

MOTION TRADE, TRAVEL AND TOURISM

The Van Nuys Airport (VNY) is one of the busiest general aviation airports in the nation. Despite densely populated residential areas existing prior to VNY's redevelopments over the past twenty years, no mitigation policy measures were created by Los Angeles World Airports (LAWA) to mandate such considerations were implemented.

Over the years, the City has not been provided with a study dictating VNY's general aviation needs, or a study comparing aviation interests with those of community and environmental interests to demonstrate a responsible land use balance for VNY.

The VNY Vision Study was initiated to help inform the Planning Department in their update of the City's Southwest Valley Community Plans: (1) Canoga Park – Winnetka – Woodland Hills – West Hills; (2) Encino – Tarzana; and (3) Reseda – West Van Nuys – Lake Balboa, where the Van Nuys Airport is located, to inform the creation of a Van Nuys Airport Specific Plan to replace the existing Airport Plan and zoning ordinance (Ordinance No. 177327), adopted nearly 18 years ago (CF 05-2286).

Neither the VNY Vision Study or any other planning tool shall replace the need for a new Specific Airport Plan. Community participation and targeted research, study findings and recommendations are essential steps in making any aviation land use decision, including issuing future Request for Proposals (RFPs) related to VNY development. As such, on March 3, 2023 (CF 22-1127), the Council instructed the Planning Department, in consultation with the Los Angeles World Airports, to prepare a Specific Plan for the Van Nuys airport.

I THEREFORE MOVE that the Council instruct the Planning Department, with the assistance of the Los Angeles World Airports, and in consultation with Council District 6 as Committee Chair responsible for the formation and/or operation of the Van Nuys Airport Specific Plan Citizens Advisory Committee, to convene the necessary Citizens Advisory Committee meetings that will serve to provide input during all phases of the development process of the Van Nuys Airport Specific Plan and its relevant studies; and which will include at least one local resident/stakeholder from, but not limited to, Council Districts 2, 3, 4, 5, and 6; and provide an option for Council District office staff participation.

I FURTHER MOVE that the Council instruct the Planning Department, with the assistance of the Los Angeles World Airports, as initially instructed by the Council on March 3, 2023 (CF 22-1127), to prepare a Specific Plan for the Van Nuys Airport (VNY), and thereby replace the Van Nuys Airport Plan and zoning ordinance (CF 05-2286), which was adopted nearly 18 years ago. The Van Nuys Airport Specific Plan should include, but not be limited to, the following:

1. Use the results of a forensic audit of VNY per criteria to be set by the Council to better understand the needs for VNY to remain self-sustaining, determine need or independence from future Federal Aviation Administration (FAA) grant use, and for assessment and possible reconsideration of the existing Plan's airport land use map, and in consideration of policy needs.
2. Outline criteria for economic studies related to VNY, including cumulative impact on the regional environment and surrounding communities, consideration of percentage of suppliers and workers that are located within Los Angeles County, and defining income designated solely for airport infrastructure versus income benefitting the region directly.
3. Look at mitigating noise and other impacts from the airport on the surrounding area including jet blast and sound barrier installations between the airport and adjacent homes and businesses, green space to mitigate climate change and pollution factors on both the east and west side of the property, and other opportunities such as tree planting.

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4. Define Request for Proposal criteria that contains modernization to meet the City's long term carbon reduction goals, including grey water systems and power capacity upgrades to allow electrified hangars and ramps to reduce emissions from ground operations.
5. Establish a community benefit program for the surrounding area.
6. Explore how land covered by the Specific Airport Plan can continue to be an economic generator by luring new commercial activity, including possible necessity of filing a formal release with the FAA to change key land use classifications to non-aeronautical where environmental justice and health issues or critical pollution mitigation needs dictate as such.
7. Have extensive engagement with airport stakeholders and local residents with defined protocol moving forward.

PRESENTED BY:

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SECONDED BY:

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