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# VAN NUYS AIRPORT PLAN

February 2000

The Van Nuys Airport Plan is an element of the Los Angeles City General Plan and consists of the following text and the accompanying Land Use Map. The Van Nuys Airport Plan includes only the land within the boundaries of the Airport.

## **Introduction**

This Van Nuys Airport Plan, henceforth known as the Plan, consists of the Plan Map and the Plan text which includes a series of objectives, policies, and measures that will guide the long-term development and use of the airport as a general aviation center in Southern California and promote the compatibility of the Airport with the surrounding community.

## **Purpose and Use of the Plan**

The purpose of the Plan is to provide a comprehensive long-term plan that encourages the orderly development of on-airport land uses, enhances the environment, and increases compatibility between the airport and surrounding communities.

This Plan is intended to serve as an official guide to the development of the Airport for use by the City Council, Mayor, City Planning Commission, Board of Airport Commissioners, other concerned governmental agencies, as well as private organizations and concerned citizens. The Plan will function as a reference to be used in connection with actions taken on various airport development matters as required by the Los Angeles City Planning and Zoning Ordinance.

The intent of this plan is to promote an arrangement of airport land uses, circulation, and services which in combination will contribute to the economic, social and physical health, safety, welfare, and convenience within the larger framework of the San Fernando Valley; guide the development of the airport to meet existing and anticipated needs, enhance the environment; balance growth and stability; reflect economic potentialities of airport development, and protect public investment.

Locations, configurations, intensities of various airport land uses, and related transportation and public service infrastructure are shown on the Plan. Future development may vary slightly from the Plan, provided the general category of land use, the land use intensities and the physical relationship among the various land uses are not altered in such a manner as to conflict with the General Plan, Zoning Code or other Council Ordinances. All airport development should be consistent with the purpose and intent of the Plan.

The Van Nuys Airport Plan map is not an official zone map. While it is a guide, it does not imply any implicit right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles Municipal Code, subject to various requirements set forth therein, including consideration of the relation to and effect upon this Plan. Inasmuch as the land uses shown on the Plan are projected as much as 20 years into the future, the Plan contains a designation of more land in some areas for different zones and land uses than may be desirable for many years. This Plan will be reviewed and

amended periodically as necessary to reflect changes in social, economic and aviation conditions as well as to ensure that land use projections remain consistent with the City General Plan and Zoning Code standards.

The Plan is intended to comply with Federal Aviation Administration (FAA) Airport Master Plan guidelines, contained in Advisory Circular Number 150/5070-6A (June 1985) and other FAA guidelines that regulate the use and sufficiency of airport land to comply with forecasted aircraft growth projections. Airport Plan land use designations, intensities of various land uses, and general categories of uses must conform with FAA restrictions contained in the Aircraft Noise and Capacity Act (1990), governing operation of the airport.

Additionally, the Plan must comply with the conditions and restrictions of the 1949 Quitclaim Deed to the City of Los Angeles from the U.S. War Assets Administration pertaining to the long-term aeronautical use of the airport. According to the 1949 Quitclaim Deed, land uses that do not permit long-term aeronautical use must be determined as acceptable by the United States government.

The land use designations contained in the Plan focus on the relationship between aviation uses and industrial, office and other non-aviation uses within the Plan area that are predicted by federal, state and local agencies to occur during the next 20 years. To ensure that the predicted land use demands for recreational and business aircraft flights can be safely and effectively accommodated, the Plan contains objectives, policies and programs that encourage recreational flight training, employment, aircraft use incentives, business and corporate resource incentives and flight accountability. Pilot safety, disclosure and educational programs that are intended to inform the public about aircraft characteristics and to reduce the potential for pilot error are provided to reduce conflict between the airport and surrounding communities.

The Plan also contains objectives, policies and programs that focus on maintaining a reasonable balance among jets, helicopters and piston powered aircraft, and promotes recreational flight instruction, pilot training and community services.

## **Objectives of the Plan**

1. To coordinate the development of the Van Nuys Airport with that of other parts of the San Fernando Valley.
2. To adopt property land use patterns in and around Van Nuys Airport that are mutually compatible between the surrounding community and the operation of the airport.
3. To promote the continued use of Van Nuys Airport as a general aviation reliever airport with an integral role in the national as well as the Southern California air transportation system in conformance with Federal Aviation Administration airport safety and design standards.
4. To promote economic well-being and public convenience by:
  - designating sufficient and appropriate land areas to meet future general aviation needs as well as establishing appropriate areas for jet and propeller airplanes and helicopters without detriment to adjacent land uses;
  - encouraging long-term aviation and aviation-related development that allows the continued use of Van Nuys Airport as a hub of general aviation activities for a 20-year period;

- designating land for industrial and commercial development that can be used without detriment to adjacent uses; and
  - promoting well-designed, conveniently located industrial and commercial facilities with adequately landscaped off-street parking, proper sign controls, ground access and traffic circulation patterns to encourage a proper balance between airport land uses and the neighboring community.
5. To improve the aesthetic quality of the Van Nuys Airport by setting forth appropriate building design, tenant sign and landscaping criteria.
    - To provide facilities for an aviation/historical museum.
  6. To establish land use policies based on accepted planning principles and standards that minimize adverse environmental and economic impacts of and on aviation and non-aviation developments, located on Van Nuys Airport.
  7. To guide the establishment of a basis for the selection, location and development of public services and utilities and to coordinate the use and development of these public services with development of aviation and non-aviation uses.
  8. To provide a circulation system that accommodates traffic and encourages the expansion and improvement of public transportation facilities and services in the area.
  9. To provide for periodic review of the Van Nuys Airport Plan that will assure the objectives, policies and implementation measures are being effectuated over time.
  10. To establish policies for leases, leaseholds, and tiered rental rate schedules.
  11. To reduce airport noise levels on area residential neighborhoods by the possible adoption of policies relating to such factors as the number and type of aircraft and helicopters, the location of aircraft and helicopter facilities on the airport property, hours of operation, and flight patterns, as permitted by local, state, and federal law.

## **Policies**

The Van Nuys Airport Plan contains these policies intended to support orderly development of the airport and land use patterns for the achievement of the objectives of the Plan. These policies are subdivided into the following ten groups.

### **1. Land Use**

The Plan land use policies will enhance public safety, health, and welfare of the residential community surrounding Van Nuys Airport and provide for orderly airport development. Airport land use categories and types of uses are shown on page 6, Table 1 of this Plan, titled Land Use Compatibility Guidelines. These land use categories include:

- ***Runway/Taxiway Area***  
This runway area is for navigation aids, aircraft maneuvering, landing and take off. These

are the essential aeronautical areas required to allow aircraft to land, take-off, maneuver and taxi. This area is restricted to use by aircraft operations. Assemblage of people, structures, or aircraft storage is prohibited. Significant obstructions that include large trees, heavy fences and walls, heavy poles, tall and steep berms and retaining walls, non-frangible street lights and billboard signs are also prohibited. High levels of noise and safety risk occur in this designation. This area coincides with the Federal Aviation Administration “aircraft movement area” designation.

- ***Approach Area***

The approach area, which contains the aircraft approach zone, is reserved for recreational uses, agriculture and associated commercial activities. These areas constitute a safety zone adjacent to the “aircraft movement area” that protects ascending and descending aircraft from obstructions and allows safe and effective aircraft movement. Approach areas are restricted to recreational, agricultural or unenclosed storage uses that do not contain or create hazards for landing or taking-off aircraft. Low profile landscaping, sod, or hardscape surfaces that do not contain multiple-story structures, water features or trees that encourage bird concentrations, are allowed. These areas are restricted to non-intensive uses that provide a maximum concentration of 10 persons per acre. Significant obstructions that include large trees, heavy fences and walls, heavy poles, tall and steep berms and retaining walls, non-frangible street lights and billboard signs are prohibited in Approach Areas. The storage, handling or use of petroleum products or explosives is also prohibited. There is a safety risk in these areas for aircraft below 400 feet above ground level and within 1,000 feet of a runway. These areas coincide with the Federal Aviation Administration “runway protection zone” designation.

- ***Aviation Area***

Generally, these are the “aircraft performance” areas that support aircraft operations including hangars, 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 general aviation uses. These areas have direct access to runway and taxiway systems. Therefore, aviation uses that require airfield access are located on these areas to reduce aircraft delay, engine air emissions, noise and fuel consumption. Fixed Base Operation (FBO’s) aircraft maintenance and air taxi firms that directly support other primary aviation uses also require direct access to runway and taxiway systems to conduct aircraft repairs, and to tow aircraft to hangars and maintenance areas. Activities in these areas can result in aircraft safety and noise exposure risks to persons on the ground due to the runway/taxiway proximity. Uses such as shopping centers, eating establishments, meeting halls, multi-story office buildings and labor intensive manufacturing uses are prohibited. Maximum concentrations of people should be no more than 40 to 60 persons per acre. Significant obstructions that include large trees, heavy fences and walls, heavy poles, tall and steep berms and retaining walls, non-frangible street lights and billboard signs are prohibited in these areas. The aviation areas are also intended to act as sideline and inner safety zones.

- ***Special Aviation Area***

This aviation area on the former Air National Guard site calls for minimal development during the plan time period. The property would continue to be available for airport special events such as the annual Aviation Exposition. This area would also continue to serve as an emergency staging site for aircraft, aiding police, fire and disaster relief

functions. Ground leasing that would not adversely affect the primary purpose of the property for the above special aviation uses would be allowed.

- ***Public Facility Area***

The public facility area allows public uses that serve both the airport and the surrounding community such as fire stations and schools for aviation-related courses.

- ***Park/Observation Area***

The park/observation area allows for public vehicle parking and public viewing of airfield activity. The area would also allow for vehicular access to adjacent properties.

- ***Aviation Related Area***

The aviation related area is for the support of aviation related industrial/manufacturing use. No Fixed Base Operator (FBO) activity is allowed. These areas are intended to allow aircraft support or aircraft dependent uses. These areas permit aircraft engine manufacturing, aircraft engine retrofitting, and aircraft related accounting offices, aircraft cooperative management, aircraft classroom instruction, exhibits, research and development, aircraft parts recycling, wholesale industrial uses that primarily target airport users, and other aviation related uses. Any use that would direct a steady light or flashing light of red, white, green or amber colors associated with airport operations toward an aircraft, or cause sunlight to reflect towards an aircraft, or generate smoke or standing water that attract birds, or that would generate electrical interference is prohibited in these areas. Shopping centers, eating establishments, and multi-story labor intensive office buildings are not allowed in these areas. Significant obstructions that include large trees, heavy fences and walls, heavy poles, tall and steep berms and retaining walls, non-frangible street lights and billboard signs are conditionally permitted based on findings of land use compatibility and safety. A maximum concentration of people of no more than 60 to 100 persons per acre is permitted. These areas are intended to act as outer safety zones.

- ***Non-Aviation (Commercial and Light Industrial) Area***

Lands designated in this category consists of non-aviation airport-independent activities located on sites that do not have direct airfield access. While most of these areas provide a level of business that is a direct function of general aviation aircraft activities, these uses could function independently in other areas of the City. Non-aviation land areas are intended to provide airport revenue that is used to help develop and operate the airport. Permitted uses include hotels, car rental agencies, restaurants, offices, limited neighborhood retail or grocery stores and industrial uses that derive income from aircraft owners, tenants and visitors but are not essential to maintaining an airport. Aircraft tie down, hangars or other primary aviation uses are prohibited. There is some safety risk in these areas from aircraft flight at an altitude of 1,000 feet above ground level and frequent noise intrusion. Significant obstructions that include large trees, heavy fences and walls, heavy poles, tall and steep berms and retaining walls, non-frangible street lights and billboard signs are conditionally permitted in these areas. Any use that would direct a steady light or flashing light of red, white, green or amber colors associated with airport operations toward an aircraft, or cause sunlight to reflect towards an aircraft, or generate smoke or standing water that attract birds, or that would generate electrical interference are prohibited in these areas. Shopping centers and labor intensive multi-story office buildings are also prohibited in these areas. A maximum allowable density of 80 to 140

persons per acre is permitted. Higher densities are conditionally permitted based on findings of land use compatibility and safety.

<b>TABLE 1</b>			
<b>LAND USE COMPATIBILITY GUIDELINES FOR VAN NUYS AIRPORT MASTER PLAN AREAS</b>			
<b>Land Use Category</b>	<b>Maximum Population Density</b>	<b>Maximum Coverage By Structure</b>	<b>Land Use Restrictions<sup>1</sup></b>
Runway/Taxiway <sup>2</sup> Area	0		No significant obstruction <sup>3</sup>
Approach Area <sup>2</sup>	10 persons/ac.		No significant obstruction <sup>3</sup> No petroleum or explosives No above-grade power lines
Aviation Area Special Aviation Area Public Facility Area Park/Observation Area	Uses in structures 40 person/ac.  Uses not in structures: 40-60 persons/ac.	35% of net area	No residential No hotels, motels No restaurants, bars No schools, hospitals, government services No concert halls, auditoriums No stadiums, arenas No public utility stations, plants No public communications facilities No uses involving , as the primary activity, the manufacture, storage, or distribution of explosives or flammable materials
Aviation Related Area	Uses in structures: 60-100 persons/bldg.	50% of gross area or 65% of net area, whichever is greater	No uses involving , as the primary activity, the manufacture, storage, or distribution of explosives or flammable materials
Non-Aviation Commercial Area Non-Aviation Light Industrial Area	Not applicable 80-140 persons/bldg. (See text notation)	50% of gross area or 65% of net area, whichever is greater	Discourage schools, auditoriums, amphitheatres, stadiums Discourage uses involving, as the primary activity, the manufacture, storage or distribution of explosives or flammable materials
<p>1. The following uses shall be prohibited in all airport areas:</p> <ul style="list-style-type: none"> <li>a. 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 engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.</li> <li>b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.</li> <li>c. Any use which would generate smoke or water vapor or which would attract large concentration of birds, or which may otherwise affect safe air navigation within the area.</li> <li>d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.</li> </ul> <p>2. No structures permitted in Runway/Taxiway Area or Approach Area.</p> <p>3. Significant obstructions include, but are not limited to, large trees, heavy fences and walls, tall and steep berms and retaining walls, non-frangible street lights and sign standards, billboards.</p>			
Source: Los Angeles World Airports, Environmental Management Bureau			

## 2. Housing

The Plan encourages conformance with federal, state and regional regulations that limit development of residential dwelling units within the airport's 65 Community Noise Equivalent Level (CNEL) contour area. The key policies are:

- Establish housing development tracking system for identifying proposed construction in relation to the airport's 65 CNEL contour area to assure that such development is properly sound proofed and an aviation easement is granted to the City;
- Assist in Community Plan(s) revisions, as necessary, to identify appropriate areas for housing development outside of the airport's 65 CNEL contour area;

### **3. Air Quality**

Air quality goals promote strategies for the gradual reduction of aircraft emissions, mobile and stationary source emissions and airport conformance with federal, state, regional and city air quality regulations. The policies include the following:

- Provide incentives for promoting airport employee transit ridership;
- Encourage installation of energy efficient equipment, mechanical equipment and appliances in airport facilities;
- Encourage use of low air pollution emissions vehicles by Department of Airports' maintenance staff and tenants;
- Establish land use designations at appropriate airport sites that will minimize aircraft taxi time and reduce air emissions by shortening the distance of travel by aircraft to/from runways; and
- Encourage compliance with federal, state and regional air quality programs and policies.

### **4. Economic Development**

The primary economic development objectives are to encourage airport uses that provide jobs for persons residing in the surrounding communities. These policies include the following:

- Establish guidelines and procedures for the Van Nuys Airport Association that promote efficient use of aircraft;
- Provide sufficient land to support the full range of aviation activities during the life of this Plan and beyond;
- Provide sufficient land to support non-aviation activities that generate revenue for the Department of Airports and jobs for residents in the surrounding communities;
- Promote job-training and airport employment for residents in the surrounding communities; and

- Promote recycling programs and other cost-saving measures among tenants that generate high quantities of solid waste and recyclable products.

## **5. Open Space and Conservation**

Open space conservation and passive landscape areas that minimize the potential for aircraft accidents that could involve residents, pedestrians and airport employees on the ground is a central theme of the Plan. Key policies include the following:

- Maintain airport approach space areas with low passive landscaping, recreational, agricultural and scenic open space development;
- Establish landscape and structure design guidelines in approach areas to prevent bird nesting, roosting and habitation near aircraft flight corridors; and
- Maintain passive open space, recreation or agriculture uses on airport approach areas where persons could sustain injuries on the ground due to overflight of ascending or descending aircraft.
- Encourage the development and application of appropriate design, sign, and landscaping criteria and controls to improve the esthetic appearance of the airport.

## **6. Transportation**

The transportation goals promote vehicle mobility and transit accessibility and availability. Policies include the following:

- Encourage development or expansion of programs such as the FlyAway Bus Service that minimize airport employee, customer and visitor travel time to the Los Angeles International Airport;
- Encourage development of transit and other public transportation modes near the airport to allow connection to major transportation routes, provide access between modes and promote easy transfer between modes;
- Encourage airport tenants and employees to implement innovative transportation services, including carpooling;
- Improve the external access system of streets by providing for the expansion of street widths, the installation of automated traffic signals, the installation of traffic signs, the restriping of streets, the installation of bikeways and other transportation measures that improve roadway efficiency;
- Develop programs and services that improve safety of on-site aircraft operations;
- Develop programs and services that improve safety of on-site ground vehicle operations; and
- Encourage pedestrian-friendly commercial and industrial uses that attract local residents.

## **7. Infrastructure and Public Services**

The infrastructure and public services objectives of the Plan are intended to address the conservation and appropriate use of water, police services, fire services, libraries, parks, electricity, gas, schools, telecommunications and street lighting and to minimize generation of stormwater, sewage and solid waste. Policies include the following:

- Properly maintain infrastructure and public services on the airport, to adequately serve the airport over the next 20 years;
- Coordinate with other City departments following emergency disruption of public services;
- Establish an airport utility conservation coordinator to promote and monitor tenant compliance with conservation programs;
- Coordinate with other government agencies the prosecution of tenants and others that illegally discharge oils and hazardous materials and pollutants into storm drains and surface waters;
- Promote development of aircraft training programs that encourage flight and ownership use of single- and multi-engine piston aircraft;
- Promote water conservation measures through use of drought tolerant landscape materials on recreation, storage and agriculture sites;
- Encourage tenant recycling programs.

## **8. Public Safety**

Reinforcing the safe use and operation of aircraft and aircraft facilities close to non-aviation industrial, commercial, and residential land uses is a focus of the Plan. Policy objectives focus on minimizing the risks associated with potential aircraft accidents, enhances safety of people and property on the ground and the quality of the airport environment.

Policies include the following:

- Ensure the safety of the airport by maintaining adequate runway, approach and taxiway lights;
- Encourage pilot and aircraft minimum performance standards;
- Encourage structural development standards that promote use of building materials, windows and other development features that do not interfere with pilot visibility of runway, approach and taxiway areas;
- Encourage land uses that do not direct a steady light or flashing light of red, white, green or amber colors associated with airport operations toward an aircraft, or cause sunlight to reflect towards an aircraft, or generate smoke or standing water that attract birds, or that generate electrical interference;
- Protect the quality of surface water from pollution discharges that include chemical and hazardous materials leaks and spills;

- Promote efficient and proper use of storm drains by airport operators;
- Enforce rules and regulations to ensure safe aircraft fueling operations;
- Continue to provide 24 hour airfield security to protect airport and tenant facilities from theft, vandalism or unauthorized entry; and
- Establish uniform tenant exterior light, glare and sign guidelines that shield ascending and descending aircraft.

## **9. Noise**

Reduction of noise through a series of policy objectives are contained in the Plan that reflect airport responsibility and sensitivity to surrounding residential land uses. Key policies include the following:

- Require that the airport construct or modify walls using the most advanced state of the art technology in a manner that can attenuate noise to the lowest levels possible.
- Promote programs and measures that reduce aircraft noise near sensitive residential areas by addressing such factors as the number and type of aircraft and helicopters, the location of aircraft and helicopter facilities on airport property, hours of operations and flight patterns as permitted by local, state and federal law;
- Continue regular monitoring of aircraft operations and implementation of noise abatement programs;
- To reduce unnecessary noise impacts, restrict aviation dedicated land uses to those that comply with California Department of Transportation Airport Noise Standards, Title 21, Subchapter 6 of the California Code of Regulations;
- Limit future off-airport land uses located in a California Department of Transportation noise defined Airport Noise Impact Area to those that are identified as compatible;
- Encourage City Council adoption of a Building Code Ordinance that requires the sound insulation of new noise sensitive building uses located in the California Department of Transportation defined Airport Noise Impact Area. This ordinance should encourage an exterior to interior aircraft noise level of 45dB CNEL in all habitable rooms of noise sensitive structures and obtain a noise easement from the developer to the City;
- Encourage development of effective noise barriers in airport areas when an external noise problem exists;
- Encourage media and public service helicopter operations to be conducted in a manner that minimizes noise;
- Establish criteria for future helicopter operations as permitted by State and Federal Regulations; and
- Encourage public service helicopter and jet operators to notify the Department of Airports immediately prior to or shortly thereafter, all nighttime curfew operations that are conducted within a 2-mile radius of

the airport.

- Encourage the adoption of a Non-addition Stage 2 jet aircraft ordinance, FAA approval of the VNY Part 150 Airport Noise Control Program, and vigorous enforcement of all City and airport noise regulations.

## **10. Airport Standards and Criteria**

In 1995 the number of aircraft operations was 521,433 and is projected to be approximately 427,576 in 2015. The control of noise, air pollution, glare, odor, vibration and other consequences of aircraft and airport operations is a primary focus of the Plan. Aircraft and airport development should comply with the following general standards:

- The City has adopted as its own standards all provisions included in the California Department of Transportation Airport Noise Standards, Title 21, Subchapter 6 of the California Code of Regulations. The measurement of noise impacts within the 65 CNEL noise exposure area shall be conducted on a quarterly basis and published by the Department of Airports; and
- The control of incompatible airport land uses, if any, shall be governed by the Van Nuys Airport Plan land use categories which are consistent with FAA Master Plan Design guidelines.

## **Implementation Programs**

The Van Nuys Airport Master Plan includes a variety of programs recommended by various City departments. These City programs are both existing and proposed ones that will be helpful in reducing airport impacts.

### **1. Land Use**

- Conduct a feasibility study for acquisition of the 3.7 acre parcel of land (that portion of Lot 587, Tract No. 1000, as per map recorded in Book 19, pages 1 to 34 inclusive of Maps, in the office of the County Recorder of Los Angeles County) located between the Bullcreek Flood Control Channel and Balboa Place that is owned and operated by the Department of Public Works.
- Amend the City's affected community plans guided by the policies and standards contained in this Plan and consistent with the Citywide Framework and community compatibility guidelines.
- Amend the City's Municipal Code and land use zones guided by the policies and standards contained in this Plan to be applied to specific parcels and locations using this Plan as appropriate.
- Establish uniform airport design guidelines and standards to improve the quality of airport land use development.
- Develop an annual airport use inventory that tracks the increase or decrease among based jets by type and noise class, helicopters, and piston powered aircraft.
- Develop guidelines and procedures to control airport uses that attract birds.

- Establish a monitoring program to identify non-approved contractors/operators that are doing business on airport property without written airport approval.
- Adopt a Board of Airport Commissioners Resolution that encourages long-term aviation uses and protects runway/taxiway and approach areas.
- Continue to use the former Air National Guard site for the annual Van Nuys Aviation Exposition until an alternate airport site can be identified or until there is another demonstrated demand for use of the site.
- Continue to work with concerned residents and government agencies to reduce noise, air pollution, glare and vibration from aircraft and airport operations.
- Acquire land along Balboa Boulevard utilized by Bureau of Street Maintenance.

## **2. Housing**

- Amend the City's Community Plans, guided by the policies and standards contained in this Master Plan to be consistent with housing and community compatibility guidelines.

## **3. Air Quality**

- Develop a program that encourages high occupancy vehicle ridership.
- Create an airport transportation coordinator function to manage, monitor and promote trip reduction techniques.
- Develop a plan to phase out use of older inefficient airport equipment, mechanical equipment and appliances in Department and that encourages replacement with low air emissions equipment.

## **4. Economic Development**

- Implement an economic development business strategy that includes objectives and strategies for aviation and non-aviation tenant retention, attraction on airport property.

## **5. Open Space and Conservation**

- Develop compatibility guidelines for use of approach areas consistent with the General Plan Element and FAA Design Guidelines.
- Develop a park and airport viewing area next to the A.N.G. site which can adequately accommodate automobile parking.
- Develop landscape guidelines that promote use of water conserving, drought tolerant plant species.

- Implement a beautification program and immediately apply the criteria contained in the landscape plan of the Department of Airports, Van Nuys Airport, Landscaping Plan as modified, dated May, 1996.
- Develop a program to remove aboveground utility poles, large trees, tall berms, nonfrangible streetlights and other tall structures that attract birds or interfere with aircraft uses in approach zones.

## **6. Transportation**

- Develop a Trip Reduction Program for the Airport staff and tenant personnel.
- Develop an aircraft ground vehicles use plan that establishes transportation safety measures for use by aviation tenants.
- Coordinate with the Department of Transportation to require developers to install appropriate traffic control devices and other service upgrades for new airport development.
- Develop airport landscaping standards for on airport sites with frontage on primary, major, or secondary arterial streets.
- Coordinate with airport tenants to promote tenant sponsored high occupancy vehicle ridership programs and incentives.
- Create a Department wide transportation coordinator function that will oversee, manage, monitor and promote trip reduction techniques, services and measures for Department staff and airport tenant employees.
- Construct an automobile underpass to allow continuous traffic flow along Saticoy Street.
- Construct a tiered parking structure at the Fly-Away to eliminate the need for extended parking on east side of Woodley Avenue during peak seasons.

## **7. Infrastructure and Public Services**

- Develop an airport energy conservation plan that identifies annual Department electricity and gas consumption amounts of airport uses and recommend measures to reduce consumption.
- Coordinate with other City departments following emergency disruption of public services.
- Develop an airport tenant recycling program that requires tenant solid waste conservation measures that meets equal City of Los Angeles Recycling goals.

## **8. Public Safety**

- Develop an airport lighting plan that prohibits or restricts the use of light that directs a steady or flashing red, white, green or amber illumination that resembles airfield runway, taxi and approach lighting.

- Develop a public safety plan that prohibits bird attracting uses, smoke or vapor generating uses, and electrical generating uses that interfere with aircraft.
- Coordinate with the Los Angeles Fire Department to collect data and information regarding hazardous materials stored, handled and disposed by airport tenants.
- Develop a Business Plan in accordance with the Hazardous Materials Release Response Plans and Inventory Law of 1985 for all development sites.

## 9. Noise

- Develop a comprehensive airport plan that contains measures, guidelines and policies for use of aviation and non-aviation property. This plan should include, at a minimum, design standards for exterior doors, insulation of windows and walls for all airport office, industrial and public use space. Standards could include acoustically rated exterior doors and glazing, sound insulation in exterior walls, adding mass to the exterior walls, sealing seams and joints in exterior walls, and fixed windows designed with double paned or laminated glass.
- Install, where appropriate, airport perimeter fences that can aid in noise attenuation.
- Require tenant compliance with the Department of Airports document titled “Design Guide for Sound Insulation Projects around LADOA Airports” describing measures needed to achieve the State-required sound attenuation standards.
- Construct two (2) hush houses utilizing the most advanced technology available to accommodate any aircraft anticipated that may need use of such facilities at the airport.
- Develop guidelines that establish hours and occurrences of ground run-up and engine maintenance and identify aircraft required to muffle engine noise through use of the hush house, and establish permissible noise emission levels and penalties for violation of these guidelines.
- Coordinate with aircraft pilots and owners additional self-training regarding the use of aircraft manufacturer’s specified noise abatement profile techniques and continue to implement the Fly Neighborly Program.
- Develop an airport construction guide that establishes criteria for on-airport construction. This guide should include measures that regulate construction equipment to include the muffling and shielding of exhaust systems.
- Assist the VNY Airport Association in developing guidelines and other briefing material regarding noise abatement that visiting aircraft owners and pilots should follow. A primary purpose of the program will encourage the VNY Airport Association to monitor and counsel aviation violators of noise curfew, noise abatement, and other noise rules and policies.
- Develop an informational noise abatement guide for distribution to itinerant aircraft owners and pilots that identifies safety and noise abatement rules and policies observed at the airport.
- Coordinate with helicopter pilots to establish voluntary pilot techniques and policies that will be observed

for early morning and late night flights.

- Develop a resolution for adoption by the Board of Airport Commissioners that indicates the importance of piston aircraft for new pilot training and encourages the continued use of Van Nuys Airport by piston aircraft operators.
- Implement procedures to provide annual Plan Update Reports to the Van Nuys Airport Citizens Advisory Committee and Board of Airport Commissioners to identify objectives, policies and programs that are being implemented, cost of measures and anticipated completion dates for programs.
- Erect temporary sound absorption walls and barriers on airport construction sites that have been determined to produce excessive noise from use of ground equipment machinery or tools for nearby residents.
- Establish a retrofitting schedule for the enclosure of all existing rooftop mechanical equipment.
- Coordinate with the FAA to determine the feasibility of increasing helicopter altitude above the corridor through Van Nuys and Burbank airspace over the Ventura (101) Freeway and the San Diego (405) Freeway.
- Coordinate with the FAA to determine the feasibility of using federal funds to pay for an aviation easement for existing residential properties that are predicted to be located in the 65 CNEL contour in the year 2015.

#### **10. Aesthetics/Urban Environs**

- Develop airport development guidelines that contain minimum landscape standards for tenant uses with frontages along major, secondary or primary arterial streets.
- Develop airport development guidelines that contain consistent landscaping, fence and wall standards for all airport tenants.
- Develop architectural consistency standards for all new exterior building facades and wall or fence construction.
- Develop airport beautification guidelines that contain focal airport entryway design standards and thematic building and property improvement standards that will be implemented by the Department of Airports.