



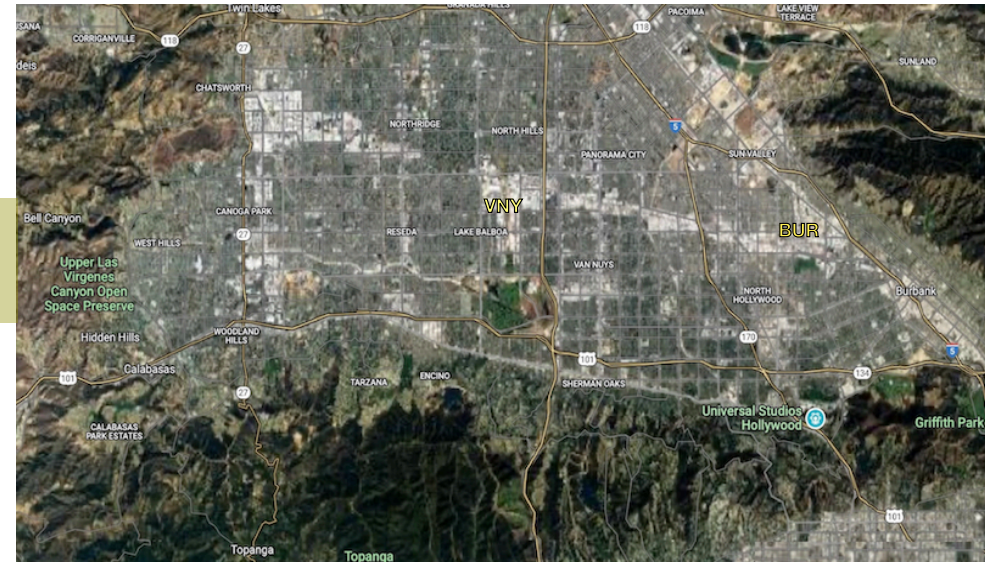
VNY Plan Considerations SFV Communities

September 5, 2023 - by QSWH / SoCalSFV.com

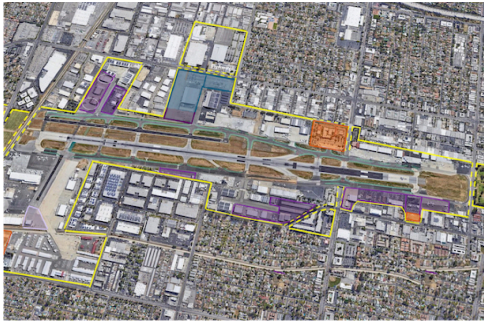
Special Thank You to RD

Key Objectives for today's VNY

1. Encourage a Good Neighbor approach to VNY planning
2. Propose Innovative Land Use to increase revenue & options
3. Propose RFP Policy & Structure for long-term success
4. Present a Comprehensive *Steps to Success* Plan
5. Proposals to Avoid past Mistakes or Inadequacies
6. Provide Community, Businesses and the City a [modern](#) Vision
7. Lay groundwork for 2045 and after for a Sustainable future



Agenda



1. Reason for Presentation - Community Concerns (by Fumefighters United)
2. VNY Evolution - Past to Present
3. Priorities for Airport Planning + Governance
4. Current Land Use - Concerns
5. Current Land Use - Benefits
6. VNY today - (Re)development Opportunities
7. Community Proposals
8. Steps to Success
9. Summary
10. Appendices

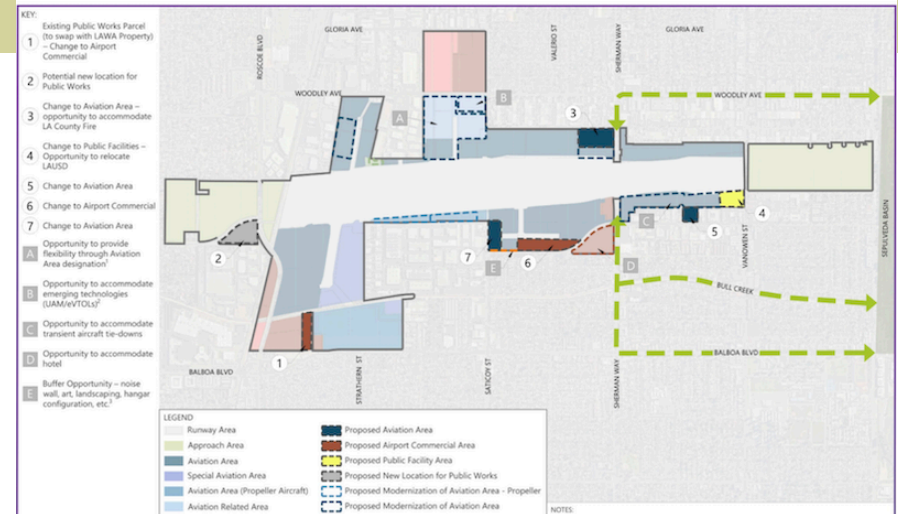
HINT: Look for blue underlined text for hyperlinks to sources

1. Community Concerns

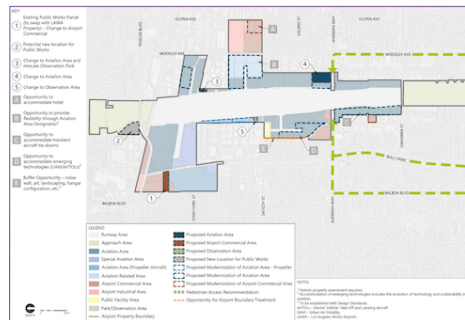
Vision Boards presented on 04/19/2023 were:

1. Void of Detail identifying lived land use & aircraft dominance
2. Void of Research or Studies to indicate benefit or consequences
3. Void of Community Participation in the design option process
4. Void of Consideration of Infrastructure & Sustainability aspects
5. Void of Opportunity for Community to contribute to Alternatives

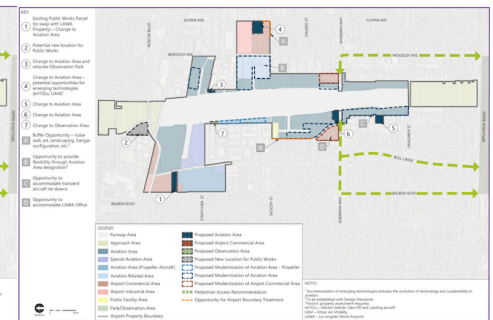
Alternative A



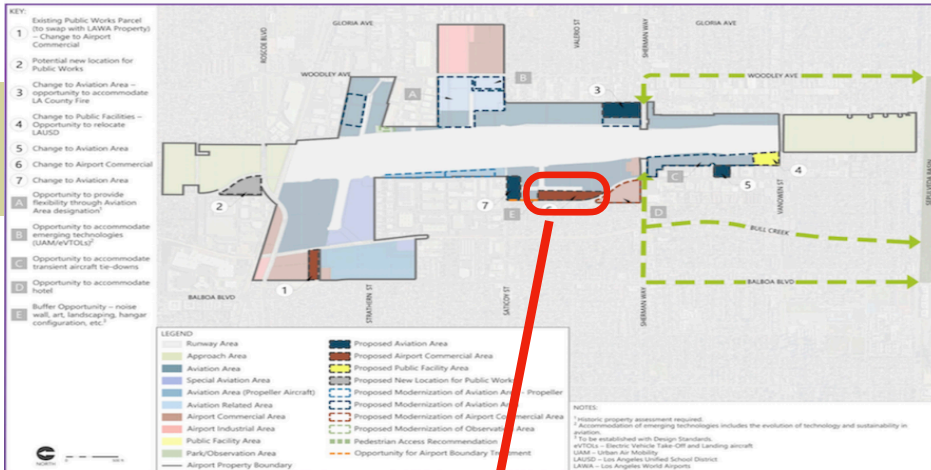
Alternative B



Alternative C



Alternative A



Community Concerns (cont'd)

1. The Department of Airport's proposed **Alternative A** (shown) suggests a "commercial area" adjacent to a vulnerable community. However, no examples were provided suggesting types of businesses nor any vehicle traffic forecasts to demonstrate potential impact on road congestion, parking or increased auto pollution for the immediate area.
2. **Alternatives B & C** (previous slide) proposed to leave the property categorized as Aviation Area with a potential "barrier" at the fence line but, a barrier can not protect residents from the Toxic Fumes now poisoning adjacent homes & businesses daily. Even when electric aircraft options are available, communities should be protected in proximity of aviation area land by, at minimum, 350ft of softscape and other mitigation barriers.

2. VNY evolution - Past to Present

1. VNY is said to be established in 1928 as the Metropolitan Airport.
2. Over the decades VNY transformed from a dedicated airport for a small group of aviation enthusiasts, to a military base, to one of the busiest general aviation airports.
3. Just like yesteryears, transformation and revisioning is born from local evolution and need. The need today is based on sustainability concerns, and ensuring that modernization goals and environmental considerations afford the best use of the airport and its land. Those considerations require a defined & Specific Airport Plan.
4. The new Airport Plan should maximize revenue opportunities by adjusting land use considerations to include **contemplation** of climate change, existing population, new technology, environmental limitations and the current state of over saturation in the Valley's airspace. The transformation is proposed to require Green Space to restore buffers that once protected adjacent communities and businesses (see red area in images), and afford innovative thinking to ensure a pivot toward benefitting more of the general population while reducing the carbon footprint.



3. Community Priorities for Airport Planning + Governance



Good Governance

- Complying with Regulations - NEW Specific Plan
- Total Transparency - Notice of Intent
- Creating & Enforcing Lease Restrictions/Penalties
- Maintaining Balance in Sustainability Division



Ethical Operating Practices

- Cooperating with elected officials
- STOP Back Door & Closed Door Deals
- Meet City's needs not Corporate profits
- Honesty in Endeavors



Crucial Environmental Protection

- *Green + Grey water infrastructure systems
- *Power capacity to electrify hangars/ramps (RFP)
- RFP criteria to control unsustainable operation
- Reasonable buffers, barriers, green space + shade trees for critical mitigation needs *See Slide #21 - Appendices



Innovation Development

- Improve efficiency w/o harming community
- Incorporate technology to reduce impact
- Explore legal options in lease language mandating better security criteria for passengers, luggage + aircraft (Drugs, arms & sex trafficking are known private charter abuses)



Community Involvement

- Subscribe: Intent + action notifications
- Equal time for Community Groups
- Environmental & Safety Values to protect
- Explore measures to adjust DNL contour

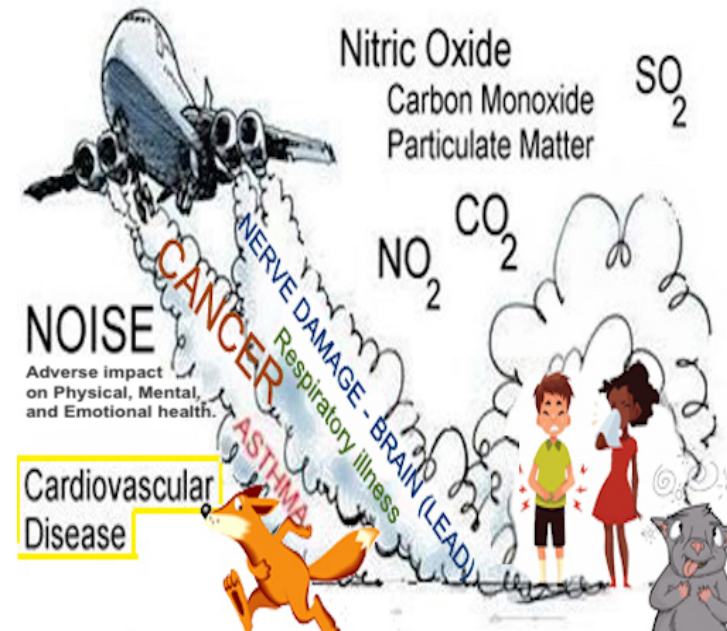


Foresight Begins Today

- Self-fund, Protect the Future (forgo Grant options)
- Adjust current footprint to attract tourism *and*
- Uplift other industry/commerce + communities
- Existing Footprint caters to limited clientele & industry and may prove to **reduce** revenue opportunities & long-term success

4. Current Land Use - Concerns

- Nearly 2 million Valley dwellers: health and quality of life are disproportionately impacted by excessive non-essential air traffic. Private income from home businesses, especially in adjacent communities, may also suffer consequences. UCLA HIA: [Health Impact Analysis on VNY, June 2023](#)
- Commerce: businesses that derive income from outdoor activities (IE: dining, wedding venues, concerts/plays, events, shopping, farmers markets, etc), as well as the businesses' employees adjacent to the airport being exposed to Toxic Fumes are all harmed.
- Film/Television Industry: Valley location filming is negatively impacted
- Tourism: routine flyovers alter the integrity of the Santa Monica Mountains and our beaches, which has an adverse impact on the beauty and serene activity this region otherwise offers, and may diminish its use, enjoyment and attraction. (negative impact)
- Natural Habitats: Mountain areas / Chatsworth seasonal wetlands (negative impact)
- Local ecosystem (negative impact)
- Local Environment: influx in pollution on air, water, vegetation - all negative impact
- Recreation areas for ALL is negatively impacted



5. Current Land Use - Benefits + Community Questions

Society



- Fire, Police, News, Medical, Search & Rescue and utility aircraft all benefit the general public.
- ☹️ But aren't these operations still possible with a smaller footprint of non-essential aircraft?

Limited Clientele



- Today private travel is reported to predominately serve less than 1% of society. For example:
- Hobbyist Pilots
 - Fortune 500 Executives
 - Heads of State
 - Persons of above average wealth

Airport Businesses



- Select businesses who serve or operate on the property benefit from VNY's existing structure.
- ☹️ But despite claims, there has been no substantive documentation to demonstrate that local businesses in the surrounding areas derive significant income from VNY clientele or operations. Doesn't lived experience demonstrate clientele typically departs the plane and immediately departs the area?

Approx 5,000 Aviation Employees



- Mechanics, Pilots, Staff, Maintenance + more
- ☹️ But CD3's [Warner Center](#) reportedly provides over 40,000 jobs, so wouldn't reconsideration of a more balanced mix between aviation uses and [mixed-use revenue opportunities](#) afford more job opportunities?

*See Appendices - slide #20 - rebuttal to the 2015 Economic Analysis

Airport Suppliers



- A variety of suppliers serve VNY needs, which is attributed (*under assumption) to indirect economic boosts in local spending.
- ☹️ But don't most industries support economies with relative suppliers? If so, such a benefit doesn't support expanding private jet accommodations in lieu of more lucrative options that better serve the general public.

Region via Taxes



- Local, state & federal taxes are collected from all profit business ventures, including VNY, which benefit the region.
- ☹️ But wouldn't it benefit the City to have a report that defines income designated solely for VNY's infrastructure use (airport user benefit) vs income available to benefit the region at the City's discretion? The [2015 Economic Analysis](#) failed to make a distinction in order to provide *lived* regional benefit. (see Appendices)

6. VNY today - (Re)development Opportunities



Aviation area
Special Aviation area * Discuss
Aviation Related area
Airport Commercial
Potential Green Space: *→*

7. Community Proposals

Disclaimer: Software for renderings was not in community's budget, please forgive quality.



Green Space West

- Toxic Fume mitigation
- Sound barrier wall (Repurpose/Reuse Hangars if possible)
- Softscape- lower area temperatures, pollution mitigation
- Uplift and enhance community and nearby businesses
- Income is offset by vacant lot development + untapped revenue



Green Space East

- Also opportunity for "Park area" / Commercial area mix
- Sound barrier wall (future mandate around entire perimeter)
- Softscape- lower area temperatures, pollution mitigation
- Uplift and enhance community and nearby businesses
- Income is offset by vacant lot development + untapped revenue



Airtel Plaza Hotel

- Option to remain as a Hotel + Commercial space
- Proposed low-income residential + mixed-use commercial space
- Mitigation opportunity, decommission ramp
- Potential to better serve general population + increase revenue



FlyAway Back Lot

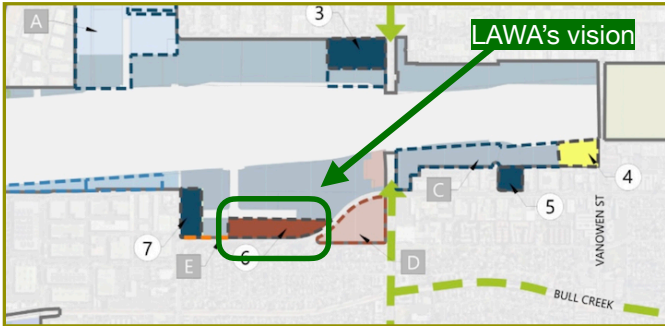
- Utilize empty lot to better serve the general public
- Mixed-Use opportunity: parking, lobby, retail, air taxi
- Increase revenue, incorporate emerging technology
- Uplift and enhance community and nearby businesses

Green Space West



Features:

- Property available in 2026
- Sound Barrier Wall (design TBD)
- Reduced Taxi Lane width
- 350 ft minimum buffer from homes
- Drought tolerant landscape for Temperature and Pollution mitigation (TBD)



Green Space East



Features:

- Property available today, recategorization required
- Sound Barrier Wall (design TBD)
 - ▶ NOTE: each leasehold along VNY perimeter should be required to erect such a wall, compatible gate and shade trees with each new amendment. Blue areas represent current chain link fencing.
- Enhancement to compliment FlyAway customers, visitors, and nearby homes and businesses.
- area accessible 350 ft from homes
- Possibility for mixed-use "Park area"/Commercial
- Drought tolerant landscape for Temperature and Pollution mitigation (TBD)

Airtel Plaza Hotel

The Airtel property may offer many exciting opportunities for the City and its citizens. Community consensus agreed that this land should not be recategorized as its current status has potential to benefit the general public and local business community, as opposed to a very limited airport clientele. For this reason, the “Best Use” for this property will likely be found in its “Airport Commercial” status.

ONE option to explore is a Low-Income Residential / Commercial Mix. This type of mix-use may prove viable for the City to help meet its low-income housing quota, and provide an opportunity for the airport to “give back” to community. [Warner Center](#) development projects offer a good example of “Mixed Use” developments that greatly enhance communities and potentially raise property values in surrounding areas, as well as increase revenue.

Things to Consider:

1. Property is available today.
2. Structures are viable - Adapt and Reuse (NOTE: height limitations)
2. Residential / Commercial mix already exist adjacent to property
3. Existing Plan prohibits aircraft tie-down and general aviation use
4. Moratorium affords amendment opportunity in new Specific Plan for uses
5. Forensic audit may yield rent flexibility opportunities

Whether a developer has interest in the above, or maintaining a Hotel with perhaps mixed-use retail space, or hotel/living space with retail such as Amazon Fresh, Starbucks, Urgent Care, or future Air Taxi operations from roof - there is a lot of potential for this property to increase revenue, job opportunities and to better serve the public.



FlyAway Back Lot

- Develop parking lot into a multi-level Structure with opportunity for mix of: Parking, *Air Taxi, Retail, Lobby, Eating, Conference Space, Urgent Care, *and more*
- Merge Public Transportation opportunity (FlyAway)
- Also viable for other mixed-use development whether Hotel/Commercial or Residential/Commercial. A moratorium offers time for reclassification & zoning option considerations.

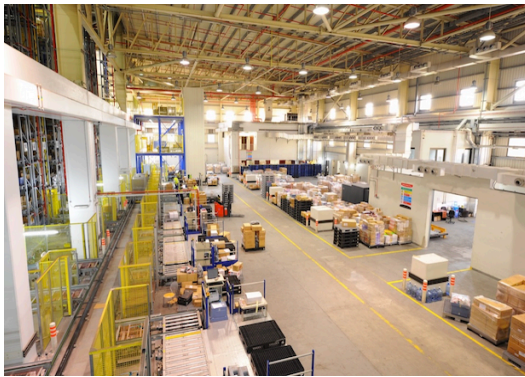
Disclaimer: This is a community presentation and not professional. Regrettably, required software to produce renderings was not in the budget. Best attempts were made to provide visuals using the old school copy/paste method. On this slide, BokaPowell's publicly released design was utilized to demonstrate feasible structure option.

*Air Taxi: There are many unknowns with Air Taxi deployment in Los Angeles which includes legitimate safety concerns, over saturation of airspace, blight, privacy concerns, flight path controversy, noise (even diminished) and more. This City should exercise due diligence and **not rush** in haste with tunnel vision in respect to the 2028 Olympics. City leadership needs to **pause** and work with the Federal level to protect the integrity of quality of life, security, privacy and safety of property and life on the ground **before** planning to utilize emerging air transportation.

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More Opportunities to Explore, Lure and Accommodate...



Warehouses/Aviation

- Industry/Commercial warehouses
- Executive aircraft interior outfits
- Airport/Aviation supplier warehouse hangars
- Soundstage Option? - [economic engine](#)



Dedicated Medi-Flights

- Retrofitted Air Ambulance Companies
- Limited to flights of need, not excess
- Staffed with licensed medical personnel
- Benefits the general population



2045 - 2050 Planning

- More mixed use options on perimeter
- Attract tourism & evolving transport options
- Increase revenue with non-toxic uses
- Attract local element with [innovative land use](#)

8. Steps to Success

Moratorium on Aviation Development

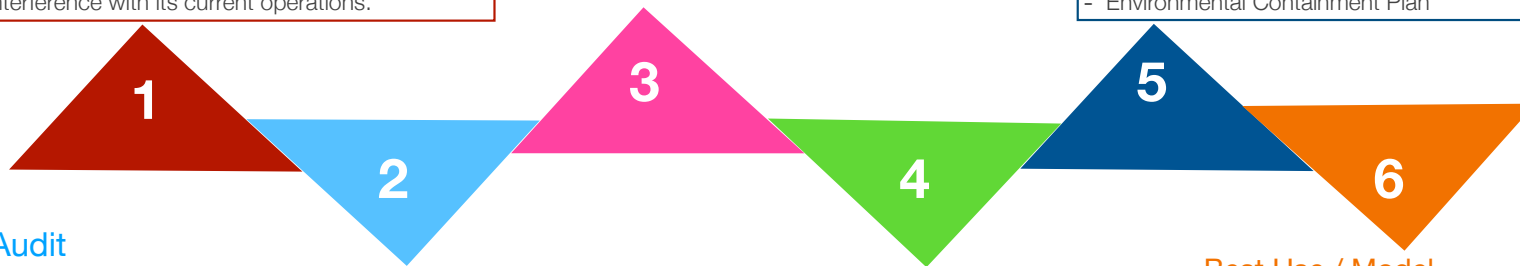
To achieve success, the City must first afford itself opportunity to dedicate both time and resources to conduct critically needed studies and research in order to reveal the full potential of development options at VNY that will meet the City's long-term goals and ability to reap greater economic rewards for the entire region, including its dwellers & various industries occupying San Fernando Valley. Since VNY is self-sustaining A moratorium would have no economic consequence, and there would be no interference with its current operations.

Economic Report

- cost analysis of human and environmental impact ([HIA](#), MediCal - marginalized areas, etc.)
- define "job count" basis
- mixed-use revenue potential factored
- eliminate assumptions (suppliers/employees)
- Infrastructure revenue (airport user benefit) vs City discretion (regional benefit) defined

Specific Airport Plan

- New Specific Plan to replace existing Plan + Ordinance 177.327
- RFP policy structure defined to ensure sustainability + balance including power capacity upgrades + grey water system per development and with any new amendment to lease where reasonably feasible
- mandated community outreach process defined
- community benefit program defined
- green space/mixed-use, FAA challenge (recategorization)
- Environmental Containment Plan



Forensic Audit

- Income + Expenses/Profit + Loss Statement (2 yrs)
- Forecasts/Projections: Revenue + Main Source of funds
- Forecasted Expenditure + primary outlays (+Capex)
- Balance Sheet (or Statement of Assets/Liabilities)
- Untapped revenue sources (e.g., landing fees)
- Untapped cost-saving opportunities

Community

- Relevant Council members to appoint **Community Airport Plan Advisory Committee**, including legal aviation consultant, to collaborate directly with the Dept of City Planning, and in consultation with LAWA.
- Ensure Environmental Justice + environmental considerations, equitable business consideration, act as a Sustainability watchdog

Best Use / Model

- Best Use can not be reasonably determined before comprehensive sustainability & economic reports bearing new criteria are completed.
- 3D Rendering and video modeling of land use should be commissioned for public scrutiny & prior to action.

Summary



Valley residents support a modernization of VNY airport that affords an elimination of toxic APU ground emissions, grey/green water systems, and gradual movement toward restoring balance between the airport and existing communities with each new development, redevelopment and lease amendment opportunity.

SoCalSFV residents concur that *if something is worth doing, its worth doing right*. As outlined on slide 17, the first step to achieving success and reaching the full potential of VNY airport's land use is to **implement a moratorium** on aviation development in order to dedicate the required time and resources to conduct the **critically needed** research, studies and planning (slide 17).

Let's not continue to repeat past mistakes but rather, move forward in a new, inspired and inclusive direction.

Respectfully, The SoCal San Fernando Valley community

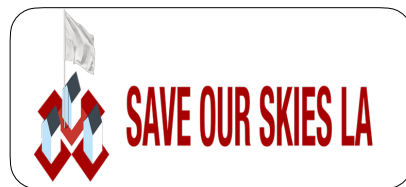


Thank You. Any Questions?

Contact: <https://www.socalsfv.com/contact.html>

Residents & Communities spanning the Valley floor -
East to West and North to South of the 101

The content requests were made by signatories of the noted community groups.



Appendices

2015 Economic Impact Analysis - Debunked:

While community respects that the models and metrics used in the 2015 Economic Impact Analysis are *too often* common place, “assumptions” and inflated numbers (e.g., “job-count basis”) fail to provide an accurate or reasonable value on an entity’s true economic contribution to society or the region. The 2015 analysis also may not have disclosed other research limitations that may have been implemented upon the LAEDC in the production of the report **MOREOVER**, the report fails to include or consider meaningful, or at all, **cumulative impact** - both direct and indirect - and without factoring in those realities one can not produce beneficial or real (lived) findings.

In short, the **assumption** that *most of the suppliers and workers are located within the county* provides for a **false** conclusion of economic benefit to the region. Moreover, the report’s metrics for job opportunities were grossly skewed (e.g., “Employment includes full-time, part-time, permanent and seasonal employees, and the self- employed, and is **measured on a job-count basis regardless of the number of hours worked.**”) Additionally, the report also **failed to delineate** between aviation and non-aviation employment. This is important when considering future visions of VNY because accommodating a better aviation and mix-use development layout may prove **more lucrative** (jobs + local spending), **less damaging** (toxins / pollution), and uplift existing communities and businesses across the Valley floor, including a potential attraction for tourism dollars. **BOTTOM LINE:** The 2015 Economic Analysis does **not** accurately reflect lived experiences or tangible benefits.

Community is calling for LAWA to retract the 08/02/2023 RFP seeking a new Economic Report for VNY as it will likely repeat past criteria that has proven to produce misleading results. Instead, we defer you to slide 17 which articulates the need for a Financial Audit prior to commencing with a new Economic Analysis.

Van Nuys Airport

We consulted a variety of data sources to determine the direct activity occurring at each geographic unit. Our estimates for LAWA operations at VNY are produced using data from LAWA’s Annual Financial Report for the fiscal year ending June 30, 2015.

Our estimates of direct activity for other on-airport operations were developed using GIS mapping of the airport property. This map was overlaid with Census Bureau data on employment by place of work for the 2014 calendar year. The employment data is taken from official unemployment insurance payroll returns filed by all covered businesses and identifies the number of jobs in each industry sector within the defined geography. While accurate insofar as the data is defined, these estimates will underestimate government employment since this is not covered by the unemployment insurance system. Employment estimates are adjusted for the employment growth rate in each industry sector in Los Angeles County from 2014 to 2015 to obtain an estimate of the number of jobs in 2015.

Once the initial direct activity was determined, indirect and induced impacts were estimated using models developed with data and software from IMPLAN Group, LLC. The economic region of interest is Los Angeles County, **under the assumption** that most of the suppliers and workers are located within the county.

The metrics used to define the value of the economic impact include employment, labor income and the value of output. *Employment* includes full-time, part-time, permanent and seasonal employees, and the self-employed, and is **measured on a job-count basis regardless of the number of hours worked.** *Labor income* is all income received by both payroll employees and the self-employed, including wages and benefits such as health insurance and pension plan contributions. *Output* is the value of the goods and services produced. For most industries, this is simply the revenues generated through

Economic Impact Analysis



sales; for others, in particular retail industries, output is the value of the retail services supplied.

The total estimated economic impact includes direct, indirect and induced effects. *Direct* activity includes the materials purchased and the employees hired by the airport and its tenants. *Indirect* effects are those which stem from the purchases made by each direct company. For example, indirect jobs are sustained by the suppliers of the office supplies and insurance purchased by LAWA. *Induced* effects are those generated by the household spending of employees whose wages are sustained by both direct and indirect spending.

Our estimates for labor income and output are reported in 2016 dollars. All employment estimates (direct, indirect and induced) are reported on an annual basis, i.e., the number of full- and part-time jobs supported in one year. ❖

Sustainability - slide #7: "Crucial Environmental Protection" section (box 3)

Creating Policy to ensure mandates resulting in critically needed modernization at VNY. To date community holds concern that the City is perceived to have wasted nearly \$100 million dollars of capital investment funds by failing to implement policy that required these crucial upgrades and sustainable measures with each development project.

1. **Water from Air and Water Filtration systems.** Considering it is a valuable resource and VNY predominately caters to private aircraft, making recycled water available for cooling systems, cleaning, irrigating, and private aircraft washing is crucial. Adapting "Water from Air" options in the future is another measure to consider for a more sustainable future.

2. **Review of existing Stormwater System** and improve upon/revisit current measures for future advancement & longevity. Explore filtration system options capable of handling a 50 -100 year stormwater event for long-term property sustainability. *(It is being done elsewhere.)*

3. **Ground Power Utility (GPU) Pits + Mobile.** The current crisis of businesses and residencies adjacent to the airport being poisoned by toxic fumes on a daily basis now is exactly why communities complain about the Policy failure that would have ensured electrified hangars, ramps and terminals at VNY. Electric mobile GPUs and Pop-Up pits must be mandated on each property moving forward and with every feasible amendment with existing leaseholds to protect citizens and reduce the carbon footprint.

