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PLANNING AND LAND USE COMMITTEE Thursday February 26, 2026 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)

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Committee Members
Salim Mhunzi
Arvie Powell
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Rebecca Rodriguez
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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 para avisar al Concejo Vecinal.

IN CONFORMITY WITH THE JANUARY 1, 2026 ENACTMENT OF CALIFORNIA SENATE BILL 707 (DURAZO) AND LA CITY COUNCIL FILES 23-1114, 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 a comment letter on 11516 S. Vermont Avenue CPC-2025-2171, with a recommendation to the HGNNC Board **Vote**
- 5) Reports on planning and land use issues
 - a) Update on oil well issues
 - b) Affordable housing maps for LA City
 - c) Apartment projects
 - i) 800 W. Imperial Highway EAR-2025-6355-AH-HCA-RED1 (4-story, 20 units, 100%

- affordable, no parking)
- ii) 700 W. 120th Street ADM-2024-4937-DB-VHCA-ED1 – on hold
 - iii) 1134 E. 120th Street ADM-2022-433-CPIOC – construction underway
 - iv) 11840 S. Central Avenue ADM-2023-961-TOC-HCA-ED1 (plans completed for 70 units, four-story) – no progress
 - v) 11858 - 11860 S. Avalon Blvd. ADM-2025-1858-DB-VHCA-RED1 (89 units, five-story, 100% affordable, no parking) on site of former Rhema Church
- d) SOLA Impact projects: 110 W. Imperial Highway DIR-2022-4995-TOC-SPR-HCA (5-story, 120 units—application withdrawn April 2024) and 248 W. Imperial Highway DIR-2022-5982-TOC-SPR-RDP-HCA (Administrative Closure March 2025)
- e) Other planning and land use issues

6) Announcements

Adjournment - next meeting date: Thurs. March 26, 2026, at 7 p.m. via Zoom

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

Public Posting of Agendas -

Neighborhood Council agendas are posted for public review as follows:

- 135th Street School, 801 W. 135th Street, Gardena, CA 90247
- 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. For assistance, please contact the Ethics Commission at (213) 978-1960 or 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 707 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 comment 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. **California Government Code Section 54953.8(b)(3).**

The 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. **California Government Code Section 54953.8(b)(4).**

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. **California Government Code Section 54953.8(b)(5),**

A 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 paragraph (5), to provide public comment until that timed public comment period has elapsed. **California Government Code Section 54953.8(b)(6)(A),**

A 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 paragraph (5), or otherwise be recognized for the purpose of providing public comment. **California Government Code Section 54953.8(b)(6)(B).**

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 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

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

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HARBOR GATEWAY NORTH NEIGHBORHOOD COUNCIL

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March 12, 2026

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

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

Dear Ms. Roman:

On February 10, 2026, the Harbor Gateway North Neighborhood Council Board voted x-x-x to submit this **comment letter with recommendations regarding** the proposed six-story, 111 unit apartment building at 11516 South Vermont Avenue, Los Angeles, (CA 90044 (CPC-2025-2171-CU3-DB-VHCA; ENV-2025-2172-EF), with 18 affordable units. **This project would be located** next to single-family homes (R1-1 zone) to the north and east; and commercial buildings **with three second-story** apartments to the northwest **in the South Los Angeles Community Plan area and in a CPIO District.**

Under AB 1287, Chapter 1 of the LAMC, Section 12.22 A.25, a density bonus of greater than 35% is allowed for this site, which is situated on a narrow lot located next to the westbound off-ramp of the 105 (Century) freeway.

Among our concerns are the following:

- 1) The location at 11516 South Vermont Avenue is undesirable because of the following reasons:
 - a) The height of the project and lack of adequate set-backs would result in the building **towering over the abutting single-family residential** neighborhood to the north and east, and would result in creation of an adverse impact on the quality of life of those residents, impacting their privacy. **Per the South Los Angeles Community Plan, Purpose B of a CPIO District is “to promote better urban design and to ensure that development enhances the aesthetic character of the community, maintains compatible land uses, and appropriate development scale, intensity, and density.”** The proposed Project thus is in conflict with another of the CPIO purposes: D. **“To ensure appropriate height, intensity, and transition in order to protect residential neighborhoods from incompatible development and uses along the commercial corridors.”**

b) The location of the project site is next to the 105 (Century) freeway westbound off-ramp onto Vermont Avenue would be detrimental to the health of the future residents living in the project itself and conflicts with the City's Plan for a Healthy Los Angeles, which states on page 18 that "Health equity is a fundamental guiding principle for the Plan for a Healthy Los Angeles." Through the previous advocacy of our Neighborhood Council regarding a different proposed project, which was to have been located next to the 91 (Artesia) freeway and the 110 (Harbor) freeway, the 1,000-foot Freeway Adjacent Advisory Notice ZI 2427 (September 17, 2018) for residential buildings resulted. More than seven years later after much more knowledge about the health impacts of fine particulate matter on health, that Notice badly needs to be updated and strengthened. For health reasons, all residential housing should be prohibited within 1,000 feet of a freeway. Per the City's Plan for a Healthy Los Angeles page 27, the rate of coronary artery disease in this area of the City is already 173.71 to 186.75 per 100,000 residents, the second highest level in the City of Los Angeles.

Furthermore, per the South Los Angeles Community Plan TOD Areas, Projects Near Freeways: "Projects that are within 100 feet of a freeway right-of way, shall comply with the following: (a) Balconies are not permitted on any portion of a building that is within 100 feet of a freeway right-of-way. (b) Projects that abut a freeway right-of-way shall provide a minimum 5-foot landscaped setback from the freeway right-of-way property line. Landscaping that is drought tolerant, evergreen, and capable of growing to a height of 10 feet at maturity shall be used. A decorative masonry wall a minimum of six feet and a maximum of eight feet in height shall be constructed along the property line."

We also note that per CalEnviroScreen, this area has a score of 99.82%, with a Pollution Burden score of ~96-99% and a Population Characteristics score of ~90%+.

c) The adverse impact on the commercial properties and the existing apartments on the second story of those commercial properties, which are located along Vermont Avenue due to the impact on their parking area and access to that parking via the lot that would also provide access to the parking garage for 11516 S. Vermont Avenue; ~~(c) be located right next to the 105 (Century) freeway westbound off ramp onto Vermont Avenue;~~

d) ~~The lack of outdoor space at ground level for residents, including children and pets, and potentially allow numerous waivers of development standards for the project such as an the inadequate number of trees and other landscaping which are proposed, which would otherwise help to off-set the air pollution impacts of the location next to the freeway off-ramp.~~

2) Inadequate parking for 111 units (65 resident parking spaces and 20 guest parking spaces) will inevitably result in parking of even more vehicles on nearby residential streets where there are already tensions over street parking. There will also be an impact on the availability of parking spaces for the commercial property located along Vermont Avenue south of 115th Street, which contains several businesses plus three apartment units on the second floor.

3) There are an inadequate number of proposed trees. The applicant proposes seven (7) trees. Per the City's requirements (make citation), at least twenty-eight trees are required to be planted on the property. Other landscaping should be required to help off-set the location next to the freeway off-ramp.

4) The proposed Project is in violation of the South Los Angeles Community Plan CPIO Landscape Buffer requirement Section III-3. DEVELOPMENT STANDARDS for a TOD Sub Area:“ Landscape Buffer. A 5-foot landscape buffer, inclusive of all required setbacks, shall be provided between the Project site and any abutting lot zoned RD1.5 or more restrictive. Landscaping that is drought tolerant, evergreen, and capable of growing to a height of 10 feet shall be utilized, and a decorative masonry wall a minimum of six and a maximum of eight feet in height shall be constructed along the shared property line.”

5) Inadequate compliance with the Citywide Design Guidelines of October 24, 2019. The intent of the Citywide Design Guidelines is for applicants to consider the impact of projects on design strategies that create human-scale spaces in response to how people actually engage with their surroundings, by prioritizing active street frontages, clear paths of pedestrian travel, legible wayfinding, and enhanced connectivity.

We find there are misinterpretations and misrepresentations in many of Applicant’s answers to the Citywide Design Guidelines Compliance Review Form. See examples below:

PEDESTRIAN FIRST DESIGN

Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all.

Sheet A-2.01: A pair of courtyards will be available to residents on the second floor, allowing the building to break up its mostly rectangular design. (This has nothing to do with the pedestrian experience, which refers to the interface between the Vermont Avenue sidewalk fronting the property and the frontage and entrance to the building, which will be located inside gated areas.)

Sheet A-1.00: Exclusive pedestrian access will be available on the western boundary of the site with frontage on S Vermont Ave. It will be landscaped such that a buffer is created between the entry and the parking lot. (The refers only to the building residents’ use of the Vermont Avenue locked front gate entrance and not to the experience of other pedestrians walking along Vermont Avenue.)

Sheet A-2.03: A roof deck will be positioned on the northwestern corner of the building such that any residents wanting to use it are passively shielded by the building from the 105 freeway to the south. (This has no relevance to the pedestrian experience.)

Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.

Sheet A.100:

[The site map shows vehicle access is from the alley.]

Sheet A-2.00:

[The entrance to the project for vehicles is from a driveway on Vermont Avenue with a security gate.]

Sheet A-2.00:

Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.

Sheet A-100:

Sheet A-201:

360 DEGREE DESIGN

Guideline 4: Organize and shape projects to recognize and respect surrounding context.

Sheet A-0.01. The project will include design elements reminiscent of the commercial and mixed-use properties to the south and east to serve as a transition point into residential zoning. (There are no commercial and mixed use properties to the south and east, only to the northwest, which is a short row of commercial businesses, with three apartment units on the second story. The proposed new apartment building of six stories with reduced setbacks will be totally out of context with the nearby one and two story homes to the north and east and tower over them. Per LAMC Chapter 1; and DCP Single-Family Residential Zone Regulations and R1 Variations Zones. (3/21/17): “. . . buildings are required to stay within a 45-degree angled encroachment plane starting 20 feet above the front and side yards setback.” The encroachment plane of the “proposed” project is required to be at least 20 feet in height from the existing or finished grade next to the R1-1 properties. However, the new building, as proposed, does not have this encroachment plane. We recommend re-orientation of the building so that it is located close to Vermont Avenue; the vehicle entrance would lead from Vermont Avenue directly into the parking garage (which would include the twenty (20) guest parking spaces) so that the open space is situated on the east side of the building to ensure somewhat more privacy for more R1-1 residences. Additionally, Applicant’s 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 shade emanating from the six-story building.)

Locate and shape buildings to minimize disrupting users of neighboring buildings; and minimize shadows and unnecessary shading on surrounding buildings, parks, and open spaces.

Sheet A-2.00.

Sheet: A-1.00: The building footprint resembles those of the adjacent neighborhood. Long and rectangular buildings occupy a majority of the lot on which they lie. (This is a very deceptive statement, as the adjacent R1-1 homes are mostly all one-story and of small square footage, compared to the proposed six-story, ____ square foot apartment building.)

Guideline 6: Provide amenities that support community building and provide an inviting, comfortable user experience.

Sheet A-2.01.

Sheet A-2.03.

Sheet A-0.01.

Sheet A.0.00.

Guideline 7: Carefully arrange design elements and uses to protect site users.

Sheet A-1.00.

Applicant offers: “A block wall will be constructed along the southern property line to shield users closest to the freeway.”

The guideline suggests utilizing landscaping and/or berms to buffer occupants from nearby nuisances that emit noise and/or pollutants, as well as suggests utilizing substantial vegetation (trees and shrubs) along the freeway off-ramp side of the building; and a sound wall covered with vines.

CLIMATE-ADAPTED DESIGN

Guideline 9: Configure the site layout, building massing and orientation to lower energy demand and increase the comfort and well-being of users.

Sheet A—2.0.0X.

Sheet A-2.00.

Recommendations:

Denial of ~~application for~~ the waivers listed below:

1) Waiver of the **encroachment plane**.

Per LAMC Chapter 1 and; *DCP Single-Family Residential Zone Regulations and R1 Variation Zones*: “. . . buildings are required to stay within a 45-degree angled encroachment plane starting 20 feet above the front and side yard setbacks.” **The encroachment plane of this project is required at 20 feet in height from the existing or finished grade next to the R1-1 properties.**

2) Waivers for the following standard setbacks:

- 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 setback** from 9 feet to 1 foot

3) Reduction in the required **open space** from 12,050 square feet to 4,529 square feet. The only open space proposed by the Applicant is the rooftop deck.

4) Reduction in long-term bicycle parking from **eighty (80)** parking spaces **to zero** and short-term (guest) bicycle parking **from eight (8)** parking spaces **to zero**. **Instead** bicycle racks on the walls of the parking garage and/or bike lockers or a designated bicycle parking room should be included.

Other recommendations:

6) **Locate/re-configure/reorient buildings to minimize shadows and shading on nearby surrounding areas.**

7) Windows for apartments on the north and east side of the building **to be situated higher** up on the walls, and be narrow and rectangular in shape to help create privacy for those living below in the R1-1 zone.

8) Exterior design with more articulation and different types of exterior finishes, such as stone, metal, metal mesh, wood, **and/or** stucco; as well as architectural elements that reduce the perceived mass of this large project. **The proposed exterior design does not adequately enhance “the aesthetic character of the community” as proposed for CPIO Districts in the South Los**

Angeles Community Plan. The South Los Angeles Community Plan further recommends that “Projects shall utilize two or more high-quality building materials and treatments on building exteriors such as brushed aluminum, brick, finished wood, or “Santa Barbara” smooth finish stucco.”

9) 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. We note that white paint results in dingy/dirty surfaces. A deep gray color would cause the building to appear even more massive in **scale** in proximity to the surrounding R1-1 zone area.

10) For the ground-floor parking area, compliance with the CPIO TOD recommendation on Ground Floor Parking Level. “Wherever at-grade or above ground parking is to be provided within a building’s Ground Floor level fronting a public street (excluding alleys), the entire building shall be set back six feet from the adjacent public street and the setback shall be improved with diverse landscaping that is comprised of two or more plant types that, at maturity, screens the Ground Floor parking area up to a height of 10 feet.”

11) Closure of access to the 700 block of W. 115th Street from east of the alley using bollards or concrete barriers should be required to minimize vehicular impact on the residential street to the east of that location.

We also note that when comparing the Application with what was stated at the May 6, 2025, Planning and Land Use Committee meeting, the record shows many contradictory statements were made by Applicant’s representative, such as 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. However, the Site Map clearly shows vehicle access will be from the alley. Also, in the Applicant’s answers to the Citywide Design Guidelines Compliance Review Form under **Pedestrian-First Design Guideline 2**: “Carefully incorporate vehicular access such that it does not degrade the pedestrian experience,” the answer to Sheet A.1-00 on the application states “The project will incorporate the alley to the north (coming down from 115th Street) for use as the vehicular point of access to the site.”

We also bring to your attention that while the Applicant’s representative did attend our May 6, 2025, Planning and Land Use Committee meeting, which was held virtually, no one representing the Applicant has attended any subsequent meeting nor contacted us that they would not be able to attend. We find this to be unacceptable and disrespectful.

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

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