

**XI. NOISE - Would the project result in:**

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Finding: Less than significant impact

The project site is located in an urban environment. The existing noise environment is characterized by a mix of land uses that include airport operations, surface arterial roadways (Woodley Avenue), and commercial and industrial developments. The primary sources of noise in the project vicinity are aircraft operations and vehicular traffic. The nearest sensitive receptor to the project site is a mobile home park located across Woodley Avenue, approximately one-quarter mile southeast of the project site. This residential use is immediately adjacent to industrial activities on two sides and is bordered by major streets on the other two sides.

The project includes replacement of existing aviation activities with similar uses. The proposed structures include aircraft hangars and associated office space. The project will comply with all applicable standards of the City of Los Angeles with respect to construction and construction noise. The criteria for the determination of a significant noise impact is stated in the City of Los Angeles CEQA Thresholds Guide. There is nothing unique about the proposed construction activities at this site. Additionally, the project does not propose any pile driving or major excavation at the site which can typically create substantial levels of construction noise. As shown in **Table 5: Outdoor Construction Noise Levels**, grading/excavation and finishing activities can produce noise levels up to 89dBA. However, as distance from the construction activity increases, the noise level will decrease. Over hard surfaces, the noise generated by a stationary noise source such as construction equipment will decrease by approximately six decibels for each doubling of the distance. For example, if the maximum anticipated noise level produced by construction activity is 89 dBA at a reference distance of 50 feet as shown in **Table 5: Outdoor Construction Noise Levels**, at a distance of 100 feet from the source, the noise level would be reduced to 83 dBA. Furthermore, with the use of mufflers on all construction equipment, the construction noise level at a reference distance of 100 feet would be reduced to 80dBA.

**TABLE 5  
OUTDOOR CONSTRUCTION NOISE LEVELS**

CONSTRUCTION PHASE	NOISE LEVEL (dBA LEQ)	
	AT 50 FEET	AT 50 FEET WITH MUFFLERS
Ground Clearing	84	82
Grading/Excavation	89	86
Foundations	78	77
Structural	85	83
Finishing	89	86
<b>SOURCE:</b> EPA, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.		

The project site is bordered to the north by a taxiway internal to the Airport and aviation uses north of the taxiway; to the west by existing Airport operations; to the south by Waterman Drive and Airport operations that exist south of Waterman Drive; and to the east by Airport operations that border Woodley Avenue. The nearest sensitive receptors in the immediate area is a mobile home park located approximately one-

quarter mile southeast of the site, across Woodley Avenue. At a distance of approximately 800 feet from the project site, construction noise levels with muffled equipment would be at least approximately 62dBA, a level considered “conditionally acceptable” for mobile homes, as shown in **Table 6: Community Noise Exposure Compatibility Chart**. As the identified receptors are located in excess of 800 feet from the project site, construction noise levels would be further reduced from the 62dBA. Furthermore, these receptors are located east of Woodley Avenue and are separated from the project site by existing construction and buildings that will also act to attenuate potential noise generated at the project site.

**TABLE 6**  
**COMMUNITY NOISE EXPOSURE COMPATIBILITY (DBA) CHART**

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

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

Therefore, construction of the project would not result in exposure of persons to or generation of noise levels in excess of established standards. The project will result in a less than significant construction noise impact.

Operational impacts typically occur from mobile sources i.e., additional aircraft operations and vehicular traffic. To determine the impact of additional operations on properties in close proximity to the Airport, an analysis of the Community Noise Equivalent (CNEL) at seven location points in the community surrounding VNY (the existing seven noise monitoring station locations) was performed.<sup>33</sup> There were no significant changes in the CNEL levels at any of the affected location points based on the increase in operations. For the purpose of modeling the worst case noise condition, all nighttime operations were considered to be departures. Nighttime departures are weighted ten times more than daytime departures to simulate a worst case noise condition. This consideration and weighting given to nighttime operations further validates the less than significant aircraft operation impact anticipated under the proposed project.

With regard to aircraft noise, the Federal Aviation Administration (FAA) uses a threshold of 1.5 dBA CNEL and 3.0 dB SEL to determine whether a significant impact would occur. According to the noise study prepared by the Los Angeles World Airports (LAWA) for the project, there is no expected increase in CNEL at any of the seven noise monitor locations as a result of the proposed operations.<sup>34</sup> This was done using the FAA’s Integrated Noise Model (INM), version 6.1. The INM uses flight track information, aircraft fleet mix, aircraft profiles, and terrain as inputs to calculate and produce noise levels as defined locations and contours. Based on the FAA’s thresholds, the project will result in a less than significant operational noise impact.

Aircraft noise and other airport operations have the potential for sleep disturbance. Extensive research has been conducted regarding the potential for sleep disturbance due to nighttime aircraft operations. This

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<sup>33</sup>Noise study prepared by Los Angeles World Airports (LAWA), July 2006.

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research has indicated that aircraft overflights are not necessarily the most likely activity to cause nighttime sleep disturbance in an urban area. It is the frequency of sleep disturbing activities, including jet overflights, that is critical in determining the extent of potential for nighttime sleep disturbance. The nighttime operations proposed under the project will comply with the existing Fly Friendly procedures, curfew restrictions, and Stage 3 engine requirements. However, for a worst-case assessment, the project is expected to generate approximately two nighttime takeoffs monthly. These nighttime operations expected at the project site are characterized as unanticipated operations, between 1000pm and 700am, caused by circumstances such as weather delays or emergencies. Due to the infrequency of the proposed nighttime operations, the project is not considered to be a substantial contributor to sleep disturbance. Therefore, the project will result in a less than significant operational noise impact due to sleep disturbance.

With regard to vehicular noise, daily trip generation at the site is not anticipated to exceed the LADOT significance threshold of the generation of 43 Peak Hour Trips that would require further traffic analysis. Therefore, the project does not require additional traffic analysis and will not generate enough additional trips to adversely affect noise in the project area.

The project will not substantially increase aircraft or vehicular operational noise in the project area. The long-term operational noise levels in the project area will not exceed established noise thresholds and the project will result in a less than significant noise impact to the community.

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

Finding: Less than significant impact

Only the construction phase of the project would have the potential to generate ground borne vibration or ground borne noise levels. This type of vibration and/or excess noise is typically associated with pile driving during foundation construction. The project does not propose to drive piles as part of the foundation work and would therefore not result in excessive ground borne vibration. The nearest sensitive receptor to the project site is a mobile home park located across Woodley Avenue, approximately one-quarter mile southeasterly of the site. Based on the distance to sensitive receptors from the project site and the fact that the project does not propose to drive piles, the project is not anticipated to result in the exposure of persons to the generation of excessive ground borne vibration or construction noise. Therefore, the project will result in a less than significant impact to noise levels due to excessive vibration.

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

Finding: Less than significant impact

See response to Section XI(a), Noise. The project site is located in a fully developed, major aviation/industrial corridor. Existing ambient noise includes primarily aircraft activity and vehicular traffic. The project includes the replacement of existing aviation uses at the site with similar uses. A noise study prepared by LAWA indicates that there were no significant changes in the CNEL, SEL, and Lmax levels at any of the affected location points based on the proposed aircraft

operations.<sup>35</sup> Therefore, the project will result in a less than significant impact to noise based on a significant permanent increase in ambient noise levels due to aircraft activity.

In addition to aircraft activity, permanent noise increases can be generated by vehicular activity. The traffic analysis prepared for the project indicated that daily trip generation at the project site will not exceed the LADOT significance threshold of 43 peak hour trips. As a result, no further analysis of the vehicular traffic is required to be conducted for the project. Vehicular noise would not substantially increase ambient noise levels in the project vicinity. Therefore, the project will result in a less than significant noise impact due to a substantial permanent increase in ambient noise above existing levels.

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

Finding: Less than significant impact

See response to Section XI(a), Noise. The project site is located in a fully developed, major aviation/industrial corridor. Existing ambient noise includes primarily aircraft activity and vehicular traffic. The project includes replacement of existing aviation uses with similar uses. Construction of the project is anticipated to result in a less than significant noise impact to the community. Construction activities could result in noise levels greater than those existing during times when aircraft are not conducting an operation. However, the use of construction equipment is cyclical, will be limited to daylight hours, and will be temporary in nature. Therefore, the project will result in a less than significant noise impact due to a substantial temporary increase in ambient noise levels. The nearest sensitive receptor to the project site is a mobile home park located across Woodley Avenue, approximately one-quarter mile southeast of the project site. The project will result in a less than significant noise impact due to a substantial temporary increase in ambient noise levels in the project vicinity.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Finding: Less than significant impact

See response to Section XI(a), Noise. The project site is located in a major urbanized, aviation/industrial corridor. The project site is located on VNY and is currently developed and utilized for aviation purposes. The project proposes to replace the existing aviation facilities with similar uses. The project site is bordered to the north by a taxiway internal to the Airport and aviation uses north of the taxiway; to the west by existing Airport operations; to the south by Waterman Drive and Airport operations that exist south of Waterman Drive; and to the east by Airport operations that border Woodley Avenue. The nearest sensitive receptor is a mobile home park located across Woodley Avenue, approximately one-quarter mile southeast of the project site.

Based on a noise analysis prepared by LAWA, there are no expected increase in CNEL, SEL, and

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<sup>35</sup>Noise study prepared by Los Angeles World Airports (LAWA), July 2006.

Lmax levels at the seven noise monitor locations as a result of the proposed project. Due to the fact that the noise levels in the project area will not increase as a result of the project and the distance to sensitive receptors, the project will result in a less than significant impact to people residing in the project area. Furthermore, the number of employees working at the site under the project will increase by a maximum of six employees. As the project will not exceed FAA established thresholds for noise at the project site, employees working at the site will not be exposed to excessive noise levels. Therefore, the project will result in a less than significant noise impact to people working and residing in the community.

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

Finding: No impact

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