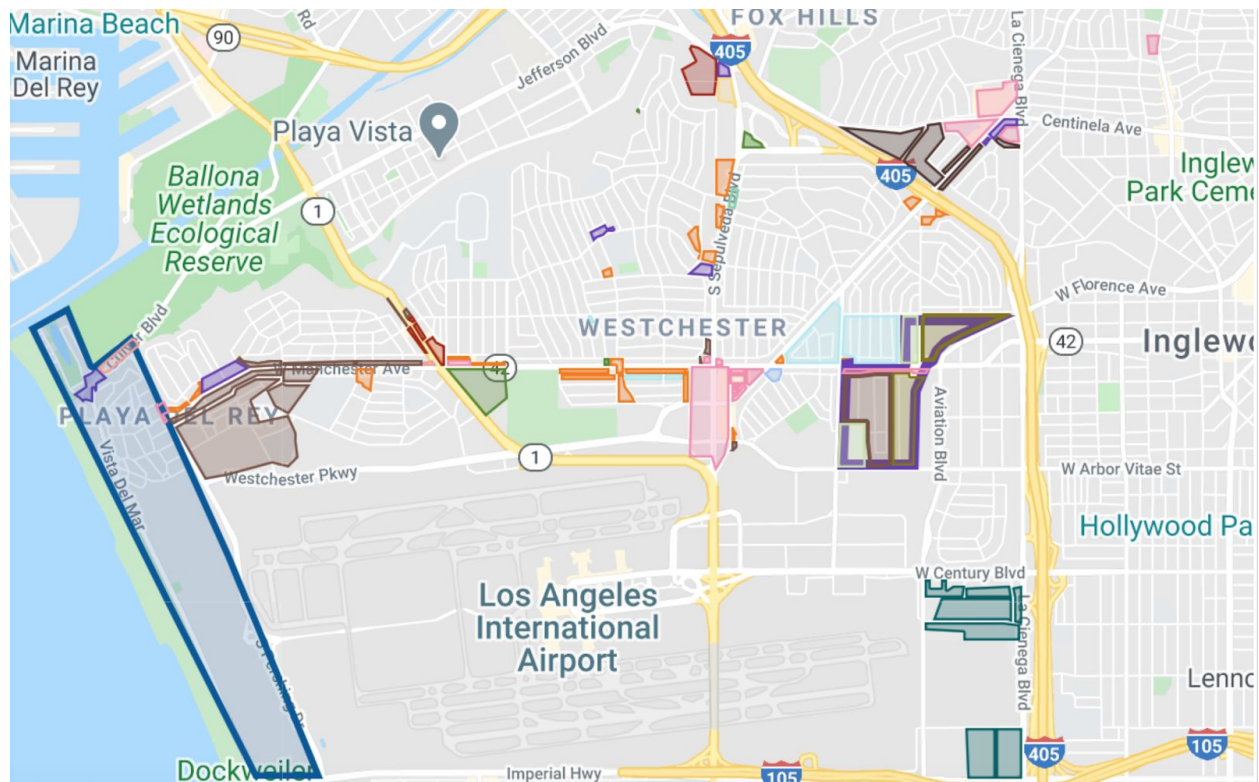


Westchester/Playa Community Plan Update Comments 10/05/2020



Submitted by:

- Cory Birkett
- John Birkett
- Tracy Conyers
- Kimberly Fox
- Paula Gerez
- Cyndi Hench – team leader
- Patricia Lyon – team leader
- Mark Redick
- Julie Ross
- John Ruhlen
- Denny Schneider
- Garrett Smith
- Naomi Waka

Westchester/Playa Community Plan Update

This report is the collective effort of a group of twelve residents of Westchester/Playa. The group represents a variety of viewpoints and disciplines from our community. Our larger group was broken down into teams to focus on specific aspects of our community and the Westchester/Playa Community Plan (“Plan”).

Members of our group were as follows:

- Cory Birkett
- John Birkett
- Tracy Conyers
- Kimberly Fox
- Paula Gerez
- Cyndi Hench – team leader
- Patricia Lyon – team leader
- Mark Redick
- Julie Ross
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The story of the community of Westchester/Playa includes its origins dating back to the 1920’s, Mines field (now LAX), Loyola Marymount University, Surfridge (once a beach community, now home to the ES Blue Butterfly), Howard Hughes Airport (once the building place of the Spruce Goose, now Playa Vista) and Ballona Wetlands. But the story of Westchester/Playa also includes a more recent history of the development of Playa Vista, the master planned community of 11,000 residents and over 6,000 more who work there. Playa Vista is home to a thriving tech jobs market including Google, Facebook, IMAX, Sony, You Tube, Rubicon Project, Electronic Arts (EA), Belkin, Science 37, Microsoft among others as well as non-tech companies such as Nike, Saatchi and Saatchi, Centerfield, Annenberg Pet Space, The Honest Company, and many more. A smaller master planned community that is newer to our area is The Playa District (formerly known as the Howard Hughes Center) is a 70-acre mixed use, master planned community comprised of 1.4 million square feet of office space, home to Pepperdine University, Univision and Sony, with nearly 1,000 housing units that

came online in the past five years and a newly repositioned Entertainment center (HHLA). The history of our area also includes the expansion of Mines field into the 4th busiest airport in the world, Los Angeles International Airport and the loss of many surrounding homes to facilitate the growth to support the nearly 90 million travelers who pass through Westchester/Playa to travel through LAX each year.

Westchester/Playa is currently a blend of medium residential, low residential and single family houses with 63% of its housing units multi-family homes and 37% R-1 residential, according to LA City Planning Dept. This Plan, if fully zoned and implemented, would further increase the ratio of multi-family with the development of five Villages near transit areas, the largest and most innovative being the Metro Village, which is around the yet to open Westchester/Veterans Metro Station near Florence and Manchester Avenues.

Adjacent to Westchester/Playa, to the south, is 340 acres of open land that is subject to the LAX Northside Area Project Development. Residential housing is not an option for the Northside Area Project but it is expected that 2.3 million square feet of Retail, Restaurant, Hotel, Office, Community/Civic, and Research and Development, as well as 600,000+ square feet of Airport Supporting development and Recreational space will be developed in this area.

The major elements of our recommendations include:

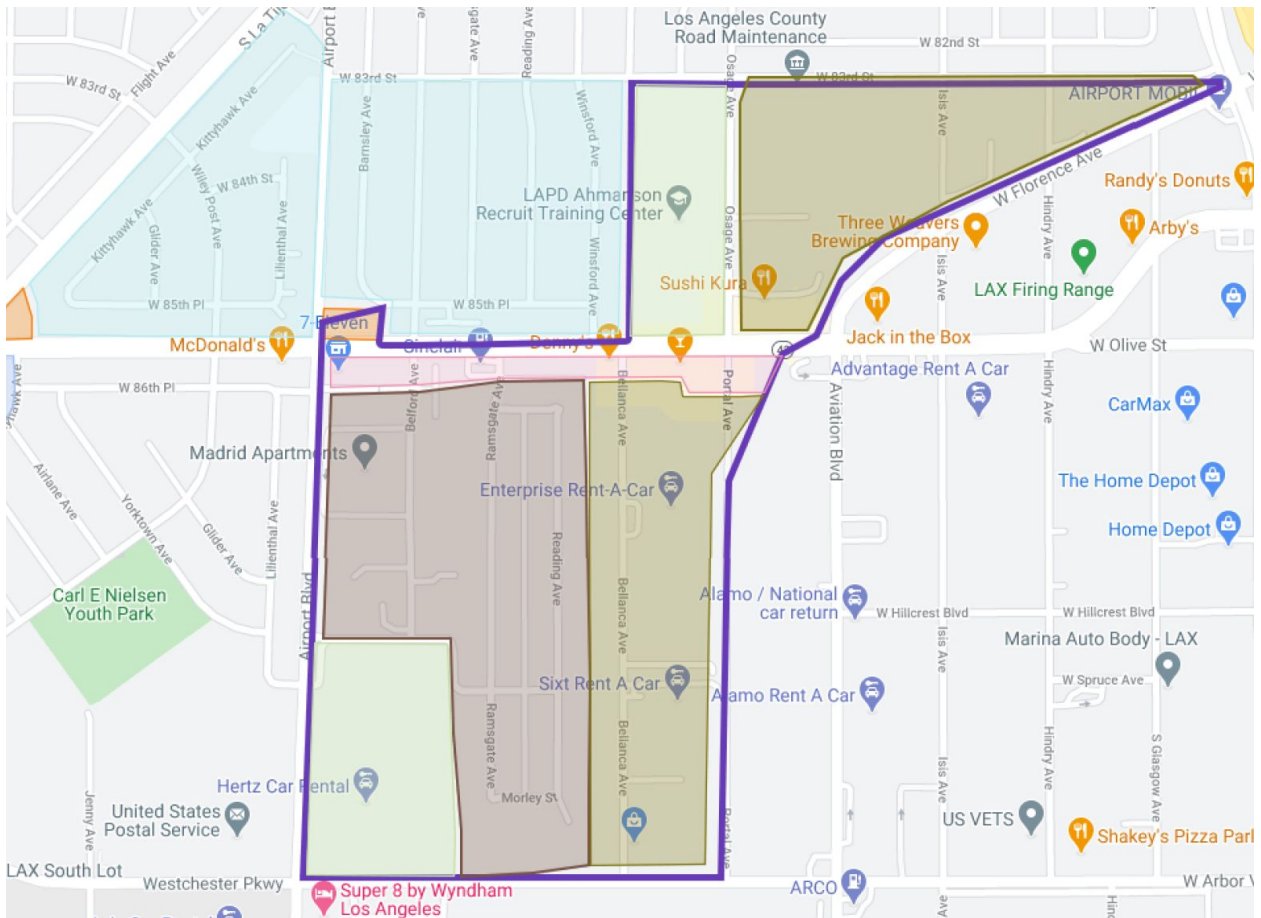
- Add density in areas identified as Transit Oriented Villages
- Create/enhance walkability
- Create opportunities for affordable housing
- Preserve low residential - “Missing Middle”
- Preserve land uses historically designated as R-1 as Minimal Residential.

We would be remiss if we did not share our concerns about adding significant density. The strain on infrastructure must be fully understood and failure prevented. The added traffic will make the area impassible. The capacities of water, sewer, landfills, etc. must not be taken for granted. Safety and security of our residents is a critical factor and police and fire resources must be added.

Detailed Planning Areas

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1. Metro Transportation Village –

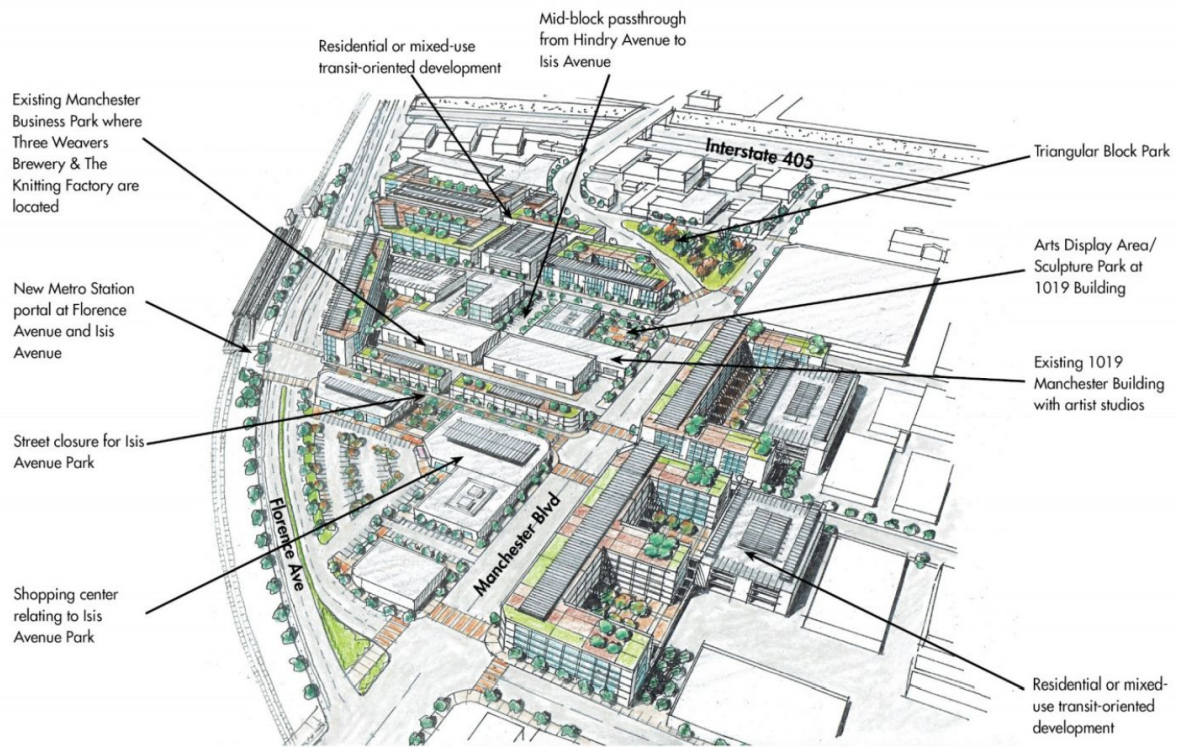


The Metro Transportation Oriented District is the most significant opportunity in Westchester/Playa. With the soon to be operational Metro Crenshaw/LAX line and the Westchester/Veterans Station in an area that is largely being vacated by airport supporting companies that are relocating to the LAX Consolidated Rental Car (ConRac) facility, also under construction, this is a large area with great opportunity. Other current uses include LA County Road Maintenance Yard, LAPD Ahmanson Recruit Training Center, warehouse operations, underperforming strip centers, transitioning R-3 low-rise multi-family units that are currently being turned over and redeveloped taking advantage of density bonuses due to TOC legislation.

We have broken out the Metro Village into smaller segments as follows:

- Metro Village East
- Metro Village West
- Metro Village South

Our recommendation is to concentrate highest density closest to the station (**Metro Village East**) while adding density throughout the Metro Village and retaining the Commercial/Industrial designations through a Hybrid Mixed-Use Industrial zoning. This is an area where affordable housing should be encouraged and include live/work housing options and much needed Green spaces. Planning tools such as a Redevelopment Plan, Commercial and Arts District (CAD), or Transportation Neighborhood Plan (TNP) may serve as a Master Planning tool in order to properly direct effective development. Our recommendation for this area is Medium Hybrid Industrial, Live/Work Commercial, with height capped at 45'. Across Florence Avenue from the new Westchester/Veterans Station lies the city of Inglewood. Inglewood has developed a plan for the adjacent area that lays the foundation for dense, walkable housing and commercial development around train stations. Their plans pave the way for an arts District around the future Westchester/Veterans stop on the future Crenshaw/LAX Line, with art studios, light manufacturing, live/work units, hotels, shops, and breweries, with buildings up to six stories tall. The Inglewood Plan is an example of the opportunity for the Westchester/Playa Metro Village.



A drawing of what the plan proposes for the area around the future Westchester/Veterans station train station. | Via city of Inglewood

Moving farther away from the Westchester/Veterans station, but still in the radius of the TOC, is the LAPD Ahmanson Recruit Training Center (ARTC). Should the LAPD vacate this facility, the property is within the TOC radius and is a prime opportunity for the city to create a desirable community with recreational open green space, Medium Residential and affordable housing, up to 45’.

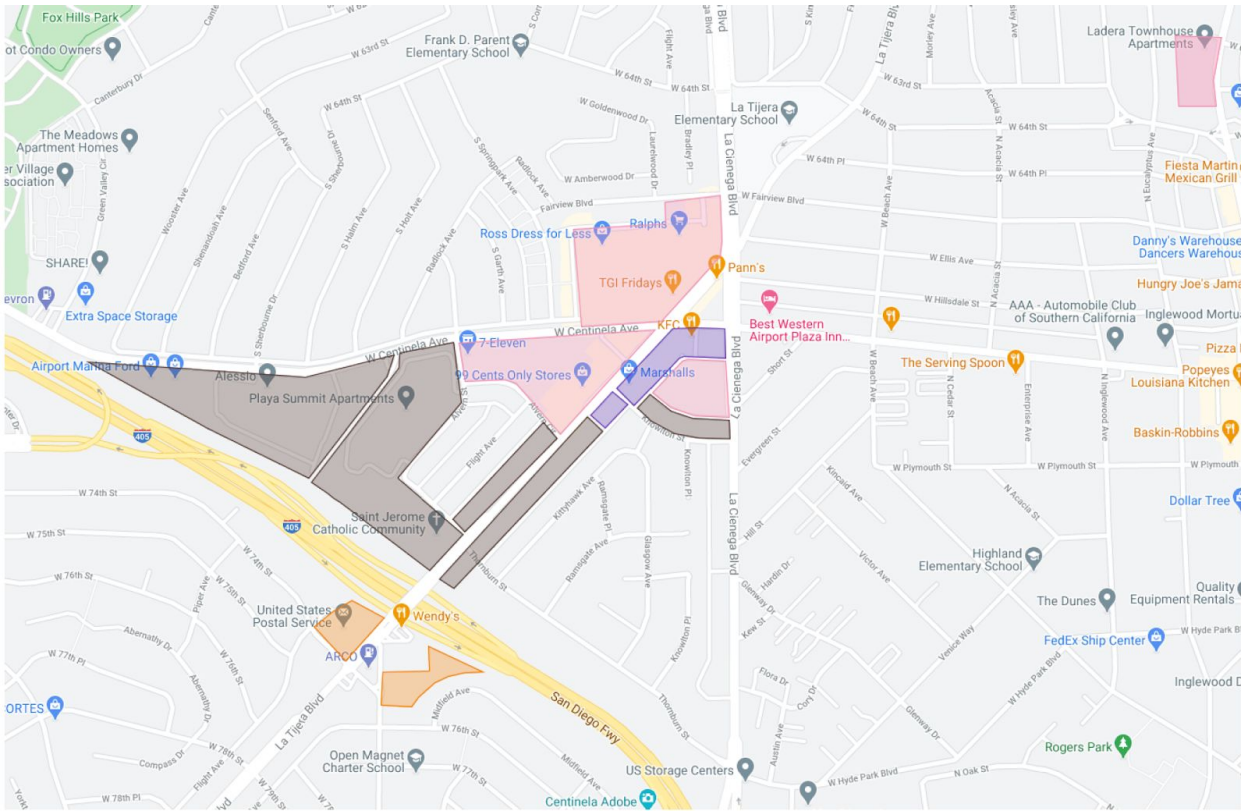
The area to the west and adjacent to the LAPD ARTC (**Metro Village West**) is currently zoned as R-2 with a mix of duplexes and single-family homes. Our recommendation is that this area remain a Low Residential – Duplex area to protect the endangered “Missing Middle” housing.

South of Manchester (**Metro Village South**), we recommend a strip of Mixed Use along Manchester from Airport to Aviation. This is an area that is seeing growth in the number of housing units and adding community supporting retail is prudent. To the south of that, in the area bordered by Airport, Manchester, Bellanca and Arbor Vitae, is a community that is currently in transition. Being in

the TOC, we are seeing developers razing existing R-3 housing stock and in its place 30-45 unit market rate apartment buildings, up to 7 stories. Lacking a plan for the area, we are seeing a haphazard redevelopment of RSO housing with little to no consideration for truly affordable housing. Our recommendation for most of this area is Medium Residential, capped at 45'. The southwest quarter of this area is currently a substantial Hertz car rental facility. When the ConRac is operational, this location will be vacated and relocated making way for the opportunity for a development that should include open spaces, Residential up to 57', including affordable housing. This parcel is walkable to Century Blvd, LAX/People Mover, Metro stop and Downtown Westchester/Sepulveda Blvd.

Finishing out the large area we have denoted as Metro Village South, is the area on Bellanca, south of Manchester, north of Arbor Vitae with the east border being the Metro tracks and the City of Inglewood. This area is currently zoned M-2 and is an area in transition due to the ConRac facility. This is an area that we suggest should be Medium Hybrid Industrial, Live/Work Commercial, up to 45'. Given its proximity to the Metro station, it partially falls in the TOC radius. It is walkable to the Westchester/Veterans station, Century Blvd, LAX People Mover/transit center. This is an area that can be creatively transformed into a walkable Arts District with live/work housing, restaurants and breweries that capitalize on and support the dynamic changes that are taking place in this area. This area is adjacent to Inglewood, the home of the new Sci-Fi stadium and all of the exciting changes that are taking place in the surrounding area.

2. Ladera Village/Centinela/La Tijera Transit District



The Ladera Village is a very large area comprising several parcels bordered by Centinela Ave, La Tijera Blvd and Alvern Circle. This Village is within a Low/Medium density area and is close to La Cienega Blvd. This is a good location for higher density housing as it does not abut minimal or low density areas with nearby commercial, and on two major roadways. It is recommended that this block be designated as Medium Mixed Use, up to 45'.

Across Alvern Circle, between Centinela and La Tijera, there are a number of parcels that are on the major arterials of Centinela or La Tijera and these are recommended to be designated Medium Residential, up to 45'. There is a large parcel (5580 Thornburn St) that is currently a church with a school. In keeping with the immediate area, these parcels should be designated as Medium Residential, up to 45'. This is not a good area for Mixed Use as it is within walking distance of the Mixed Use and Commercial centers near Centinela and La Tijera.

The intersection of Centinela, La Cienega and La Tijera is another very large area that has historically been commercial land uses. Our recommended designation for the parcels facing La Tijera and Centinela is Neighborhood Node, up to 35' while the larger parcel which faces La Cienega and historically operated as surface parking should be designated as Medium Mixed Use, up to 45'.

3. Westport Heights/La Tijera

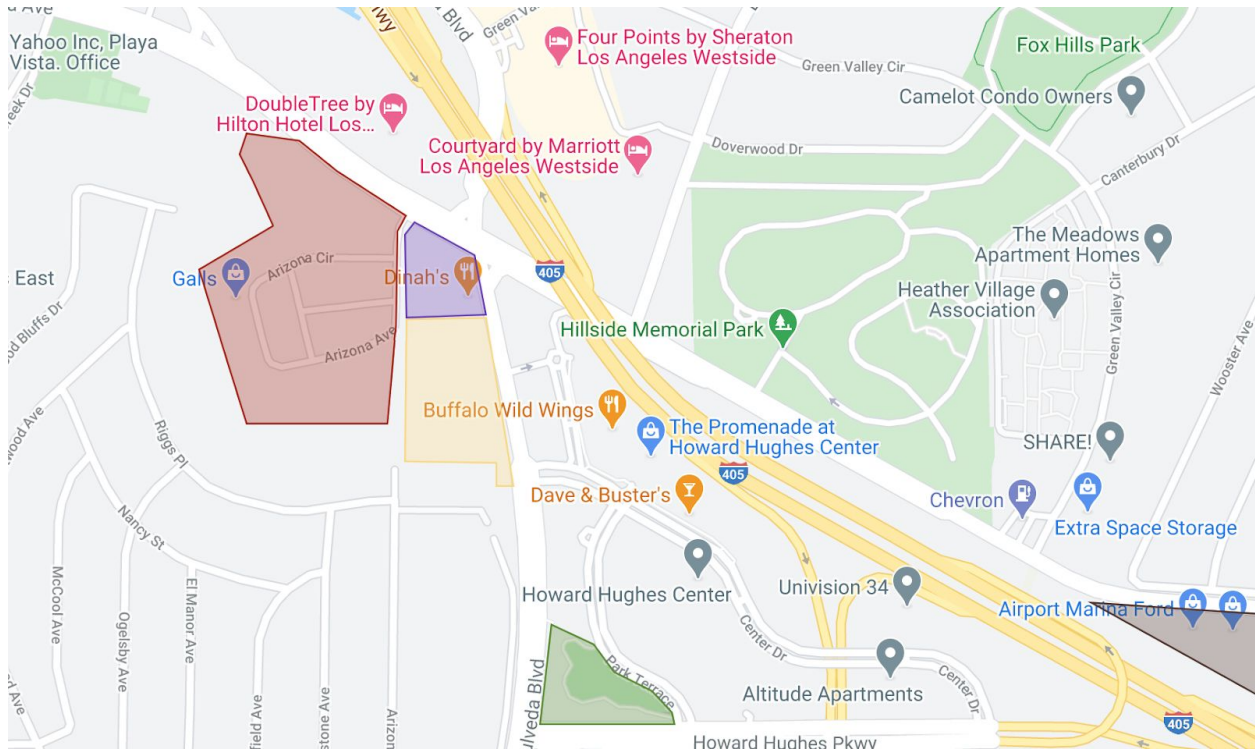
Adjacent to the 405 freeway at La Tijera, there is a group of parcels bordered by La Tijera, 405 freeway, 74th Street and Flight Ave. This is primarily a US Postal Service office. We recommend that should the Postal Service office be vacated, these parcels should be for Low/Medium Housing, up to 35'.

Across La Tijera at 7400 Osage Ave, there is a large R-1 parcel that is currently a church. Should the church choose to vacate this location, it should be redeveloped as Low/Medium Residential, capped at 35'.

4. Airport Industrial area

To the east of the LAX runways is a large mass of airport supporting Industrial. This area should remain as Industrial and is not an area suitable for Residential.

5. Arizona Village/Transit Park –



The area that we suggest as having the next highest potential in our community is the area known as Arizona Circle, expanded to include the parcels at Sepulveda Blvd and Centinela and along the west side of Sepulveda to Center Drive (Arizona Village/Transit Park). The Arizona Village/Transit Park is centered on the intersection of Centinela and Sepulveda, bordering Culver City. Land use innovation in this village brings the parcels of Arizona Circle which is currently low density M1, into Low Hybrid Industrial and Live/Work Commercial area, significantly increasing its contribution of housing, services and employment in this under-utilized area close to Silicon Beach (Playa Vista commercial properties) and The Playa District. This area is below a hillside neighborhood and the height of the buildings should be capped at 35'. This Village plan also calls for the preservation of local landmark Dinah's Restaurant and the development of the area immediately surrounding Dinah's, which is currently low-density commercial and parking, as a Neighborhood Node, up to 35'.

Situated between the housing rich areas of the Playa District (formerly known as the Howard Hughes Center) and Playa Vista, and office buildings of Culver City,

Arizona Circle could be home to a Transit Park to create a hub for buses and riders to get off of the busy streets of Centinela and Sepulveda as well as home to additional housing, a boutique hotel to serve the surrounding businesses and community, community supporting commercial, restaurants and gathering places. Arizona Village is across Centinela Ave from Culver City office buildings, a hotel and a newly constructed 11-story Mixed Use office building. The Playa District, which is not a part of what we are calling the Arizona Village, is an adjacent 70-acre mixed use, master planned community comprising 1.4 million square feet of office space, with nearly 1,000 housing units and a newly repositioned Entertainment center (HHLA). Playa Vista is also a relatively new and much larger master planned community with housing, parks, a school, retail centers and business parks. With almost 6,000 housing units, 11,000 residents and 3.4 million square feet of office and commercial space, Playa Vista has had a significant impact in our community over the past 10-15 years and has brought much needed housing and employment to the region.

In the south portion of the Arizona Village, along Sepulveda and directly across from the Playa District, two new residential buildings are under construction that will bring almost 400 new housing units to the area. These are adjacent to other parcels that could serve as additional housing and we have identified this portion of this Village as Medium Commercial/Medium Residential, up to 45'.

6. Sepulveda Blvd Corridor/Central Business District – subject to CDO and LAWA Runway incursion restrictions



Sepulveda Blvd is the main arterial boulevard that runs north and south through Westchester/Playa and serves as a primary route for nearly 90 million people going to and from LAX. Sepulveda Blvd also serves as the primary Business District for Westchester. South of Manchester, Sepulveda Blvd is currently entirely commercial with large parcels and large surface parking lots. As currently constructed, Sepulveda is not a particularly walkable area with the majority of buildings having their front doors facing their parking lots and the back of the buildings on Sepulveda. Going north, Sepulveda runs through residential

neighborhoods of Kentwood and Westport Heights. The homes, zoned as R-1, face away from Sepulveda, with their backyard walls facing Sepulveda. Further north on Sepulveda, there are a couple of corner lots that are commercial uses, the YMCA and three churches are between 80th Street and Howard Hughes Parkway, where the 405 freeway off ramp serves as a popular route to LAX.

Between Manchester and LAX is the Central Business District Village. This Village offers tremendous opportunity for smart, mixed-use development as there are large segments of land currently dedicated to parking and older low-density, low-rise commercial uses. The vision for this important, centering-point for the entire community and geography includes preservation of a local landmark (Loyola Theater Building), the redevelopment of the “Triangle” as this Village’s Pedestrian District, and careful adoption of transitional housing designations where the Village border is adjacent to R1 properties. This area is subject to the Downtown Westchester CDO, and the southern portion falls within the LAX Runway Protection Zone (LAXRPZ). Both place restrictions and guidance as to use and scale of development.

The recommendation for the area along Sepulveda to Sepulveda Eastway and Sepulveda Westway, is Medium Mixed Use, allowing for up to 45’, with a mix of commercial and residential, subject to CDO and LAXRPZ. The building height should be sensitive to existing scale and character of and complementary to adjacent minimal residential. This area must retain community serving commercial such as grocery stores, medical offices and restaurants while providing market rate and affordable housing options close to LAX. Adjacent to the south end of this Village is the planned LAX Northside Project which will include a large retail center at the east end of the project and will border on Sepulveda Westway, and 775,000 square feet of low rise industrial/R&D space along Westchester Parkway.

The northeast portion of the Central Business District Village is a triangular shaped area of low rise commercial, bordered by La Tijera, Manchester, and Sepulveda Eastway (the Triangle). Our vision for this super block is to allow for higher density housing, Mixed Use Residential, up to 57’, in the portion of the

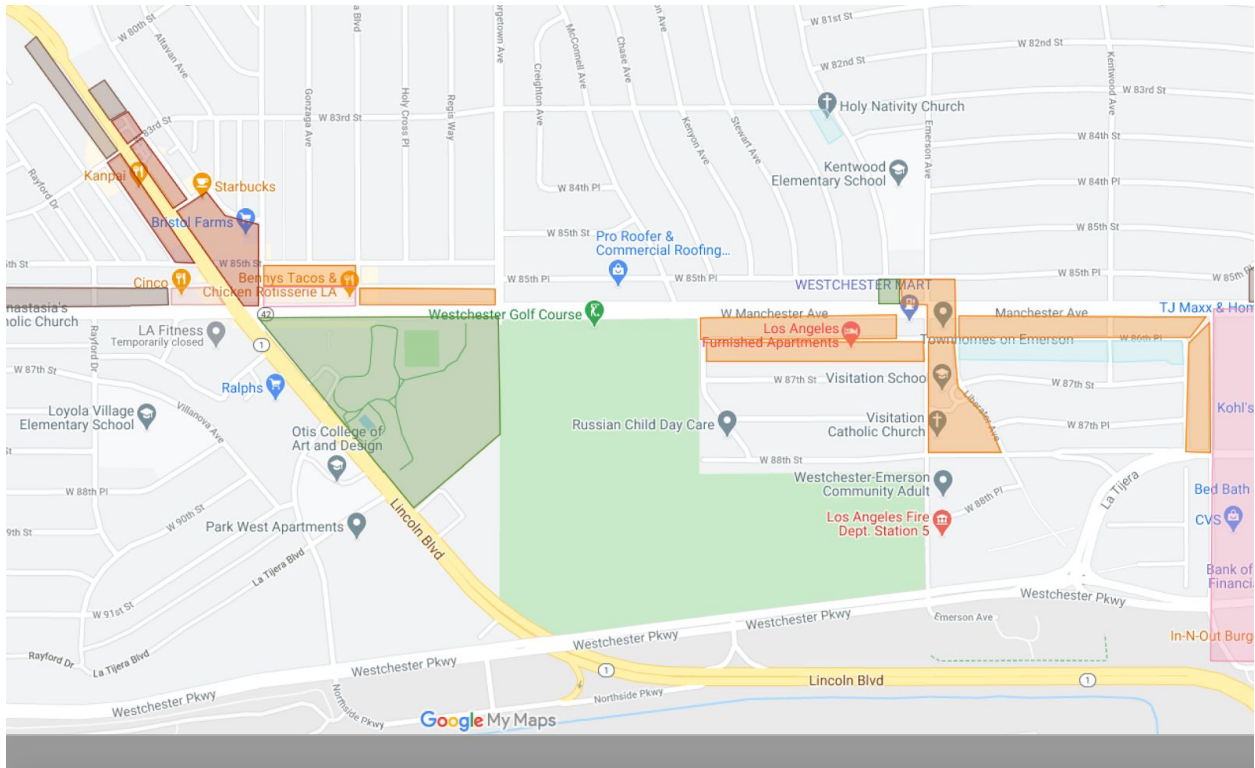
Triangle that is bordered by La Tijera, Manchester and Truxton, also along Manchester and along La Tijera while the interior of the triangle should be Low Mixed Use, up to 35', and designated as a Pedestrian District. This would create an opportunity for a community center with shops and restaurants in a Pedestrian District in the heart of the Business District.

Along Sepulveda to the north of the Central Business District, between Manchester and Howard Hughes Parkway, is predominately "R-1" lots, with backyard walls running along Sepulveda. There are a few parcels in this area that are fairly large and are not residential. The current land uses are Gas stations, Garden Center, retail store, YMCA, three churches, including related private schools. The YMCA lot, 8015 S Sepulveda Blvd, is a large parcel with surface parking. We propose that this be designated a Neighborhood Node with community serving commercial, not residential. Across the street at 6323 W 80th St is Covenant Presbyterian Church and adjacent to that is the Westchester Lutheran Church and School, both on lots currently zoned as R-1. These parcels should be designated as Low/Medium Residential with building heights capped at 35' and that are sensitive to existing scale and character of and complementary to adjacent minimal residential. We recommend this designation continue north on Sepulveda to include the commercial, on both sides of Sepulveda.

Adjacent to the Covenant Presbyterian Church, on Alverstone Ave is a small pocket of low-rise residential and a large R-1 parcel that is currently a Christian Science Church at 7855 Alverstone Ave. This is an area that should be designated as Low/Medium Residential.

These properties are adjacent to currently zoned R-1 houses and the building heights must provide transitional heights that are sensitive to existing scale and character of and complementary to adjacent residential.

7. Manchester Avenue Corridor West/Middle/East



Manchester Avenue is a significant connecting route between the east to the ocean. It has unique characteristics in each neighborhood it passes. It connects the eastside of Los Angeles to our beaches, however, it is a vehicular connecting road not a pedestrian friendly street in Westchester/Playa.

Our committee was challenged in addressing Manchester Avenue with the following factors:

- Walkability
- Commerce
- Increased residential

For many reasons, Manchester Avenue is not the walkable area of our community. Reasons such as fast traffic, secondary highway, safety and security, and broken sidewalks added to the concerns regarding walkability and future modernization.

So to meet the challenge of change and modernization we separated Manchester Avenue up into three zones. They are:

- Manchester West
- Manchester Mid
- Manchester East

Each of these three areas are highly influenced by their immediate neighborhood. Manchester is a long street and changes as you move through the areas. There are significant differences and it is our recommendation that after inspection, study and observation that each of the sections should be reviewed individually.

7.a Manchester West

This area of Manchester Avenue facing the street covers a high number of circa 1960's low and mid apartments and condominium complexes. It is the definition of the "Missing Middle". Buildings are between two and six units and most of them are RSO housing. The area is well maintained.

The area of Playa del Rey on the south side of Manchester Avenue is the early introduction of a more contemporary lifestyle. In the 1960's, buildings were built in this area and are typically two to three stories high. In the 1980's, legislation was changed to allow for condominium conversion. Quality of life and location drove this area to experience a strong percentage of these buildings to make that change. Condominiums were approved and many of the residents remained, buying their homes and staying within the area. It is important to note that this is a key development and housing area for the future of our community. At the same time it's important to remember that many of these units are RSO and quality of life coupled with rent stabilization has afforded stability in the community.

The North Side Development (NSD) on Westchester Parkway backs this area. An opportunity to continue to create this livable area and expand upon it, will give us the ability to support the needs of the North Side Development employees. NSD is not housing, it is an industrial and commercial planned area. We have retained the vision of the area of Playa del Rey that is between Westchester Parkway,

Pershing Avenue, Manchester Avenue and Saran Drive. This is a large area that we recommend be designated Medium Residential, up to 45’.

Neighborhood commerce exists in Manchester West. The redevelopment of parcels that are exclusively commercial is an opportunity for a Neighborhood Node and Mixed Use. These key areas in the Manchester West area are:

- Southeast corner of Pershing and Manchester
- Southwest corner of Pershing and Manchester subject to 37’ limit
- Manchester between Tuscany Avenue and Gulana Avenue on the north side of Manchester
- Northeast corner of Lincoln and Manchester

These important areas in our recommendation fit the pattern of walkability and support commerce for the community.

The intersection of Manchester and Pershing is low density commercial on three of four corners. This is an area that is Community serving and commerce should be retained. We have designated this area as a Neighborhood Node, up to 45’ on the east side of Pershing Dr. and up to 37’ on the west side of Pershing Dr., which is within the boundary of the Del Rey Lagoon Specific Plan.

Manchester Ave. between Tuscany Ave. and Gulana, on the north side, is currently all commercial. The community supports the businesses in this area and it provides opportunity for walkability. We clearly support this area designation as Neighborhood Node, up to 45’.

On the northside of Manchester, from Gulana to the intersection of Lincoln Blvd., where commercial approaches Lincoln Blvd., our recommendation is to designate this area as Medium Residential, up to 45’, with Mixed Use, up to 45’ at Lincoln Blvd.

On Manchester between Park Hill and Stanmoor Drives, the church property is a substantial parcel. Should the property ever see a change of use, this is a good location for additional housing with Low/Medium Residential, up to 35’. The lot is

surrounded by houses and any development should be done in a manner that is sensitive to the minimal residential density of the area.

7.b Manchester Mid

This is the section of Manchester Avenue which is between Lincoln Boulevard on the west and Sepulveda Boulevard on the east.

This portion of our community plan is lightly dotted by development facing Manchester. It is the recommendation of the committee to retain the integrity of the inbound properties joining their inbound community that back on to Manchester.

Outbound parcels include a Los Angeles City Park and Golf Course. Low and mid commercial and residential are on both sides of the Avenue.

On the south side of Manchester Ave. between the Golf Course and Emerson Ave, there is a block of apartment buildings. This block faces inwards and faces another block of apartment buildings. These two blocks are designated as Low/Medium Residential, up to 35'. From Emerson to Sepulveda Westway, we have also designated these lots, which are currently multi-family, to be Low/Medium Residential, up to 35'.

The south east corner at the intersection of Manchester and Emerson Avenues has a three-story 1980/1990 apartment complex. Residential at this intersection serves the community. We recommend the designation of this parcel as Low/Medium Residential, up to 35'. Along Emerson Ave, south of Manchester, there is a church property that we have also identified as a candidate for Low/Medium Residential, up to 35'. The parcel is surrounded by houses, separated by a street, and if built out to residential, should be done in a manner that is sensitive to the minimal residential density of the area.

North side of Manchester Avenue between Fordham and Loyola Blvd presents a continued opportunity for Mixed Use. It is currently Commercial. It is our recommendation to create the north side of Manchester on this block to Mixed Medium Use designation, up to 45'. Continuing on the northside between Loyola

Blvd and Emerson Avenue. We have a combination of small duplexes and 1960's apartments; the Missing Middle. Many of these units in this area are RSO qualified. We recommend this area designated as Low/Medium Residential, up to 35'.

At the intersection of Manchester and Emerson, we have a mix of apartments, Small Lot SubDivision (SLSD) which faces inbound and commercial. The SLSD is a new addition to the community and is a part of the inbound residential housing. The north west and south east corners are designated for Low/Medium Residential, up to 35'.

A significant property in this area is Fire Station 5. This property should be preserved for community uses. This is the fifth station ever built for our Los Angeles fire Department over 50 years ago. Vintage architecture recognizes the meaningfulness of this property. It is an asset of the City of Los Angeles and on occasion has been for sale. It is the recommendation of this Committee that this property be retained as Community Serving.

7.c Manchester East

This is the area of Manchester Avenue corridor that represents the greatest growth opportunity in our community. Manchester Avenue from Sepulveda Boulevard east to Florence Avenue will transition significantly during our next Community Plan (CP) period. Extensive time and energy has been devoted to the Manchester East. In another section we address the Metro Village and a study of the impact of the Metro line to our community. This area of Manchester Ave. dovetails into that Village.

Other recommended changes in land use along Manchester Ave. are summarized in reports on Sepulveda Boulevard. However, between La Tijera Boulevard and Airport Boulevard there is a small portion of low density housing facing outbound onto Manchester including a condominium complex at Belford Avenue, a SLSD and low density commercial strip shopping center with neighborhood serving businesses.

The importance of this area is to introduce density residential with ground level commercial which can provide a transition of lifestyle in the community to Metro Village. The walkability factor will increase markedly by extending the Manchester lifestyle beyond The Village into the community going west. The introduction of Mixed Use as a lifestyle with Commercial provides easy access and housing can present the feeling of a Master Plan community in an area that has been historically ignored.

It is important to note that the east end of our community has one of the most outstanding opportunities for growth and change. Post WW II housing developments on the south side of Manchester between Arbor Vitae and Century Boulevard were eliminated by an LAX purchase decades ago. It was allowed to sit fallow and became an encampment for the homeless. That area has now been cleared and is the future home of the Consolidated Rental Car Return center. Additional modernization opportunities on the south east end of Manchester corridor introduce jobs and the need for a more cohesive community plan.

The introduction of the Metro Village and modernization of LAX can bring reward and glitter to this area of our community which we consider Manchester East.

At the intersection of La Tijera and Manchester, south east corner, there is a large block comprising three buildings; two offices and one historically was a Post office, which was closed and has been used in a variety of commercial purposes. This parcel is the gateway for travelers to and from LAX to have a more positive vision of the community with modernization. It is an excellent opportunity for increased housing to support the growing needs as employment numbers increase in our community. We have recommended a walkable new vision for our Central Business District in this Plan. We recommend this block be designated as Commercial/Residential Transitional, with height capped at 57' on the major streets and transitioning to up to 35' on the streets that are shared with Minimal Residential, on Kittyhawk Ave. This block falls under the CDO.

8. Lincoln Blvd/University Village District

Lincoln Blvd between Manchester and 83rd Street is the second business district in Westchester. This area is subject to the restrictions and guidelines of a CDO. Due to its proximity to Loyola Marymount University and OTIS College of Art and Design, it is known as University Village. Lincoln Blvd is a major north/south boulevard that stretches from LAX northward thru Santa Monica. It is known for high levels of traffic all day and more so during “rush hours”. It is designated State Route 1.

We recommend that Low/Medium Mixed Use Transitional and Medium Mixed Use are appropriate for portions of Loyola Village and Low/Medium Residential and Medium Residential in others. With the exception of the parcel that is currently a Bristol Farms Grocery Store, the parcels are not large and about R-1 homes. The successful retail on Lincoln Blvd in Westchester is most often restaurants. Restaurants in this area are neighborhood serving but are also visited by people traveling through LAX. Successful retail in this area is important to the community. Housing in this area would probably be attractive to LMU and OTIS College students. These parcels, between Manchester Ave and 83rd St on Lincoln, should be designated Low/Medium Mixed Use Transitional, with building heights up to 35’ on the boulevard that are sensitive to existing scale and character of and complementary to adjacent minimal residential at 24’.

Just north of 83rd on Lincoln, and adjacent to LMU, is a stretch of R-3 parcels, some undeveloped, that should be designated as Medium Residential, up to 45’.

The adjacent area, east of Lincoln along Manchester there is a block, between Fordham Rd and Loyola Blvd, is currently commercial. This is an area that we recommend as being designated Medium Mixed Use, up to 45’. It is set back from R-1 zoned homes by a block that is currently zoned R1.5 and has become a block that is in transition. The block between Fordham Rd and Loyola Blvd on 85th Street should be designated Low/Medium Residential, capped at 35’.

Moving east on Manchester, between Loyola Blvd and Georgetown Ave, is a block of low-rise apartments that are facing Manchester Ave. This block is separated from R-1 homes by an alley. We recommend this block should be Low-Medium

Residential, with building heights that are sensitive to existing scale and character of and complementary to adjacent minimal residential.

9. Lower Playa del Rey/Lagoon/Coastal Zone – Del Rey Lagoon specific plan limits 37' west of Pershing



Our recommendation for this area is an important message. We have a lovely historic beach town, one of the few remaining in the City that is looking to the future for updates, improved quality of life and preservation of history that goes back to the 1920s, when Playa del Rey was untouched land and weekend homes for the rich and famous. Today it is that same village town that feels under siege without overall support of strategy. Cut through traffic from the north and south during peak periods, coupled with limited parking and poor walkability create challenges in the development of this area. Water table level, concerns about

erosion of our beaches and respect for the environment are critical concerns of the community.

The Del Rey Lagoon Specific Plan (DRLSP) is the CRITICAL plan to help manage future strategic growth for the future. Our Plan embraces modernization, increased housing and commercial and but also by supporting the DRLSP we support a maximum height throughout the area of 37'. This height limit will aid in the retention of a manageable growth and overall vision.

Traffic, parking, tourism, commerce and housing are all critical factors taken into consideration as we review the Community Plan update and are factored into our recommendations.

Because of our overlying recommendation of DRLSP 37' this area specifically is identified with an assignment of allowable maximum development opportunity.

Our Committee has focused on the challenges, opportunities and respect of this precious asset and recommends that the overlying principal is 37 feet maximum and all future development is at that height or lower. Highlights include:

- Culver Blvd. from Nicholson to the Ocean is 37' Mixed Use
- The introduction of a Neighborhood Node at the Intersection of Culver Blvd. and Vista del Mar is a Mixed Neighborhood Node
- All R1 remains DRLSP 37' Minimal Housing
- All Duplex 37' Low Residential
- All current C zone properties are subject to the 37' Mixed Use.

Our vision for this area is after extensive discussion with Stakeholders and a clear understanding that lower Playa del Rey is subject to Los Angeles City Planning Zoning and Coastal Commission regulations.

10. Minimal Residential

Housing was developed beginning in the 1940's, principally in response to the return of soldiers from WWII - low down payments, low mortgages and fulfillment of the American dream. It was the beginning of creating a wonderful life for families.

We continue to believe there is a very important role of houses in the development of our community. We have discussed this with many stakeholders, and although many wish to live in a modern urban, Mixed Use complex or small footprint lifestyle, many wish to live in a residential more traditional lifestyle where bike riding and pot luck dinners are part of their lifestyle. We feel our plan to retain this category supports the needs and wants of the community and of the future growth and development needs of the City and State.

For decades those homes have remained a vital part of our community. Many families have remained in the community and three generations proudly live in many of these homes. There are over 9,500 homes in the CPU area; they have been updated, upgraded and remodeled. Many have and will continue to add ADUs and Jr. ADUs, which supports the future growth of the community. This maintains the resilience of the history and respect for the community.

Several homes in the area have been earmarked as Historical in the City of Los Angeles. The impact of change, growth and modernization have allowed this portion of our community plan area to remain.

With the ability to add footage, remodel, add ADU and Jr. ADU we are able to maximize growth with respect for quality of life. It is our recommendation that R1 housing remain untouched with the ability to grow density in this category is with the addition of ADU and Jr. ADU on site. Under these circumstances we see a significant amount of additional housing and affordable small unit housing available over the future our our Community Plan period. We do not recommend any R1 zoning where there are currently homes should be changed , but are encouraged to use the tools afforded for maximizing existing property.

Our R1 minimal housing area is the Missing Middle. The potential for added housing through the addition of ADU's and Jr. ADU's must be considered when determining housing goals. It is simply unreasonable to ignore it.

The recommendation of this Committee is strongly requesting respect for retention of the R1 area. We have designated this area Minimal Housing.

11. Religious Institutions

As we embrace the history and understand the rooms of our community, we see clearly how churches and synagogues have held a role of importance in Westchester Playa. However, over the years, we have seen the devolution of religious Institutions throughout our Country. Over the past decade we have seen the closing of a church and synagogue in our community. Housing has replaced both.

We have studied each of the parcels and community plan areas that house our churches.

Most recently a developer built 100 units immediately adjacent to minimal housing, creating an imposing, overbearing complex.

We have cautiously looked at each of the church parcels for that reason. Churches are reasonably passive neighbors. In the case above, a membership of 50 parishioners became a 70 ft 100 unit market rate building. This was not in keeping with the community, nor being a good neighbor to the adjacent residents. Strategic planning for redevelopment can prevent intrusion and development will be more thoughtful.

It is our intent to designate church parcels for the future. If they are to change use, no longer be religious churches and schools, we have provided recommendations that will respectfully reassign the use of these parcels within our community. We do not want to repeat what was done in the past few years.