XV. TRANSPORTATION/TRAFFIC -- Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

Finding: Less than significant impact

The proposed project includes the replacement of a portion of the existing hangar and office space with construction of similar uses. As shown in **Table 7: Trip Generation Forecast and Comparison**, the proposed project will result in the addition of approximately 6 new based aircraft and approximately 800 square feet of office uses. A trip generation forecast was prepared for the Project based on trip rates provided in the *Trip Generation* manual published by the Institute of

TABLE 7
TRIP GENERATION FORECAST

Based Aircraft								
Proposed Use	**Units**	**Weekday**	**AM Peak Hour Volumes**			**PM Peak Hour Volumes**		
			In	**Out**	**Total**	**In**	**Out**	**Total**
New Based Aircraft [1]	6 aircraft	30	1	1	2	2	1	3
Net New Office Space [1]	800 SF	9	1	0	1	0	1	1
Net New Trips		39	2	1	3	2	2	4

[1] Source: ITE "Trip Generation", 7th Edition, 2003. Land Use Codes 022 (General Aviation Airport) average trip rates and 710 (General Office Building) average trip rates.

typical weekday, as well as during the weekday AM and PM commuter peak hours. The project is expected to add a maximum of 3 AM Peak Hour Trips and a maximum of 4 PM Peak Hour trips.[37] Based on this trip generation analysis, the Project would not exceed the City of Los Angeles CEQA Thresholds Screening Criteria of 43 net new peak hour trips.[38] Furthermore, the anticipated trip generation will not exceed the City of Los Angeles Department of Transportation (LADOT) threshold of 43 net new peak hour trips at which point additional traffic analysis may be required.[39] Therefore, the project would result in a less than significant impact to traffic as a result of trip generation.

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

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[37] *Trip Generation Forecast, Air Center Aviation Van Nuys Airport.* Linscott, Law & Greenspan. August 28, 2006. The referenced trip generation forecast was submitted by the Applicant to LADOT on January 16, 2007. To date, no comment has been received from LADOT.

[38] *City of Los Angeles, CEQA Thresholds Guidelines.* City of Los Angeles. May 14, 1998.

[39] *Los Angeles Department of Transportation (LADOT) Traffic Study Policies and Procedures.* Los Angeles Department of Transportation. Revised August 2003.

Finding: Less than significant impact

See Discussion in Section XV.a, Transportation/Traffic.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Finding: Less than significant impact

Based on current operations at the site, with the proposed expansion, the Applicant estimates that the site will house approximately six jets. The proposed aircraft include the following:

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

As shown in **Table 8: Proposed Aircraft Operations**, the proposed project will result in approximately 40 aircraft operations at the site monthly.

TABLE 8
PROPOSED AIRCRAFT OPERATIONS

AIRCRAFT TYPE	NUMBER OF AIRCRAFT	MONTHLY OPERATIONS	DAILY OPERATIONS		
			700AM - 700PM	700PM - 1000PM	1000PM - 700AM
G-IV	1	4	3	1	0
HAWKER 800	1	4	3	1	0
CITATION II	2	16	13	2	1
LEAR 35	2	16	13	2	1
TOTAL	6	40	32	6	2

Van Nuys Airport has been in operation as a general aviation airport since approximately 1928. Runways and other airport services have been operational since this time. The project will not result in a substantial increase in traffic levels across the Airport. Additionally, the project does not propose to alter or extend the existing runways or flight patterns. The project will follow established FAA air traffic routes. As a result, the proposed project will result in a less than significant impact due to a change in air traffic patterns.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Finding: Less than significant impact

The Project includes replacement of a portion of the existing hangar and office facilities at the project site with similar uses. The project will not alter existing public roadways and will not introduce new roadways

into the project area. Buildings and roadways on the project site will comply with all Building Code and Municipal Code regulations. All emergency access roadways will remain open and functional during construction and operation of the project. Therefore, the project will not increase hazards at the project site due to design features or incompatible uses and will result in a less than significant transportation impact.

e) Result in inadequate emergency access?

Finding: Less than significant impact

Van Nuys Airport is currently served by the City of Los Angeles Fire Department (LAFD), City of Los Angeles Police Department (LAPD), and Los Angeles World Airport (LAWA) Airport Police. The proposed hangar and office structures will be designed to meet the access requirements of the Fire Department and the Police Departments. VNY currently maintains an Emergency Response and Evacuation Plans to minimize the potential impacts of an accident or emergency. This Plan would be updated to incorporate and reflect the project. Therefore, the project will result in a less than significant impact to emergency access.

f) Result in inadequate parking capacity?

Finding: Less than significant impact

The Municipal Code requirement for the proposed Project is 38 parking spaces[40]. The project proposes to provide approximately 47 spaces with the replacement hangar and office buildings which will exceed the Code requirement. Therefore, the project will not provide inadequate parking and will result in a less than significant impact to parking.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Finding: Less than significant impact

The project will not alter existing roadways in the project vicinity and will not alter existing alternative transportation programs. Therefore, the project will not conflict with adopted policies, plan or programs supporting alternative transportation.

[40] Analysis based on 1 parking space per 500 square feet of office space, 1 parking space per 500 square feet of hangar space less than 10,000 square feet in size, 1 parking space per 5,000 square feet of hangar space greater than 10,000 square feet in size.