

PROJECT PERMIT COMPLIANCE REVIEW - FINDINGS

- (a) **That the project substantially complies with the applicable regulations, findings, standards and provisions of the specific plan; and (Amended by Ord. No. 177,103, Eff. 12/18/05.)**

The proposed project is the construction of mixed-use building having 26 residential condominium units, 3 ground-floor commercial units, 1 subterranean commercial unit, and 242 subterranean parking spaces.

The project is located in the C2-1 zone, in a dual coastal zone, and in the North Venice sub-area of the Venice Coastal Zone Specific Plan, which is an area that requires issuance of a Project Permit Compliance.

The proposed project complies with all development standards of the Venice Coastal Zone Specific Plan except where an exception is necessary to provide for affordable housing costs associated with LAHD fixed sales prices for the four (4) proposed low-income units.

The exceptions being sought are in line with the City of Los Angeles Density Bonus Ordinance and Senate Bill 1818, which allow the developer to request exceptions when those exceptions will provide the necessary financial incentive to develop affordable housing.

The proposed project qualifies for 19 base units according to the density allowed in the R-3 zone. Four (4) of those 19 base units are being provided at low-income levels, therefore our affordable set-aside is 21% and the project qualifies for a 35% density bonus.

The following is a list of the exceptions to the Specific Plan standards along with an explanation for why they are necessary to the provision of affordable units.

1. The proposed project is seeking relief from the step-back requirement in the Specific Plan, which requires that the building front be stepped back 5-feet at the first residential level and that any portion of the building front above 30-feet be stepped back 1-foot for each foot of building height exceeding 30-feet.

According to the architect's calculations, strict adherence to this standard would result in a loss of 1,933 square feet of unit floor area, roughly equivalent to three (3) of the proposed one-bedroom units.

The Specific Plan requires that the first commercial level have a height no less than 12-feet. As a result, the 30-foot height mark intersects with our third story. In order to observe the step-back requirement, the project would lose the first 15-feet of the entire 2nd and 3rd residential stories.

2. The proposed project is seeking relief from the height requirement in the Specific Plan, which requires that the building height be no more than 30-feet for flat roofs and 35-feet for variable roofs.

The proposed project is designed with both flat and variable roof sections at a height of 46-feet to provide both for articulation and good design, and also to provide for open space in the form of roof decks for the units closest to Horizon Avenue.

The menu of Density Bonus incentives offers a 35% increase in height, which would result in a 47-foot 3-inch variable roofline, however, this same on-menu incentive would limit the height of the flat roof sections to 40-foot 8-inches.

The parody in flat and variable rooflines is needed to provide open space for residents and to provide a functional and attractive building design.

3. The proposed project is seeking relief from the 1.5:1 FAR limit. The 1.5:1 FAR limit established by the Specific Plan does not allow for the provision of affordable units. The proposed project is requesting an FAR of 2.4:1.

The proposed project is in the C2 zone, however the specific plan limits the project to R3 density, which is $\frac{1}{2}$ of the density normally permitted in the C2 zone. The project is permitted 19 base units and 7 density bonus units. If the project were restricted to a 1.5:1 FAR, the limitation on floor area would be 21,000 square feet. At this limit, it would not be possible to develop a mixed-use project with affordable units as more than $\frac{1}{3}$ of the proposed floor area would be lost.

The specific plan limit on FAR does not account for mixed-use projects, nor does it account for multi-family residential projects in the C2 Zone. Therefore, an increase in FAR is needed to provide an incentive for the provision of affordable units.

A 2.4:1 FAR is not out of scale with the pattern of development in the area of the subject property. The property is located one block away from Windward Circle, which is a hub for commercial activity in Venice. Several years ago, six (6) multi-family units were constructed on Main Street directly across the street from the subject property at an FAR of almost 3:1. New mixed retail and office buildings on Main Street to the south have FAR's in the range of 2:1 to 3:1.

With the exception of these necessary affordable housing incentives, the project has been designed to incorporate all Specific Plan regulations.

The project will provide home buying opportunities in an area of Venice that has seen huge commercial growth over the past few years. There is currently a shortage of both market-rate and affordable home-buying opportunities on the west side, and this scarcity is artificially driving up the price of the current housing stock. With the arrival of Google to Main Street and the increasing presence of dotcom companies close to Venice Beach, many qualified buyers will be looking to buy a home in Venice. These homebuyers will be particularly attracted to homes close to their work that allow for pedestrian and bicycle commuting.

The proposed project mitigates the problems associated with a lack of off-street parking in Venice. The project will create 242 total parking spaces. Of these 242

parking spaces, only 153 are required. 9 of those 153 spaces are beach-impact spaces. The remaining 59 spaces are non-required. In total, the project will be creating 68 extra parking spaces, which can be used by residents, business owners, and visitors to alleviate the street parking problem near Venice Beach.

- b) That the project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would mitigate the negative environmental effects of the project, to the extent physically feasible.**

An Environmental Assessment has been filed in conjunction with this project. An initial study will be conducted according to CEQA law and the project will adopt any mitigation measure recommended by the City of Los Angeles, acting as the lead agency.