

Attachment "J"

August 12, 2026

Los Angeles Department of City Planning
201 N. Figueroa Street, 4th Floor
Los Angeles, CA 90012
via email: phillip.bazan@lacity.org
cc: planning.mbc2@lacity.org, planning.figcounter@lacity.org

Subject: OPPOSITION TO CASE NO. CPC-2026-2843-ZC (16461 W Sherman Way / VNY Airport) - Proposed Multiple Property Rezoning at VNY airport

Dear Phillip Bazan and Los Angeles City Planning Staff,

The Van Nuys Neighborhood Council (VNNC) is writing to register our formal opposition to Case Number CPC-2026-2843-ZC, submitted by Los Angeles World Airports (LAWA) on June 4, 2026.

While we understand City Planning is waiting for more documents to be filed before advancing this case request, the VNNC strongly objects to any Zone Change or adjustment to the “Q” Condition Boundary Map of Ordinance 177327 that would expand aviation-related uses beyond their currently designated boundaries without a demonstrated operational necessity, comprehensive analysis of potential impacts, and substantial evidence that the required findings for approval can be satisfied without creating additional adverse impacts to neighboring communities already affected by existing aviation activity.

Any environmental review must evaluate the reasonably foreseeable consequences of the multiple requested zoning changes this filing represents, including cumulative impacts, lesser impactful alternatives and potential future aviation-related uses enabled by the proposed rezoning, rather than evaluating only a limited, preferred or unknown future and/or single-scenarios.

The proposed modification may also create aviation safety and operational impacts that have not yet been adequately evaluated. The FAA has previously identified operational challenges associated with this airspace, including elevated Traffic Collision Avoidance System (TCAS) alerts associated with the proximity of Van Nuys Airport and Hollywood Burbank Airport. These documented safety concerns demonstrate that this **airspace is already operating under substantial constraints**. These existing conditions warrant a comprehensive evaluation of whether additional aviation-related intensity resulting from the proposed zoning modification(s) could affect aviation safety or operational reliability.

Given the complexity of the Van Nuys–Hollywood Burbank airspace environment and the potential regional implications of changes to aviation-related land use, the VNNC requests that any aviation safety analysis relied upon by the City be subject to **independent technical review**. The City should not rely solely on analyses prepared by the project applicant or entities with an operational interest in expanding airport-related uses, including the FAA. **Independent review would provide greater public confidence that aviation safety, cumulative impacts, alternatives, environmental considerations and community concerns have been objectively evaluated.**

The City has no federal grant obligation or other legal obligation requiring it to approve such a rezoning modification. Any proposal that could increase aviation activity or operational intensity

should be thoroughly scrutinized to protect and consider the public's welfare before any rezoning modification is considered or approved.

The Los Angeles City Council is already on record expressing concerns regarding increased aviation activity at Van Nuys Airport and development proposals that do not include adequate mitigation measures to address impacts on surrounding communities. These prior concerns demonstrate that the City has recognized the need for careful scrutiny of additional airport-related intensification, particularly given the dense residential population surrounding the airport, and the importance of protecting public welfare before approving actions that could exacerbate existing adverse conditions.¹

We understand an environmental review is underway however, to date, LAWA has not publicly provided such review nor specific, facility-focused studies that substantiate the aviation need for these conversions. Nor has it publicly presented or evaluated lower-impact alternatives. As a result, critical information remains unavailable to the public and decision-makers, as reflected in LAWA's July 27, 2026, email to the VNNC:

"At this stage, we are not considering specific designs, but are seeking the rezoning to allow for future, more compatible uses near our neighbors."

This statement is inconsistent with the specific plans that LAWA staff previously presented online and with the Requests for Proposals (RFPs) issued on December 5, 2025, for the Woodley Ave., Hart St., and Roscoe Blvd. sites, which identified the intended uses. The proposals submitted in response to those RFPs contained *specific design* concepts for those identified uses.

Even if the statement were accurate, it raises an even greater concern. If there are no "specific designs", then there is **no factual basis** for approving such broad rezoning.

Additionally, the community LAWA references along Hayvenhurst Avenue in their July 27 email is on record opposing the airport's rezoning plans, **citing that the rezoning may not compatible** and would cause them more harm.

Please place this letter in the official administrative record for Case No. CPC-2026-2843-ZC. The VNNC respectfully requests that the Department of City Planning consider the concerns raised herein and **recommend denial** of the proposed Zone Change to the City Planning Commission and Los Angeles City Council until property-specific development plans have been disclosed and subjected to public review.

LAWA's application encompasses multiple properties and seeks a blanket redesignation of existing land uses, predominately to Aviation Area, without site-specific plans, identified uses, lesser impact alternatives or meaningful public scrutiny. The applicant has not demonstrated an operational necessity, sufficient public benefit, or other justification to warrant modifying the existing land use designations established by Ordinance 177327.

Sincerely,

¹ Examples of public record: Public and City Councilmember comments during the February 8, 2024 Trade, Travel and Tourism Committee meeting; CF 23-1339; CF 22-1125; and CF 22-1489.