

Communication from Public

Name: UproarLA
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Council File No: 23-1339

Comments for Public Posting: Dear City Councilmembers: Los Angeles residents look to you to rectify the lack of oversight that for years has allowed controversial land use development to occur at VNY. It has turned into a commercial airport for the wealthy elite and continues to prioritize the business interests at VNY over the local and global environment, and the health of people who live, go to school, and work around the airport. In addition to an over 50% increase in fixed base operations — coinciding with roughly 50% increase in jet operations since 2016, LAWA's lack of policy and a relevant Specific Airport Plan has resulted in the City wasting nearly \$100M of capital investment funds to turn VNY into predominantly an airport for private and charter jets interests. All without mitigation mandates or foresight as to environmental and health costs, and without including common sense environmental protections to protect neighbors from air pollution and to protect land and water from long-term contamination from jet fuel. Vehicle plug-ins, solar panels, and talks about bio fuel are not enough to off-set the emissions from the private charters. It is long overdue that City Council pay attention to the decades-long issues surrounding VNY stewardship — documented in a variety of council files over the years and in the 2008 Industrial, Economic, and Administrative Survey (IEA). Residents stand united to calling for City Council to do the following: 1. Support Motion 23-1339 and its criteria as written and without amendment. 2. Reject the Bonseph Helinet LLC proposal. This controversial proposal -- presented by the primary developer who already has a massive influence and presence at VNY -- was presented in the continuing vacuum of a lack of long-term Plan and is void of critical environmental components. For these reasons alone this project should be rejected. Upon rejection the City should conduct an IEA under City Charter Section 266(a) and as referred to in number three (#3) below. There are BETTER options available on that lot. Now that the RFP process has completed and failed to produce an acceptable proposal, the City should explore more compatible and thoughtful options that benefit the entire region and not just the developer. 3. Support a moratorium ordinance prohibiting building permits on specified aviation land at VNY until a forensic audit and Industrial, Economic and Administrative Study (IEA) have been conducted,

as well as all necessary environmental, health and cumulative impact studies on VNY land use and until said studies have been utilized in the creation of a new Specific Airport Plan. Councilmembers of impacted districts should without hesitation turn a deaf ear to lobbyists and paid employees of VNY businesses and protect their constituents. Councilmembers of non-impacted districts should defer to CD6's and other impacted CD's efforts on the above three necessary steps. Thank you for protecting your constituents. UproarLA has worked for over 5 years to bring relief to residents from dangerous airport impacts from BUR, as well as VNY. This important step is crucial to the health and well being of all residents in the San Fernando Valley and foothills who are gravely affected. Finally, we continue to strongly urge that City Council take action to protect residents impacted by Burbank Airport (BUR) who are also recipients of VNY noise and pollution and to resist industry attempts to implement AAM (Advanced Aircraft Mobility) in Los Angeles. The FAA released on December 11 its draft Environmental Assessment (EA) for the proposed amendments to the Bob Hope "Hollywood Burbank" Airport (BUR) southern departures. Please see https://www.faa.gov/air_traffic/community_engagement/bur. It has taken the FAA almost 5 years to prepare this draft EA, yet the FAA released it during the holiday season and is requesting comments by January 24, 2024. This is not enough time for members of the public to review a 529-page document containing highly technical information. Based on initial review, the draft EA does little to nothing to improve quality of life for the Los Angeles residents who have been suffering since the FAA moved the BUR flight paths south for its NextGen airspace modernization program in late 2016. The City invested significant time in the FAA's Southern SFV Airport Noise Task Force in 2019 and 2020 to propose feasible options to the FAA that would reduce the noise and pollution problem that the FAA itself created with its changes at BUR. This draft EA does not reflect the results of that collaborative effort. We ask that the City (1) request a 2-month extension through March 24, 2024, (2) prepare and submit a comment by the current deadline of January 24, 2024, and (3) prepare for a legal challenge following the publication of the EA. As you know, the City must comment on the draft EA to have standing for a legal challenge once the EA is published. Sincerely, UproarLA Los Angeles, CA uproarla.org