

Communication from Public

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Comments for Public Posting: I hope 22-1489 is just the beginning. City Council should be prepared to REJECT the Bonseph Helinet lease that BOAC negligently rubber-stamped in December. LAWA's upper management has proven inept and no one is doing anything to STOP THIS MADNESS. Multiple times aviation communities, residents and even City Council took action to seek stripping VNY stewardship away from LAWA - it should have been done! LAWA didn't know what they were doing so they turned to BILLIONAIRE COMPANIES to do it for them! Why didn't the City have its own vision for VNY?! So many developments were completed in 2017 - 2022 that NO ONE knew about and many of these leases should have had RESTRICTIONS on the developments in order to HONOR the existing Master Plan. LAWA pretended the Master Plan's objectives were only about generating income and that was a LIE!! They completely ignored and defied the Land Use and community consideration directives. LAWA needs to be held accountable and City Council must now act to REDUCE and DETER detriment disproportionately impacting us. I was supplied this one-sheet (attached) of only one example of an egregious leasehold LAWA pushed and BOAC rubber-stamped. It's an older one but it was the "kick-off" of potential liable action! BOAC has admitted that they don't read these contracts!!! This City is exercising gross negligence in how it is allowing VNY to be run and OVER RUN by the VNAA President, who has proven to have questionable influence over select LAWA staff, and by the Billionaire investors. City Council must REJECT the Bonseph Helinet contract. NO MORE DEVELOPMENTS. It is time to follow the 1992 City Council action of STOPPING ALL CONSTRUCTION at VNY until after City Council gets a grip on the devastation LAWA's irresponsibility has caused to this city - most especially the Valley. Our Valley council members need to STEP UP and dictate what happens here in order to protect your constituents and our environment. REJECT Bonseph Helinet's contract that is tainted by claims of impropriety and a non-competitive RFP. It is said to unfairly and unscrupulously (by precedent action on other leaseholds exceeding 50 years) drive out the current tenant in order to grant a "monopoly property tenant" (Aerolease/Aeroplex) and a FOREIGN corporate giant a "favored bid". LAWA is

denying diversity at VNY and creating Billion dollar monopolies ALL to cater to the ULTRA-WEALTHY 1% at the expense of the ENTIRE Valley public - including CD5 south of Mulholland and our shared environments. STOP LAWA'S ABUSE and NEGLIGENCE. Stop all developments at VNY until Valley council members ensure community helps construct a new VNY Master Plan. (attachment included)

Lease - VNA-8514 | **CASTLE & COOKE** | FBO

7415/7501/7522/7525/7552/7614 Hayvenhurst Place + 7520/7530 Hayvenhurst Ave.

- This is a very convoluted and controversial leasehold, to which neither David Murdock nor LAWA was investigated or held accountable. It is documented that (Billionaire) Murdock unlawfully advertised and operated as an unauthorized FBO at VNY for years. The question remains as to why LAWA failed to investigate any monies, otherwise stolen, from the City from the unauthorized fuel sales, which is rumored to be over \$1 million. Documents show LAWA was well aware of the gross misconduct (*demonstrated in a July 1, 2009 letter from LAWA to C&C*) but turned a cheek and rewarded the influential Billionaire (*in 2009*) with a 30 year lease that otherwise granted him true FBO status - under legitimate protest.
- In today's Environmental Justice climate**, the controversy of interest now lies in highlighted **improprieties** that stand out in **the CEQA process** documentation (as outlined in the Final "Negative Declaration" public comment submissions section). **To date, this property is seen as one of the most egregious violations that defied LAWA's obligations under the 2006 adopted Master Plan's stated objectives, and both the Land Use and Noise policies**. One significant issue is why the City permitted the irresponsible placement of an FBO in this location which was known to carry the potential increase of aircraft activity up to (projected) 150%. IE: making it non-compatible to the **existing homes less than 200 ft away** who are **susceptible to APU emissions, idling & more**. Prior to the ill-fated FBO status, detrimental transient aircraft were few, if none, and fueling rights were limited to the few "base" aircraft - *If that b/c Murdock was supposed to demolish the fuel farm when granted the 1980 lease and there is discrepancy in LAWA's later claims vs what leaseholds actually state which bring us full circle to the controversy over the unauthorized sale of fuel by Murdock between 1980-2009. The preventable detriment of this FBO is now realized by Lake Balboa residents, and Castle & Cooke* (along with Aerolease) are the premises cited for flooding nearby residential homes with **toxic fumes** on a daily basis and as featured in recent media: <https://www.socalsfv.com/News.html>
- Most of the **FBO development** was realized **mid 2014**
 - VNA-8514 granted 30 years commencing 2009 and **ending 2039**. | approx 7.52 acres
 - **Operates two (2) FBO's**: North Facility FBO and South Facility FBO + the most recent addition is the "7501 VIP Lobby" which accommodates even more jets on a private ramp.
 - **210,000 sqft of Hangar Space + 205,000 sqft of Ramp Space** (inconsequential is the 45k sqft of office space)
 - 1980: Lease VNA-2952 - 7415 Hayvenhurst Place on ½ acre. 20 year granted under Pacific Holdings, David H. Murdock. **Leasehold used for aircraft management, maintenance and storage services.** This was the first lease found on the CFMS for Murdock, later named Castle & Cooke.
 - 1996: 1st Amend VNA-2952 covering additional of 0.8386 acres + extension of lease to March 2016. ► The lease states further "improvements" (repairs) could be made to this site in the future - perhaps around 2024-2029. *One would assume paving and seals, but timely updates should be provided to VNY CAC prior to activity.*
 - 2003: VNA-8164 - Added 7501, 7522 and 7525 (1.97 acres) to leasehold and granted a 30 year lease for same purposes (see 1980). The lease called for the demolition of all existing structures and removal of fuel farm. (**Was the fuel farm removed?**) Site shall include: 21,420sqft city owned hangar, 10,555sqft vehicle parking, 41,585sqft aircraft parking, 15,637sqft hangar purchased from city. **Included in the Castle & Cooke's proposal is the commitment to hangar and service only Stage III aircraft at the facility.** ► The lease states further "improvements" (repairs) could be made to this site in the future - perhaps around 2024-2029. *One would assume paving and seals, but timely updates should be provided to VNY CAC prior to activity.*
 - 2008: VNA-8277 - premises 7552 and 7614 Hayvenhurst Place (purchased assets from Century Aero Club & assigned its lease) **The lease assets included a hangar and offices constructed in the 1940's.** (*Were these historical sites preserved?*)
 - 2009: VNA-8480 - 100sqft for a monument of sorts (*inconsequential*)
 - **2009: VNA-8514** - approx 7 ½ acres - all leases consolidated, hence new VNA#. The final lease to be consolidated was Thornton's lease VNA-8327 for 7520 and 7530 Hayvenhurst. Thornton took the lease in 1983 and ran an aircraft maintenance company. **NO FBO services ever existed on these properties prior to this lease.** Hence the referred to *controversy impacting Lake Balboa residents directly (IE: toxic fumes) and question of blatant Master Lease violations, and with possible impropriety in CEQA documents and considerations. This situation and the current and persistent complaints from Lake Balboa should compel City Council to take action about calling for the inadequacies, loopholes and abuse of the CEQA process vs its intent to be addressed by the State.*
 - **Community Outreach**: LATE. The outreach occurred AFTER the fact (IE: deal signed), at which point there was nothing community could do.
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