

ATTACHMENT "I"

Request for Council Action on LAWA's VNY Development Plans

- Los Angeles World Airports (LAWA) is pursuing plans to convert several vacant and underused lots at Van Nuys Airport into newly developed and redeveloped aviation areas. Community members have raised concerns that these projects will inevitably increase aircraft operations and intensify ground pollution, noise, and air-quality impacts across the Valley. These actions are moving forward **without environmental studies being completed** before lease contracts are awarded.
- LAWA is also advancing an unvetted, speculative "land swap" plan in which multiple sites of airport commercial land would be converted into aviation-use land **without regulatory approval, in defiance of existing zoning laws** (Ordinance 177327), and without any environmental impact review, aviation forecasts, Best Use analysis, or feasibility studies. Community members have stated on the public record that this initiative will result in a dramatic increase in transient jet charter traffic, again maximizing the adverse impacts of ground pollution and the overflight consequences of blight, noise, and air pollution across the entire Valley **without LAWA producing the CEQA-required lesser-impact alternatives**.
- Proceeding with RFPs and development lease contracts *before* completing environmental and feasibility studies invites a significant and **unexamined** increase in aircraft operations within an already congested airspace, even as the **NTSB has publicly warned that the BUR/VNY corridor is reportedly the next collision danger zone**.
- LAWA's five RFPs released on Dec. 5, along with the agency's VNY decarbonization and "green" plans, fail to address the airport's most toxic and polluting source — auxiliary power unit (APU) dependency. **By omitting the primary driver of emissions from both their initiatives and development standards**, LAWA presents a misleading picture of environmental progress and infrastructure upgrades at the airport, **falling far short of the modernization needed to meaningfully reduce harm** to airport users, surrounding communities, and the local environment through responsible land-use planning.

For these reasons, we are asking City Council to bring forward a Council File. A completed request is provided below — simply add your Councilmember's name and your Neighborhood Council. You may also share it personally with any Homeowners Association in your community. We appreciate your support.

Dear Councilmember _____,

On behalf of the _____, we are writing to express our support for a motion requesting a targeted amendment to Ordinance No. 177327 governing land use at Van Nuys Airport.

The current regulatory framework for the airport, established through the 2006 Van Nuys Airport (VNY) Plan and codified by Ordinance 177327, provides clear land-use designations intended to guide development within the airport footprint. These distinctions—particularly between Aviation

and Airport Commercial uses—were adopted by the City Council after careful consideration of aeronautical and municipal needs, to ensure appropriate aeronautical activity, compatibility with surrounding communities, recognition of environmental constraints, and consistency with the City’s adopted planning framework.

Recent proposals and solicitations issued by Los Angeles World Airports (LAWA) raise concerns that these established land use boundaries could be effectively altered through parcel consolidation or land reclassification prior to completion of the forthcoming Van Nuys Airport Specific Plan. In particular, development concepts that combine parcels with different use designations, or that require conversion between Aviation and Airport Commercial land categories, risk undermining the integrity of the existing ordinance before the comprehensive planning process directed by Council File 23-1339 is completed.

The ordinance amendment being proposed offers a practical and narrowly tailored safeguard. It does not halt development at the airport. Rather, it simply ensures that any projects moving forward remain consistent with the land use designations already adopted by the City until the new Specific Plan process has been completed and considered by the Council.

Preserving the integrity of the 2006 Plan during this interim period, and ensuring zoning remains consistent with the land-use designations established in the ordinance, is essential to maintaining transparency, public confidence, and orderly planning. If land-use categories are effectively altered through individual project solicitations or administrative actions prior to the Specific Plan update, the broader planning process risks being preempted by piecemeal decisions that may result in irreversible adverse consequences for our district and the San Fernando Valley region.

For these reasons, and because development at VNY Airport directly affects our district—bringing increased noise, pollution, blight and operational impacts—_____ respectfully urges you to take the lead in filing this proposed action. The motion directs the Department of City Planning, in consultation with the City Attorney, to prepare an amendment clarifying that any land-use or zoning changes within the Van Nuys Airport Plan area may occur only through the ongoing Specific Plan process.

In developing the new Specific Plan, we strongly urge the City Council to preserve the existing land-use designations established in Ordinance No. 177327 to ensure continuity, protect the community, and maintain the integrity of the airport’s planning framework, particularly given the dense population of the San Fernando Valley.

Thank you for your consideration of this matter and for your continued attention to responsible planning at Van Nuys Airport.

Sincerely,

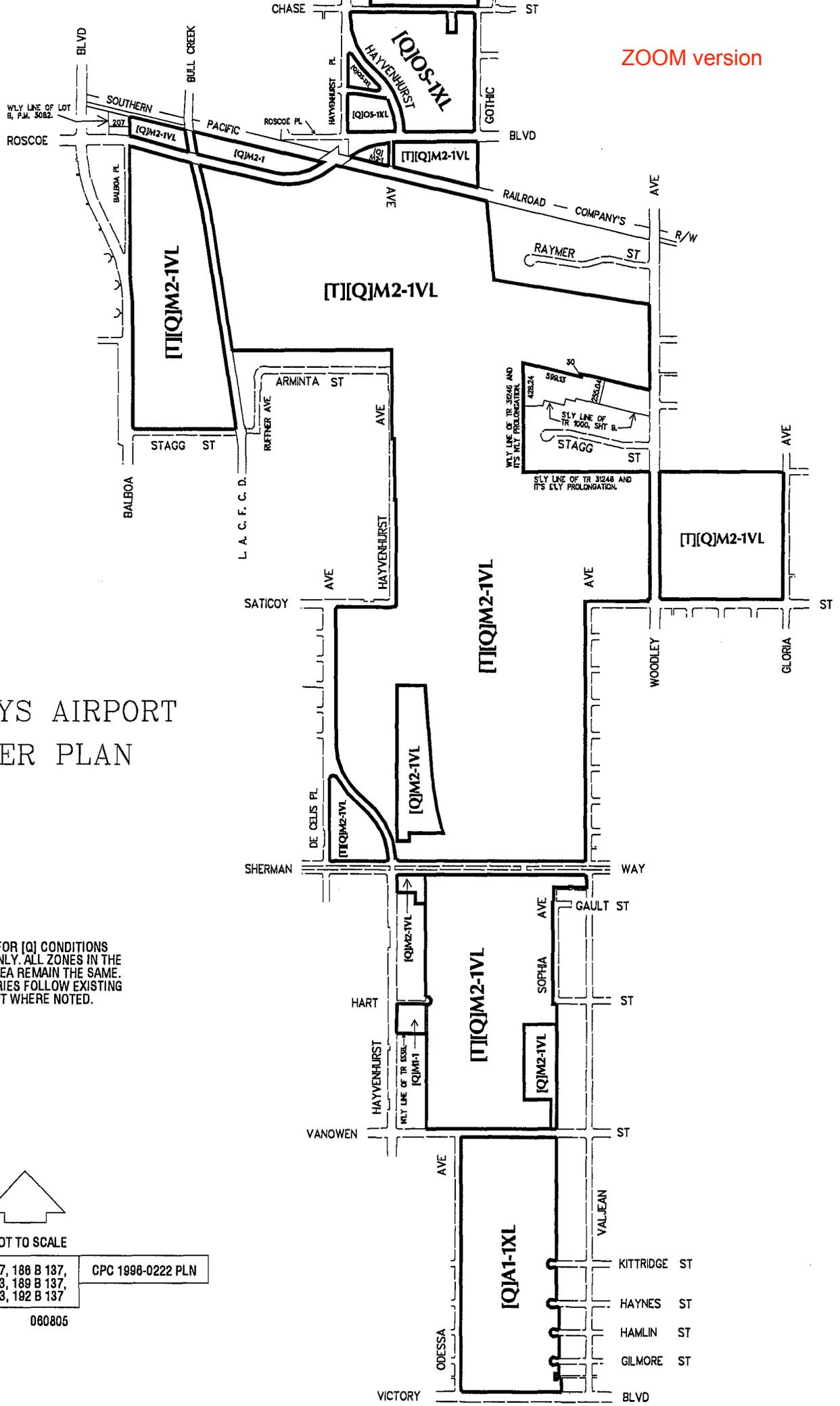
ORDINANCE NO. **177327**

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone classification of properties to add to and modify the Q qualified classification and modify the T classification for properties as shown on a portion of the Zoning Map incorporated in that section and made a part of Article 2, Chapter 1 of the LAMC, so that the portion of the Zoning Map shall confirm to the zoning on the map attached to this ordinance and incorporated here by this reference.

ZOOM version



VAN NUYS AIRPORT MASTER PLAN

THIS MAP IS FOR [Q] CONDITIONS PURPOSES ONLY. ALL ZONES IN THE AFFECTED AREA REMAIN THE SAME. ALL BOUNDARIES FOLLOW EXISTING LINES. EXCEPT WHERE NOTED.



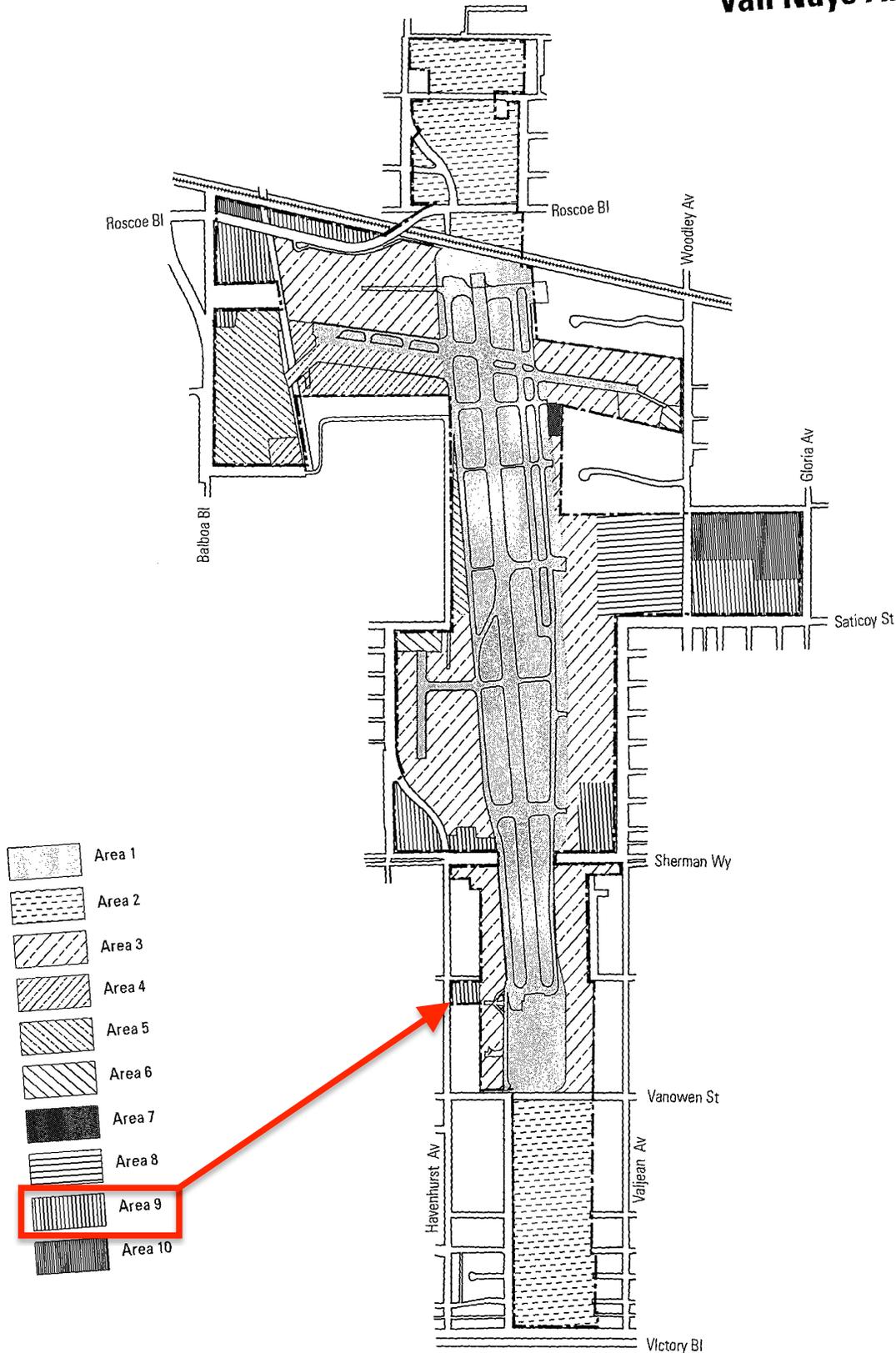
NOT TO SCALE

C.M.	180 B 137, 183 B 137, 186 B 137, 188 B 141, 189 B 133, 189 B 137, 189 B 141, 192 B 133, 192 B 137	CPC 1998-0222 PLN
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AE/ 080805

VICTORY ODESSA VALJEAN KITTRIDGE ST HAYNES ST HAMLIN ST GILMORE ST BLVD

Van Nuys Airport



CPC 96-0222
"Q" Condition Area Boundary Map
Alternative J

Los Angeles City Planning Department • Graphic Services Section • September, 2005



“Q” Conditions - Van Nuys Airport

Section 2. Pursuant to Section 12.32G.3 of the Los Angeles Municipal Code and any future amendment thereto, the following limitations are hereby imposed upon the use of the land within Van Nuys Airport which are subject to the Permanent (Q) Qualified classification. In times of national emergency or war, any or all of Van Nuys Airport may be used by the United States armed forces.

Plot Plan Approval

1. No building permit shall be issued for any structure exceeding 10,000 sq.ft. in floor area, unless a complete and detailed plot plan indicating the exterior boundaries of the property, the location of all buildings, driveways, service roads, maintenance areas, access ways, parkway areas, taxiways, enclosing fixtures, landscaping, etc. has been reviewed and approved by the Director of Planning. The Director's approval may include conditions pursuant to Section 12.24.F of the Zone Code to protect the public health, safety and welfare of the surrounding property and/or neighborhood; to ensure that the structure is compatible with the surrounding properties or neighborhood or to lessen or prevent any detrimental effects upon the surrounding properties or neighborhood or to secure appropriate development in harmony with the objectives of the General Plan. The report shall incorporate any conditions recommended by the Department of Transportation. In preparing the conditions, the Director of Planning or the Director's designee shall also consider the comments received from the Van Nuys Airport Citizens Advisory Council.

The above requirement for a plot plan approval shall not apply to:

- A. The rebuilding or replacement of a structure damaged as a result of fire, earthquake, or other natural disaster provided that the replacement structure is essentially the same to the previous structure with no increase in height, floor area and entryway size and the development is not prohibited by any provision of the Los Angeles Municipal Code.
- B. Routine maintenance and upgrade of Los Angeles World Airport facilities.
- C. Construction of a maintenance yard for Van Nuys Airport.
- D. Air operations support facilities for public safety agencies.

An application for a plot plan approval shall be made on the Planning Department's master application form and shall be accompanied by two site plan maps, two floor plan maps, two maps showing building elevations and a description of the project. The application fee shall be the same as the fee for miscellaneous plan approvals in Sec. 19.01.I of the Zone Code.

Prior to the review and decision by the Director of Planning, the Department of Transportation shall review all applications for a plot plan approval. If the project is found to have traffic impact(s) above the level of significance, the Department of Transportation shall require that the project mitigate its individual traffic impacts and pay a fee based on the cost of constructing the traffic mitigations listed in Condition 63 in order to reduce the traffic impacts of a project to a level of insignificance.. A project shall receive a credit toward the fee if it constructs, as part of its mitigations, one or more of the traffic mitigations listed in Condition 63. For those projects that do not have significant impacts but rather add vehicle trips that contribute to the cumulative impact of projects at Van Nuys Airport, the Department of Transportation shall require that the project pay a fee based on the cost per trip of constructing the traffic mitigations listed in Condition 63. The Department of Transportation shall establish a fund into which fees collected shall be deposited. The Department of Transportation shall make expenditures from the fund to construct the traffic mitigations listed in Condition 63. Every five years after the approval of the Van Nuys Airport Master Plan and these conditions, the Department of

Transportation shall review and update the list of the traffic mitigation measures contained in Condition 63 and recalculate the cost per trip required to implement the remaining mitigation measures.

In order for a plot plan to be approved, the Director of Planning shall make the following findings:

- A. The plot plan is consistent with the applicable land use designation of the Van Nuys Airport Master Plan in Conditions 2-11 and the policies in the Master Plan Text, and
- B. The plot plan is consistent with the development standards in Conditions 12-19, and
- C. The plot plan is consistent with the environmental mitigation requirements in Conditions 20-86, and
- D. The plot plan is subject to such conditions as the Director and/or the Area Commission appeal find necessary to protect the best interests of the surrounding residential community and has been reviewed by the Department of Transportation and by the Van Nuys Airport Citizen Advisory Council.

Projects for which a variance has been granted shall be exempt from Finding B for the provision affected by the variance. The action may be appealed to the Area Planning Commission pursuant to the procedures in Section 11.5.7.C.6 of the Zone Code. All appeals must be filed within 15 days after the action of the Planning Commission. The fee for an appeal shall be as specified in Section 19.01B of the Zone Code.

Conditions for the Numbered Areas on the Map for This Section:

- 2. Area 1 - Runway/Taxiway Area. Uses are limited to runways, taxiways, open areas in between the runways and taxiways together with navigation aids. Assemblage of people, structures or aircraft storage is prohibited. Obstructions, including trees over 15 feet, fences or walls over eight feet, poles and non-frangible lights and billboards, are prohibited.
- 3. Area 2 - Approach Area and Runway Protection Zone on the Airport. These areas adjacent to the Aircraft movement areas protect ascending and descending aircraft from obstructions and provide for safe aircraft movement. Approach Areas are restricted to recreational, agricultural, and associated commercial activities including unenclosed storage uses that do not create hazards for landing or taking-off aircraft. These areas are restricted to non-intensive uses that allow a maximum concentration of 10 persons per acre. Low profile landscaping, sod or hardscape surfaces limited to one-story structures are allowed. The storage, handling, or use of more than 100 gallons of flammable liquids per acre, toxic materials or explosives is prohibited. Also prohibited are 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 final approach toward landing at an airport. The erection or growth of objects which rise above an approach surface is prohibited unless supported by evidence that it does not create a safety hazard and is approved by the FAA. Uses which would attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation are prohibited. Electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation is not allowed. All development must comply with the height restriction standards and procedures set forth in FAR Part 77.
- 4. Area 3 - Aviation Area. Uses are limited to hangars, aircraft tie down parking, aircraft ramp and maneuvering areas, aircraft maintenance and fueling facilities, flight training schools, military aviation functions, air tour, air taxi and other primary general aviation uses. Non-aviation uses are prohibited. Maximum concentration of people is limited to 60 persons per acre. Obstructions, including trees

over 15 feet, fences or walls over eight feet, poles, non-frangible lights and billboards, are prohibited.

5. Area 4 - Special Aviation Area. Uses are limited to airport special events, non-jet aircraft basing and operations for city agency or disaster relief functions and a hush house. Obstructions, including trees over 15 feet, fences and walls over eight feet, poles, non-frangible lights and billboards, are prohibited.
6. Area 5 - Aviation Area - Propeller Aircraft. Uses are limited to hangars, aircraft tie down parking, aircraft ramp and maneuvering areas, aircraft maintenance and fueling facilities and accessory uses for the exclusive use of propeller aircraft of less than 12,500 lbs gross take-off weight and military aircraft older than 1950 shall be permitted. Non-aviation uses are prohibited. Maximum concentration of people is limited to 60 persons per acre. Obstructions, including trees over 15 feet, fences or walls over eight feet, poles, non-frangible lights and billboards, are prohibited.
7. Area 6- Public Facility Area. Uses are limited to public uses which serve the airport and the surrounding community such as fire stations and schools for aviation-related instruction.
8. Area 7- Park/Observation Area. This area is limited to public viewing of airfield activity and public parking.
9. Area 8 - Aviation Related Area. Uses are limited to aircraft support or aircraft dependent functions, including Flyaway facilities with parking, aircraft engine maintenance, manufacturing or engine retrofitting, aircraft related accounting offices, aircraft cooperative management, aircraft classroom instruction, exhibits, research and development, aircraft parts recycling, wholesale industrial uses that primarily target aircraft users and other aviation related uses. Uses limited to hangars, aircraft tie down parking, aircraft ramp and maneuvering areas, aircraft maintenance and fueling facilities and accessory uses for the exclusive use of propeller aircraft of less than 12,500 lbs gross take-off weight and storage of jet planes shall be permitted. A maximum concentration of people of no more than 100 persons per acre is permitted. 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 would attract birds or that would generate electrical interference is prohibited. Non-aviation uses are prohibited.
10. Area 9 - Airport Commercial. This category provides for activities located on airport sites that do not have direct airfield access. Permitted uses include but are not limited to: Flyaway facilities including a remote LAX terminal, hotels, car rental agencies, restaurants, offices and neighborhood retail. Aircraft tie down, hangers or other primary aviation uses are prohibited. 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 generate electrical interference is prohibited. Shopping centers are prohibited.

A maximum concentration of people of no more than 100 persons per acre is permitted. Higher densities may be permitted for development if the Planning Commission finds, after receiving a report and recommendation from the Director of Planning, that such uses are compatible with adjoining land uses and do not impair public safety.

11. Area 10 - Airport Light Industrial. Permitted uses are limited to industrial uses that derive income from aircraft owners, tenants and visitors. Aircraft tie down, hangers or other primary aviation uses are prohibited. 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 that would generate electrical interference is prohibited.

For development a concentration of people of less than 100 persons per acre is permitted. Higher densities may be permitted for new developments if the Planning Commission finds, after receiving a

report and recommendation from the Director of Planning, that such uses are compatible with adjoining land uses and do not impair public safety.

Development Standards

12. For airport development that requires plot plan approval and has direct frontage on a public street, the subject frontage of such a designated street shall either conform or be brought into conformance in terms of: roadway widths, including curbs, gutters and parkways as shown on the Los Angeles City Standard Street Cross Sections.
13. The total floor area contained in all the main buildings on a lot shall not exceed the buildable area of the lot.
14. The use of corrugated metal is prohibited on all exterior walls visible from the street, except in the use for security windows or doors. Colors for all exterior walls shall be limited to earth tones or muted colors.
15. All rooftop mechanical equipment shall be fully enclosed. Prior to issuance of building permits, the project developer shall show on plans submitted for plan check, the location of mechanical rooftop equipment and the proposed height, location, size and material composition of mechanical screening that complies with City of Los Angeles Building & Safety Department standards.
16. Unless otherwise required by the FAA, fencing materials used shall consist of only beige slump stone block or black wrought iron.
17. All projects shall include a 10-foot front yard building setback and 5-foot side yard setbacks. All portions of the front and side yard setbacks not used for necessary driveways and walkways shall be landscaped. A minimum of one 24 inch boxed tree shall be provided for every 50 feet of frontage in the required front yard setback. Los Angeles World Airports shall approve a landscape plan prepared by a licensed landscape architect.
18. A minimum of one 24-inch box tree (minimum trunk diameter of 2 inches and a height of 8 feet at the time of planting) shall be planted for every 4 new surface automobile parking spaces required for public parking. The trees shall be species that discourage birds and shall be dispersed within the parking area so as to shade the surface parking and shall be protected by a minimum 6-inch high curb. Los Angeles World Airports shall approve an automatic irrigation plan.
19. Off-site signs (billboards), pole signs and projecting signs are prohibited. All other signs must be approved by Los Angeles World Airports based on sign standards approved by the Board of Airport Commissioners.

Environmental Conditions

Air Quality

20. Suspend use of all construction equipment operations during second stage smog alerts. Information regarding a predicted second stage smog alert shall be obtained by the Los Angeles World Airports and posted by Department staff on the project site at least twelve hours prior to the construction work day. A record shall be maintained by the Department and Developer regarding number of second stage smog incidents.
21. Wherever possible, employ use of alternative power sources to diesel for construction equipment. These may include electricity, methanol, natural gas, propane, or butane-powered equipment. The project developer for individual development sites shall confer with the Los Angeles World Airports Engineering Bureau prior to use of all construction equipment and describe in writing types and

- estimated quantities of alternative power sources that will be employed during all phases of construction.
22. Construction haul trucks will not be routed past schools. Prior to issuance of building permits, the developer of individual sites shall submit to the Department of Building and Safety on an approved form, a construction haul route that shows the street system that will be used to transport construction materials to and from the site. A copy of the approved form shall be submitted to the Los Angeles Unified School District Environmental Review Office at least 48 hours prior to the start of construction.
 23. Construction vehicles will not park or stage on streets that border school sites. Prior to issuance of building permits, the developer of individual sites shall submit to the Department of Building and Safety on an approved form, a construction staging plan that shows the street network that will be used to park or stage construction vehicles and construction employee vehicles. A copy of the approved form shall be submitted to the Los Angeles Unified School District Environmental Review Office at least 48 hours prior to the start of construction.
 24. Creation of preferential parking for high occupancy vehicles, as well as other forms of parking management that encourage higher vehicle occupancies will be developed when deemed reasonable by the Los Angeles World Airports and Los Angeles Department of Transportation. Prior to issuance of building permits, the developer of individual sites shall obtain written approval from the Los Angeles Department of Transportation for a detailed parking management plan that describes and shows the location of preferential parking for high occupancy vehicles. This measure may be waived by the Department of Transportation based on a determination that this measure is not needed for the specific development.
 25. Provision of amenities that would encourage transit, pedestrian or bicycle access to the proposed Project shall be incorporated when appropriate. Such amenities would include bus shelters, visible signage identifying transit routes and stops, bike racks/shower facilities, bicycle lanes, attractive pedestrian pathways and sidewalks, shuttle service to nearby activity centers or park and ride lots, free information on transit services, free or subsidized transit passes, and guaranteed ride home programs. Prior to issuance of building permits, the developer of individual sites shall obtain written approval from the Los Angeles Department of Transportation for an approval parking demand management plan that shows transit, pedestrian or bicycle access to the proposed Project. Such amenities would include bus shelters, visible signage identifying transit routes and stops, bike racks/shower facilities, bicycle lanes, attractive pedestrian pathways and sidewalks, shuttle service to nearby activity centers or park and ride lots, free information on transit services, free or subsidized transit passes, and guaranteed ride home programs, unless the Department of Transportation determines that some or all of these amenities are not required for an individual development.
 26. Encourage and facilitate the reduction of the number of trips that an individual makes from home or work by introducing compressed workweeks, telecommuting, and the combining of non-work trips. Such measure if deemed appropriate by the Department of Transportation and the Business Owner/Operator shall be incorporated as an addendum to an approved parking demand management plan.
 27. Encourage the reduction of trips during the most congested periods and spread them throughout the day by introducing alternative, flexible, or staggered work hours, as well as vehicle and truck restrictions. Such measure if deemed appropriate by the Department of Transportation and the Owner/Operator shall be incorporated as an addendum to an approved parking demand management plan.
 28. Maximize use of non fossil fuel powered equipment to support airport ground operations. Los Angeles World Airports shall develop guidelines or a policy regarding use of non fossil fuel to support airport ground operations and when proper, include this policy as a part of aviation tenant lease negotiations and approval.

29. Los Angeles World Airports shall consult with the South Coast Air Quality Management District regarding the feasibility of a City Council Ordinance that would impose air quality fees against aircraft that exceed specified air emissions standards. Such fees would be designated for tenant air quality performance improvement measures in accordance with Regulation 2202, Air Quality Management Plan criteria. The Department of Airports shall confer with SCAQMD within one year following Master Plan final adoption. If such a measure is approved, the Department of Airports shall incorporate the air quality fees in all future aviation lease agreements.
30. Los Angeles World Airports shall work with the Los Angeles Fire Department to identify alternative materials for aircraft cleanup in lieu of degreasing agents presently used. The Department of Airports shall confer with the Fire Department and select alternative materials (if feasible), based on the availability, cost and safety of such materials. If alternative materials are selected for use, the Department of Airports shall include this requirement as a condition in future aviation lease agreements.
31. Los Angeles World Airports shall consider adoption of time of day ground run up restrictions and maintenance mode restrictions that limit these uses to the midday hours and early evening hours. The Department shall establish a schedule for conducting an evaluation of these restrictions. If adopted, such restrictions shall be incorporated into aviation tenant leasehold agreements and routinely monitored by the Department of Airports.
32. Los Angeles World Airports shall fund the selection and cost of providing a certified aircraft consultant to train aircraft owners and operators in the safe and efficient use of aircraft measures that reduce aircraft emissions including increased engine speed, reduced engine during idle and taxi, reduced idle operations by control of departure times and where feasible, reduced operating time of aircraft auxiliary power supply systems through use of a ground-based power supply. Such measures shall be conducted on a voluntary basis in conjunction with the VNY Airport Tenants Association.

Noise

33. Site developers shall submit a construction plan to the City in sufficient detail to determine the duration of construction activities and the specific types of equipment to be used and the approximate site use location. Locations for compressors and pumps should be specifically identified. The construction plan shall be reviewed by Los Angeles World Airports and approved by the Department of Building and Safety. A required number of copies of the signed construction plan approvals shall be submitted to the Los Angeles World Airports, prior to commencement of construction activities.
34. The proposed project shall comply with applicable City noise regulations specified in the City Noise Ordinance, Community Plans and the Framework Plan, unless another provision is made in the proposed VNY Master Plan or EIR. Prior to issuance of building certificates of occupancy for any new development or any new leasehold, Los Angeles World Airports shall submit to Department of Planning a description of programs, policies, guidelines or actions that will be taken by the Department, airport tenants and other affected parties to comply with City noise regulations.
35. During construction, the project contractors shall muffle and shield intakes and exhausts, shroud and shield impact tools, and use electric-powered rather than diesel powered construction equipment, as feasible. Prior to issuance of building permits, the developer of individual construction sites shall submit to the Department of Building and Safety and Los Angeles World Airports a construction plan that identifies how contractors shall muffle and shield intakes and exhausts, shroud and shield impact tools, and use electric powered rather than diesel powered construction equipment, as feasible.
36. Temporary walls and noise barriers shall be placed around the airport development sites and/or locations of construction noise activity to block and deflect the noise from adjacent residential

properties. Prior to issuance of building permits, the developer of individual development sites shall show on building permit plans the location of temporary walls and noise barriers that shall be placed around individual development sites. Such plans shall be reviewed by the Los Angeles World Airports and approved by the Department of Building and Safety.

37. A pile-drilling technique (as opposed to pile-driving) shall be used to minimize construction noise. Plan check drawings shall specify construction equipment and techniques that will be used.
38. At certain stages of project construction, it may be feasible to use portable noise curtains or panels to contain noise from power tools such as impact wrenches. During project construction, the Department of Building and Safety or Los Angeles World Airports may determine that such measures are feasible and require developer compliance.
39. Truck deliveries and trash pickup shall be prohibited between the hours of 7:00 p.m. and 7:00 a.m. Prior to use of site facilities and business operations being conducted on individual sites, the project developer shall incorporate in tenant agreements, and shall post the specified hours for trash collection and prohibited hours. Such notices shall be posted on the exterior enclosure of all trash receptacles.
40. Parking garage ramp surfaces shall be of the type to minimize the potential for tire squeal. Prior to issuance of building permits, the project developer shall show on plans submitted for plan check purposes, the location of garage ramp surfaces, material composition, and construction specifications.
41. Windows and walls on office and industrial buildings shall have a sound transmission class rating (STC) sufficient to eliminate the transmission of any loud or amplified sounds exceeding 45 DB. Prior to issuance of building permits, the project developer shall submit sufficient information to show that windows and walls will be constructed of materials that eliminate loud or amplified sound transmission.
42. A minimum 8-foot height wall shall be constructed along appropriate project property lines, or other noise attenuation measures as required by Los Angeles World Airports should be implemented to reduce sound penetration in adjacent residential zones. Prior to issuance of building permits, the project developer shall specify on plans wall(s) location, proposed height, material composition and other specifications.
43. All state and local standards for exterior and interior noise exposure shall be met for the proposed project. Prior to issuance of building permits, site developers shall submit evidence to the satisfaction of the City, that all project land uses will meet applicable exterior and interior noise standards (unless otherwise superseded by state or federal guidelines). If determined necessary by the City, the applicant may be required to prepare a detailed acoustical assessment indicating mitigation measures necessary to achieve acceptable exterior and interior noise levels on-site, to the satisfaction of the City. Such measures could include: acoustically rated 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. Fixed and double glazed windows can achieve the following noise level reductions compared to an open window; Fixed 1/8 inch single pane, 10 dB reduction, fixed 1/4 inch single pane, 15 dB reduction, fixed 3/8 inch single pane, 20 dB reduction, double glazing 1/8 each, 20 dB reduction, double glazing 1/4 inch each, 25 dB reduction.

Light and Glare

44. In accordance with standards established by the FAA, project glass surfaces (walls or windows) shall be tinted to decrease reflection, especially on western exposures. Project windows should also be tinted to reduce the emission of ambient light. Prior to issuance of building permits, the project

developer shall submit drawings, material samples and other requested items that show color of tint, window glazing and other specifications.

45. Exterior nighttime lighting shall be shielded and directed on-site and downward (except as exempted by LADOA or the FAA). Prior to issuance of building permits, the project developer shall show on plans, the location of exterior nighttime lighting and the direction and illumination.
46. Foliage and landscaping shall be planted wherever possible to limit exposure of project lighting on adjacent land uses. Prior to issuance of building permits, the project developer shall show on plans, the general location of proposed landscaping, in lieu of lighting.
47. Exterior building materials shall be of a color, and texture to reduce daytime glare. Prior to issuance of building permits, the project developer shall submit to the City Planning Department, Department of Building and Safety and Los Angeles World Airports, building paint samples, exterior building texture samples and other building materials that could impact the degree of glare and reflection.
48. Outdoor lighting shall be reduced or softened after peak hours. Prior to issuance of building permits, the project developer shall show on building plans, written notes or details regarding type of lights to be used after peak hours.
49. All outdoor lighting plans and fixtures proposed for all developments shall be reviewed by Los Angeles World Airports, and determined to be in compliance with Department standards. Prior to issuance of building permits, the project developer shall submit necessary plans and information to Los Angeles World Airports to allow a determination of compliance with Department standards.
50. Use of exterior flashing and neon lights shall be prohibited. Red, white, green or amber lighting that is directed toward aircraft shall be prohibited. Prior to issuance of building permits the project developer shall show the type, quantity, color, size and other specifications for all exterior lights.
51. Outdoor parking and garage parking plans shall be designed to show an adequate amount of nighttime safety lighting. Prior to issuance of building permits the project developer shall show the type, quantity, color, size and other specifications for all exterior lights.
52. Buildings, landscaping and other site structures shall be developed and used in a manner that does not interfere with use of runway, taxiway and approach system lighting. Prior to Board of Airport Commissioners approval of a lease, project developer shall submit necessary information and provide written assurances that the proposed uses will not interfere with use of runway, taxiway and approach system lighting.

Land Use

53. Aircraft engine-run up uses shall be restricted to areas shown on the Master Plan map. Prior to Board of Airports Commissioners approval of a lease, project developer shall submit necessary information and provide written assurances that any proposed aircraft uses will comply with restrictions shown on the Master Plan Map.
54. Los Angeles World Airports shall notify residents and businesses that are located within 1,000 feet of the construction zone at least 48 hours prior to any construction intended to occur on the 70.5 vacant acres. Prior to construction, the project developer shall submit to the satisfaction of the Department of Airports, a proposed notice and a valid listing of households and businesses located within 1,000 feet of the airport.
55. Landscaping, fencing, walls and signs shall be in accordance with uniform standards adopted no later than one year of the effective date of the adoption of this ordinance. A copy of the standards shall be

forwarded to the City Planning Department.

56. Sound insulation shall be incorporated in all new non-aviation building designs. Prior to issuance building permits, the project developer shall show on plans the specifications for sound absorption materials that will be incorporated in buildings.
57. Building heights and floor area amounts shall not exceed 3 stories/45 feet or .30 FAR on vacant areas discussed in this EIR Prior to issuance building permits for individual developer sites, project developer shall submit to the Planning Department and Department of Building and Safety plans that specify the height and number of floors of buildings and information regarding FAR.
58. Los Angeles World Airports shall develop written procedures to notify tenants regarding bird nesting, hatching or roosting on airport sites. The written procedures shall establish a method for tenant removal of materials, soils, landscaping, water, liquids or other materials and substances that attract birds in the vicinity of an airport. Such procedures or guidelines shall be developed within one year of the effective date of the Master Plan.
59. Los Angeles World Airports shall prepare a mitigation monitoring program in compliance with CEQA Section 21081.6. The mitigation monitoring program shall provide a detailed discussion of the party or parties responsible for implementation of specific measures, the phase of the project during which the measure should be monitored, pre-construction periods, construction periods and post occupancy periods. A copy of the proposed mitigation monitoring program shall be submitted to the LA City Council for approval with the Proposed final Master Plan and final EIR.

Transportation

Category 1 - TDM Programs

60. Compliance with Ordinance No. 168,700 (Transportation Demand Management and Trip Reduction Measures). This ordinance focuses on incorporating TDM facilities into the design of new buildings to promote alternative modes of transportation (see Appendix D). It should be followed in the design and construction of the project site and buildings. At the preliminary Plan check stages, the developer of individual sites shall confer with the Department of Transportation and Los Angeles World Airports regarding building design features that should be included for Building Department plan check purposes.
61. Compliance with SCAQMD Rule 2202. The South Coast Air Quality Management District (SCAQMD) has adopted a rule designed to reduce the air pollution impacts of commute trips. This rule, unlike the rules it replaces, does not mandate trip reduction programs but allows individual employers to select from a variety of options. However, most employers have continued to select ridesharing programs as the most cost-effective method of reducing air quality impacts. If site employers implement these trip reduction measures, 15 percent or more of the peak hour traffic generation from the industrial/technology park component of the project could be eliminated. If these measures are determined necessary by DOT and SCAQMD the project developer shall describe the implementation steps in writing prior to issuance of a building certificate of occupancy.

Category 2 - Transit Improvements

62. Bus Transit Improvements. This project should work with the appropriate transit districts (i.e., LADOT and MTA) to improve transit service to the site. Further, the sidewalks through the sites should be designed to provide attractive pedestrian routes to and from transit stops. Developers of individual sites shall confer with LADOT and MT A prior to issuance of building permits to determine if transit improvements are required. The developer of individual sites will not be required to fund or provide transit improvements for areas that the LADOA, MT A and/or LADOT determine are not impacted by project development or use.

Categories 3, 4 and 5 - Signal System Improvements, Street Widening and Re-striping, and Parking Restrictions

63. Specific traffic intersection or roadway improvements or installations shall be reviewed by DOT prior to issuance of building permits for individual development sites. The developer of individual sites shall be required to pay for only those improvements or installations that are directly affected by long-term use of the specific development site. Los Angeles World Airports may agree at the request of the DOT to collect traffic improvement fees or other costs associated with this measure and may also agree to fund the cost of some of the improvements that may be affected by the overall airport operations. Within one year of the final Master Plan adoption, the Department of Transportation and the Los Angeles World Airports shall confer regarding the approximate cost of specific improvements and installations and shall determine what airport development sites if any should be required to pay for all or a part of those improvements and installations.
- a. Intersection 3. Balboa Boulevard and Plummer Street - Restrict parking and re-stripe Plummer Street to provide a right-turn-only lane in the eastbound and westbound directions. Prior to issuance of building permits for a specific development site, the project developer shall confer with the Los Angeles World Airports and Department of Transportation to determine intersections that may be impacted by a specific development. The developer of individual sites will not be required to fund or provide improvements that the LADOA and/or LADOT determine are not impacted by project development or use.
- Intersection 10. Balboa Boulevard and Nordhoff Street - Fund the installation of the ATSAC system at this intersection.
 - Intersection 12. Woodley Avenue and Nordhoff Street - Fund the installation of the ATSAC system at this intersection.
 - Intersection 19. Balboa Boulevard and Parthenia Street - Restrict parking and re-stripe Parthenia Street to provide a third through lane in the eastbound and westbound directions during peak-hour travel periods.
 - Intersection 21. Woodley Avenue and Parthenia Street - Restrict parking and re-stripe Parthenia Street to provide a right-turn- only lane in the eastbound and westbound directions.
 - Intersection 26. Balboa Boulevard and Roscoe Boulevard – Re-stripe Roscoe Boulevard to provide dual left-turn lanes in the eastbound and westbound directions. Signal modifications will be required and some localized flaring of Roscoe Boulevard within the existing right-of-way may also be required. Fund the installation of the A TSAC system at this location.
 - Intersection 28. Woodley Avenue and Roscoe Boulevard- Fund the installation of the ATSAC system at this location.
 - Intersection 32. San Diego Freeway Northbound Ramps and Roscoe Boulevard-Fund the installation of the A TSAC system at this location.
 - Intersection 36. Balboa Boulevard and Strathern Street- Install a two-phase signal at this location.
 - Intersection 37. Woodley Avenue and Strathern Street- Restripe Strathern Street to provide an exclusive right-turn-only lane.
 - Intersection 41. Balboa Boulevard and Saticoy Street- Restripe Saticoy Street at the intersection to provide a right-turn-only lane in the westbound direction. Some pavement reconstruction on the north side of the east leg may be necessary.

- Intersection 42. Woodley Avenue and Saticoy Street- Restrict parking and restripe Woodley Avenue to provide a northbound right-turn-only lane.
- Intersection 44. Sepulveda Boulevard and Saticoy Street- Restrict parking and restripe Saticoy Street to provide an eastbound right-turn-only lane.
- Intersection 45. Haskell Avenue and San Diego Freeway Southbound Ramps- Flare into the median island and restripe the off- ramp to provide a third westbound approach lane.
- Intersection 48. Balboa Boulevard and Sherman Way- Fund the installation of the A TSAC system at this location.
- Intersection 49. Hayvenhurst Avenue and Sherman Way-Fund the installation' of the ATSAC system at this location.
- Intersection 50. Woodley Avenue and Sherman Way-Restrict parking and restripe Sherman Way to provide eastbound and westbound right-turn-only lanes.
- Intersection 51. Haskell A venue and Sherman Way- Restripe Haskell A venue, restrict parking and modify the signal equipment to provide dual southbound left-turn-only lanes.
- Intersection 54. White Oak Avenue and Vanowen Street- Restrict parking and restripe White Oak Avenue to provide a southbound right-turn-only lane.
- Intersection 56. Balboa Boulevard and Vanowen Street- Restrict parking and restripe Vanowen Street to provide a westbound right-turn-only lane.
- Intersection 59. Haskell Avenue and Vanowen Street-Restrict parking, restripe Haskell Avenue and modify the signal equipment to provide dual northbound and southbound left-turn-only lanes.
- Intersection 63. Balboa Boulevard and Victory Boulevard- Restripe Balboa Boulevard to provide a northbound right-turn-only lane.
- Intersection 71. Balboa Boulevard and Burbank Boulevard- Restripe Balboa Boulevard and modify the signal equipment to install dual left-turn-only lanes in the northbound and southbound directions.

Public Services

Fire

64. The proposed Master Plan's developments will comply with the Fire Protection and Fire Prevention Plan and the Safety Plan elements of the Los Angeles General Plan's guidelines. Prior to issuance of building permits, the developer of individual sites shall obtain necessary Fire Department approvals for building plans.
65. The design of the underground storage facilities shall include a continuous monitoring system for the purpose of detecting the release of any hazardous or combustible substances, in accordance with monitoring requirements in Chapter 5, Article 7, Division 31, Section 39, of the Los Angeles Fire Code (LAFD). Prior to issuance of building permits, the developer of individual sites shall obtain necessary Fire Department approvals for building plans that show and describe the type and location of continuous monitoring system that will be installed for all underground storage facilities.

66. Develop a Traffic Congestion Management Plan (TCMP) for the development sites and implement the TCMP in stages that coincide with the development of the five subject parcels. Prior to issuance of building permits, the developer of individual sites shall obtain necessary Fire Department approvals that relate to a TCMP.
67. Ensure the strategic location of timely access points to all portions of VNY for off-site Fire Department apparatus and personnel. Prior to construction, all access points shall be approved by the LAFD.
68. Provide adequate off-site public and on-site private fire hydrants with sufficient capacity. The number and locations of fire protection and safety improvements shall be approved by the LAFD upon review of the plot plans for each individual site.
69. All first story portions of any structure shall be within 300 feet of an approved fire hydrant. The facility shall be designed to meet all applicable fire safety codes for aboveground storage of hazardous materials including the FAA and LAFD codes. Prior to issuance of building permits, the developer of individual sites shall obtain necessary Fire Department approvals for building plans.
70. All contamination encountered shall be handled, remediated and disposed of in accordance with all applicable Federal, State, and local regulations. Prior to issuance of building permits, the developer of individual sites shall submit to the satisfaction of the Fire Department authorization letters, letters of release, permits or other documentation that verifies compliance with federal, state and local regulations.
71. All proposed aboveground fuel facility plans shall include provisions for a 2,000-gallon clarifier to prevent spilled fuel and other hazardous materials from entering the storm or sanitary sewer systems. Prior to issuance of building permits, the developer of individual sites shall obtain necessary Fire Department approvals for building plans that show provisions for a 2,000-gallon clarifier to prevent spilled fuel and other hazardous materials from entering the storm or sanitary sewer systems.
72. If the clarifier is designed to discharge into the storm drain system, a National Pollution Discharge Elimination System (NPDES) permit shall be obtained from the RWQCB prior to operation of the clarifier. Prior to issuance of building permits, the developer of individual sites shall submit to the satisfaction of the Fire Department a NPDES permit issued by RWQCB unless determined by LAFD to not apply to a specific project.
73. If the clarifier is designed to discharge into the sanitary sewer, the City of Los Angeles, Department of Public Works shall be contacted regarding potential discharge or permit requirements prior to the operation of the clarifier. Prior to issuance of building permits, the developer of individual sites shall obtain necessary Fire Department approvals that indicate the Department of Public Works has been contacted regarding potential discharge or permit requirements prior to the operation of the clarifier.
74. Conform to the standard street dimensions shown on the Department of Public Works Standard Plan D-22549 and utilize standard cut-comers on all turns. Prior to issuance of building permits, the developer of individual sites shall obtain necessary Department of Public Works approvals for plans that show conformance with standard street dimensions shown on the Department of Public Works Standard Plan D-22549 and utilize standard cut-comers on all turns.
75. The width of private roadways for general access use and fire lanes shall not be less than 20 feet clear to the sky. Prior to issuance of building permits, the developer of individual sites shall obtain necessary Department of Public Works and Fire Department approvals for building plans.
76. All access roads, including fire lanes, shall be maintained in an unobstructed manner. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the Los Angeles Municipal Code. Prior to

- issuance of building permits, the developer of individual sites shall obtain necessary Department of Public Works and Fire Department approvals for plans that show access roads, including fire lanes, shall be maintained in an unobstructed manner.
77. Fire Lane width shall not be less than 20 feet or less than 28 feet where fire hydrants are installed or the lane must accommodate aerial ladder apparatus. Prior to issuance of building permits, the developer of individual sites shall obtain necessary Department of Public Works and Fire Department approvals for building plans that show Fire Lane width shall not be less than 20 feet or less than 28 feet where fire hydrants are installed or the lane must accommodate aerial ladder apparatus.
 78. No building or portion of the building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane without approval from LAFD prior to construction. Prior to issuance of building permits, the developer of individual sites shall obtain necessary Department of Public Works and Fire Department approvals for building plans that show site buildings more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane, unless approved otherwise by LAFD.
 79. Sprinkler systems shall be installed in all structures in accordance with Los Angeles Municipal Code 57.09.07. Prior to issuance of building permits, the developer of individual sites shall obtain necessary Fire Department approvals for building plans that show compliance with Los Angeles Municipal Code 57.09.07.
 80. Consider providing effective fire protection systems in new hangars which will effectively protect the areas beneath the wings and fuselage portions of large aircraft. This can be accomplished by incorporating foam- water deluge sprinkler systems with foam producing and oscillating nozzles. Prior to issuance of building permits, the developer of individual sites shall confer with the Fire Department regarding fire protection systems that can be used in hangars.
 81. Develop a Business Plan in accordance with the Hazardous Materials Release Response Plans and Inventory Law of 1985 for each applicable site. Prior to issuance of a Certificate of Occupancy, the developer of individual sites shall obtain necessary Fire Department approvals for a Business Plan in accordance with the Hazardous Materials Release Response Plans and Inventory Law of 1985.
 82. Design on-site landscaping with fire resistant plants and materials. Prior to issuance of building permits, the developer of individual sites shall obtain necessary Fire Department approvals for building plans.

Police

83. The Los Angeles Police Department's Crime Prevention Section shall be consulted regarding crime prevention features appropriate to the design of the individual structures involved in the project. Prior to issuance of building permits, the developer of individual sites shall obtain necessary Police Department approvals regarding crime prevention features appropriate to the design of the individual structures.
84. Upon completion of the individual properties, a diagram of the structure, including site access, unit/building numbers, and any additional information that might facilitate police response, shall be submitted to the Area Commanding Officer. Prior to issuance of a Certificate of Occupancy, the developer of individual sites shall submit to the satisfaction of the Area Commanding Officer, a diagram of the structure, including site access, unit/building numbers, and any additional information that might facilitate police response.
85. Secured tenant parking areas shall be controlled by a electronic card-key (or similar approved) gate. Prior to issuance of a Certificate of Occupancy, the developer of individual sites shall obtain

necessary approvals for secured tenant parking areas from the VNY Administrative Offices for such use.

86. Entryways, elevations, lobbies, and parking areas shall be illuminated and designed with minimum dead space to eliminate areas for potential concealment. Prior to issuance of building permits, the developer of individual sites shall obtain necessary LAWA approvals regarding illumination and design of entryways, elevations, lobbies, and parking.

Sec. 3. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board at the Main Street entrance to Los Angeles City Hall; one copy on the bulletin board at the Main Street entrance to Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, at its meeting of JAN 18 2006.

FRANK T. MARTINEZ, City Clerk

By *Marie Stearns*
Deputy

Approved FEB 02 2006

[Signature]
Mayor

Approved as to Form and Legality

Pursuant to Charter Section 559, I approve this ordinance and recommend its adoption on behalf of the City Planning Commission

Rockard J. Delgadillo, City Attorney

see attached report.
Mark Winogron 1/17
MARK WINOGROND
Interim-Director of Planning

By _____
Deputy City Attorney

File No. 05-2286

DECLARATION OF POSTING ORDINANCE

I, MARIA C. RICO, state as follows: I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and a Deputy City Clerk of the City of Los Angeles, California.

Ordinance No. 177327 - Changes to the Van Nuys Airport Master Plan Text and Map, Saticoy Street Amendments, initiation of Community Plan Amendments, and changes to the Mitigation Monitoring Program for the Van Nuys Airport - CPC 1996-0222 PLN - a copy of which is hereto attached, was finally adopted by the Los Angeles City Council on Jan. 18, 2006, and under the direction of said City Council and the City Clerk, pursuant to Section 251 of the Charter of the City of Los Angeles and Ordinance No. 172959, on Feb. 6, 2006, I posted a true copy of said ordinance at each of three public places located in the City of Los Angeles, California, as follows: 1) One copy on the bulletin board at the Main Street entrance to Los Angeles City Hall; 2) one copy on the bulletin board at the Main Street entrance to Los Angeles City Hall East; 3) one copy on the bulletin board at the Temple Street entrance to the Hall of Records of the County of Los Angeles.

Copies of said ordinance were posted conspicuously beginning on Feb. 6, 2006 and will be continuously posted for ten or more days.

I declare under penalty of perjury that the foregoing is true and correct.

Signed this 6th day of February 2006 at Los Angeles, California.


Maria C. Rico, Deputy City Clerk

Ordinance Effective Date: March 18, 2006 Council File No. 05-2286