

PROJECT DESCRIPTION

A. Background

The Van Nuys Airport (VNY) is located within the San Fernando Valley, approximately two miles north of the Ventura Freeway (US 101) and approximately one mile west of the San Diego Freeway (Interstate 405). The airport is roughly bounded by Roscoe Boulevard on the north, Hayvenhurst Avenue and Balboa Boulevard on the west, Vanowen Street on the south, and Woodley Avenue on the east. The airport is approximately 730 acres in size. The project site is located along the eastern side of the Airport, consisting of approximately 4.3 acres. 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 project site was originally developed in the late 1960s and has been utilized for aviation purposes since that time. Air Center Aviation has been a lease holder at Van Nuys Airport for over 35 years.

Van Nuys Airport opened in 1928, serving the private interests of Hollywood and other general interests. In 1949, the City of Los Angeles took over ownership and operation of VNY under an agreement between the War Assets Administration of the Federal Government and the City of Los Angeles. As part of this agreement all property including the subject site and structures from the former Van Nuys Air station were to be used for the benefit of the public as a public airport.

Currently, VNY is ranked as the world's busiest general aviation airport. More than 100 businesses are located at VNY, including six major fixed based operators (FBO) and numerous aviation companies that provide aviation and flight related services. An FBO is defined as a commercial operator engaged in the sale of products, services, and facilities to aircraft operators including, at a minimum, aviation fuels and lubricants; ground services and support; tiedown, hangar, and parking; and aircraft maintenance.¹ The Applicant, Air Center Aviation, does not currently operate an FBO at the project site. However, Air Center Aviation currently provides, and will continue to provide under the proposed project, fuel to tenants.

As a result of the agreement with the FAA and the City of Los Angeles, the project site is subject to all conditions and restrictions of the 1949 Quit Claim Deed. In addition, the project site is governed by the Reseda - West Van Nuys Community Plan and the Van Nuys Master Plan (Alternative J). The Reseda - West Van Nuys Community Plan (adopted February 1985; updated November 1999) designates the entire Airport as Light Manufacturing. Review of the Community Plans indicates specific land use categories within the Limited Manufacturing designation of the Airport. Under the Airport designation, the project site is designated as "Service Area: Maintenance shops, hangars, aircraft fueling, tie down areas, offices, automobile parking, industry & commerce navigation aids, aircraft permitted under power." This land use category would permit the proposed aviation uses.

The Master Plan for Van Nuys (Alternative J) was adopted by the Los Angeles City Council and the Federal Aviation Administration in December 2005. The Master Plan identifies the project site as an

¹ Definition per LAWA approved Executive Directive dated April 22, 2002.

Aviation Area which is defined as an area that “supports aircraft operations including hangers, aircraft tie down parking, aircraft ramp and maneuvering area, aircraft maintenance, flight training, fueling, military aviation functions, air tour, air taxi and other aircraft uses that are classified as primary aviation uses. These areas have direct access to runway and taxiway systems.”

B. Project Characteristics

The project includes redevelopment of the applicant’s current leasehold located along the eastern portion of the airport. The project site is approximately 4.3 acres in size and is currently improved with aviation and office uses. **Figure 1: Existing Site Plan** shows the current layout of the project site. The project proposes to replace, in one phase, a portion of the existing aviation and office space at the project site with new hangar facilities and associated office space. **Table 1: Existing and Proposed Use of Leasehold** summarizes the square footages of development at the project site. **Figure 2: Proposed Site Plan** displays the proposed buildout of the Project.

TABLE 1
EXISTING AND PROPOSED USE OF LEASEHOLD

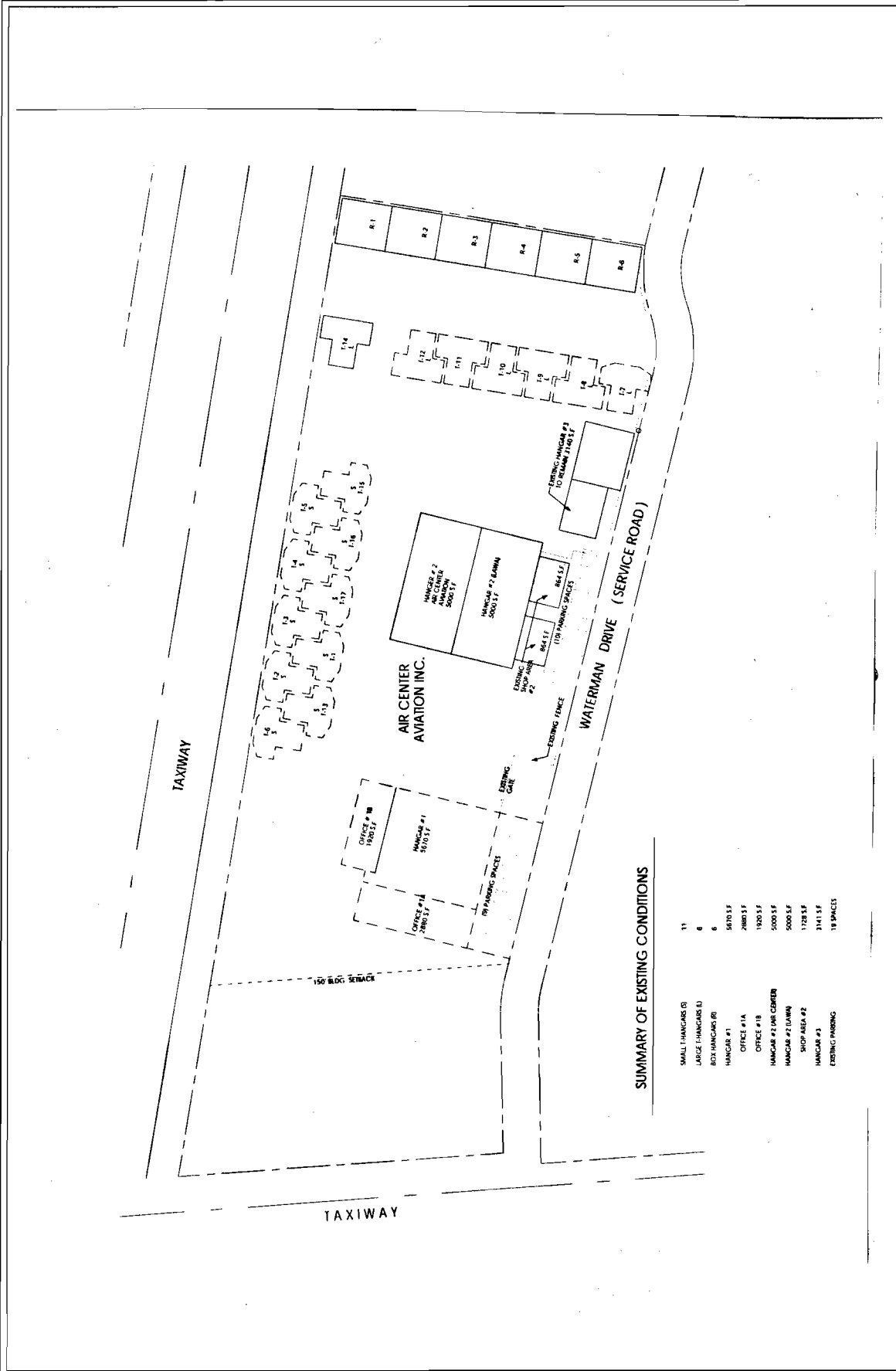
USE	EXISTING (SQUARE FEET)	PROPOSED (SQUARE FEET)
Office Area	1 - 4,800 sf 2 - 0 sf 3 - 0 sf	1 - 5,600 sf 2 - 0 sf 3 - 0 sf
Hangar	1 - 5,670 sf 2 - 10,000 sf 3 - 3,140 sf	1 - 28,000 sf 2 - 10,000 sf 3 - 3,140 sf
Shop/Maintenance	1 - 0 sf 2 - 1,728 sf 3 - 0 sf	1 - 0 sf 2 - 1,728 sf 3 - 0 sf
Total	25,338 sf	48,468 sf

Existing Uses

As shown in **Table 1: Existing and Proposed Use of Leasehold**, the project site is currently developed with aviation and office uses, totaling approximately 25,338 square feet. These uses include

- S Approximately 18,810 square feet of aviation uses
- S Approximately 4,800 square feet of office uses
- S Approximately 1,728 square feet of shop uses

The project includes on-site relocation of the existing T-hangars which house approximately 30 piston aircraft and demolition of Hangar 1 and Office 1 (approximately 10,470 square feet). It is anticipated that this demolition, and construction of the project, will be accomplished in one phase. In addition to piston aircraft, existing uses include helicopter operations which will not be altered under the project. No jet aircraft are currently based at the project site.

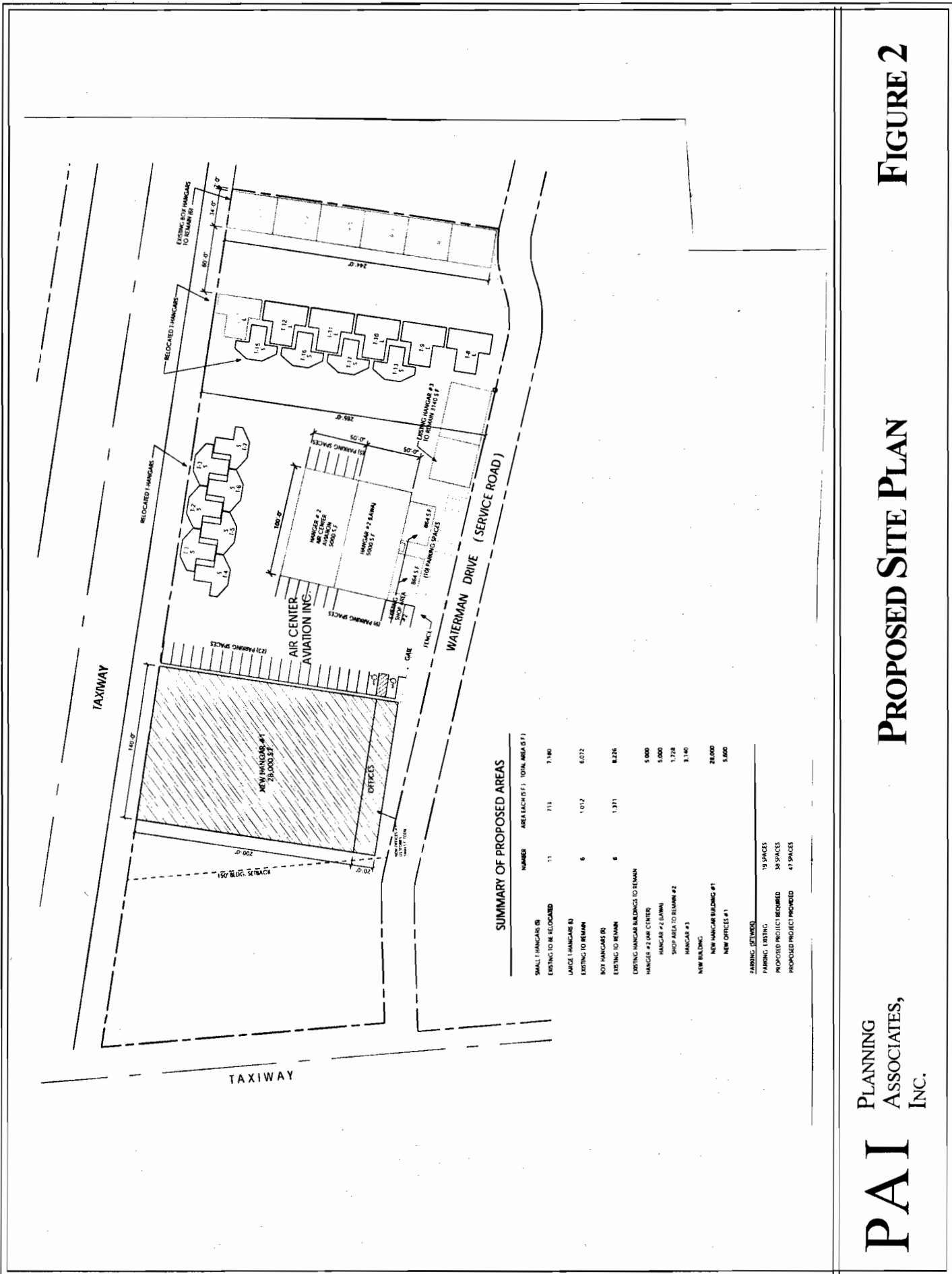


SUMMARY OF EXISTING CONDITIONS

SMALL HANGARS (3)	11
LARGE HANGARS (1)	6
BOY HANGARS (8)	6
HANGAR #1	3670 SF
OFFICE #1A	2880 SF
OFFICE #1B	1920 SF
HANGAR #2 (ONE CORNER)	5000 SF
HANGAR #2 (DOWN)	5000 SF
SHOP AREA #2	1728 SF
HANGAR #3	3141 SF
EXISTING PARKING	18 SPACES

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EXISTING SITE PLAN
FIGURE 1



Proposed Project

The project includes construction of the following improvements:

- S Approximately 28,000 square feet of a new hangar structure
- S Approximately 5,600 square feet of associated office space

These structural improvements will provide for the on-site relocation of existing T-hangars, a total of three hangar structures (same as existing), and associated office and shop space, for a total of approximately 48,468 square feet of development at the project site.

The proposed facility will not operate as an FBO because it will not provide the sale of products or services to aircraft operators and will not cater to transient business aircraft that are based elsewhere in the country which utilize the FBO to drop off and retrieve passengers, take on fuel, and obtain ground services that may be required to continue their movement about the country. However, the facility currently and will continue to provide the sale of fuel to tenants on site.

With the proposed hangar expansion, the Applicant estimates that the site will house approximately six jets, an increase of approximately six jets at the site. Existing piston aircraft and helicopter operations at the site will not be altered. The proposed aircraft include the following:

- G-IV (1 aircraft)
- Citation II (2 aircraft)
- Hawker 800 (1 aircraft)
- Lear 35 (2 aircraft)

As shown in **Table 2: Proposed Aircraft Operations**, the proposed project will result in an increase of approximately 40 jet aircraft operations at the site monthly.

TABLE 2
PROPOSED AIRCRAFT OPERATIONS

Aircraft Type	Number of Aircraft	Monthly Operations	Daily Operations		
			700am - 700pm	700pm - 1000pm	1000pm - 700am
G-IV	1	4	3	1	0
Hawker 800	1	4	3	1	0
Citation II	2	16	13	2	1
Lear 35	2	16	13	2	1
Total	6	40	32	6	2

C. Project Objectives

- To replace the existing Air Center Aviation facilities with new, state of the art hangar and office facilities for use by current flight patrons.

D. Project Location

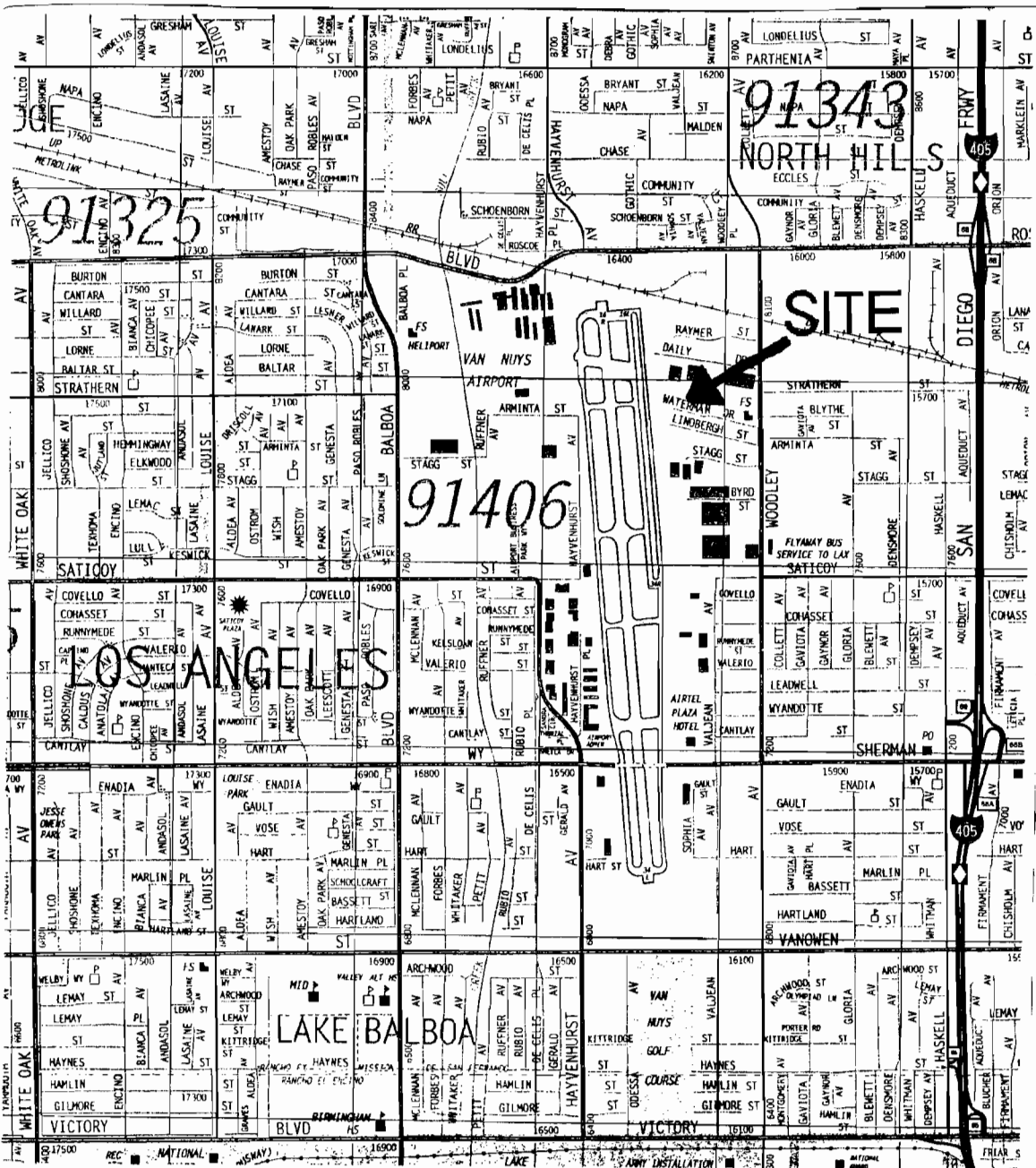
The project is located at the Van Nuys Airport (VNY) (“Airport”) which is located within both the Reseda - West Van Nuys and Mission Hills - Panorama City - North Hills Community Plan Areas. However, the project site is located fully within the Reseda - West Van Nuys Community Plan . The project site 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, as shown in **Figure 3: Vicinity Map**. The project address is 16303 Waterman Drive, Van Nuys, California.

E. Required Discretionary Actions

- Approval of new/modified/expanded leasehold at Van Nuys Airport (VNY) by the Los Angeles World Airports and possibly the City of Los Angeles City Council
- Plot Plan Approval pursuant to Ordinance 164,320 by the City of Los Angeles Department of City Planning, Van Nuys Master Plan Ordinance 177,327
- Grading, demolition, and building permits from the City of Los Angeles Department of Building and Safety
- Haul Route Permit
- Street improvement and encroachment permits from the City of Los Angeles, Department of Public Works, Bureau of Engineering
- Utility extension and excavation permits from the Bureau of Engineering
- Other approvals or permits necessary for the project, including but not limited to, emissions permits from the South Coast Air Quality Management District and water quality discharge permits from the Southern California Regional Water Quality Control Board

PURPOSE AND INTENDED USES OF THIS DOCUMENT

CEQA Section 15002(a) states that the basic purposes of CEQA are to “...inform governmental decision makers and the public about the potential significant environmental effects of proposed activities...” and “...identify ways that environmental damage can be avoided or significantly reduced...”. Implicit to the CEQA process, as provided in CEQA Section 15003(c), is the idea that an environmental document “...to inform other governmental agencies and the public generally of the environmental impact of a proposed project”. It is the intent of this document to provide current environmental information to aid in the decision-making process of the Los Angeles World Airports and related public agencies regarding the proposed project actions itemized above. This analysis addresses the impacts associated with the replacement of the existing Air Center facility located at 16303 Waterman Drive, Van Nuys, California. This analysis concludes that the proposed replacement facility does not pose any potential for a significant adverse environmental impact, or a substantial increase in the severity of existing environmental conditions.



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VICINITY MAP

FIGURE 3