



clerk CIS <clerk.cis@lacity.org>

## Community Impact Statement - Submission Details

LA City SNow <cityoflaprod@service-now.com>  
Reply-To: LA City SNow <cityoflaprod@service-now.com>  
To: Clerk.CIS@lacity.org, gmiguel@lawa.org

Thu, Jul 6, 2023 at 8:16 AM

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

The CIS process was enabled by the Los Angeles Administrative Code §Section 22.819. It provides that, "a Neighborhood Council may take a formal position on a matter by way of a Community Impact Statement (CIS) or written resolution." NCs representatives also testify before City Boards and Commissions on the item related to their CIS. If the Neighborhood Council chooses to do so, the Neighborhood Council representative must provide the Commission with a copy of the CIS or resolution sufficiently in advance for review, possible inclusion on the agenda, and posting on the Commission's website. Any information you can provide related to your agenda setting schedule is helpful to share with the NC.

If the CIS or resolution pertains to a matter *listed on the Commission's agenda*, during the time the matter is heard, the designated Neighborhood Council representative should be given an opportunity to present the Neighborhood Council's formal position. We encourage becoming familiar with the City Council's rules on the subject. At the Chair's discretion, the Neighborhood Council representative may be asked to have a seat at the table (or equivalent for a virtual meeting) typically reserved for City staff and may provide the Neighborhood Council representative more time than allotted to members of the general public. They are also permitted up to five (5) minutes of time to address the legislative body. If the CIS or resolution pertains to a matter *not listed on the agenda*, the designated Neighborhood Council representative may speak during General Public Comments.

We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at [empowerla@lacity.org](mailto:empowerla@lacity.org).

\*\*\*\*\* This is an automated response, please DO NOT reply to this email. \*\*\*\*\*

### Contact Information

Neighborhood Council: Encino

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The Board approved this CIS by a vote of: Yea(14) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 06/28/2023

Type of NC Board Action: For if Amended

### Impact Information

Date: 07/06/2023

Update to a Previous Input: No

Directed To: Board of Airport Commissioners, City Council and Committees

Council File Number:

Agenda Date:

Item Number:

Summary: On June 28, 2023, the Encino Neighborhood Council listened to and discussed the following recommendation from the Airport Committee: Whereas, the Los Angeles City Council in CF 22-1127 requested that the Los Angeles Department of City Planning, in consultation with Los Angeles World Airports (LAWA), create a Specific Plan and/or other land use tools to replace the existing Van Nuys Airport (VNY) Airport Plan and zoning ordinance. As the initial step in this process LAWA is currently conducting a "Vision Study" to identify what land uses should be incorporated into the Specific Plan for VNY. So far LAWA has only presented their own unilateral land use options which all involve the continued conversion of VNY to a major private jetport for the very wealthy. The Encino Neighborhood Council (ENC) believes that there are better options for VNY that balance its role as a jetport along with its historic role as a general aviation airport for

occasional use aircraft. The ENC further believes that this more balanced approach would be significantly more compatible with the surrounding densely populated neighborhoods. The ENC also recognizes that this Vision Statement for VNY is of necessity constrained by both the 1949 Quitclaim deed transfer of the VNY site and the 1990 Airport Noise and Capacity Act (ANCA). It recognizes that in 1949, the US Government transferred much of the current VNY acreage to the City of Los Angeles via a quitclaim deed, with the understanding that the property forever remains designated for "Airport Use" with any exceptions needing approval by the Federal Aviation Administration (FAA). Further, the 1990 ANCA defines among other things what an airport owner can and can't do to limit the type of aircraft, aircraft activities, and hours of operation. Therefore, recognizing these major constraints, the Encino Neighborhood Council is offering this Alternative Vision for Van Nuys Airport's future. The full CIS is attached. The motion passed 14 (Y), 0 (N)

Ref:MSG8608267

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 **VNY Vision Plan CIS.pdf**  
279K



## **ENCINO NEIGHBORHOOD COUNCIL**

### **COMMUNITY IMPACT STATEMENT**

**July 1<sup>st</sup>, 2023**

#### **Re: Van Nuys Airport Vision Plan**

To Whom It May Concern,

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

So far LAWA has only presented their own unilateral land use options which all involve the continued conversion of VNY to a major private jetport for the very wealthy. The Encino Neighborhood Council (ENC) believes that there are better options for VNY that balance its role as a jetport along with its historic role as a general aviation airport for occasional use aircraft. The ENC further believes that this more balanced approach would be significantly more compatible with the surrounding densely populated neighborhoods.

The ENC also recognizes that this Vision Statement for VNY is of necessity constrained by both the 1949 Quitclaim deed transfer of the VNY site and the 1990 Airport Noise and Capacity Act (ANCA). It recognizes that in 1949, the US Government transferred much of the current VNY acreage to the City of Los Angeles via a quitclaim deed, with the understanding that the property forever remains designated for “Airport Use” with any exceptions needing approval by the Federal Aviation Administration (FAA).

Further, the 1990 ANCA defines among other things what an airport owner can and can’t do to limit the type of aircraft, aircraft activities, and hours of operation.

Therefore, recognizing these major constraints, the Encino Neighborhood Council is offering this Alternative Vision for Van Nuys Airport’s future:

### **Immediate Actions:**

1. Institute a moratorium on any further development or redevelopment Requests for Proposals (RFPs) at VNY until the Specific Plan/Updated Airport Plan is adopted by the LA City Council.
2. Establish runway usage fees based on aircraft weight with a surcharge for runway use during the VNY Quiet Nights Program (QNP) hours.
3. Add non-emergency helicopter flights to QNP.
4. Extend QNP hours from 10PM to 9AM on weekends and holidays.
5. Provide monthly reports to the VNY Citizens Advisory Council (CAC) and each San Fernando Valley Neighborhood Council documenting from which Fixed Base Operators (FBOs) late night/early morning flights are originating.
6. Establish measures that encourage non-emergency helicopter flights to use designated FAA flight path corridors rather than repeatedly flying over residential neighborhoods.
7. Require that all jets refrain from idling their engines and/or using on-board or ground based Auxiliary Power Units (APUs) in areas directly adjacent to residential communities.
8. As specified in CF 22-1125 request that FAA amend the loopholes that allow scheduled flights and the selling of charters by the seat at VNY.
9. Initiate an air quality study of VNY impacts to residential neighborhoods directly adjacent to the airport.

### **Long-Term Vision:**

1. Any redevelopment of parcels and/or modernization of existing facilities must be done without increasing overall parcel acreage or facility square footage allocated to jet aircraft at VNY.
2. Replace air and noise polluting activities/facilities directly adjacent to residences with landscaping and/or other buffers acceptable to the affected neighborhoods.
3. Keep sites currently designated “Aviation Area - Propeller Aircraft” for prop planes only, and increase acreage for prop planes as needed to accommodate potential future growth.
4. Retain sites currently designated for “Aviation Related Areas” for non-Fixed Based Operations uses.
5. Set aside land in reserve so that it can be phased at a future date into a site(s) for Advanced Aviation Technologies and/or other low impact aviation uses.
6. Since they are a generator of jobs and revenue, retain current sites designated for Airport Commercial and seek FAA concurrence to convert some acreage currently designated as “Aviation Related Areas” to “Airport Commercial” uses. Revenue from the added Airport Commercial should be used to subsidize use of biofuel, unleaded fuel, and other sustainability goals at VNY.
7. Require all new facilities and modernization of existing facilities to be built using US Green Building Council LEED certification standards including installation of fixed electric ground hook-ups for Ground Power Units (GPUs) to replace use of on-board and ground based APUs.