

## **IX. LAND USE AND PLANNING - Would the project:**

- a) Physically divide an established community?

Finding: No impact

The project site has been developed as part of the Van Nuys Airport since approximately the late 1960s. The project site is bordered to the north by a taxiway internal to the Airport and aviation uses north of the taxiway; to the west by existing Airport operations; to the south by Waterman Drive and Airport operations that exist south of Waterman Drive; and to the east by Airport operations that border Woodley Avenue. The project proposes to replace existing aviation facilities at the project site with construction and uses of a similar nature. The project will not alter land uses on the project site and will not expand outside of the current property boundaries. Therefore, the project will not result in a significant land use impact due to the physical division of an established community.

- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Finding: No impact

The Reseda - West Van Nuys Community Plan designates the project site as Light Industrial and is currently zoned [T][Q]M2-1VL.<sup>30</sup> The Community Plan has historically designated specific land uses for landholds within the Van Nuys Airport. The project site is designated as a “service area” which allows “maintenance shops, hangars, aircraft fueling, tie-down areas, office, automobile parking, industry and commerce, navigation aids, aircraft permitted under power.” The project does not propose to change the use of the project site and all proposed activities are permitted under the “service area” designation. Therefore, the continued use of the project site as an aviation facility will not conflict with the Community Plan designation and will not conflict with the Community Plan.

The project site is also regulated by the Van Nuys Airport Master Plan (Alternative J). Under the Master Plan, the project site is identified as an Aviation Area which is defined as an area that “supports 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 aviation uses. These areas have direct access to runway and taxiway systems.” The proposed aviation uses would be consistent with the permitted activities and will not conflict with the applicable Master Plan. Therefore, the proposed project will result in a less than significant impact due to conflict with applicable land use plan, policy, or regulations.

- c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

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<sup>30</sup> According to the City of Los Angeles Municipal Code, the M2 Zone permits the following uses: Any open lot use permitted in the A or R Zone (with restrictions); Any use permitted in the M1 or MR2 Zone (with restrictions); Airport or aircraft landing field; Automobile dismantling yards, junk yards, storage of second-hand furniture, boxes, drums, etc; Open storage of materials and equipment; Cemetery, crematory or mausoleum; Circus quarters; Morgue; Riding academy or stable; Rifle range; Parking in connection with permitted uses; Curing, compositing and mulching facilities.

Finding: No impact

The project site is located within the heavily developed, urban San Fernando Valley. The project site has been improved with structures and pavement since approximately the late 1960s. Vegetation on the site is limited to landscape associated with existing development. Properties surrounding the project site on all sides are developed with aviation and industrial uses and do not provide conservation areas. No habitat conservation plans have been designated for this area. The Los Angeles Citywide General Plan Framework does not designate the project site as a Biological Resource Area. Therefore, the project will result in a less than significant land use impact due to a conflict with an applicable habitat conservation plan.

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<sup>31</sup>Los Angeles Citywide General Plan Framework, *Figure GS-1: Areas Containing Significant Mineral Deposits in the City of Los Angeles*. Envicom Corporation. January 19, 1995.

<sup>32</sup>Los Angeles Citywide General Plan Framework. Envicom Corporation. January 19, 1995.