

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

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

Finding: Less than significant impact

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

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

Due to the nature of the aviation activities that take place on the project site, surface runoff routinely collects oil, fuel and metallic drippings deposited on the ground. However, the project must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by the Los Angeles Regional Water Quality Control Board. The SUSMP was created for use by builders, land developers, engineers, and planners to develop post-construction BMPs and urban stormwater runoff mitigation plans for projects that fall into selected categories, including parking lots or more than 5,000 square feet or 25 parking spaces, which would apply to the project. The SUSMP requires that specified projects be designed so as to collect and treat the first 3/4 inch of stormwater runoff from the site, and control peak flow discharge to provide stream channel and overbank flood protection. Adherence to these standards will insure that storm water discharge from the project site will not exceed existing storm water discharge from the site. With incorporation of the SUSMP requirements, the project will not create an adverse storm water runoff or discharge impact. Therefore, the project will not violate any water quality standards or waste discharge requirements and will result in a less than significant impact to water quality.

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Finding: Less than significant impact

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

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

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Finding: Less than significant impact

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

The United States Geological Survey (USGS) map, Van Nuys Quadrangle, does not identify a blue line stream or body of water at or adjacent to the Site.¹⁹ Based on the existing impervious conditions at the site, the amount of surface runoff will not be substantially increased as a result of the project. Therefore, drainage will continue to flow, via surface flow, to the City of Los Angeles collection facilities. Based on both the existing impervious conditions and the lack of identified streams in the vicinity, the project will not substantially alter the existing drainage pattern at the site and will not substantially alter the amount of erosion at the site. Therefore, the project will result in a less than significant drainage impact.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

Finding: Less than significant impact

The project site is located on the existing Airport property in an area characterized as an urban, developed

¹⁹United States Department of the Interior, USGS Map, Van Nuys Quadrangle. 1966, Photorevised 1972.

commercial/industrial corridor. The project site has been developed since the late 1960s. Since this time, the project site has been almost completely covered with structures (including aviation and associated office uses) and pavement. The project site is considered to be approximately 100 percent impervious. Vegetation on the project site is limited to landscaping associated with existing development. The project proposes to replace existing development with construction of a similar nature and will not result in a substantial increase of impervious surface at the site.

The USGS Map for the region does not indicate a blue line stream on or adjacent to the project site. Stormwater would continue to drain via sheetflow to City of Los Angeles collection facilities. Based on the existing impervious conditions at the site, the amount of surface runoff will not be substantially increased and on-site and off-site flooding will not be increased as a result of the project.

According to the Flood Insurance Rate Map available from the Federal Emergency Management Agency for the project area²⁰, the project site is located within 'Zone C' (replaced by 'Zone X No Shading') which is known to be outside both the 100 and 500-year flood.²¹ The closest area designated 'Zone B' (replaced by 'Zone X Shaded'), which is identified as being between the limits of the 100-year and 500-year flood zones, is located along Woodley Avenue north of the railroad tracks, approximately .2 miles north of the project site. Due to the location of the project within 'Zone X, No Shading', on-site and off-site flooding will not be significantly impacted as a result of the project. Therefore, the project will result in a less than significant impact due to increased flooding.

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

Finding: Less than significant impact

The project area is characterized as an urban, developed industrial and aviation corridor. The project site has been developed, and considered approximately 100 percent impervious, since approximately the late 1960s. The project site currently drains via sheetflow into City of Los Angeles facilities. The existing facilities in the project area appear to adequately serve the area, no major flooding has been reported in this area. According to the Flood Insurance Rate Map available from the Federal Emergency Management Agency for the project area²², the project site is located within 'Zone C' (replaced by 'Zone X No Shading') which is known to be outside both the 100 and 500-year flood.²³ Due to the existing impervious nature of the project site, the proposed project will not create or generate surface runoff that would exceed the capacity of existing facilities in the project area.

²⁰ *Flood Insurance Rate Map, City of Los Angeles, California, Community Panel Number 060137 0029 C.* Federal Emergency Management Agency. Effective Date: December 2, 1980.

²¹ Phone conversation between Carrie Riordan of Planning Associates, Inc. and Jack Eldridge of FEMA, Region 9, April 9, 2002.

²² *Flood Insurance Rate Map, City of Los Angeles, California, Community Panel Number 060137 0029 C.* Federal Emergency Management Agency. Effective Date: December 2, 1980.

²³ Phone conversation between Carrie Riordan of Planning Associates, Inc. and Jack Eldridge of FEMA, Region 9, April 9, 2002.

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

Additionally, the project must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by the Los Angeles Regional Water Quality Control Board. The SUSMP was created for use by builders, land developers, engineers, and planners to develop post-construction BMPs and urban stormwater runoff mitigation plans for projects that fall into selected categories, which would apply to the Project. The SUSMP requires that specified projects be designed so as to collect and treat the first 3/4 inch of stormwater runoff from the Site, and control peak flow discharge to provide stream channel and overbank flood protection. Adherence to these standards will insure that storm water discharge from the project site will not exceed existing storm water discharge from the site. With incorporation of the SUSMP requirements, the project will not result in an increase in the amount of pollutants on the site which could potentially mix with and degrade runoff. Therefore, the project will result in a less than significant stormwater impact.

f) Otherwise substantially degrade water quality?

Finding: Less than significant impact

The project involves the replacement of the existing aviation facilities and will not change the hydrological characteristics of the project site. Additionally, the project must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by the Los Angeles Regional Water Quality Control Board. The SUSMP was created for use by builders, land developers, engineers, and planners to develop post-construction BMPs and urban stormwater runoff mitigation plans for projects that fall into selected categories, which would apply to the project. The SUSMP requires that specified projects be designed so as to collect and treat the first 3/4 inch of stormwater runoff from the site, and control peak flow discharge to provide stream channel and overbank flood protection. Adherence to these standards will insure that storm water discharge from the project site will not exceed existing storm water discharge from the site. With incorporation of the SUSMP requirements, the project will not result in an increase in the amount of pollutants on the site which could potentially mix with and degrade runoff. Therefore, the project will not otherwise degrade water quality and will result in a less than significant impact to water quality.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Finding: No impact

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

Further, according to the Flood Insurance Rate Map available from the Federal Emergency Management Agency for the project area²⁴, the project site is located within 'Zone C' (replaced by 'Zone X No Shading') which is known to be outside both the 100 and 500-year flood.²⁵ Therefore, the project would not place housing within a 100-year flood hazard area and will result in a less than significant impact to hydrology.

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

Finding: No impact

According to the Flood Insurance Rate Map available from the Federal Emergency Management Agency for the project area²⁶, the project site is located within 'Zone C' (replaced by 'Zone X No Shading') which is known to be outside both the 100 and 500-year flood.²⁷ Therefore, the project, which will replace existing aviation facilities with similar uses, would not place structures within a 100-year flood hazard area that would impede or redirect flows.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Finding: No impact

According to the Flood Insurance Rate Map available from the Federal Emergency Management Agency for the project area²⁸, the project site is located within 'Zone C' (replaced by 'Zone X No Shading') which is known to be outside both the 100 and 500-year flood.²⁹ Additionally, no bodies of waters contained by a levee or dam are located directly upstream of the project site. Therefore, the project will not expose people or structures to a significant risk as a result of the failure of a levee or dam. The project will result in a less than significant impact due to flooding.

j) Inundation by seiche, tsunami, or mudflow?

Finding: No impact

²⁴ *Flood Insurance Rate Map, City of Los Angeles, California, Community Panel Number 060137 0029 C.* Federal Emergency Management Agency. Effective Date: December 2, 1980.

²⁵ Phone conversation between Carrie Riordan of Planning Associates, Inc. and Jack Eldridge of FEMA, Region 9, April 9, 2002.

²⁶ *Flood Insurance Rate Map, City of Los Angeles, California, Community Panel Number 060137 0029 C.* Federal Emergency Management Agency. Effective Date: December 2, 1980.

²⁷ Phone conversation between Carrie Riordan of Planning Associates, Inc. and Jack Eldridge of FEMA, Region 9, April 9, 2002.

²⁸ *Flood Insurance Rate Map, City of Los Angeles, California, Community Panel Number 060137 0029 C.* Federal Emergency Management Agency. Effective Date: December 2, 1980.

²⁹ Phone conversation between Carrie Riordan of Planning Associates, Inc. and Jack Eldridge of FEMA, Region 9, April 9, 2002.

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

³⁰ According to the City of Los Angeles Municipal Code, the M2 Zone permits the following uses: Any open lot use permitted in the A or R Zone (with restrictions); Any use permitted in the M1 or MR2 Zone (with restrictions); Airport or aircraft landing field; Automobile dismantling yards, junk yards, storage of second-hand furniture, boxes, drums, etc; Open storage of materials and equipment; Cemetery, crematory or mausoleum; Circus quarters; Morgue; Riding academy or stable; Rifle range; Parking in connection with permitted uses; Curing, compositing and mulching facilities.