



Venice Neighborhood Council

P. O. Box 550, Venice, CA 90294

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Land Use & Planning Committee (LUPC) STAFF REPORT

January 29, 2026

City Case No: APCW-2025-4181-CDP-SPPE-SPPC

CEQA Case No: ENV-2025-4182-CE

Related City Case Nos:
DIR-2017-164-CEX - Bldg C restaurant
DIR-2015-3612-CEX - remodel
DIR-2015-3426-CEX - remodel
DIR-2015-4435-VSO

Address of Project: 606-654 Venice Blvd.

Applicant/Property Owner: Carolwood Venice, LLC

Applicant's Representative: Brian Silveira & Associates

Standard of Review:
Coastal Act, with certified Land Use Plan (LUP)
Specific Plan Permit Compliance (SPPC)
Specific Plan Project Exception (SPPE)
Venice Coastal Zone Specific Plan (VCZSP)
Venice Local Coastal Land Use Plan (VLCP)

Coastal Zone: Single or Dual Permit Jurisdiction or East Venice

City Hearing: Required - *to be scheduled*

Email for City Planner: Luis.C.Lopez@lacity.org

LUPC Staff assigned: Jenesa Kurland

I. Detailed Project Description

1. Renovation of existing buildings (A1, A2, B, D, E) from abandoned office to 'shopping center'. This requires a change of use from Industrial to Commercial. [Reference Venice LUP Policies Exhibit 11b map for Oakwood-Milwood-SE Venice.] Shopping center under discussion is a cold shell for future small retail, fitness and food service Tenants. Existing stand-alone restaurant building (C) remains a restaurant.



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2. SPPE for reduction of parking requirement is requested.

II. Proposed Motion

Venice Neighborhood Council LUPC **recommends** the City's approval of the proposed renovation of 606-654 Venice Boulevard.

Moved by ___; Seconded by ___
Vote: X-X-X (X absent)

Overall **positive** aspects:

- Revitalization of underused and unused Lots.
- Modification of Use from languishing office market without foreseeable resurgence to Use with a more hopeful future.
- Strengthening of Abbot Kinney corridor commercial presence.

Overall **negative** aspects:

- Minimal parking further burdens neighborhood streets.
- Increased congestion on the street which is the primary thoroughfare for Venice Beach ingress and, more importantly, egress.
- Increased competition for struggling local restaurants & businesses.

III. Neighborhood Outreach / Summary of Community Input

Neighbors most likely bothered by commercial development have been contacted twice and with sufficient time to respond. Applicant initially contacted the closest single-family homes on December 18, 2025. Applicant later expanded outreach to 89 Neighbors. (Reference Exhibit E properties outlined in blue and letter dated January 16, 2026.) Neighbors were made aware of this LUPC meeting and pending City Planning public hearing. Neighbors also have opportunity to opine in person at the VNC approval meeting.

LUPC Staff has not received any Neighbor feedback. Applicant received three e-mails through 1/28/26, all of which support this project. Although two letters are identical, both are on behalf of multiple Stakeholders, including the Abbot Kinney Boulevard Association. The third letter is from a Stakeholder who owns multiple neighboring properties. His concern is lack of parking which is the crux of Applicant's exemption request. However, this Stakeholder also is "completely in favor of this project" due to revitalization of existing buildings; and in subsequent correspondence appears to be satisfied by Applicant's plan to mediate inadequate on-site parking.



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IV. Findings & Entitlements

A. Coastal Act and Land Use Plan

Project conforms with Coastal Act, Coastal Access and LUP policies *except* for parking. Project is located between two areas eligible for Assembly Bill 2097 consideration. According to graphic (ref Exhibit A.3) provided by Applicant, this gap in which Project falls between eligible areas is small. Also, Project is within 0.1 miles of four bus stops. Thus, LUPC Staff believes AB 2097 **could** be applied.

B. Other LUP Items

Policy Group I ~ New Development if "new development" is applied due to new Use:

- Section **30244** – Project is contiguous with Abbot Kinney commercial corridor.
- Section **30250** –
 - a. Cumulative Effect - Project itself is unlikely to create an adverse cumulative effect. However, approval **is likely** to present an adverse precedent for other similar projects due to yet another exception for inadequate parking and increased traffic on a destination beach's primary egress street.
 - b. N/A
 - c. Tenants have not been identified. Therefore, it is unknown if any retail will be Visitor-serving per se. Potentially, restaurants could be considered Visitor-serving if restaurants are affordable.
- Section **30251** – Project consists of existing buildings which do not obstruct view corridors and remain below LUP Policy height limit.
- Section **30252** – *The location and amount of new development should maintain and enhance public access to the coast by:*
 1. *facilitating the provision or extension of transit service* –
Project should increase transit use.
 2. *providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads* –
Project will increase traffic on Venice Blvd. which is a primary thoroughfare to and from Venice Beach.
 3. *providing non-automobile circulation within the development* –
Aside from concrete sidewalk in front of buildings, circulation is vehicular. Applicant is widening the primary sidewalk.
 4. *providing adequate parking facilities or providing substitute means of serving the development with public transportation* –



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Parking is inadequate based on the 1:200. Providing an exemption for fewer parking stalls is requested by Applicant.

5. *assuring the potential for public transit for high intensity uses such as high-rise office buildings -*

Project does *not* impart high intensity impact.

6. *assuring that the recreational needs of new residents will not overload nearby coastal recreation areas... -*

Project does *not* impact recreational areas.

- Section **30253** - If "new development" is applied in terms of new Use:

1. N/A

2. N/A

3. *Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board -*

Compliance with CARB should be required in Applicant's Tenant leases.

4. *Minimize energy consumption and vehicle miles traveled. -*

- Project buildings *will* increase energy consumption. No solar panels exist. Site does not have space for other alternative forms of renewable energy.

- Vehicle miles *will* increase. Due to insufficient parking, patrons will resort to ride-share service (Uber/Lyft/Waymo). Ride-share services increase the number of car trips. Thus, gas and electricity consumption increases.

5. Project is *not* located within a Community of Special Interest as defined by LUP Policy I.B.6.a-d.

- Section **30254** - N/A

- Section **30255** - N/A

- Section **30260** - N/A

LUP Policy Group II ~ Shoreline Access

- Section **30210** - N/A

- Section **20211** - Project maintains area compliance.

- Section **30212** - Project maintains area compliance.

- Section **30214** - Project does not hinder public access.

- Section **30252** - *The location and amount of new development should maintain and enhance public access to the coast by:*

1. *facilitating the provision or extension of transit service -*

Project should increase transit use.

2. *providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads -*



Venice Neighborhood Council

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Project will increase traffic on Venice Blvd. which is a primary thoroughfare to and from Venice Beach.

3. *providing non-automobile circulation within the development –*
Aside from concrete sidewalk in front of buildings, circulation is vehicular. LUPC defers to City Planning to grandfather approval of ADA access throughout Site if a path-of-travel is non-compliant.
4. *providing adequate parking facilities or providing substitute means of serving the development with public transportation –*
Parking is inadequate and the basis for much of the discussion throughout Applicant's narratives.
5. *assuring the potential for public transit for high intensity uses such as high-rise office buildings –*
Project does *not* impart impact.
6. *assuring that the recreational needs of new residents will not overload nearby coastal recreation areas... –*
Project does *not* impact recreational areas.

C. Environmental Justice Policy is N/A.

Coastal Commission's Environmental Justice Policy pertains to housing. Therefore, conformance discussion is N/A.

D. Protection of Special Coastal Communities

- Given all buildings are existing-to-remain, current compliance with LUP Policies I.E.1 & I.E.2 are retained.
- Existing façade materials and skylights remain; while windows and storefront are upgraded to current Title 24 standards.
- Project complies with LUP Policy I.E.4 – Redevelopment which encourages rehabilitation.
- Aside from questionable consideration of second floors as "mezzanines", Project does not have any Nonconforming Structures for consideration under LUP Policy I.E.5. LUPC defers to City Planners to assess "mezzanine" verses second floor. Prior case DIR-2015-3426-CEX scope of work states "2-story".
- Proposed project protects the Special Coastal Community status of Venice because existing-to-remain builds maintain neighborhood scale and massing. Project location does *not* fall within LUP Policy I.B.6 Areas of Special Interest



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E. Density Bonus Act (DB) is N/A.

Project does *not* have a housing component. Project is *not* applying for density bonus incentives *nor* Development Standards waivers.

F. Conditional Use (CU) is N/A.

G. Mello Act (MEL) is N/A.

H. Housing Crisis Act (HCA) is N/A.

I. Priority Housing Program (PHP) is N/A.

J. Specific Plan Permit Compliance (SPPC) is applicable.

LAMC Chapter 1A Section 13B.4.5

- Specific Plan hardships

LUPC understands the unavailability of at-grade space for additional parking, and the infeasibility of subterranean parking. LUPC does not recommend demolition of existing buildings nor removal of pedestrian circulation area to provide more parking. Additional stacker parking to increase stall count is not functionally practical (nor aesthetically pleasing).

- Circumstances

Having two street faces does not notably reduce area available for parking. However, unique lot shape does. Banjo-shaped site precludes adequate clearance for increased vehicle movement. Applicant has improved current parking layout from head-in to angled stalls for approximately half of the spaces.

- Public Welfare / Neighborhood Impact

City of LA's Metro Bike rack exists on Venice Blvd. near Project. Metro Bike stand will be depicted on future Site Plan in relation to property line.

- Consistent Principles

Since existing building footprints and exterior walls remain, Project remains consistent.

K. Specific Plan Project Exception (SPPE) is applicable.

- VCZSP Section 11.B - Commercial Development

- Given requested change in Use, Section 11.B.1 would be applicable.

However, since existing building footprints and exterior walls remain, Project is exempt.



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- Given Project egress onto Abbot Kinney Blvd., Section 11.B.2 applies. However, since existing building footprints and exterior walls remain, Project is exempt.
- **VCZSP Section 11.B.5.a - Access**
 - Based on As Built/Demo Site Plan AD1.01 both existing points of vehicular access remain.
 - Proposed vehicular path-of-travel is improved by stipulating one-way ingress and egress.
- **VCZSP Section 11.B.6.a - Landscaping**
 - Based on Proposed Site Plan A1.01, area available for plants and trees is maximized.
 - Trees are up to 60"box which is the largest realistic size.
 - Existing trees-to-remain are protected during the renovation.
 - Trees conflicting with parking stall reconfiguration will be removed; however, overall tree count increases from 29 EA to 40 EA.
 - Tree species listed on A1.01 are tentative. Applicant is open to native and draught-tolerant species.
- **VCZSP Section 11.B.8 - Trash**
 - Compost collection bin pursuant to SB 1383 to be added, especially given multiple restaurants.
- **VCZSP Section 11.D - Landscaping**
 - In compliance with LAMC Section 12.21.A.6 no portion except for vehicular and pedestrian circulation is paved.
 - Recommendation is made to use pervious paving if realigning parking stalls results in paving replacement.
- **VCZSP Section 13.D - Parking**
 - 16 EA existing double-decker parking 'stackers' will be retained. These 32 EA spaces account for a third of proposed parking.
 - One ADA EVCS and one ADA van EVCS are located to-date. Applicant will provide number of EVCS based on standard percentage of total stalls required by City. It is unknown if calculation is based on required number of stalls or proposed number of stalls after lesser stall count is approved. However, this makes a difference of only 2 EA EVCS which has negligible minor impact.



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L. Zoning Administrator Adjustment (ZAA) - N/A

Project site is identified as five blue boxes representing five unnumbered lots on the ZIMAS survey. Project is associated with eight addresses in City Planning website. Even though VCZ Specific Plan Section 9.A.1.e.2 does not provide for consolidation of this many lots, Applicant states that LA City Planning is satisfied with the available evidence that the lots are legally consolidated. Lot consolidation was accepted prior to 2015 cases DIR-2015-3612-CEX and DIR-2015-3426-CEX. Therefore zoning approval is inferred.

V. Venice Land Use Planning (LUP)

- **LUP Policy I.D.4 - Signs**
 - Given one-way entrance off Venice Blvd., it is anticipated that primary signage and address number will be added at Venice Blvd. only, and not also at Abbott Kinney Blvd.
 - Signage design is in its early stages. Applicant has not yet decided if there will be a larger complex name sign as well as individual tenant signs. LUPC recommends one or two larger signs holding all tenants names.
 - Given significant increase to six restaurants, at least 19 stores, plus fitness studio, a lot of signage will be required so that customers can find businesses. However, signage within parking area beyond that visible from the street is beyond LUPC's sphere of influence.
 - LUPC is not in favor of lighted signs facing Abbot Kinney Blvd. due to single family residences across that street.
 - LUPC does not believe that neon signs fit our neighborhood character.
 - Applicant agrees that any signage lighting will be in compliance with VCZSP Section 11.B.7 - Light.
- **LUP Policy I.E.3 - Architecture**
 - Existing architecture style is varied enough to provide interest while being consistent enough to provide cohesion.



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VI. Exhibits

A. Site Plans

1. ZIMAS:





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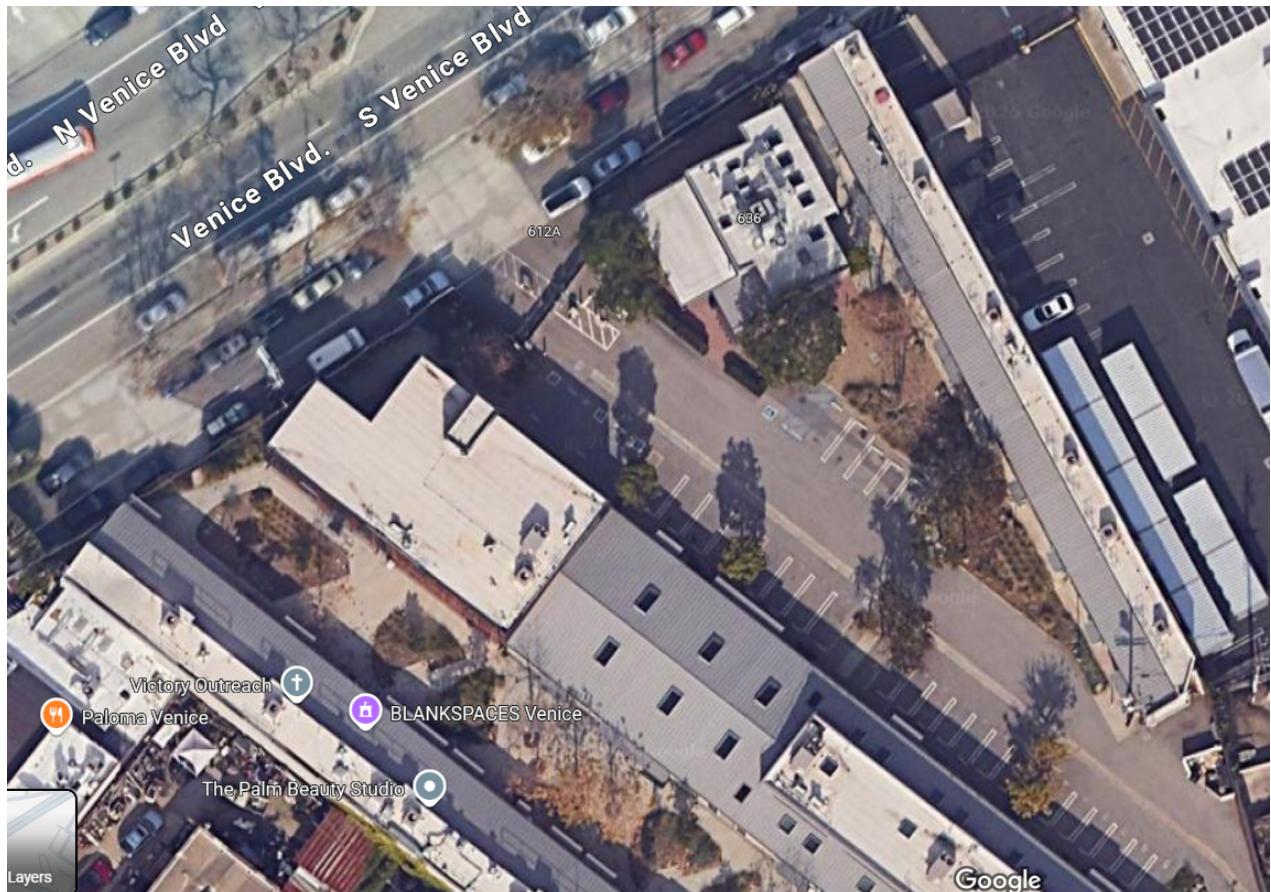
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A.2.a

Existing northern portion:





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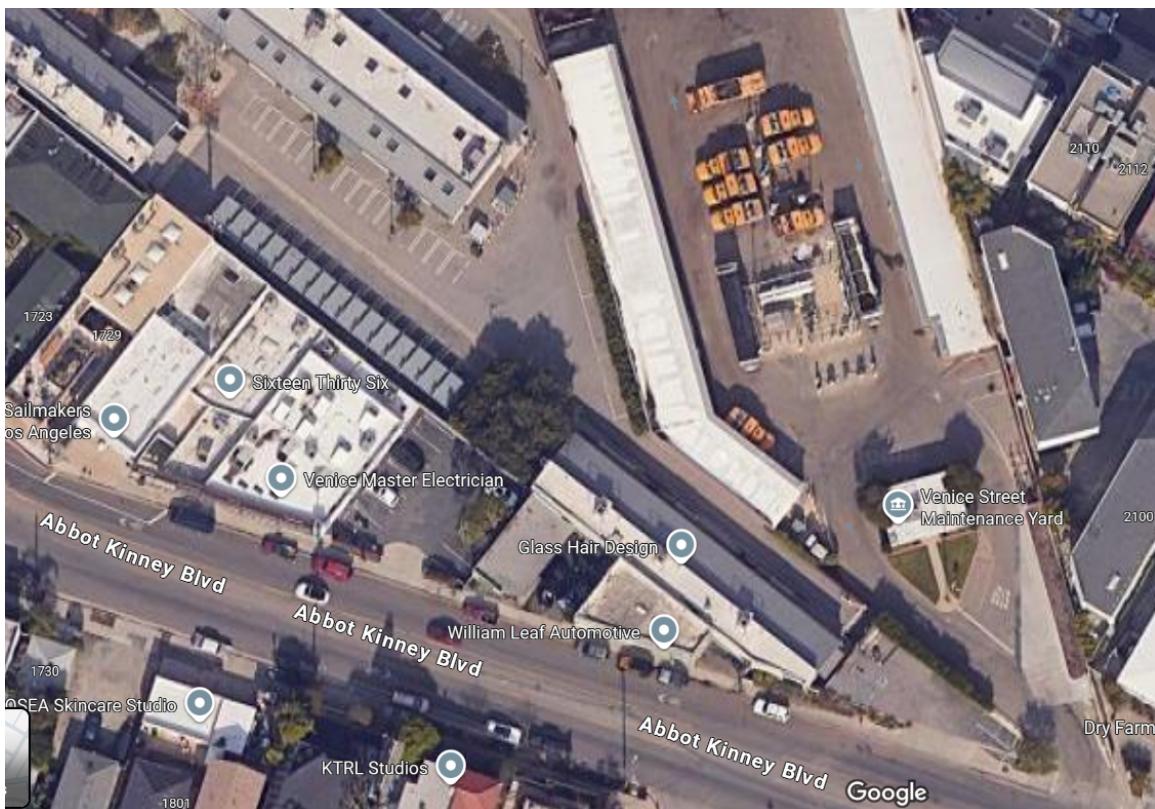
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A.2.b

Existing southern portion:



A.3 AB 2097 area (purple) overlay on ZIMAS





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B. Sample photos of existing-to-remain building facades





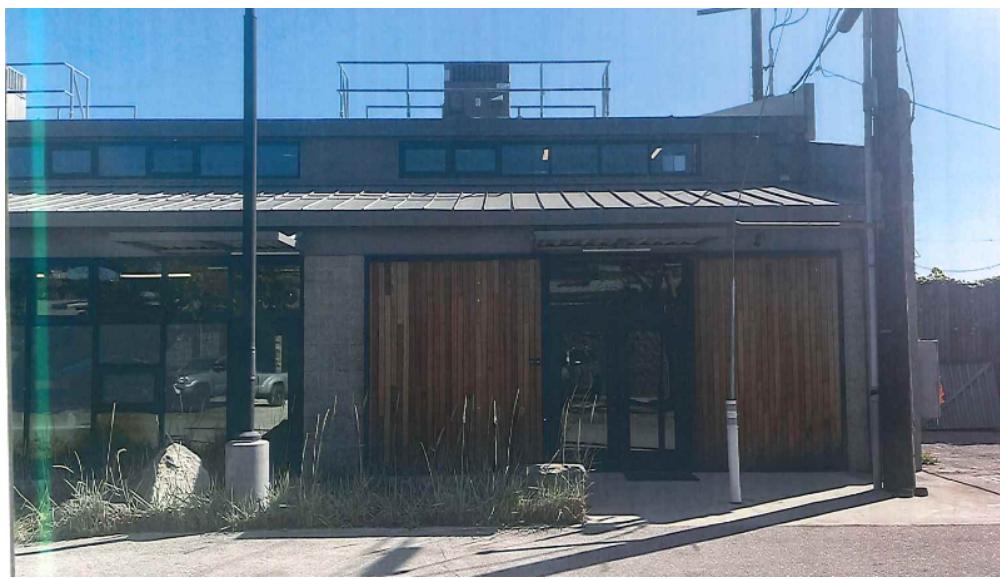
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B. Sample photos of existing-to-remain building facades





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C. Sample photos of existing Site





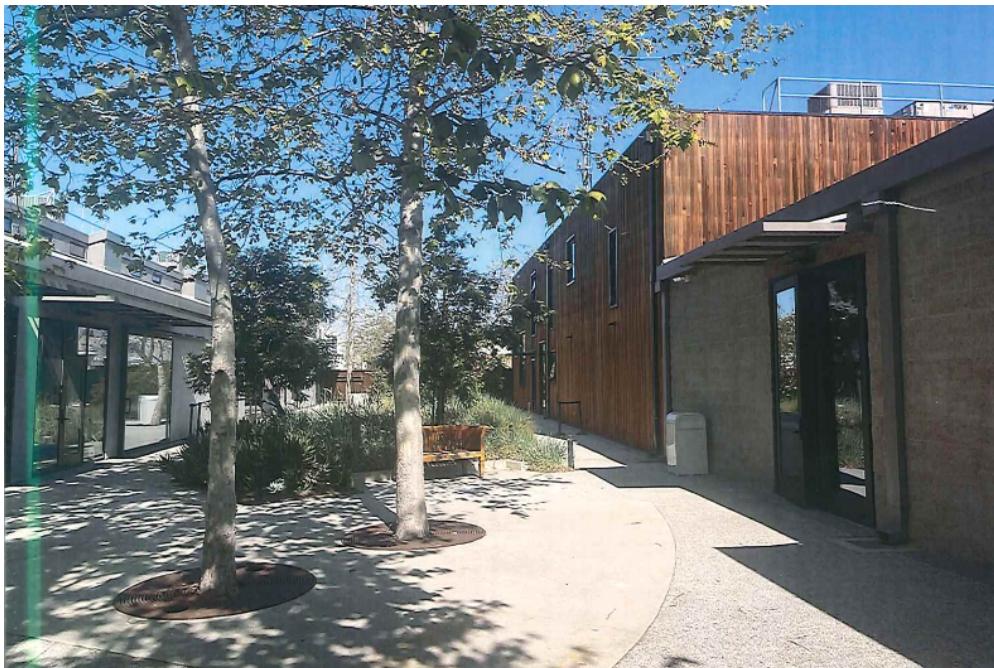
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C. Sample photos of existing Site





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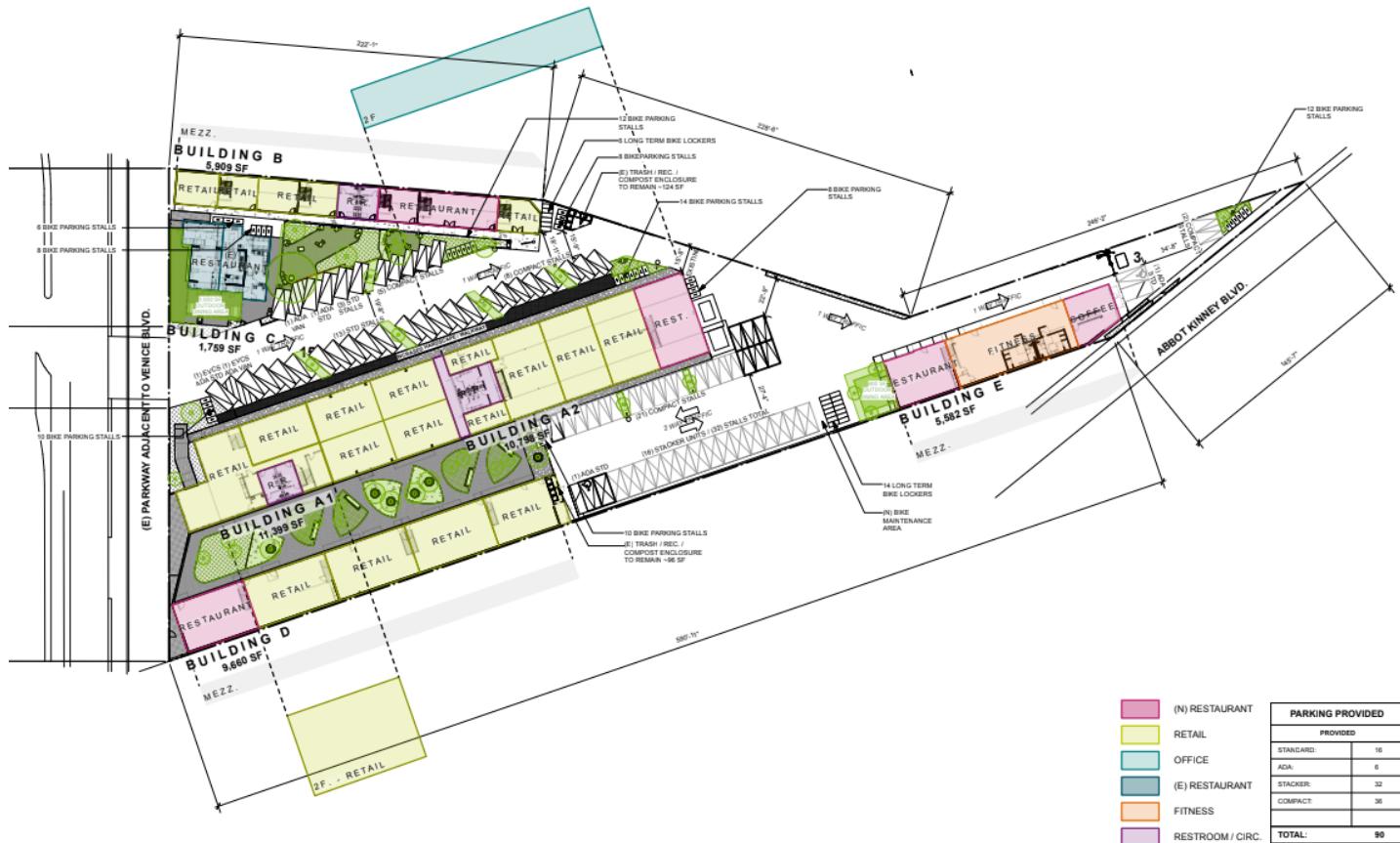
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D. Floor Plans

Interior build-out is not a part of this planning consideration.
No increase in floor area is presented by Applicant to Planning.





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E. Neighborhood Outreach

Notification letter distributed to properties outlined in blue:



January 16, 2026

Dear Neighbor,

My name is Kevin Scott, and I'm from the office of Brian Silveira & Associates, Land Use Consultants here in Venice.

I'm reaching out to let you know about a proposed development at 606 Venice Boulevard, in the buildings that were previously used by the company Snapchat. The project involves converting the existing buildings into a shopping center that includes retail, restaurant, and a fitness center. There isn't any new construction proposed, just adapting the buildings that are already there.

The project is going to be reviewed by the Land Use and Planning Committee (LUPC) of the Venice Neighborhood Council on January 22nd. That meeting is open to all members of the public and will be conducted via zoom. The zoom link can be found at venicenc.org, using the agenda. You may also contact our LUPC staff person Jenesa Kurland at jkat.vnclupc@gmail.com for more information, or feel free to reach out to me directly. No official decision about the project's approval or denial will be made at this meeting.

Our official public hearing will take place at some point in the next few months. Everyone receiving this notice will also receive an official copy of the hearing notice for our City of Los Angeles public hearing.

My contact information is below:

Kevin Scott
kevin@bsilveira.associates
626-559-1715

Thank you