

## **ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The environmental factors indicated below have been reviewed to ensure that no potentially adverse environmental affects are posed by the Project. To analyze the potential environmental impacts associated with the proposed Project, background environmental information for the project site and surrounding area was obtained from the Van Nuys Airport Master Plan Background Report and the Los Angeles Citywide General Plan Framework Draft Environmental Impact Report (DEIR). The Framework DEIR provides, "...objective planning and environmental information that can be utilized by the City of Los Angeles and the public-at-large in their consideration and evaluation of the potential environmental implications...". Furthermore, the Framework DEIR, "...is envisioned to be used as a tiering document for future environmental analysis." Where appropriate, thresholds provided in the Los Angeles CEQA Thresholds Guide were incorporated to determine potentially significant environmental impacts anticipated by the proposed Project.

### **I. AESTHETICS -- Would the project:**

- a) Have a substantial adverse effect on a scenic vista?

Finding: Less than significant impact

The project site is located at the Van Nuys Airport (VNY) which is located in the northwestern portion of the San Fernando Valley. As a result, views in all directions from the site are limited to the general development of the San Fernando Valley area. Furthermore, the site is located at a point internal to the Airport, along one of the main taxiways, which limits views to the general development of the interior of the Airport including aviation, hangars, offices, and shop areas. Views from the site specifically to the north, west, and south include Airport operations in the immediate forefront and of mountains in the distance. Views to the east include Airport aviation and industrial operations such as hangars, offices, and shops that front Woodley Avenue.

The proposed project includes construction of a hangar and office facility approximately 35 feet in height. This height is consistent with Airport development to the north, south, and east of the project site and will not obstruct views into or out of the site. Furthermore, due to the interior location of the project site within the Airport, this construction will not affect views into or out of the exterior of the airport. Furthermore, the Reseda - West Van Nuys Community Plan does not identify any scenic vistas that the Community might considered significant.

The project includes construction of structures with a maximum height of 35 feet (aircraft hangars), which is consistent with the hangar heights on surrounding airport properties. The project proposes to replace a portion of the existing aviation operations at the project site with construction of similar use and setback. As the Community Plan does not identify significant views in the project area, the project will not result in a significant impact to views in the project area. Therefore, the project will result in a less than significant aesthetic impact to scenic vistas.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a scenic highway?

Finding: Less than significant impact

The project site is located within the northwestern portion of the San Fernando Valley within the Reseda - West Van Nuys Community Plan Area. According to the Reseda - West Van Nuys Community Plan, there are no identified scenic resources including trees, rock outcroppings or historic buildings within the project area. Additionally, access to the project site is provided by Waterman Drive, a private roadway, which is not designated as a scenic highway in the project area. Therefore, the project will not substantially damage any scenic resources.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Finding: Less than significant impact

The project area is characterized as an urban, developed industrial and/or aviation corridor. The area immediately surrounding the project site is all located within the interior of the Airport and is developed with aviation and industrial uses. There are no undeveloped properties adjacent to the project site that might provide distinct natural qualities. There are no natural geographic features identified as significant by the Community Plan located in or visible from the project area. The project site is located within the interior of the Airport and will not affect views from the exterior of the Airport. The proposed development is consistent in height, setback, and massing with development on adjacent properties. There is no uncommon or necessarily unique architecture in the project vicinity. Vegetation is very limited including only a few street trees and landscaping buffers associated with existing development. The visual character of the area is primarily characterized as a developed, Airport use. The project includes replacement of a portion of the existing hangars and office buildings at the project site with buildings for a similar use. This replacement will not significantly alter the existing aviation and industrial visual character of the project vicinity. Therefore, the proposed project will not substantially degrade the existing visual character of the site or its surroundings.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Finding: Less than significant impact

The Airport is located in an urban and developed portion of the northwestern San Fernando Valley. The Airport is surrounded by a variety of night lighting sources which include lighting of public streets, advertising signs on buildings and billboards, and security lighting. Night lighting at the Airport consists of security lighting in public areas as well as individual leaseholds, navigational lighting for the runways and taxiways, lighting of the golf course at the southern end of the airport, lighting of the Fly-away bus terminal and parking, and lighting of the Air Tel Hotel. Navigational lighting is required by the FAA to be operated 24 hours a day. While the Airport has a number of night lighting sources, night lighting at the project site currently includes security lighting of the existing development and security lighting on leaseholds surrounding the project site.

The project site is located at a point interior to the Airport property and is surrounded by similar aviation and industrial operations to the north, south and east. A taxiway and runway are located to the west of the project site. Due to the location of the project site within the interior of the Airport, there are no sensitive receptors that would be adversely affected by a change in light or glare at the project site. Further, the project includes replacement of a portion of the existing development with development of similar height, materials, and lighting. Night lighting at the site will be provided for all parking, driveway and ramp areas. A minimum of 1 footcandle will be provided via building mounted lights and freestanding light standards. The project will comply with the Municipal Code requirement that new illumination on site be designed and installed with shielding and directed onto the site. Furthermore, the structure will be constructed of materials such as high-performance tinted, non-reflective glass, plaster and fabricated wall surfaces that will not be more reflective than the existing structures on the project site or adjacent Airport properties. Therefore, the project will not create a new source of potential light or glare and will result in a less than significant aesthetic impact due to lighting or glare.