

FINDINGS

General Plan/Charter Findings

1. General Plan Land Use Designation.

The subject site is located within the Venice Community Plan, adopted by the City Council on September 29, 2000. The approximate 2.65-acre Project Site is bounded by North Venice Boulevard to the north, South Venice Boulevard to the south, Pacific Avenue to the west, and Dell Avenue to the east. The Community Plan designates the subject site as Open Space with a corresponding zone of OS. The subject site is also located within the area covered by the Venice Local Coastal Program Land Use Plan (LUP), certified by the California Coastal Commission on June 14, 2001. The Venice LUP designates the project site as Open Space and Low Medium II Multiple Family Residential.

The requested General Plan Amendment would designate the subject site as Neighborhood Commercial with a corresponding zone of (T)(Q)C2-1L-O. The proposed zone of C2 is a corresponding zone for the Neighborhood Commercial designation in the Venice Community Plan.

The recommended Zone Change to C2 and the Venice Coastal Zone Specific Plan amendment creating Subarea A (Permanent Supportive Housing) for the subject site would be consistent with the adoption of the recommended general plan amendment and would be in substantial conformance with the purpose, intent, and provisions of the General Plan as it is reflected within the Venice Community Plan and certified Venice Local Coastal Program Land Use Plan.

2. General Plan Text

The General Plan serves as a blueprint for the future, prescribing goals, policies and objectives to shape and guide the physical development of the City. Further, the General Plan is a vision for how the City will evolve, reflecting the values and priorities of its communities. As such, the General Plan is intended to inform land use decisions. The General Plan consists of the Framework Element, 35 Community Plans and ten specific-subject elements.

Framework Element

The Framework Element of the General Plan was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element is the organizing Element of the General Plan. Its policies address and connect all the Elements of the General Plan. The Framework Element is the strategy for long-term growth that sets a citywide context to guide amendments to the Community Plans, zoning ordinances, and other land use decisions. The Framework Element defines Citywide policies regarding seven topic areas including Land Use, Housing, Urban Form and Neighborhood Design, Open Space and Conservation, Economic Development, Transportation, and Infrastructure and Public Services.

The subject site is located within the area covered by the Venice Community Plan, adopted by the City Council on September 29, 2000. The Community Plan designates the Project site as Open Space with a corresponding zone of OS. The subject site is also located within

the area covered by the Venice Local Coastal Program Land Use Plan (LUP), certified by the California Coastal Commission on June 14, 2001. The Venice LUP designates the project site as Open Space and Low Medium II Multiple Family Residential.

The requested General Plan Amendment would designate the subject site as Neighborhood Commercial with a corresponding zone of (T)(Q)C2-1L-O. The proposed zone of C2 is a corresponding zone for the Neighborhood Commercial designation in the Venice Community Plan.

The recommended Zone Change to C2 and the Venice Coastal Zone Specific Plan amendment creating Subarea A (Permanent Supportive Housing) for the subject site would be consistent with the adoption of the recommended Plan Amendment and would be in substantial conformance with the purpose, intent, and provisions of the General Plan as it is reflected within the Venice Community Plan and certified Venice Local Coastal Program Land Use Plan.

The project includes the demolition of an existing surface parking lot containing 196 vehicular parking spaces and a two-story, four-unit residential structure; and the construction of a 103,957-square foot, mixed-use, 100 percent affordable housing development consisting of 140 residential dwelling units of which 34 units are Joint Living and Work Quarters (136 restricted affordable dwelling units and 4 unrestricted Manager Units), 685 square feet of supporting (social service) office uses, 2,255 square feet of retail uses, 810 square feet of restaurant uses with 1,060 square feet of outdoor and indoor Service Floor area, and 2,875 square feet art studio uses.

The Framework Element includes the following goals, objectives and policies relevant to the subject site and the requested General Plan Amendment and Zone Change.

Land Use

The Land Use chapter of the Framework Element provides objectives and supporting policies to support the viability of the City's residential neighborhoods, commercial and industrial districts, and encourage sustainable growth in appropriate locations. The Land Use chapter establishes seven land use categories: Neighborhood Districts, Community Centers, Regional Centers, Downtown Center, Mixed- Use Boulevards, and Industrial Districts. Each land use categories recommends an appropriate range of density, height, and uses, and those land use categories are broadly assigned through-out the City. The subject site is located in the Neighborhood District land use category. The proposed project will comply with and supports the following goals, objectives, and policies of the Land Use chapter of the Framework Element.

Goal 3: Pedestrian-oriented, high activity, multi- and mixed-use centers that support and provide identity for Los Angeles' communities.

Objective 3.8: Reinforce existing and establish new neighborhood districts which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood activity, are compatible with adjacent neighborhoods, and are developed as desirable places to work and visit.

Policy 3.8.1: Accommodate the development of neighborhood-serving uses in areas designated as "Neighborhood District" in accordance with Tables 3-1 and 3-4. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.

Policy 3.8.2: Encourage the retention of existing and development of new commercial uses that primarily are oriented to the residents of adjacent neighborhoods and promote the inclusion of community services (e.g., childcare and community meeting rooms).

Policy 3.8.4: Enhance pedestrian activity by the design and siting of structures in accordance Chapter 5 Urban Form and Neighborhood Design policies of this Element and Pedestrian-Oriented District Policies 3.16.1 through 3.16.3.

Policy 3.8.6: Encourage outdoor areas within neighborhood districts to be lighted for night use, safety and comfort commensurate with their intended nighttime use.

The Project is located within walking distance of Venice beaches and canals, within close proximity to local and regional public transit opportunities, and a surrounding area that is characterized by a mix of commercial, retail, and residential uses. The Project enlivens the area by contributing to the identity of the area through the replacement of an underutilized site with the provision of new affordable and supportive housing and commercial/retail uses, amenities and employment opportunities within a high-quality development. Access to the Grand Canal is maintained and enhanced by the addition of a loading area and parking spaces specifically for vehicles carrying (or towing) non-motorized watercraft.

The ground-level retail and art studio spaces will also enhance the community services available to adjacent neighborhoods. At night, low-level security lighting would provide illumination to the building, entrances, walkways and parking areas, and would be designed to be directed onsite and shielded to eliminate spillover onto adjacent properties. The Project also enhances the public realm by stepping back the Grand Canal frontages to create ground level plazas for residents and pedestrians interspersed with landscaping, seating and trees.

Housing

The Housing chapter of the Framework Element provides an overview of the critical issues related to housing in Los Angeles and provides goals to guide future actions, and policies to address housing issues.

The Housing chapter identifies insufficient vacant properties to accommodate the cumulative amount of population growth which has been forecasted. The supply of land zoned for residential development is the most constrained in the context of population growth forecasts. Thus, should growth and new development in the City occur, most likely it will require the recycling and/or intensification of existing developed properties or conversion of certain uses, where there is insufficient market demand, to an alternative use.

Further the Housing chapter indicates that housing production has not kept pace with the demand for housing. Affordability is particularly a problem to families with very low- and low-incomes. Over 70 percent of very low-income families spend more than 30 percent of their income on housing. Some areas of the City have overconcentration of low-income housing and other areas have very little housing available even to moderate-income families.

Lastly, the Housing chapter recommends a balance between the need to produce new housing units and the desire to conserve the livability and character of existing neighborhoods.

In that regard, the Housing chapter provides policies to increase the capacity for new housing units, encouraging production of housing for households of all income levels, while at the same time preserving existing residential neighborhood stability and promoting livable neighborhoods.

The proposed project will comply with and supports the following goals, objectives and policy of the Housing chapter of the Framework Element.

Goal 4A: An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.

Objective 4.1: Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population to the year 2010.

Policy 4.1.1: Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within each City subregion to meet the twenty-year projections of housing needs.

Policy 4.1.2: Minimize the overconcentration of very low- and low-income housing developments in City subregions by providing incentives for scattered site development citywide.

Policy 4.1.3: Minimize the over concentration of public housing projects in a City subregion.

Policy 4.1.7: Establish incentives for the development of housing units appropriate for families with children and larger families.

Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.

Objective 4.3: Conserve scale and character of residential neighborhoods.

The affordable housing crisis in California is driving a regional increase in homelessness. The County of Los Angeles is the least affordable County for housing in the state of California. In Los Angeles County, there are 721,000 families and individuals are severely overburdened with rental payments. Despite housing 21,631 people in 2018, homelessness in the County increased by 12 percent.

According to the 2019 Los Angeles Homeless Service Authority (LAHSA) Homeless Count, there are 58,936 people experiencing homelessness in Los Angeles County, of which there are 16,528 people experiencing chronic homelessness. The subject site is located in the Service Planning Area (SPA) 5, which has a population of 5,223 individuals experiencing homelessness.

Specifically in Venice, the 2018 Homeless Count revealed 975 persons experiencing homelessness in Venice. The next year, according to the Homeless Count that number was up 29 percent to 1,260 persons experiencing homelessness. The 2020 homeless count

revealed 1,981 persons experiencing homelessness, a 57% increase from 2019.

Further drawing attention to this trend, there has not been significant affordable housing production in Venice since the 1990s. There are approximately 6,000 Supportive Housing units available Citywide and only a small fraction of those is located in the Venice community. There are currently only 42 supportive housing units in Venice.

As such, the proposed project would provide critically needed affordable housing units in the Venice Community Plan area. The proposed project includes 140 dwelling units, of which 68 units are designated for permanent supportive housing (PSH) for those experiencing homelessness, 34 Joint Living and Work Quarters for low-income households, 34 units are designated for low-income families/households and four units will be occupied by on-site property managers.

The proposed project also includes on-site support services for the residents to improve their physical and mental health and ensure housing stability. Further, residents can receive referrals to off-site services such as health care, food assistance and job training.

Urban Form and Neighborhood Design

The proposed project will comply with and supports the following goals, objectives and policy of the Urban Form and Neighborhood Design Chapter.

Goal 5A: A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.

Open Space and Conservation

The Open Space and Conservation Chapter provides an overview of the critical issues related to the preservation and production of new open space in Los Angeles.

The proposed project will comply with and balance the following critical issues identified in the Open Space and Conservation Chapter.

- 1. Open space conservation and development are often competing goals. Conserving ecologically and aesthetically important areas while meeting the needs of the developing community can create some difficult choices. Given that the City is largely built out, the pressure for development to intrude into these areas will likely continue.*
- 2. There is a deficiency of open space in the City. As the City urbanizes, and the pressures of population growth and encroaching development activity increases, the amount of land available for open space continues to diminish. The difficulty in acquiring large, contiguous tracts of land reduces the likelihood of creating new regional parks the size of Griffith Park or smaller community and neighborhood parks. In addition, there are insufficient local funds to purchase open space land.*
- 3. The Los Angeles River presents numerous opportunities for enhancing the City's open space network.*
- 4. Park acquisition is limited due to existing patterns of development and lack of funding. Since the availability of open space acquisition funds is based in part on local development activity, areas of Los Angeles that experience little or no*

development have more limited resources to acquire open space. Not surprisingly, such communities are often also the areas with the greatest open space need.

The City has traditionally acquired open space through Quimby fees, park dedication requirements, and a dwelling unit construction surcharge. Quimby fees differ from the construction tax in that they are collected from development projects and must be spent in the community in which they are collected. Some areas of the City are recipients of both the Quimby fees and the construction surcharge fee. Older areas of the City in which little new residential development occurs receive considerably lesser levels of funds and are characterized by the highest development densities. Discrepancies in the amount of open space that exists among communities results in the more densely populated areas having insufficient open space to meet the needs of their population.

5. *Park standards do not reflect current conditions and needs. Existing open space standards (and, more significantly, existing open space acquisition policies) do not sufficiently recognize the full range of potential open space resources at the neighborhood and community levels. As opportunities for traditional open space resources are diminished, it is important to identify areas of open space that have not traditionally been considered as resources. Thus, vacated railroad lines, drainage channels, planned transit routes and utility rights-of-way, or pedestrian-oriented streets and small parks, where feasible, might serve as important resources for serving the open space and recreation needs of City residents in communities where those resources are currently in short supply. Additionally, as resources diminish, the quality, intensity, and maintenance of existing open space (especially in more dense neighborhoods) becomes more important.*

The requested General Plan Amendment from Open Space and Low Medium II Residential to Neighborhood Commercial and the corresponding Vesting Zone Change/Height District Change from OS-1XL-O to the (T)(Q)C2-1L-O will allow the development of a permanent supportive housing development and further allow the City to address the pressing need for affordable housing the City, specifically in the Coastal Zone.

The Open Space land use designation and zoning district are applied to parcels that are planned for or developed with park land, open space or habitat conservation. The existing use on the subject site is a surface parking lot and a four-unit multi-family residential building. The site is intended to provide parking for the approximately 320 acres of designated Open Space within Venice Beach, but the existing use does not correspond to the Open Space land use designation. Changing the zoning and land use designation from Open Space to Neighborhood Commercial would result in the reduction in the acreage designated for open space. However, the current use is an underutilized site where there are no plans for park development or habitat conservation

The approval of the requested legislative action would facilitate the replacement and expansion of the existing 196-space surface parking lot and contribute to the supply of affordable housing in the Venice Community Plan area. The project balances the competing policy priorities to provide housing for all income segments and to provide open space opportunities for residents and visitors. The proposed project increases the number of public parking spaces while providing for Permanent Supportive Housing and affordable housing.

Economic Development

The economic development policies presented in the Economic Development chapter are

designed to facilitate business retention and job growth in several important ways. These include providing appropriate sites and infrastructure to accommodate future commercial and industrial growth; streamlining the City's permitting and regulatory processes; focusing the City's economic development efforts to more effectively utilize available resources; and, where appropriate, providing financial incentives to attract development to targeted districts, centers, and boulevards.

Transportation

The Transportation Chapter of the Framework Element envisions a transportation system of the future that will be a fully integrated, multimodal system that offers multiple travel choices to Los Angeles travelers. Choices for person trips must include numerous forms of transit (rail, bus, Smart Shuttle, jitney, taxi, and other), highway (drive-alone, carpool, and vanpool), and non-vehicle options (telecommuting, electronic communication, and bicycling). New facilities and services will greatly enhance accessibility within communities, particularly in these communities with limited economic resources.

Infrastructure and Public Services

To support population growth, Los Angeles needs a strong, expanding economy, healthy neighborhoods, and a tax base that can support the basic public services necessary to maintain and improve its quality of life. In order for the City to provide services that the public expects, it must embrace the vision of becoming a sustainable city: one which manages its infrastructure and public services in a manner that avoids depletion or permanent damage of its natural resources.

Infrastructure improvements will be required to support the needs of the City's growth and, at the same time, to replace existing facilities that have deteriorated due to age or have become obsolete. The costs for such improvements will be shared by new development and existing residents and businesses. New development's share of these costs will be in proportion to the demands that it generates.

Venice Community Plan

The Venice Community Plan was adopted by the City Council on September 29, 2000. The Venice Community Plan Area contains approximately 2,061 acres, representing 0.7 percent of the land in the City of Los Angeles. The Community Plan's purpose is to promote an arrangement of land use, circulation, and services, which all encourage and contribute to the economic, social, health, and welfare of the Community. In that regard, the Venice Community Plan establishes land use designations and corresponding zones that can be applied to properties. The Project site is located within the Venice Community Plan, which designates the site for Open Space land uses with a corresponding zone of OS-1XL-O. The Venice Community Plan sets forth goals, objectives, policies, and programs that can assist decision makers to review new development proposals or to consider a proposed ordinance or policy.

The proposed project will comply with and supports the following goals, objectives and policy of the Venice Community Plan:

Goal 1: A safe, secure, and high-quality residential environment for all community residents.

Objective 1-1 To provide for the preservation of the housing stock and its expansion

to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policy 1-1.1 *Designate specific lands to provide for adequate multi-family residential development.*

Policy 1-1.3 *Protect existing single-family residential neighborhoods from new out-of-scale development and other incompatible uses.*

Objective 1-2 *To reduce vehicular trips and congestion by developing new housing in proximity to services and facilities.*

Policy 1-2.1 *Locate higher residential densities near commercial centers and major bus routes where public service facilities and infrastructure will support this development.*

Policy 1-2.2 *Encourage multiple-family residential development in commercial zones.*

Objective 1-3 *To preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.*

Policy 1-3.1 *Seek a higher degree of architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.*

Objective 1-4: *To promote the adequacy and affordability of multiple-family housing and increase its accessibility to more segments of the population.*

Policy 1-4.1: *Promote greater individual choice in type, quality, price and location of housing.*

Policy 1-4.2: *Ensure that new housing opportunities minimize displacement of residents.*

Goal 5: *A community with sufficient open space in balance with new development to serve the recreational, environmental, health and safety needs of the community and to protect environmental and aesthetic resources.*

Objective 5-1 *To preserve existing open space resources and where possible develop new open space.*

Policy 5-1.1 *Encourage the retention of passive and visual open space which provides a balance to the urban development of the community.*

Policy 5-1.4 *Protect and maintain unique open space areas, including the Venice Canals, Grand Canal, Ballona Lagoon and beaches.*

Goal 13: *A sufficient system of well-designed and convenient on-street parking and off-street parking facilities throughout the plan area.*

Objective 13-1: *To provide an adequate supply of parking at appropriate locations in accordance with Citywide standards and community needs.*

Policy 13-1.2 New parking lots and garages shall be developed in accordance with design standards.

Policy 13-1.3 Increase parking opportunities for both visitors and residents of Venice.

The subject site is generally located on the block bounded by North Venice Boulevard, Pacific Boulevard, Dell Avenue and South Venice Boulevard and is separated into a West Site and East Site by the terminus of the Grand Canal (which becomes Canal Street north of North Venice Boulevard).

The project site is currently developed with a surface parking lot containing 196 vehicular parking spaces, the Pacific Electric Venice Short Line Bridge, and a two-story, 1,970-square-foot, 4-unit apartment building, located on the northern portion of the project site. The West Site and East Site are connected by the Short Line Bridge, which provides vehicular access between the two bisected areas of the Project Site. The Short Line Bridge will remain and provide pedestrian access between the two bisected areas of the project site. The surface parking lot is operated by LADOT. Vehicular access to the Project Site is currently available at driveways along North Venice Boulevard, Dell Avenue, and South Venice Boulevard. The Project Site is relatively flat with limited ornamental landscaping that includes 24 non-protected trees onsite and 11 non-protected street trees.

The proposed project would demolish the existing surface parking lot and the four-unit residential structure and construct a 103,957-square foot, mixed-use, 100 percent affordable housing development (a 36,157 square-foot structure west of Grand Canal and a 67,800 square-foot, structure east of Grand Canal) consisting of 140 residential dwelling units (136 restricted affordable dwelling units and 4 unrestricted Manager Units), 685 square feet of supporting (social service) office uses, 2,255 square feet of retail uses, 810 square feet of restaurant with 1,060 square feet of outdoor and indoor Service Floor area, and 2,875 square feet of art studio uses. The project will provide 357 automobile parking spaces as follows: 57 parking spaces for the dwelling units, 42 spaces for the commercial uses, 27 Beach Impact Zone (BIZ) spaces, 226 public parking spaces and 5 surplus parking spaces. The project provides 136 bicycle parking spaces (19 short-term and 117 long-term).

The recommended amendment to redesignate the subject site to the Neighborhood Commercial land use designation and recommended zone change to C2-1 would allow the site to be developed with the proposed project.

The Project offers new and much needed affordable and supportive housing dwelling units within a mixed-use development that has access to multiple forms of transportation. The residential component of the Project contains 140 residential dwelling units consisting of 68 dwelling units reserved for low-income, formerly homeless, households (with permanent supportive housing services); 34 affordable dwelling units for low-income artists (Joint Living and Work Quarters); 34 affordable dwelling units for lower-income households; and 4 non-restricted dwelling units for on-site property management staff. The dwelling units are comprised of studios, 1-bedroom and 2-bedroom units. On-site supportive services are offered to tenants. Case managers and community partners will provide a comprehensive approach to tenants to identify actions and services that can improve physical and mental health outcomes. Further tenants can receive referrals to off-site services, such as health care, food assistance, job training, and other similar support services. The Project expands commercial opportunities by providing ground floor, pedestrian-oriented, neighborhood-serving commercial uses along the Pacific Avenue and the Grand Canal frontages. Further

the area fronting the Grand Canal provides for community open space for tenants and neighborhood residents alike. The Project also includes an arts studio, which provides a flexible arts space that can be used by both tenants and the broader Venice community.

The public parking and beach access for the general public is maintained. There are approximately 196 automobile parking spaces provided in the existing surface parking lot. The Project will provide 357 automobile parking spaces, which include the required parking for residential uses, commercial / retail uses, and Beach Impact Parking, as well as 196 replacement public parking spaces, and nonrequired parking spaces within a public parking structure located on the East Site that is operated by LADOT.

The General Plan and the Housing Element 2013-2021 identify the critical need for more affordable housing to be built in the City of Los Angeles. As discussed more fully in the findings for the Housing Element, the assessment is that the City of Los Angeles is “facing an unprecedented housing crisis,” and this crisis impacts all segments of the housing market. The housing crisis is most acute for the homeless population, as observed in the City’s Comprehensive Homeless Strategy which reports that a 9,049-bed deficit for permanent supportive housing for single individuals represents the highest need the City is facing relative to the housing gap for the homeless in Los Angeles.

The lack of adequate housing supply has resulted in the increased need for affordable housing for lower income families. The Housing Element notes that housing production is likely insufficient to meet future demands, as the City has not kept pace with projected growth according to the Regional Housing Needs Assessment and that the City has been producing an average of 1,100 affordable units per year since 2006, which falls far below the provision of adequate housing for persons of Extremely Low to Low Income.

As recommended, the General Plan Amendment to the land use designation from Open Space and Low Medium II Residential to Neighborhood Commercial, and the Zone Change from Open Space to C2-1 would be consistent with the above referenced objectives, policies, and programs of the Venice Community Plan.

Housing Element.

The 2013-2021 Housing Element was adopted by the City Council on December 3, 2013. The Housing Element is one of the nine state-mandated elements of the General Plan. The Housing Element of the General Plan identifies the City’s housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City’s housing strategy, and provides an array of programs to create sustainable, mixed-income neighborhoods across the City.

The proposed project will comply with and supports the following goals, objectives and policy of the Housing Element:

Goal 1: A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.

Objective 1.1: Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

Policy 1.1.2: Expand affordable rental housing for all income groups that need assistance.

Policy 1.1.3: Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.

Policy 1.1.7: Strengthen the capacity of the development community to develop affordable housing.

Goal 2: A City in which housing helps to create safe, livable and sustainable neighborhoods.

Objective 2.1: Promote safety and health within neighborhoods.

Policy 2.1.2: Establish development standards and other measures that promote and implement positive health outcomes.

Policy 2.2.1: Provide incentives to encourage the integration of housing with other compatible land uses.

Objective 2.5: Promote a more equitable distribution of affordable housing opportunities throughout the City.

Policy 2.5.2: Foster the development of new affordable housing units citywide and within each Community Plan area.

Goal 4: A City committed to preventing and ending homelessness.

Objective 4.1: Provide an adequate supply of short-term and permanent housing and services throughout the City that are appropriate and meet the specific needs of all persons who are homeless or at risk for homelessness.

Policy 4.1.3: Provide permanent supportive housing options with services for homeless persons and persons/families at risk of homelessness to ensure that they remain housed and get the individualized help they may need.

Policy 4.1.4: Target chronically homeless individuals and prioritize the most vulnerable among them for services and Permanent Supportive Housing, including through the coordination of service provision and the efficient access to information so as to rapidly match available services to those in need of services.

Policy 4.1.6: Provide housing facilities and supportive services for the homeless and special needs populations throughout the City and reduce zoning and other regulatory barriers to their placement and operation in appropriate locations.

The subject site is generally located on the block bounded by North Venice Boulevard, Pacific Boulevard, Dell Avenue and South Venice Boulevard and is separated into a West Site and East Site by the terminus of the Grand Canal (which becomes Canal Street north of North Venice Boulevard).

The project site is currently developed with a surface parking lot containing 196 vehicular parking spaces, the Pacific Electric Venice Short Line Bridge, and a two-story, 1,970-square-foot, 4-unit apartment building, located on the northern portion of the project site. The West Site and East Site are connected by the Short Line Bridge, which provides vehicular access

between the two bisected areas of the Project Site. The Short Line Bridge will remain and provide pedestrian access between the two bisected areas of the project site. The surface parking lot is operated by LADOT. Vehicular access to the Project Site is currently available at driveways along North Venice Boulevard, Dell Avenue, and South Venice Boulevard. The Project Site is relatively flat with limited ornamental landscaping that includes 24 non-protected trees onsite and 11 non-protected street trees.

The proposed project would demolish the existing surface parking lot and the four-unit residential structure and construct a 103,957-square foot, mixed-use, 100 percent affordable housing development (a 36,157 square-foot structure west of Grand Canal and a 67,800 square-foot, structure east of Grand Canal) consisting of 140 residential dwelling units (136 restricted affordable dwelling units and 4 unrestricted Manager Units), 685 square feet of supporting (social service) office uses, 2,255 square feet of retail uses, 810 square feet of restaurant uses with 1,060 square feet of outdoor and indoor Service Floor area, and 2,875 square feet of art studio uses. The project will provide 357 automobile parking spaces as follows: 57 parking spaces for the dwelling units, 42 spaces for the commercial uses, 27 Beach Impact Zone (BIZ) spaces, 226 public parking spaces and 5 surplus parking spaces. The project provides 136 bicycle parking spaces (19 short-term and 117 long-term).

The Project offers new and much needed affordable and supportive housing dwelling units within a mixed-use development that has access to multiple forms of transportation. The residential component of the Project contains 140 residential dwelling units consisting of 68 dwelling units reserved for low-income, formerly homeless, households (with permanent supportive housing services); 34 affordable dwelling units for low-income artists (Joint Living and Work Quarters); 34 affordable dwelling units for lower-income households; and 4 non-restricted dwelling units for on-site property management staff. The dwelling units are comprised of studios, 1-bedroom and 2-bedroom units. On-site supportive services are offered to tenants. Case managers and community partners provide a comprehensive approach for tenant to identify actions and services that can improve physical and mental health outcomes. Further tenants can receive referrals to off-site services, such as health care, food assistance, job training, and other similar support services. The Project expands commercial opportunities by providing ground floor, pedestrian-oriented, neighborhood-serving commercial uses along the Pacific Avenue and the Grand Canal frontages. Further the area fronting the Grand Canal provides for community open space for tenants and neighborhood residents alike. The Project also includes an arts studio, which provides a flexible arts space that can be used by both tenants and the broader Venice community.

The Housing Element 2013-2021 identifies the critical need for more affordable housing to be built in the City of Los Angeles. As discussed more fully in the Housing Element, the assessment is that the City of Los Angeles is “facing an unprecedented housing crisis,” and this crisis impacts all segments of the housing market. The housing crisis is most acute for the homeless population, as observed in the City’s Comprehensive Homeless Strategy which reports a 9,049-bed deficit for permanent supportive housing for single individuals represents the highest need the City is facing relative to the housing gap for the homeless in Los Angeles.

The lack of adequate housing supply has resulted in the increased need for affordable housing for lower income families. The Housing Element notes that housing production is likely insufficient to meet future demands, as the City has not kept pace with projected growth according to the Regional Housing Needs Assessment and that the City has been producing an average of 1,100 affordable units per year since 2006, which falls far below the provision of adequate housing for persons of Extremely Low to Low Income.

Consistent with Policy 1.1.2, the project expands the availability of affordable rental housing. The requested General Plan Amendment from Open Space and Low Medium II Residential to Neighborhood Commercial land use designation corresponding to the C2 Zone allows the development of 136 restricted affordable dwelling units for persons that need assistance in a location that is in close proximity to several transit options and neighborhood-serving uses.

As recommended, the General Plan Amendment to the land use designation from Open Space and Low Medium II Residential to Neighborhood Commercial would be consistent with the City's Housing goals, objectives, and policies.

Mobility Element.

The Mobility Plan was adopted by the City Council on September 7, 2016. The Mobility Plan is a guide for the development of a citywide transportation system which provides for the efficient movement of people and goods. The Plan recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, through reduction of vehicle trips, and through focusing growth in proximity to public transit.

The Mobility Plan provides goals, objectives, policies and programs to continually meet the changing mobility, air quality and health challenges faced by the City.

The proposed project will comply with and supports the following goals, objectives and policy of the Mobility Plan 2035:

Goal 3: Access for all Angelenos.

Objective: Ensure that 90% of households have access within one mile to the Transit Enhanced Network by 2035.

Objective: Ensure that 90% of all households have access within one-half mile to high quality bicycling facilities by 2035.

Objective: Provide access to bicycle sharing within a quarter mile of 50% of households by 2035.

Policy 3.3: (Land Use Access and Mix) Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

Policy 3.8: (Bicycle Parking) Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The project site is an approximately 115,674 square feet (approximately 2.65 acres) level, irregularly shaped parcel of land, consisting of 40 lots located within the Venice Community Plan area. The subject site is generally located on the block bounded by North Venice Boulevard, Pacific Boulevard, Dell Avenue and South Venice Boulevard and is separated into a West Site and East Site by the terminus of the Grand Canal (which becomes Canal Street north of North Venice Boulevard).

North Venice Boulevard is designated by the Mobility Plan as a Boulevard II. Pacific Avenue is designated by the Mobility Plan as an Avenue II. South Venice Boulevard is designated by the Mobility Plan as a Boulevard II. Dell Avenue is designated by the Mobility Plan as a

Local Street – Standard. Canal Street is designated by the Mobility Plan as a Local Street – Standard and is improved as a waterway.

The subject site is well-served by multiple transit operators including Los Angeles Metro, Santa Monica Big Blue Bus and Culver City Bus transit systems.

Culver City Bus Line 1 stops on Pacific Avenue at subject site and provides daily eastbound/westbound service from Washington Boulevard and Fairfax Avenue to Venice Beach with intersections with seven Metro bus lines (17, 35, 38, 108, 358, Commuter Express 437) and five Santa Monica Big Blue Bus bus lines, (R3, 12, 14, 16, and 18). The eastern terminus of the Culver City Bus Line 1, at the West Los Angeles Transit Center, provides connections to seven Metro buses (35, 37, 38, 105, 217, 705, and 780).

Approximately 1,500 feet north of the subject site, near the intersection of Venice Way and Main Street, there are two bus stops served by Metro Local Bus Line 33, Metro Rapid Bus Line 733 and, Santa Monica Big Blue Bus Line 1. Metro Local Bus Line 33 and Metro Rapid Bus Line 733 provides eastbound/westbound service from Santa Monica to Downtown Los Angeles. Santa Monica Big Blue Bus Line 1 provides northbound /southbound service from Venice Beach to UCLA.

In addition, there is a Metro Bike Share station, located adjacent to the Property, at the intersection of Pacific Avenue and North Venice Boulevard. This bicycle station currently has 12 bicycle “docks”. Further, the subject site is located approximately 750 feet from the Marvin Braude Bike Trail providing regional bicycle access.

Primary regional access to the subject site is provided by the Marina Freeway (SR-90), Venice Boulevard (SR-187), and Lincoln Boulevard (SR-1), which are all accessible within 1.5 miles of the Project Site. Major arterials providing regional access to the Project Site include Pacific Avenue, West Washington Boulevard, and Abbot Kinney Boulevard. The Project site is less than 0.25 miles east of the Pacific Ocean.

The project will provide new affordable housing opportunities on a site that is within a transit priority area and in close proximity to several mass transit options and as such, would be consistent with the purposes of the Mobility Plan. With data showing that residents of 100 percent restricted affordable housing developments would be less likely to own personal vehicles, thereby relying on alternative modes of travel, including pedestrian, bicycle and transit modes.

Sewerage Facilities Element

The Sewerage Facilities Element of the General Plan will not be affected by the recommended action. While the sewer system might be able to accommodate the total flows for the proposed project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity, then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

Health and Wellness Element

The Health and Wellness Element was adopted by the City Council on March 25, 2015. The Plan for a Healthy Los Angeles provides high-level policy vision with measurable objectives

and implementation programs to elevate health as a priority for the City's future growth and development. Through a new focus on public health from the perspective of the built environment and City services, the City of Los Angeles strives to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement.

The proposed project will comply with and supports the following goals, objectives and policy of the Health and Wellness Element:

Policy 2.1: (Access to goods and services) Enhance opportunities for improved health and well-being for all Angelenos by increasing the availability of and access to affordable goods and services that promote health and healthy environments, with a priority on low-income neighborhoods.

Policy 2.2: (Healthy building design and construction) Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.

Policy 2.6: (Repurpose underutilized spaces for health) Work proactively with residents to identify and remove barriers to leverage and repurpose vacant and underutilized spaces as a strategy to improve community health.

Policy 2.10: (Social connectedness) Acknowledge the mental and physical health benefits of social connectedness by promoting and valuing public spaces, social interaction, relationship building, and resilience in community and urban design.

Policy 5.7 (Land Use Planning for Public Health and GHG Emission Reductions) Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decrees air pollution especially for children, seniors, and others susceptible to respiratory disease.

Policy 7.6: (Diversion) Proactively collaborate with public, private, and nonprofit partners to divert vulnerable populations such as homeless individuals, veterans, individuals with mental health issues, at-risk youth and young adults, and other non-violent offenders from conviction and incarceration to supportive services that promote access to economic, education, housing, and health resources within their communities.

The Project consists of a mixed-use affordable housing project with ground floor, neighborhood-serving retail and services, and a public parking structure operated by LADOT. The Project includes 68 residential dwelling units dedicated to serving formerly homeless, low-income households, 34 affordable dwelling units for low-income artists, including live/work studios, 34 affordable dwelling units for lower-income households, and 4 non-restricted onsite manager units. The housing for chronically homeless individuals meets a critical need for affordable housing within the Venice Community Plan area.

The Property is currently improved with a City-owned and operated surface public parking lot and a four-unit multi-family residential building. The Project provides a much-needed affordable and supportive housing development and neighborhood-serving commercial uses on an underutilized site. The project would provide case managers who work with tenants to identify actions and services that can improve physical and mental health and address other needs and goals as well as ensure housing stability. Community partners also provide services on-site to deliver a comprehensive and accessible service approach for

tenants. Additionally, tenants receive referrals to off-site services they may need such as health care, food assistance, and other similar services. The art gallery is flexible arts space, to be used by tenants and the broader community, providing space for workspace and exhibition space.

The Project would be compatible and consistent with goals, objectives and policies of the Plan for a Healthy Los Angeles, a Health and Wellness Element of the General Plan.

Venice Coastal Zone Land Use Plan

The Venice Land Use Plan (LUP) was adopted by the City Council on October 29, 1999 and certified by the California Coastal Commission on June 14, 2001. The LUP is part of the Local Coastal Program intended for the Venice Coastal Zone. However, the necessary Implementation Plan was not adopted. The LUP was adopted by means of a plan amendment to the Community Plan and provides policies applicable to development in the Venice Coastal Zone.

The subject site is located within the North Venice and Venice Canals Subareas with a land use designation of Open Space and Low Medium II Residential. Chapter II of the LUP outlines the land use policies for new development in the Venice Coastal Zone.

The proposed project will comply with and supports the following goals, objectives, and policy of the certified Venice Coastal Zone Land Use:

Policy I. E. 2. Scale. New development within the Venice Coastal Zone shall respect the scale and character of community development. Buildings which are of a scale compatible with the community (with respect to bulk, height, buffer and setback) shall be encouraged. All new development and renovations should respect the scale, massing, and landscape of existing residential neighborhoods. Lot consolidations shall be restricted to protect the scale of existing neighborhoods. Roof access structures shall be limited to the minimum size necessary to reduce visual impacts while providing access for fire safety. In visually sensitive areas, roof access structures shall be set back from public recreation areas, public walkways, and all water areas so that the roof access structure does not result in a visible increase in bulk or height of the roof line as seen from a public recreation area, public walkway, or water area. No roof access structure shall exceed the height limit by more than ten (10') feet. Roof deck enclosures (e.g. railings and parapet walls) shall not exceed the height limit by more than 42 inches and shall be constructed of railings or transparent materials. Notwithstanding other policies of this LUP, chimneys, exhaust ducts, ventilation shafts and other similar devices essential for building function may exceed the specified height limit in a residential zone by five feet.

Policy I. E. 3. Architecture. Varied styles of architecture are encouraged with building facades which incorporate varied planes and textures while maintaining the neighborhood scale and massing.

Policy I. B. 2. Mixed-Use Development. Mixed-use residential commercial development shall be encouraged in all areas designated on the Land Use Policy Map for commercial use. Residential density in commercial land use designations shall not exceed one unit per 800-1200 square feet of lot area and shall comply with the Floor Area Ratio (FAR) limits set forth in Policy I.B.7. The design of mixed-use development is intended to help mitigate the impact of the traffic generated by the development on coastal access roads and reduce parking demand by reducing the need for automobile

use by residents and encouraging pedestrian activity. Such development shall comply with the density and development standards set forth in this LUP.

Policy I. B. 5. Neighborhood Commercial Land Use. *The Neighborhood Commercial designation is intended to accommodate local neighborhood commercial facilities and services which provide daily convenience goods and services to persons living in nearby residential areas. Small scale neighborhood stores and community services shall be preserved and encouraged. Neighborhood retail goods and services include, but are not limited to the following: art galleries; barber shops or beauty parlors; dry cleaners; laundry services; shoe repair; tailors; florists; hardware stores; drug stores; food/grocery stores; newsstands; medical facilities; and job service centers. Drive-thru facilities and billboards shall be prohibited on properties designated as neighborhood commercial. Community services include day-care, community-meeting rooms, recreational, religious or cultural facilities and similar uses. The clustering of uses minimizes multiple vehicle trips and encourages walking to and from adjacent residential neighborhoods. Areas designated for Neighborhood Commercial Land Use are shown in Exhibits 9 through 12.*

Physically, Neighborhood Commercial areas are generally characterized by one- and two-story low-rise structures. Pedestrian activities shall be encouraged by the emphasis on local serving uses, design of buildings, and the incorporation of streetscape amenities.

Policy I. B. 12. Parking Structures. *Multi-level parking structures may be permitted in all commercially designated areas provided that the use, design, scale and height of the structure is compatible with adjacent uses and the neighboring community.*

Policy II. A. 2. Expansion of Public Beach Parking Supply. *The construction of new public parking facilities should be implemented, as well as maximizing the use of existing ones by restriping existing parking lots or converting them to multi-level structures where consistent with other Coastal Act policies. The parking lots located west of the Ocean Front Walk shall remain surface parking lots. In no case shall such structures obstruct ocean views or be inconsistent with other Coastal Act or LUP Policies.*

Policy III. D. 2. Boating Use of Canals and Lagoon. *Recreational boating use of the Venice Canals shall be limited to non-commercial shallow-bottom, non-motorized boats such as canoes and rafts, in order to permit recreation while protecting the environmentally sensitive habitat area and maintain a quiet ambience within the neighborhoods of the plan area. A public boat launch facility was built as part of the Venice Canals Rehabilitation Project at the Grand Canal and North Venice Boulevard. The City shall protect the public's ability to access the canals by boat by maintaining public access to the Grand Canal public boat launch. The facility shall provide adequate on-site public parking consistent with the sizes and types of boats to be launched and frequency of launching pursuant to the County Department of Small Craft Harbors standards.*

Policy I. D. 3. Views of Natural and Coastal Recreation Resources. *The scale of development shall comply with height limits, setbacks and standards for building massing specified in Policy Groups I.A and I.B, Residential and Commercial Land Use and Development Standards of this LUP, in order to protect public views of highly scenic coastal areas and vista points, including, but not limited to, the canals, lagoon, jetty, pier, Ocean Front Walk, walk streets and pedestrian oriented special communities.*

Policy I. F. 3. Venice Canals. *The historic integrity of the Venice Canals shall be preserved. The canals are deemed to be significant as an early example of community recreational planning in a coastal marshlands area. Included in the historic district are the six canals, their associated sidewalks and a number of pedestrian and vehicular bridges. The Venice Canals are listed on the National Register of Historic Places as an historic district (August 30, 1982). Additionally, the City of Los Angeles Cultural Heritage Commission declared the Venice Canal System a Los Angeles City Historic-Cultural Monument (HCM No. 270, August 2, 1983).*

The Project Site is located in the Venice Community Plan area, less than 0.25 miles east of the Pacific Ocean. The approximate 2.65 acre, irregularly shaped, subject site is generally located on the block bounded by North Venice Boulevard, Pacific Boulevard, Dell Avenue and South Venice Boulevard and is separated into a West Site and East Site by the terminus of the Grand Canal (which becomes Canal Street north of North Venice Boulevard).

Surrounding properties are within the [Q]C1-1-O, R3-1-O, RD1.5-1-O and RD1.5-1-O-CA, OS-1XL-O and [T][Q]C1.5-1-O-CA Zones and are characterized by level topography and fully improved streets. In general, the properties to the west and north are primarily developed with multi-family residential and commercial uses and zone R3, RD1.5 and C1.5. The properties to the south are developed with multi-family and single-family residential and zoned R3 and RW.

The bulk and massing of the proposed project is divided into two structure separated by the Grand Canal such that the development is not a monolithic structure. The buildings fronting the Grand Canal are stepped back to provide variation in the massing and to reduce the shade and shadow impacts on the canal and adjacent landscaped open space area. Further, the campanile provides variation in height that further breaks up the massing of the building and provides visual interest.

In addition, the mass of the building is broken up vertically with sloping features as well as material changes at commercial, retail and community spaces at the ground floor level, providing architectural variety. The building façades are clad with stucco intermixed with fixed and operable windows on the upper levels, and glazed roll-up doors on the ground level. Further, the components of the building will be differentiated not only by color, but by textures. The color palette is a combination of white, beige and gray – each with its own corresponding texture.

The proposed project provides approximately 16,250 square feet of open space, including approximately 4,930 square feet of landscaped open space. Of this landscaped open space, approximately 1,645 square feet is located within the east banks of the Grand Canal, and approximately 3,285 square feet is located within the north side yard near Dell Avenue. Moreover, landscaping is also provided in the form of new trees and mounded grass planters that line the perimeter of the Project.

In addition, ground floor retail and the art gallery space flank the west and east sides of the Grand Canal, respectively, to further promote pedestrian activity and access. The existing bridge across the Grand Canal remains in place to facilitate pedestrian access between the West Site and East Site. The provision for publicly accessible open space, and local serving retail, restaurant and commercial uses activates the public street.

The parking structures are wrapped by the residential and commercial components and not visible from the street. As previously discussed, the proposed mixed-use structure is consistent with the existing neighborhood character. The proposed project will provide

reduced residential parking in accordance with AB 744 for 100% affordable housing project and will provide code required parking for the commercial uses per the Los Angeles Municipal Code and Venice Coastal Zone Specific Plan. An Affordable Housing Referral Form, dated October 16, 2018, was prepared for the proposed project requesting Developer's Incentives (Measure JJJ). As provided in the Referral Form, the project qualifies for reduced parking pursuant to AB 744. The project will replace all of the 196 existing public parking spaces contained at the subject site and provide an additional 27 new public parking spaces.

The Project preserves the historic integrity of the Venice Canals. The subject site straddles the east and west banks of the Grand Canal, between North and South Venice Boulevards. Landscape enhancements and improved public access to the Grand Canal is provided on the West Site and East Site. The proposed project provides averaged 15-foot setbacks on both the West Site and East Site facing the Grand Canal, incorporating public open space including terraced seating, landscaping and plaza areas.

In addition, ground floor retail and the art gallery space flank the west and east sides of the Grand Canal, respectively, to further promote pedestrian activity and access. The existing bridge across the Grand Canal remains in place to facilitate pedestrian access between the West Site and East Site. The provision for publicly accessible open space and local serving commercial uses activates the public street and Grand Canal frontages and provides opportunities for local residents and businesses.

As such, the proposed project is consistent with neighborhood character and neighborhood policies of the certified Venice LUP.

3. **Charter Finding 555.** The General Plan may be amended in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic, or physical identity.

The General Plan Amendment represents an Amendment in Part of the Venice Community Plan and certified Land Use Plan. The Project's initiated General Plan Amendment from Open Space and Low Medium II Residential to Neighborhood Commercial, and recommended Vesting Zone Change and Height District Change from OS-1XL-O to (T)(Q)C2-1L-O would allow for the proposed mix of commercial and residential uses.

The Project Site has a significant social, economic and physical identity in that it is comprised of approximately 2.65 acres and 40 contiguous lots improved with a surface parking lot in an area developed with residential and commercial uses, proximate to Venice Beach and adjacent to the Venice Canals. The Site would be developed with commercial uses, residential units, and public parking spaces, consistent with existing development in the area.

The project site is generally bounded by North Venice Boulevard to the north, South Venice Boulevard to the south, Pacific Avenue to the west, and Dell Avenue to the east and is bisected into a West Site and East Site by the terminus of the Grand Canal (which becomes Canal Street north of South Venice Boulevard). This area has a physical identify as the previous right-of-way for the Venice Short Line railroad. The property is zoned OS and is developed with a surface parking containing 196 vehicular parking spaces, the Pacific Electric Venice Short Line Bridge (Short Line Bridge), and a two-story, 1,970-square-foot residential building containing four dwelling units, located on the northern portion of the Project Site. The northernmost section of the Venice Canal system (also known as the Grand Canal), bisects the Project Site into two portions: the West Site and East Site. The

West Site and East Site are connected by the Short Line Bridge, which provides vehicular access between the two bisected areas of the Project Site. The Short Line Bridge is considered a historical resource for purposes of CEQA as it was surveyed and identified as eligible for individual listing in the National Register of Historic Places, the California Register of Historical Resources, and as a City of Los Angeles Historic Cultural Monument (HCM) by SurveyLA, the City's citywide historic resources survey. The Short Line Bridge will remain as part of the Project and provide pedestrian access between the two bisected areas of the Project Site.

Surrounding properties are within the [Q]C1-1-O, R3-1-O, RD1.5-1-O and RD1.5-1-O-CA, OS-1XL-O and [T][Q]C1.5-1-O-CA Zones and are characterized by level topography and fully improved streets. Properties to the south of the subject site, across South Venice Boulevard, are in the R3-1-O Zone, and are developed primarily with three- to four-story multi-family residential buildings interspersed with single-story bungalows. Properties to the west of the Property, across Pacific Avenue, are in the [T][Q]C1.5-1-O-CA, RD1.5-1-O-CA and R3-1-O Zones and are developed primarily with two-story multi-family residential buildings. Properties to the north of the Property, across North Venice Boulevard, are in the [Q]C1-1-O and R3-1-O Zones and are developed with some commercial but primarily multi-family residential uses comprised of two- and three-story single- and multi-family homes. Properties to the east of the subject site, across Dell Avenue, are within the RD1.5-1-O and OS-1XL-O Zones, and are developed with single-story residential buildings and a surface parking lot.

The Project Site maintains a surface parking lot and is underutilized. While the lots adjacent to the Site are zoned for multifamily and commercial development, the existing Open Space designation and zone limits future development of the site. Like much of the City and County, the Venice area has seen an increase in housing costs and people experiencing homelessness. While public parking is essential in facilitating access to the Venice Coastal Zone, the lack of housing for the homeless remains a persistent problem and individuals experiencing homelessness is a growing social identity for the immediate area due to insufficient Permanent Supportive Housing units in this area and throughout the City. The recent 2020 report from The Los Angeles Homeless Services Authority (LAHSA) stated that the homeless population in the City of Los Angeles has increased 16.1% since the 2019 homeless count.

The Proposed Project would develop 136 permanent supportive housing units, create ground floor commercial and recreational spaces, improve and enhance public access to the Venice Canals, and replace and increase the number of parking spaces available for the public. Additionally, the request would not be eliminating or displacing an existing open space use since the site is currently developed with a surface parking lot, the Pacific Electric Venice Short Line Bridge (Short Line Bridge), which will remain in place, and a residential building. The Project Site has its own physical identity in that it is currently improved with a use similar to the adjacent properties and residential neighborhood, and consistent with the proposed zone.

Redesignating the land use of the Project Site reinforces an area that has its own economic and physical identity in the form of: 1) contributing to the available housing stock within the City and towards alleviating the housing crisis in the City, 2) furthering the General Plan Land Use Element's policies to focus development in areas that are accessible to existing activity centers and transit, providing compatible residential and commercial uses in the immediate area around the Project Site, which supports the provisions of the Venice Community Plan.

Therefore, the General Plan should be amended in part through the Venice Community Plan and Land Use Plan, as the Project would contribute to and strengthen an area which has significant social, economic or physical identity.

4. **Charter Finding 556.** When approving any matter listed in Section 558, the City Planning Commission and the Council shall make findings showing that the action is in substantial conformance with the purposes, intent and provisions of the General Plan. If the Council does not adopt the City Planning Commission's findings and recommendations, the Council shall make its own findings.

The project site is located within the Venice Community Plan area, which is one of 35 community plans that collectively comprises the Land Use Element of the General Plan. The Community Plan designates the site with a land use designation of Open Space and Low Medium II Residential, which lists OS as the corresponding zone. The site is presently zoned OS, which is consistent with the existing land use designation, but is developed with a non-conforming use, including a surface parking lot since 1991, and a residential building built in 1965

As recommended, the amendment would re-designate the project site to the Neighborhood Commercial land use designation, which has the following corresponding zones: C1, C1.5, C2, C4, RAS3 and RAS4. The amendment of the land use designation for the subject site, in conjunction with the recommended zone change to C2 and Venice Specific Plan Amendment to create Subarea A (Permanent Supportive Housing), would maintain the consistency between the General Plan land use designation and the zoning.

As discussed in Finding No. 2 above, the initiated General Plan Amendment complies with Los Angeles City Charter Section 556 in that it is in substantial conformance with the purposes, intent and provision of the General Plan and its elements, including the Framework Element, Housing Element, Mobility Element, Health and Wellness and Air Quality Elements and the Land Use Element – Venice Community Plan and certified Venice Land Use Plan. The development of the proposed project is an opportunity to achieve the goals of the Venice Community Plan including providing safe, secure and high-quality residential development for all economic segments of the housing market. As further elaborated in section for the Housing Element, the project would also contribute to the goals of expanding the rental housing stock, providing affordable housing, and contributing to a range of housing types by providing Qualified Permanent Supportive Housing. Furthermore, the granting of the General Plan Amendment request allows for the intensification of an underutilized site to provide new affordable housing and neighborhood-serving commercial uses near public transit.

5. **Charter Finding 558.**

The proposed Amendment to the Venice Community Plan will be in conformance with public necessity, convenience, general welfare and good zoning practice.

The subject site is located within the Venice Community Plan and certified Venice Land Use Plan (LUP), which designates the site for Open Space land uses with a corresponding zone of OS-1XL-O. The Open Space zone does not permit buildings or structures except those used for park and recreation facilities and does not have height of FAR limitations. The General Plan Amendment request from Open Space and Low Medium II Residential to the Neighborhood Commercial land use designation, and corresponding Vesting Zone Change / Height District Change from OS-1XL-O to (T)(Q)C2-1L-O, will redesignate the subject site to Neighborhood Commercial to allow for a mixed-use, 100 percent affordable housing

development with supportive services and ground floor, neighborhood-serving commercial / retail uses within close proximity to public transportation.

Public Necessity, Convenience and General Welfare.

The Project Site is located within the Venice Community Plan area. The site is located within an area that is immediately improved with a variety of land uses including multi-family uses, commercial, and open space including the northernmost section of the Venice Canal system (also known as the Grand Canal), that bisects the Project Site into two portions. The surrounding area is improved with a mix of residential, commercial, and public serving uses that are compatible with the proposed use.

The affordable housing crisis in California is driving a regional increase in homelessness. The County of Los Angeles is the least affordable County for housing in the state of California. In Los Angeles County, there are 721,000 families and individuals that are severely overburdened with rental payments. Despite housing 21,631 people in 2018, homelessness in the County increased by 12 percent.

According to the 2020 Los Angeles Homeless Service Authority (LAHSA) Homeless Count, there are 41,290 people experiencing homelessness in the City of Los Angeles. The subject site is located in the Service Planning Area (SPA) 5, which has a population of 6,009 individuals experiencing homelessness.

Specifically in Venice, the 2018 Homeless Count revealed 975 persons experiencing homelessness in Venice. The next year, according to the Homeless Count that number was up 29 percent to 1,260 persons experiencing homelessness. The 2020 homeless count revealed 1,981 persons experiencing homelessness, a 57% increase from 2019.

Further drawing attention to this trend, there has not been significant affordable housing production in Venice since the 1990s. There are approximately 6,000 Supportive Housing units available Citywide and only a small fraction of those is located in the Venice Community Plan area. There are currently only 42 supportive housing units in Venice.

In 2016 in response to these alarming trends, the City developed the Affordable Housing Opportunity Sites program, which identified city-owned sites for new affordable housing and permanent supportive housing. The subject site is identified as one such opportunity site.

As such, the proposed project would provide critically needed affordable housing units in the Venice Community Plan area. The proposed project includes 140 dwelling units, of which 68 units are designated for permanent supportive housing (PSH) for those experiencing homelessness, 34 Joint Living and Work Quarters for low-income households, 34 units are designated for low-income families/households and four units will be occupied by on-site property managers.

The proposed project also includes on-site support services for the residents to improve their physical and mental health and ensure housing stability. Further, residents can receive referrals to off-site services such as health care, food assistance and job training.

In addition, the requested legislative action is beneficial to Public Convenience by providing permanent supportive housing within close proximity to public transit and increasing access to the Venice Canals. The subject site is well-served by multiple transit operators including the Los Angeles Metro, Santa Monica Big Blue Bus and Culver City Bus transit systems.

The Culver City Bus Line 1 stops on Pacific Avenue adjacent to the subject site and provides daily eastbound/westbound service from Washington Boulevard and Fairfax Avenue to Venice Beach with intersections with seven Metro bus lines (17, 35, 38, 108, 358, Commuter Express 437) and five Santa Monica Big Blue Bus bus lines, (R3, 12, 14, 16, and 18). The eastern terminus of the Culver City Bus Line 1, at the West Los Angeles Transit Center, provides connections to seven Metro buses (35, 37, 38, 105, 217, 705, and 780).

Approximately 1,500 feet north of the subject site, near the intersection of Venice Way and Main Street, there are two bus stops served by Metro Local Bus Line 33, Metro Rapid Bus Line 733 and, Santa Monica Big Blue Bus Line 1. Metro Local Bus Line 33 and Metro Rapid Bus Line 733 provides eastbound/westbound service from Santa Monica to Downtown Los Angeles. Santa Monica Big Blue Bus Line 1 provides northbound/southbound service from Venice Beach to UCLA.

In addition, there is a Metro Bike Share station, located adjacent to the subject site, at the intersection of Pacific Avenue and North Venice Boulevard. This bicycle station currently has 12 bicycle “docks”. Further, the subject site is located approximately 750 feet from the Marvin Braude Bike Trail providing regional bicycle access.

The proposed project provides gateway features to increase visibility of and access to the Grand Canal. The proposed project features new public amenity space abutting the canal including landscape enhancements and commercial activity to increase pedestrian circulation and enjoyment of the Grand Canal for the larger community. Further improved access to the boat launch is provided by on-site and off-site loading of small watercrafts and improved wayfinding signage.

In short, the Land Use Designation amendment and Zone Change provides for the Public Necessity and Convenience and is beneficial to the General Welfare by 1) contributing to the availability of affordable and supportive housing within the Venice Community Plan area, 2) providing affordable and supportive housing near transit and employment centers and 3) increasing access to the Venice Canals. Therefore, the Project would be consistent with the public necessity, convenience, and general welfare of the surrounding area.

Good Zoning Practice

The requested General Plan Amendment from Open Space and Low Medium II Residential to Neighborhood Commercial and the corresponding Vesting Zone Change/Height District Change from OS-1XL-O to the (T)(Q)C2-1L-O will redesignate the subject site to allow the development of a permanent supportive housing development..

The Open Space land use designation and zoning district are applied to parcels that are planned for or developed with park land, open space or habitat conservation. The subject site is currently improved with non-conforming uses, including a surface parking lot and a four-unit multi-family residential building. The site is intended to provide parking for the approximately 320 acres of designated Open Space within Venice Beach, but the existing use does not correspond to the Open Space land use designation. Changing the zoning and land use designation from Open Space to Neighborhood Commercial would result in the reduction in the acreage designated for open space. However, the current use is an underutilized site where there are no plans for park development or habitat conservation

The approval of the requested legislative action would facilitate the replacement and expansion of the existing 196-space surface parking lot and contribute to the supply of affordable housing in the Venice Community Plan area.

As previously stated, the Venice Community Plan area, and the City as a whole, have been experiencing an acute supportive housing shortage, made worse by rapidly increasing housing prices. An increased Permanent Supportive Housing supply will help house the most vulnerable in the community, and provide much needed supportive service including job training and independent living skills, which will help to reduce the rate of return to homelessness.

The proposed project is visually compatible with the character of surrounding areas and sited and designed to protect views to the Grand Canal.

The last update to the Venice Community Plan, adopted on September 29, 2000 and the Venice Local Coastal Program Land Use Plan (LUP), certified by the California Coastal Commission on June 14, 2001, did not change or update the zoning for this site. Because the site has an existing use that is inconsistent with the current Open Space zone and land use designation, it is non-conforming.

In short, the granting the Neighborhood Commercial Community Plan Map designation and corresponding C2 Zone permits the proposed mixed-use development on the Property. Following the principles of Good Zoning Practice, granting the subject request re-designates the underutilized site to permit a mixed-use development that is compatible with the surrounding land uses and expands the affordable and supportive housing supply, provides for an art gallery, enhances the public open space adjacent to the Grand Canal, and provides commercial retail opportunities in the Venice community.

6. Environmental Finding

The proposed project is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.27(b)(1) and AB 1197. Pursuant to Public Resources Code Section 21080.27(a)(3), there is substantial evidence demonstrating that the proposed project 1) qualifies as supportive housing pursuant to Health and Safety Code Section 50675.14; 2) meets the eligibility requirements of Article 11 (commencing with Section 65650) of Chapter 3 of Division I of Title 7 of the Government Code; and 3) is funded, in part, by the Measure H sales tax proceeds approved by the voters in the March 17, 2017, special election in the County of Los Angeles. All actions to approve the proposed project were taken in furtherance of providing vitally needed Supportive Housing to house and serve the homeless in the City of Los Angeles.

See Justification for Statutory Exemption Case No. ENV-2018-6667-SE in the case file for the narrative demonstrating that the project meets the eligibility requirements outlined in AB 1197.