

4.7 NOISE

INTRODUCTION

This section analyzes potential noise impacts on nearby uses caused by the construction and operations allowed under the Westchester-Playa del Rey Playa Del Rey Community Plan and General Plan Framework Element. In addition, this section will analyze the surrounding noise environment and potential noise impacts of the surrounding environment on the present and future noise-sensitive receptors located within the Plan area. Background information on environmental acoustics, including definitions of terms commonly used in noise analysis, is provided below.

BACKGROUND INFORMATION

Sound is mechanical energy transmitted by pressure waves through a medium such as air. Noise can be defined as unwanted sound. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation and the pressure level or energy content (amplitude). In particular, the sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. The decibel (dB) scale is used to quantify sound intensity. Because sound pressure can vary by over one trillion times within the range of human hearing, a logarithmic loudness scale is used to keep sound intensity numbers at a convenient and manageable level. Since the human ear is not equally sensitive to all frequencies within the entire spectrum, noise measurements are weighted more heavily within those frequencies of maximum human sensitivity in a process called "A-weighting" written as dBA.

A number of different types of metrics are used to characterize the time-varying nature of sound. These metrics include: the equivalent sound level (L_{eq}), the minimum and maximum sound levels (L_{min} and L_{max}), percentile-exceeded sound levels (L_{xx}), the day-night level (L_{dn}), and the community noise equivalent level (CNEL). The following are brief definitions of these metrics and other terminology used in this section:

Sound. A vibratory disturbance created by a vibrating object, which, when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism, such as the human ear or a microphone.

Noise. Sound that is loud, unpleasant, unexpected, or otherwise undesirable.

Decibel (dB). A unitless measure of sound on a logarithmic scale, which indicates the squared ratio of sound pressure amplitude to a reference sound pressure amplitude. The reference pressure is 20 micro-pascals.

A-Weighted Decibel (dBA). An overall frequency-weighted sound level in decibels which approximates the frequency response of the human ear.

Maximum Sound Level (L_{max}). The maximum sound level measured during the measurement period.

Minimum Sound Level (L_{min}). The minimum sound level measured during the measurement period.

Equivalent Sound Level (L_{eq}). The equivalent steady state sound level which in a stated period of time would contain the same acoustical energy.

Percentile-Exceeded Sound Level (L_{xx}). The sound level exceeded xx percent of a specific time period. L_{10} is the sound level exceeded 10 percent of the time.

Day-Night Level (L_{dn}). The energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the A-weighted sound levels occurring during the period from 10:00 PM to 7:00 AM to account for the increased sensitivity of some individuals to noise levels during nighttime hours.

Community Noise Equivalent Level (CNEL). The energy average of the A-weighted sound levels occurring during a 24-hour period with 5 dB added to the A-weighted sound levels occurring during the period from 7:00 PM to 10:00 PM and 10 dB added to the A-weighted sound levels occurring during the period from 10:00 PM to 7:00 AM.

L_{dn} and CNEL values rarely differ by more than 1 dB. As a matter of practice, L_{dn} and CNEL values are considered to be equivalent and are treated as such in this assessment. In general, human sound perception is such that a change in sound level of 3 dB is just noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling or halving sound levels.

EFFECT OF NOISE ON PEOPLE

The effects of noise on people can be categorized as follows:

- Subjective effects such as annoyance, nuisance, dissatisfaction;
- Interference with activities such as speech, sleep, learning; and,
- Physiological effects such as hearing loss or sudden startling.

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience effects in the last category. There is no complete satisfactory way to measure the subjective effects of noise, or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists, and different tolerances to noise tend

to develop based on an individual's past experiences with noise. Common noise levels and public reactions are presented in **Figure 4.7-1**. The noise and land use compatibility matrix guidelines are presented in **Figure 4.7-2**.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships occur:

Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived;

Outside of the laboratory, a 3 dBA change is considered a just-perceivable difference;

A change in level of at least 5 dBA is required before any noticeable change in human response would be expected; and,

A 10 dBA change is subjectively heard as approximately a doubling in loudness, and can cause adverse response.

These relationships occur in part because of the logarithmic nature of sound and the decibel system. The human ear perceives sound in a non-linear fashion, hence the decibel scale was developed. Because the decibel scale is based on logarithms, two noise sources do not combine in a simple additive fashion, rather logarithmically. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA.

NOISE ATTENUATION

Stationary point sources of noise, including stationary mobile sources such as idling vehicles, attenuate (lessen) at a rate of 6 to 7.5 dBA per doubling of distance from the source, depending on environmental conditions (i.e., atmospheric conditions and noise barriers, either vegetative or manufactured, etc.).¹ Widely distributed noise, such as a large industrial facility spread over many acres or a street with moving vehicles, would typically attenuate at a lower rate, approximately 3 dBA.²

Insert Figure 4.7-1

¹ U.S. Department of Transportation, Federal Highway Administration, Highway Noise Fundamentals, Noise Fundamentals Training Document, September 1980.

² U.S. Department of Transportation, Federal Highway Administration, Highway Noise Fundamentals, Noise Fundamentals Training Document, September 1980.

Insert Figure 4.7-2

APPLICABLE REGULATIONS

The City of Los Angeles has adopted a Noise Element to the General Plan and a noise ordinance. The Los Angeles Municipal Code (LAMC) codifies regulations for mobile and stationary noise sources including loading docks, air conditioning equipment, operational noise, and construction. The Plan area is located within the City of Los Angeles and is subject to the General Plan and Noise Ordinance.

CITY OF LOS ANGELES GENERAL PLAN NOISE ELEMENT

The City's General Plan Noise Element acts as the policy document that outlines guidelines for noise and land use compatibility for development and planning purposes. Brief summaries of the General Plan Noise Element and the Noise Ordinance are presented below.

The Noise Element of the General Plan identifies compatible noise environments for different types of land uses in the City. **Table 4.7-1** contains the noise/land use compatibility guidelines for those types of land uses proposed as part of the project and the existing land uses that could be affected by project-related noise. These guidelines are to be used when evaluating the noise impacts of a proposed project. In addition, the noise element states that the general plan encourages the development of commercial, light manufacturing and open space zoning around the perimeter of Los Angeles International Airport (LAX) to serve as a buffer between the airport and adjacent sensitive receptors. Due to the gradual phasing out of stage one jet engines, the noisiest aircraft, and the phasing out of stage two jet engines, the 70 dB noise contour area has shrunk from 2.6 square miles to one square mile. The 65 dBA CNEL noise contour has remained at approximately three square miles. The LAX 65 dBA CNEL noise contour is shown in **Figure 4.7-3**.

TABLE 4.7-1: GUIDELINES FOR NOISE COMPATIBLE LAND USE

Day-Night Average Exterior Sound Level (CNEL dBA)

<u>Land Use Category</u>	<u>ACCEPTABLE A</u>	<u>CONDITIONALLY ACCEPTABLE B</u>	<u>UNACCEPTABLE</u>
<u>RESIDENTIAL</u>	Up to 55	Up to 70	Above 70
Transient Lodging, Hotel, Motel	Up to 55	Up to 70	Above 70
School, Library, Church, Hospital, Nursing Home	Up to 55	Up to 75	Above 75
Playgrounds, Neighborhood Parks	Up to 65	Up to 75	Above 75
Office Buildings, Business, Commercial, Professional	Up to 65	Up to 75	Above 75

- a. Specified land use is satisfactory. No noise mitigation measures are required.
- b. Use should be permitted only after careful study and inclusion of protective measures as needed for intended use and to satisfy policies of the Noise Element.
- c. Development is not feasible in accordance with the Noise Element. Use is prohibited.

Source: Los Angeles Department of City Planning, Noise Element of the Los Angeles City General Plan, February 3, 1999.

The Noise Element establishes specific programs and policies for airport, non-airport and land use development projects. Applicable policies include the following:

P11 For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, require mitigation measures, as appropriate, in accordance with CEQA and city procedures.

P13 Continue to plan, design and construct or oversee construction of public projects, and projects on city owned properties, so as to minimize potential noise impacts on noise sensitive uses and to maintain or reduce existing ambient noise levels.

P16 Use, as appropriate, the “Guidelines for Noise Compatible Land Use” shown in **Table 4.7-1** or other measures that are acceptable to the city, to guide land use and zoning reclassification, subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses, within a CNEL of 65 dB airport noise exposure areas and within a line-of-sight of freeways, major highways, railroads or truck haul routes.

Figure 3

CITY OF LOS ANGELES NOISE ORDINANCE

The City's Noise Ordinance sets limits for noise levels generated by primary noise sources in an urban environment. Specific projects constructed in the Plan area would be required to abide by all noise regulations established in Chapter XI, Article 2, Section 111.00 through Chapter XI, Article 6, Section 116.01 of the Los Angeles Municipal Code.

Section 112.03 of the LAMC noise code states that noise due to construction or repair work shall be regulated by Chapter IV, Article 1 Section 41.40 of the LAMC. Chapter IV, Article 1, Section 41.40 of the LAMC indicates that no construction or repair work shall be performed between the hours of 9:00 PM and 7:00 AM of the following day. Construction is prohibited before 8:00 AM or after 6:00 PM on any Saturday or national holiday, or at any time on Sunday.

SETTING

EXISTING NOISE ENVIRONMENT

The Westchester-Playa del Rey, Playa del Rey Community is located approximately 10 miles southwest of Downtown Los Angeles and surrounds LAX on three sides. The southern portion of the Plan area is dominated by noise associated with aircraft from LAX. Aircraft noise from departing and arriving flights is audible in most portions of the Plan area. The remainder of the plan area is affected to various degrees by noise associated with vehicle traffic on local roadways, and noise associated with industrial activities. Major arterial roadways that bisect the plan area include the I-405 San Diego Freeway, Sepulveda Boulevard, Lincoln Boulevard, La Tijera Boulevard, Manchester Avenue, Culver Boulevard, and Century Boulevard. Noise associated with traffic would be highest near arterial roadways and would decrease as the distance from major roadways increases.

Noise monitoring was conducted throughout the Plan area on January 16, 2003, and the week of May 12, 2003 to quantify existing conditions using a Metrosonics db-3080 sound level meter. Five short-term measurements of 15-minutes and two long-term measurements of up to 24-hours were conducted at different locations throughout the Plan area. **Table 4.7-2** summarizes the noise monitoring result.

The existing ambient noise environment varies greatly throughout the Community Plan area. Short-term noise measurements taken by ESA throughout the plan area vary by up to 13.6 dBA. Long term noise measurements taken in residential neighborhoods differ from short term measurements vary by up to 20.5 dBA. See **Table 4.7-2**.

As shown in **Table 4.7-2**, short-term noise measurements throughout the Plan area vary greatly. Twenty four-hour noise measurements taken at the corner of Dunfield Avenue and 80th Street,

which is located in the residential neighborhood located north of LAX show noise levels average approximately 54.2 dBA. The twenty-four hour noise history report (shown in **Appendix 7.4**) shows that 98.6 percent of the time, the noise level averages 40.1 dBA which falls within the acceptable limits as stated in the Noise Element. 1.4 percent of the time the noise level falls within the conditionally acceptable noise level. This noise monitoring location is located approximately 1.25 miles north of LAX runway 24 Right, which is the northern most runway. Additional long term measurement was taken at the intersection of Kentwood Court and Riggs Avenue which is located in a residential neighborhood approximately two miles north of LAX and one mile north of the Dunfield Avenue noise measurement. Due to the increased distance from LAX, this location is less likely to be affected by aircraft noise from LAX. The twenty three hour noise history report shows that show noise levels average approximately 51.5 dBA but that 90 percent of the time noise levels average 37.3 dBA.

SENSITIVE RECEPTORS

Some land uses are considered more sensitive to ambient noise levels than others due to the amount of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities typically involved. Residences, motels, hotels, schools, libraries, churches, hospitals, nursing homes, auditoriums, and parks and other outdoor recreation areas generally are more sensitive to noise than are commercial and industrial land uses. All types of sensitive receptors are located throughout the project Plan area.

EXISTING ROADWAY TRAFFIC NOISE MODELING

Existing traffic noise levels were calculated using the Federal Highway Administration's (FHWA) *Highway Traffic Noise Prediction Model*. The model uses traffic hospitals, nursing homes, auditoriums, and parks and other outdoor recreation areas generally are more sensitive to noise than are commercial and industrial land uses. All types of sensitive receptors are located throughout the project Plan area. See land use map in Section 4.5. Traffic volumes as inputs to calculate line-source noise levels at incremental distances. Traffic volumes were based on data provided by the traffic consultant using an equation that has been approved by Caltrans. One hundred seven street segments were analyzed utilizing the P.M. peak hour traffic data.

TABLE 4.7-2: SUMMARY OF NOISE MONITORING

Position	Start	Duration	Sound Level	Sources
Jefferson Boulevard 250 yards west of	13:55	15:00	59.1	Local traffic, aircraft
Westchester Parkway at Pershing Drive	14:30	15:00	69.5	Local traffic, aircraft
Lincoln Boulevard South of Manchester	15:00	15:00	65.2	Local traffic, aircraft
Campion Drive at Dead End	15:50	15:00	55.9	Local traffic, aircraft
Teal Street at Lincoln Boulevard	16:15	15:00	68.3	Local traffic, aircraft
Dunfield Avenue and 80th Street	16:00	24 hours	54.2	
Kentwood Court and Riggs Place	16:15	23 hours	51.5	

SOURCE: Environmental Science Associates Monitoring, 2003.

IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

The CEQA Guidelines checklist provides the following thresholds for determining significance with respect to noise. Noise impacts would be considered significant if the project would result in:

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

Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;

A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;

A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;

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;

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.

The City of Los Angeles has published a Draft CEQA Thresholds Guidelines which establishes

quantitative thresholds of significance for operational and construction noise associated with projects. Operational and construction significance criteria are shown below.

OPERATIONAL NOISE

A project would have a significant impact on noise levels if the project increased ambient noise levels by 5 dBA CNEL or greater. If the existing conditions already exhibit unacceptable levels, any increase of 3 dBA or greater would constitute a significant impact.

CONSTRUCTION NOISE

A project would normally have a significant impact on noise levels from construction if:

Construction noise activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use;

Construction activities lasting more than 10 days in a three month period would exceed existing ambient noise levels by 5 dBA or more at a noise sensitive use; or

Construction activities would exceed the ambient noise levels by 5 dBA at a noise sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday.

IMPACTS

Impact 1: Some land uses generate noise that could affect sensitive receptors.

Implementation of the Westchester-Playa del Rey Community Plan Update would allow for the construction of an additional 700,000 square feet of retail space, 1,000,000 square feet of office space, 19,444,990 square feet of industrial space, 5,752 single-family residences, and 18,696 multi family dwelling units over the twenty-year life of the Community Plan. This would accommodate a population increase of 42,586 people and 9,923 jobs in the Plan area.

Planned operational growth allowed for under the Westchester-Playa del Rey Community Plan Update would lead to increased ambient noise levels in portions of the Plan area. New noise sources could include industrial and commercial sources. These new noise sources would be spread throughout the Plan area as new development occurs. Due to the general nature of this analysis it is impossible to predict the exact noise increase due to operational noise.

Operational noise sources are regulated under the City of Los Angeles Noise Ordinance. Operational noise sources would be required to abide by the City of Los Angeles noise ordinance and as such are not expected to result in a significant impact to the ambient noise environment.

Mitigation Measures

The following mitigation measure is recommended to reduce operational noise impacts to residential, commercial and office uses in the immediate vicinity of the project sites:

M-1 All operational noise sources located within the Plan area shall abide by Chapter XI, Article One through Six of the City of Los Angeles Municipal Code.

Residual Impact

Impacts would be less than significant with mitigation incorporated.

Impact 2: Traffic increase in the Plan area would increase noise levels at sensitive receptors.

The Federal Highway Administration's Highway Traffic Noise Prediction Model was utilized to predict one hour noise levels during the peak noises hour. Traffic noise levels were analyzed at 105 roadway segments throughout the Plan area. Full results can be found in **Appendix 7.4**. The Federal Highway Administration (FHWA) model is used to estimate existing and future noise levels in order to provide a consistent basis of analysis directly related to peak hour changes that would result from the proposed project. Traffic noise was estimated for the following scenarios:

- Existing conditions (1997);
- Future conditions with the proposed project (2025).

Of the 105 roadway segments analyzed, seven roadway segments would increase noise levels by greater than 5 dBA. Four more would increase noise levels by 3 dBA and would place the sensitive receptor in the unacceptable level as shown in **Table 4.7-1**. Two of these roadway segments are immediately north of LAX and are not located in residential neighborhoods, and one segment is the I-405 San Diego Freeway on ramp at La Cienega Boulevard. The remaining street segments are located within residential neighborhoods. **Table 4.7-3** shows impacted street segments. Noise calculation worksheets can be found in **Appendix 7.4**.

CEQA significance criteria are established as CNEL, which is a 24-hour average, with time weighted penalties established for nighttime noise. Peak noise levels are calculated as a one-hour Leq. For this analysis, it is assumed that CNEL is within 2 dBA of the one-hour peak noise level.³ As shown in **Table 4.7-3**, the increased noise associated with development allowed for in the Plan area would exceed existing conditions in excess of CEQA significance criteria and as such, would

³ Caltrans Technical Noise Supplement, October 1998.

represent a significant impact at 11 of the 105 street segments analyzed. Development allowed for under the Westchester-Playa del Rey Community Plan would result in a significant impact to ambient noise levels in the Westchester-Playa del Rey Community Plan Area.

TABLE 4.7-3: EXISTING AND PROJECTED P.M. PEAK-HOUR NOISE LEVELS ALONG SELECTED ROADWAYS IN THE PROJECT VICINITY

Loyola Boulevard Between Westchester	70.7	76.8	6.1
Loyola Boulevard Between Manchester	65.0	71.9	6.9
Loyola Boulevard Between 83rd Street	64.8	70.1	5.3
Emerson Avenue Between Westchester	63.3	68.7	5.4
Emerson Avenue Between 83rd Street	61.2	66.8	5.6
80th Street Between Loyola Boulevard	64.8	70.1	5.3
80th Street Between Loyola Boulevard	52.1	62.4	10.4
Emerson Avenue Between Manchester	66.6	70.0	3.4
I-405 South Bound on ramp at La	81.7	84.9	3.2
Jefferson Boulevard Between Culver	73.7	77.7	4.0
83rd Street Between Lincoln Boulevard	68.3	72.8	4.5

a. Noise level estimates and projections were made using the U.S. Department of Transportation's *FHWA Highway Traffic Noise*

Mitigation Measures

No mitigation feasible.

Residual Impacts

Impacts would be significant and unavoidable.

Impact 3: The proposed project would result in increased noise levels during construction activity. Construction noise impacts could represent a significant impact to the ambient noise environment.

Development allowed for in the Community Plan Update would generate periodic high noise levels intermittently at various sites throughout the Plan area during construction projects. Construction activities are anticipated to occur intermittently throughout the Plan area as new construction occurs. Noise levels would fluctuate depending on the construction phase, equipment type and duration of

use, distance between noise source and receptor, and presence or absence of barriers between noise source and receptor.

Table 4.7-4 shows typical exterior noise levels associated with various phases of commercial construction. **Table 4.7-5** shows noise levels associated with various types of construction related machinery.

Noise levels would decrease by approximately 6 dBA with each doubling of distance from the construction site (e.g., noise levels from excavation would be approximately 83 dBA at 100 feet from the site, and about 77 dBA at 200 feet from the site). Interior noise levels would be approximately 10 dBA (with open windows) to 20 dBA (with closed windows) less than exterior noise levels.⁴

Construction allowed for under the Westchester-Playa del Rey Community Plan would affect noise-sensitive receptors near construction sites. Receptors would be affected temporarily during construction activities on project sites. As shown in **Table 4.7-4**, sensitive receptors located 50 feet from construction sites could be exposed to up to 89 dBA from construction equipment.

TABLE 4.7- 4: TYPICAL COMMERCIAL CONSTRUCTION NOISE LEVELS

<u>Construction Phase</u>	<u>Noise Level (dBA), Leq^a</u>
Ground Clearing	84
Excavation	89
Foundations	78
Erection	85
Finishing	89

-
- a. Average noise levels at 50 feet from the noisiest piece of equipment and 200 feet from the other equipment associated with the given construction phase.

SOURCE: Bolt, Beranek, and Newman, *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*, U.S. Environmental Protection Agency, 1971.

⁴ C. Lawrence Cornett and Charles E. Hina, *Methods for Predicting Noise and Vibration Impacts*, U.S. Department of Transportation, Transportation Systems Center, 1979.

TABLE 4.7-5: DEMOLITION AND CONSTRUCTION EQUIPMENT SOURCE NOISE LEVELS

<u>Equipment Type</u>	<u>Typical Equipment at 50 ft. (in dBA)</u>	<u>Quieted Equipment at 50 ft. (in dBA)^a</u>
Air Compressor	81	71
Backhoe	85	80
Concrete Pump	82	80
Concrete Vibrator	76	70
Concrete Breaker	82	75
Truck Crane	88	80
Dozer	87	83
Generator	78	71
Loader	84	80
Paver	88	80
Pneumatic Tools	85	75
Water Pump	76	71
Power Hand Saw	78	70
Shovel	82	80
Trucks	88	83

a. Quieted equipment can be designed with enclosures, mufflers, or other noise-reducing features.

SOURCE: Bolt, Beranek, and Newman, *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*, U.S. Environmental Protection Agency, 1971.

Noise levels as high as 89 dBA would be considered as unacceptable levels to all land uses surrounding the project site. Additionally, noise levels as high as 89 dBA would increase the ambient background noise level by more than 5 dBA (Leq) at adjacent residential property lines.

The City of Los Angeles Municipal Code regulates construction noise through the incorporation of Noise Regulations. Chapter XI, Article 2, Section 112.05 of the Los Angeles Municipal Code states that between the hours of 7:00 a.m. and 10:00 p.m., in any residential zone of the City within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA. Said noise limits shall not apply

where noise compliance is technically infeasible. Chapter IV, Article 1, Section 41.40 of the Los Angeles Municipal Code limits construction to the hours of 7:00 a.m. to 9:00 p.m. Due to the speculative nature of construction noise in the Plan area, it is impossible to accurately predict all construction noise impacts. The following mitigation measures would help reduce noise impacts at sensitive receptors. Nevertheless, due to the large number of construction scenarios allowed for in the Westchester-Playa del Rey Community Plan, and the speculative nature of this document, construction noise could represent a significant impact to local sensitive receptors. This would be considered a potentially significant impact.

Mitigation Measures

The following mitigation measure is recommended to reduce construction noise impacts to residential, commercial and office uses in the immediate vicinity of the project sites:

M-1 The City as a condition of approval of all discretionary projects shall require project contractors to limit construction activities to between the hours of 7:00 a.m. and 9:00 p.m. Monday through Friday and 8:00 a.m. and 6:00 p.m. on Saturdays and national holidays and shall prohibit work on Sundays.

Residual Impact

Impacts would be significant and unavoidable.

Impact 4: The proposed project could expose future residences to excessive noise levels due to being located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or private airstrip.

The Westchester-Playa del Rey Community Plan area borders LAX on three sides. LAX is the fifth busiest airport in the world in terms of passenger service and tons of cargo handled. In general, local government has very little control of noise associated with airport operations. The federal government sets airport noise standards and aircraft noise standards. Local authority covers land use decisions of areas surrounding the airport. The City of Los Angeles Noise Element includes strategies and programs related to aircraft nuisance noise. Currently, the Noise Element is awaiting the LAX Master Plan to outline steps the City can take to minimize noise impacts associated with future operations at LAX.

The LAX Master Plan Draft EIS/EIR concludes that operations at LAX would represent a significant unavoidable impact to the ambient noise environment. As the ambient noise environment in the Westchester-Playa del Rey Plan area is the ambient noise environment surrounding LAX, the proposed project could expose future residences to excessive noise levels due to being located within an airport land use plan, or within two miles of a public airport or private airstrip.

Due to lack of jurisdiction, no feasible mitigation is available to minimize exterior aircraft noise throughout the Plan area. Sensitive receptors located within the 65-dBA CNEL noise contour are eligible for federal funds to insulate their homes or businesses against aircraft noise. In the event that insulation would not reduce the interior noise level to an acceptable level, federal funds are available to purchase the property. The City of Los Angeles Noise Element estimates that by the year 2010, \$245 million dollars will have been spent to soundproof dwelling units, and that \$220 million dollars will have been spent to purchase incompatible land uses. Even with these steps, noise from LAX will represent a significant unavoidable impact to sensitive receptors in the Plan area.

Mitigation Measures

No mitigation feasible.

Residual Impacts

Impacts would be significant and unavoidable.