



LOS ANGELES
CITY PLANNING

Westside Community Plans Update:
Westchester - Playa Del Rey

**2020 Draft Concepts
Summary of Comments**

APRIL 2021

Table of Contents

Page 1	Introduction
Page 2	Survey Demographics
Page 3	Emerging Vision Statement
Page 4	Guiding Principles
Page 5	Residential Draft Concepts
Page 8	Commercial Draft Concepts
Page 11	Manchester Avenue Corridor Draft Concepts
Page 14	Regional Center Draft Concepts
Page 15	Industrial Draft Concepts
Page 17	Miscellaneous Draft Concepts
Page 19	Glossary

INTRODUCTION

As part of 'Planning the Westside', a Community Plan Update effort, the Westside Planning Team held three webinars in July 2020. The presentations at these webinars focused on draft land use concepts for each of the four Community Plan areas: West Los Angeles, Palms-Mar Vista-Del Rey, Venice, and Westchester-Playa del Rey. Presentations can be found [here](#).

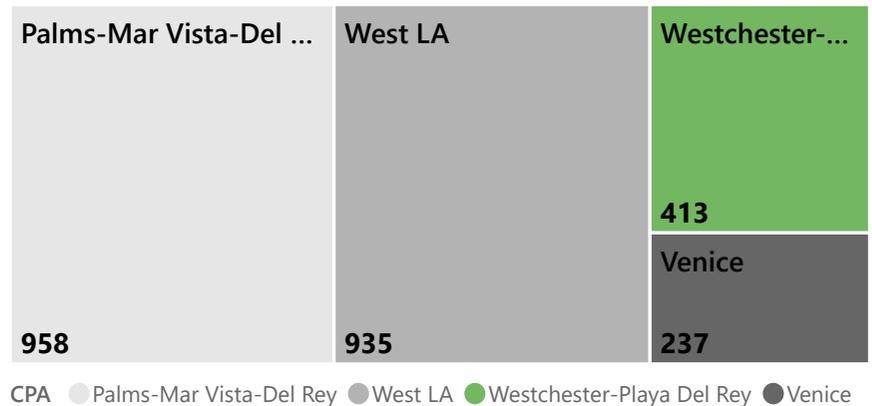
These draft land use concepts are based upon past community feedback, as well as local and state policy directives around housing, climate change, and land use. In the community plan update process, draft concepts are intended to help guide or focus updates to community plan policy documents, land use designations, and zoning. Following the webinars, the team held a series of 'office hours' meetings during the month of September, and also attended or hosted a number of stakeholder meetings with Neighborhood Councils, local nonprofits, Homeowner Associations (HOAs), and other groups.

In response to the draft land use concepts, the Westside Planning team received over 2,500 stakeholder comments in the form of survey, website, and email correspondences. This input was reviewed and considered by planning staff. **This document presents a summary of the comments that were received for the Westchester-Playa del Rey plan area.**

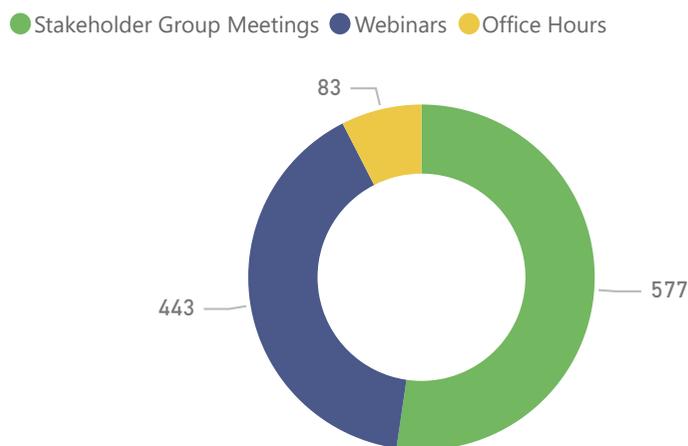
2020 DRAFT CONCEPTS OUTREACH



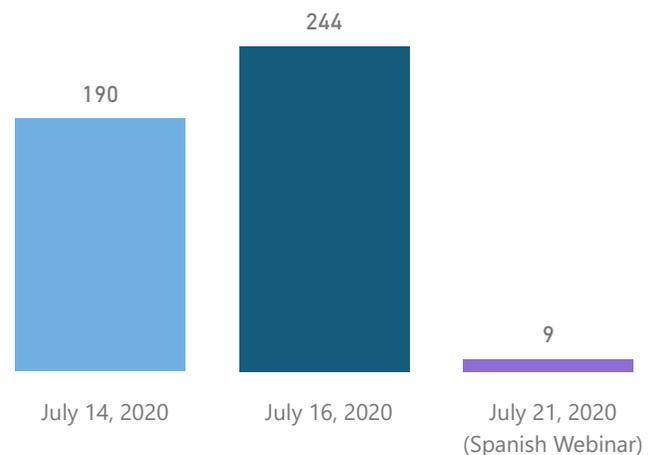
Total Responses by Community Plan Area (CPA)



Number of People Reached by Event Type



Webinar Attendance (3 Webinars Hosted)



SURVEY DEMOGRAPHICS

Please note that the results in the Survey Demographics, Emerging Vision Statement, and Guiding Principles sections, only reflect feedback provided through the Story Map survey.

Age Group

● 18 to 24 ● 25 to 34 ● 35 to 44 ● 45 to 64 ● 65+ ● Under 18



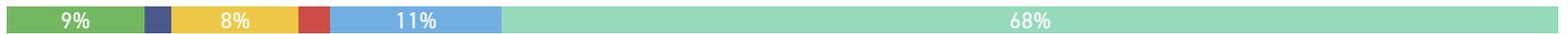
Gender Identity

Gender Identity ● Female ● Male ● Non-conforming ● Other



Race / Ethnicity

● Asian ● Black or African-American ● Latin(x/a/o) or Hispanic ● Middle Eastern or North African ● Other ● White or Caucasian

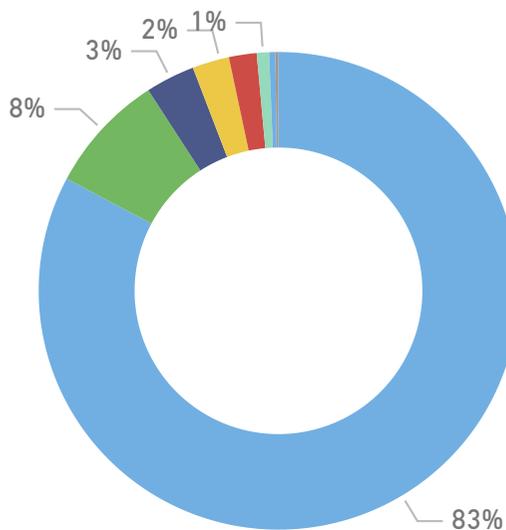


Relationship to the Westside

● Live ● Live and Work ● Other ● Work



● Homeowner ● Renter or Tenant ● Property Owner ● Other ● Business Owner ● Student ● Employee ● Neighborhood Council Member



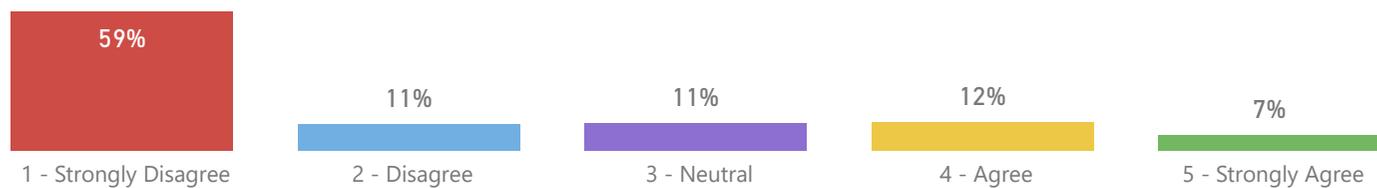
TOTAL SURVEY RESPONSES:
539

EMERGING VISION STATEMENT

Draft Emerging Vision Statement

The Westchester-Playa Del Rey community is rooted in the early history of the modern aerospace industry, as well as the subsequent rise of WWII era suburban development. Today, beyond its proximity to LAX, the community is characterized by academic anchor institutions, major job centers, large industrial sites, growing transit access, and natural ecological resources such as the Ballona Wetlands, Coastal Bluffs, and beaches. As we look to the future, the community envisions a Westchester-Playa Del Rey that is an economically thriving, socially equitable, and ecologically sustainable and resilient place for all those who may live, work, and/or play in the area.

Agreement Level



What additions or changes would you make to the Emerging Vision Statement?

HOUSING: Increase housing opportunities, especially affordable housing

EQUITY: Create a more inclusive community by addressing past racial inequity practices in planning

DESIGN: Preserve low scale/density neighborhood character

COMPATIBILITY: Ensure appropriate transitions between higher and lower scale buildings

MOBILITY: Provide more parking, and address traffic problems

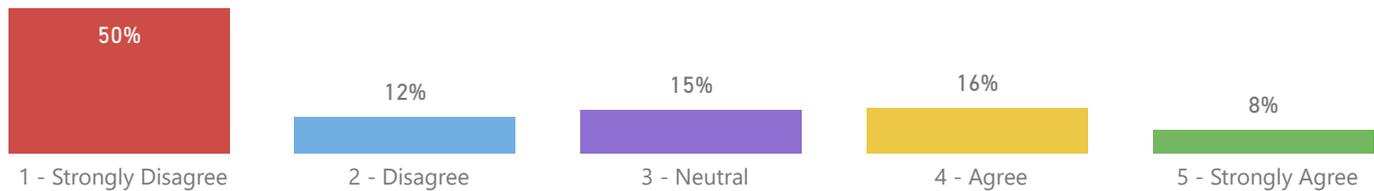
GUIDING PRINCIPLES

Draft Guiding Principles

 <p>Housing Increase housing opportunities at different affordability levels.</p>	 <p>Accommodating Growth Accommodate growth in a strategic, inclusive, equitable, and sustainable manner.</p>	 <p>Mobility Promote a safe, effective, walkable, and multi-modal transportation network.</p>
 <p>Jobs & Employment Support a thriving and inclusive economy.</p>	 <p>Design & Compatibility Strengthen neighborhood character.</p>	 <p>Complete Neighborhoods Encourage vibrant, healthy, complete neighborhoods.</p>
 <p>Industrial Preserve industrial land and support reimagined 21st century industrial uses.</p>	 <p>Open Space Expand access and connections to open space.</p>	 <p>Climate Change Resilience Promote resource protection, resiliency planning and climate change adaptation.</p>

Icon Source: The Noun Project - Made by Made, Becris, Oksana Latysheva, Creative Mania, Indra Anis, and Sumit Saengthong

Agreement Level



What additions or changes would you make to the Guiding Principles?

EQUALITY: Promote more economic and racial equality

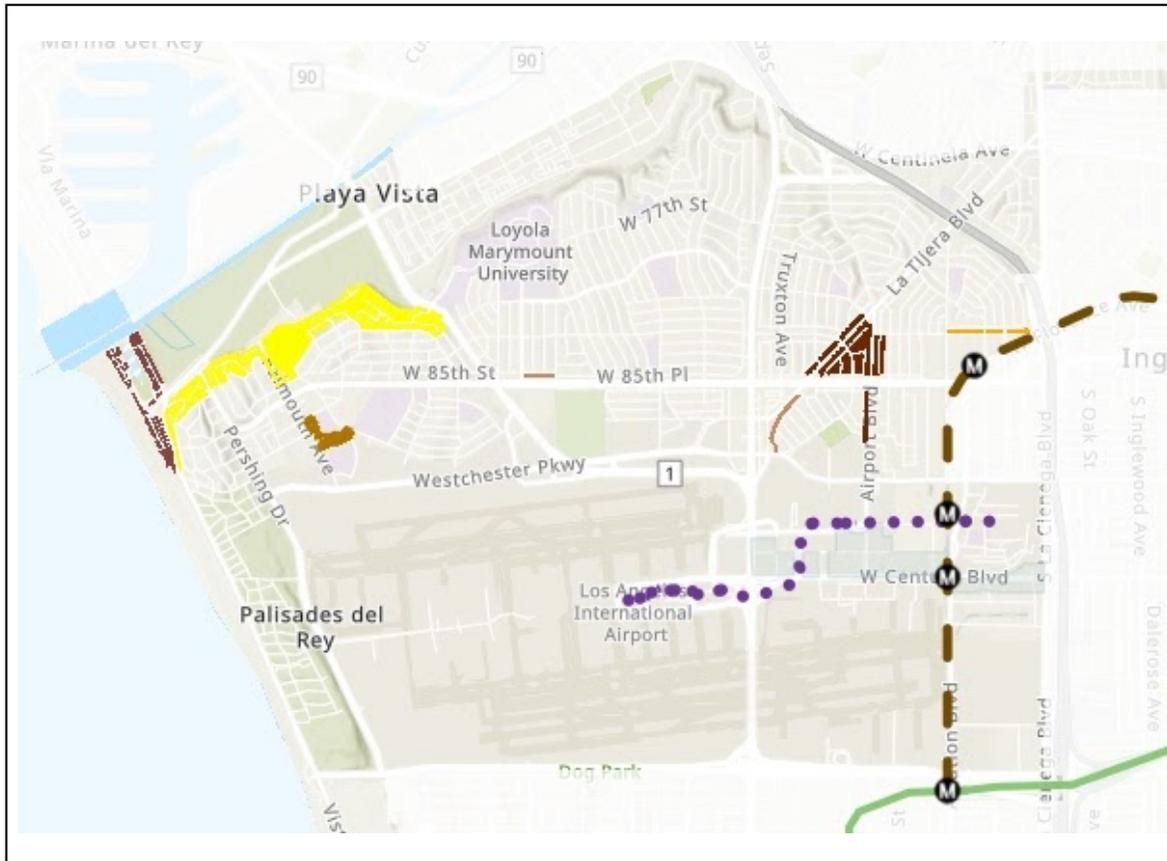
GREEN SPACE: Provide more green space

TRANSIT: Promote greater transit connectivity and service

INFRASTRUCTURE: Improve infrastructure

DESIGN: Preserve low scale/density neighborhood character

RESIDENTIAL DRAFT CONCEPTS



Find maps here:

[StoryMaps](#)

[PDF Maps](#)

Residential

-  Low Residential: Coastal Bluffs
-  Low Medium Residential: Transition
-  Medium Residential: Coastal Resilience
-  Medium Residential: Transition
-  Medium Residential: Core
-  Medium Residential: Potential Historic District

OPPORTUNITIES and CONSIDERATIONS

Provide an adequate amount of housing options

Provide more mixed-use housing

Provide more transit-oriented development -- allow mid-rise apartments within ½ mile of rail and high-frequency bus stops

Preserve single family neighborhoods

Promote ADUs and Jr. ADUs in order to accommodate future housing needs

Promote more affordable housing units on public land

Incentivize affordable housing across the entire plan area by allowing for at least 4 units/lot in any residential area, and 6 units/lot if 1 or more units are deed-restricted affordable

Preserve existing affordable housing; require a 1-to-1 replacement for affordable housing units that will be demolished

RESIDENTIAL DRAFT CONCEPTS

OPPORTUNITIES and CONSIDERATIONS

Allow for by-right development of 100% affordable housing, as long as it doesn't exceed the size of surrounding homes by more than 45%, or replace existing affordable housing

Protect renters by offering right-of-return (e.g. a rent-stabilized unit in a new building that is priced the same as it was in the old building)

Support anti-displacement tools -- such as Tenant Opportunity to Purchase (TOPA) and Community Opportunity to Purchase (COPA) policies -- that will provide an opportunity for tenants and organizations to purchase for-sale units

Provide more "missing middle" housing -- allow 2 story fourplexes on standard sized residential lots; increase FAR to at least 0.8 and increase lot coverage to at least 0.5

Prevent mansionization

Enforce home sharing

Provide housing and services for individuals facing homelessness

Steer growth towards:

- Open space
- Transit (e.g. Westchester/Veterans Metro station)
- Higher intensity areas (e.g. multi-family, commercial, regional centers, and industrial zoned areas; major corridors; Downtown Westchester; Westchester Pkwy, etc.)

Promote aesthetically pleasing design

Promote pedestrian-oriented design (e.g. parklets)

Promote historic preservation

Incorporate Del Rey Lagoon Specific Plan into community plan update for Playa Del Rey (e.g. Medium Residential: Coastal Resilience draft concept)

Fold all areas in the Coastal Zone into the Baseline Mansionization Ordinance

RESIDENTIAL DRAFT CONCEPTS

ISSUES and CONCERNS

Increasing the scale and/or density in some draft concepts, such as:

- Low Medium Residential: Transition
- Medium Residential: Transition (between Loyola Blvd and Georgetown Ave)
- Medium Residential: Core

...will result in the following:

- Loss of neighborhood character, quality of life, privacy, affordable housing, parking, safety, and/or property values
- Increase in traffic, noise, pollution, crime, environmental impacts, and/or infrastructure strain

Neighborhood character won't be preserved -- limit development to 2 stories and 2 units/lot, in single family areas

Inappropriate transitions between higher scale developments and lower scale residential areas -- development should not exceed 37 feet

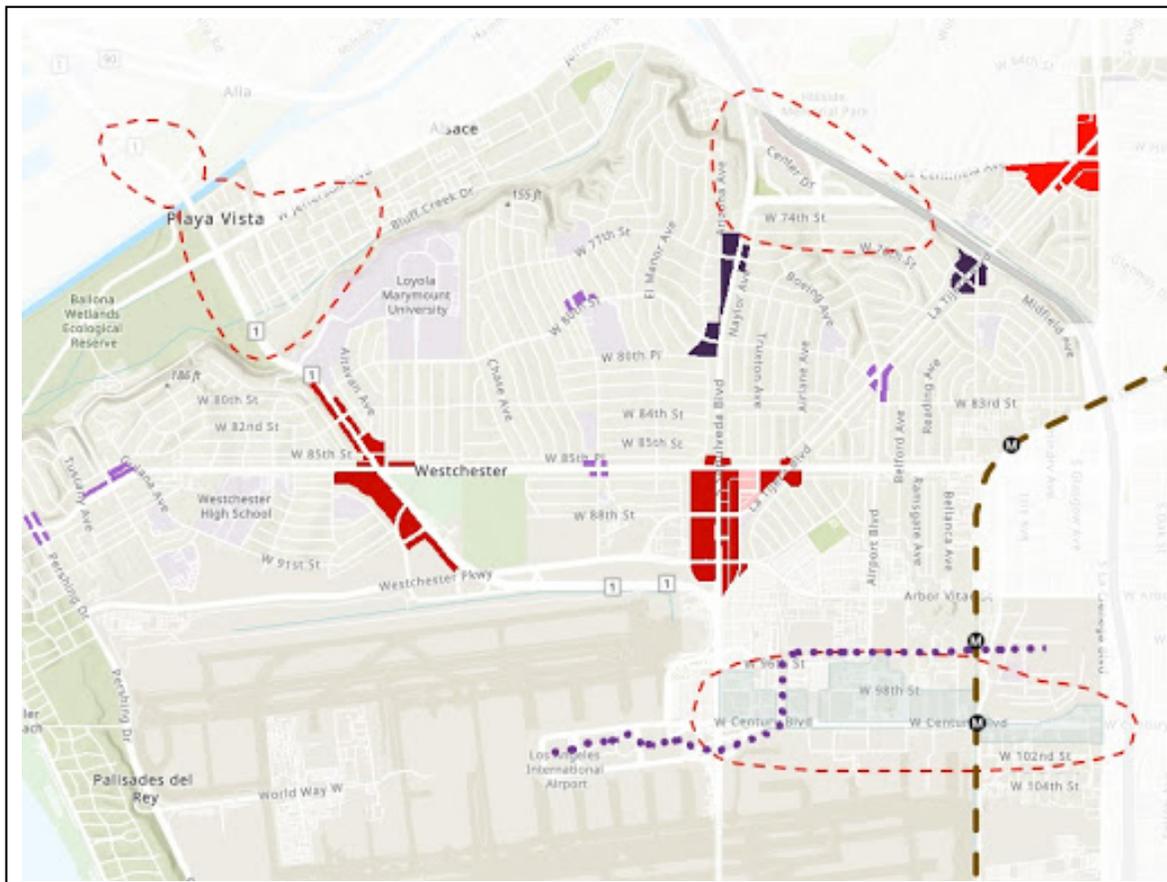
Viewsheds won't be preserved, especially viewsheds of ecological resources

Not enough housing will be available if only steered towards commercial corridors and centers; allow development to go up to at least 7 stories, for the 'Medium Residential: Core' draft concept

Market-rate housing won't adequately address affordable housing crisis

Market-rate housing lacks demand (due to high prices), which leads to vacancies, and ultimately results in blight

COMMERCIAL DRAFT CONCEPTS



Find maps here:
[StoryMaps](#)
[PDF Maps](#)

Commercial

- Mixed-Use Center: Loyola Village & Downtown Westchester
- Mixed-Use Center: Pedestrian District
- Mixed-Use Center: La Tijera/Centinela
- Neighborhood Node: Low
- Neighborhood Node: Medium
- Neighborhood Node: Coastal Resilience

Regional Centers



OPPORTUNITIES and CONSIDERATIONS

Provide an adequate amount of housing options

Provide more mixed-use housing

Expand low-scale neighborhood nodes

Limit commercial use by the beach

Steer growth towards:

- Higher intensity areas (e.g. commercial and regional centers; major streets; Downtown Westchester; Loyola Village; Howard Hughes Center; etc.)

Promote transit oriented development projects characterized by mixed-use, consistent streetscaping, adequate lighting, green space, and accessible pedestrian/bike/transit amenities; steer such development towards higher intensity areas (e.g. Mixed-Use Centers such as Downtown Westchester and La Tijera / Centinela)

COMMERCIAL DRAFT CONCEPTS

OPPORTUNITIES and CONSIDERATIONS

In the Neighborhood Node: Low draft concept area, located at the intersection of Manchester Ave and Pershing Dr, allow for commercial uses, with heights up to 45 feet on the east side of Pershing Dr, and heights up to 35 feet on the west side of Pershing Dr

In the Neighborhood Node: Low draft concept area, located on Manchester Ave between Tuscany Ave and Gulana Ave, allow for commercial and mixed-use, with heights up to 45 feet

In the Neighborhood Node: Low draft concept area, located at the intersection of Manchester Ave and Emerson Ave, allow for low/medium residential uses, with heights up to 35 feet, for lots on the northwest and southeast corners

In the Neighborhood Node: Low draft concept area, located at the intersection of Manchester Ave and Emerson Ave, preserve the old fire station

In the Neighborhood Node: Medium draft concept area, located at Sepulveda Blvd between W 75 Pl and W 80th St, allow for low/medium residential uses, with heights up to 35 feet (while being sensitive to surrounding residential scale and context) -- except for the YMCA lot, which should allow for commercial uses

In the Neighborhood Node: Medium draft concept area, located at the intersection of La Tijera and 74th St, allow for low/medium residential uses, with heights up to 35 feet, for (1) the USPS office lot, and (2) the Church located on the large R1 lot; should either the USPS office or Church vacate the area

In the Neighborhood Node: Medium draft concept area, located at the intersection of La Tijera and 74th St, allow for mixed-use development

In the Mixed-Use Center: Loyola Village draft concept area, allow for medium residential, with heights up to 45 feet, along Loyola Blvd north of 83 St; allow for low/medium mixed-use, with heights up to 35 feet, along Loyola Blvd between 83 St and Manchester Ave; allow for medium mixed-use, with heights up to 45 feet, along Manchester Ave between Fordham Rd and Loyola Blvd

In the Mixed-Use Center: Downtown Westchester draft concept area, allow for medium mixed-use with heights up to 45 feet

Expand Mixed-Use Center: Pedestrian District draft concept to include lots bounded by Manchester Ave, La Tijera Blvd, and Sepulveda Eastway; allow for mixed-use with heights up to 57 feet in expanded area, and allow for low mixed-use with heights up to 35 feet in the original area

In the Mixed-Use Center: La Tijera / Centinela draft concept area, allow for medium mixed-use, with heights up to 45 feet, for (1) the area bounded by Centinela Ave, La Tijera Blvd, and Alvern Circle, and (2) parcels along La Cienega Blvd

COMMERCIAL DRAFT CONCEPTS

OPPORTUNITIES and CONSIDERATIONS

In the Mixed-Use Center: La Tijera / Centinela draft concept area, allow for mixed-use, with heights up to 35 feet, for parcels along La Tijera Blvd and Centinela Ave

Expand Mixed-Use Center: La Tijera / Centinela draft concept to include lots bounded by La Tijera Blvd, Centinela Ave, and I-405, but only allow for medium residential uses, with heights up to 45 feet

Incorporate Del Rey Lagoon Specific Plan into community plan update for Playa Del Rey; limit height to 37 feet (e.g. Neighborhood Node: Coastal Resilience draft concept)

Promote aesthetically pleasing design

Promote pedestrian-oriented design (e.g. parklets)

Promote adaptive reuse and historic preservation (e.g. Downtown Westchester, Loyola Theater Building)

ISSUES and CONCERNS

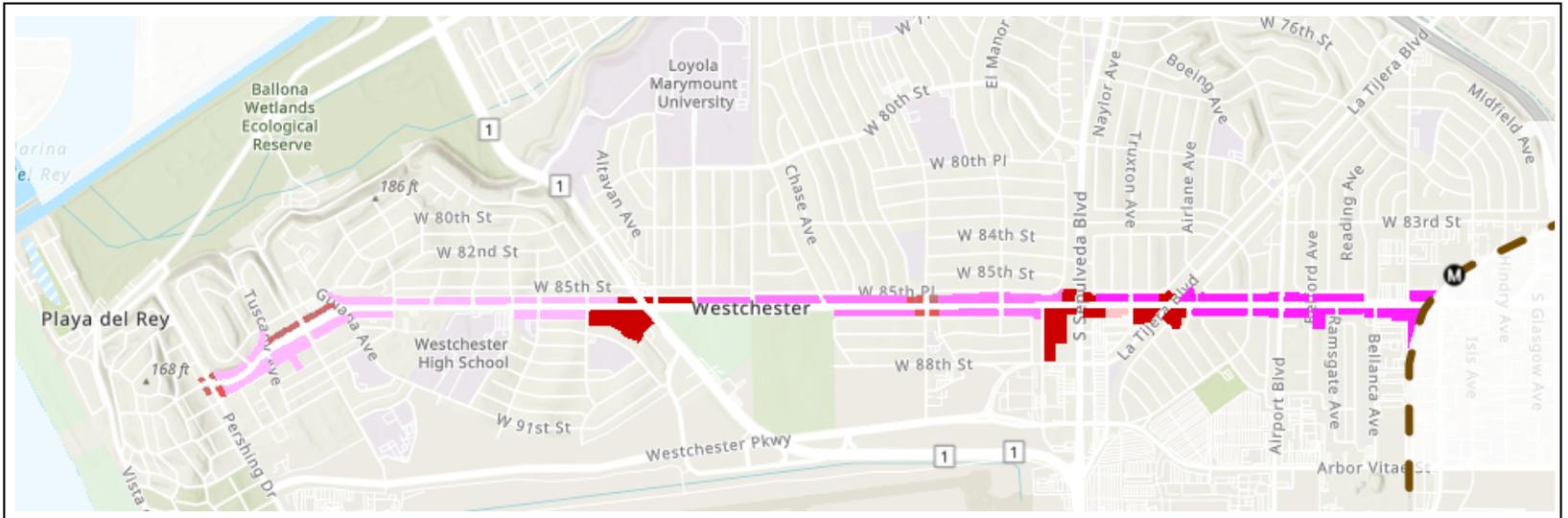
Increase in units will result in the following impacts:

- Loss of neighborhood character, quality of life, privacy, affordable housing, parking, safety, and/or property values
- Increase in traffic, noise, pollution, crime, environmental impacts, and/or infrastructure strain

Increased development on Lincoln Blvd, north of Manchester Ave, will severely and negatively impact traffic

Neighborhood character won't be preserved

MANCHESTER AVENUE CORRIDOR DRAFT CONCEPTS



Corridor

-  Mixed-Use Corridor: West
-  Mixed-Use Corridor: Center
-  Mixed-Use Corridor: East

Commercial

-  Mixed-Use Center: Loyola Village & Downtown Westchester
-  Neighborhood Node: Low
-  Mixed-Use Center: Pedestrian District

Find maps here:
[StoryMaps](#)
[PDF Maps](#)

OPPORTUNITIES and CONSIDERATIONS

Provide an adequate amount of housing options

Provide more mixed-use housing

Provide more transit-oriented development -- allow mid-rise apartments within ½ mile of rail and high-frequency bus stops

Incentivize affordable housing across the entire plan area by allowing for at least 4 units/lot in any residential area, and 6 units/lot if 1 or more units are deed-restricted affordable

Preserve existing affordable housing; require a 1-to-1 replacement for affordable housing units that will be demolished

Allow for by-right development of 100% affordable housing, as long as it doesn't exceed the size of surrounding homes by more than 45%, or replace existing affordable housing

MANCHESTER AVENUE CORRIDOR

DRAFT CONCEPTS

OPPORTUNITIES and CONSIDERATIONS

Protect renters by offering right-of-return (e.g. a rent-stabilized unit in a new building that is priced the same as it was in the old building)

Support anti-displacement tools -- such as Tenant Opportunity to Purchase (TOPA) and Community Opportunity to Purchase (COPA) policies -- that will provide an opportunity for tenants and organizations to purchase for-sale units

Provide more “missing middle” housing -- allow 2 story fourplexes on standard sized residential lots; increase FAR to at least 0.8 and increase lot coverage to at least 0.5

Allow for nothing more intense than duplexes or low density multi-family development

Steer growth towards:

- Transit (e.g. Westchester/Veterans Metro station)
- Higher intensity areas (e.g. multi-family, commercial, and industrial zoned areas; major corridors; Westchester/Veterans Metro station, etc.)

Expand upon the Mixed-Use Corridor: West draft concept area by including the area bounded by Westchester Parkway, Manchester Ave, Pershing Ave, and Saran Dr; allow for medium residential uses, with heights up to 45 feet

In the Mixed-Use Corridor: West draft concept area, located on the north side of Manchester Ave between Gulana Ave and Lincoln Blvd, allow for medium residential uses, with heights up to 45 feet -- except for the Church located on the lot between Park Hill Dr and Stanmoor Dr, which should allow for low/medium residential uses with heights up to 35 feet, should the Church vacate the area

In the Mixed-Use Corridor: Center draft concept area, do not require building frontages to be oriented towards Manchester Ave

In the Mixed-Use Corridor: Center draft concept area, allow for low/medium residential uses, with heights up to 35 feet

In the Mixed-Use Corridor: East draft concept area, located at the site of the LAPD training center, allow for green space, medium residential, and affordable housing, with heights up to 45 feet, should the LAPD vacate the area

In the Mixed-Use Corridor: East draft concept area, where R2 lots are located (on the north side of Manchester Ave, to the west of the LAPD training center), allow for low residential duplexes that protect “missing middle” housing

MANCHESTER AVENUE CORRIDOR DRAFT CONCEPTS

OPPORTUNITIES and CONSIDERATIONS

In the Mixed-Use Corridor: East draft concept area, south of Manchester Ave, from Airport Blvd to Aviation Blvd, allow mixed-use and medium residential uses, with heights up to 45 feet

Don't limit heights on lots currently zoned industrial (e.g. Mixed-Use Corridor: East)

Align proposal with Kentwood Home Guardians' (local homeowners' association) Declaration of Protective Restrictions (DPRs) -- do not allow development above 2 stories

Promote pedestrian-oriented design (e.g. parklets)

Promote historic preservation

ISSUES and CONCERNS

Increasing the scale and/or density in some draft concepts, such as:

- Mixed-Use Corridor: East (north side of Manchester Ave, west of Belford Ave)
- Mixed-Use Corridor: Center

...will result in the following impacts:

- Loss of neighborhood character, quality of life, privacy, affordable housing, parking, safety, and/or property values
- Increase in traffic, noise, pollution, crime, environmental impacts, and/or infrastructure strain

Mixed-Use/Commercial not needed

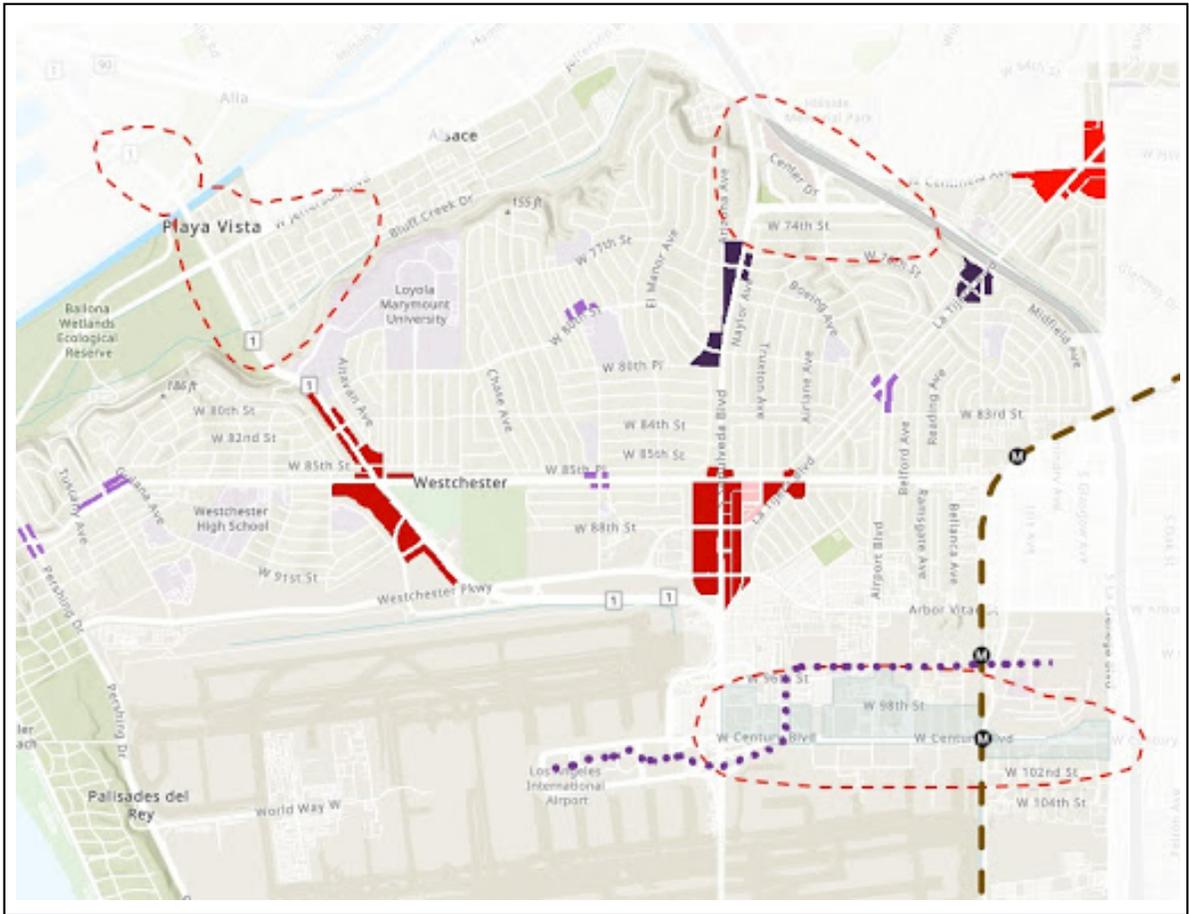
Neighborhood character won't be preserved -- limit development to 2 stories and 2 units/lot, in single family areas

Inappropriate transitions between higher scale developments and lower scale residential areas -- development should not exceed 37 feet

Market-rate housing won't adequately address affordable housing crisis

Market-rate housing lacks demand (due to high prices), which leads to vacancies, and ultimately results in blight

REGIONAL CENTER DRAFT CONCEPTS



Find maps here:
[StoryMaps](#)
[PDF Maps](#)

- Commercial**
- Mixed-Use Center: Loyola Village & Downtown Westchester
 - Mixed-Use Center: Pedestrian District
 - Mixed-Use Center: La Tijera/Centinel
 - Neighborhood Node: Low
 - Neighborhood Node: Medium
 - Neighborhood Node: Coastal Resilience

Regional Centers

-

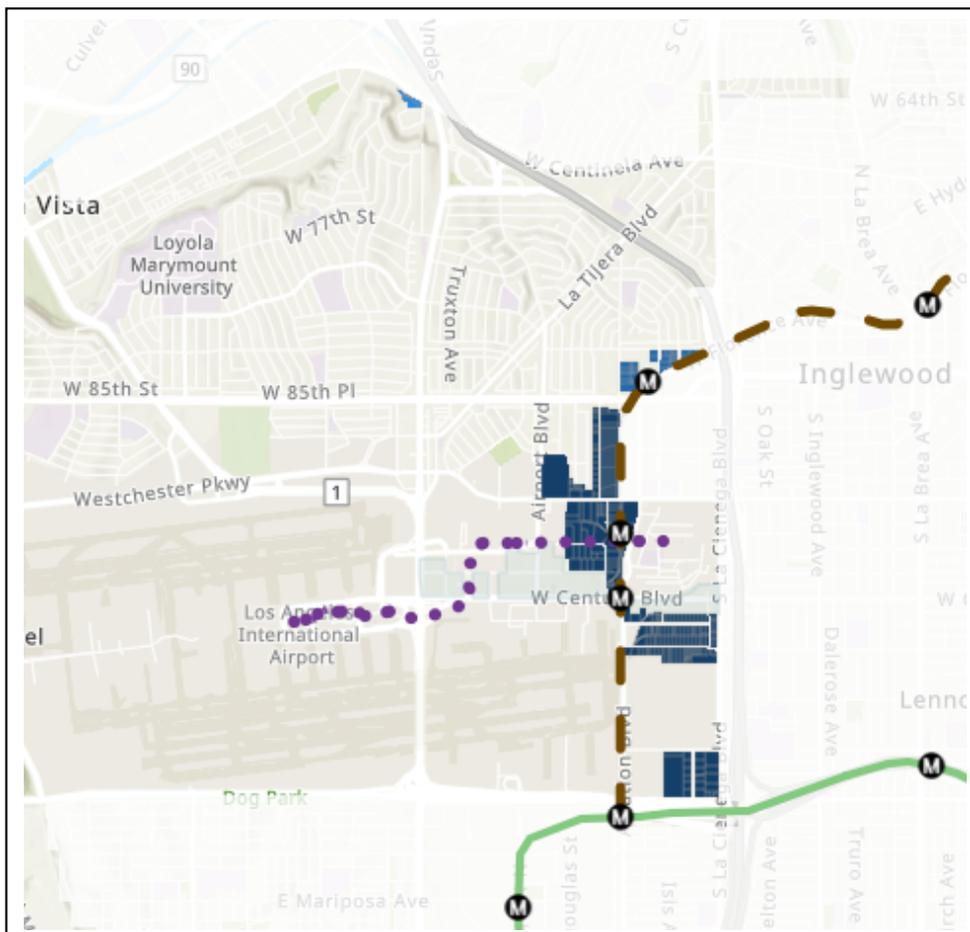
OPPORTUNITIES and CONSIDERATIONS

- Provide more mixed-use housing
- Provide an adequate amount of housing options
- Steer growth towards:
 - Transit (e.g. metro stations)
 - Higher intensity areas (e.g. regional centers)

ISSUES and CONCERNS

- Increase in units will result in the following impacts:
 - Increase in traffic, parking, environmental impacts, and/or infrastructure strain

INDUSTRIAL DRAFT CONCEPTS



Find maps here:
[StoryMaps](#)
[PDF Maps](#)

Industrial

-  Industrial Center: LAX
-  Industrial Center: Transit Area
-  Industrial Node

OPPORTUNITIES and CONSIDERATIONS

Provide an adequate amount of housing options

Provide more mixed-use housing

Provide more affordable housing units

Maintain airport serving industrial uses to the east of the LAX runways

Allow for parking, open space, artist-live-work, residential, commercial, and/or light manufacturing/industry

Steer growth towards:

- Transit (e.g. metro stations)
- Higher intensity areas (e.g. industrial zoned areas)

Allow for a maximum height of 3 - 5 stories

INDUSTRIAL DRAFT CONCEPTS

OPPORTUNITIES and CONSIDERATIONS

Promote transit oriented development projects characterized by mixed-use, consistent streetscaping, adequate lighting, green space, and accessible pedestrian/bike/transit amenities; steer such development towards higher intensity areas (e.g. Industrial Node and Industrial Center: Transit Area)

Expand the Industrial Node draft concept to include: (1) the industrial lots in Arizona Circle, and (2) the commercial lots across Arizona Ave; allow for hybrid industrial live/work uses with heights up to 35 feet in the former, and allow for mixed-use with heights up to 35-45 feet in the latter

Preserve Dinah's Restaurant, a local landmark by Arizona Circle

In the Industrial Center: Transit Area draft concept area, allow for medium hybrid industrial live/work uses, with heights up to 45 feet

In the Industrial Center: LAX draft concept area, along Bellanca Ave between Manchester Ave and Arbor Vitae St, allow for medium hybrid industrial live/work uses, with heights up to 45 feet

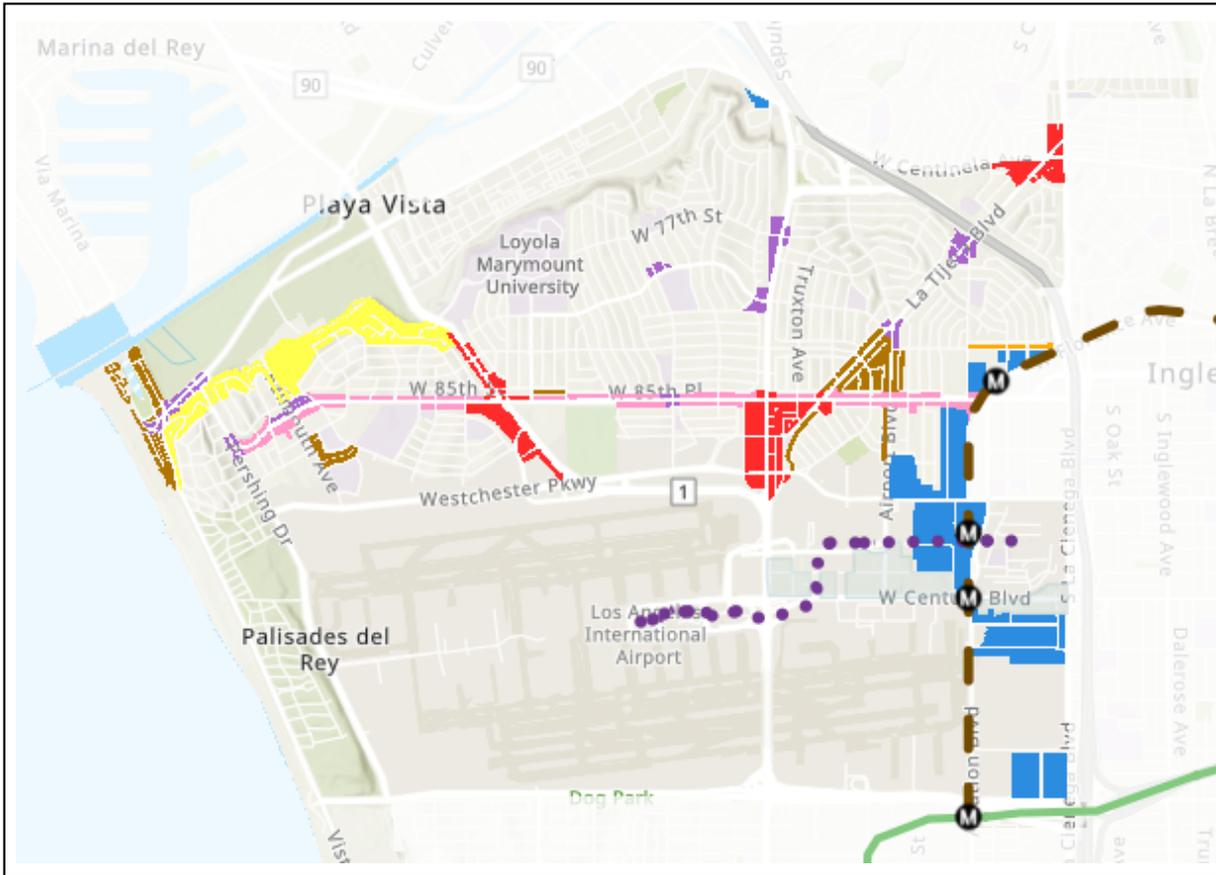
In the Industrial Center: LAX draft concept area, where the Hertz Car Rental Facility is located, allow for medium residential and open space uses, with heights up to 57 feet

In the Industrial Center: LAX draft concept area, bounded by La Cienega Blvd, Aviation Blvd, Imperial Highway, and 111th St, allow for significantly increased building heights and density

ISSUES and CONCERNS

Inappropriate transitions between higher scale developments and lower scale residential areas

MISCELLANEOUS DRAFT CONCEPTS



Find maps here:
[StoryMaps](#)
[PDF Maps](#)

Description

-  Low Residential
-  Low Medium Residential
-  Medium Residential
-  Mixed-Use Center
-  Neighborhood Node
-  Mixed-Use Corridor
-  Industrial

OPPORTUNITIES and CONSIDERATIONS

Promote safe and accessible sidewalks and streets for pedestrians

Provide greater connectivity via protected bike lanes on all major streets, as well as more bike paths (e.g. the Ballona Creek Bike Path)

Promote more mass transit options (e.g. local shuttle service)

Provide bus-only lanes on all major streets

Take advantage of underutilized public land

Provide more open space / parks / playgrounds / recreational facilities that are safe and accessible, especially in the center and eastern portions of the plan area

Partner with local schools (e.g. LAUSD) to allow community access to playgrounds and recreational space

MISCELLANEOUS DRAFT CONCEPTS

OPPORTUNITIES and CONSIDERATIONS

Promote green urban design (e.g. bioswales, green roofs, cool roofs/pavements, sea level rise adaptation, etc.)

Promote a more sustainable urban ecology (e.g. native tree species, community gardens, etc.)

Protect ecological resources (e.g. Ballona Wetlands)

ISSUES and CONCERNS

Neighborhoods being gentrified and residents being displaced

Ongoing homelessness crisis

Serious traffic problems

Limited parking availability

Eliminate on-site parking requirements; price street parking to match demand

Inadequate outreach and engagement

Possible loss of air and solar access due to out-of-scale development

Large development negatively impacting local fauna

Insufficient reduction in pollution, greenhouse gas (GHG) emissions, and vehicle miles traveled (VMT).

Address environmental hazard risks such as the SoCalGas Playa Del Rey natural gas storage facility -- cap and move it to a non-urban area outside of LA

GLOSSARY

Base and Bonus: A sliding scale incentive program for housing typologies that qualify for a density bonus; whereby the “base” represents a minimum incentive package (e.g. greater allowance in FAR, height, parking requirements), and the “bonus” represents an increase in the incentive package.

Density Bonus: Is the most common form of incentive intended to facilitate affordable housing in the City of Los Angeles and is one of the incentive based housing programs. A density bonus provides an increase in allowed dwelling units per acre (DU/A), Floor Area Ratio (FAR) or height which generally means that more housing units can be built on any given site

Hybrid Industrial: A type of land use that allows for some combination of residential, commercial, and/or industrial units. This designation is also characterized by low and medium scale development.

Incentives: Community benefits that involve a trade-off between a community and a developer. Typically, a developer gets to build a project that would not otherwise be permitted under the existing zoning regulations in exchange for providing something that is in the community’s interest—something that the city would not otherwise require of the developer.

Floor Area Ratio (FAR): The ratio of the gross floor area of a building to the area of the lot where it is located. [View FAR video here.](#)

Live/Work: A type of land use that allows for some combination of residential, commercial, and/or industrial units.

Missing Middle Housing: is a range of house-scale buildings with multiple units—compatible in scale and form with detached single-family homes. These building types, such as duplexes, fourplexes, cottage courts, and courtyard buildings, provide diverse housing options and support locally-serving retail and public transportation options.

Pedestrian Orientation/Oriented: An urban design strategy that seeks to promote a safe, comfortable, and accessible pedestrian experience, via building scale, facade, and design standard regulations.

Transit Oriented Communities (TOC): The Transit Oriented Communities (TOC) Incentive Program encourages the construction of affordable housing near bus and train stations. The new units generated by the TOC incentives provide convenient options for low-income residents, add to the City’s housing stock, and promote alternatives to car travel.

Transitional Buffer: A transitional area of land between two distinct (often incompatible) land uses or types used to lessen the impact of one land use type on another.

Additional Terms:

<https://planning.lacity.org/resources/glossary>