

NCWP CPU DRAFT 2 MAPS

STAKEHOLDER **DATA RESOURCE** BOOK

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Context for this document

Planning future density for our community is a very complex process. It incorporates technical detail and expertise, political power, and ideological frameworks.

After years as professional consultants and serving on the Neighborhood Council Planning and Land Use Committee, we have learned that—in most organizational structures—a realistic, best outcome is generated by a vigorous commitment to...

1. **Research** What's true now? What's the Landscape Analysis? History, demographics, etc.
2. **Vision** What could/should the future look like?
3. **Dialogue** What can or should be negotiated for an appropriate outcome informed by data as well as power?

Why this document? To support the “research” aspect of the negotiation process

In every multi-stakeholder process there are multiple influences on decision outcomes.

This **Data Resource Book** shares information and makes some general statements about stakeholder impacts (positive, negative or mixed)

It consolidates research we have done for the NCWP Ad Hoc Committee in one place.

The goal? Leveling the playing field: Everyone offering input to LA City Planning on our local future density plan (including the Planners themselves) should have easy access to important facts we have gathered to inform Committee decision-making. We hope this saves stakeholders time, sets a more detailed context, and supports better informed and more nuanced input to the Planning Department.

Kimberly Fox & Cory Birkett
Community Volunteers
NCWP Community Plan Update Ad Hoc Committee

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LAX Impacts

NCWP / LAX Today

Eminent Domain Land Acquisition

Total of 976 acres of housing (R1 & multiple family) removed from NCWP footprint.

Northside

- 1940s Developed
- 386 Acres per 1 source, 340 Acres per LAX
- #? Homes
- #? People
- 1970s Eminent domain approved
- 1986 Westchester Pkwy
- 1989 City ok'd Northside development (350 acres)

Related Analytical Issue(s)

History of housing losses due to LAX expansion, City of LA eminent domain buy-outs.



Manchester Square

- 1948-49 Development began
- 120 Acres
- 500+ Homes
- 119 of original homes = duplexs (238 units of affordable housing)
- 1977 ~7K Population
- 1997 Eminent domain approved
- 2004 Local school closed
- 2017 Completed purchase of ~500 properties
- 2020 Final properties (37) purchased and demo'd

Surfridge

- 1930s Development began
- 470 Acres
- 800 Homes
- #? People
- 1960s Eminent domain approved
- 1967 First demolition

<https://www.dailybreeze.com/2019/05/24/south-bay-history-why-westchester-spent-17-years-as-a-15-hole-golf-course/>
https://www.youtube.com/watch?v=4VE_FH1nuKE
<https://lamag.com/urbandevelopment/lax-manchester-square>
<https://www.dailybreeze.com/2019/03/18/south-bay-history-big-plans-for-manchester-square-area-finally-are-coming-to-fruit/>
<https://www.messynessychic.com/2013/03/27/the-remains-of-a-hollywood-playground-wiped-off-the-map/>
<http://www.lakata.org/arch/surfridge/>
https://en.wikipedia.org/wiki/Palises_del_Rey,_California
<https://law.justia.com/cases/california/supreme-court/3d/18/860.html>



NCWP / LAX Today

Recently Completed Expansion

15 + 8 + 18 to 27 = 41 to 50 new gates between 2021 and completion of ATMP project. Overall, LAWA forecasts 250,00+ additional flights between 2018 and 2045.

Related Analytical Issue(s)

Detail on near-term additional gates supporting higher passenger through-put.



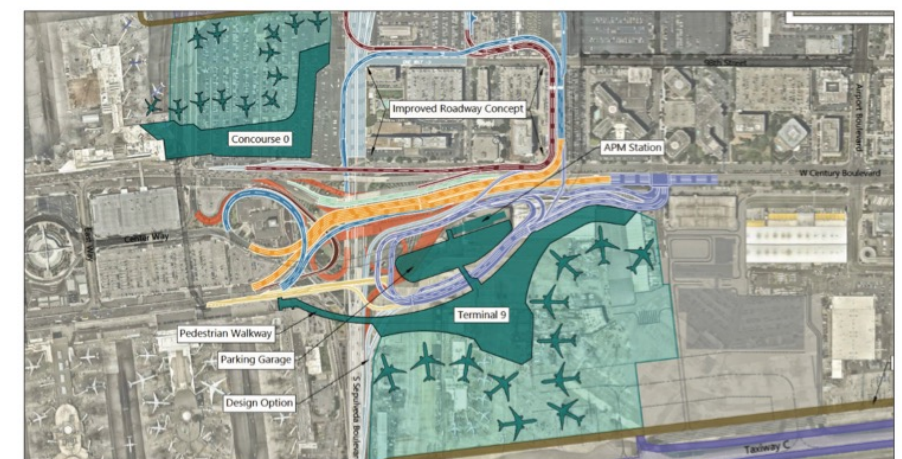
WEST GATES AT TOM BRADLEY INTERNATIONAL TERMINAL (2021)

- Opened May 2021
- New **15-gate** concourse.
- Tom Bradley International Terminal



MIDFIELD SATELLITE CONCOURSE (MSC) SOUTH

- Under construction (8/23)
- Extension of West Gates, Tom Bradley International Terminal
- Adds new **8 gates** for narrow-body aircraft.



AIRFIELD & TERMINAL MODERNIZATION PROJECT (ATMP)

- Removal of 15 of the 18 West Remote Gates to accommodate runway extension to the west
- Add Concourse 0 – addition of 6 to 9 new gates
- Add Terminal 9 – 12 to 18 new gates
- Net total of **18 to 27** new gates

Source(s): <https://www.lawa.org/transforminglax/projects>
<https://cloud1lawa.app.box.com/s/jzo76zo1m8l9ivmqb6fvvhfbfe081jcx>
<https://cloud1lawa.app.box.com/s/ydc5fyx5e29mtbm1msmfvsf54u8gu9av>

NCWP / LAX Future Expansion

NCWP CPU Ad Hoc Committee FAQ (1 of 2)

Related Analytical Issue(s)

Committee FAQ on LAX Expansion published 5/23

LAWA Growth Projections

- ▶ 2019 - 88 million annual passengers
- ▶ 2030 - 96 million annual passengers
- ▶ 2035 - LAX could see well over 104.9 million annual passengers
- ▶ LAWA forecasts adding over 250,000 additional flights at the airport between 2018 and 2045.

Intersections with Significant Traffic Impact - FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS – Peak Hours – LAMP EIR

1. Aviation Boulevard & Arbor Vitae Street – F
2. La Cienega Boulevard & Century Boulevard – F
3. LA Cienega Boulevard & Manchester – F
4. Sepulveda Boulevard & Century Boulevard – E
5. Airport Boulevard & Century Boulevard – D
6. La Cienega Boulevard & Florence Avenue – F
7. La Cienega Boulevard & Arbor Vitae Street – F
8. Inglewood Avenue & Century Boulevard – F

Traffic Data Entering CTA 2010- projected to 2055

Peak Traffic Entering CTA

Year	Peak Traffic (approx.)
2010	25,000
2019	30,000
2024	50,000
2035	55,000
2045	60,000
2055	65,000

Intersections with Significant Traffic Impact - FUTURE (2035) WITH PHASE 2 PROJECT CONDITIONS – Peak Hours – LAMP EIR

9. Sepulveda Boulevard & Century Boulevard - F
10. Aviation Boulevard & Arbor Vitae Street - F
11. I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway – C/D
12. La Cienega Boulevard & Florence Avenue - F
13. La Cienega Boulevard & Manchester Boulevard - F
14. La Cienega Boulevard & Arbor Vitae Street - F
15. La Cienega Boulevard & Century Boulevard - F
16. Inglewood Avenue & Century Boulevard - F

- LOS – Level of Service Grading System A-F:
- A = free flow
 - B = reasonably free flow
 - C = stable flow
 - D = approaching unstable flow
 - E = unstable flow, operating at capacity
 - F = forced or breakdown flow - congested
 - New System for Evaluating Intersections – VMT – number of trips multiplied by the length of each trip.

NOTE 13 of 16 intersections studied already graded F. Traffic flows are already failing, prior to full near-term expansion in operations at LAX.

NOTE CTA = Central Terminal Area (“horse shoe” roadway directly in to terminals.) Passenger vehicle traffic projected to increase. Results in increased pressure on NCWP arterials Sepulveda, La Tijera-Airport, Manchester-Airport

NCWP / LAX Future Expansion

NCWP CPU Ad Hoc Committee FAQ (2 of 2)

Related Analytical Issue(s)

Committee FAQ on LAX Expansion published 5/23

CPU Ad Hoc Committee Notes re LAWA EIR Data

1. EIR quantifies impacts, but fundamentally understates long-term impacts (based on sense of Committee members), which supports LAWA in having limited responsibility for mitigation of impacts.
 - a. Infrastructure roadway in Westchester/Playa is not increasing. But traffic on every front is guaranteed to increase, due to LAX expansion, new development in the area. etc.
 - b. No entity taking responsibility for integrating all this data and projecting total impacts on Westchester/Playa arterials.
 - c. Not addressed in LAWA EIR: the connection between increased terminal capacity and trip generation and traffic flows.
 - d. EIR traffic analysis is limited primarily to “peak hours at key intersections” methodology.
 - e. No analysis of new LAX capacities and correlation/impact of those facilities changes on traffic flows through our community.
2. Westchester/Playa has a unique status as the community most impacted by LAX expansion. That needs to be factored in (quantitatively) to housing density planning (and resulting traffic impacts) as part of CPU Draft 2.
3. Flaws noted in the traffic study element of LAX EIR:
 - a. No growth projections beyond 2035 (that’s the end of LAX improvements window). Not helpful for CPU time frame, which—given the length of time to develop new CPU—likely continues past 2035.
 - b. LAWA study position: no real difference in traffic with the LAX updates, changes.
 - c. Study concludes only 11 of 183 intersections would be impacted per LAX expansion, but this data does not incorporate other CPU-related growth factors (large multi-unit residential development, etc).
 - d. LAWA EIR APPENDIX: noted study shows level of service increases but no solutions offered re traffic management.

NCWP / LAX Future Expansion

LAWA ATMP EIR Statement of Concern: Negative impacts that cannot be mitigated are worth it...

Related Analytical Issue(s)

Stakeholder education re “unavoidable adverse environmental effects” per LAX Draft EIR

1. INTRODUCTION

Based on the substantial evidence in the whole of the administrative record for the LAX Airfield and Terminal Modernization Project, the Board of Airport Commissioners hereby finds, concludes, and determines that the unavoidable significant adverse environmental impacts associated with the construction and operation of the LAX Airfield and Terminal Modernization Project are acceptable in light of the following specific economic, operational, legal, technological, or other project benefits. Each Project benefit described below constitutes an overriding consideration warranting approval of the LAX Airfield and Terminal Modernization Project, independent of other benefits, despite the proposed Project’s significant unavoidable impacts. Even if, for any reason, one or more of the listed benefits were found to be insufficient or unsupported, the Board of Airport Commissioners would nevertheless adopt the following Statement of Overriding Considerations and approve the Project, notwithstanding its significant and unavoidable environmental effects, based on the listed benefit or those listed benefits that remain.

F. Summary of Project Benefits

Having considered these benefits, the Board of Airport Commissioners finds, concludes, and determines that the benefits of the LAX Airfield and Terminal Modernization Project outweigh the unavoidable adverse environmental effects, and that the adverse environmental effects are, therefore, acceptable.

LAX ATMP Statement of Overriding Concerns (Sept, 2021) – page 8

Traffic

The specific significant and unavoidable impacts of the proposed Project related to transportation are as follows: 1) passenger vehicle miles traveled (VMT); 2) short-term and long-term induced VMT; and 3) cumulatively considerable contribution to VMT impacts.

Air Pollution

The LAX Airfield and Terminal Modernization Project EIR identified significant adverse environmental impacts that would result from the implementation of the LAX Airfield and Terminal Modernization Project that cannot be mitigated to a level that is less than significant by the implementation of feasible mitigation measures or alternatives. The unavoidable significant impacts from the LAX Airfield and Terminal Modernization Project occur with respect to air quality, greenhouse gas (GHG) emissions, aircraft noise, and transportation.

The specific significant and unavoidable impacts of the proposed Project related to air quality are as follows: 1) construction emissions (Project-related and cumulatively considerable contributions) of the following pollutants: carbon monoxide (CO) (for two 4.5-month periods during temporary runway closures associated with construction of the north airfield improvements), volatile organic compounds (VOC) (for the same two 4.5-month periods), sulfur oxides (SO_x) (for the same two 4.5-month periods), and nitrogen oxides (NO_x); 2) operational emissions (Project-related and cumulatively considerable contributions) of the following pollutants: NO_x, SO_x, and respirable particulate matter (PM₁₀); and 3) operational concentrations (Project-related and cumulatively considerable contributions) of the following pollutant: PM₁₀.

The specific significant and unavoidable impacts of the proposed Project related to GHG emissions are as follows: 1) net increase in GHG emissions from construction and operations, combined; 2) cumulatively considerable contribution to GHG emissions; and 3) Project-related inconsistency with plans/policies related to GHG emission reductions.

Noise Pollution

The specific significant and unavoidable impacts of the proposed Project related to noise are as follows: 1) aircraft noise during construction - increased noise levels at exterior use areas of noise-sensitive uses to 65 Community Noise Equivalent Level (CNEL) or above (for the two 4.5-month periods), and temporary increase in aircraft noise levels of 1.5 A-weighted Decibel (dBA) or more within the 65 CNEL contour compared to baseline conditions (for the two 4.5-month periods); and 2) aircraft noise during operations - increased noise levels at exterior use areas of noise-sensitive uses to 65 CNEL or above.

NCWP / LAX Future Expansion

LAWA ATMP EIR Statement of Concern: Negative impacts that cannot be mitigated are worth it...

Related Analytical Issue(s)

Stakeholder education re “unavoidable adverse environmental effects” per LAX Draft EIR

1. INTRODUCTION

Based on the substantial evidence in the whole of the administrative record for the LAX Airfield and Terminal Modernization Project, the Board of Airport Commissioners hereby finds, concludes, and determines that the unavoidable significant adverse environmental impacts associated with the construction and operation of the LAX Airfield and Terminal Modernization Project will be outweighed by the specific economic and social benefits.

Human Health Risk

The Draft EA for the LAX Airfield and Terminal Modernization Project does not address human health risk, as that is not a requirement of the FAA for NEPA analyses. As such, there is no data or analyses currently available relative to 2033 conditions. The Draft EIR addresses potential human health risks in 2028 relative to cancer risks, chronic non-cancer health hazards, and acute non-cancer health hazards. Comparisons between the Without Project scenario and the With Project scenario for the three types of risks/health hazards in 2028 are provided in the tables below (Table 3 through Table 5).

Having considered the unavoidable adverse environmental effects, and that the adverse environmental effects are, therefore, acceptable.

LAX ATMP Statement of Overriding Concerns (Sept, 2021) – page 8

Traffic

The specific significant and unavoidable impacts of the proposed Project related to transportation are as follows: 1) passenger vehicle miles traveled (VMT); 2) short-term and long-term induced VMT; and 3) cumulatively considerable contribution to VMT impacts.

Air Pollution

The LAX Airfield and Terminal Modernization Project EIR identified significant adverse environmental impacts that would result from the implementation of the LAX Airfield and Terminal Modernization Project that cannot be mitigated to a level that is less than significant by the implementation of feasible mitigation measures or alternatives. The unavoidable significant impacts from the LAX Airfield and Terminal Modernization Project include (G) emissions, aircraft

Noise Pollution

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NCWP / LAX Future Expansion

Negative impacts that cannot be mitigated (per LAWA report)

LAX ATMP Statement of Overriding Concerns (Sept, 2021)

HEALTH & ENVIRONMENTAL IMPACTS

STAKEHOLDER IMPACT? NEGATIVE

“We’re not sure what they are. They’re probably pretty bad...be we didn’t study them.”

Bottom line: LAX has grown up over decades and...

- Swallowed acres of our community
- Increased traffic
- Increased pollution (noise and air)

Literally *without regard to the environmental concerns of the adjacent community*—which is also heavily impacted by the 405 and associated pollution.

NCWP / LAX Future Expansion

Negative impacts that cannot be mitigated are worth it...

Related Analytical Issue(s)
Stakeholder education re “unavoidable adverse environmental effects” per LAX Draft EIR

Air Pollution

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1. INTRODUCTION

Based on the substantial evidence in the whole of the administrative record for the LAX Airfield and Terminal Modernization Project, the Board of Airport Commissioners hereby finds, concludes, and determines that **the unavoidable significant adverse environmental impacts associated with the construction and operation of the LAX Airfield and Terminal Modernization Project are acceptable in light of the following specific economic, operational, and community benefits.** Each Project benefit was approved by the LAX Airfield and Terminal Modernization Project Board of Airport Commissioners. The proposed Project’s significant benefits were found to be insufficient to outweigh the unavoidable adverse environmental effects, and that the adverse environmental effects are, therefore, acceptable.

F. Summary

Having considered these benefits and determines that the benefits outweigh the unavoidable adverse environmental effects, and that the adverse environmental effects are, therefore, acceptable.

LAX ATMP Statement of Overriding Concerns (Sept, 2021) – page 8

Human Health Risk

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Noise Pollution

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Source(s): <https://cloud1lawa.app.box.com/s/I23dhy4vi80kwduza5c4q59si3niw0fm> oc - Stakeholder Resource Book - 8/23

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NCWP / LAX Today

Real-Time Air Quality Snap Shot (8/23/23)

Related Analytical Issue(s)
Stakeholder education re air pollutant levels related to LAX and 405 proximity

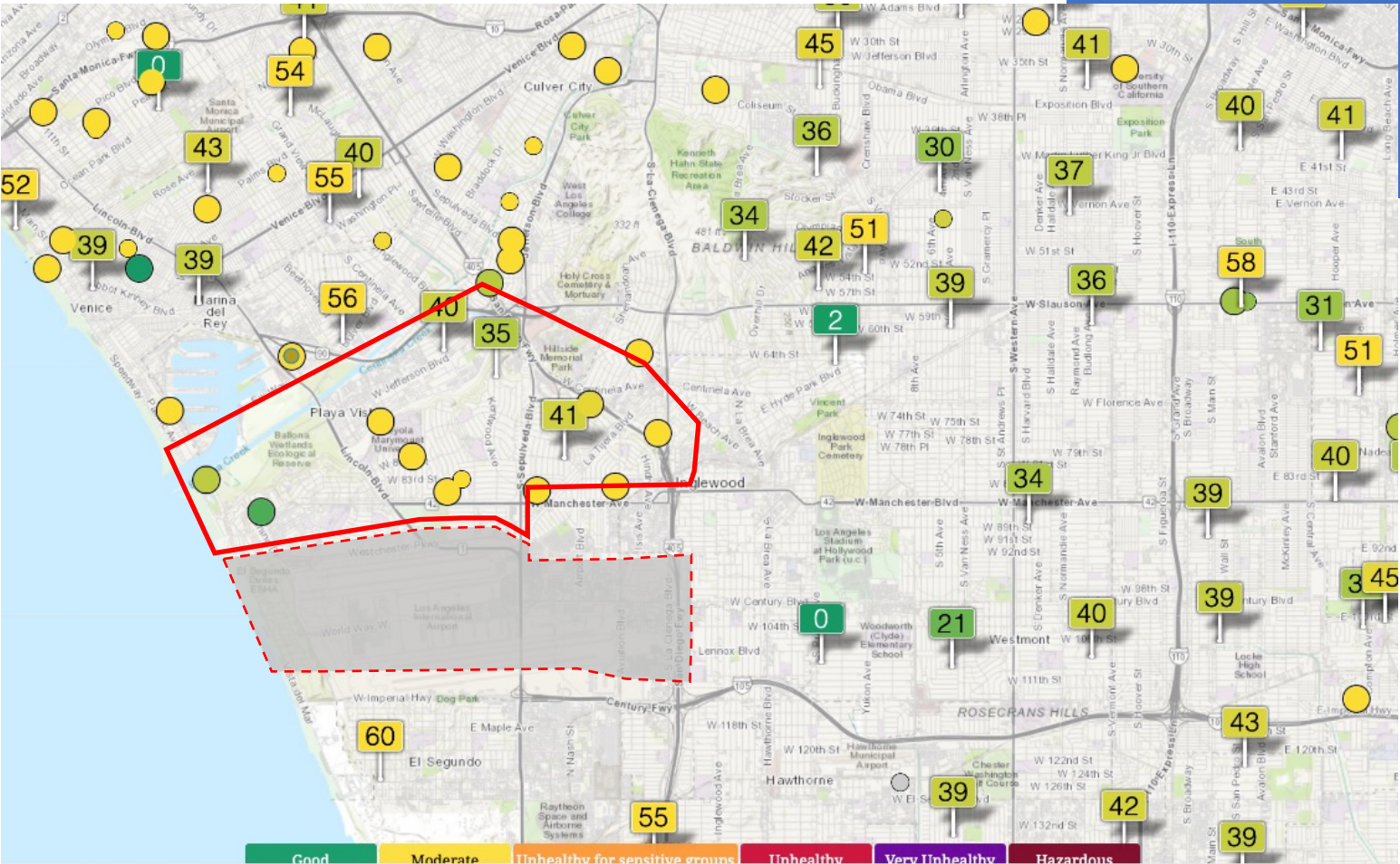
LOCATION MATTERS

STAKEHOLDER IMPACT?
MIXED

Closer to coastline, logically there's more air flow and less environmental pollutant concentration.

Generally lower quality between Lincoln to the west, Manchester to the south, the 405 to the east.

Note poorer air quality (in this particular snapshot) in NCWP vs areas further inland (where there's more heat, less ocean-related airflow).



NCWP / LAX Today

Projected Air Quality Data

(LAWA ATMP Draft EIR)

Emissions

Table 1 and Table 2 below provide a comparison of the LAX operational emissions in 2033 and in 2028, respectively, for the Without Project and With Project scenarios.

Table 1 2033 Operational Emissions Inventory							
	Emission Source ¹	Emissions in Tons Per Year					
		CO	VOC	NO _x	SO _x	PM ₁₀	PM _{2.5}
2033 - Without Project	Aircraft & APU	5,798	615	6,206	536	61	61
	GSE	355	4	30	1	1	1
	Traffic & Parking	2,242	63	257	9	514	155
	Total ²	8,396	682	6,493	545	576	217
2033 - With Project	Aircraft & APU	5,795	622	6,189	533	58	58
	GSE	355	4	30	1	1	1
	Traffic & Parking	2,268	64	259	9	522	158
	Total ²	8,418	690	6,478	542	581	216
% Change Associated with Project	Aircraft & APU	-0.05%	1.14%	-0.27%	-0.56%	-4.92%	-4.92%
	GSE	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Traffic & Parking	1.16%	1.59%	0.78%	0.00%	1.56%	1.94%
	Total ²	0.26%	1.17%	-0.23%	-0.55%	0.87%	-0.46%

Source: City of Los Angeles, Los Angeles World Airports, LAX Airfield and Terminal Modernization Project Draft Environmental Assessment, Table 4.1-4 and Table 4.1-6, May 2021. Available: <https://www.lawa.org/atmp/documents>.

Notes:
¹ Stationary source emissions are not included in this table as they are minor, being one ton per year or less.
² Totals may not add due to rounding.

Key:
APU – auxiliary power unit GSE – ground support equipment tpy – tons per year
CO – carbon monoxide NO_x – nitrogen oxides PM₁₀ – respirable particulate matter
PM_{2.5} – fine particulate matter SO_x – sulfur oxides

Source(s): <https://www.lawa.org/atmp/documents/>

Table 2 2028 Operational Emissions Inventory							
	Emission Source ¹	Emissions in Tons Per Year					
		CO	VOC	NO _x	SO _x	PM ₁₀	PM _{2.5}
2028 - Without Project	Aircraft & APU	5,586	602	5,518	489	53	53
	GSE	730	8	69	1	1	1
	Traffic & Parking	2,354	67	281	9	481	146
	Total ²	8,670	678	5,868	498	535	200
2028 - With Project	Aircraft & APU	5,594	607	5,513	488	52	52
	GSE	730	8	69	1	1	1
	Traffic & Parking	2,385	67	283	9	490	149
	Total ²	8,709	682	5,865	497	543	202
% Change Associated with Project	Aircraft & APU	0.14%	0.83%	-0.09%	-0.20%	-1.89%	-1.89%
	GSE	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Traffic & Parking	1.32%	0.00%	0.71%	0.00%	1.87%	2.05%
	Total ²	0.45%	0.59%	-0.05%	-0.20%	1.50%	1.00%

Source: City of Los Angeles, Los Angeles World Airports, LAX Airfield and Terminal Modernization Project Draft Environmental Assessment, Table 4.1-4 and Table 4.1-5, May 2021. Available: <https://www.lawa.org/atmp/documents>.

Notes:
¹ Stationary source emissions are not included in this table as they are minor, being one ton per year or less.
² Totals may not add due to rounding.

Key:
APU – auxiliary power unit
CO – carbon monoxide
PM_{2.5} – fine particulate matter

Table 6 Operational GHG Emissions for 2028 With Project as Compared to 2028 Without Project					
Year	Emission Source	Without Project (MTCO ₂ e/yr)	With Project (MTCO ₂ e/yr)	Incremental Emissions (MTCO ₂ e/yr)	Percent Change
2033	Aircraft	1,250,054	1,244,923	(5,131)	(0.4)
	APUs	60,891	57,184	(3,707)	(6.1)
	GSE	9,947	9,947	0	0.0
	Stationary	97,397	107,490	10,093	10.4
	Autos	794,277	804,806	10,529	1.3
	Parking	26,344	26,819	475	1.8
	Total ¹	2,238,910	2,251,169	12,259	0.5
2028	Aircraft	1,143,999	1,142,950	(1,048)	(0.1)
	APUs	50,253	48,941	(1,312)	(2.6)
	GSE	19,626	19,626	0	0.0
	Stationary	97,397	107,490	10,093	10.4
	Autos	849,057	860,226	11,169	1.3
	Parking	26,494	27,003	54	0.2
	Total ¹	2,186,825	2,206,236	19,411	0.9

Source: City of Los Angeles, Los Angeles World Airports, LAX Airfield and Terminal Modernization Project Draft Environmental Assessment, Table 4.2-2, May 2021. Available: <https://www.lawa.org/atmp/documents>.

Notes:
Parentheses indicate negative values.
¹ Numbers may not add due to rounding.

Key:
GHG – greenhouse gas MTCO₂e/yr – metric tons carbon dioxide equivalent per year
APU – auxiliary power unit GSE – ground support equipment

GSE = ground support equipment

TURBULENCE AHEAD

What LAX's Expansion Means for the City of Los Angeles' Legacy on Racial Equity & Environmental Justice

“Put simply: it is difficult to understate the impact that LAX has on regional air quality.”

- LAX per regional air quality monitoring
- largest emitter of NOX, CO, and SOX pollutants.
 - 2nd largest emitter of ROG
 - 6th in TOG
 - 10th in PM10
 - 17th in PM.12

“Quite often, the other highest ranking facilities for these pollutants are oil refineries or major factories.”

2018 Data: “LAX’s role in CO and NOX emissions is particularly pronounced.”

- LAX produced over 4,400 tons of Carbon Monoxide
- In same year, 2nd place was John Wayne Airport @ 1,100 tons.
- LAX also produced over 4,600 tons of NOX; 2nd place facility (refinery) producing 970 tons.

“Even statewide, out of about 20,000 facilities, LAX is an emissions leader: still 1st in NOX, 2nd in CO, and in the top 10 in ROG and SOX”

“So what does the (ATMP) draft EIR reveal about the air quality impact of the development project?

That, even by just its planned build-out year, 2028, LAX with the ATMP would have a significant impact on air quality in both construction and operations. Significant impact?

EIR study: are direct and indirect emissions of various pollutants (projected to) exceed certain daily peak thresholds?

PROJECT CONSTRUCTION?

Yes: CO, VOC, NOX and SOX.¹⁶ In fact, daily peak emissions of CO and NOX would exceed their respective thresholds by about 800%.

OPERATIONAL EMISSIONS?

Yes: NOX, SOX, PM10 and PM2.5.¹⁷, with NOX exceeding the thresholds by over 4,560%.

All indications, including the airport’s, are that LAX will continue to grow rapidly. **LAWA’s decision not to study the long-term impact of a project that can jumpstart this growth doesn’t mean it isn’t there, it just means it isn’t being made known, least of all to the people who stand to be affected most.**

Operational Emissions — 2018 Baseline vs. 2028 With Project:

	NO _x (lbs/day)	SO _x (lbs/day)	PM ₁₀ (lbs/day)	PM _{2.5} (lbs/day)
2018 Baseline Totals:	30,690	2,314	2,834	1,090
2028 w/Project Totals:	33,199	2,808	3,492	1,268
Difference:	+2,509	+495	+658	+178
Threshold:	55	150	150	55

Direct & Indirect Construction — Related Emissions of Criteria Pollutants:

	CO (lbs/day)	VOC (lbs/day)	NO _x (lbs/day)	SO _x (lbs/day)
Peak Daily Direct Emissions:	483	67	160	2
Peak Daily Incremental Indirect Emissions:	3,911	327	645	171
Total Peak Daily Emissions:	4,394	385	805	173
Threshold:	550	75	100	150

¹⁶ ATMP DEIR, Section 4.1.1-40

¹⁷ ATMP DEIR, Section 4.1.1-45

¹⁸ ATMP DEIR, Appendix B, Table 3-8

¹⁹ Southwest Airlines, Terminal 1 East CDO & TDIP DED Briefing, 01/15/2020

LAX — Criteria Pollutant Emissions 2018 South Coast Air Basin & Statewide:

Type of Pollutant	Tons/Year	2018 Rank SCAQMD	2018 Rank Statewide
TOG (Total Organic Gases)	645	#6	#48
TOG (Reactive Organic Gases)	636	#2	#6
CO (Carbon Monoxide)	4,433	#1	#2
NO_x (Nitrogen Oxides)	4,607	#1	#1
SO_x (Sulfur Oxides)	409	#1	#7
PM (Particulate matter)	48	#17	#139
PM10 (Particulate matter <10 micrometers)	47	#10	#77

NCWP / LAX Today

Noise Pollution Monitoring - Snap Shot (07/23)

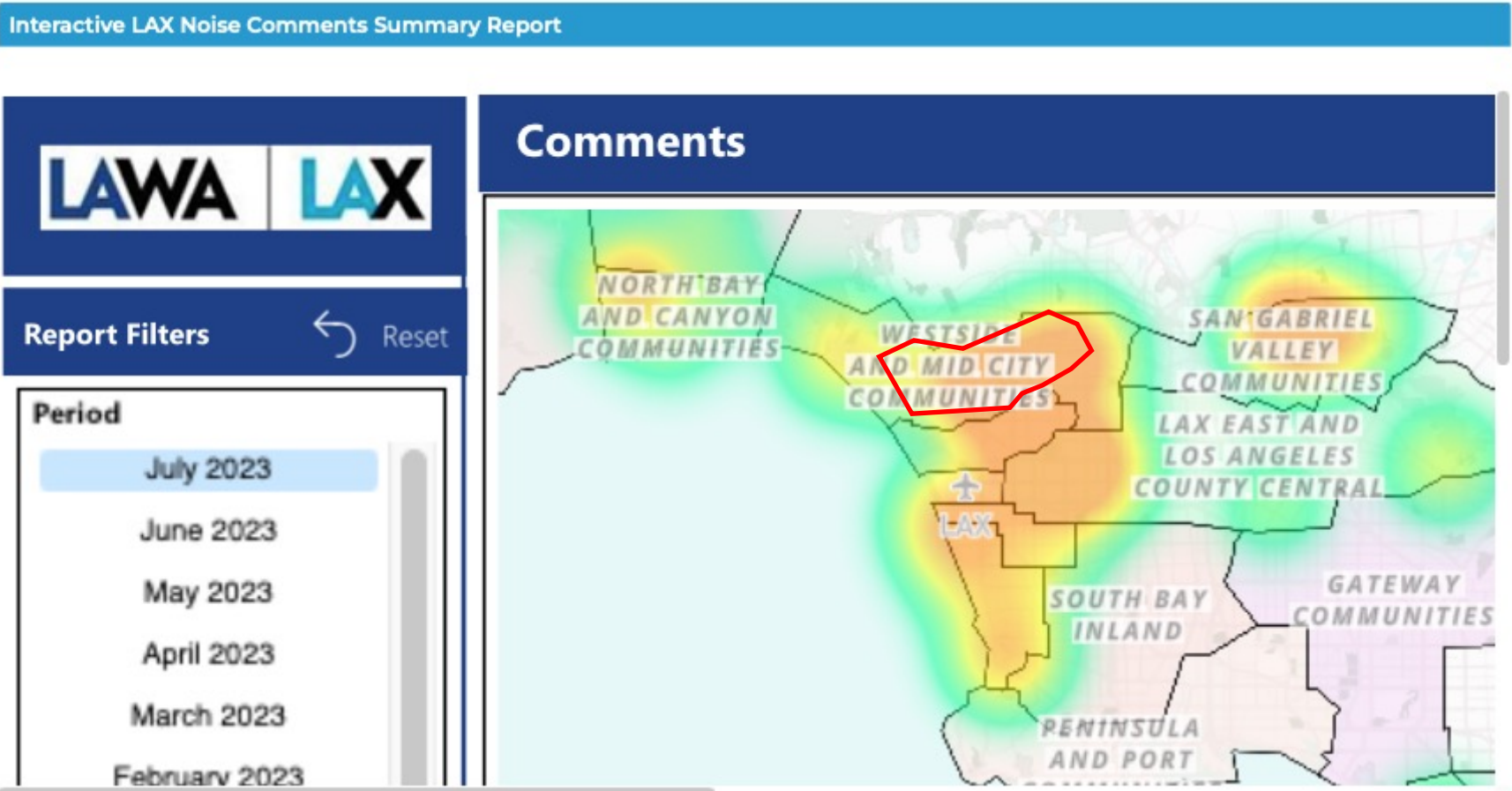
Related Analytical Issue(s)
Stakeholder education re noise levels related to LAX and 405 proximity

LAX NOISE IMPACT IS REAL

**STAKEHOLDER IMPACT?
NEGATIVE**

As with air pollutants, there is environmental degradation associated with all Los Angeles area airports.

As with air pollutants, the segment of NCWP from Lincoln heading east to the 405 is impacted most.



NCWP / LAX Future Expansion

Projected Noise Pollution

Related Analytical Issue(s)

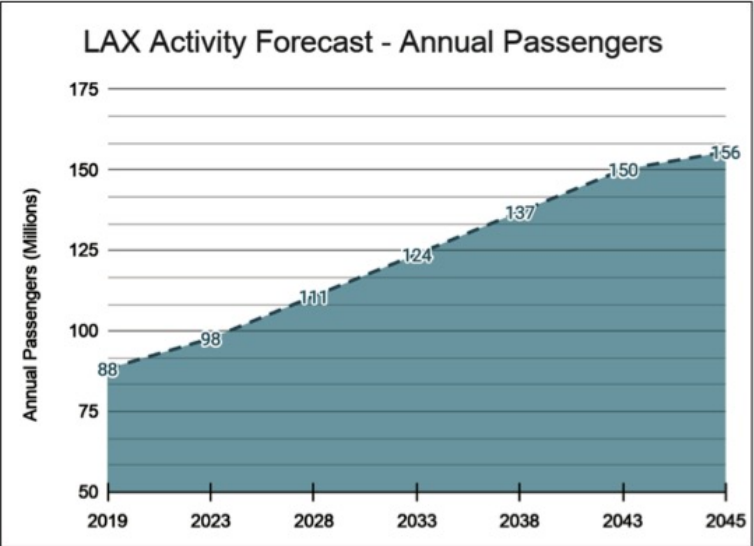
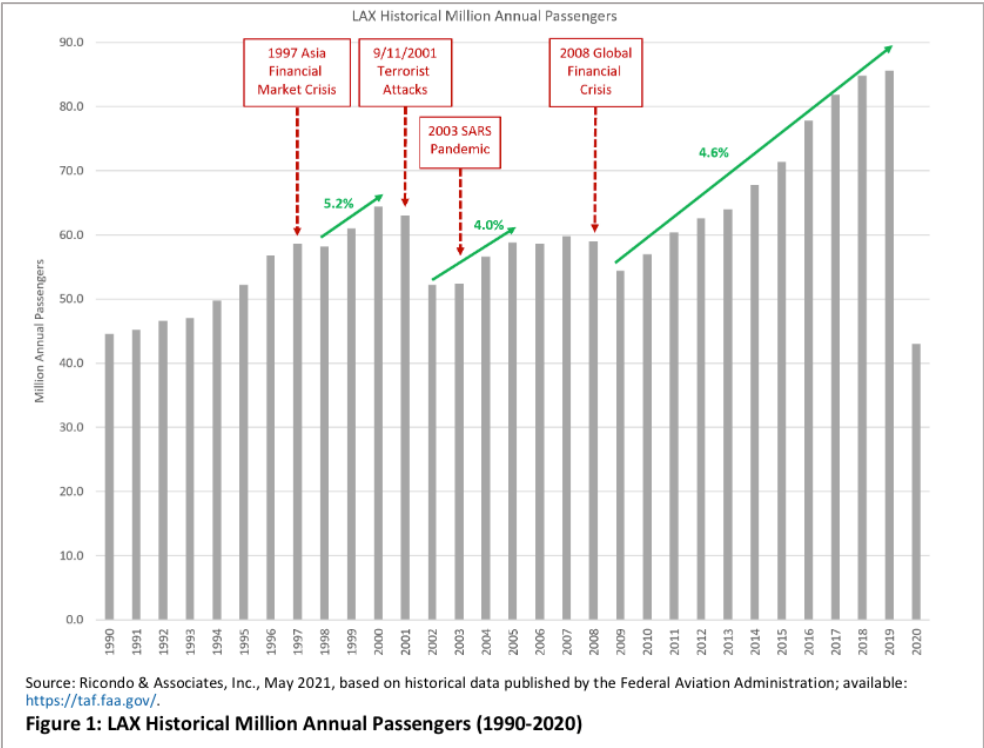
Stakeholder education re noise levels related to LAX and 405 proximity

Table 7 Estimated Population and Housing Unit Counts within the Aircraft Noise Contours								
	Population ¹				Housing ¹			
	65-70 CNEL	70-75 CNEL	>75 CNEL	Total	65-70 CNEL	70-75 CNEL	>75 CNEL	Total
2033 Conditions								
Without Project	62,673	20,947	1,407	85,027	23,209	6,083	485	29,777
With Project	62,673	20,947	1,407	85,027	23,209	6,083	485	29,777
Difference Between Without Project and With Project	0	0	0	0	0	0	0	0
2028 Conditions								
Without Project	61,311	19,596	1,183	82,090	22,651	5,660	413	28,724
With Project	61,311	19,596	1,183	82,090	22,651	5,660	413	28,724
Difference Between Without Project and With Project	0	0	0	0	0	0	0	0
Source: City of Los Angeles, Los Angeles World Airports, <i>LAX Airfield and Terminal Modernization Project Draft Environmental Assessment</i> , Table 4.8-2, May 2021. Available: https://www.lawa.org/atmp/documents .								
Note: ¹ 2010 U.S. Census Block Data. Key: CNEL – Community Noise Equivalent Level								

NOTE Population and Housing incorporates more geography than just NCWP. Includes communities directly east of LAX (Inglewood, Lennox, etc.)

NCWP / LAX Future Expansion

Projected Traffic Impacts by Studying Passenger Load



MAP = Million
Arriving Passengers

Table 2-1 SCAG Regional Airport Passenger Forecast for 2020-2045 RTP/SCS				
Airport	2017 (Base Year) Actual		2045 (Horizon Year) Projection	
	MAP	% of Total	MAP	% of Total
Major Commercial Airports				
Hollywood Burbank Airport (BUR)	4.74	4.30%	9	4.57%
Imperial County Airport (IPL)	0.012	0.01%	0.3	0.15%
Long Beach Airport (LGB)	3.783	3.43%	5.5	2.79%
Los Angeles International Airport (LAX)	84.56	76.75%	127	64.42%
Ontario International Airport (ONT)	4.552	4.13%	33	16.74%
Palm Springs International Airport (PSP)	2.1	1.91%	5	2.54%
Santa Ana John Wayne/Orange County Airport (SNA)	10.423	9.46%	12.5	6.34%

Related Analytical Issue(s)

LAX passenger disclosures to aid community attempt to understand potential for negative traffic impacts.

Source(s): <https://www.lawa.org/atmp/documents/>
<https://cloud1lawa.app.box.com/s/ydc5fyx5e29mtbm1msmfvsf54u8gu9av>
<http://www.seiu-usww.org/wp-content/uploads/2021/06/turbulenceahead.pdf>

NCWP / LAX Future Expansion

Projected Traffic Impacts (LAWA ATMP Draft EIR)

Related Analytical Issue(s)

LAX disclosures & community attempt to understand reality of traffic impacts.

Summary of Projected VMT & Daily Trip Impact —
2019 Existing Conditions & 2028 Projected w/Project:

	2019 Existing	2028 Projected w/Development	Increase
Daily Trips	316,128	407,942	91.8k / 29%
Passenger VMT	6,581,811	8,708,995	2.12m / 32%
Short-term Induced VMT	N/A	3,306	N/A
Long-term Induced VMT	N/A	18,220	N/A

Daily Vehicle Trips

- 2019: >316,000
- 2028: add another 100,000

ATMP DEIR, Section 4.8-40

Vehicle Miles Traveled

- By 2028 up to 8.7 million, a 32% increase from 2019 levels

ATMP DEIR, Section 4.8-41

“Draft EIR fails to analyze long-term VMT impacts beyond 2028, even though such impacts are admitted, and even though the EIR predicts airport passenger growth going all the way to 2045.”

Turbulence Ahead Study (2021)

NOTE! Also reference roadway improvements planned for LAMP and ATMP (Basic Project Description slides...flip forward 2 slides). The new network of roadway improvements indicates where traffic impacts are predicted.

NCWP / LAX Future Expansion

Project Descriptions

Project #1 – Landside Access Modernization Plan

1: Consolidated Rent-a-Car (ConRAC) Facility

- Most (but not all) rental agencies will operator from 18,000 parking stall facility
- Next to 405

2: Airline Metro Connector Station

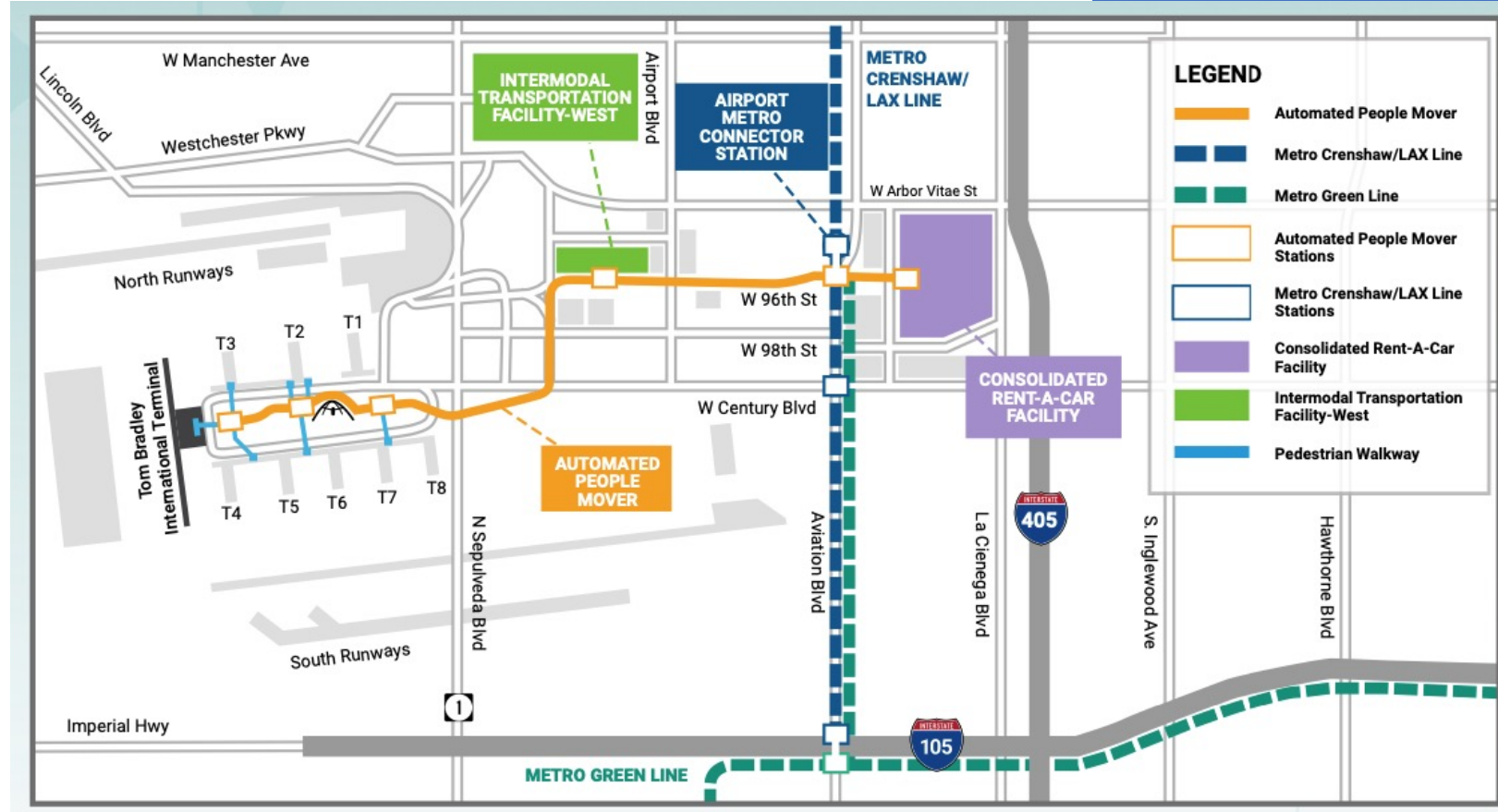
- Terminal for Metro Light Rail and Busses
- At Aviation Blvd and 96th St

3: Intermodal Transportation Facility-West

- Short and long-term parking for individual passenger vehicles
- 4300 parking stalls
- Between Sepulveda and Airport on 96th.
Therefore, will continue to drive heavy traffic flows down arterials Sepulveda & La Tijera/Airport and Manchester/Airport

Related Analytical Issue(s)

Quick stakeholder summary re LAX's current expansion plans



NCWP / LAX Future Expansion

Project Descriptions

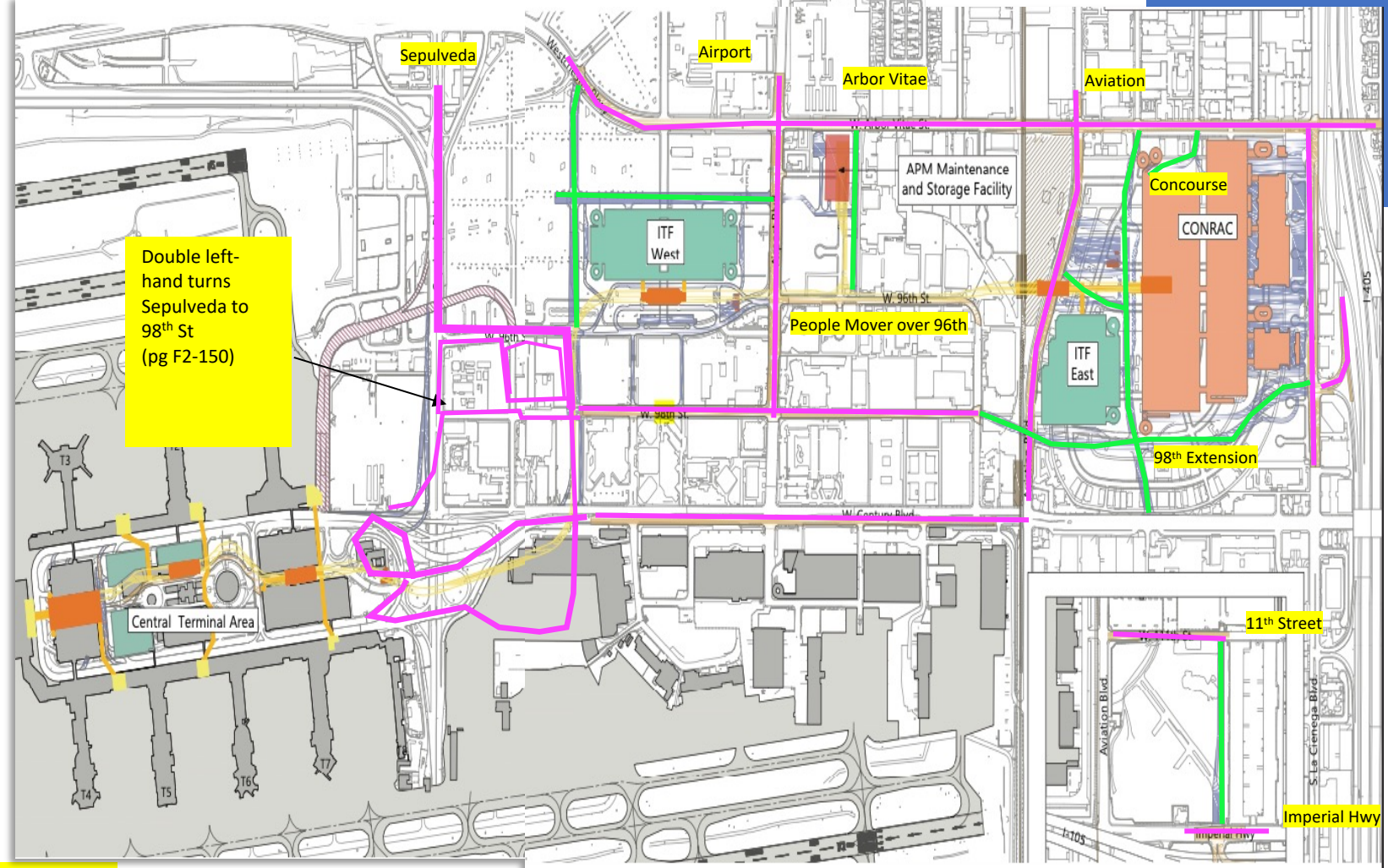
Project #1 – Landside Access Modernization Plan

4: Roadway Improvements

Mapping Improved, New or Modified Roadways to predict traffic pressure points, possible changes in traffic flow through NCWP re LAX

This is a composite map created by adding together the roadway improvement plans of the LA Modernization Plan (LAMP) and the Airfield and Terminal Modernization Plan (ATMP)

- Modified
- New Roadway



Related Analytical Issue(s)

Quick stakeholder summary re LAX's current expansion plans

NCWP / LAX Future Expansion

Project Descriptions

Project #2 - Airfield and Terminal Modernization Project Elements

1: North Airfield Improvements

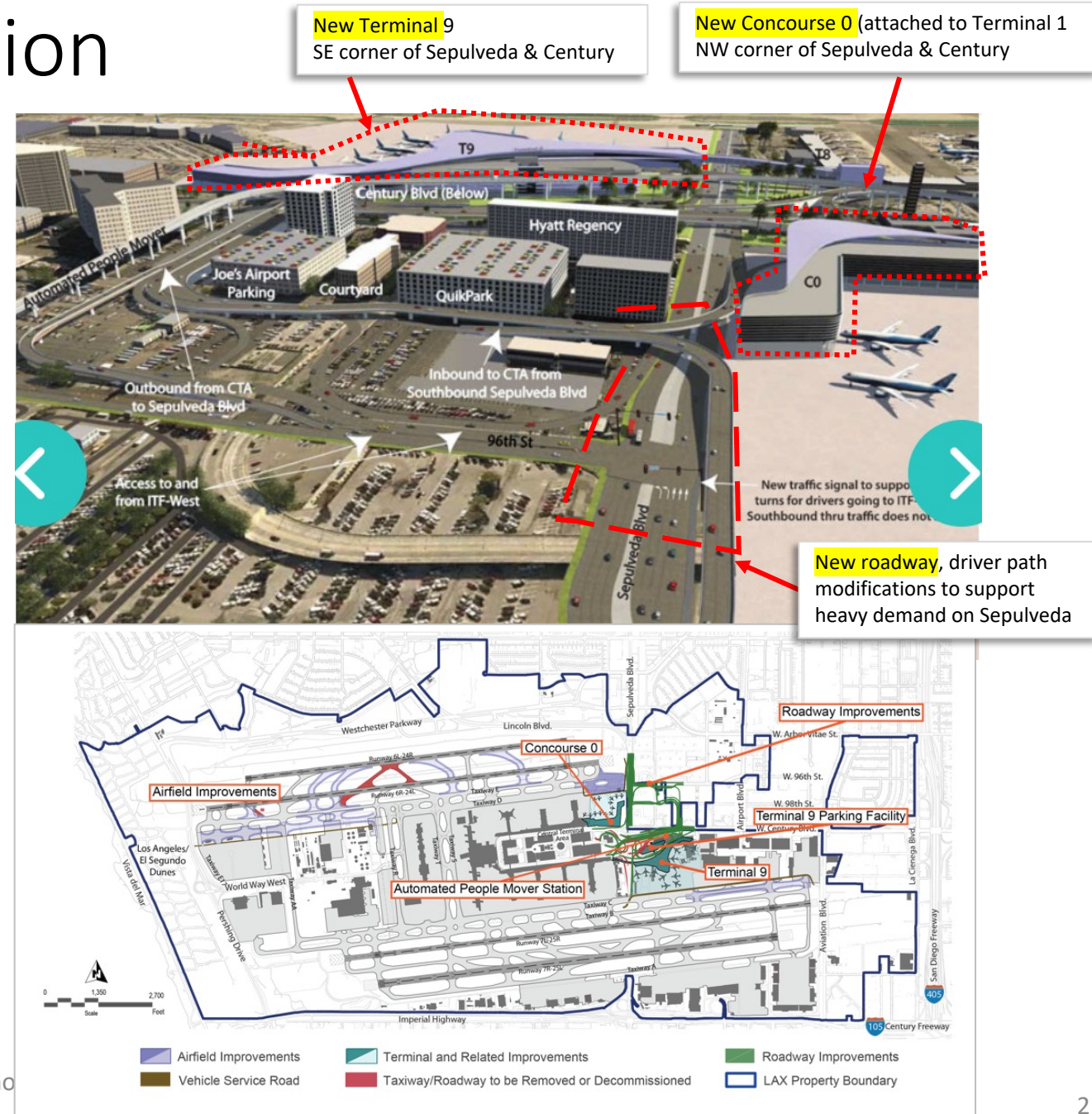
- Extension on west end of Taxiway D
- Relocation and configuration of runway exits from northernmost runway

2: New Terminal Facilities

- New Concourse 0 (eastern extension of Terminal 1)
- New Terminal 9 (SE of the Sepulveda/Century Blvd intersection)
- And appropriate modified taxiways to provide aircraft access

3: Roadway Improvements

- Elevated arrival and departure roadways
- Roadway improvements for new Terminal 9 access
- Pedestrian corridor between existing Terminal 8 and new Terminal 9 (bridge across Sepulveda)



Project Descriptions

Project #3 – Northside (under development at this time, 8/23)

Related Analytical Issue(s)

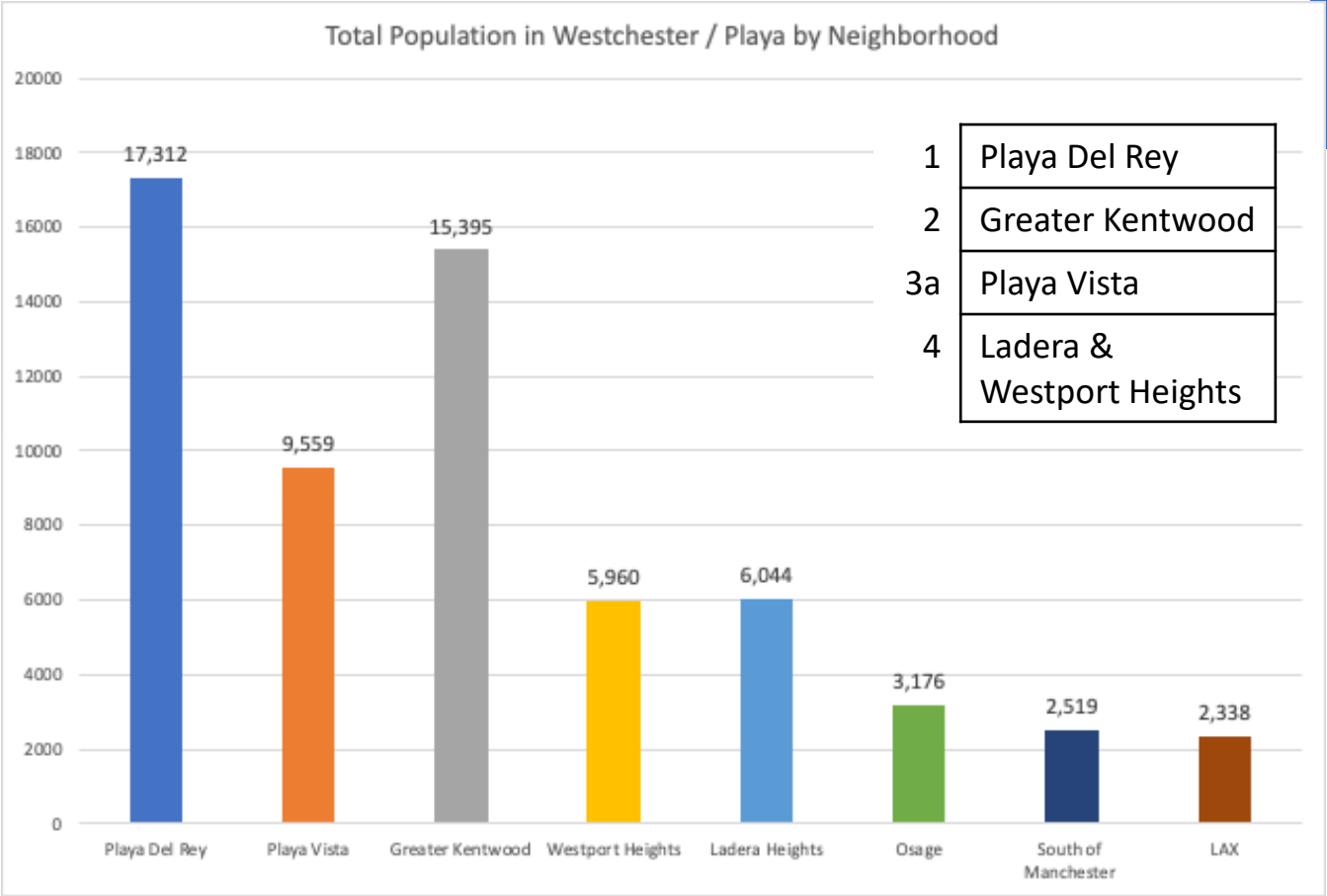
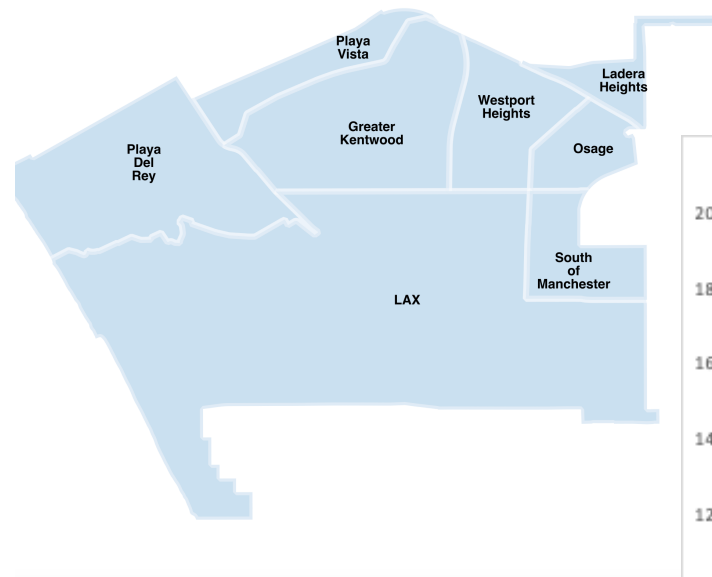
Quick stakeholder summary re LAX's plans to develop area adjacent to the North Runway owned by LAWA.



Counts, Statistics

Demographics

Totals by Neighborhoods in NCWP (Population Density)



- 1 Playa Del Rey
- 2 Greater Kentwood
- 3a Playa Vista
- 4 Ladera & Westport Heights

Related Analytical Issue(s)

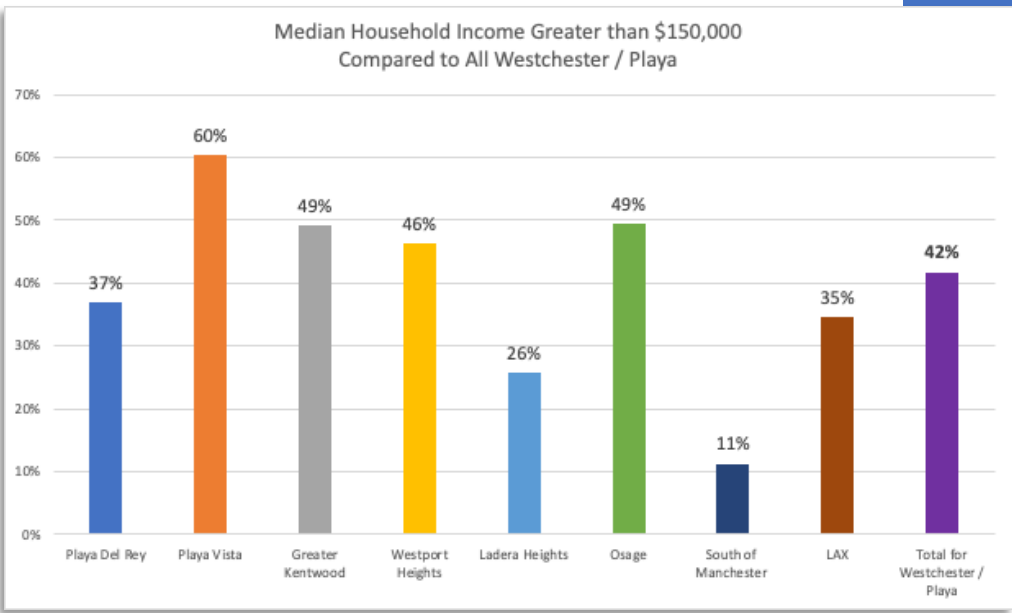
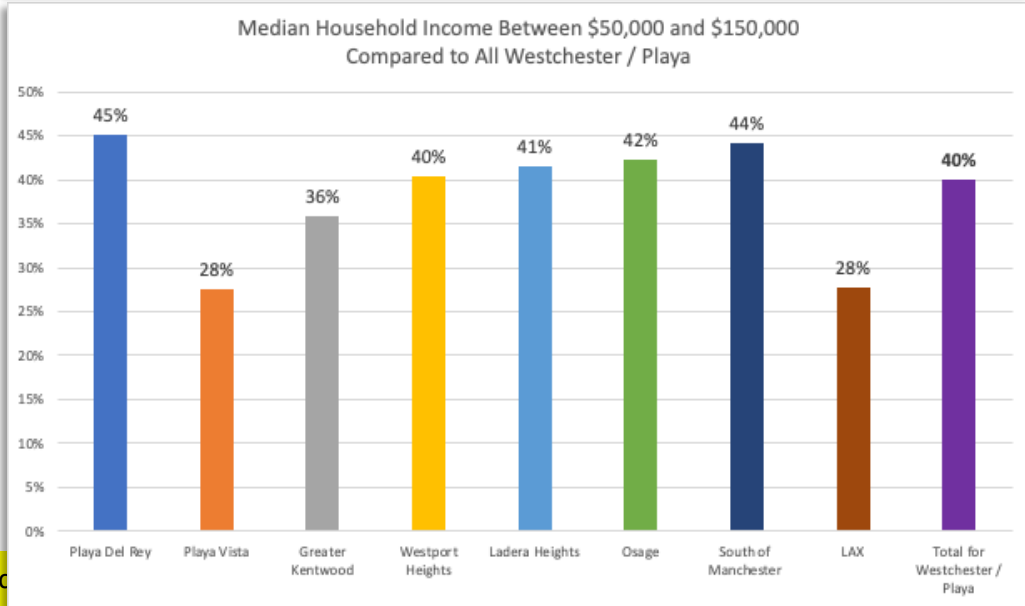
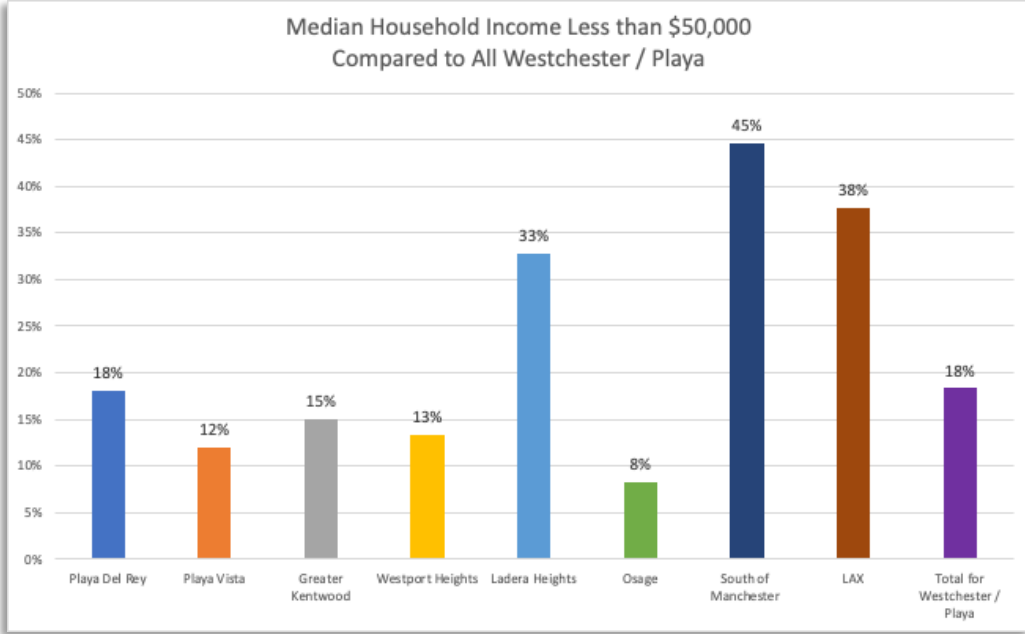
Understand population density by Neighborhood vs other factors (diversity, HH income)

Legend/ Translating Census Data into Planning Areas

NCWP Districts	US Census Tracts
Playa Del Rey Area	
District 1	278102
District 2	276606
District 3	276601
District 4	276605, ...07, ...08
Playa Vista Area	
District 14	275604
Greater Kentwood	
District 5	276500
District 6	276400
District 7	277000
District 8	277000
Westport Heights	
District 9	276000
District 10	276000
Ladera Heights	
District 11	276101, 276102
Osage	
District 12	277100
South of Manchester	
District 13	277200, 277400
LAX	
District 15	278001

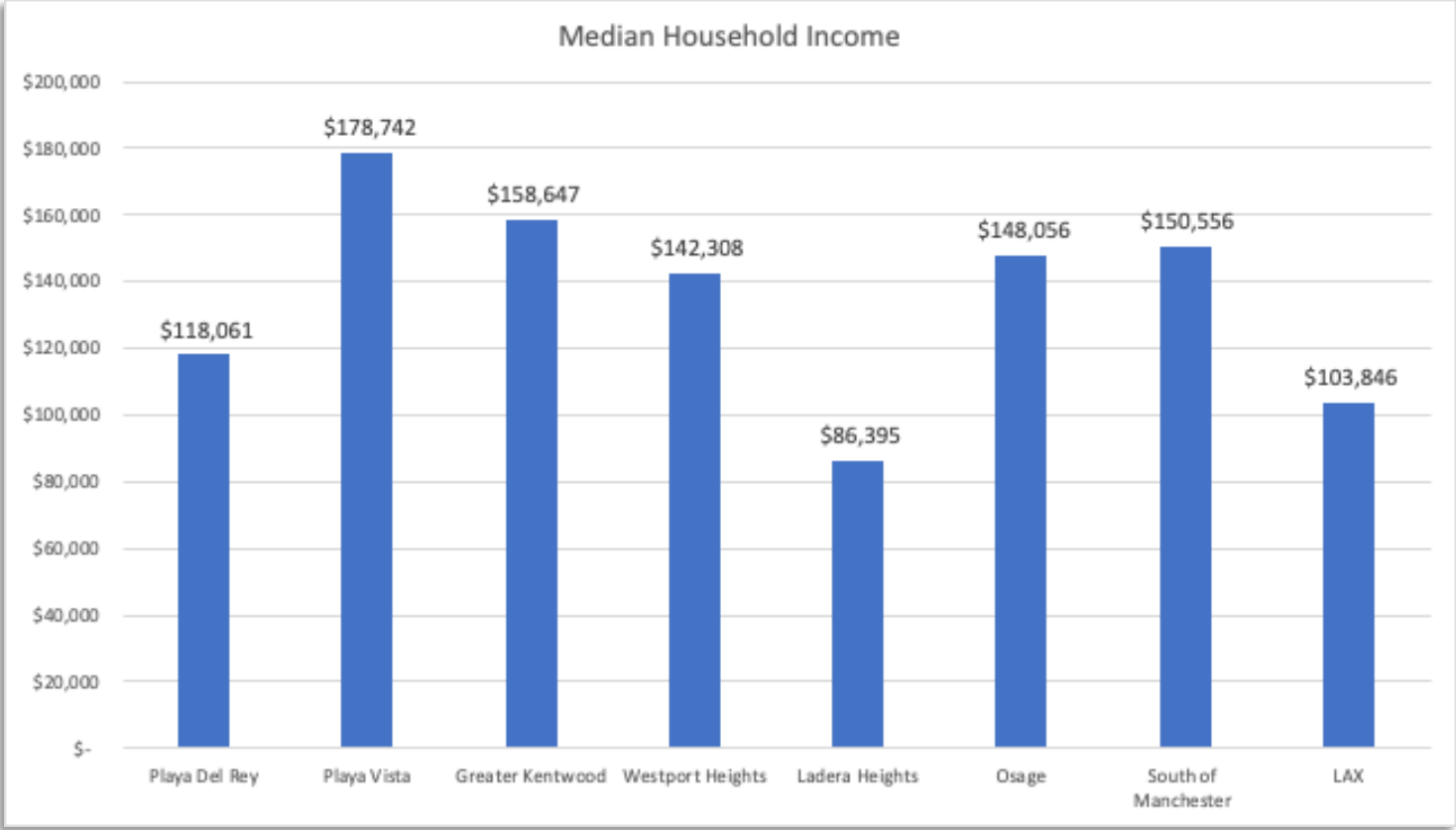
Demographics By Neighborhood within NCWP (HH Income)

Related Analytical Issue(s)
Understand economics as a factor in how each NCWP neighborhood fits into framework population, diversity.



Demographics

Totals for NCWP (HH Income)



Related Analytical Issue(s)

Understanding average income by neighborhood community to better understand issues of affordability, etc.

Legend/ Translating Census Data into Planning Areas

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District 9	276000
District 10	276000
Ladera Heights	
District 11	276101, 276102
Osage	
District 12	277100
South of Manchester	
District 13	277200, 277400
LAX	
District 15	278001

Demographics

By Neighborhoods within NCWP (Diversity)

Plan Area	White	Black or African American	Asian	Race = Other	Two or more races
Ladera Heights	39%	31%	15%	3%	12%
South of Manchester	44%	24%	8%	16%	8%
Osage	62%	1%	22%	4%	11%
Playa Vista	66%	4%	17%	2%	10%
Greater Kentwood	70%	4%	13%	2%	10%
Westport Heights	70%	7%	12%	3%	8%
Playa Del Rey	71%	8%	11%	4%	6%
LAX	75%	4%	7%	3%	10%
Total Westchester/Playa	65%	9%	13%	4%	9%



Related Analytical Issue(s)

Understanding diversity by neighborhood to better assess equitable housing demographics, correlation between race and existing RSO, etc

Legend/ Translating Census Data into Planning Areas

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District 10	276000
Ladera Heights	
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Osage	
District 12	277100
South of Manchester	
District 13	277200, 277400
LAX	
District 15	278001

Demographics

Totals within NCWP (Diversity)

Plan Area	White	Black or African American	Asian	Race = Other	Two or more races
LAX	75%	4%	7%	3%	10%
Playa Del Rey	71%	8%	11%	4%	6%
Westport Heights	70%	7%	12%	3%	8%
Greater Kentwood	70%	4%	13%	2%	10%
Playa Vista	66%	4%	17%	2%	10%
Osage	62%	1%	22%	4%	11%
South of Manchester	44%	24%	8%	16%	8%
Ladera Heights	39%	31%	15%	3%	12%
Total Westchester/Playa	65%	9%	13%	4%	9%

Related Analytical Issue(s)

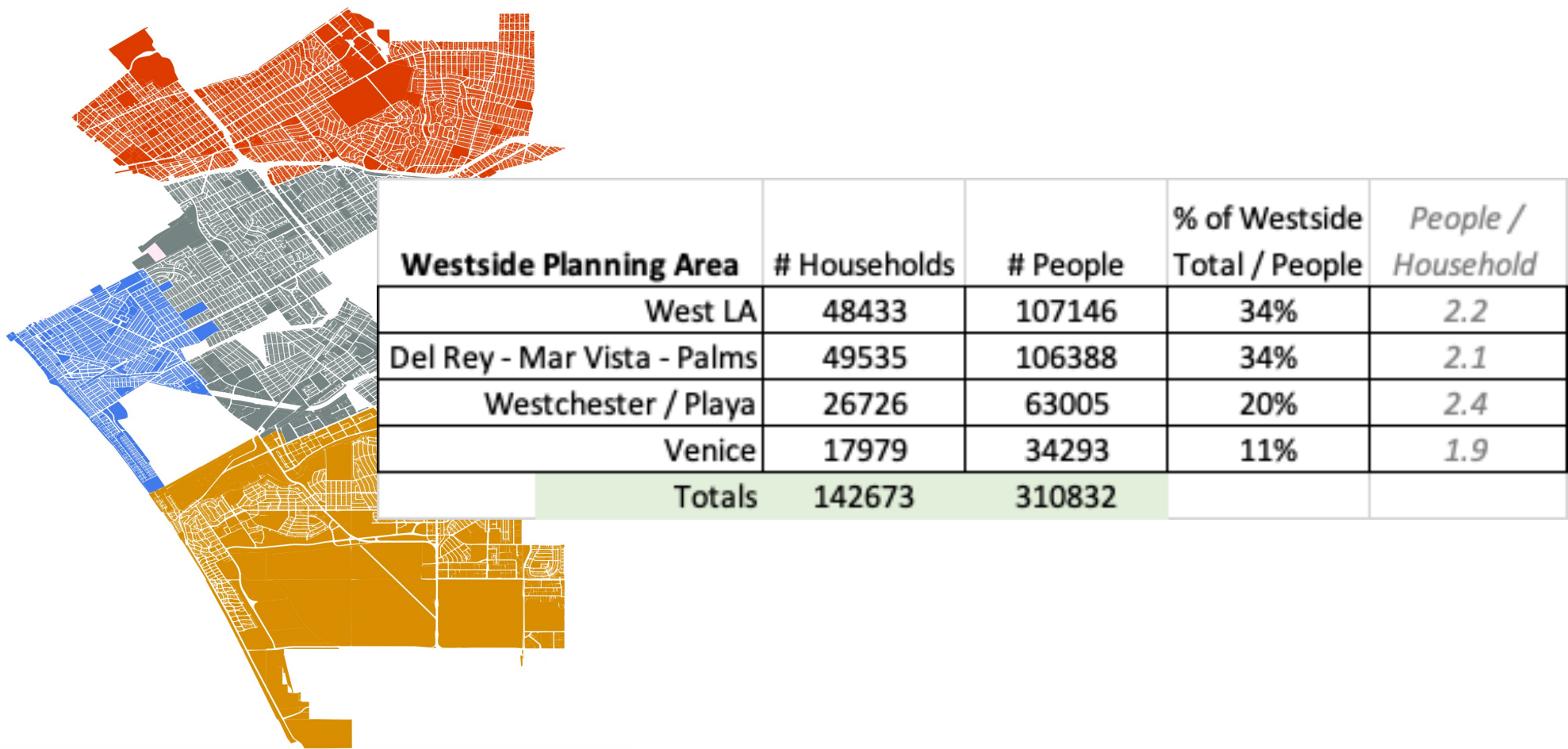
Better understand diversity demographics as a factor in total population and HH income.

Legend/ Translating Census Data into Planning Areas

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Demographics

NCWP compared to 3 other Westside Planning Areas



Related Analytical Issue(s)

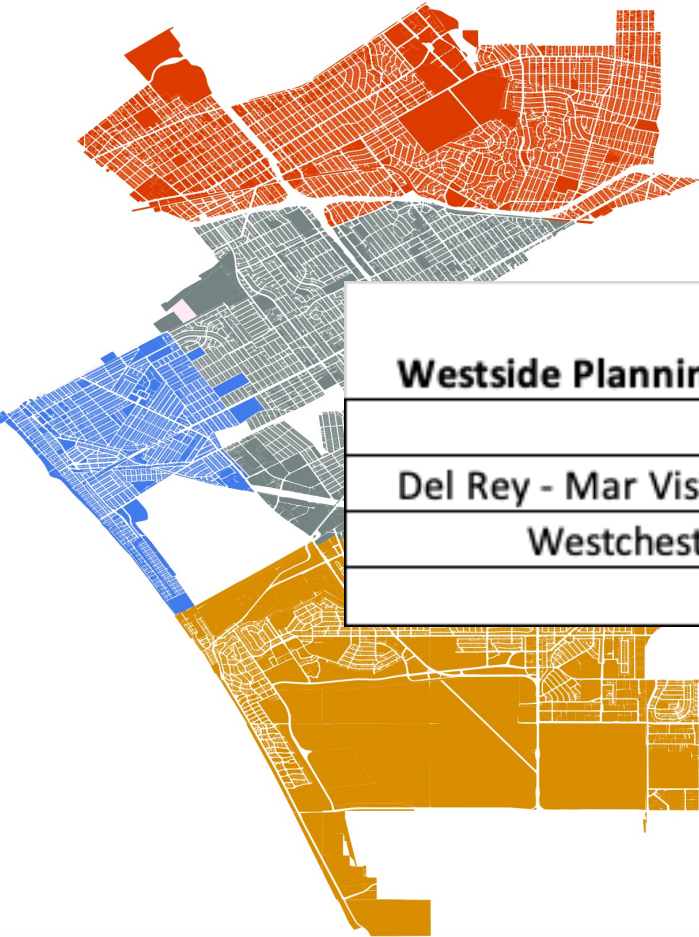
Better understand how NCWP community demographics relate to 3 other planning areas in *Planning the Westside* effort

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Osage	
District 12	277100
South of Manchester	
District 13	277200, 277400
LAX	
District 15	278001

Demographics

NCWP compared to 3 other Westside Planning Areas



Westside Planning Area	< \$50,000	\$50,000 - <\$150,000	>= \$150,000	Average Income
West LA	27%	46%	27%	\$ 92,323.62
Del Rey - Mar Vista - Palms	24%	35%	41%	\$ 118,089.77
Westchester / Playa	25%	42%	33%	\$ 108,925.74
Venice	19%	39%	41%	\$ 130,645.24

Related Analytical Issue(s)

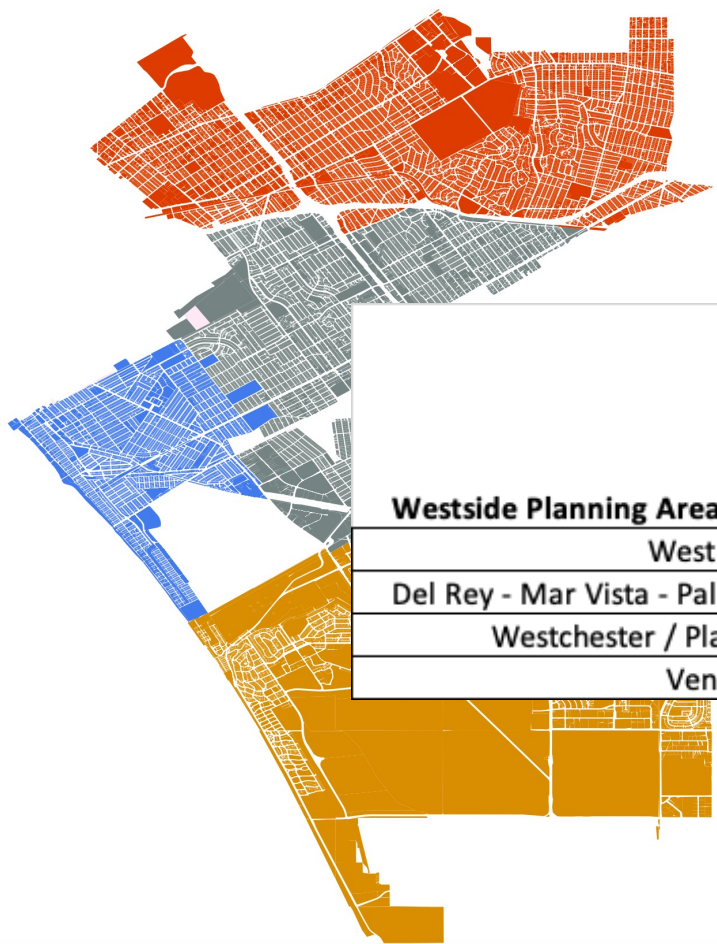
- Better understand how NCWP community demographics relate to 3 other planning areas in *Planning the Westside* effort

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Osage	
District 12	277100
South of Manchester	
District 13	277200, 277400
LAX	
District 15	278001

Demographics • Charts here for Diversity, all 4 planning areas...

By Neighborhoods within NCWP (HH Income)



Westside Planning Area	White	Black or African American	American Indian, Alaska Native	Asian	Native Hawaiian, Other Pacific Islander	Hispanic or Latino	Some other race	Two or more races
West LA	57%	6%	1%	18%	0%	27%	10%	9%
Del Rey - Mar Vista - Palms	72%	7%	1%	6%	0%	16%	6%	8%
Westchester / Playa	63%	5%	0%	18%	0%	16%	6%	8%
Venice	63%	9%	1%	14%	0%	17%	3%	11%



Related Analytical Issue(s)

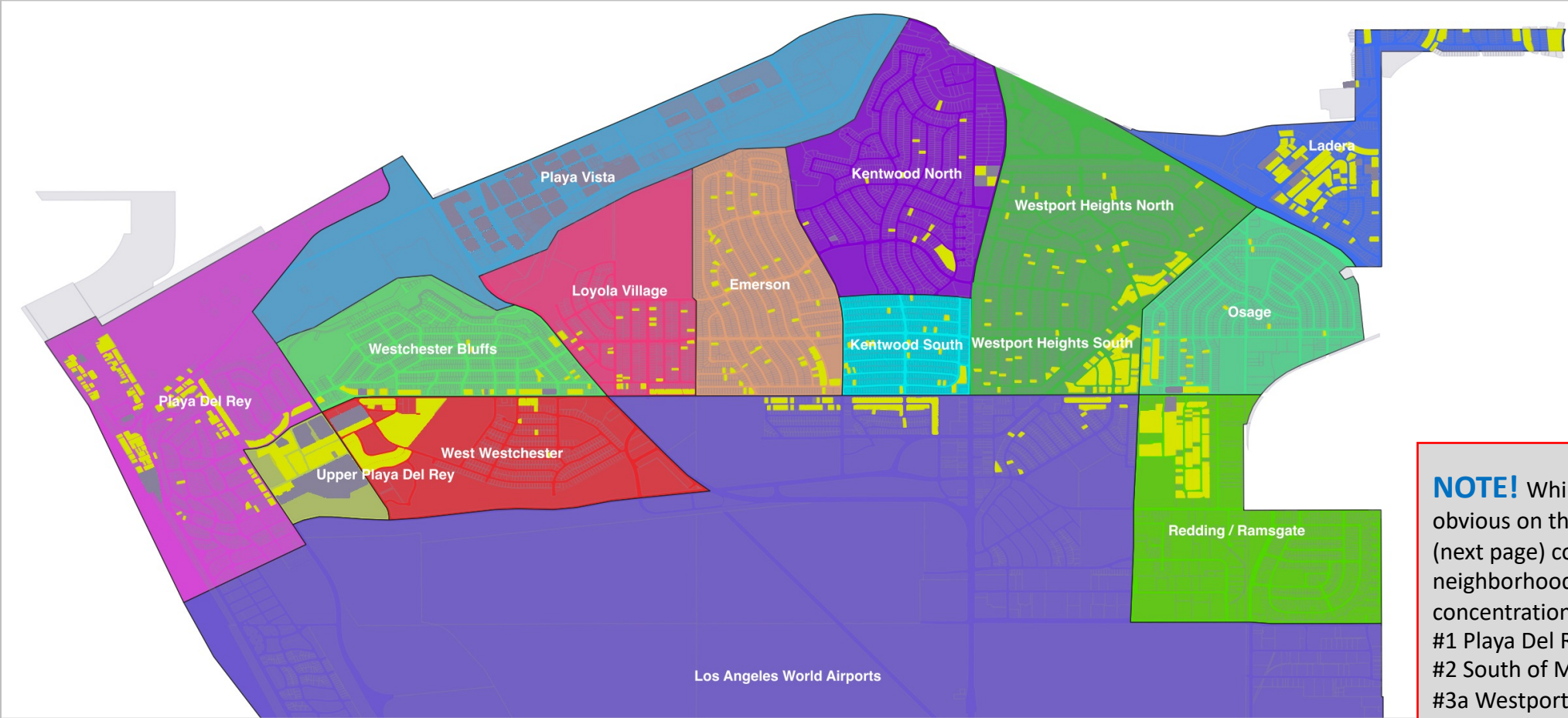
- Item

Legend/ Translating Census Data into Planning Areas

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Rent Stabilize Ordinance Zoning

Existing NCWP Parcels



Related Analytical Issue(s)

- Review existing affordable housing (RSO)
- Assess if new Affordable Housing Overlay makes sense for NCWP CPU

NOTE! While it's pretty *visually* obvious on this map, the *data table* (next page) confirms by count which neighborhoods have the biggest concentration of RSO Parcels are:
#1 Playa Del Rey
#2 South of Manchester
#3a Westport Heights
#3b Ladera

Rent Stabilize Ordinance Zoning

Existing NCWP Parcels

Greater Kentwood
RSO Detail Map



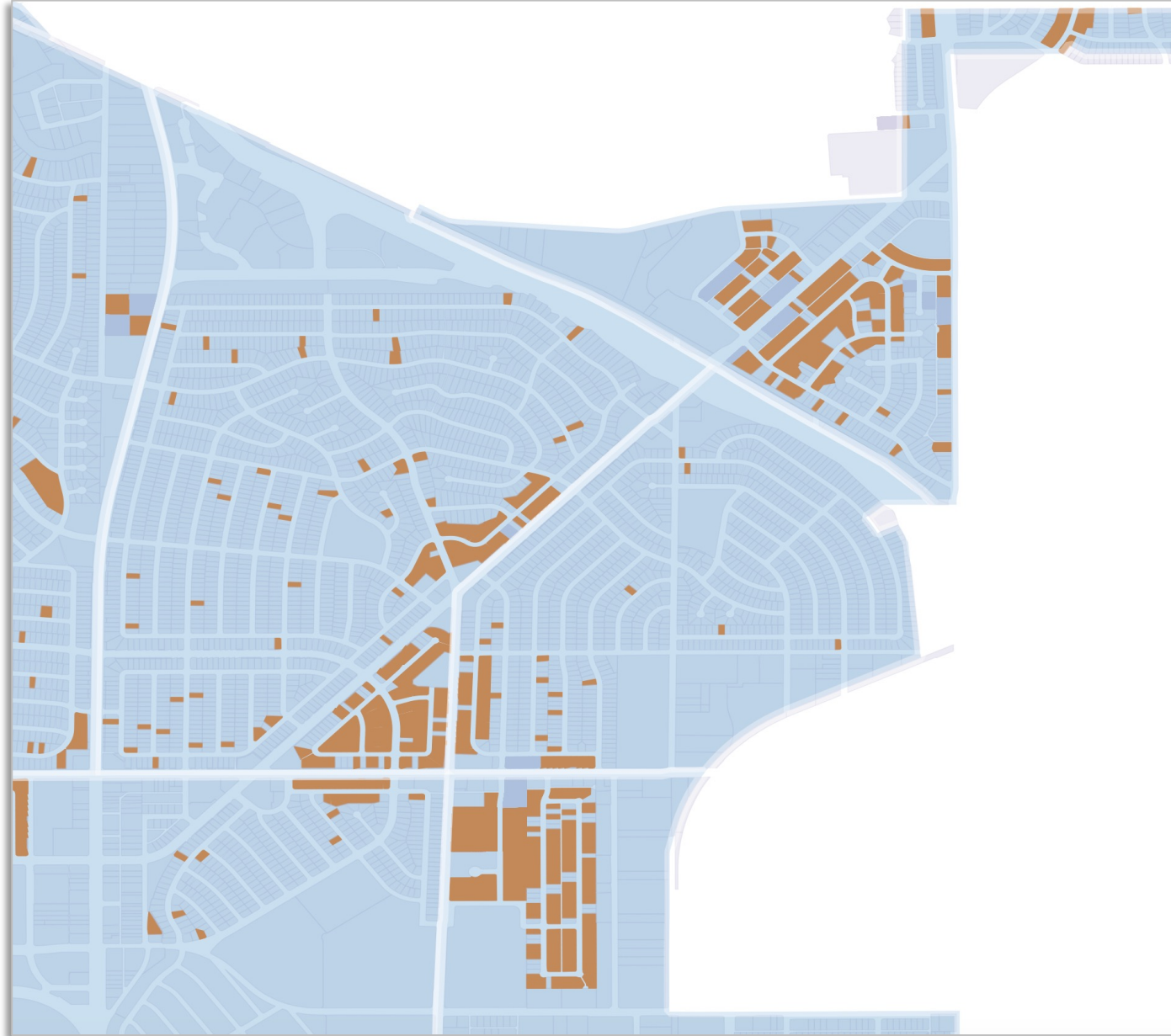
Related Analytical Issue(s)

- Review existing affordable housing (RSO)
- Assess if new Affordable Housing Overlay makes sense for NCWP CPU

Rent Stabilize Ordinance Zoning

Existing NCWP Parcels

Westport Heights, Osage, Ladera
RSO Detail Map



Related Analytical Issue(s)

- Review existing affordable housing (RSO)
- Assess if new Affordable Housing overlay makes sense for NCWP CPU

Rent Stabilize Ordinance Zoning

Existing NCWP Parcels

Playa Del Rey
RSO Detail Map



Related Analytical Issue(s)

- Review existing affordable housing (RSO)
- Assess if new Affordable Housing Overlay makes sense for NCWP CPU

Rent Stabilize Ordinance Zoning

Existing NCWP Parcels

		Parcels by Individual NC District			Parcels by Neighborhood Area				
		Non-RSO Zoned	RSO Zoned	Total Parces by District	Total Non-RSO Parcels by Neighborhood	Total All RSO Parcels by Neighborhood	Total All Parcels by Neighborhood	% of Total Parcels in Neighborhood	% of Total Parcels in NCWP
Playa Del Rey	District 1	1302	352	1654	4101	1505	5606	26.8%	7.96%
	District 2	1120	433	1553					
	District 3	1019	55	1074					
	District 4	660	665	1325					
Playa Vista	District 14	2317		2317	2317	0	2317	0.0%	0.00%
Greater Kentwood	District 5	632	44	676	4125	149	4274	3.5%	0.79%
	District 6	1462	60	1522					
	District 7	1403	23	1426					
	District 8	628	22	650					
Westport Heights	District 9	1253	78	1331	1850	209	2059	10.2%	1.11%
	District 10	597	131	728					
Ladera Heights	District 11	779	200	979	779	200	979	20.4%	1.06%
Osage	District 12	1107	54	1161	1107	54	1161	4.7%	0.29%
South of Manchester	District 13	698	402	1100	698	402	1100	36.5%	2.13%
LAX	District 15	1288	119	1407	1288	119	1407	8.5%	0.63%
TOTALS				18903	16265	2638	18903		

Related Analytical Issue(s)

- Review existing affordable housing (RSO)
- Understand at a micro (NC district level) the details of current RSO availability
- Assess if new Affordable Housing Overlay makes sense for NCWP CPU

NCWP Proposed Draft 2 Map R1 Up-zoning

Estimated Max # of New Housing Units Generated

			Residential Draft 2 Map	DZ Implication	4L	DZ 10	Range of Sq Ft / Unit		Times # of Parcels in sector		
	Avg Parcel Size	# Lots in Sector	Density Zone	# units	Total # new units	Parcel avg size	Regular Unit	Efficiency Unit	Regular Unit	Efficiency Unit	
WPDR 01	4957	64	4L	max 4 units	256						
WDPR 02	6590	113	4L		452						
WPDR 03	6136	325	4L		1300						
WDPR 04	6332	204	4L		816						
WDPR 05	6466	260	4L		1040						
WDPR 06	6802	798	4L		3192						
WDPR 07	5992	39	10	# units based on parcel sq ft		5992	6	12	234	467	
WDPR 08	6773	289	10			6773	7	14	1957	3915	
WDPR 09	6875	30	10			6875	7	14	206	413	
WPDR 10	5980	27	10			5980	6	12	161	323	
		2149			7056				2559	5118	
									4L New Units	7056	7056
									DZ 10 New Units	2559	5118
			Planning Draft 2 Residential Map Approx Total, New Units							9615	12174

Based County Assessor Maps custom data extraction (programming by NCWP stakeholder Cord Thomas, Geospatial Data Scientist)

- Audit of all parcels sq ft in each of the Planning “up-zoned” districts (1 through 10)
- Averaging of the parcels in a Planning district.
- Then math (metrics) of each type of Density Zone (4L or 10) applied.

IMPORTANT!

This total count is only valid if every single parcel marked for up-zoning was actually purchased and redeveloped.

This is highly unlikely.

Therefore, practically speaking, true final count for added dwelling units is some number below these totals.

Draft 2 COMMERCIAL Map

Parcel Count: # of Directly Up Zoned + Impacted by Up Zoning

Related Analytical Issue(s)

Data to help understand scale, extent of parcels targeted for up-zoning

Note: slide content from previous Committee presentation of this data.

REALITY:

- “Commercial” map adds another 666 “R” parcels being up-zoned for mixed use (which is primarily residential)

CONCERNS:

- RSO units lost to up-zoning.
- “Impact zone” for R-parcels *adjacent* to large format mixed use
- Not a “missing middle” type approach
- Arterials and LAX: studying other airports; so far, all have dedicated fwy exits. LAX does not.
- Airport traffic flows must come into the discussion.

Artery	Residential Street	R1 Lots Upzoned to Commercial	R2/R3 Lots Upzoned to Commercial	R1 Lots Facing Commercial	R2/R3 Lots Facing Commercial		Total Upzoned	Total Facing	Grand Total
La Tijera East	Kittyhawk	38	31	29	23		69	52	121
La Tijera West	Flight Ave	52	18	41	14		70	55	125
Manchester South	Winsford Ave			1	3		0	4	4
	85th Place	101	35	72	23		136	95	231
	83rd ST		16	10			16	10	26
	Manchester Ave		110	127			110	127	237
Manchester North	Belford Ave		1		1		1	1	2
	86th Place		68	4	59		68	63	131
	Manchester Ave	2	42	22	19		44	41	85
Sepulveda East	Naylor St	77		70			77	70	147
	74th St	1		2			1	2	3
Sepulveda West	Alverstone Ave	30	2	35	2		32	37	69
	Sepulveda Blvd	5	3				8	0	8
	Arizona/S. Sepulveda	28	6	33			34	33	67
Lincoln East	Lincoln Blvd		4				4	0	4
	Campion DR			8			0	8	8
Lincoln West	Lincoln Blvd		16				16	0	16
	Colegio Drive			16			0	16	16
		334	332	446	144		666	590	1256

LA Income Limits for Affordable Housing

Section 8 and Density Bonus Affordable Tiers

Related Analytical Issue(s)

Information resource to help drive home the point: people qualifying for “affordable” housing in Los Angeles are not necessarily without meaningful income.

FY 2023 Section 8 Income Limits (Effective 6/1/2023)

Number of Persons	Extremely Low Income 30% of Median	Very Low Income 50% of Median	Low Income 80% of Median
1	\$ 26,500	\$ 44,150	\$ 70,650
2	\$ 30,300	\$ 50,450	\$ 80,750
3	\$ 34,100	\$ 56,750	\$ 90,850
4	\$ 37,850	\$ 63,050	\$ 100,900
5	\$ 40,900	\$ 68,100	\$ 109,000
6	\$ 43,950	\$ 73,150	\$ 117,050
7	\$ 46,950	\$ 78,200	\$ 125,150
8	\$ 50,560	\$ 83,250	\$ 133,200

Source: <https://www.hacla.org/en/about-section-8/income-limit>

Updated: 05/31/2023

Number of Persons in Household:		1	2	3	4	5	6	7	8
Los Angeles County Area Median Income: \$98,200	Acutely Low	10350	11800	13300	14750	15950	17100	18300	19450
	Extremely Low	26500	30300	34100	37850	40900	43950	46950	50560
	Very Low Income	44150	50450	56750	63050	68100	73150	78200	83250
	Low Income	70650	80750	90850	100900	109000	117050	125150	133200
	Median Income	68750	78550	88400	98200	106050	113900	121750	129600
	Moderate Income	82500	94300	106050	117850	127300	136700	146150	155550

Los Angeles County income limits for 2023

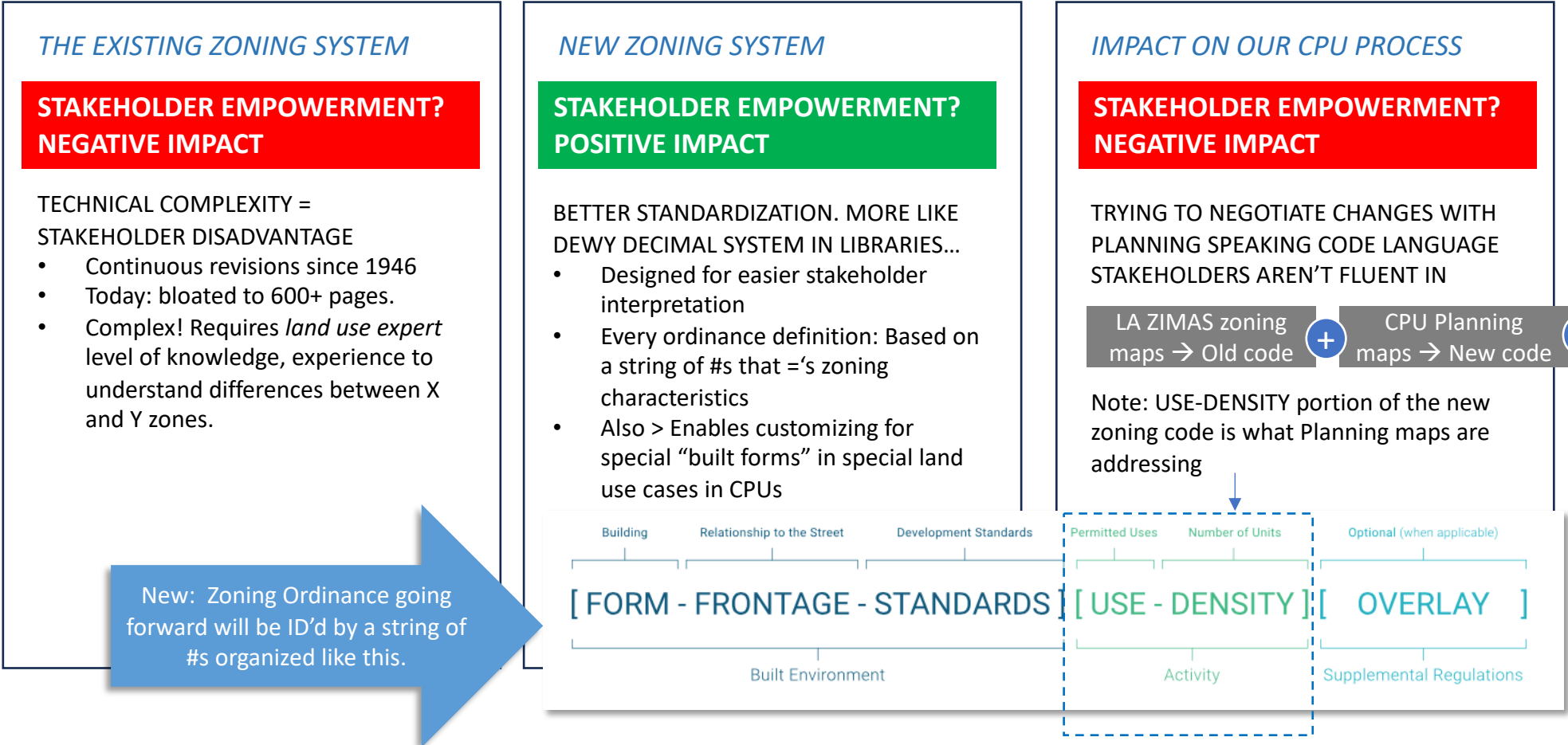
Zoning Code: New vs Existing

Zoning in Translation

Basic Tutorial: Existing system vs the new one coming soon

Related Analytical Issue(s)

- Help stakeholders not immersed in City Planning conversion of code understand the old vs new issue in all Draft 2 maps.
- Residential, Commercial, Industrial



For further background on why the new zoning approach, see this report: https://planning.lacity.org/odocument/1a52971b-04e4-4d7e-a14f-e5b1d59c7f3d/Zoning_Code_Evaluation_Report.pdf

Up-Zoning # Target

Mandatory Assignment from State to City with Feb 2025 Deadline

Related Analytical Issue(s)

Understanding the larger City Planning context for updates to NCWP Community Plan and others going through review from 2022 forward.

Slide 16

Los Angeles City Planning

Regional Housing Needs Assessment (RHNA)

Within the Housing Element, jurisdictions are required to **analyze** if they will have enough **anticipated development capacity to meet** the Regional Housing Needs Assessment (RHNA) **target**

LA did not have enough anticipated development, which obligates the City to **adopt a rezoning program before February 2025**

RHNA Target of
486,379

Anticipated Development
230,964 units

Minimum Rezoning Need
255,433 units

Slide 19

Los Angeles City Planning

Rezoning Program Requirements

A rezoning program must be adopted and effective before **February 2025**

More than half of the rezoning requirement is for **lower income** sites, which must:

- Allow **multi-family use by-right**
- Allow **at least 20 units/acre (and 16 units per site)**
- Have **access to all utilities**
- Be more than **50% on residentially zoned sites** (or all sites must allow a 100% residential project with no commercial uses)
- Rezoning must Affirmatively Further Fair Housing (**AFFH**)



Florence Mills Apartments
3501-3509 South Central Avenue.

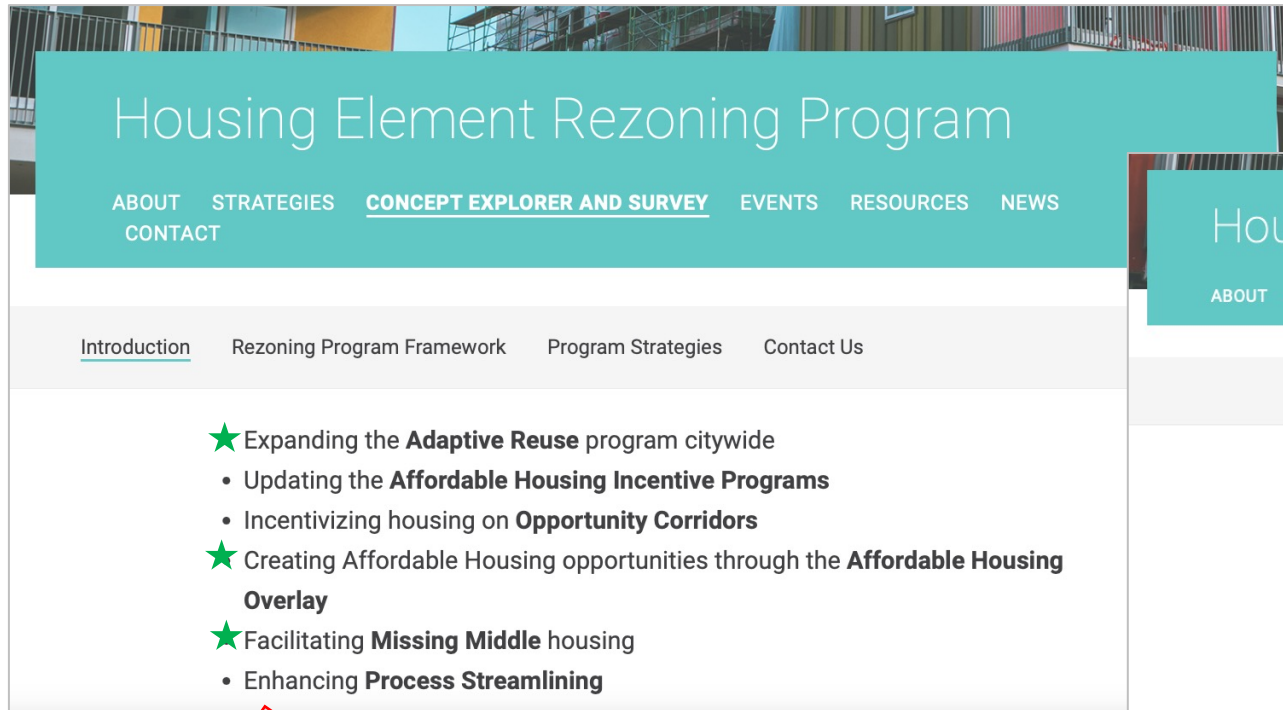
Photo from the 2022 Commercial Real Estate Awards:
Affordable Housing, Los Angeles Business Journal

New Zoning Options

New LA City General Plan / Housing Element Ordinances

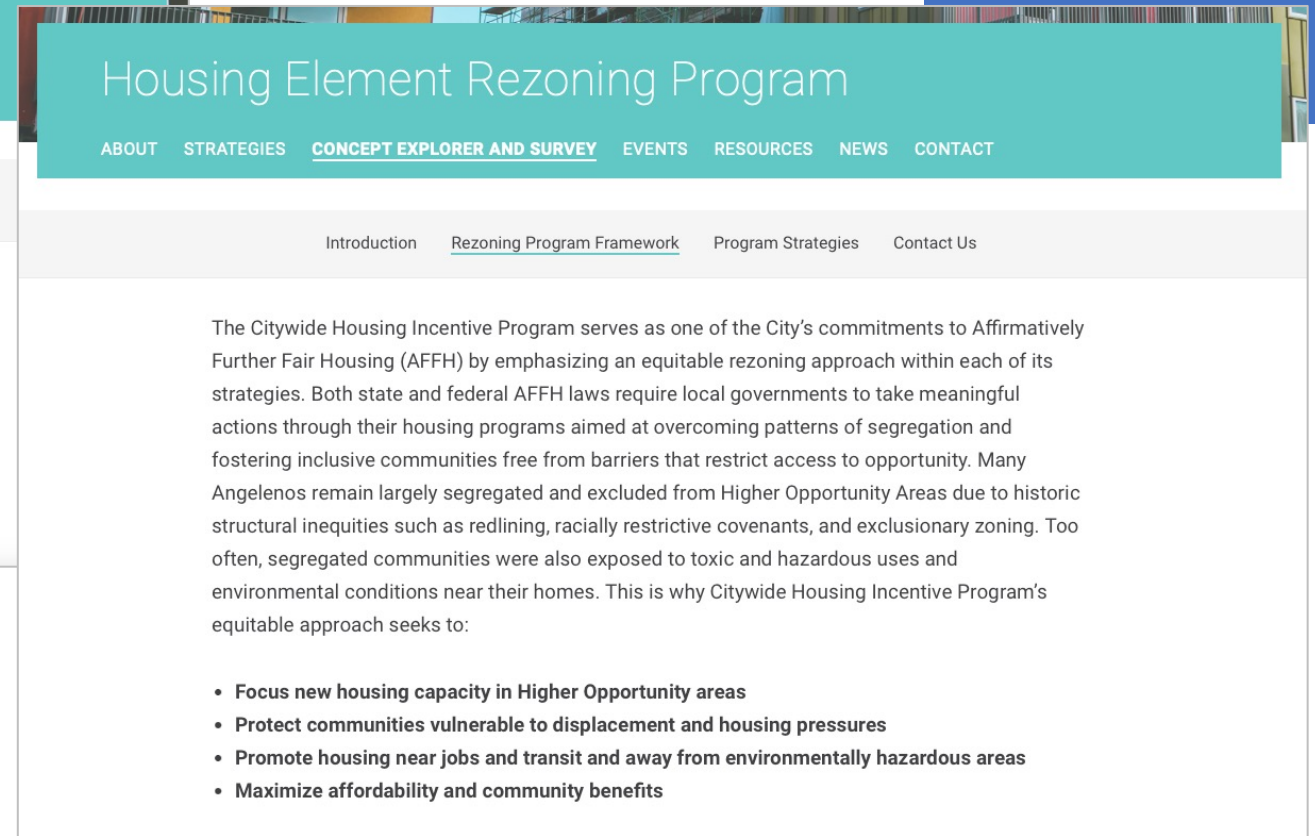
Related Analytical Issue(s)

Understanding new zoning options (2023) for use when in specific land use strategizing in the NCPW CPU process.



NOTE! New options currently going through development to become part of formal zoning code.

Starred options have potential strategic value for NCPW in CPU process.



New Zoning Options

New Adaptive Reuse: NCWP CPU Ad Hoc Committee FAQ

Related Analytical Issue(s)

Understanding new zoning options (2023) for use when in specific land use strategizing in the NCPW CPU process.

WPNC Community Plan Update [DRAFT] FAQ: New Zoning Option / Adaptive Reuse Ordinance

1

What is Adaptive Reuse Zoning?

- By-right option for commercial (office or retail) building owners to convert their existing building into residential use.
- Given it applies to existing building, will be administered by Building and Safety, not review through Planning. However, Planning will get involved if there are unusual impacts associated with the conversion.

Why?

- COVID pandemic re-mapped commercial space occupancy.
- Per City of LA, 44M sq ft of office space in LA today. (Equivalent to 30 high-rise downtown towers.)
- post-COVID, owners struggling with higher vacancy rates.
- Ecologically much better to reuse existing building than demo it and build new. (One study suggests it takes 80 years of new build occupancy to absorb the pollution of one building demo.)
- Housing Element team did an analysis: with a 25 year and 15 year

Ordinance History/Status?

- 1999 - Original Adaptive Reuse policy: granted to Downtown LA in a Specific Plan.
- 2003 - Planning granted other communities similar Adaptive Reuse Specific Plans (Hollywood, Koreatown, Chinatown, Lincoln Heights, South LA)
- What the City learned from these early examples informs their thinking about new city-wide ordinance, currently being drafted.
- **Goal: Ordinance adopted by City Spring/Winter of 2024.**

Proposed Draft Adaptive Reuse Ordinance Details

- Building Type?
 - Building 15 years old or older (for 2024: build on or before 2009) can go straight to Building and Safety for BY-RIGHT project review and approval. (Change from DTLA ordinance citing 50 years or older) NOTE: age of building based on date Building & Safety issued Occupancy Certificate.
 - Buildings between 5 and 15 years old; must go through Conditional Use review (Planning).
 - Buildings with "historic" designation adhere to California History Building code, goes through existing Historic review, approval (Planning).
 - Industrial zoned buildings: No adaptive reuse for residential allowed.
- What parts of Commercial property can be converted? All spaces eligible for adaptive reuse (including parking garages, parking lot space, etc.)

WPNC Community Plan Update [DRAFT] FAQ: New Zoning Option / Adaptive Reuse Ordinance

2

- Minimum dwelling unit size = Lifting zoning limit on minimum unit size. Building & Safety has defined "habitable" (micro) as small as 250 sq ft. (Rationale: allow for a wide range of unit types.)
- Existing ADA, Fire and Safety requirements: continue to be required in Building and Safety review.
- These projects EXEMPT from more restrictive requirements in Specific Plans, Q or D Conditions, Specific Overlays and Site Plan Reviews.
 - Goal: accept physical features of the existing building; override normal residential requirements (e.g., set-backs, specific height restrictions, etc.)
- Additional space created for common use only: will allow for addition of 1 story, on top, max 16' ONLY for the purposes of adding common access amenities (gym, roof deck, etc) and NEVER for additional housing. (Attempts to overcome limited open/public space inherent in commercial building designs. Doesn't count in the FAR calculation.)
- Partial or Gradual Conversion: Ok to convert a commercial to residential in stages. (E.g., 10 story office building, convert 3 floors to residential at first. Wait a few years, convert another 2 stories, etc.) Also Ok to convert only part of commercial building to residential.
- TOC incentives? Those allowances and incentives can't be used on the existing building. But if owner has large parking lot, can do new-build TOC in that open parcel space.
- Parking Requirements? Default for multi-unit residential is zero parking. However, in discussion with Building & Safety. Even if residential space qualifies for zero parking allowance, if portions of the building remain commercial owner will be required to still provide commercial parking.

[2023-06-16]

NOTE! While the conversion of office buildings into residential is an encouraging new strategy for adding housing, it is not something the NCWP Comm Plan Update can mandate.

- This new ordinance does not name a new underlying zoning category change.
- Can't proactively reassign zoning for specific office buildings, requiring they be converted to housing.
- New ordinance: an option for building owners only, not a method for NCPW CPU process to generate new housing #s.

New Zoning Options

New Affordable Housing Overlay

Related Analytical Issue(s)

Understanding the larger City Planning context for updates to NCWP Community Plan and others going through review from 2022 forward.

Housing Element Rezoning Program

[ABOUT](#) [STRATEGIES](#) [CONCEPT EXPLORER AND SURVEY](#) [EVENTS](#) [RESOURCES](#) [NEWS](#) [CONTACT](#)

[Introduction](#) [Rezoning Program Framework](#) [Program Strategies](#) [Contact Us](#)

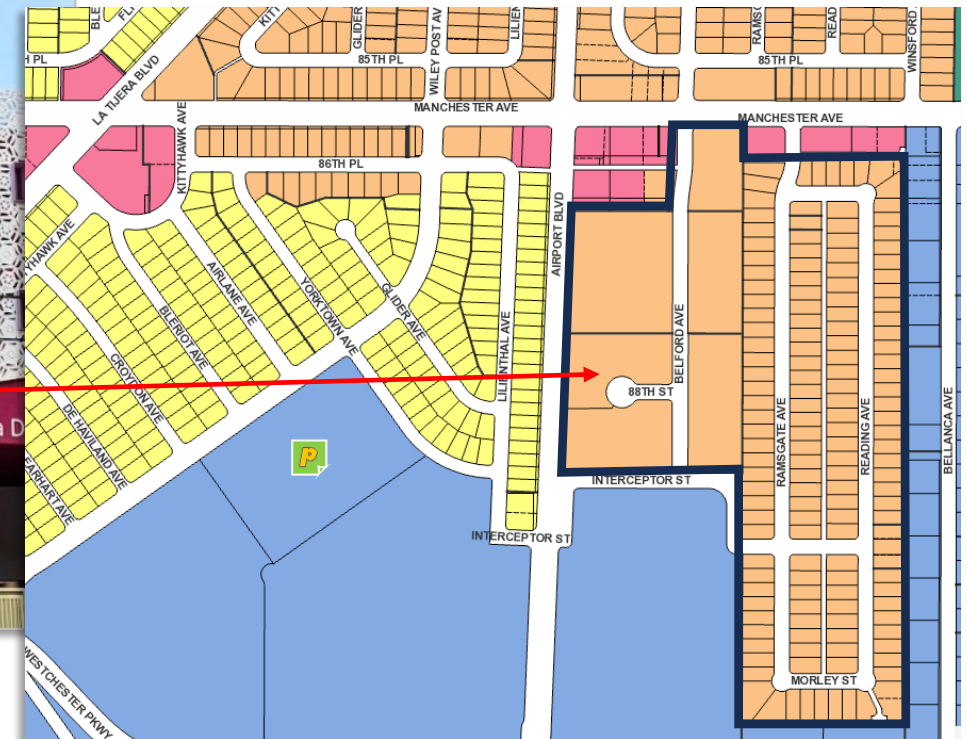
Affordable Housing Overlay

The Affordable Housing Overlay (AHO) strategy creates enhanced incentives for majority affordable housing developments that aim to expand where affordable housing developments may be constructed, with a focus in Moderate, High and Highest Resource Areas. Incentives are being designed to keep context in mind and will reflect differences in commercially (C) zoned and residential (R) zoned areas and reflect varying densities currently in place on these sites. The AHO strategy will also provide tailored applications of citywide incentives for certain underutilized sites that may be strategically utilized for affordable housing, including Faith Based Owned (FBO) properties, parking lots, and publicly owned sites (including Public Facility Zones).

NOTE! Possibly applicable in NCWP CPU process as a strategy to protect dense clusters of existing RSO housing.

Of particular interest given the loss of RSO housing (2015-present) in the most dense RSO area of NCPW: the neighborhood south of Manchester, east of Airport (Reading & Ramsgate).

New density bonus building development in this area is a case history of evictions and quality of life degradation for residents. (Issues with affordability, parking, green space, light and shadow, etc.)



New Zoning Options

Facilitation Missing Middle Housing Transitional Zones

Related Analytical Issue(s)

Understanding the larger City Planning context for updates to NCWP Community Plan and others going through review from 2022 forward.

Housing Element Rezoning Program

[ABOUT](#)[STRATEGIES](#)[CONCEPT EXPLORER AND SURVEY](#)[EVENTS](#)[RESOURCES](#)[NEWS](#)[CONTACT](#)

[Introduction](#)[Rezoning Program Framework](#)[Program Strategies](#)[Contact Us](#)

Missing Middle

The missing middle strategy will remove limitations to facilitate the construction of various types of “low scale” (“low rise”) housing, commonly built before the 1950s, to fill the gap in housing options that exists between detached single-family homes and mid-rise apartment buildings, including Accessory Dwelling Units and two unit developments. This strategy will be accomplished through various ordinances including the incentive based programs described above and through a standalone low density ordinance for less than four unit developments. Incentive programs will be tailored to ensure contextual neighborhood scales and will be focused in high opportunity areas of the City and areas near transit.

NOTE! Of great interest to NCWP CPU process as it provides underlying zoning options to ease the transition from lower-rise to higher-rise density.

These new Density Base Zones are of particular interest as they place a hard limit on the # of dwelling units per lot regardless of lot size.

Specifying “xL” zoning in the NCWP CPU can help facilitate this “missing middle” built form, which is relatively compatible with NCWP’s current low-rise format.

LOT-BASED DISTRICTS	
Density District	Dwelling Units Per Lot (max) Sec. 6C.1.1.
1L	1
2L	2
3L	3
4L	4

Not yet local legal code. But will be soon.

Zoning in Translation

Basic Tutorial: Logic of new zoning “Density Base” categories

Related Analytical Issue(s)

Help stakeholders not immersed in City Planning conversion of code understand the old vs new issue in all Draft 2 maps.

Residential, Commercial, Industrial

NOTE! The lower the Density Zone #, the smaller the dwelling unit

LOT AREA-BASED DISTRICTS

Density District	Lot Area per Household Dwelling Unit (min SF) Sec. 6C.1.2.	Lot Area per Efficiency Dwelling Unit (min SF) Sec. 6C.1.3.
FA	Limited by Floor Area	Limited by Floor Area
2	200	100
3	300	150
4	400	200
6	600	300
8	800	400
10	1000	500
12	1200	600
15	1500	750
20	2000	1000
25	2500	1250
30	3000	1500
40	4000	2000
50	5000	2500
60	6000	3000
N	Not Permitted	Not Permitted

These NEW Zoning Density Districts apply to **100% Residential Buildings** AND

“Mixed-Use” Buildings (Commercial on the first floor, residential floors above)

Why this numbering system? the math for how many dwelling units you can have is based on dividing the S/F of a parcel by the “Lot Area per Dwelling” #

These NEW Zoning Density Districts apply to

100% Residential Buildings Only

Restrict the total # of dwelling units per parcel, regardless of parcel size.

LOT-BASED DISTRICTS

Density District	Dwelling Units Per Lot (max) Sec. 6C.1.1.
1L	1
2L	2
3L	3
4L	4

Why this numbering system? In “4L” the total # residential units you can have is 4, and it’s **Limited** to 4, regardless of parcel size.

Zoning in Translation

Basic Tutorial: Logic of new zoning “Density Base” categories

Related Analytical Issue(s)

Help stakeholders not immersed in City Planning conversion of code understand the old vs new issue in all Draft 2 maps.

Residential, Commercial, Industrial

[illegible]

CURRENT ZONING CODE

Single Family Residential
Multi-Family Residential
26 separate types

Commercial w/Potential Mixed Use
7 separate types

NEW ZONING CODE

Multi-Family Residential
4 "L" Districts
Or 15 Mixed Use Districts

LOT AREA-BASED DISTRICTS		
Density District	Lot Area per Household Dwelling Unit (min SF) Sec. 6C.1.2.	Lot Area per Efficiency Dwelling Unit (min SF) Sec. 6C.1.3.
FA	Limited by Floor Area	Limited by Floor Area
2	200	100
3	300	150
4	400	200
6	600	300
8	800	400
10	1000	500
12	1200	600
15	1500	750
20	2000	1000
25	2500	1250
30	3000	1500
40	4000	2000
50	5000	2500
60	6000	3000
N	Not Permitted	Not Permitted

LOT-BASED DISTRICTS

Density District	Dwelling Units Per Lot (max) Sec. 6C.1.1.
1L	1
2L	2
3L	3
4L	4

Source(s): https://planning.lacity.org/odocument/eadcb225-a16b-4ce6-bc94-c915408c2b04/Zoning_Code_Summary.pdf

<https://planning.lacity.org/plans-policies/community-plan-update/westside-events/westside-community-planning-advisory-group>

Zoning in Translation

Planning Draft 2 Maps: Proposed NCWP Density Districts

How this works:

IF Density Base = 3, 4, 4L, 8, 10 or FA (as indicated on any Draft 2 map)
THEN the proposal is to **add residential units** on the parcels of that Planning "Sub Area".

Draft 2 Residential Map

WESTCHESTER-PLAYA DEL REY Proposed Draft General Plan Land Uses (GPLU)

Proposed GPLU & Subareas	Proposed Density Base	Proposed Height Base (Stories/Feet)	Proposed Height Bonus (Stories/Feet)	Proposed FAR Base (Floor Area Ratio)	Proposed FAR Bonus (Floor Area Ratio)
Low Medium Residential					
WPDR: 1, 2, 3, 4, 5, 6	4L	3	no bonus	1.0	no bonus
Low Neighborhood Residential					
WPDR 7	4L	3	no bonus	1.0	no bonus
Medium Residential					
WPDR 8	10	3	5	1.5	2.5
Medium Neighborhood Residential					
WPDR: 9, 10	10	3	5	1.5	2.5

When applied to RESIDENTIAL
These Density Bases = 100% Housing.

Draft 2 Commercial Map

WESTCHESTER-PLAYA DEL REY Proposed Draft General Plan Land Uses (GPLU)

Proposed GPLU & Subareas	Proposed Density Base	Proposed Height Base (Stories/Feet)	Proposed Height Bonus (Stories/Feet)	Proposed FAR Base (Floor Area Ratio)	Proposed FAR Bonus (Floor Area Ratio)
Neighborhood Center					
WPDR: 11, 12, 13, 14, 15, 16	8	3	5	1.5	3
Community Center					
WPDR: 17, 18, 19, 20, 21, 23	4	5	8	1.5	5
WPDR: 22	3	7	15	4.5	6
Regional Center					
WPDR: 24	3	7	15	4.5	6
WPDR: 25, 26	FA	Unlimited	Unlimited	6	8.5

When applied to COMMERCIAL
these Density Bases = MIXED USE
that incorporates housing.

When applied to INDUSTRIAL
these Density Bases = allows for
MIXED USE that incorporates
housing. But doesn't guarantee it.

Draft 2 Industrial Map

WESTCHESTER-PLAYA DEL REY Proposed Draft General Plan Land Uses (GPLU)

Proposed GPLU & Subareas	Proposed Density Base	Proposed Height Base (Stories/Feet)	Proposed Height Bonus (Stories/Feet)	Proposed FAR Base (Floor Area Ratio)	Proposed FAR Bonus (Floor Area Ratio)
Hybrid Industrial					
WPDR 27, 28	4	Unlimited	Unlimited	3.5	5.0
Markets					
WPDR 29, 30, 31	8	Unlimited	Unlimited	1.5	3.0
Production					
WPDR 32, 33, 34, 35	Not allowed	Unlimited	Unlimited	1.5	3.0

Related Analytical Issue(s)

Help stakeholders not immersed in City Planning conversion of code understand the old vs new issue in all Draft 2 maps.

Residential, Commercial, Industrial

Zoning in Translation

Applying Residential 4L Zoning (Residential Only)

Why is it called Density Base 4L?
The Lot Area per Dwelling is limited to 4 Units

How this works:
IF Density Base 4L is indicated
THEN it is referring to a residential building only
WITH a strictly limited # of dwelling units allowed
NOTE on NCWP Draft 2 maps Planning has applied 4L to majority of the R1 parcels being up-zoned

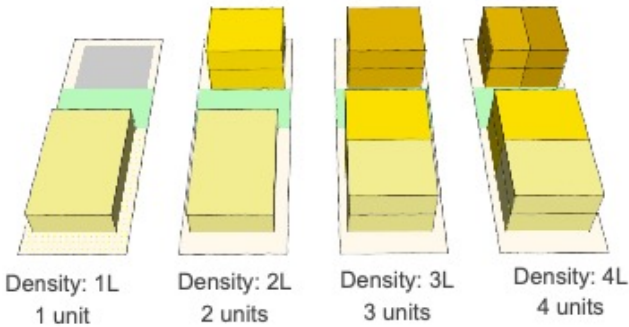
New Zoning Code / Residential

LOT-BASED DISTRICTS	
Density District	Dwelling Units Per Lot (max) Sec. 6C.1.1.
1L	1
2L	2
3L	3
4L	4

Specs for
New Zoning
Density
Base 4L

Density Options:

DENSITY	Corresponding FAR	Avg. Unit Size
1L	0.45	2,000 - 2,500 sf
2L	0.75	1,900 sf
3L	1.0	1,700 sf
4L	1.0	1,300 sf



Source(s): <https://planning.lacity.org/plans-policies/community-plan-update/westside-events/westside-community-planning-advisory-group>

Zoning in Translation

Density Base 3 in Draft 2 Maps (1 of 2)

Why is it called Density Base 3?
Because the Lot Area per Dwelling Unit metric is 300 s/f

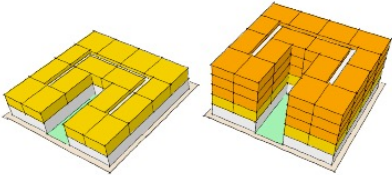
How this works:
IF Density Base 3 is indicated
THEN it is referring to either a 100% residential building or a “mixed use” building (commercial 1st floor, residential other floors)
CHECK to see if it’s referred to as a COMMUNITY CENTER or REGIONAL CENTER
NOTE the only difference between the 2 is the allowed size of commercial space on the first floor

AREA				TYPE	COMMUNITY CENTER			DISTRICTS			
USE	Ground Floor	Commercial, e.g. Hotel, Local Entertainment venue, Community facilities, Hospital, Production Workshops									
	Upper Floor	Multi-Family Housing									
Proposed Draft 2	ZONE DISTRICT	HEIGHT (Stories)		FLOOR-AREA RATIO		RESIDENTIAL UNIT		FRONTAGE WIDTH		COMMERICAL SPACE MAX	
	Density Base	Regular	Bonus	Base	Density Bonus	Average Size Min.	Density Bonus Min.	Regular	Density Bonus	Ground Floor Tenant Size	
	3	7	15	4.5	6	732 s/f	729 s/f	210'	280'	50K s/f max	
		Ground floor story opt 14'			Lot Area per Dwelling	300 s/f 150 s/f					

[FORM-FRONTAGE-STANDARDS][USE-DENSITY]

Density Options:

DENSITY	Corresponding Base FAR	Avg. Unit Size	Corresponding Bonus FAR	Avg. Unit Size
8	1.5	635 sf	3.0	847 sf
4	3.5	758 sf	5.0	768 sf
3 or FA	4.5	732 sf	6.0	729 sf
2 or FA	6.0	732 sf	8.5	730 sf
FA	8.5	923 sf	10.0	854 sf



Base Density Bonus Density

AREA				TYPE	REGIONAL CENTER			DISTRICTS			
USE	Ground Floor	Commercial, e.g. Hotel, Local Entertainment venue, Community facilities, Hospital, Production Workshops, Large Format Retail									
	Upper Floor	Multi-Family Housing									
Proposed Draft 2	ZONE DISTRICT	HEIGHT (Stories)		FLOOR-AREA RATIO		RESIDENTIAL UNIT		FRONTAGE WIDTH		COMMERICAL SPACE MAX	
	Density Base	Regular	Bonus	Base	Density Bonus	Average Size Min.	Density Bonus Min.	Regular	Density Bonus	Ground Floor Tenant Size	
	3	7	15	4.5	6	732 s/f	729 s/f	210'	280'	No Max	
		Ground floor story opt 14'			Lot Area per Dwelling	300 s/f	150 s/f				

Source(s): <https://planning.lacity.org/plans-policies/community-plan-update/westside-events/westside-community-planning-advisory-group>

Zoning in Translation

Density Base 3 in Draft 2 Maps (2 of 2) / Today's Zoning Code vs New Zoning Code

How this works:

IF Density Base 3 is indicated

THEN it is referring to either a 100% residential building or a “mixed use” building (commercial 1st floor, residential other floors)

CHECK to see if it's referred to as a COMMUNITY CENTER or REGIONAL CENTER

NOTE the only difference between the 2 versions is the allowed size of commercial space on the first floor

AREA				TYPE	COMMUNITY CENTER			DISTRICTS			
USE	Ground Floor	Commercial, e.g. Hotel, Local Entertainment venue, Community facilities, Hospital, Production Workshops									
	Upper Floor	Multi-Family Housing									
Proposed Draft 2	ZONE DISTRICT	HEIGHT (Stories)		FLOOR-AREA RATIO		RESIDENTIAL UNIT		FRONTAGE WIDTH		COMMERICAL SPACE MAX	
	Density Base	Regular	Bonus	Base	Density Bonus	Average Size Min.	Density Bonus Min.	Regular	Density Bonus	Ground Floor Tenant Size	
	3	7	15	4.5	6	732 s/f	729 s/f	210'	280'	50K s/f max	
		Ground floor story opt 14'			Lot Area per Dwelling	300 s/f	150 s/f				

Existing Zoning	C2-ILV	45' (3 story)	Varies*	1.5	Varies*	N/A	N/A	No minimum or max		Not specified
	R3-1	45' (3 story)	Varies*	3:1	Varies*	N/A (parcel sq ft)	—	15'	—	
	R2-1	33' (2-3 story)	Varies*	3:1	Varies*	N/A (parcel sq ft)	—	15'	—	
	R1-1	28' or 33' (story n/a)	Varies*	N/A (based on parcel size and set-backs)	Varies*	N/A (parcel sq ft)	—	20% of lot depth, 20' max	—	

* Varies depending on Density Bonus incentive system (there are several) or Transit-Oriented Communities (TOC) Density Bonus allowances.

AREA				TYPE	REGIONAL CENTER			DISTRICTS			
USE	Ground Floor	Commercial, e.g. Hotel, Local Entertainment venue, Community facilities, Hospital, Production Workshops, Large Format Retail									
	Upper Floor	Multi-Family Housing									
Proposed Draft 2	ZONE DISTRICT	HEIGHT (Stories)		FLOOR-AREA RATIO		RESIDENTIAL UNIT		FRONTAGE WIDTH		COMMERICAL SPACE MAX	
	Density Base	Regular	Bonus	Base	Density Bonus	Average Size Min.	Density Bonus Min.	Regular	Density Bonus	Ground Floor Tenant Size	
	3	7	15	4.5	6	732 s/f	729 s/f	210'	280'	No Max	
		Ground floor story opt 14'			Lot Area per Dwelling	300 s/f	150 s/f				

Existing Zoning	C2-ILV	45' (3 story)	Varies*	1.5	Varies*	N/A	N/A	No minimum or max		Not specified
	R3-1	45' (3 story)	Varies*	3:1	Varies*	N/A (parcel sq ft)	—	15'	—	
	R2-1	33' (2-3 story)	Varies*	3:1	Varies*	N/A (parcel sq ft)	—	15'	—	
	R1-1	28' or 33' (story n/a)	Varies*	N/A (based on parcel size and set-backs)	Varies*	N/A (parcel sq ft)	—	20% of lot depth, 20' max	—	

Zoning in Translation

Density Base 4 in Draft 2 Maps

Why is it called Density Base 4?
Because the Lot Area per Dwelling Unit metric is 400 s/f

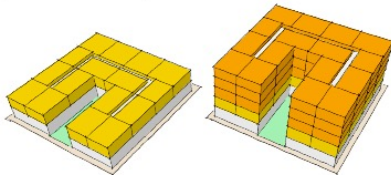
How this works:

- IF** Density Base 4 is indicated
- THEN** it is referring either to a 100% residential building or a “mixed use” building (commercial 1st floor, residential other floors)
- WITH** dwelling units larger than Base 3, smaller than Base 8
- NOTE** on NCWP Draft 2 maps Planning has only “activated” the COMMUNITY CENTER version of Density Base 4

[FORM-FRONTAGE-STANDARDS][USE-DENSITY]

Density Options:

DENSITY	Corresponding Base FAR	Avg. Unit Size	Corresponding Bonus FAR	Avg. Unit Size
8	1.5	635 sf	3.0	847 sf
4	3.5	758 sf	5.0	768 sf
3 or FA	4.5	732 sf	6.0	729 sf
2 or FA	6.0	732 sf	8.5	730 sf
FA	8.5	923 sf	10.0	854 sf



Base Density Bonus Density

AREA				TYPE	COMMUNITY CENTER			DISTRICTS		
USE	Ground Floor	Commercial, e.g. Hotel, Local Entertainment venue, Community facilities, Hospital, Production Workshops								
	Upper Floor	Multi-Family Housing								
Proposed Draft 2	ZONE DISTRICT	HEIGHT (Stories)		FLOOR-AREA RATIO		RESIDENTIAL UNIT		FRONTAGE WIDTH		COMMERICAL SPACE MAX
	Density Base	Regular	Bonus	Base	Density Bonus	Average Size Min.	Density Bonus Size	Regular	Density Bonus	Ground Floor Tenant Size
	4	5	8	1.5	5	758 s/f	768 s/f	160'	210'	50K s/f max
		Ground floor story opt 14'			Lot Area per Dwelling	400 sq ft	200 sq ft			
Existing Zoning	C2-ILV	45' (3 story)	Varies*	1.5	Varies*	N/A	N/A	No minimum or max		Not specified
	R3-1	45' (3 story)	Varies*	3:1	Varies*	N/A (parcel sq ft)	—	15'	—	
	R2-1	33' (2-3 story)	Varies*	3:1	Varies*	N/A (parcel sq ft)	—	15'	—	
	R1-1	28' or 33' (story n/a)	Varies*	N/A (based on parcel size and set-backs)	Varies*	N/A (parcel sq ft)	—	20% of lot depth, 20' max	—	

* Varies depending on Density Bonus incentive system (there are several) or Transit-Oriented Communities (TOC) Density Bonus allowances.

Zoning in Translation

Density Base 8 in Draft 2 Maps

Why is it called Density Base 8?
Because the Lot Area per Dwelling Unit metric is 800 s/f

How this works:

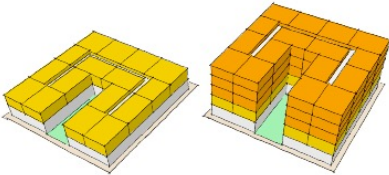
IF Density Base 8 is indicated
THEN it is referring to either 100% residential or a “mixed use” building (commercial 1st floor, residential other floors)
WITH dwelling units larger than Base 3 or 4
NOTE on NCWP Draft 2 maps Planning has only “activated” one version of Density Base 8

Specs for
New Zoning
Density
Base 8

[FORM-FRONTAGE-STANDARDS][USE-DENSITY]

Density Options:

DENSITY	Corresponding Base FAR	Avg. Unit Size	Corresponding Bonus FAR	Avg. Unit Size
8	1.5	635 sf	3.0	847 sf
4	3.5	758 sf	5.0	768 sf
3 or FA	4.5	732 sf	6.0	729 sf
2 or FA	6.0	732 sf	8.5	730 sf
FA	8.5	923 sf	10.0	854 sf



Base Density Bonus Density

AREA				TYPE				DISTRICTS		
USE	Ground Floor	Commercial, e.g. Hotel, Local Entertainment venue, Community facilities								
	Upper Floor	Multi-Family Housing								
Proposed Draft 2	ZONE DISTRICT	HEIGHT (Stories)		FLOOR-AREA RATIO		RESIDENTIAL UNIT		FRONTAGE WIDTH		COMMERICAL SPACE MAX
	Density Base	Regular	Bonus	Base	Density Bonus	Average Size Min.	Density Bonus Size	Regular	Density Bonus	Ground Floor Tenant Size
	8	3	5	1.5	3	635 sq Ft	847 sq ft	140'	160'	10K s/f max
		Ground floor story opt 14'			Lot Area per Dwelling	800 sq ft	400 sq ft			
Existing Zoning	C2-ILV	45' (3 story)	Varies*	1.5	Varies*	N/A	N/A	No minimum or max		Not specified
	R3-1	45' (3 story)	Varies*	3:1	Varies*	N/A (parcel sq ft)	—	15'	—	
	R2-1	33' (2-3 story)	Varies*	3:1	Varies*	N/A (parcel sq ft)	—	15'	—	
	R1-1	28' or 33' (story n/a)	Varies*	N/A (based on parcel size and set-backs)	Varies*	N/A (parcel sq ft)	—	20% of lot depth, 20' max	—	
* Varies depending on Density Bonus incentive system (there are several) or Transit-Oriented Communities (TOC) Density Bonus allowances.										

Zoning in Translation

Density Base 10 in Draft 2 Maps

Why is it called Density Base 8?
Because the Lot Area per Dwelling Unit metric is 800 s/f

How this works:

- IF Density Base 10 is indicated
- THEN it can refer to 100% residential building OR “mixed use” building (commercial 1st floor, residential other floors)
- WITH dwelling units larger than Base 3, 4 or 8
- NOTE Planning has only “activated” Base 10 for the NCWP RESIDENTIAL map. No Base 10 density called out on NCWP COMMERCIAL or INDUSTRIAL maps.

Draft 2 Residential Map

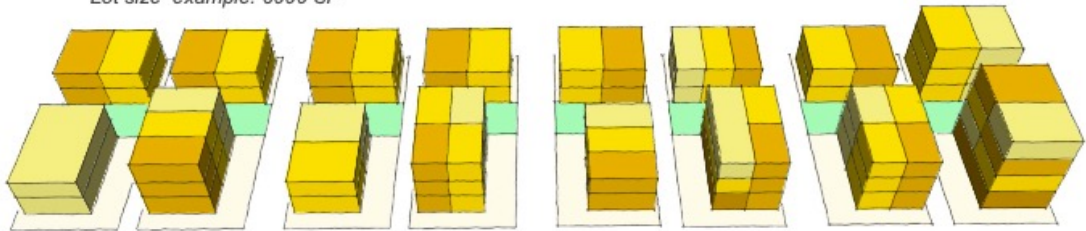
WESTCHESTER-PLAYA DEL REY Proposed Draft General Plan Land Uses (GPLU)

Proposed GPLU & Subareas	Proposed Density Base	Proposed Height Base (Stories/Feet)	Proposed Height Bonus (Stories/Feet)	Proposed FAR Base (Floor Area Ratio)	Proposed FAR Bonus (Floor Area Ratio)
Low Medium Residential					
WPDR: 1, 2, 3, 4, 5, 6	4L	3	no bonus	1.0	no bonus
Low Neighborhood Residential					
WPDR 7	4L	3	no bonus	1.0	no bonus
Medium Residential					
WPDR 8	10	3	5	1.5	2.5
Medium Neighborhood Residential					
WPDR: 9, 10	10	3	5	1.5	2.5

Density Options:

DENSITY	Corresponding Base FAR	Avg. Unit Size	Corresponding Base FAR	Avg. Unit Size
20	1.0	1,800 sf	1.25	1,400 sf
15	1.0	1,400 sf	1.25	1,000 sf
12	1.0	1,100 sf	1.25	800 sf
10	1.25	1,000 sf	1.75	850 sf

Lot size example: 6000 SF



Density: $\frac{1}{2000}$ = DZ 20
Base: 3 units
Bonus: 5 units

Density: $\frac{1}{1500}$ = DZ 15
Base: 4 units
Bonus: 6 units

Density: $\frac{1}{1200}$ = DZ 12
Base: 5 units
Bonus: 8 units

Density: $\frac{1}{1000}$ = DZ 10
Base: 6 units
Bonus: 9 units

Zoning in Translation

Density Base FA in Draft 2 Maps

Current vs New Code

New Zoning

AREA				TYPE	REGIONAL CENTER			DISTRICTS		
USE	Ground Floor	Commercial, e.g. Hotel, Local Entertainment venue, Community facilities, Hospital, Production Workshops, Large Format Retail								
	Upper Floor	Multi-Family Housing								
Proposed Draft 2	ZONE DISTRICT	HEIGHT (Stories)		FLOOR-AREA RATIO		RESIDENTIAL UNIT		FRONTAGE WIDTH		COMMERICAL SPACE MAX
	Density Base	Regular	Bonus	Base	Density Bonus	Average Size Min.	Density Bonus Min.	Regular	Density Bonus	Ground Floor Tenant Size
	FA	Unlimited	Unlimited	6	8.5	732 s/f	730 s/f	210'	280'	No Max
		Ground floor story opt 14'				Lot Area per Dwelling	Limited by Floor Area			

Existing Commercial Zoning

DEPARTMENT OF CITY PLANNING GENERALIZED SUMMARY OF ZONING REGULATIONS Updated March 2020



Table 1 – General Development Standards

Zone	Use	Maximum Height		Required Yards			Minimum Area		Min. Lot Width	Parking Required
		Stories	Feet	Front	Side	Rear	Per Lot	Per Dwelling Unit		
C1	Limited Commercial Local Retail Stores < 100,000 sq-ft, Offices or Businesses, Hotels, Hospitals and/or Clinics, Parking Areas, CR Uses except for Churches, Schools, Museums, R3 Uses	Unlimited (9)			For corner lots, lots adjacent to A or R Zone, or residential uses: 10% lot width; 5 ft max; 3 ft min; +1 ft for each story over 2 nd , up to 16 ft For other lots: not required; 3 ft min if provided	For residential uses or abutting A or R Zone: 15 ft; +1 ft for each story over 3rd; 20 ft max	Same as R3 Zone for residential uses; otherwise none		<div>See separate parking handout</div> <div>Bicycle Parking pursuant to Sec. 12.21 A.16 of the LAMC</div>	
C1.5	Limited Commercial C1 Uses – Retail, Theaters, Hotels, Broadcasting Studios, Parking Buildings, Parks and Playgrounds, R4 Uses						Same as R4 Zone for residential uses; otherwise none			
C2	Commercial C1.5 Uses; Retail w/ Limited Manufacturing, Service Stations and Garages, Retail Contr. Business, Churches, Schools, Auto Sales, R4 Uses			None	None for commercial uses; same as R4 Zone for residential uses at lowest residential story	Same as R4 Zone for residential uses at lowest residential story; otherwise none				
C4	Commercial C2 Uses with Limitation, R4 Uses									
C5	Commercial C2 Uses, Limited Floor Area for Manufacturing of CM Zone Type, R4 Uses									
CM	Commercial Manufacturing Wholesale, Storage, Clinics, Limited Manufacturing, Limited C2 Uses, R3 Uses		None for commercial uses; same as R4 for residential uses	Same as R3 Zone for residential uses; otherwise none						

Loading Space: Hospitals, hotels, institutions, and every building where lot abuts an alley. Minimum loading space is 400 sq-ft; additional space for buildings > 50,000 sq-ft of Floor Area. None for apartment buildings < 30 units, in accordance with Section 12.21 C.6 of the LAMC.

Source(s):
https://planning.lacity.org/odocument/eadcb225-a16b-4ce6-bc94-c915408c2b04/Zoning_Code_Summary.pdf

Zoning in Translation

SB9 New State Law = Automatic higher density on R1 lots

Note: this means anything bigger or taller than current zoning must apply for Variance from Planning. Stakeholder input possible during Planning’s study re approve/deny.

Single-Family Zone within Urban Area	The parcel must be zoned for single-family residential use, which includes the following zone districts: RE, RDL, RDM or RDH. The parcel must also be wholly within a Census-designated urban area.
Not Within Protected Resource Areas	The project site cannot be in a conservation area or hazardous waste site, and cannot contain protected species habitat, designated historic resources, prime farmland, farmland of statewide importance, wetlands, or conservation easements.
Consistent with Objective Standards	The project must be consistent with objective zoning, subdivision, and design review standards. Only reduced rear and side setbacks are allowed by SB9.
Not Within Hazard Areas	The project site cannot be in a Very High Fire Hazard Severity Zone (VHFHSZ) as designated by CalFire. Projects in other hazard areas may be permitted if it mitigates hazard(s) and meets Building Code standards.
Demolition Restrictions	The project cannot involve demolition of affordable housing or rental housing, and no more than 25% of exterior structural walls can be demolished if the site has had rental housing units in the last three years.
Long Term Rental Requirement	If the project creates a rental unit, it must be a long term rental (>30 days).
SB9 Land Divisions and Owner Occupancy	Parcels are not eligible for an SB9 land division if they were created by a previous SB9 urban lot split. A new lot cannot be less than 40 percent of the size of the existing lot. Property owners are also required to occupy one of the lots as their primary residence for a minimum of three years.

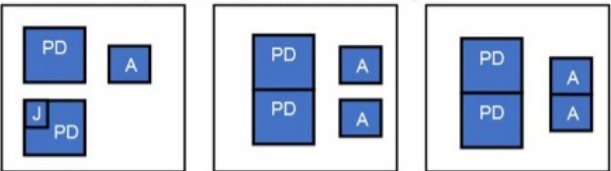
Related Analytical Issue(s)

- Stakeholder background
- State law change: R1 no longer a “single home” zone anywhere in California.

How many housing units are allowed for SB 9 projects?

SB9 allows for up to four units per eligible single-family zoned parcel, in the following combinations:

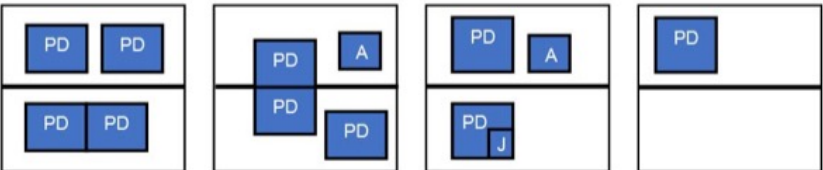
SB 9 Development Options: no lot split



PD = primary dwelling
A = accessory dwelling unit (ADU)
J = junior accessory dwelling unit (JADU)

SB 9 Development Options: lot split

Lot splits can include development of one or two PDs per lot, one PD + one ADU or JADU per lot, or no development on one lot.



PD = primary dwelling
A = accessory dwelling unit (ADU)
J = junior accessory dwelling unit (JADU)

A more detailed overview of SB9 available here: https://abag.ca.gov/sites/default/files/documents/2022-08/Senate_Bill_9%20_Overview_07-18-2022.pdf

Zoning in Translation

SB9 New State Law / Another Graphic from Ad Hoc Committee Tutorial

SENATE BILL 9 (SB 9): AN OVERVIEW

WHAT IT IS AND HOW IT IMPACTS RESIDENTIAL LAND USE

Senate Bill 9 (SB 9) is a new California State Law taking effect **January 1, 2022**.

SB 9 changes existing density limits in single-family zones. Similar to previous state legislation on Accessory Dwelling Units (ADUs), SB 9 is intended to support increased supply of starter, modestly priced homes by encouraging building of smaller houses on small lots.

SB 9 WAIVES DISCRETIONARY REVIEW AND PUBLIC HEARINGS FOR:

BUILDING TWO HOMES
ON A PARCEL IN A SINGLE-FAMILY ZONE

&

SUBDIVIDING A LOT INTO TWO
THAT CAN BE SMALLER THAN REQUIRED MIN. SIZE

Used together, this allows **4 HOMES** where 1 was allowed before.

SB 9 CAN BE USED TO: Add new homes to existing parcel • Divide existing house into multiple units • Divide parcel and add homes

WHAT IT CAN MEAN FOR DEVELOPMENT OF NEW HOMES

Illustrations are based on a preliminary analysis of the law. Details are subject to change and are for informational purposes only.

	VACANT LOT	LOT WITH SINGLE-FAMILY HOME	LOT WITH NONCONFORMING DUPLEX ¹	LOT WITH SINGLE-FAMILY HOME AND AN ADU
BEFORE	A1 No units	B1 1 PRIMARY UNIT	C1 2 PRIMARY UNITS	D1 1 PRIMARY UNIT + 1 ADU/JADU ²
ADD UNITS, NO LOT SPLIT	A2 Up to 2 PRIMARY UNITS + Up to 2 ADUs/JADUs ³	B2 Up to 2 PRIMARY UNITS ⁴ + Up to 2 ADUs/JADUs ³	C2 (No additional units) ⁵	D2 Up to 2 PRIMARY UNITS ⁴ + 1 ADU/JADU ³
ADD UNITS AND LOT SPLIT	A3 Up to 4 TOTAL UNITS	B3 Up to 4 TOTAL UNITS	C3 Up to 4 TOTAL UNITS	D3 Up to 4 TOTAL UNITS

USING SB 9 WITHOUT A LOT SPLIT:

- Without a lot split, SB 9 does not limit the number of ADUs or JADUs (B2, D2) - but other laws might.

USING SB 9 WITH A LOT SPLIT:

- SB 9 does not require jurisdictions to approve more than 4 units total, including any ADUs/JADUs.

SINGLE-UNIT DEVELOPMENTS

SB 9 can be used to develop single units - but projects must comply with all SB 9 requirements.

¹ Legally constructed but not currently permitted. Check your local ordinance for nonconforming use policies.

² Junior Accessory Dwelling Units (JADUs) are small (max. 500ft²) rentable units within a single-family structure. See your jurisdiction's specifications for more details.

³ The exact number and type of ADUs/JADUs allowed should be confirmed based on project specifics.

⁴ Added primary unit can be new construction or a split of the existing house.

⁵ Check local nonconforming use rules for more information about ADUs/JADUs.

THIS DOCUMENT DOES NOT CONSTITUTE LEGAL ADVICE OR OPINIONS REGARDING SPECIFIC FACTS. FOR MORE INFORMATION ABOUT SB 9, PLEASE CONTACT YOUR OWN LEGAL COUNSEL.

Source(s):https://abag.ca.gov/sites/default/files/documents/2022-08/Senate_Bill_9%20_Overview_07-18-2022.pdf

ett - Stakeh

Reference Maps

Community Plan Update Draft 1 Maps (Planning & Community versions)

Community Plan Update Draft 2 Maps (Planning version only)

Reference Map

Planning Draft 2 Maps

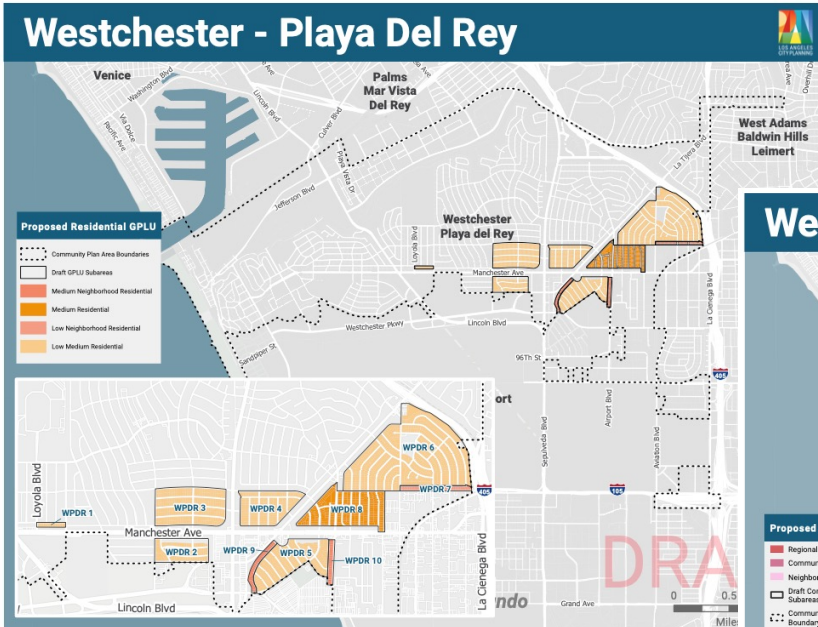
These maps are not incorporate into this Stakeholder Resource Book. But they are available by contacting KimberlyFox.LosAngeles@gmail.com. (Will provide you DropBox link)

Find map sets under

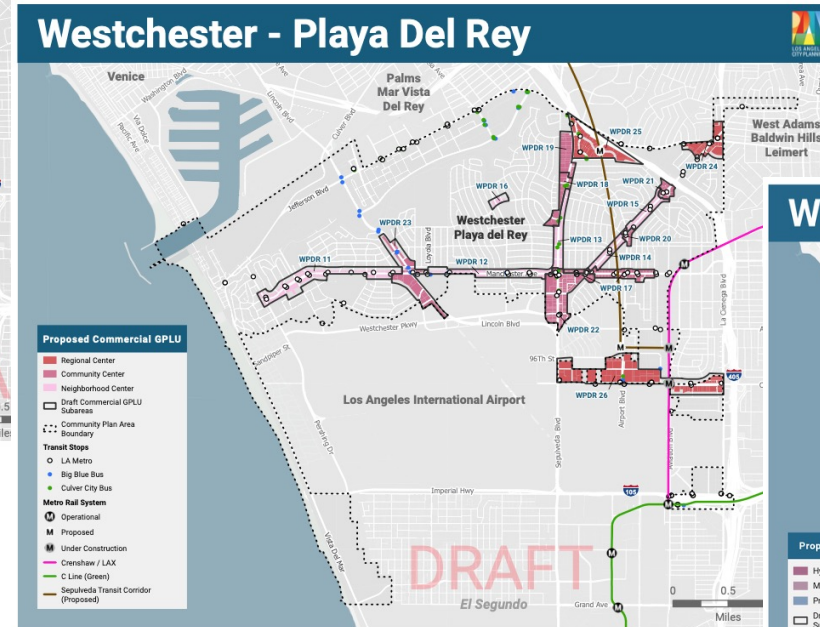
- *Response to Planning Workbook / Residential*
- *Response to Planning Workbook / Commercial*
- *Response to Planning Workbook / Industrial*

Related Analytical Issue(s)

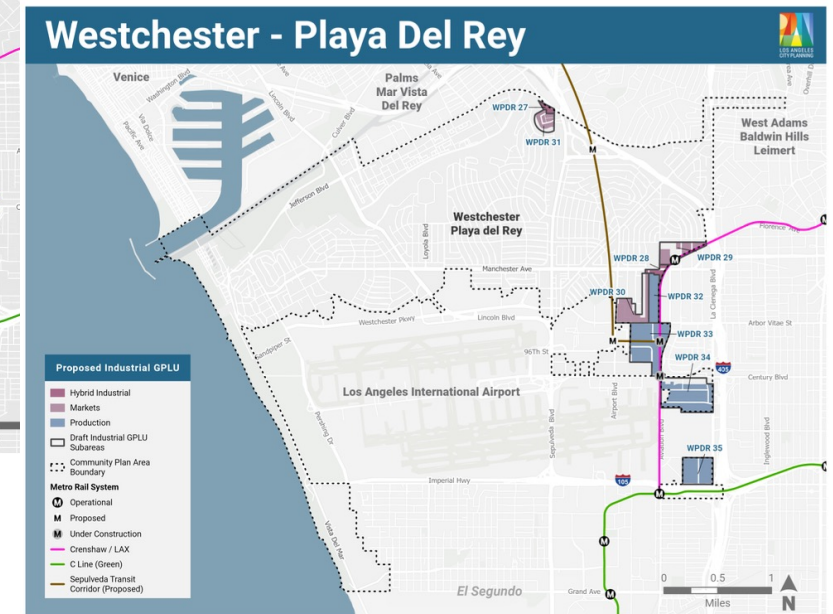
Workbook map format NCWP CPU Ad Hoc Committee will be using to generate it's response to Planning. Ideal for stakeholders (individuals, groups) to also use these Workbook Maps, so Planning is getting feedback in a consistent format.



Planning **Residential** Map Draft 2



Planning **Commercial** Map Draft 2



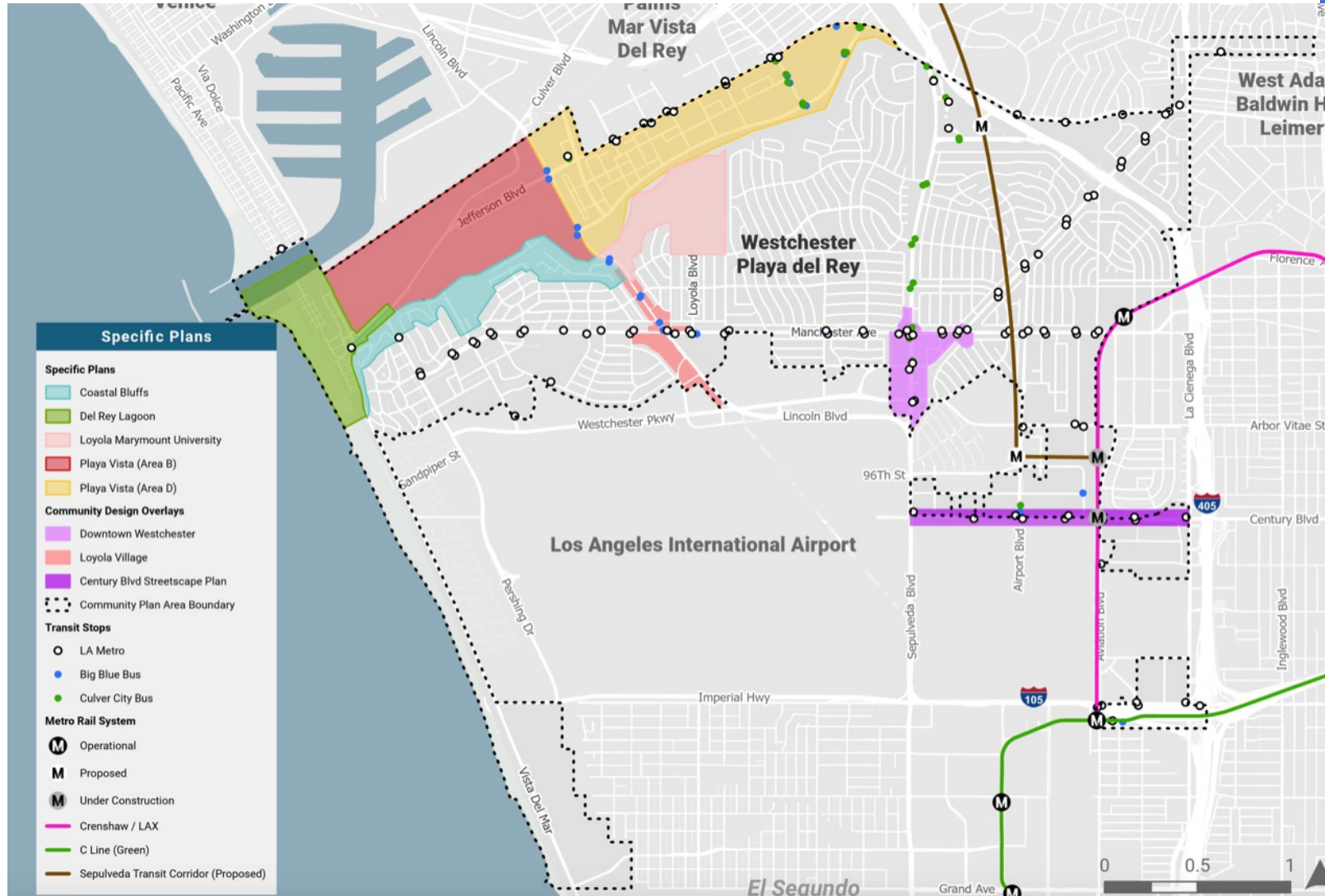
Planning **Industrial** Map Draft 2

Reference Map

NCWP Special Overlay Areas (Current)

Related Analytical Issue(s)

Awareness about existing Special Overlays that impact planning for future land use.



Reference Map

NCWP Transit-Oriented Communities Density Zoning Districts



Source(s): Current metro schedules + TOC Tiers data from Ordinance applied to ArcGIS Mapping (Cord Thomas, Geospatial Data Scientist)

Related Analytical Issue(s)

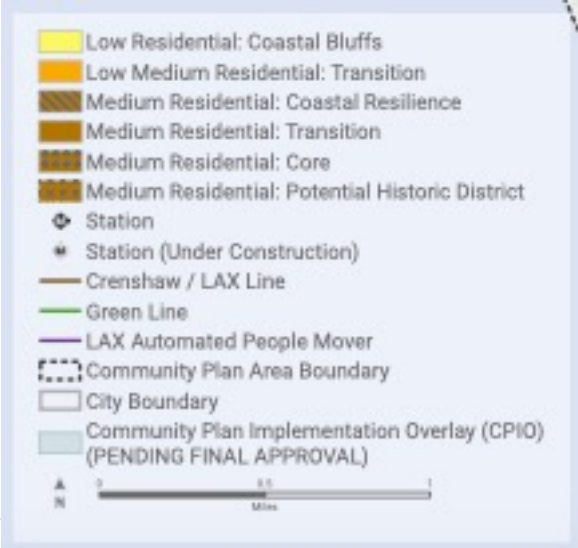
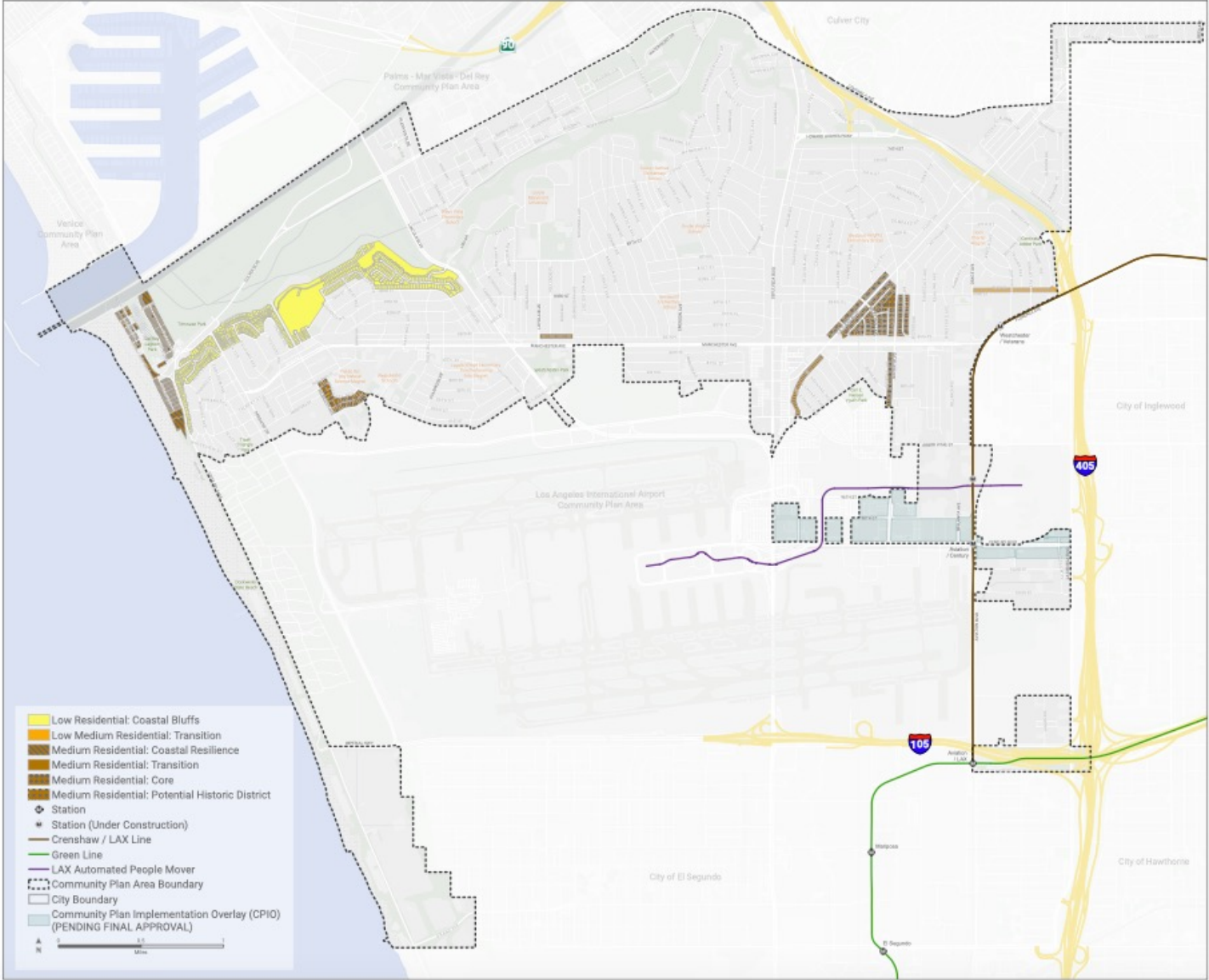
Awareness about existing Special Overlays that impact planning for future land use.

Planning Draft 1 Maps

NCWP Community Plan Update / Residential

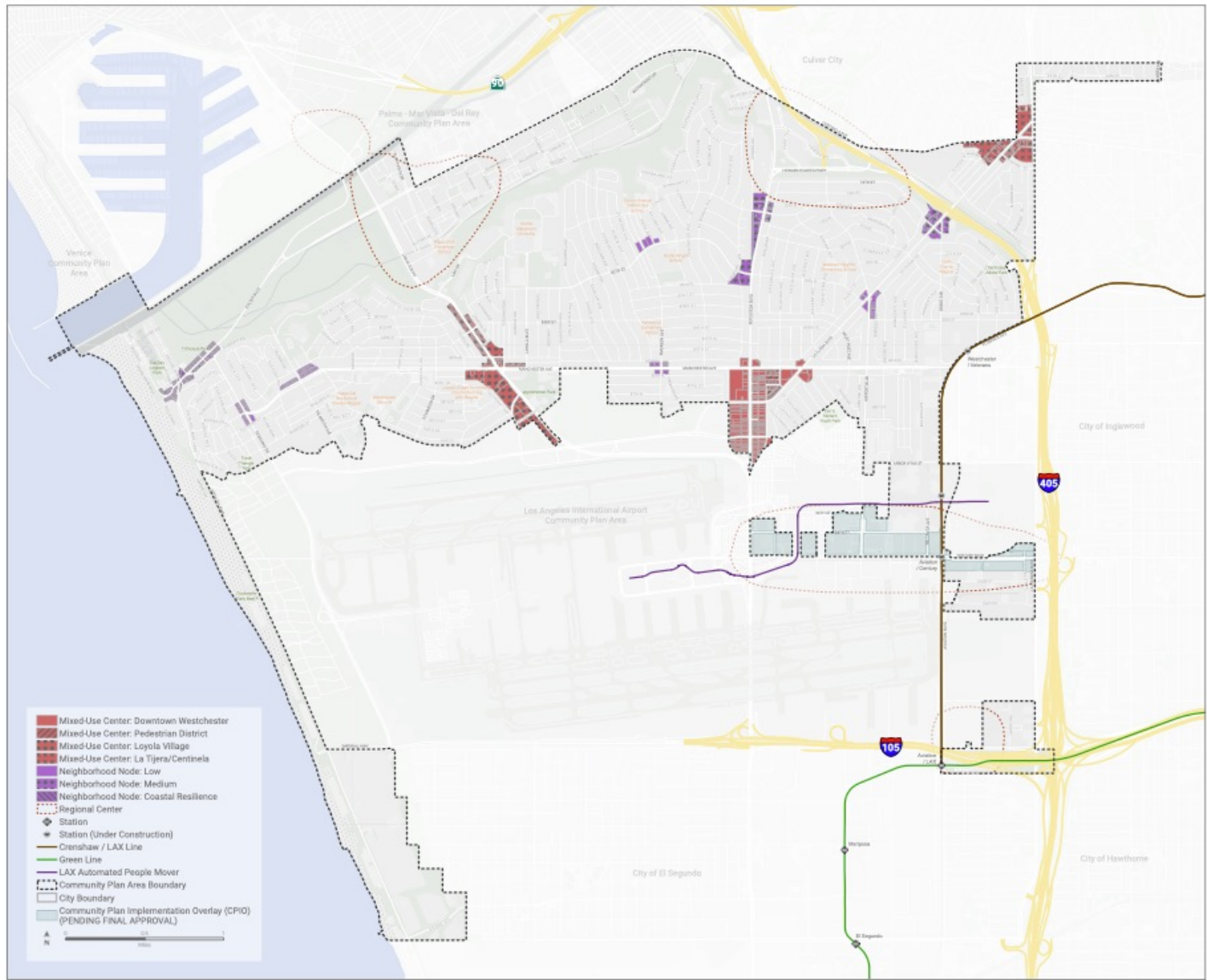
Related Analytical Issue(s)

Stakeholder background info about pre-COVID Community Plan Update (CPU) planning process.



Planning Draft 1 Maps

NCWP Community Plan Update / Commercial



Related Analytical Issue(s)

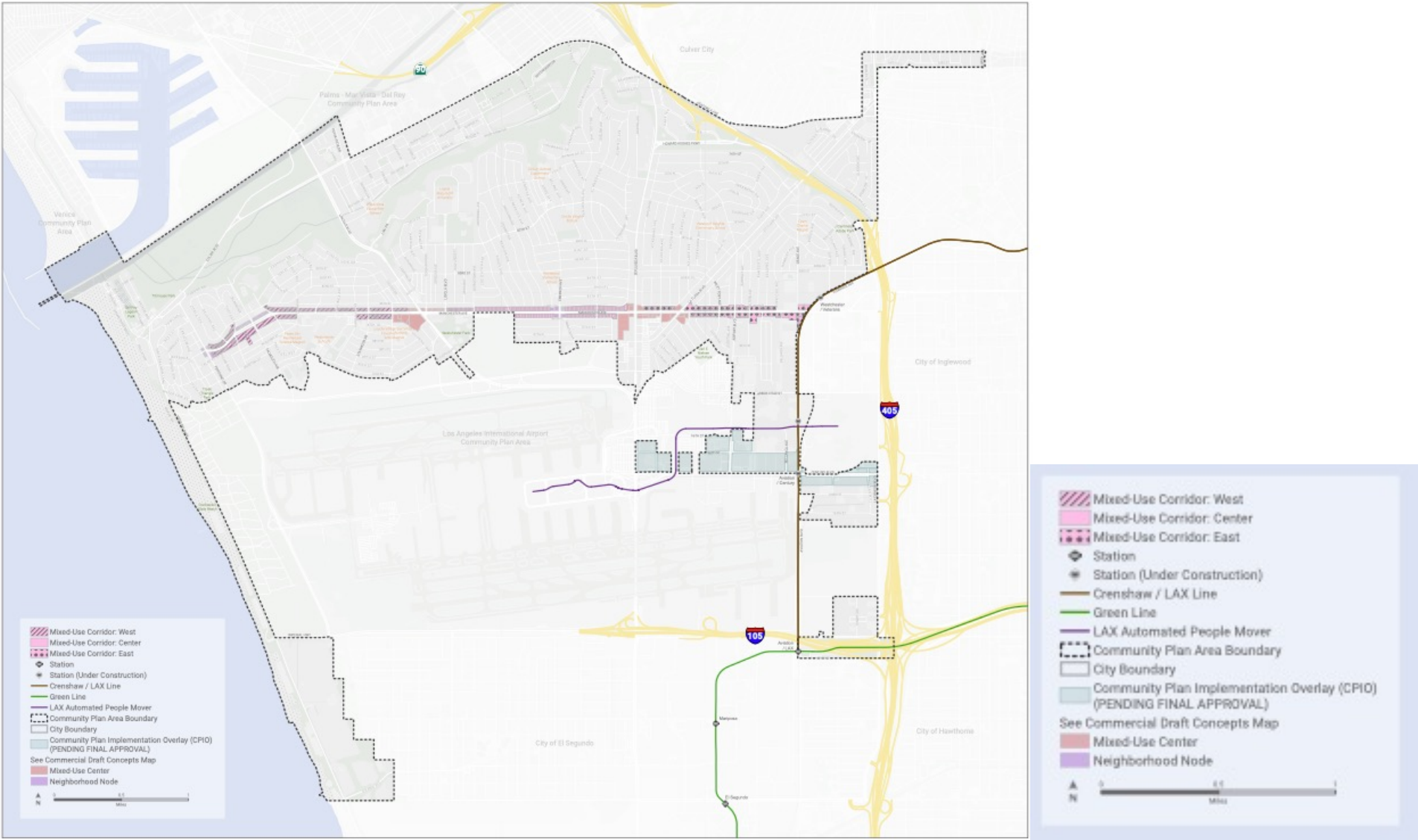
Awareness about previous Planning exercises relative to CPU process. (Note prior to adoption by Planning of new zoning codes for CPU process.)

Planning Draft 1 Maps

NCWP Community Plan Update / Manchester Corridor

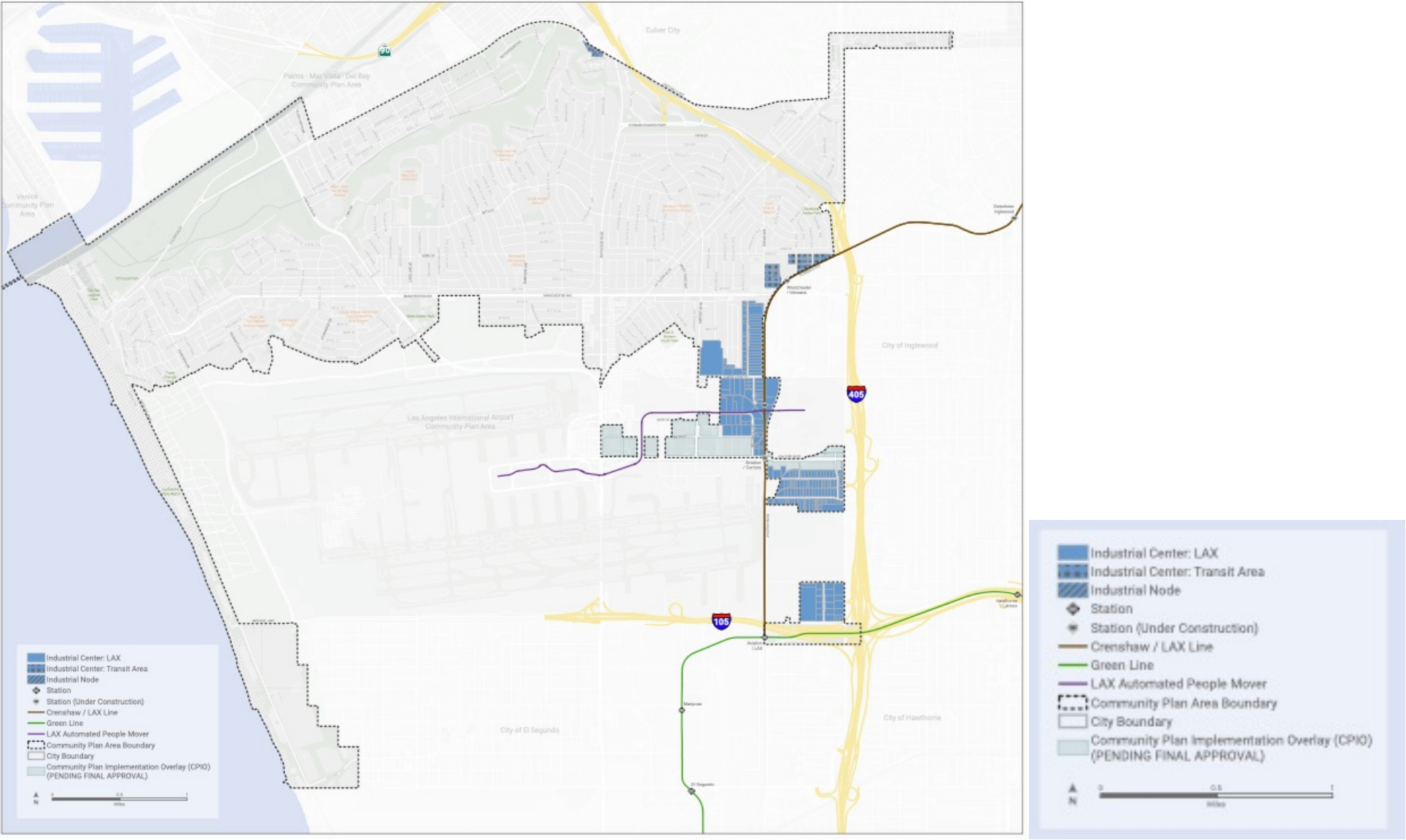
Related Analytical Issue(s)

Awareness about previous Planning exercises relative to CPU process. (Note prior to adoption by Planning of new zoning codes for CPU process.)



Planning Draft 1 Maps

NCWP Community Plan Update / Industrial



Related Analytical Issue(s)

Awareness about previous Planning exercises relative to CPU process. (Note prior to adoption by Planning of new zoning codes for CPU process.)