with the policies of the adopted Los Angeles County Airport Land Use Plan (ALUP).

PROCEEDINGS BEFORE THE AIRPORT LAND USE COMMISSIONMay 11, 2011 Public Hearing

[Reserved for summary of proceedings on May 11, 2011 public hearing]

FINDINGS:

1. The State Aeronautics Act Section 21670, et seq. of the California Public Utilities Code ("PUC") requires every county in which there is an airport served by a scheduled airline to establish an airport land use commission.
2. Pursuant to Section 21670.2 of the PUC, the Los Angeles County Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission for Los Angeles County.
3. In 1991 the Los Angeles County ALUC adopted the Los Angeles County Airport Land Use Plan ("ALUP") that sets forth policies, maps with planning boundaries, and criteria for promoting compatibility between airports and the land uses that surround them.
4. The ALUP contains policies and criteria, including a 65 dB Community Noise Equivalent Level ("CNEL") contour, to minimize the public's exposure to excessive

noise and safety hazards.

5. Los Angeles International Airport (“LAX”) is one of fourteen public use airports in the County whose land use compatibility policies and programs are contained within the adopted ALUP.
6. Pursuant to Section 21674(d), 21676(b), 21672(c), 21661.5, 21664.5(a), and 21664.5(b) of the PUC, the County ALUC has the responsibility to review specific plans, general plan amendments, zoning ordinances, and related development proposals within the established airport influence area for consistency with the adopted ALUP, before final action is taken by the local agency.
7. The site for the proposed project, known as Aviation Station, is partially located within the Airport Influence Area established for LAX. The project site is located within the 65dB CNEL noise contour portion of the Airport Influence Area.
8. The Aviation Station project site is located adjacent to the Metro Green Line LAX/Aviation Station and approximately 1,000 feet southeast of LAX. The project site is bounded by Aviation Boulevard to the west, West 117th and West 116th Streets to the south, Judah Avenue to the east, and the Metro Green Line LAX/Aviation Station and Interstate 105 (“I-105”) to the north.
9. The project site is comprised of 5.9 acres located within both the unincorporated community of Del Aire in Los Angeles County (3.2 acres) and within the City of Los Angeles (2.7 acres).
10. The portion of the project site located within the City of Los Angeles is proposed to be detached from the City and annexed into unincorporated Los Angeles County. Final approval of the project is contingent on completion of the detachment procedure and action by the Local Agency Formation for the County of Los Angeles.
11. The proposed project would replace existing commercial and residential structures, and a surface parking lot and bus staging area with a mixed-use development consisting of 390 multi-family residential units and 29,500 square feet of ground floor commercial/retail space.
12. To approve this project, the County must certify the Final Environmental Impact Report (EIR) and approve General Plan Amendment No. 200900002, Zone Change No. 200900002, Vesting Tentative Tract Map No. 070853, Conditional Use Permit No. 200900024, and Parking permit No. 201000008.
13. General Plan Amendment No. 200900002 would change the portion of the project site that is located within unincorporated Los Angeles County from Countywide General Plan Category 1, Low Density Residential (1 to 6 dwelling units per acre) to Category 4, High Density Residential (22 or more dwelling units per acre); and pre-designate the portion of the project site located within the City of Los Angeles as Category 4, High Density Residential, so that upon approval of the detachment of

the incorporated portion of the project site from the City, a General Plan designation consistent with the remainder of the project site is in place for the subject property. The City-portion of the project site is currently designated as Public Facility under the City of Los Angeles General Plan.

14. Zone Change No. 200900002 would change the portion of the project site located within unincorporated Los Angeles County from C-1 (Restricted Business) and R-1 (Single-Family Residential) to MXD-68U-DP (Mixed-use Development-68 dwelling units per net acre Development Program); and pre-zone the portion of the project site located within the City of Los Angeles to MXD-68-DP, so that upon approval of the detachment of the incorporated portion of the project site from the City, a zoning designation consistent with the remainder of the project site is in place for the subject property. The City-portion of the project site is currently zoned PF (Public Facilities) pursuant to the City of Los Angeles Planning and Zoning Code.
15. Vesting Tentative Tract Map No. 070853 would create two lots on 5.9 gross acres to accommodate a mixed-use development consisting of a total of 390 residential units, which include 278 condominium units on Lot 1 and 112 apartment units on Lot 2, along with approximately 29,500 square feet of commercial/retail space.
16. Conditional Use Permit No. 200900024 would allow the development of a mixed-use residential and commercial/retail project in the Mixed Use Development (MXD) zone, and would ensure consistency with the Development Program zoning addendum.
17. Parking permit No. 201000008 would authorize reciprocal access to parking within the Lot 1 and Lot 2 and reduced parking for the project.
18. Pursuant to the Airport Noise Standards (California Code of Regulations, Title 21, Chapter 6, Section 5000 et seq.), the County of Los Angeles declared LAX to be a noise problem airport. The Airport Noise Standards require noise problem airports to reduce the size of its Noise Impact Area (NIA), which is the area within the airport's 65 dB CNEL contour that is composed of incompatible land uses.
19. New residential units within LAX's 65 dB CNEL aircraft noise contour will increase the NIA unless the residence is a high rise building having an interior CNEL of 45 dB or less in all habitable rooms, and an air circulation or air conditioning system.
20. According to the Department of Transportation, Division of Aeronautics the project qualifies as a high-rise building.
21. General Policy G-1 and Noise Policy N-3 of the Airport Land Use Compatibility Plan require new uses to adhere to and utilize the Land Use Compatibility Table in evaluating projects within the airport land use compatibility planning boundaries. According to the Table, educational facilities, commercial, and recreation land uses are satisfactory uses within the 65 dB CNEL noise contour and residential uses require review for sound insulation needs. Noise Policy N-2 requires sound insulation to insure a maximum interior 45 dB CNEL in new residential, educational,

and health-related uses in areas subject to exterior noise levels of 65 dB or greater.

22. Mitigation Measure 3.4-7 requires that residential units be designed and constructed to ensure that interior noise levels from exterior transportation sources – including aircraft – shall not exceed 45 dB CNEL, and requires the submittal of an acoustical analysis to the Los Angeles County Department of Public Health prior to issuance of a building permit demonstrating that interior noise levels in all residential units would be 45 dB or less.
23. The land use proposed for the site (mixed-use, residential with ground floor commercial) is consistent with Policy G-1 of the ALUP, which requires new uses to adhere to the Land Use Compatibility Table. The project is also consistent with Policy G-2 which requires recycling of incompatible land uses to uses which are compatible with the ALUP, pursuant to the Land Use Compatibility Table.
24. The project is consistent with Policy G-3, which requires that aviation easements be considered as a condition of approval on any project within the designated planning boundaries. Vesting Tentative Tract Map Condition of Approval No. 8 requires that the applicant grant an aviation easement to the Los Angeles World Airports for the portion of the project site within the Airport Influence Area.
25. Policy G-4 of the ALUP prohibits projects that would affect safe air navigation into the airport. The project does not include devices or structures that would negatively affect safe air navigation.
26. The project is consistent with Policy N-1, which requires that the CNEL method for measuring noise impacts near airports be used in determining suitability for various types of land uses. The project used the CNEL method to determine that the proposed uses are compatible.
27. The project is consistent with Policy N-2, which requires that sound insulation insure a maximum interior 45 dB in new residential, educational, and health-related uses in areas subject to exterior noise levels of 65 dB CNEL or greater. The project would implement construction and design features to insure a maximum interior of 45 dB CNEL within all residential areas.
28. The project is consistent with Policy N-4, which encourages local agencies to adopt procedures to ensure that prospective property owners in aircraft noise exposure areas above a current or anticipated 60 dB CNEL are informed of these noise levels and of any land use restrictions associated with high noise exposure. Mitigation Measure 3.4-8 requires that each prospective buyer and renter of residential property within the project be notified of the development's vicinity to LAX and the potential noise impacts.
29. The subject property is located outside the runway protection zones (RPZ) and it is consequently not subject to safety polices S-1 through S-4 of the Los Angeles County Airport Land Use Plan (ALUP), which relate to the RPZ. The site is located

approximately 3,000 feet from the approach end to Runway 25L.

30. The project is consistent with Policy S-5, which prohibits uses which would attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation. The project does not propose uses which would attract large concentrations of birds.
31. The project is consistent with Policy S-6, which prohibits uses which would generate interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation. The project does not proposed uses which would generate electrical interference.
32. The project is consistent with Policy S-7 which requires that a project comply with the height restriction standards of the FAA through FAR Part 77. The project presented complies with these height restriction standards. The FAA issued a "Determination of No Hazard to Air Navigation" for the project on January 25, 2010.
33. A Final Environmental Impact Report was prepared for the project by the County of Los Angeles on April 2011. The Los Angeles County Airport Land Use Commission has considered the environmental effects of the project as shown in the Final EIR.

BASED ON THE FOREGOING, THE AIRPORT LAND USE COMMISSION DETERMINES: In view of the findings of fact and conclusions presented above, that the project presented in Aviation Case No. 2010-00002-(2) is **CONSISTENT** with the Los Angeles County Airport Land Use Plan.

VOTE

Dissenting:

Abstaining:

Absent:

Action Date: