

**4665 WILLOW BROOK - ATTACHMENT "A"**  
**PROJECT DESCRIPTION AND FINDINGS**

**PROJECT LOCATION:** 4665 Willow Brook Avenue, Los Angeles, CA 90029  
APN 5538-021-010, 5538-021-011, 5538-021-012

**PROPOSED PROJECT:** The applicant proposes the demolition of an existing church and construction of new 6-Story, 58,074 square feet ("sf") mixed-use building with 74 units, parking for 56 vehicles in subterranean parking level and ground level, and 75 bicycles.

One hundred percent of units, except the manager's unit, would be set aside as affordable, specifically 58 Low Income, and 15 Moderate Income (plus one manager's unit). The project would measure 73 feet in height, and a total of approximately 58,074 square feet including 1,094 sf of office space on the ground floor. The project will provide 56 vehicle parking spaces. The project will have an FAR of 3.1:1. The unit mix will be comprised of 28 studio units, 23 one-bedroom units, and 23 two-bedroom units. Project utilizes Density Bonus (Government Code 65915) and Executive Directive 1 to request unlimited density, a reduction in parking, and five incentives for 100% affordable housing development located within one half-mile of a transit stop.

**PROJECT REQUESTS**

1. Pursuant to LAMC Section 12.22.A.25 and Government Code Section 65915 (as updated by AB 1763, AB 2334, and AB 2345), a Ministerial Density Bonus Compliance Review to permit unlimited density resulting in a 74-unit, 100% affordable project with the following development incentives:
  - 1) An on-menu incentive to permit:
    - i. A 3.19% increase in far to permit 3.10:1 in lieu of 3.0:1 as permitted by SNAP Section 9.B.2.
  - 2) An off-menu incentive to permit:
    - i. A 50% reduction in the minimum dimension requirement from the roof perimeter to 10 ft in lieu of 20 ft per SNAP Section 9.D.
    - ii. A maximum of 85' of roof line to unbroken and continuous, in lieu of 40' unbroken roofline maximum required per the SNAP Guideline V.6.
    - iii. A 41.9% reduction in open space to provide 4,672 sf in lieu of 7,975 sf required per LAMC 12.21-G.
    - iv. Open space areas to have a minimum dimension of 10 ft in lieu of 20 ft (50% reduction), per SNAP Guidelines Section V.2.

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The project is also eligible for, and requests, an automatic 28 feet of additional height, per Government Code Section 65915(d)(2)(D) to permit a total height of 58 feet within 15 ft of the front property line (within the SNAP setback area).

The project also requests a reduction of parking per Government Code Section 65915(p)(3).

2. Specific Plan Compliance for compliance with the Vermont/Western Station Neighborhood Area Plan (SNAP).
3. The Project is statutorily exempt from the California Environmental Quality Act (CEQA) as a ministerial project, pursuant to Public Resources Code Section 21080(b)(1).

The Project qualifies for a ministerial review, pursuant to Resolution (CF 22-1545) relative to the Declaration of Local Emergency by the Mayor, dated December 12, 2022, concerning homelessness in the City of Los Angeles, pursuant to the provisions of the Los Angeles Administrative Code (LAAC) Section 8.27, adopted by the City Council on December 13, 2022 and Executive Directive 1 dated December 16, 2022.

### *Subject Property*

The project site is located in the Vermont/Western Station Neighborhood Plan Area and is comprised of three legal lots (Lots 27, 28, 29) with a total area of approximately 18,759 sf (per ZIMAS) in the RD1.5-1XL zone. The project site has a frontage of approximately 150 feet along N. Berendo Street and 125 feet along Willow Brook Avenue. The project site is not located within a designated liquefaction area, hillside area, very high fire hazard severity zone, flood zone, landslide, or tsunami inundation zone. The project site is currently improved with one two-story 4,165 sf building fronting Willow Brook Avenue that is used as a church and parking for 26 vehicles in a surface parking lot.

### *Project Description*

The project includes the construction, use, and maintenance of a new 74-unit mixed use building with five levels of residential and one level of parking and 1,094 sf of commercial office space. One hundred percent of units, except the manager's unit, would be set aside as affordable, specifically 58 Low Income and 15 Moderate Income (plus one manager's unit). The project would measure 73 inches in height, and a total of approximately 58,074 square feet. The project will have an FAR of 3.1:1. The unit mix will be comprised of 28 studio units, 23 one-bedroom units, and 23 two-bedroom units. As an 100% affordable housing project within one half mile of major transit stop, no residential parking is required, but the project provides 56 parking spaces for compact cars.

### *Ministerial Review*

Executive Directive 1 (ED-1) went into effect on December 16, 2022 to facilitate the expeditious processing of shelters and 100% affordable housing projects to address the homelessness crisis in the City of Los Angeles. A 100% Affordable Housing Project is defined as "A project with at least

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5 units that has at least two-thirds residential square footage, with all units affordable at 80% of Area Median Income (HUD) levels, OR affordable at mixed income with up to 20% of units at 120% AMI (HCD rents) and the balance at 80% AMI or lower (HUD rents) as technically described here: A housing development project defined in Government Code Section 65589.5 that includes 100% restricted affordable units (excluding any manager's units) for which rental or mortgage amounts are limited so as to be affordable to and occupied by Lower Income households, as defined by CA Health and Safety Code 50079.5, or that meets the definition of a 100% affordable housing development in CA Gov. Code 65925(b)(1)(G)2, as determined by the Los Angeles Housing Department (LAHD)". For 100% affordable housing projects and shelters, the review shall be complete within 60 days after the application is complete.

#### *Density Bonus Incentives or Concessions*

State Density Bonus Law (Government Code Section 65915), adopted on January 1, 2017, outlines the types of relief that minimize restrictions on the size of the project. The requested incentives allow the developer to expand the building envelope so the additional and affordable units can be constructed, provide for design efficiencies, and allow the overall space dedicated to residential uses to be increased. These incentives support the applicant's decision to set aside the specified number of dwelling units for Affordable Income Households for 55 years.

The applicant proposes to utilize Los Angeles Municipal Code ("LAMC") Section 12.22 A.25 (Affordable Housing Incentives – Density Bonus), which implements Government Code Section 65915, to set aside 58 dwelling units for Low Income household (HUD/TCAC) occupancy and 15 dwelling units for Moderate Income household (HCD/TCAC) occupancy for a period of 55 years. As the site does not contain residential units, the project does not need to include replacement units at specific income thresholds. One manager's unit would be provided. LAHD will confirm and determine the affordable housing units, income category and rent schedules.

In exchange for providing affordable units, the Density Bonus Ordinance grants various incentives/concessions to deviate from development standards in order to facilitate the provision of affordable housing at the site. Because the applicant is providing 100% of the dwelling units as affordable, the project is eligible for five On- and Off-Menu Density Bonus Incentives.

The subject property is located less than one-half mile from the Vermont/Santa Monica Station of the Metro B (Red) Line. Pursuant to State Density Bonus Law under Government Code Section 65915 (AB 1763 and AB 2345), a project located within one-half mile of a Major Transit Stop, as defined in subdivision (b) of Section 21155 of the Public Resources Code qualifies for unlimited density.

The project is eligible for the following Density Bonus and parking option, which are granted by-right for eligible Density Bonus projects:

- a. **Density.** An unlimited increase in permitted density. Pursuant to the State Density Bonus Law under Government Code Section 65915 (AB 2334), the project may utilize the "maximum allowable density" to establish a base density, which is the highest density

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permitted by the land use designation, the zoning, and any applicable specific plan. The project site is designated RD1.5-1XL zone which permits one dwelling unit per 1,500 square feet of lot area. However, Section 9.A. of the SNAP states that R4 residential land uses are allowed by right within Subarea C of the Specific Plan area. The permitted residential density in the R4 zone is one dwelling unit per 400 square feet of lot area. The project site has a total lot area of 18,759 square feet, meaning the Site's allowable base density is 47 units.

$$18,759 / 400 = 46.89 = 47 \text{ units}$$

(all calculations are rounded up per State Density Bonus law)

With the provision of affordable housing, the project may utilize the "maximum allowable density" to establish a base density, which is the highest density permitted by the land use designation, the zoning, and any applicable specific plan. The project is proposed to be 100% affordable, and pursuant to AB 2345, the maximum permitted density for a 100% affordable project within one-half mile of a major transit stop is unlimited. The project proposes 74 dwelling units, which is an approximate 57 percent increase in density, which is consistent with the allowable density under the Density Bonus regulations.

- b. **Parking.** Pursuant to AB 2345, Eligible Housing Development consisting of 100% On-site restricted Affordable Units, exclusive of a manager's unit, and is within one-half mile of a major transit stop, no automobile parking is required for all residential units. The project is proposing fifty-six (56) vehicular parking spaces.

#### *Eligibility for Density Bonus On-Menu Incentives or Concessions*

Pursuant to LAMC 12.22 A.25(g)(2) of Chapter 1, to be eligible for On-Menu Incentives, a Housing Development Project (other than an Adaptive Reuse project) complies with the below

1. *The façade of any portion of a building that abuts a street shall be articulated with a change of material or with a break in plane, so that the façade is not a flat surface. Indicate the sheet number on the plans which shows compliance with this requirement.*

The project features a variety of architectural materials and building planes, while creating a pedestrian-scaled project at street level. A storefront system of glass at the first level provides an articulation that provides visual interest and transparency into the common areas of the project. Above the ground floor, lines of windows are featured on each side of the building and are articulated with an architectural off-set feature to indent and create additional angles to the facade. Proposed building materials include storefront system glass, exterior plaster in multiple neutral and cool colors, mesh railing, and vinyl windows. Together, these design features ensure the façade is not a flat, unarticulated surface. See Elevation Sheets A-21 through A-23.

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- 2. All buildings must be oriented to the street by providing entrances, windows, architectural features and/or balconies on the front and along any street-facing elevations. Indicate the sheet number on the plans which shows compliance with this requirement.*

All street-facing elevations of the building feature windows to provide light and visual access into the ground floor spaces and windows on each level of the building above the ground floor. The pedestrian entrance to the building is located at the southwest edge of the site facing the street. See Elevation Sheets A-21 through A-23.

- 3. The Housing Development Project shall not be a contributing structure in a designated Historic Preservation Overlay Zone and shall not be on the City of Los Angeles list of Historical-Cultural Monuments.*

The project is not located in a Historic Preservation Overlay Zone.

- 4. The Housing Development Project shall not be located on a substandard street in a Hillside Area or in a Very High Fire Hazard Severity Zone as established in Section 57.4908 of the Municipal Code.*

The project is not located in a Hillside Area, nor is it located in a Very High Fire Hazard Severity Zone.

Pursuant to LAMC 12.22 A.25, the project is eligible for the following Density Bonus On- and Off-Menu Incentives:

- 1. The incentives does result in identifiable and actual cost reductions to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.*

There is no evidence that the requested incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate income households. Section 50052.5 addresses owner occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels. In exchange for reserving at least 100 percent of the project's density for Low and Moderate Income households, the applicant is entitled to five incentives under both Government Code Section 65915 and the LAMC. These requested incentives provide cost reductions that provide for affordable housing costs because the incentives by their nature increase the scale of the project, which facilitates the creation of more affordable housing units.

**Open Space and Roof Deck Perimeter:** SNAP Section 9.D.2 states "Roof Decks, regardless of the underlying zone, may be used in their entirety as common or private open space, excluding that portion of the roof within 20 feet of the roof perimeter." The Project seeks an incentive to allow roof decks as common or private open space within 10 ft of perimeter instead of 20 ft of the

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perimeter. Through this reduction, the project is able to count a larger portion of the roof deck towards the qualifying open space, thus relieving the requirement to provide additional open space areas where affordable units are currently designed. As the project will be able to use the roof deck more efficiently, the incentive will result in identifiable cost reductions to facilitate the provision of 74 affordable units on the site.

**Building Line:** SNAP Guidelines Section V.6 requires “All roof lines in excess of forty feet must be broken up through the use of gables, dormers, plant-ons, cutouts or other appropriate means.” The project seeks an incentive to allow a relief from the 40 foot maximum unbroken roofline standard. The current design proposes an 85 foot long unbroken and continuous roofline which corresponds to the design of the roof deck on the uppermost level, which provides open space. The current design provides an unbroken roof line, which excludes additional architectural plant ons as this will provide a more uniform and efficient design that will result in cost reductions for the project’s construction. The cost reductions associated with the relief from this design requirement will facilitate the provision of 74 affordable units on the site.

**Open Space Area.** Pursuant to LAMC 12.21-G, multiple-family developments with six or more residential units are required to provide 100 square feet of open space for each unit having less than three habitable rooms, 125 square feet of open space for each unit have three habitable rooms, and 175 square feet of open space for each unit have more than three habitable rooms. The proposed 74 unit project would be required to provide 7,975 square feet of open space. The applicant has requested a 41.9% reduction to allow the provision of 4,637 square feet of open space in lieu of 7,975 square feet otherwise required. If the project were required to improve additional spaces, such as the roof, as usable open spaces, the overall construction costs would increase and impact the financial feasibility of the project. The incentive to reduce the open space will result in identifiable cost reductions to facilitate the provision of 74 affordable units on the site.

**Floor Area.** Per LAMC 12.03, the site has a buildable area of 18,759 sf. The RD1.5-1XL zone permits an FAR of 3:1, yielding a total allowable floor area of 56,277 sf. The project seeks an on-menu incentive to allow an FAR of 3.1 and total floor area of 58,074 square feet. By increasing the floor area, the project will be able to dedicate additional area to residential units, resulting in cost reductions that facilitate the provision of 74 units, including 73 affordable units.

**Open Space Dimension.** Pursuant to SNAP guidelines Section V.2, “No portion of the required common usable open space shall have a dimension of less than 20 feet or be less than 400 square feet for projects under 10 dwelling units and 600 square feet for projects 10 dwelling units or more.” The project requests an incentive to permit a minimum dimension of 10 ft in lieu of 20 (a 50% reduction) and is necessary to facilitate the financial feasibility of the project and provide identifiable cost reductions to provide the affordable units on site. If the project were required to improve additional spaces, such as the roof, as usable open spaces with a full 20 ft dimension more area would be dedicated to open space rather than affordable units, this increasing the overall costs associated with providing 74 affordable units (including one manager).

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1. *The incentives will not have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to low-income and moderate-income households.*

There is no substantial evidence in the record that the proposed incentives or waivers will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)).

The property is not located in an HPOZ or on a substandard street in a Hillside area and is not located in a Special Grading Area, a Very High Fire Hazard Severity Zone, or any other special hazard area that is not addressed by the local and state building regulations. There is no substantial evidence that the proposed project, and thus the requested incentives, will have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource.

3. *The incentives are not contrary to state or federal law.*

There is no evidence that the incentives are contrary to state or federal law.

#### *Housing Replacement (SB 8 Determination)*

On October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 creates a new state laws regarding the production, preservation, and planning for housing, and establishes a statewide housing emergency until January 1, 2025. This was subsequently amended by SB 8 on September 16, 2021. During the duration of the statewide housing emergency, SB 330, among other things, create new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant "Protected Units" unless the proposed housing development project replaces those units. The project site is currently improved with a church building fronting Willow Brook Avenue.

A Replacement Unit Determination application pursuant to SB 8 is not necessary, as the site has not been used for residential uses.

### **Project Permit Compliance Review Findings**

1. *The project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan.*

As demonstrated below, with the requested on-menu and additional incentives, the Project complies with applicable regulations, findings, standards, and provisions of the SNAP.

Section 6 of the SNAP provides land use regulations applicable to all subareas within the Specific Plan area.

Section 6B – Prohibited Uses. The Project proposes a multi-family residential development and does not contain any of the prohibited uses specified in Section 6B.

Section 6C – Joint Live/Work Quarters. The Project does not propose Joint Live/Work Quarters and is not subject to these regulations.

Section 6D – Small Assembly Workshops. The Project does not propose small manufacturing and assembly workshops and is not subject to these regulations.

Section 6E – Community Facilities. The Project does not propose Community Facilities and is not subject to these regulations.

Section 6F – Parks First Program. The Project will comply with Section F.2.a of the SNAP and pay a fee of \$4,300 per dwelling unit to the Parks Trust Fund, as required, prior to the issuance of a Certificate of Occupancy.

Section 6G – Childcare Facility Requirements. The Project does not include non-residential floor area and is not subject to these requirements.

Section 6H – Motels. The Project does not include a hotel, motel, or apartment hotel; therefore, this section does not apply.

Section 6I – Sidewalk Cafes. The Project does not include sidewalk cafes; therefore, this section does not apply.

Section 6J – Public Street Improvements. The Project does not include any public street improvements; therefore, this section does not apply.

Section 6K – Lot Assembly. Projects in Subarea C may apply to the Director of Planning for an FAR bonus with the assemblage of two or more lots. The Project is not seeking this bonus.

Section 6L – Unified Hospital Development Sites. The Project does not propose a hospital use and is not subject to these regulations.

Section 6M – Parking Reduction within 1,500 feet of a Metro Red Line Station. Projects located within 1,500 feet of a Metro Red Line Station are entitled to a 15% parking reduction. The Project



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Site is located within 1,500 feet of a Metro Red Line Station but is not seeking this parking reduction.

Section 6N – Free Delivery. The Project does not contain 40,000 square feet or more of retail; therefore, this section does not apply.

The SNAP identifies the Project Site within Subarea C – Community Center. Section 9 of the SNAP provides land use regulations applicable to Subarea C within the Specific Plan area.

Section 9A – Use. The SNAP permits residential uses permitted in the R4 Zone pursuant to Section 12.11 of the LAMC. The Project's proposed multi-family residential uses are permitted. The R4 zone permits one dwelling unit per 400 square feet of lot area. A total base density of 47 units is permitted. With the application of the density bonus as a 100% Affordable housing development, for which the Project is eligible for unlimited density of units. The Project proposes 74 total dwelling units.

Section 9B – Height and Floor Area. The Project Site has a maximum permitted FAR of 3.0:1 and a height limit of 75 feet. The Project is proposed to be a maximum of six stories and 67 feet and would have a total floor area of approximately 58,074 square feet (or approximately 3.1:1 FAR). The Project includes an increase of FAR to permit 3.07:1 FAR, and the Project would comply with the height and floor area requirements under the SNAP and zoning.

Section 9C – Transitional Height. The Project Site does not abut or adjoin any lot in Subarea A, and, therefore, is not subject to the transitional height requirements.

Section 9D – Usable Open Space. Based on its unit size makeup, the Project requires 7,975 square feet of open space pursuant to LAMC Section 12.21.G. The project is seeking an off-menu incentive to permit a 41.9% reduction of all code-required open space.

Section 9E – Project Parking Requirements. The Project is located on N. Berendo Street at Willow Brook Avenue between Santa Monica Boulevard and Willow Brook Avenue and is approximately 550 feet from the Vermont/Santa Monica Metro B Line station, a Major Transit Stop which is also served by Metro Line 4/704. Because there is a 100% affordable housing development within ½ mile of a Major Transit Stop, per AB 1763, zero parking is required. 56 vehicle parking spaces will be provided.

The SNAP contains additional requirements for maximum parking, which limits parking as follows: one space for each unit with less than three habitable rooms; one and a half spaces for each unit with three habitable rooms; two spaces for each unit with more than three habitable rooms, and one-half space per unit for guest parking. This provision of the SNAP would limit parking to 134 parking spaces. Therefore, the Project complies with the SNAP's maximum parking limitations.

Pursuant to SNAP Section 9.5.2, bicycle parking for the residential units is required at a rate of 0.5 spaces per dwelling unit, which would require 37 bicycle parking spaces. The Project provides the required bicycle parking spaces.

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Section 9F – Conversion Requirements. The Project does not include a conversion; therefore, the acoustics and utility reports required by this section are not required.

Section 9G – Pedestrian Throughways. The Project does not have more than 250 feet of street frontage; therefore, this section does not apply.

Section 9H – Yards. The SNAP does not require any front, side, or rear yards for development of any residential project in Subarea C. The SNAP requires that buildings do not exceed more than 30 feet in height within 15 feet of the front property line.

Section 9I – Development Standards. The Project shall comply with the applicable SNAP Development Standards and Design Guidelines (Guidelines). The Guidelines contain both “Development Standards” and “Design Guidelines.” Development Standards are legal requirements that address those aspects of site development and building design for which physical specifications can be described. Design Guidelines are strong recommendations that provide direction for more subjective considerations.

#### Development Standards

1. Landscape Plan. As shown in the Project plans on Sheets L210-L300, the Project’s open areas not used for buildings, recreational facilities, or pedestrian amenities are landscaped with a combination of shrubs, trees, ground cover, vines, planter boxes, and flowers. The conceptual plant material and palette includes a variety of indigenous and native plantings that would comply with the City’s Landscape Ordinance.

2. Usable Open Space. Based on the proposed unit mix, the Project requires 7,975 square feet of open space pursuant to LAMC Section 12.21.G. However, applicant is proposing a 41.9% reduction to permit 4,637 sf.

3. Streetscape Elements. The Project fronts along Berendo Avenue, a Local Street – Standard; therefore, the provisions of this section do not apply.

4. Pedestrian/Vehicular Circulation.

Parking Lot Location. The Project does not include surface parking; therefore, this provision does not apply.

Waiver. The Applicant is not requesting a waiver for parking.

Curb cuts. The Project fronts along Berendo Avenue, a Local Street – Standard; therefore, the provisions of this section do not apply.

Pedestrian Access. The Project provides pedestrian entrances at the front of the building, along Berendo Street.

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Design of Entrances. The Project does not include pedestrian walkways, mid-block throughways or arcades. Entrances have been designed with architectural accents.

Inner Block Pedestrian Walkway. The Project does not have more than 250 feet of street frontage; therefore, this design guideline does not apply.

Speed Bumps. The Project does not include a driveway that shares the path with a pedestrian walkway for more than 50 feet; therefore, this guideline does not apply.

5. Utilities. Where possible, all new utility lines will be installed underground.

## 6. Building Design.

Stepbacks. The SNAP requires that buildings do not exceed more than 30 feet in height within 15 feet of the front property line. The Applicant complies with this standard with the addition of 28 feet of additional height as permitted by Density Bonus Law. The Project Site does not have a property line fronting on a major highway, including Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard, or Vermont Avenue.

Transparent Building Elements. The Project provides transparent building elements such as windows and doors that occupy a minimum of 50 percent of the exterior wall surface of the ground floor façades for the front elevations along Berendo Street, as noted on Elevation sheets A20 and A21.

Façade Relief. The Project's exterior building walls provide a break in the plane or a change in material every 20 feet in horizontal length and every 30 feet in vertical length, created by an articulation or architectural detail. as noted on Elevation sheets A20 and A21

Building Materials. The Project includes a variety of complementary building materials on the exterior façades, such as smooth stucco, metal wall cladding, and brick veneer.

Surface Mechanical Equipment. The pad-mounted power/energy supply located at grade at the northwest corner of the Project along Berendo Street would be screened with landscaping to match the landscaping of the remaining of the Project.

Roof Lines. The Project's roof lines would be modulated through the use of horizontal architectural bands and a variety of materials. The Project's seeks an incentive for relief from this standard in order to break up by various architectural elements every 85 feet in lieu of at least every 40 feet.

7. Rooftop Appurtenances. All rooftop equipment and building appurtenances located on the roof will be screened from public view or architecturally integrated into the design of the building.

8. Trash and Recycling Areas. All trash and recycling collection areas would be enclosed within the garage level.

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9. Pavement. The Project includes enhanced paving materials such as wood, porcelain, and permeable pavers.

10. Freestanding Walls. All freestanding walls in the Project contain an architectural element at intervals of no more than 20 feet. The Project does not include any freestanding walls along the property line adjacent to a public street.

11. Parking Structures-Required Commercial Frontage. The Project does not include any parking structures and, therefore, this development standard does not apply.

12. Parking Structures-Façade treatments. The Project does not include any parking structures and, therefore, this development standard does not apply.

13. Parking Structures Across from Residential Uses. The Project does not include any parking structures and, therefore, this development standard does not apply.

14. Surface Parking lots. The Project does not include a surface parking lot. Therefore, this development standard does not apply.

15. Surface Parking Abutting Residential. The Project does not include a surface parking lot. Therefore, this development standard does not apply.

16. On-Site Lighting. Night lighting will be provided for visibility and safety purposes; light fixtures will be oriented downward and will include shielding.

17. Security Devices. The Project includes secure access via the residential lobby.

18. Privacy. The Project has been designed to avoid windows facing windows across property lines and preserve the privacy of all residential units.

19. Hours of operation. Under the SNAP, parking lot cleaning and sweeping, trash collections and deliveries to or from a building will occur no earlier than 7AM and no later than 8PM, Monday through Friday, and no earlier than 10AM and no later than 4PM on Saturdays and Sundays.

20. Noise Control. The windows and doors on exterior walls of the residential units along Berendo Street will be constructed to provide a Sound Transmission Class of 50 or greater, or alternatively, by other means based on a report from an acoustical engineer that achieves noise levels below 45dBA in any residential habitable room.

21. Required Ground Floor Uses. This standard required that one hundred percent of the street level floor, excluding entrances to upper floors, must be for commercial uses or community facilities up to a depth of 25 feet. The project complies with this requirement as it provides a commercial office space on the southwest corner that has a depth of 25 feet. The remaining areas are use an entrances, parking areas, or other non-residential spaces.