



Neighborhood Council of Westchester Playa

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January 14, 2025

Honorable Paul Krekorian, Councilmember
Honorable Nithya Raman, Councilmember
Honorable Katy Yaroslavsky,
Councilmember
Honorable Bob Blumenfield,
Councilmember
City of Los Angeles
200 N. Spring Street

Honorable Traci Park, Councilmember CD
11 / traci.park@lacity.org
Trey Grogan, Westchester / Playa Field
Deputy / trey.grogan@lacity.org

RE: [CF 23-0623](#) Relief from ED-1, either as a revision or addendum to the existing Directive

The Neighborhood Council of Westchester Playa has voted against supporting CF: 23-0623 Executive Directive No. 1 (ED 1) / Expedition of Permits and Clearances / Temporary Shelters / Affordable Housing / Codification of Provisions, unless modified for relief from ED-1, either as a revision or addendum to the existing Executive Directive 1 with following conditions.

While Executive Directive #1 ("ED-1 ") has accelerated the development of much needed affordable housing, the Directive has also revealed significant challenges. We find that additional guardrails are urgently needed in the Westchester Playa boundary area, for the reasons set forth below.

LAX is responsible for billions of dollars of revenue for the City of Los Angeles each year. Access to the facility is critical. Westchester Playa is the undisputed "Gateway To LAX." Our community area has historically experienced very heavy volumes of traffic to and from LAX every day of the year, but particularly on weekends and holidays. Our community supports LAX and we know it will play a big role for the Olympics and other high profile events in coming years.

Our community area is also considered part of the highly coveted Westside. As one of the few beach and beach-adjacent communities without exemptions under ED-1 (along with a high volume of easy to demolish parking lots), our community has been targeted by developers with a significant volume of proposed ED-1 projects. Other high resource Westside communities like Pacific Palisades, Brentwood, Venice and Playa del Rey are largely off the table to developers with varying exemptions within the Directive.

Westchester being targeted by ED-1 developers leads to an important challenge for LAX, Los Angeles and our community. It is simply illogical to believe that over 1000 units can be built right on Sepulveda Boulevard mere feet from the entrance of LAX, and not impact ingress and egress to LAX, let alone what this volume of units will do to our small community. One thousand units will likely mean at least 2000 more cars on Sepulveda

and our surrounding streets, interfering with LAX traffic and creating an unfair burden on our small community. We also have almost 1000 market rate units approved in the pipeline right now in the same immediate area.

The timing could not be worse. If these ED-1 projects are allowed, construction will undoubtedly clash directly with the Olympics. Construction of the ED-1 units will certainly clash with the market rate unit construction. LAX will be virtually unapproachable from the south and the east for years.

Additionally, the volume of ED-1 projects in the pipeline for Westchester's downtown area is an unjust allocation of low resource housing in a medium resource area. ED-1 developers will not be required to make any infrastructure improvements at a time when our infrastructure (infrastructure shared with LAX) is already distressed and crumbling, and the city's budget will be in a state of distress for a long time to come, virtually guaranteeing no city support for propping up our infrastructure.

For the foregoing reasons, we are asking for the following relief from ED-1, either as a revision or addendum to the existing Directive:

- Implement a moratorium on all ED-1 projects within 2.5 miles of LAX until after the 2028 Olympics
- Implement a distance rule between approved projects to prevent clustering of ED-1 projects, resulting in low-income enclaves and promote equitable distribution
- Cap ED-1 projects to 500 units per zip code until all other zip codes are exhausted
- Adopt a full exemption of all ED-1 projects within a 1 mile circumference of LAX for safety and social equity reasons (particularly regarding airport pollution)

We believe these guardrails will make the overall ED-1 program stronger, as well as preserve access to LAX at a time when the whole world will be watching Los Angeles.

Respectfully,

Signed by:

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Paula Gerez
President

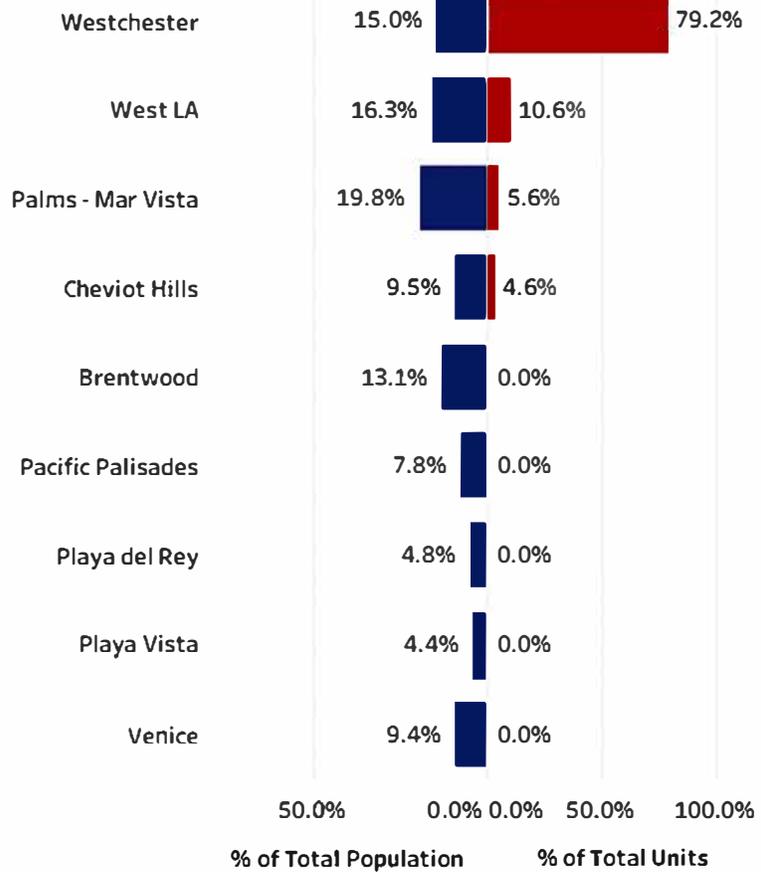
ED 1 Projects in Los Angeles Council District 11

Westchester is just 15% of the population in CD 11, but slated to take on 79% of ED 1 (fast-tracked low-income and homeless housing) units.

Planned ED 1 Units in CD11

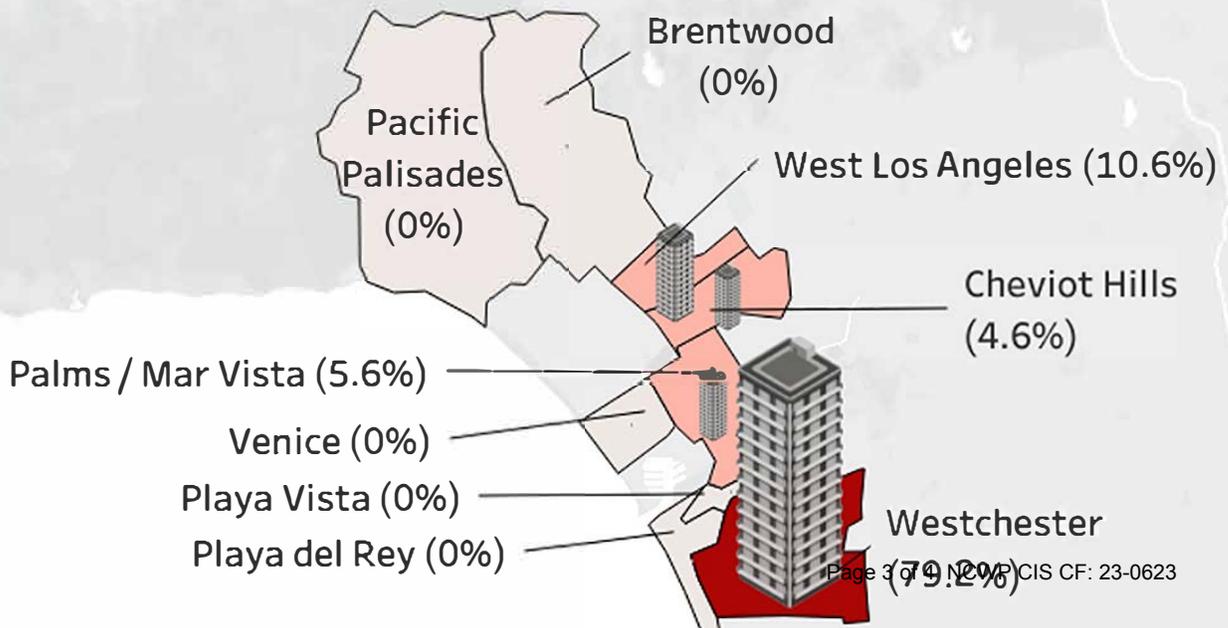
Westchester	Total	1,392
	9033 S Ramsgate Ave	116
	8911 S Ramsgate Ave	79
	8820-8844 S Sepulveda Bl..	333
	8819 S Sepulveda Blvd	413
	8814-8818 S Sepulveda Bl..	130
	8813 S Sepulveda Eastway	154
	8615 S Ramsgate Ave	80
West LA	Total	187
	1723 S Colby Ave	143
	11418 W Missouri Ave	44
Palms - Mar Vista	Total	99
	4360 S McLaughlin Ave	39
Cheviot Hills	Total	80
	2481 S Sawtelle Blvd	42
Brentwood	2245 S Amherst Ave	38
	No ED1 Projects	0
Pacific Palisades	No ED1 Projects	0
Playa del Rey	No ED1 Projects	0
Playa Vista	No ED1 Projects	0
Venice	No ED1 Projects	0

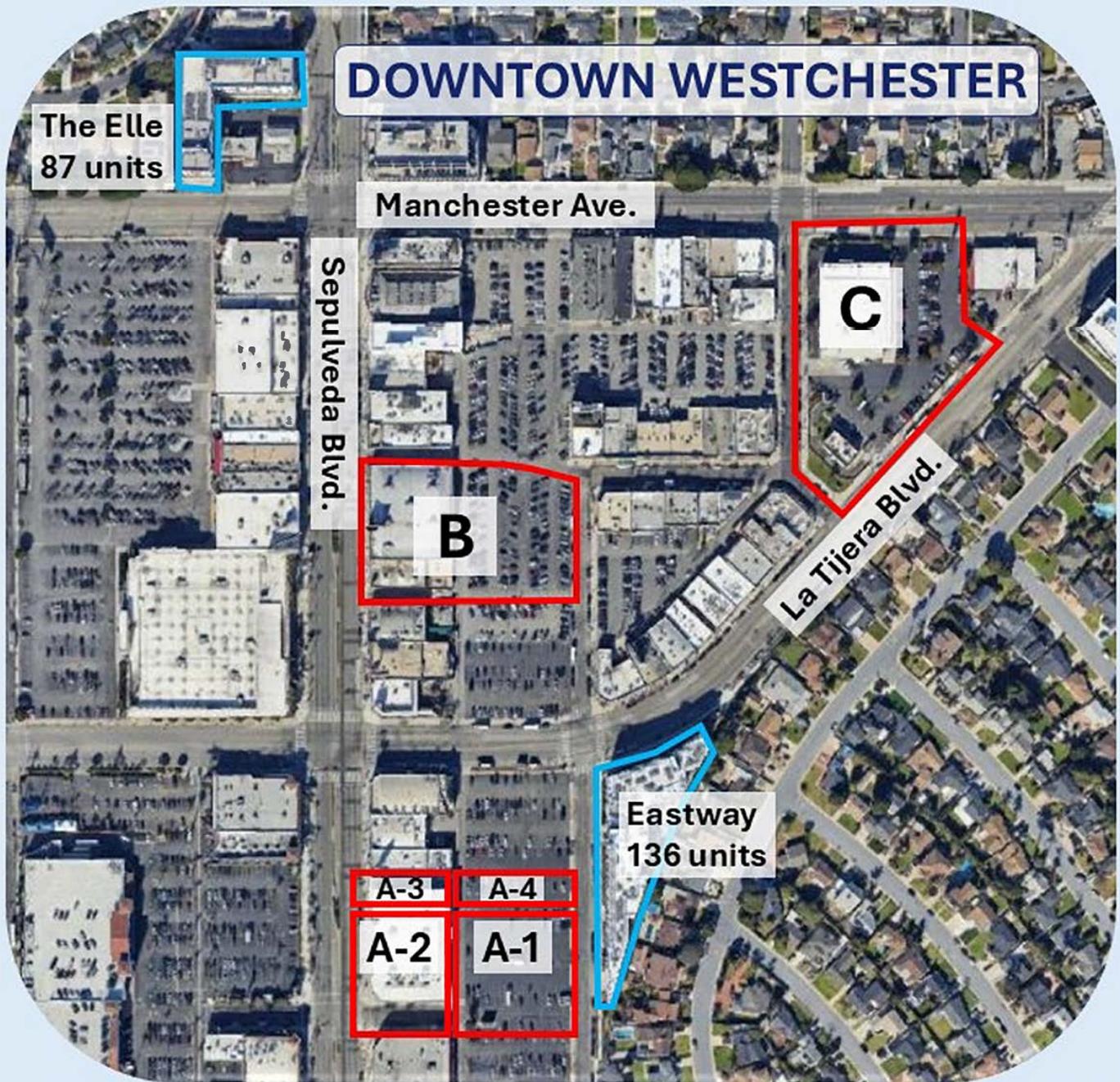
% of Population vs % of Planned ED 1 Units



ED1 Pending and Approved (Case Summary): <https://planning.lacity.gov/project-review/executive-directive-1#resources>

ED1 Applications: https://ethics.lacity.gov/pdf/disclosure/CEC31/CEC31_15231.pdf





Developments in the pipeline in Downtown Westchester

- A-1 | 8-story, 413-unit affordable housing (ED 1) proposed to replace 154 parking spaces
- A-2 | 8-story, 334-unit affordable housing (ED 1) proposed at Bed Bath & Beyond
- A-3 | 9-story, 130-unit affordable housing (ED 1) proposed at Wells Fargo
- A-4 | 9-story, 154-unit affordable housing (ED 1) proposed to replace 44 parking spaces
- B | 7- & 8- story, 266-unit senior housing proposed to replace Staples and 147 parking spaces
- C | 8-story, 489-unit apartments with retail proposed to replace Pep Boys & Del Taco

Total = 1,786 new units in less than half a square mile