



Contact us/sign up:  
[www.harborgatewaynorth.org](http://www.harborgatewaynorth.org)  
P.O. Box 3723, Gardena, CA 90247  
310-768-3853 office  
[info@harborgatewaynorth.org](mailto:info@harborgatewaynorth.org)

## PLANNING AND LAND USE COMMITTEE Thursday August 28, 2025 at 7:00 pm

Held via Zoom meeting online or by telephone  
Zoom web link for this meeting is <https://us02web.zoom.us/j/86204703866>

Dial 1-669-900-6833 to join the meeting and then enter **webinar ID 862 0470 3866** and **press #** (press \*9 to request to speak, \*6 to unmute yourself)

Rosalie Preston, Chair  
Nanci Torres, Secretary

Committee Members  
Salim Mhunzi  
Arvie Powell  
Janeshia Robinson

Rebecca Rodriguez  
Dave Trejo  
Luetta Watson

Si requiere servicios de traducción, favor de avisar al Concejo Vecinal 3 días de trabajo (72 horas) antes del evento. Por favor contacte nosotros al (310) 768-3853 o por correo electrónico [info@harborgatewaynorth.org](mailto:info@harborgatewaynorth.org) para avisar al Concejo Vecinal.

IN CONFORMITY WITH THE OCTOBER 6, 2023 ENACTMENT OF CALIFORNIA SENATE BILL 411 (PORTANTINO) AND LA CITY COUNCIL APPROVAL ON NOVEMBER 1, 2023, THE HARBOR GATEWAY NORTH NEIGHBORHOOD COUNCIL MEETING WILL BE CONDUCTED VIRTUALLY.

Every person wishing to address the Board must **dial 1-669-900-6833**, and **enter 862 0470 3866** and then **press #** to join the meeting. When prompted by the presiding officer, to provide public input at the Neighborhood Council meeting the public will be requested to dial \*9 or use the Raise Hand option, to address the Board on any agenda item before the Board takes an action on an item. Comments from the public on agenda items will be heard only when the respective item is being considered.

### AGENDA

- 1) Welcome/call to order/roll call (quorum is 5 members)
- 2) General public comment on non-agenda items that are within the Neighborhood Council's subject matter jurisdiction. Each speaker will be allowed 2 minutes per speaker-press \*9 to request to speak, \*6 to unmute yourself
- 3) Approval of minutes from the July 29, 2025, Committee meeting **Vote**
- 4) Further discussion of a comment letter on the proposed 6-story, 111-unit apartment building with 85 parking spaces and 18 affordable units, 11516 S. Vermont Avenue, CPC-2025-2171-CU3-DB-VHCA; ENV-2025-2172-EAF, in District 6
- 5) Beginning review of the HGNNC Planning Vision Statement

- 6) Reports on other planning and land use issues
  - a) Prologis warehouse Vermont Redondo project: PLUM Committee in October
  - b) Harbor Gateway Community Plan update-PLUM Committee on August 26; Council File 25-0775
  - c) Arco gas station, 854 W. El Segundo Blvd. – re-opened August 18
  - d) Update on oil well issues
  - e) ED1 projects
    - i) 700 W. 120<sup>th</sup> Street
    - ii) 1134 E. 120<sup>th</sup> Street
    - iii) 11840 S. Central Avenue (plans completed for 70 unit, four-story)
  - f) SOLA Impact projects: 110 W. Imperial Highway (5-story, 120 units—application withdrawn April 2024) and 248 W. Imperial Highway (Administrative Closure March 2025)
  - g) SB 79—opposition supported by the Los Angeles City Council
  - h) Other Planning and Land Use issues

## 7) Announcements

Adjournment - next meeting date

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and upon request will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or services may be provided upon request. To ensure availability of services, please make your request at least 3 business days (72 hours) prior to the meeting by contacting the Department of Neighborhood Empowerment by calling (213) 978-1551 or email: [NCsupport@lacity.org](mailto:NCsupport@lacity.org)

### **Public Posting of Agendas -**

Neighborhood Council agendas are posted for public review as follows:

- 135<sup>th</sup> Street School, 801 W. 135<sup>th</sup> Street, Gardena, CA 90247
- [www.harborgatewaynorth.org](http://www.harborgatewaynorth.org)
- You can also receive our agendas via email by subscribing to L.A. City's [Early Notification System \(ENS\)](#)

### **Notice to Paid Representatives -**

If you are compensated to monitor, attend, or speak at this meeting, City law may require you to register as a lobbyist and report your activity. See Los Angeles Municipal Code Section 48.01 et seq. More information is available at [ethics.lacity.org/lobbying](http://ethics.lacity.org/lobbying). For assistance, please contact the Ethics Commission at (213) 978-1960 or [ethics.commission@lacity.org](mailto:ethics.commission@lacity.org)

### **Public Comment**

Comments from the public on other matters not appearing on the agenda that are within the Board's jurisdiction will be heard during the General Public Comment period. Please note that under the Brown Act, the Board is prevented from acting on a matter that you bring to its attention during the General Public Comment period; however, the issue raised by a member of the public may become the subject of a future Board meeting. Public comment is limited to two minutes per speaker, unless adjusted by the presiding officer of the Board.

### **SB 411 Updates:**

In the event of a disruption that prevents the eligible legislative body from broadcasting the meeting to members of the public using the call-in option or internet-based service option, or in the event of a disruption within the eligible legislative body's control that prevents members of the public from offering public comments using the call-in option or internet-based service option, the eligible legislative body shall take no further action on items appearing on the meeting agenda until public access to the meeting via the call-in option or internet-based service option is restored. Actions taken on agenda items during a disruption that prevents the eligible legislative body from broadcasting the meeting may be challenged pursuant to Section 54960.1.

The eligible legislative body shall not require public comments to be submitted in advance of the meeting and shall provide an opportunity for the public to address the legislative body and offer comments in real time.

Notwithstanding Section 54953.3, an individual desiring to provide public comment through the use of an internet website, or other online platform, not under the control of the eligible legislative body, that requires registration to log in to a teleconference may be required to register as required by the third-party internet website or online platform to participate.

(i) An eligible legislative body that provides a timed public comment period for each agenda item shall not close the public comment period for the agenda item, or the opportunity to register, pursuant to subparagraph , to provide public comment until that timed public comment period has elapsed.

(ii) An eligible legislative body that does not provide a timed public comment period, but takes public comment separately on each agenda item, shall allow a reasonable amount of time per agenda item to allow public members the opportunity to provide public comment, including time for members of the public to register pursuant to subparagraph (D), or otherwise be recognized for the purpose of providing public comment.

(iii) An eligible legislative body that provides a timed general public comment period that does not correspond to a specific agenda item shall not close the public comment period or the opportunity to register, pursuant to subparagraph (D), until the timed general public comment period has elapsed.

#### **Public Access of Records -**

In compliance with Government Code section 54957.5, non-exempt writings that are distributed to a majority or all of the board in advance of a meeting may be viewed at Harbor Gateway North Neighborhood Council office 205, 555 W. Redondo Beach Blvd., at our website: [www.harborgatewaynorth.org](http://www.harborgatewaynorth.org) or at the scheduled meeting. In addition, if you would like a copy of any record related to an item on the agenda, please contact our Secretary at (310) 768-3853 or email at: [info@harborgatewaynorth.org](mailto:info@harborgatewaynorth.org)

#### **Reconsideration and Grievance Process -**

For information on the NC's process for board action reconsideration, stakeholder grievance policy, or any other procedural matters related to this Council, please consult the NC Bylaws. The Bylaws are available at our Board meetings and our website [www.harborgatewaynorth.org](http://www.harborgatewaynorth.org)

**Harbor Gateway North Neighborhood Council**  
**Planning and Land Use Committee**  
**Held via Zoom meeting online or by telephone**  
**July 29, 2025**

**Present:** Rosalie Preston (Chair), Nanci Torres (Secretary), Salim Mhunzi, Arvie Powell, Janeisha Robinson, Rebecca Rodriguez, Dave Trejo, and Luetta Watson

**1) Welcome/call to order/roll call:** Previous Committee Vice Chair Rosalie Preston called the meeting to order at 7:08 p.m., followed by roll call, which determined that a quorum was present.

**2) Appointment of Committee officers**

**a) Chair:** It was moved by Arvie Powell, seconded by Dave Trejo, and passed 5-1(Watson)-0 to appoint Rosalie Preston as the Committee Chair.

**b) Vice Chair:** There were no interested Committee members.

**c) Secretary:** It was moved by Rosalie Preston, seconded by Arvie Powell, and passed 6-0-0 to appoint Nanci Torres as the Committee Secretary.

**3) General public comment on non-agenda items that are within the Neighborhood Council's subject matter jurisdiction:** There were none

(Janeshia Robinson entered the meeting at 7:41 p.m.)

**4) Approval of minutes from the July 1, 2025, Committee meeting:** It was moved by Luetta Watson, seconded by Arvie Powell, and passed 7-0-0 to approve the minutes as submitted.

**5) Comment letter on 700 W. 120<sup>th</sup> Street apartments – 50 units with no parking, ADM-2024-4937-DB-VHCA-ED1, with recommendation to the HGNNC Board:** This is an ED1 project under Mayor Bass's initiative to more quickly create housing in the City of Los Angeles. Unlike earlier ED1 projects which appeared on the Department of City Planning Department's Early Notification, the HGNNC only learned about this project when the Letter of Compliance was emailed to the Neighborhood Council on November 14, 2024. This was followed by a Notice of Demolition from the Building and Safety Department for demolition of the single family home and detached garage dated December 11, 2024. The Neighborhood Council then notified the neighborhood group of these notices. The Athens Blvd. Block Club has worked with a law firm, Finney Arnold LLP, to challenge the approval based on a failure to consider CEQA impacts of the project. This has resulted in a hold being placed on the demolition and building process. A court hearing on the case will be held on August 11, 2025. The letter will be submitted both for that hearing and to the Department of City Planning and the Mayor's office to document the Neighborhood Council's concerns for denying the Neighborhood Council the ability to comment in a timely manner on ED1 projects. The draft letter was screen-shared and read out.

(Rebecca Rodriguez entered the meeting at 7:30 p.m.)

Minor edits were suggested and wording from the third revision of the ED1 directive will be cited. It was moved by Arvie Powell, seconded by Luetta Watson, and passed 8-0-0 to recommend approval of the letter as corrected and amended to the HGNNC Board. A Special meeting of the Board will be set up for next week ahead of the August 11 court hearing.

**6) Further discussion of a comment letter on the proposed 6-story, 111-unit apartment building with 85 parking spaces and 18 affordable units, 11516 S. Vermont Avenue, CPC-2025-2171-CU3-DB-VHCA; ENV-2025-2172-EAF, in District 6, with possible recommendation to the HGNNC Board:** The current draft letter was screen-shared and various edits suggested. The comment letter will be addressed to the City Planner who has been assigned to handle the case, Hurtado. Since the applicant has still not submitted all of the required documents, the case is on hold and the Neighborhood Council has time to further refine the comment letter. Further discussion was tabled until the next PLU Committee meeting.

**5) Reports on other planning and land use issues**

a) **Prologis warehouse Vermont Redondo project:** Two appeals of the City Planning Commission approval of the Final EIR have been filed. A hearing before the City Council's PLUM Committee will be held in August or September.

b) **Update on oil well issues:** Unexplained water near a curb on 129th Street is still appearing. The water is suspected to be related to oil drilling from the Garner J1 well on 126<sup>th</sup> Street.

c) **Re-opening of Arco gas station, 854 W. El Segundo Blvd.:** The station has still not reopened due to delays with Building & Safety inspections. However, the station is now well-lit at night, which helps with safety issues at that corner.

d) **ED1 projects**

i) **1134 E. 120th Street:** No further updates.

ii) **11840 S. Central Avenue:** Still no sign of construction and meanwhile, the lot is covered with weeds.

e) **SOLA Impact projects: 110 W. Imperial Highway and 248 W. Imperial Highway.** No updates.

f) **Harbor Gateway Community Plan update:** Expected to go before the PLUM Committee in August/September. A Council File number has been assigned and so public comment can be made using 25-0775. When the exact date of the hearing is known, stakeholders are encouraged to take the afternoon off to attend in person to support it.

g) **Other Planning and Land Use issues:** Dave Trejo reported that the lot at 809 W. 165<sup>th</sup> Place, across from the Environmental Charter Middle School, of which he is Principal, remains undeveloped and vacant. This creates problems with graffiti, overgrown vegetation, and loitering by vagrants who are drinking in public. The lot was purchased by a developer to build apartments at the end of 2019. The Environmental Charter Schools tried to buy the property in 2021 but could not agree with the property owner on the price.

**6) Announcements:** Luetta Watson recommended that Committee members attend the NC PlanCheck meetings on the second Saturday of each month at 10 a.m., held via Zoom. The meetings provide information on Citywide planning initiatives and an opportunity to network with Planning Committee members from various Neighborhood Councils. At the last meeting it was announced that ministerial approvals by the Building and Safety Department will be moved to a new unit in the Department of City Planning.

Next meeting date: Thurs. August 28, at 7p.m. via Zoom (virtual meeting).

Meeting adjourned at 8:50 p.m.

Minutes taken by Nanci Torres, Secretary

DRAFT

Joan Jacobs - Chairperson  
Vice Chairperson - vacant  
Rosalie Preston - Secretary  
Majenni Nixon - Treasurer  
Ronald Robinson – District 1 Representative  
District 2 Representative - vacant  
Dave Trejo - District 3 Representative  
Arvie Powell - District 4 Representative  
Eva Cooper Pace - District 5 Representative



Marvin Bell - District 6 Representative  
Barbara Tyson-Frazier - District 7 Rep  
Shirley Johnson - District 8 Representative  
Community Org. Rep – vacant  
Jackie Jackson -Youth Advocate  
Finesse Simmons - Youth Representative  
Frankie Mays - Outreach/Communications  
Clifford McClain - At-Large Representative

## HARBOR GATEWAY NORTH NEIGHBORHOOD COUNCIL

P.O. Box 3723, Gardena, CA 90247 (310) 768-3853 telephone  
[www.harborgatewaynorth.org](http://www.harborgatewaynorth.org) [info@harborgatewaynorth.org](mailto:info@harborgatewaynorth.org)

October 16, 2025

Los Angeles Department of City Planning  
City Hall  
200 N. Spring Street, Room 720/721  
Los Angeles, CA 90012  
ATTN: Anacany Hurtado, City Planner

Re: 11516 S. Vermont Avenue (CPC-2025-2171-CU3-DB-VHCA; ENV-2025-2172-EAF)

Dear Ms. Hurtado:

On October 14, 2025, the Harbor Gateway North Neighborhood Council Board voted x-x-x to submit this comment letter to express our concerns about the proposed six-story, 111 unit apartment building at 11516 S. Vermont Avenue, Los Angeles, CA 90044 (CPC-2025-2171-CU3-DB-VHCA; ENV-2025-2172-EF), with 18 affordable units, located next to single-family homes (R1-1 zone) to the north and east and commercial buildings just to the northwest. Among our major concerns are the adverse impacts on the abutting residential neighborhood to the north and east, inadequate parking for 111 units which will impact the residential neighborhood to the north and east as well as the commercial property located along Vermont Avenue, location of the project site next to the 105 Century freeway westbound off-ramp onto Vermont Avenue, lack of outdoor space at ground level for the residents, especially for any children and pets, and an inadequate amount of proposed trees and other landscaping to help off-set the location next to the 105 Century freeway off-ramp.

Our recommendations include denial of the project's requested waivers 9 through 12, including:

- 1) No waiver of the **encroachment plane**, which should be required at 20 feet in height from existing or finished grade next to the R1-1 zone. (LAMC 12.21 C.2)
- 2) No waivers for the following standard set-backs
  - a) **Rear yard** reduction from 15 feet to 5 feet
  - b) **Side yard reduction** from 9 feet to 5 feet
  - c) **Side yard set back** from 9 feet to 5 feet
  - d) **Alley side yard set back** from 9 feet to 1 foot

3) No waiver for a reduction in the required **open space** from 12,050 square feet to 4,529 square feet. Currently the only open space proposed is the rooftop deck.

4) No reduction in long-term **bicycle parking** from 80 parking spaces or **short-term (guest) bicycle parking** from 8 parking spaces. We recommend utilizing bike racks on the walls of the parking garage and/or bike lockers or a designated bicycle parking room. (LAMC 12.21 A.16)

Additionally, due to the increased height of the building and floor area ratio (FAR) to accommodate increased density, we recommend the following as measures to help mitigate the impact to the R1-1 homes next to the property:

5) Windows for apartments on the north side of the building and east side placed high up on the walls with a narrow and rectangular shape to help create privacy for those living below in the R1-1 zone.

6) Improved exterior design with more articulation and different types of exterior finishes, such as stone, metal and metal mesh, wood, as well as stucco, as well as architectural elements that reduce the perceived mass of this very large project next to single-story homes.

7) Different exterior paint color(s), such as light golden beige with a lighter brown, shades of light green, or light blue to help the building better blend into the surrounding neighborhood; white paint surfaces end up looking dirty while the deep gray color will make the building appear more prominent in the landscape than necessary for the R1-1 residents.

8) Substantial vegetation (trees and shrubs) along the freeway off-ramp side of the building as well as a sound wall covered with vines. At least 28 trees should be required on the property. In contrast, the applicant in addressing **Citywide Design Guideline 7: 360 Degree Design** “Carefully arrange design elements and uses to protect site users” states that “a block wall will be constructed along the southern property line to shield users closest to freeway.” The Guideline suggests utilizing “landscaping and/or berms to buffer occupants from nearby nuisances that emit noise and/or pollutants.”

9) Re-orientation of the building so that the building is placed very close to Vermont Avenue with the vehicle entrance right into the parking garage (which would include the 20 guest parking spaces), so that the open space is situated on the east side of the building, ensuring privacy for more of the R1-1 residents. This would more closely align with Citywide Design Guideline 4: “Locate and shape buildings to minimize disrupting users of neighboring buildings” and “Minimize shadows and unnecessary shading on surrounding buildings, parks, and open spaces.” The current proposal with its height and location to the south and west of the existing R1-1 homes will impact their ability to utilize solar panels due to shading from the six-story building onto their properties.

We also ask for closure of access to the 700 block of W. 115<sup>th</sup> Street from east of the alley using bollards or concrete barrier to further lessen the impact of this project on this neighborhood.



We are the Neighborhood Council whose advocacy related to similar issues for a different proposed project close to the 91 Artesia freeway and the 110 Harbor freeway resulted in the 1,000 foot Freeway Adjacent Advisory Notice ZI 2427 (September 17, 2018) for residential buildings; we note how weak that Notice is and how it badly needs to be updated and strengthened. All residential housing should be prohibited within 500 feet of any freeway.

We also note that there are several contradictory statements from the applicant representative when comparing the application and what we were told at the May 6, 2025, Planning and Land Use Committee meeting by William Pournamdari of Paykan Corporation, including:

1) that the entrance to the project for vehicles would be from a driveway on the Vermont Avenue side of the property, with a security gate, while in the Findings part of the application, under Pedestrian-First Design Guideline 2 (Carefully incorporate vehicular access such that it does not degrade the pedestrian experience), Sheet A.1-00. the applicant states that “the project will incorporate the alley to the north (coming down from 115<sup>th</sup> Street) for use as the vehicular point of access to the site.” The Site Map also seems to show vehicle access from the alley.

2) that 100 bicycle parking spaces would be provided, to encourage residents to use them for transportation rather than owning vehicles, while requesting a waiver to have zero bicycle parking spaces for residents and guests.

Although allowed under AB 1287, the proposed granting of a density bonus of greater than 35% per LAMC Section 12.22 A.25 of Chapter 1 for a site that is located on a narrow lot next to the westbound off-ramp of the 105 Century freeway would result in a building that would tower over the abutting residential neighborhood to the north and east. The new residents will have a less than ideal quality of life and health from the freeway location and the existing residents’ quality of life will also be greatly impacted. The City of Los Angeles needs to work with the State legislature to reconsider many new laws that while attempting to address the need for more housing have resulted in an undermining of the City’s ability to apply its own carefully considered zoning and planning guidelines.

We note that the while the applicant representative William Pournamdari of Paykan Corporation came to the May 6, 2025 Planning and Land Use Committee meeting which was held virtually, no one from the company was present at subsequent meetings.

Respectfully,

Joan Jacobs, Chairperson  
Harbor Gateway North Neighborhood Council

cc: Vince Bertoni, Director of Planning – Department of City Planning  
Councilmember Marqueece Harris-Dawson – Council District 8  
Terri Osborne, Planning Deputy – Council District 8  
Laura Garcia, Field Deputy - Council District 8

## **HGNNC Planning Vision** 10-11-2022

### **Air Quality**

Build housing at least 1,500 feet from any freeway. Install air quality sensors for PM2.5 and other automobile- related emissions byproducts (gas sensors) for monitoring on all buildings.

Where housing is built near freeways, thick groves of plants and trees extending above the multi-story housing should be planted to block some of the pollution and visually mask the freeways.

Where industrial uses are located near sensitive uses such as housing, they should be placed at least 1,000 feet away from the sensitive uses and provide a buffer zone which includes trees and other landscaping.

### **Building design**

Where feasible and safe, preserve existing structures and add stories to increase density. When preserving the existing structure, ensure that it is up to code, including but not limited to earthquake retrofitting.

Consider preserving historic buildings and/or designing consistently to complement the culture and original architecture and scale. Coordinate with LA City Planning and visit [Historic Resources Survey](#), which links to [SurveyLA](#) and [Historic Places LA](#), to learn more about the neighborhood's historic built environment.

When building within 50 feet of an R-1 parcel, implement a (terraced) step-back of mass to minimize encroachment on R-1 residences, with transitional height and sloped roofs (i.e., 45 degrees) on the R-1 side. (*City code*)

Avoid placing long blank walls where pedestrian activity is anticipated ([Citywide Design Guidelines](#)). Add windows and/or active uses on the ground floor.

Use articulation (break-ups of the mass), visual sight lines, and other architectural features to reduce the perceived mass (adapted from [Citywide Design Guidelines](#)). Avoid a boxy style that crowds occupants of other buildings or blocks too much sunlight

Leverage passive building design - situate buildings to maximize cross-ventilation and daylight and to minimize heat gain, especially from south and west exposures

Carve out building mass with courtyards, lightwells, terraces, etc. whenever floor plates exceed 40 feet in depth.

Prioritize pedestrian circulation at street level: make it accessible, prominent, and clear (adapted from [Citywide Design Guidelines](#)). Have doors opening to the sidewalk

Minimize shadows and unnecessary shading on surrounding buildings, park and open spaces. ([Citywide Design Guidelines](#)).?

Orient large windows to avoid heat gain in summer and to gain heat in the winter.

At entrances and windows, include south-facing window shading, such as cantilevers or movable shade screens) to provide shading and reduce daytime heat gain ([Citywide Design Guidelines](#)).

Utilize natural ventilation and daylight: incorporate operable windows and light wells. ([Citywide Design Guidelines](#)).

Place stairs near the building entrance and directly on the primary paths of travel (adapted from [Citywide Design Guidelines](#)); stairwells should be an attractive first choice for vertical circulation. Design stairways to allow viewing from outside for greater security and natural light for pleasant use.

Ensure shading (such as trees, overhangs, balconies, awnings, or shades) that is appropriate to solar orientation. ([Citywide Design Guidelines](#)).

Provide shelter from the sun and rain for pedestrians along the public right-of-way where the buildings meet the street. Canopy trees provide shade for pedestrians and are preferable to ornamental trees, such as palm trees; allow adequately-sized tree wells for bigger trees. Extend overhead covers across driveways to provide architecturally integrated awnings, arcades and canopies. ([Citywide Design Guidelines](#)).

Use vegetation to increase energy efficiency, (for example, deciduous trees to provide summer shade while allowing low-angle winter sunlight to provide heat during winter. ([Use Vegetation to Increase Energy Efficiency](#)).

Install double-paned windows ([Plan for a Healthy Los Angeles](#)) and doors, if made of glass.

Avoid over-shading of adjacent buildings by the new construction and allow space for nearby buildings to use solar panels. For buildings taller than 40 feet, get a shading study by a City-approved vendor before meeting with the Neighborhood Council.

Place trash, recycling, and green waste receptacles within the building site area, and not in setbacks. ([Wildlife Pilot Study](#)).

Use white or reflective paint on rooftops and light paving materials to reflect heat away from buildings and reduce the need for mechanical cooling. ([Citywide Design Guidelines](#)). Ensure natural light and ventilation for parking while maintaining architectural cohesion ([Citywide Design Guidelines](#)).

Use fully shielded light fixtures to limit light pollution and minimize wildlife and human disruption.

Use sky-sensitive, LED (or the most energy-efficient) lighting. In most areas, prohibit the following types of outdoor lighting: drop-down lenses, mercury vapor lights, ultraviolet lights,

searchlights, laser lights, or other lighting that flashes, blinks, alternates or moves. ([Wildlife Pilot Study](#)). Use lights with a lower correlated color temperature, such as amber lights, to reduce the impact on wildlife. Other lighting might be appropriate in specific non-residential settings at specified times.

Except for certain non-residential areas, limit strength and height of outdoor lighting. Lighting installed above 15 feet should be at most 400 lumens in most areas.

Install outdoor lighting that is “dark sky” compliant and minimizes light pollution; use hooded lights and avoid neon lighting; specific non-commercial areas might be exempted.

Prioritize pedestrian access over automobile access. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible. ([Citywide Design Guidelines](#)).

Minimize the number and width of driveway entrances ([Citywide Design Guidelines](#)).

Use alleys and side streets for vehicle access where appropriate, instead of interrupting a primary street with driveway entrances ([Citywide Design Guidelines](#)). (*LADOT requires this; any change requires a variance.*)

Design sidewalk pedestrian zones (pathways) at least 5 feet wide on residential local streets and at least 7 feet on larger streets, such as collectors, avenues, and boulevards. ([Citywide Design Guidelines](#)).

Avoid street widening in favor of new walkways, walkway widening, landscaping, amenities, and trees.

In multi-family buildings taller than 3 stories along commercial corridors, incorporate mixed-use community retail space, with an emphasis on local businesses based on the needs of the community.

## **Green space**

Increase green space, particularly space available to the public.

Create more community gardens and green public gathering spaces in outdoor areas.

Consider creation of indoor growing areas, including high-density urban farming.

Incorporate shaded open space, such as plazas, courtyards, pocket parks, and terraces in large-scale buildings. Consider a public parklet where possible. (adapted from [Citywide Design Guidelines](#)).

Improve existing alleys with appropriate lighting and other design features, such as landscaping, art, etc. to screen blank walls or parking where space is available.

Consider [green walls](#) for insulation and greening, especially of courtyards and on building walls with a public view.

## Noise

For developments that are built near freeways, engage an acoustics consultant to design wall details, window specifications and other mitigation efforts to improve the quality of life within the development.

Incorporate landscaping around developments that will absorb some of the sound.

## Street scape

Bury power/utility lines where feasible ([Citywide Design Guidelines](#)).

Maintain scenic vistas and create vistas between buildings if possible.

## Sustainability

Consider using roof gardens for insulation and greening.

If a roof deck is planned, use soft or green surfaces to reduce noise and the urban heat island effect.

If a roof deck is planned, ensure there is adequate area to accommodate solar panels.

Install insulation inside the walls and ceiling. *Current insulation requirements can be found in the [California Energy Commission's Building Energy Efficiency Standards](#).*

Use heat pumps for heating and cooling, with open ventilation to allow natural cooling and prevent trapping of fumes or heat

Design hardscape and landscape to allow infiltration of rainwater and/or stormwater capture to reduce water use and water costs. Examples include 1) underground capture cisterns for reuse as landscape irrigation, 2) permeable pavers for driveways, courtyards and sidewalks ([Measure W](#) incentivizes this.), 3) [rain gardens](#) and bioswales with plants and healthy soils to filter stormwater.

Use porous pavers in lieu of asphalt paving for aesthetics, long term durability and on-site stormwater management.

Require applicants to use a cool street coating on all parts of the streets next to the newly constructed building.

Install water filters in units to reduce use of bottled water.

Install a greywater system to collect and clean waste water and use it for all landscaping.

Use non-potable water (captured rainwater, reclaimed water, recycled greywater, air-conditioner condensate) for irrigation.

Install dual plumbing for toilets (have a stub for connection to future recycled water lines).

In multilevel buildings, add chutes to provide easy access to recycling and composting.

Install photovoltaic panels or a photovoltaic-panel-ready roof. (*This is mandated for residential buildings of up to 3 stories starting in 2020, by the California solar mandate.*)

Provide setbacks from the sidewalk that are large enough to accommodate large-canopy trees.

Install electric vehicle charging conduits or raceways (channels for electrical cables), to which electrical wiring can be added later, in all parking spots, which will dramatically reduce the cost of adding charging stations when they are needed. As of 2020 (see [Ordinance No. 186485](#)), the City requirements are: for multi-family dwelling units where parking is available, 30% of the total number of parking spaces provided, but in no case less than one space, shall be electric vehicle charging spaces capable of supporting future electric vehicle supply equipment. The number of required EV spaces at newly constructed hotels and motels shall be 30% (rounding up) of the total number of parking spaces provided, but in no case less than one, for all types of parking facilities.

Provide bicycle storage for residents, employees and visitors—secure, covered, and easily accessed (on the ground floor). LAMC Section 12.03 requ. [Guide to the LA Bicycle Parking ordinance](#)[1] [2]

## Examples of attractive exterior design for multi-family housing



Cabrillo Family Apartments - META Housing



Kaia South Bay



Vermont Family Apartments - META Housing