



Westchester Stakeholder Presentation

**Why Upzoning our Corridors Close to LAX is NOT a
Thoughtful Plan**

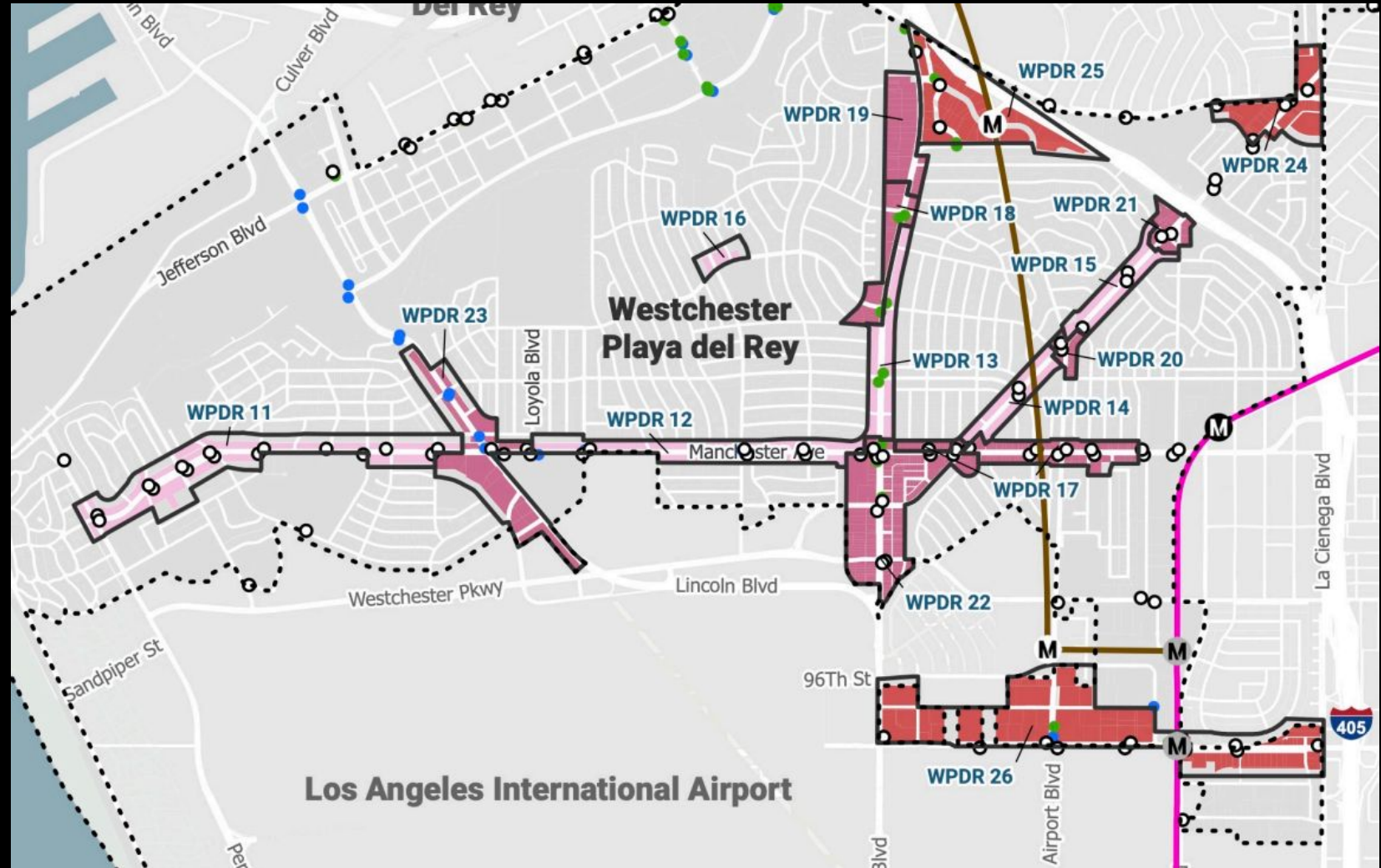


Purpose

- We are here to inform you about City Planning's proposed Commercial Plan and how it will affect our entire community. We are here to advocate for our neighbors who live in residential neighborhoods adjacent to the corridors of Sepulveda, Manchester, La Tijera and Lincoln.
- The ongoing \$30B LAX modernization is a significant change to roadways, terminals, and capacity for growth. These changes at LAX must be considered when planning for Westchester/Playa del Rey.

CPU DRAFT 2 COMMERCIAL MAP

- Upzoning residential streets with single family homes, duplexes, etc. to commercial mixed use for high density
- 17 AFFECTED RESIDENTIAL STREETS ADJACENT TO : Sepulveda, La Tijera, Manchester and Lincoln
- All of these corridors are access points to LAX.

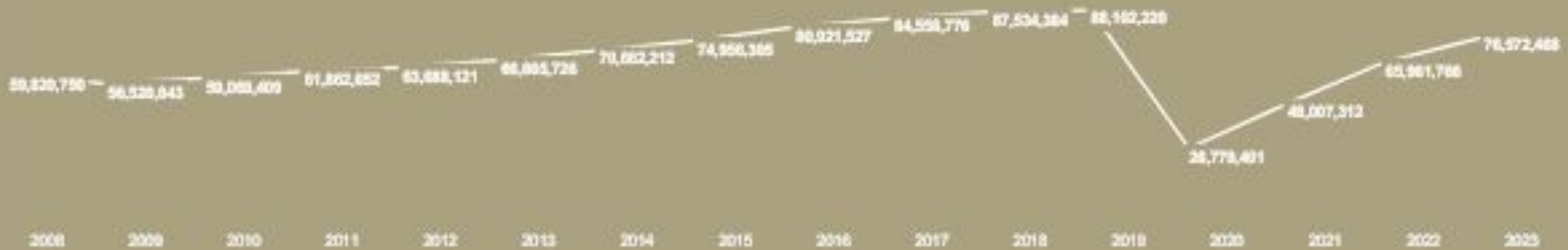




How Westchester/Playa is Already Impacted by LAX

- The corridors we use to traverse our community are the same corridors that all Angelenos use to access LAX
- Increases to Traffic, Noise and Pollution (that LAWA admittedly cannot mitigate for!)
- Lowest percentage of green space and canopy coverage in all of CD 11
- Additional burden placed on infrastructure and the environment

LAX TOTAL ANNUAL PASSENGERS



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.

LAX Operating Revenue FYTD March 2023 (\$ in '000s)

FYTD March 2023 LAX Operating Revenues are 0.8% Below Budget and 11.4% Above Pre-Pandemic Level



Operating Revenue (\$ in '000s)	FYTD 2023 Actual	FYTD 2023 Budget	Actual Compared to FYTD 2023 Budget Better/(Worse)		Actual Compared to FY 2019 Better/(Worse)	
			\$	%	\$	%
Aviation	943,274	966,125	(22,851)	(2.4%)	181,225	23.8%
Non-Aviation	326,812	314,219	12,593	4.0%	(50,823)	(13.5%)
Total Operating Revenues	\$1,270,086	\$1,280,344	(\$10,258)	(0.8%)	\$130,403	11.4%

LAX Modernization

1: North Airfield Improvements

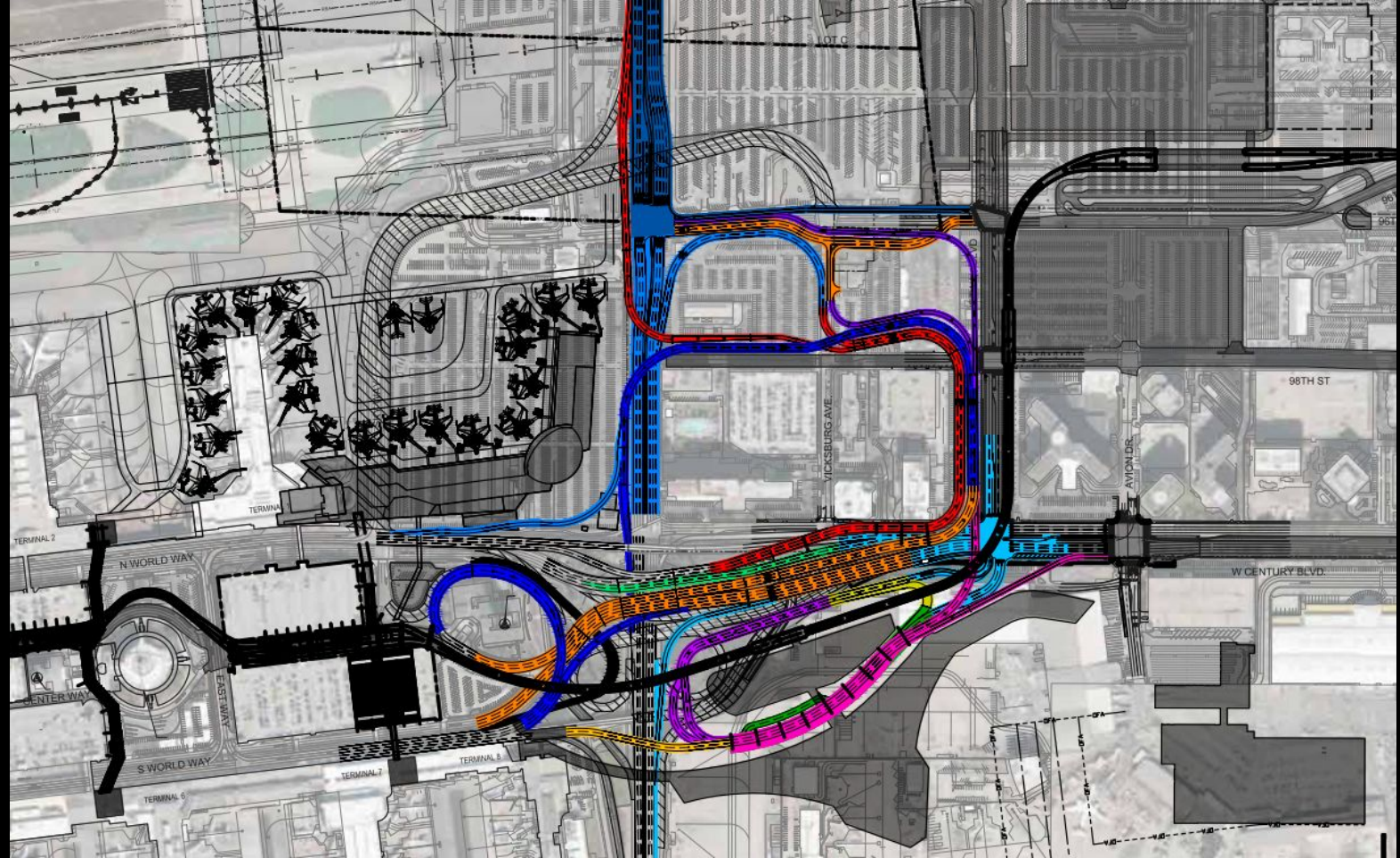
- Extension on west end of Taxiway D
- Relocation and configuration of runway exits from northernmost runway

2: New Terminal Facilities

- New Concourse 0 (6-9 new gates for Terminal 1)
- New Terminal 9 (12-18 new gates)
- Midfield Satellite Concourse (MSC) South – Extension of Tom Bradley International Terminal (8 new gates)

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)



LAX Modernization – EIR Traffic Impact – 2024 Forecast

- 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

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

Source: <https://cloud1law.a.app.box.com/s/ht9rdb9g7yiu494t5h7jxe5ng7zmqhks>

LAX Modernization – LAX ATMP Non-CEQA Transportation Assessment – 2028 Forecast

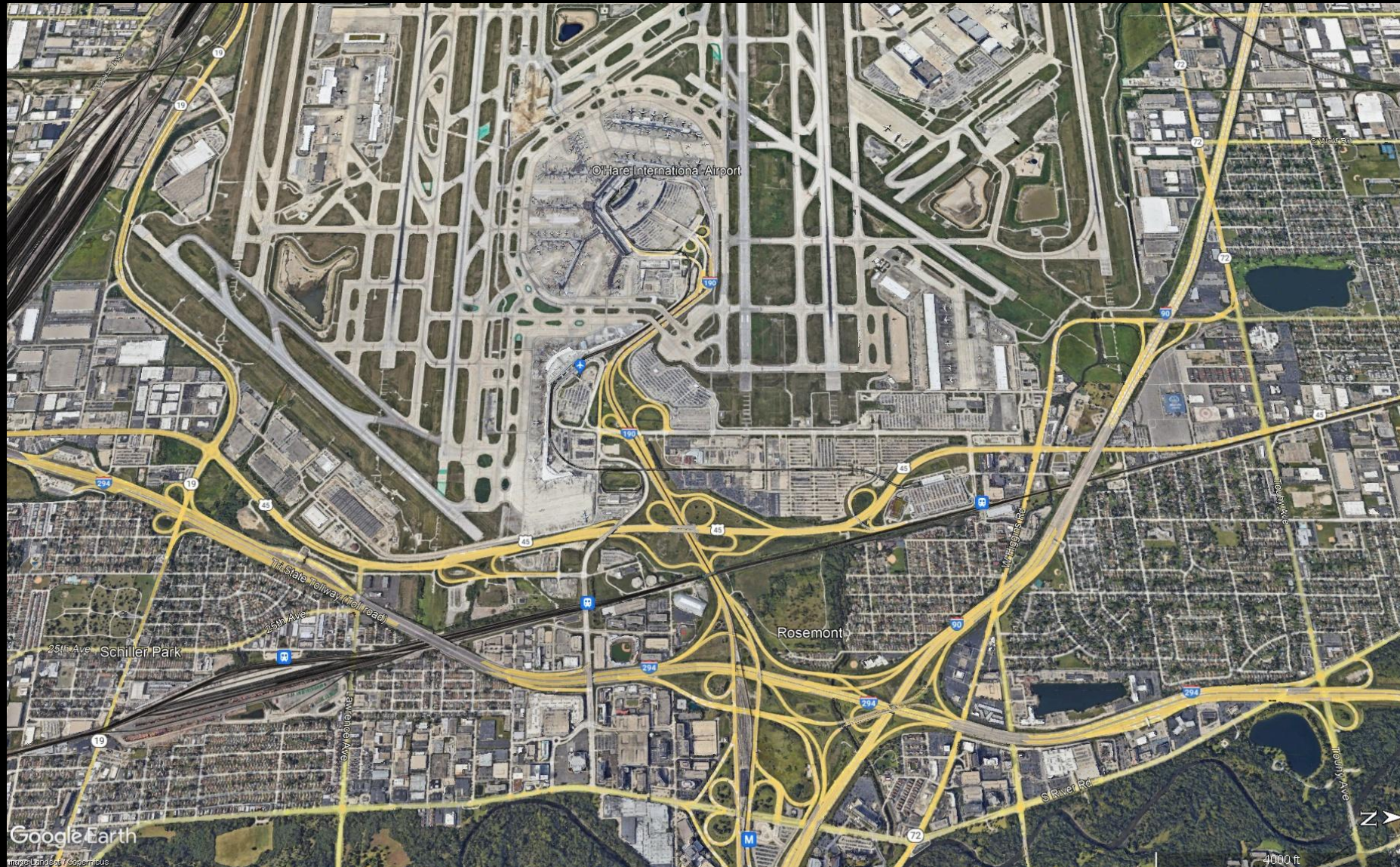
Level of Service (LOS)	LOS Definition ¹
A	Excellent. No vehicle waits longer than one red light and no approach phase is fully used.
B	Very good. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	Good. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	Fair. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	Poor. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Failure. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths

2028 with Project LOS				
Directional LOS (Lowest Rating)				
#	Study Intersection	Intersection Level of Service (AM/PM)	Directional LOS (Lowest Rating)	
			AM Peak Hour	PM Peak Hour
1	Sepulveday Boulevard/ Manchester Avenue	D/E	F	F
2	Sepulveda Boulevard/ La Tijera Boulevard	D/D	F	F
3	Sepulveda Boulevard/ Westchester Parkway	C/C	E	F
4	Sepulveda Boulevard/ Lincoln Boulevard	C/C	None	None
5	Sepulveda Boulevard/ 96th Street	F/F	F	F
6	Sepulveda Boulevard/ Century Boulevard	F/E	None	None
7	Sepulveda Boulevard (northbound)/ I-105 Westbound Off-Ramp	F/F	F	F
8	Sepulveda Boulevard/ Imperial Highway	D/E	F	F
9	Jetway Boulevard/ Westchester Parkway	C/E	E	F
10	Jetway Boulevard/ Century Boulevard	C/C	E	E
11	Airport Boulevard/ Westchester Parkway/ Arbor Vitae Street	D/C	C	C
12	Airport Boulevard/ 96th Street	D/C	F	E
13	Airport Boulevard/ Century Boulevard	F/E	D	C
14	Aviation Boulevard/ Century Boulevard	F/E	D	C
15	La Cienega Boulevard/ Century Boulevard	E/E	F	F

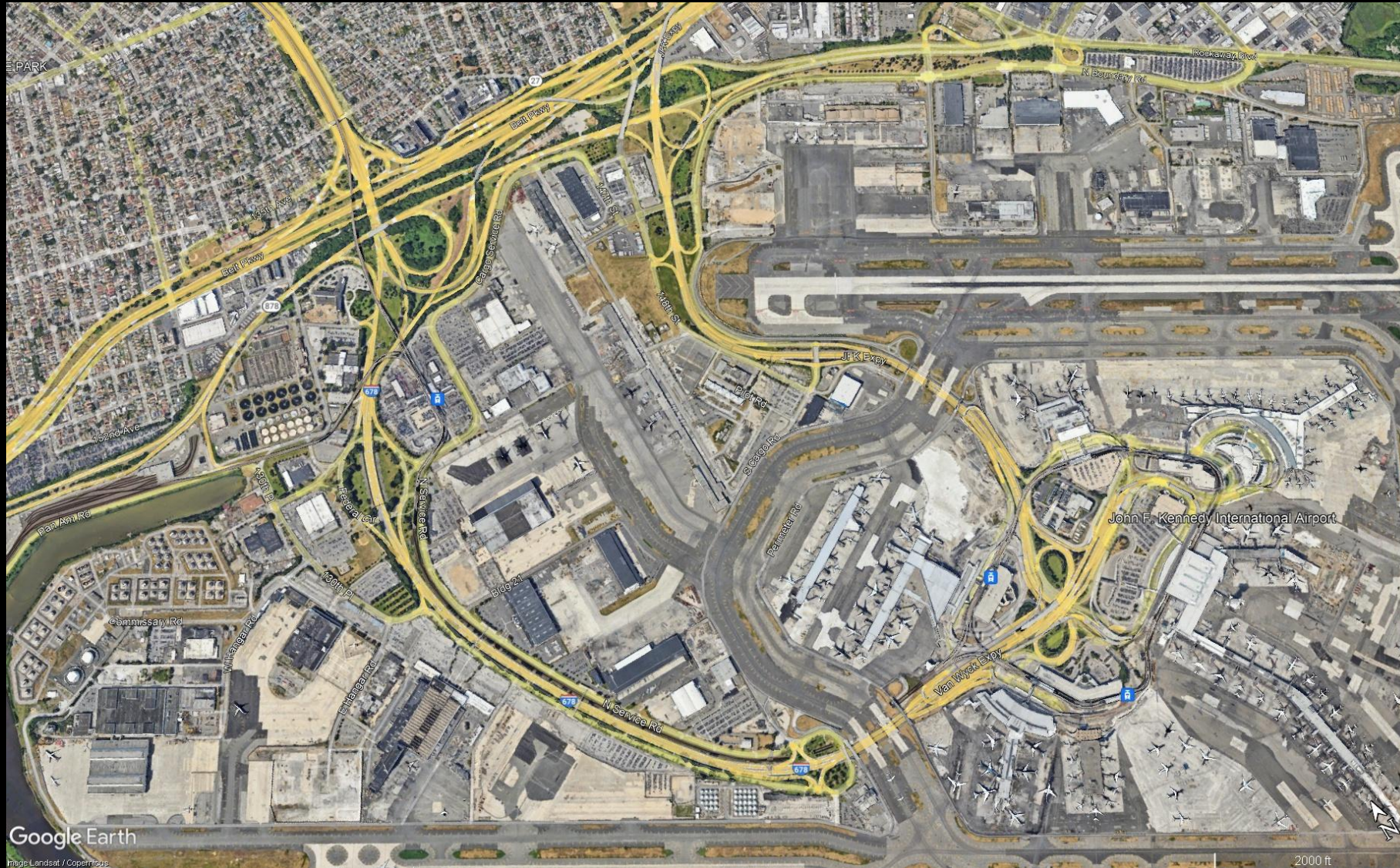
LAX Airport Corridors



Access to O'Hare International



Access to JFK International



LAX Future Expansion Projected Traffic Impacts

(LAWA ATMP Draft EIR)

Daily Vehicle Trips

2019: > 316,000

2028: > 408,000

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

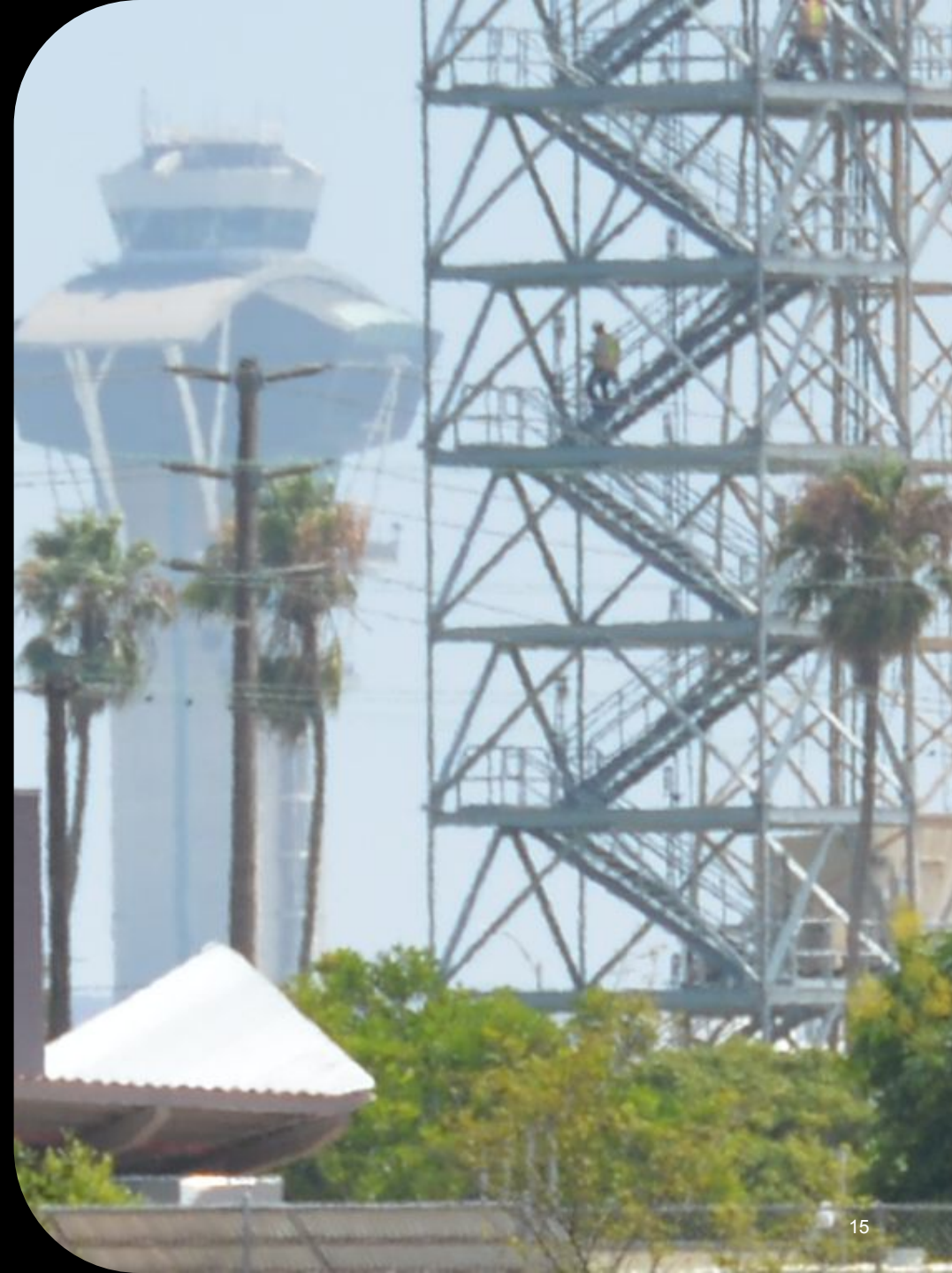
Summary of Projected VMT & Daily Trip Impact –
2019 Existing Conditions & 2028 Projected w/Project:

	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

LAX EIR MITIGATION

- LAX EIR states they cannot mitigate for negative impacts from modernization having to do with Traffic, Air Pollution and Noise
- It specifically states it cannot mitigate increased pollution from traffic, citing:
 - passenger Vehicle Miles Traveled (VMT)
 - short-term and long-term induced VMT
 - cumulatively considerable contribution to VMT impact

Source: <https://cloud1lawa.app.box.com/s/ht9rdb9g7yiu494t5h7jxe5ng7zmqhks>



Another LAX Impact: Westchester/Playa has lowest Canopy Coverage in CD 11

Westchester - 10%
Playa del Rey - 14.5%
Venice - 18.5%
Palms - 19.7%
Mar Vista - 20.57%
Brentwood - 27.74%
Pacific Palisades - 25.98%

MORE DEVELOPMENT = EVEN FEWER TREES



<https://www.treepeople.org/los-angeles-county-tree-canopy-map-viewer/>

Commercial Corridors



Commercial Corridors typically have the following characteristics:

- High volume of car traffic
- Street side parking with meters and/or time limits and peak traffic restrictions
- Consistent foot traffic
- Store front signage that is easily visible from the high traffic corridor

Westchester airport corridors are designed to distribute traffic to LAX from the 405 and support local resident commutes. Assumptions:

- LADOT will reject a traditional approach to corridor facing store fronts and adding street side parking, etc
- This will force commercial ground floor entrances and signage to be residential facing on residential streets
- There's no value to placing commercial on a high traffic corridor when the traffic can't see the commercial location(s)

Where is this demand for commercial coming from?

LA City planning is proposing the addition of millions of square feet for ground floor commercial along corridors primarily intended to move cars to LAX that typically don't have time to stop.

Meanwhile:

- Over 18,000 square feet of ground floor commercial is currently proposed for the “Pep Boys Project” at Manchester and La Tijera.
- LAWA is planning to add 470,000 square feet of commercial mixed-use north of Westchester Blvd and west of Sepulveda Blvd as part of the Northside project (northwest of In-N-Out)
- We have multiple commercial vacancies at Truxton & Manchester, Ralphs/CVS at Sepulveda Blvd and Drollinger Way, and more.



Haphazard Commercial Upzoning Vs. Planned Community

Parcel-by-parcel Approach to upzoning the corridors (as proposed by City Planning) Versus Planned Community:

1. Single family homeowners will have to sell to developers over time.
2. Those lots that are purchased by developers will have distinct approaches to development, based on their limited footprints.
3. Some lots may have 8-16 units on a lot and be 10-15 high, another might be a gas station or a store, right next to a single-family home or a duplex.
4. “gentle transitions?”



Conclusion

- Upzones 666 dwellings and 600 homes directly facing upzoning = 1200 Affected Homes to Commercial Upzoning
- Places high density Commercial use on airport impacted corridors and intersections
- Adversely affects existing RSO (rent control) and affordable housing
- Potential for high density Commercial Mixed Use for up to 15 stories with no gentle transition
- It does not meet Planning's "stated" guidelines for "gentle transitions" between low residential and high rise density
- No added green space which we are already lacking
- The City of Los Angeles must consider LAX modernization and growth when planning increased density in Westchester/Playa del Rey
- We strongly recommend rejecting the commercialization of airport corridors



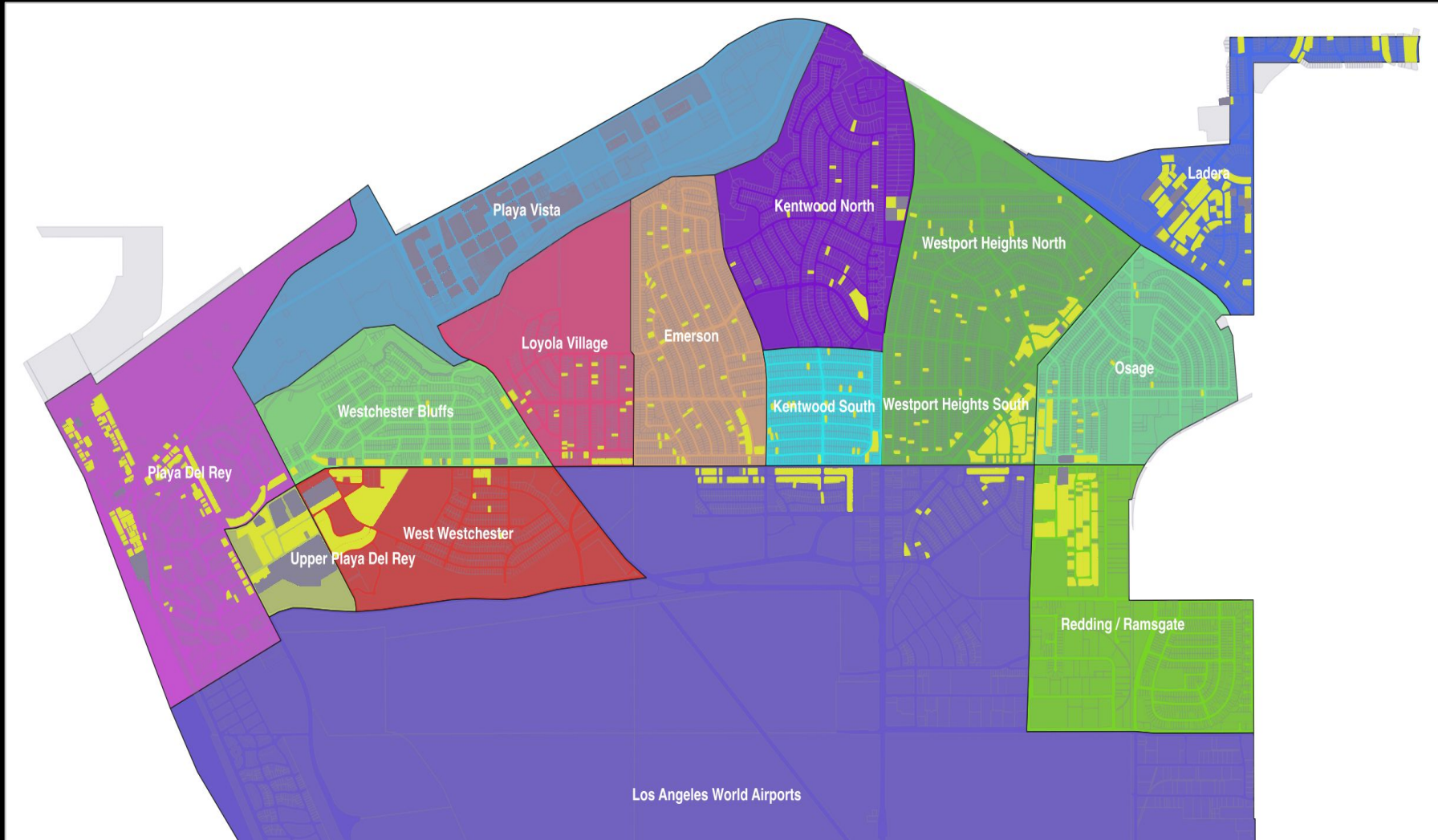


Thank You!

Appendix

Rent Stabilization Ordinance (yellow areas are RSO)

Existing NCWP Units

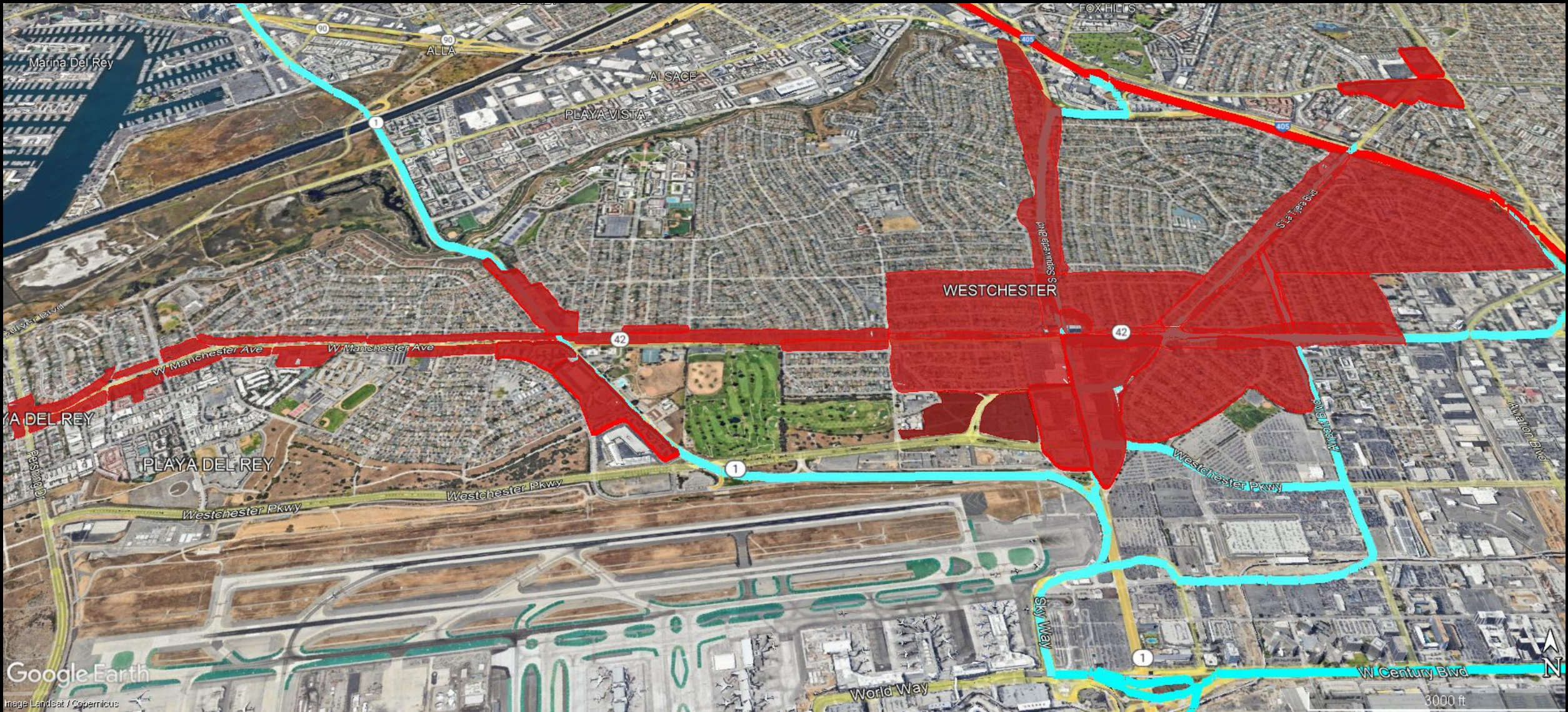


What is RSO?

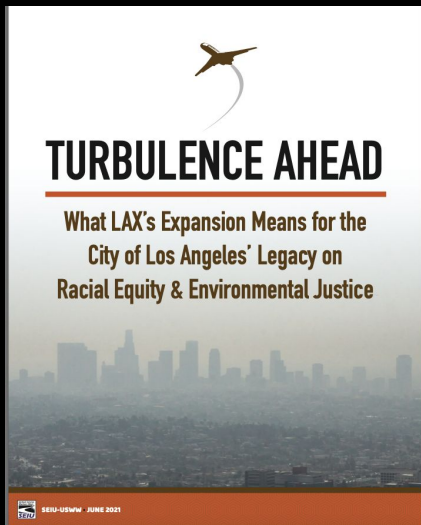
RSO is rent control which applies to rental properties that were first built on or before October 1, 1978, as well as replacement units under LAMC Section 151.28.

The Commercial Draft 2 map upzones a high percentage of areas along the corridors with high concentration of RSO and affordable housing. These areas deserve protection from displacement.

CPU DRAFT 2 – City Planning Proposed Commercial & Residential Upzoning Combined Visual



LAX Impact on Air Quality: Emissions Data



“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.”

Source:

<http://www.seiu-usww.org/wp-content/uploads/2021/06/turbulenceahead.pdf>

June 2021

Commercial Map - What it Actually Means

Residential zoned Parcels Up-Zoned + Directly Adjacent

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

Stakeholder Data

**** This presentation was produced by Stakeholders who did parcel counts by hand on Zimas.
Counts are approximate.