Venice Neighborhood Council
LAND USE AND PLANNING COMMITTEE
PO Box 550, Venice, CA 90294 | www.VeniceNC.org
Email: Chair-LUPC@VeniceNC.org

Land Use & Planning Committee (LUPC)
STAFF REPORT

Draft

Date of Report - 11/05_2026

City Case No:	**DIR-2026-2032-CDP-SPPC-MEL-HCA**
CEQA Case No:	**ENV-2026-2033,EAF**
Related City Case No(s):	**EAR-2026-2031-DB-HCA**
Address of Project:	**601 - 611 Ocean Front Walk (Golden Bay Tract)**
Applicant/Property Owner:	**601 OFW LP**
Applicant's Representative:	**Kevin Scott / Brian Silveira & Associates (kevin@bsilveira.associates)**
Standard of Review:	**Coastal Act, with certified Land Use Plan (LUP) as guidance (for CDPs) Venice Community Plan Other applicable State laws: Assembly Bill 2097 and Density Bonus law, etc. Other applicable City laws: Conditional Use (CU), Al Fresco Dining, Zoning Administrator Adjustment (ZAA), Specific Plan Project Permit Compliance (SPPC), Specific Plan Exception (SPPE):**
Coastal Zone:	**Dual Permit Jurisdiction**
City Hearing:	**Project no longer 'on hold' - no date set for hearing**
Email for City Planner:	luis.c.Lopez@lacity.org
LUPC Staff assigned:	**David Turnbull & Mark Mack email:** davidturnbull.lupc@gmail.com

I. Detailed Project Description:

The construction, use and maintenance of a 4 story, average, mixed use structure with 30 dwelling units, including 5 units reserved for low income units, assuming a maximum allowance of 50 units. 9,000 sf of commercial floor space on Ocean Front Walk is

set back behind an 11 bay arcade facing the beach, referring to historical precedent, established by Abott Kinney's 'Venice of America' Plan (1905). This floor is shown with an elevator pit, facilitating the introduction of an elevator or elevators connecting this floor to the upper levels including a significant 2,337 sq ft landscaped terrace, shared by the residents, above a parking structure, accessed from Speedway, with 43 parking spaces allocated to neighbouring properties by covenant and 3 additional spaces for the residents of 601 Ocean Front Walk, assuming no additional parking required per AB2097, and internal cycle storage for 8 electric cycles and 33 long term / 8 short term use cycles accessed from Sunset Avenue, and 60 short term cycle racks adjacent to the building in the public right of way.

II. Proposed Motion:

The Venice Neighborhood Council does not / recommend(s) the City's approval of the project at 601 - 11 Ocean Front Walk, as proposed in the revised drawing set, and renderings..

Moved by XXX, Seconded by XXX
Vote: X-X-X (X absent)

LUPC suggestions for follow up: more careful attention to handrails, street furniture and landscape — to be added to the renderings and plans.

III. Pros & Cons of Project:

Positive aspects of project:

The proposed development at 601 - 11 Ocean Front Walk establishes an arcade on Ocean Front Walk that replicates the few surviving fragments of the historic arcades that can be found on the boardwalk, at Market Street and Venice Boulevard. This contribution to the architectural character of Venice recalling Abott Kinney's arcades, first seen in 1905, dismantled in subsequent decades, but now regarded as definitive, is welcomed. The introduction of residential and commercial uses, overlooking the beach and the ocean, is also significant. The residential elements are differentiated and set back from the arcaded architectural podium establishing 601 Ocean Front Walk as a distinctive architectural assemblage, that can be enriched as the detailed design progresses, with color, and further elaboration of the differences that are apparent between the superimposed volumes. Equally, the shared third floor terrace could be developed as a serene, elevated garden with shade-producing native trees.

Negative aspects of project:

There are major concerns, expressed by community members, and evident on the plans showing the parking structure, access and egress, and the abundance of cycle parking, that unacceptable congestion on Speedway is inevitable.

It is unclear how residents will use the parking structure and manage day to day access, delivery, or any other typically vehicle-based activities, without exacerbating the well-known traffic intensity and parking deficit challenges in the neighborhood. The impact on Speedway has not been studied carefully enough, by the developer, or the City.

IV. Neighborhood Outreach/Summary of Community Input:

Describe neighborhood outreach by Applicant's Representative and by LUPC Staff Member, in detail.

There have been many formal and informal meetings with the agents, LUPC staff, the architects and members of the community.

Note: Significant changes have been made to the design, and improvements made, specifically the arcade on Ocean Front Walk, and clarity about the character and use of the building as it faces Sunset Avenue.

Summary of Community Input

Favorable comments from Neighbors:
None – the neighbors are generally concerned as set out above and below.

Concerns expressed by Neighbors:
Many – Most of the concerns expressed by the neighbors focus on access, parking, traffic density.

Suggestions from Neighbors:
Set back the building on Speedway, and reduce the mass by articulating the residential areas as distinct volumes.

V. Findings re. Entitlements:

For your use in determining the entitlements, here is the link to the City Planning Prefix (approving entity) and Suffix (entitlements) Report where you can look up the City Case No. coding abbreviations:
https://planning.lacity.gov/resources/prefix-suffix-report

A. Coastal Development Permit (CDP) – Coastal Act & certified Land Use Plan (LUP) are the standard of review

1. Parking/Coastal Access – Assembly Bill 2097 must also be considered in the standard of review

Coastal Act section 30252 states:

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
2. providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads
3. providing non-automobile circulation within the development
4. providing adequate parking facilities or providing substitute means of serving the development with public transportation

Insert applicable LUP policies from Policy Group II Shoreline Access of the LUP and analyze compliance.

The project conforms ___ does ***not*** conform ___ with the Coastal Act and LUP policies for parking and Coastal Access because XXX.

2. **Scenic and Visual Qualities**

Coastal Act section 30251 Scenic and visual qualities states:

> *The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.*

Insert applicable LUP policies and development standards from Policy Group I Locating and Planning New Development/Coastal Visual Resources and Special Communities and analyze compliance.

The project conforms ___ does ***not*** conform ___ with the Coastal Act and LUP policies for Scenic and Visual Qualities because XXX.

3. **Environmental Justice Policy (if applicable)**

The Coastal Commission's Environmental Justice Policy states:

> *The Commission recognizes that the elimination of affordable residential neighborhoods has pushed low-income Californians and communities of color further from the coast, limiting access for communities already facing disparities with respect to coastal access and may contribute to an increase in individuals experiencing homelessness.*

Coastal Act section 30604(f) states:

> *The Commission shall encourage housing opportunities for persons of low and moderate income.*

Coastal Act section 30604(g) states:

> *The legislature finds and declares that it is important for the Commission to encourage the protection of existing and the provision of new affordable housing opportunities for persons of low and moderate income in the coastal zone.*

Coastal Act section 30116 states:

> *Sensitive coastal resource areas" means those identifiable and geographically bounded land and water areas within the coastal zone of vital interest and sensitivity. "Sensitive coastal resource areas" include… areas that provide existing coastal housing or recreational opportunities for low- and moderate-income persons.* (Emphasis added)

The project conforms ___ does ***not*** conform ___ with the Coastal Act's Environmental Justice Policies because XXX.

4. **Cumulative Effect**

Coastal Act section 30250 (a) states:

> *New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources…*

The project is very likely ___ ***not*** very likely ___ to create an adverse cumulative effect or an adverse precedent for other similar projects because XXX.

5. **Protection of Special Coastal Communities**

Coastal Act section 30253(e) states:

> *New development shall do all of the following…(e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.*

LUP Policy Preservation of Venice as a Special Coastal Community states:

> *Policy I. E. 1. General. Venice's unique social and architectural diversity should be protected as a Special Coastal Community pursuant to Chapter 3 of the California Coastal Act of 1976.*

> *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.*

The proposed project would ___ would ***not*** ___ protect the Special Coastal Community status of Venice because XXX.

B. Density Bonus Act (DB)(if applicable)

1. The "Major Transit Stop" qualifying the project is at XXX

2. With X Very Low Income (VLI) units, the project qualifies for X incentives (unlimited waivers of development standards is allowed).

3. The following Density Bonus incentives are requested:
   XXX
   XXX
   XXX

4. The following Waivers of Development Standards are requested:
   XXX

XXX

The project does ___ does ***not*** ___ comply with the Density Bonus Act because XXX.

5. Harmonizing of State Density Bonus Act and State Coastal Act (if applicable)

State law—Government Code Section 65915(m)—states that all density bonus incentives, waivers, etc. to which the applicant is entitled under Government Code Section 65915 (the Density Bonus law) shall be permitted in a manner that is consistent with both the Density Bonus law and the Coastal Act. The State Legislature's intent is that the two statutes be "harmonized" so as to achieve the goal of increasing the supply of affordable housing in the Coastal Zone while also protecting Coastal Resources and Coastal Access.

According to the Coastal Commission's February 6, 2019 Report (W7f), the two state laws are to "be harmonized to provide for affordable housing in the Coastal Zone in a manner that is consistent with Coastal Act resource protection policies and ensures that the Act's scenic and visual resources policy is not used erroneously as a basis for blocking density bonus projects in the Coastal Zone." This means that the question is whether a project is seeking the minimum incentives and waivers necessary to provide for the affordable units. The problem in determining the answer is that State Density Bonus law mandates that evidence of the need is not required. Therefore, applicants can ask for more incentives and waivers than they need to cover the cost of providing the affordable housing but there is no way to prove this.

The project does ___ does ***not*** ___ harmonize the State Density Bonus Act and State Coastal Act because XXX.

6. LUP Policy I.A.13. Density Bonus Applications (if applicable)

Policy I. A. 13. Density Bonus Applications: *Required replacement dwelling units shall be counted as reserved units in any related State-mandated density bonus application for the same project. In order to encourage the provision of affordable housing units in the areas designated as "Multiple Family Residential" and in mixed-use developments, the City may grant incentives such as reduced parking, additional height or increased density consistent with Government Code Section 65915 provided that the affordable housing complies with sections a – f of Policy I.A.13.*

The project conforms ___ does ***not*** conform ___ with LUP policy I.A.13. because XXX.

C. **Conditional Use (CU)** – not applicable

D. Mello Act (MEL) – tbd

E. Housing Crisis Act (HCA)

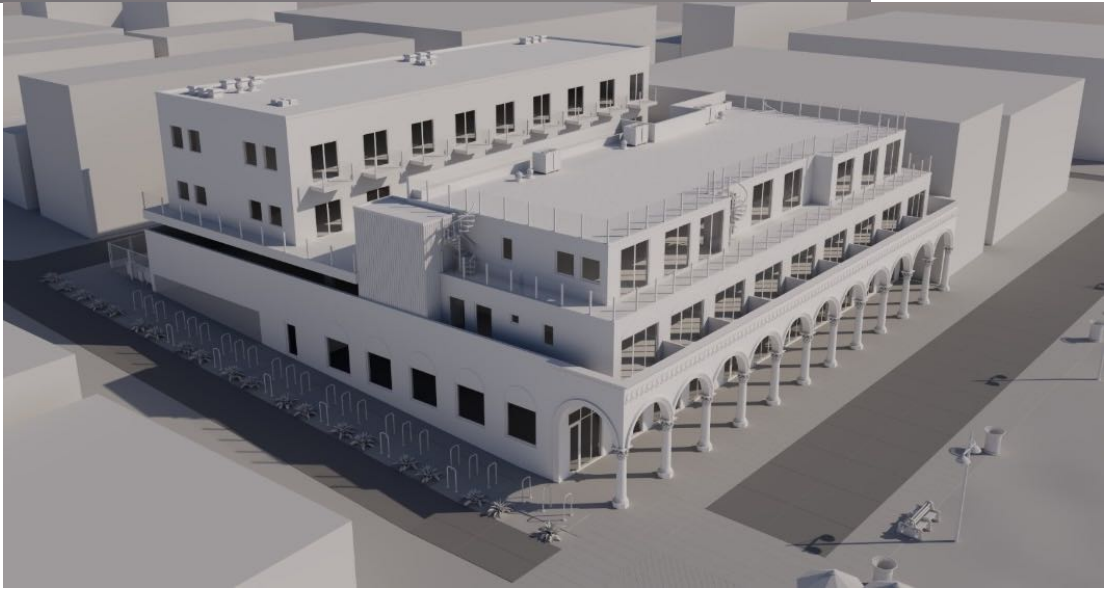
F. Priority Housing Program (PHP)

G. Add any other applicable entitlements here, such as SPPE (Specific Plan Project Exception), ZAA (Zoning Administrator Adjustment), etc.

Rendered views of the proposed development at 601 Ocean Front Walk, including aerial view 01:







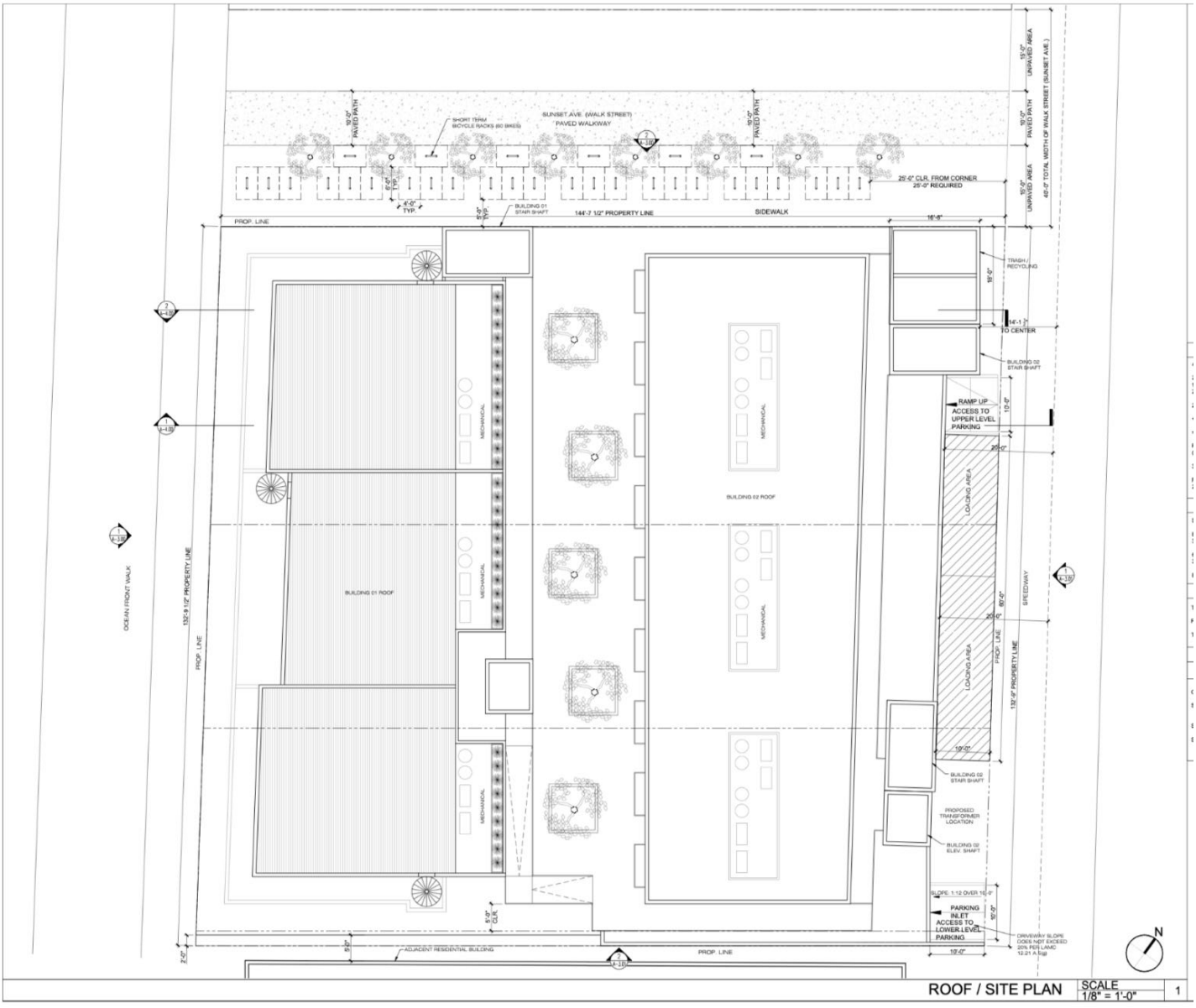
Below: top - rendered view from Sunset Avenue the the beach, bottom - aerial view 02

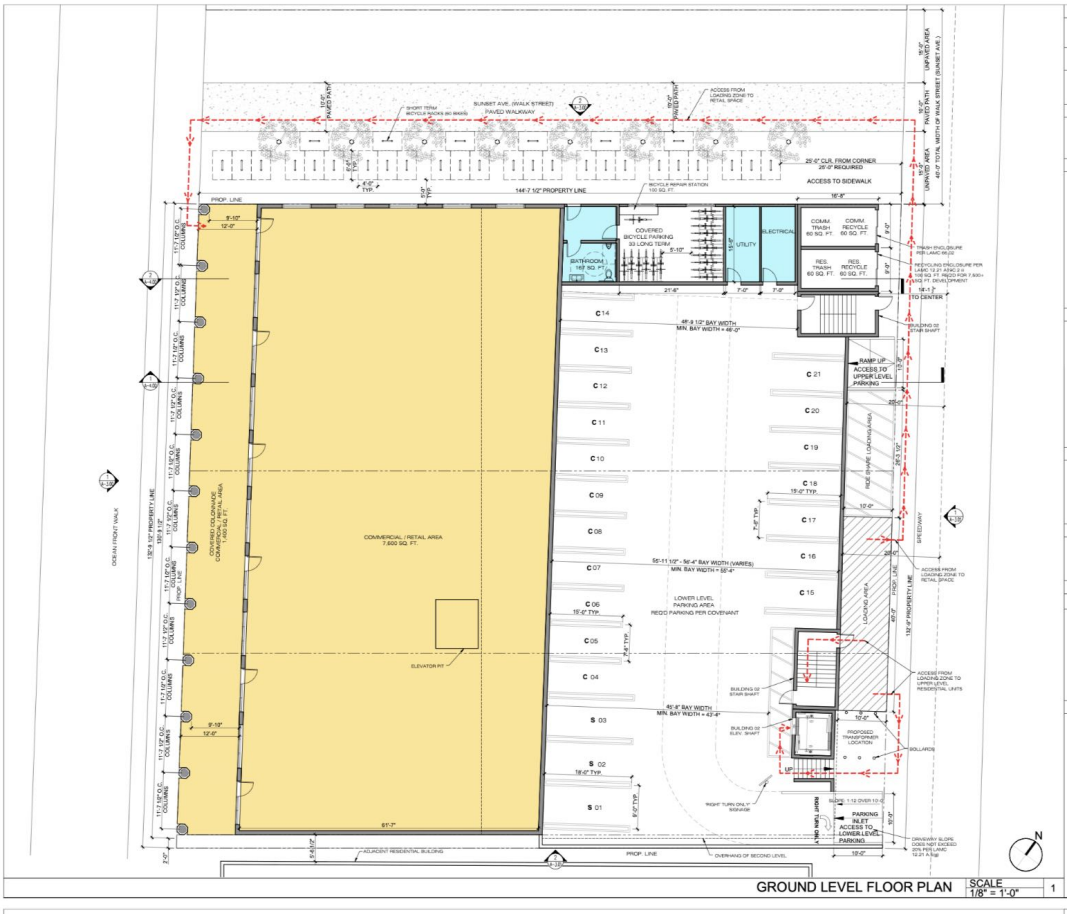




VI. **Existing structure:** The existing site is an open area used for surface parking – without permanent structures of any kind.

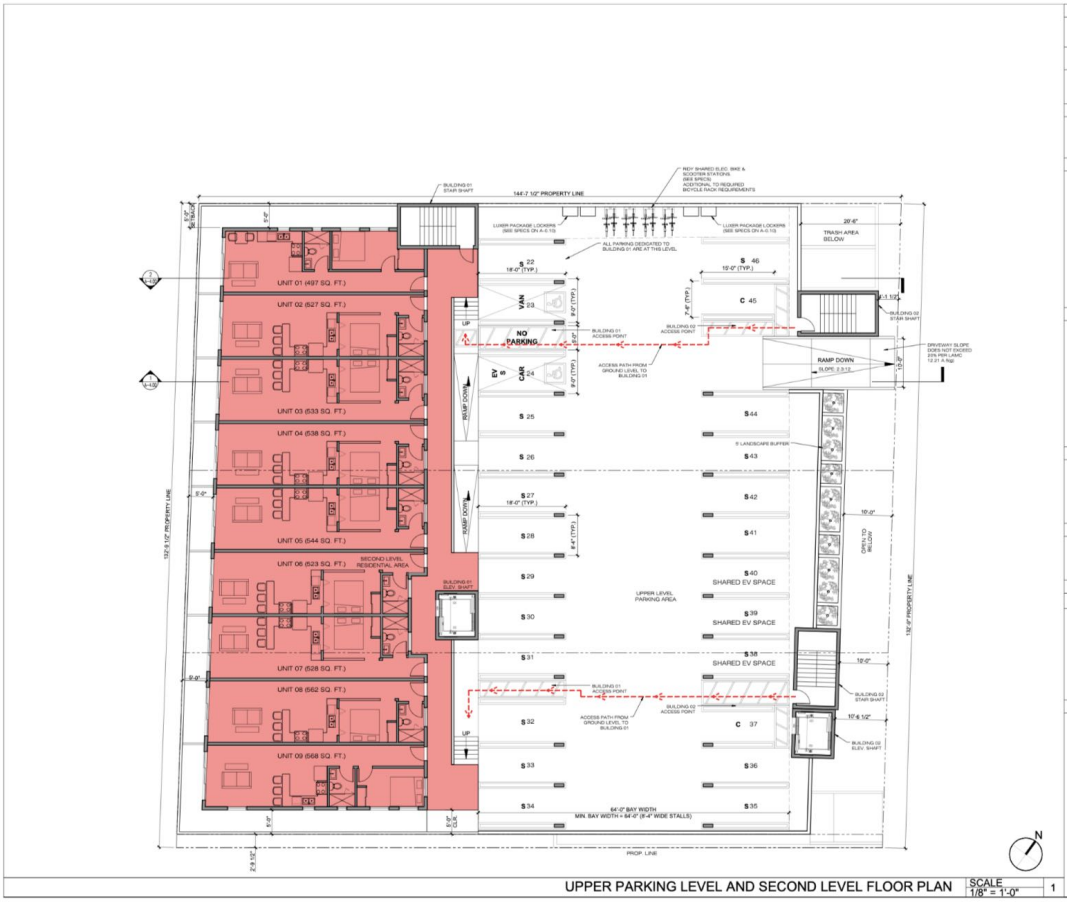
VII. Roof plan of proposed development:





Level 1 plan: Commercial accessed from arcade, parking structure, access from Speedway, and cycle parking on Sunset Avenue.

Note: lack of clarity vis a vis loading arrangements, and significant depth of commercial floorspace, also - elevator pit shown indicating potential future access to upper levels. (See below)



Level 2 Plan: Residential units facing Ocean Front Walk, planned as lofts.

Parking level overlooking Speedway.



THIRD LEVEL FLOOR PLAN SCALE 1/8" = 1'-0" 1

Level 3 Plan:

Residential units with shared landscape terrace with the potential to be a significant shaded garden with five mature native trees.

Note: set-back from Speedway

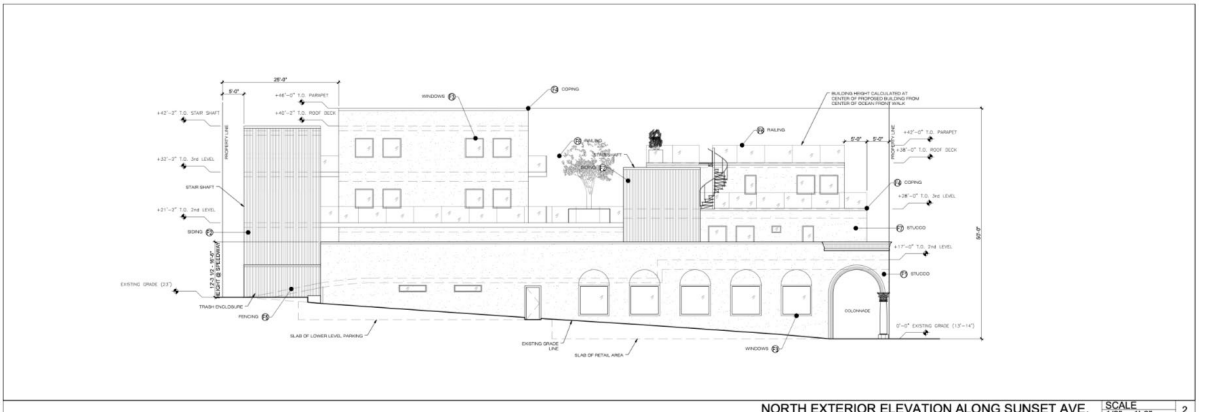


FOURTH LEVEL FLOOR PLAN SCALE 1/8" = 1'-0" 1

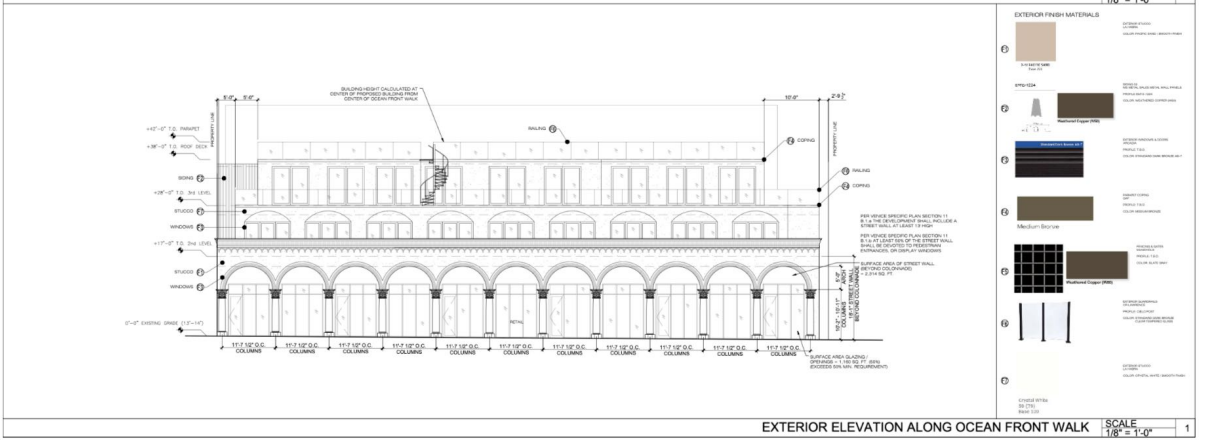
Level 4 Plan:

Upper level residential units with ocean / beach views.

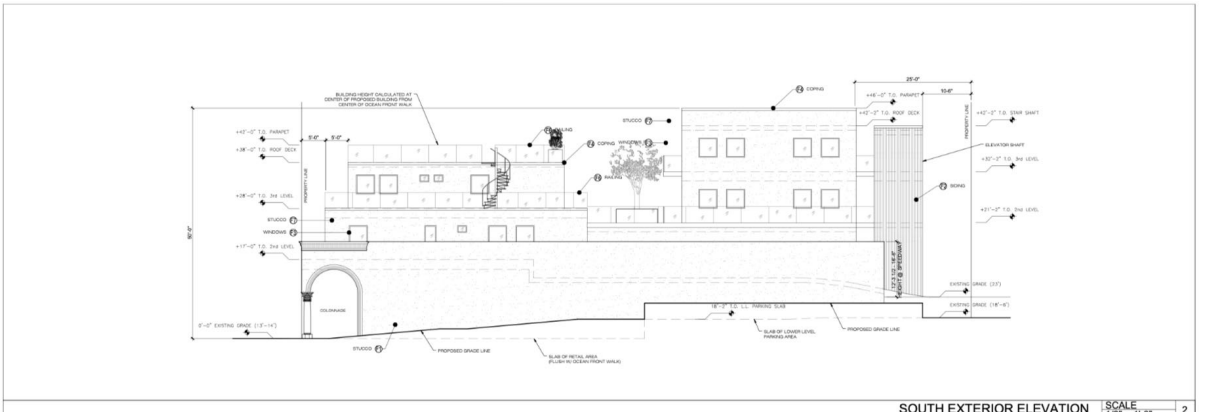
Elevations and material palette (as submitted to LUPC for review):



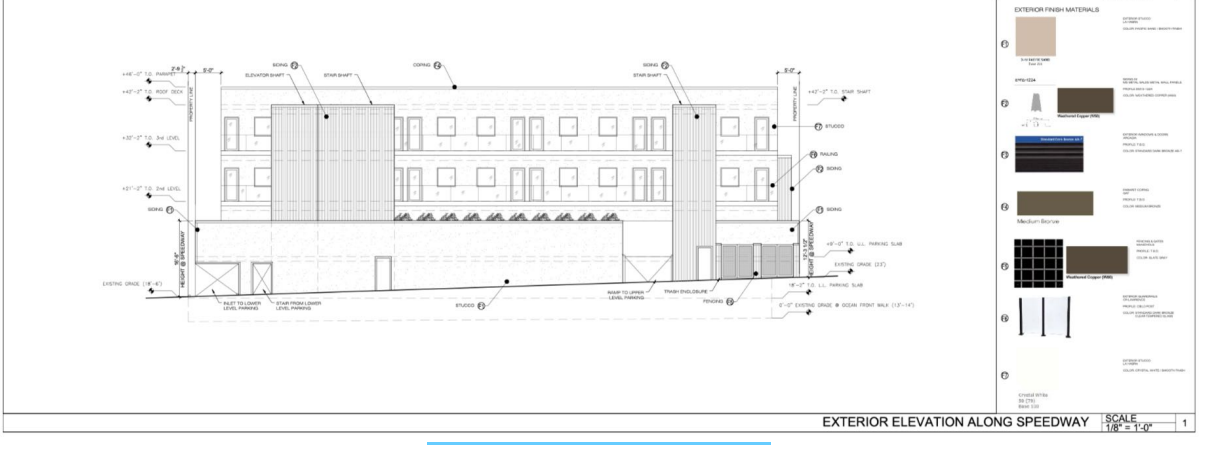
NORTH EXTERIOR ELEVATION ALONG SUNSET AVE. SCALE 1/8" = 1'-0" 2



EXTERIOR ELEVATION ALONG OCEAN FRONT WALK SCALE 1/8" = 1'-0" 1



SOUTH EXTERIOR ELEVATION SCALE 1/8" = 1'-0" 2



EXTERIOR ELEVATION ALONG SPEEDWAY SCALE 1/8" = 1'-0" 1



Above: Sections through proposed development at 601 - 11 Ocean Front Walk.

Note:

all adjustments to the drawings shown above are NOT reflected in the drawing set submitted to LA City planning department / Luis Lopez for review.



Precedents: Ocean Front Walk at Market Street & Venice Boulevard (N)



