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Britt Vaughan

Van Nuys Neighborhood Council



Van Nuys Neighborhood Council PLUM Committee Meeting

Wednesday, June 28, 2023
7:00PM

Conference room of the
Marvin Braude Constituents
Building,
6262 Van Nuys Blvd,
Van Nuys, CA 91401
(SE corner of Van Nuys Blvd. and Sylvan)



Van Nuys
Neighborhood Council
P.O. Box 3118
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Comments from the public on agenda items will be heard only when the respective item is being considered. Comments from the public on other matters not appearing on the agenda that are within the Board's jurisdiction will be heard during the General Public Comment period. Please note that under the Brown Act, the Board is prevented from acting on a matter that you bring to its attention during the General Public Comment period; however, the issue raised by a member of the public may become the subject of a future Committee meeting.

Public comment is limited to a maximum of 2 minutes per speaker per item with a maximum of 10 minutes total per meeting, unless adjusted by the presiding officer of the Board.

Speakers shall limit their comments to matters relevant to the item on the agenda. The Chair may rule that the speaker is out of order if the comments are not germane to the item under consideration. Speakers shall direct their comments to the Board (not to an individual).

Interim Chair of PLUM Committee: Kathy Schreiner

Board Members of PLUM Committee: Brian Edelman, Jennifer Febré, John Hendry.

Stakeholder Members: Jeffrey Lynn, Quirino de la Cuesta

1. Welcome, Pledge of Allegiance, and Roll Call.
2. Chair's Remarks
3. Consent Agenda
 - a. Discussion and approval of 1/26/23 PLUM Committee minutes
https://vnnc.org/wp-content/uploads/2023/06/VNNC-PLUM-Minutes_012623.pdf
 - b. Discussion and approval of 2/23/23 PLUM Committee minutes
https://vnnc.org/wp-content/uploads/2023/06/VNNC-PLUM-Minutes_022323.pdf
4. Discussion and possible action to recommend that the VNNC write a letter of support for:

Case No. DIR-2022-5107-TOC-SPR-VHCA.

6728 N. Sepulveda 91411 & 6715 N. Columbus Ave. 91405

Proposing new construction on vacant site of a 268,229 sq. ft., 405-unit apartment development (including 41 affordable units for Extremely Low Income) in a 6-story, 66-foot building with 2.83 to 1 FAR, 32,813 sq. ft. open space, 556 vehicular spaces, and 194 bike spaces. TOC Tier 3. Specific actions requested from City include (1) Pursuant to TOC Guidelines, seeking additional incentives for increase height (up to 22 ft.) and reduction of open space (by up to 25%); and (2) seeking Site Plan Review approval for a multi-family residential building with more than 50 units.

Applicant: Leon Benrimon, Uncommon Developers.

Agent/Representative: Alix Wisner, Ambruster Goldsmith & Delvac LLP.

Digital copies of project documents can be found at:

<https://planning.lacity.org/pdiscaseinfo/caseid/MjU5Mjkw0>

(in box on top right of screen, review approved documents and then click on "Initial Submittal Documents" to find links to additional project documents)

5. Draft CIS related to potential changes at Van Nuys Airport, lack of significant community outreach regarding changes, and impact on local community.
 - a. Background from Timi Schrader regarding recent proposals by Van Nuys Airport.
 - b. Discussion and possible action to approve a Draft CIS on CF 22-1489. (See Attachment A.)
 - c. Items for future discussion.
6. Discussion and Possible action on CIS to support CF 23-2056: Motion (Hutt - Soto-Martinez - Hernandez) relative to instructing the Department of Transportation to provide an update on the Vision Zero programs and projects, particularly on pedestrian and bicycle safety in Black, Indigenous, and people of color communities. (See Attachment B.)

7. General Public Comment on Non-Agenda Items (2 min per stakeholder).
8. Discussion and possible action regarding items from John Hendry.
 - a. Status of Bank of America building at 6551 Van Nuys Blvd. and its mural.
 - b. Concerns about ADU in local neighborhood.

9. Adjournment

THE AMERICAN WITH DISABILITIES ACT - As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. Sign language interpreters, assistive listening devices and other auxiliary aids and/or services, may be provided upon request. To ensure availability of services, please make your request at least 72 hours prior to the meeting you wish to attend by contacting VNNC by via email at: info@vnnc.org

SERVICIOS DE TRADUCCION - Si requiere servicios de traducción, favor de avisar al Concejo Vecinal 72 horas antes del evento. Por favor contacte a info@vnnc.org por correo electrónico para avisar al Concejo Vecinal.

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RECONSIDERATION AND GRIEVANCE PROCESS - For information on the VNNC’s process for board action reconsideration, stakeholder grievance policy, or any other procedural matters related to this Council, please consult the VNNC By-laws. The By-laws are available at our Board meetings and our website <http://www.vnnc.org>

Notice to Paid Representatives - If you are compensated to monitor, attend, or speak at this meeting, City law may require you to register as a lobbyist and report your activity. See Los Angeles Municipal Code §§ 48.01 et seq. More information is available at ethics.lacity.org/lobbying. For assistance, please contact the Ethics Commission at (213) 978-1960 or ethics.commission@lacity.org

Appendix A

Council File 22-1489. Report to City Council from the Trade, Travel and Tourism Committee on 2/21/23. Passed by City Council on 3/3/23.

Neighborhood Councils that have submitted CIS: Sherman Oaks (12/13/22), Woodland Hills-Warner Center (12/22/22), Lake Balboa (1/26/23), Bel Air-Beverly Crest (2/10/23), Encino (3/23/23), and Tarzana (5/11/23)

INSTRUCT the Los Angeles World Airports (LAWA) report back to Council within 90 days on the following:

1. List of Projects and Awards – A complete list of all redevelopment projects with corresponding Request for Proposal documentation and project award details at VNY including, but not limited to, infrastructure improvements to the airfield and common air support facilities, hangar and fixed based operators facility redevelopments for jets, propeller planes, and helicopters, and any educational or auxiliary support facilities for the airport since January 2017.
2. Community Engagement – For the aforementioned list, details regarding the community engagement plan LAWA undertook to ensure the public was made aware of these projects and their potential impacts to the community. This should include all major stakeholder groups engaged for each project like neighborhood councils, homeowners associations, the VNY Citizens Advisory Council, chambers of commerce, business improvement districts (BID), council offices, and the mayor's office. It should also include a description of the documentation and briefings that were provided to these stakeholders on a per-project basis.
3. Compliance with the 2005 VNY Master Plan – A detailed description of the compliance or noncompliance of the aforementioned projects with the 2005 Van Nuys Airport Master Plan.
4. Environmental Impacts – An accounting of the environmental review of these projects, including which projects had detailed California Environmental Quality Act (CEQA)-compliant Environmental Impact Reports (EIR), which projects sought and obtained CEQA exemptions, which projects had detailed National Environmental Policy Act (NEPA)-compliant EIRs, which projects sought and obtained NEPA exemptions, and which projects had ground source emissions impacts detailing any oversight from the South Coast Air Quality Management District.
5. Proposal for Future Community Engagement – A detailed description of LAWA's plans for future community engagement for all VNY projects, covering how LAWA will engage impacted communities via community meetings, the Board of Airport Commissioners, neighborhood councils, homeowners associations, the VNY Citizen's Advisory Council, chambers of commerce, BIDs, council offices, and the Mayor's office.

MOTION

Van Nuys Airport (VNY) is one of the busiest general aviation airports in the country, located in the San Fernando Valley. General aviation includes all aviation services except for commercial air travel, including services for the ultrawealthy utilizing private jet services. Over the past few years major development and modernization has come to VNY, both in the form of infrastructure upgrades to flight facilities like runways, and via reconstruction of hangars for fixed based operators (FBOs) providing private jet service. During the pandemic, when commercial airlines experienced some of the most severe impacts to their industry, private air traffic into and out of VNY grew. Though this growth has brought financial gain to the airport and to the City of Los Angeles, and additional jobs for Angelenos, it comes at a real cost to San Fernando Valley residents. Increased noise, pollution, and air traffic complicate our regional efforts to address environmental justice concerns and our climate crisis.

Throughout this period of growth and modernization at VNY, groups that help advise the airport on modernization like the Citizens Advisory Council (CAC) have not consistently been included or briefed on Requests For Proposals and contract awards for major airport projects. Just a few weeks ago, a significant proposal for modernization of helicopter facilities at VNY was sent to the Board of Airport Commissioners (BOAC) for their approval without any action or discussion at the CAC. The night before that BOAC meeting, the item was pulled. There are other projects pending action, and no clear standards of community outreach from the Los Angeles World Airports (LAWA).

It was in this context that the VNY Citizens Advisory Council, at its Tuesday, November 1st meeting, passed a motion asking for a moratorium on all development projects at Van Nuys Airport until a communications plan for impacted stakeholders and community members is put in place, and until they receive a detailed accounting of development projects that LAWA acted on since 2017.

Especially at a time when the City of Los Angeles is transitioning to new leadership, thoughtful action is required to restore the public's trust. For LAWA, this means ensuring activities at VNY are good for all stakeholders, including those who work and benefit from the economic activity at the airport and those who deal with the fallout of that activity in the form of increased noise and pollution.

I THEREFORE MOVE that the Los Angeles World Airports (LAWA) report back to Council within 90 days on the following:

- List of Projects and Awards — A complete list of all redevelopment projects with corresponding RFP documentation and project award details at VNY including, but not limited to, infrastructure improvements to the airfield and common air support facilities, hangar and FBO facility redevelopments for jets, propeller planes, and helicopters, and any educational or auxiliary support facilities for the airport since January 2017.
- Community Engagement — For the aforementioned list, details regarding the community engagement plan LAWA undertook to ensure the public was made aware of these projects and their potential impacts to the community. This should include all major stakeholder groups engaged for each project like neighborhood councils, homeowners associations, the VNY Citizens Advisory Council, chambers of commerce, business improvement districts (BIDs), council offices, and the mayor's office. It should also include a description of the documentation and briefings that were provided to these stakeholders on a per-project basis.

1. NOV 3 02022

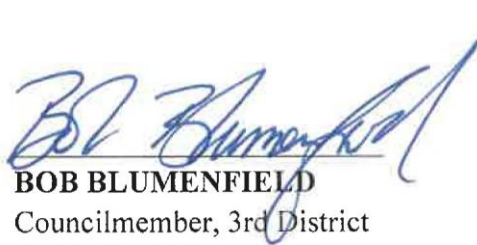
- Compliance with the 2005 VNY Master Plan — A detailed description of the compliance or noncompliance of the aforementioned projects with the 2005 Van Nuys Airport Master Plan;
- Environmental Impacts — An accounting of the environmental review of these projects, including which projects had detailed California Environmental Quality Act (CEQA)-compliant Environmental Impact Reports (EIR), which projects sought and obtained CEQA exemptions, which projects had detailed National Environmental Policy Act (NEPA)-compliant EIRs, which projects sought and obtained NEPA exemptions, and which projects had ground source emissions impacts detailing any oversight from the South Coast Air Quality Management District (ScaQMD); and
- Proposal for Future Community Engagement — a detailed description of LAWA's plans for future community engagement for all VNY projects, covering how LAWA will engage impacted communities via community meetings, the Board of Airport Commissioners, neighborhood councils, homeowners associations, the VNY Citizens Advisory Council, chambers of commerce, BIDS, council offices, and the Mayor's office.

I FURTHER MOVE that the Los Angeles World Airports (LAWA) ensure all future VNY Citizens Advisory Council meetings are recorded and available for the public on LAWA's website within 60 days, or provide a report back to Council on ways to record these meetings to ensure greater transparency to the public.

PRESENTED BY:


NITHYA RAMAN

Councilmember, 4th District


BOB BLUMENFIELD

Councilmember, 3rd District


PAUL KREKORIAN

Council President, 2nd District

PRESENTED BY:



SECONDED BY:

ORIGINAL

Appendix B

CF 23-2056

Neighborhood Councils submitting CIS: Los Feliz (5/19/23) and Downtown LA (6/14/23)

Referred to **TRANSPORTATION**. Meeting not yet scheduled.

MOTION

Vision Zero, the City's effort to create safer streets and protect the most vulnerable road users, including pedestrians and bicyclists, has a goal of eliminating traffic deaths by 2025. According to an April 2022 article in Outside, however, Black residents in Los Angeles account for eighteen percent of collision victims, despite comprising approximately eight percent of the City's population. Additionally, 70 percent of serious injuries and fatalities are concentrated on six percent of the City's streets, most of which are located in Black or Latino neighborhoods.

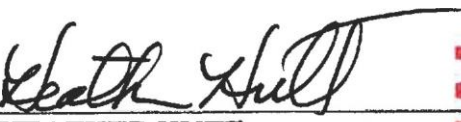
As an example, the historic West Adams neighborhood in South Los Angeles has one of the most dangerous thoroughfares in the City in regards to traffic fatalities. From 2009 to 2019, at least 45 cyclists were hit on West Adams Boulevard and six pedestrians were killed. For many who live in marginalized areas, walking or biking is the only transportation option. Infrastructure to make roads safer, such as crosswalks, bike lanes, or even sidewalks, however, is often lacking.

Biking While Black: How Safe Are Black Lives Bicycling, an award-winning short film that showcases Black lives on bicycles, shines a light on the dangerous streets and roads in historically Black neighborhoods, and the inequities that exist, including access to safe and interconnected bike facilities.



The City's Black, Indigenous, and people of color (BIPOC) communities deserve a transportation system that is rooted in mobility justice and equity. The City must invest in promoting accessibility and safety for all pedestrians and cyclists, especially those in BIPOC communities.

I THEREFORE MOVE that the Department of Transportation provide an update on the Vision Zero programs and projects, particularly activities in Black, Indigenous, and people of color communities, as it relates to pedestrian and bicycle safety, including bicycle safety educational campaigns.

PRESENTED BY:

D BY: 
HEATHER HUTT
Councilmember, 10th District

SECONDED BY:

BY: 


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Los Feliz NC CIS statement:

Both within and without Los Feliz, traffic violence disproportionately affects Black, Indigenous and people of color (BIPOC), and making transportation safer for everyone starts with prioritizing the needs and experiences of BIPOC Angelenos.

This is both a matter of justice — those historically marginalized communities deserve specific attention in order to address specific needs — and good public policy, where every Los Feliz neighbor benefits from infrastructure improvements that address the needs of our BIPOC communities.

Upon receipt of this report, we look forward to engaging with strategies to improve pedestrian and bicycle safety for Black, Indigenous and people of color communities within Los Feliz.