

## **MOTION REGARDING VNY VISION STUDY AND CALL FOR MORATORIUM**

### Whereas.

**A.** *The LA City Council in CF 22-1127 requested the Department of City Planning in consultation with Los Angeles World Airport (LAWA) create a Specific Plan and/or other land use tools for Van Nuys Airport (VNY) to replace the existing Van Nuys Airport Plan and zoning ordinance. As the initial step in this process LAWA is conducting a “Vision Study” to identify what land uses at VNY should be incorporated into the Specific Plan.*

*There have been two rounds of open house public meetings seeking community input. Both open houses however were severely flawed and require a reset of the Vision Study for it to be truly responsive to community concerns, and to develop real land use alternatives rather than the **one-sided options that LAWA presented which all involve the continued conversion of VNY to a major jetport for the very wealthy.***

### **Flaws with Vision Study.**

1. LAWA hasn't earned the trust from impacted communities. Feel like we're being manipulated.
2. No real dialogue with stakeholders, including the VNY Citizens Advisory Council (CAC) ad hoc committee in Vision Study process to date. The process has been top down driven with the appearance that LAWA is just checking boxes to meet the City Council's mandate.
3. Putting cart before the horse by asking us to comment on alternative land use plans without giving us any background data on existing land use allocation and forecasts of future demand by aircraft type.
4. Never asked for our big picture goals for VNY's future before giving us limited choice alternatives to react to.
5. The alternative land use plans appear to be thrown together at last minute and lack any definition of what goals they are trying to solve.
6. Also, alternatives don't allow for different futures based on known unknowns such as impact to VNY of Santa Monica (SMO) airport potentially closing.
7. Process schedule seems fast-tracked to meet some undefined deadline with limited opportunities to provide input.
8. Missing many steps on how you get to asking for input on alternative land use plans.
9. Opportunity to comment on Alternatives removed from LAWA website after 6 days.
10. Vision Study process is being rushed when Council District 6 has no elected Council person to represent the neighborhoods nearest to VNY and therefore could shoulder some of the most adverse impacts of any proposed land use changes.

***B. Many people have spoken at the Vision Study Open Houses and at VNY Citizens Advisory Council about the serious flaws of the Vision Study and the need for a moratorium on any Request for Proposals (RFPs) and pending leases that will allow for an increase in aircraft operations until an updated Airport Plan and/or Specific Plan is adopted by the City Council.***

*The Sherman Oaks Neighborhood Council (SONC) believes the Vision Study could still be a valuable first step towards an updated Airport Plan if the following is done:*

1. For people to provide informed opinions on land use alternatives they need context and they need data that we know LAWA has but has not shared with us. LAWA needs to provide spatial and tabular documentation on how the acreage at VNY is currently allocated to each aircraft category (prop plane, helicopter, small jet, medium jet, and large jet) and non-aviation uses by location; and for each property the lease status, facility condition and the percentage occupancy. This should allow an overlay of potential redevelopment sites in selected time frames.
2. We also need to see the 20 year and interim year forecasts of demand by type of aircraft that LAWA has prepared. These should include alternative forecasts to reflect known unknowns (e.g. with and without the closure of SMO, and possibly Whiteman airports).
3. To help define alternative land use concepts LAWA should elicit input from stakeholders on what their “big picture” vision of VNY should be in the future.
4. Using this information alternative land use plans should be prepared as a collaborative and iterative, bottom-up process not a top down process that includes input from all stakeholder groups.
5. LAWA should then use Consensus building workshops to obtain buy-in by the different stakeholder groups on what alternative or alternatives should advance into the Specific Plan/ Airport Plan Update.

*Therefore,*

**Since the fate of each redevelopment site will not be known for certainty until the Vision Study and subsequent Specific Plan are adopted, there needs to be a moratorium on any RFPs and pending leases for redevelopment at VNY until the process is completed.**