

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
590-5071

F7i

Filed: 5/11/99
49th Day: 6/29/99
180th Day: Waived
Date of Extension
Request: 9/16/99
Length of Extension: 90-days
Final Date for
Comm. Action: 12/16/99
Staff: AJP-LB
Staff Report: 9/14-17/99
Hearing Date: 10/12-15/99

**STAFF REPORT: REGULAR CALENDAR**

APPLICATION NUMBER: 5-99-116
APPLICANT: Russ Barnard
AGENT: Douglas Teiger
PROJECT LOCATION: 3002 Main Street, Santa Monica
PROJECT DESCRIPTION: Construction of a 3,430 gross square foot, 32-foot high, 2-story retail building with 15 on-site parking spaces on a 6,190 square foot lot.

Lot Area:	6,190 sq. ft.
Building Coverage:	2,145 sq. ft.
Pavement Coverage:	3,515 sq. ft.
Landscape Coverage:	358 sq. ft.
Parking Spaces	15
Zoning	CM4- (Service and Specialty Commercial)
Ht above final grade	32 feet

LOCAL APPROVALS RECEIVED: Approval in Concept; Variance 98-016

SUBSTANTIVE FILE DOCUMENTS: CDPs: 5-85-007(Banana Republic), 5-82-866 (Perloff and Webster), 5-82-204(Westside Properties), 5-83-297(Giselle, Smith & Walls). Santa Monica certified Land Use Plan, 1992.

SUMMARY OF STAFF RECOMMENDATION:

Staff recommends approval with special conditions on the basis that the project, as conditioned conforms with the public access policies of the Coastal Act. Special Conditions include maintenance and operation of the mechanical car lifts, availability of parking for the general public during non-business hours, future tenant changes, provision of signage, and participation in a parking, car pool and transit incentive program.

STAFF NOTE: The proposed project was before the Commission at the September 1999 hearing. At that hearing Staff recommended denial due to project's inadequate supply of parking pursuant to Commission parking standards. During the hearing the applicant proposed to provide mechanical car lifts within the on-site parking lot and reduce the square footage of the proposed building to provide the required parking. However, in order to provide staff adequate time to review the proposed plans and to ensure that the local government would approve the use of the mechanical car lifts, the Commission postponed the hearing on this item to the next available hearing.

The applicant has submitted the plans indicating the location of the mechanical car lifts and approval from the City of Santa Monica. With the mechanical lifts the applicant is providing the required parking pursuant to the Commission's parking standards.

STAFF RECOMMENDATION:

The staff recommends that the Commission adopt the following resolution:

I. APPROVAL WITH CONDITINS

The Commission hereby **GRANTS** a permit, with special conditions, for the proposed development on the grounds that the development will be in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976, will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3 of the Coastal Act, and will not have any significant adverse effects on the environment within the meaning of the California Environmental Quality Act.

II. STANDARD CONDITIONS:

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date this permit is reported to the Commission. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Compliance. All development must occur in strict compliance with the proposal as set forth in the application for permit, subject to any special conditions set forth

below. Any deviation from the approved plans must be reviewed and approved by the staff and may require Commission approval.

4. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
5. Inspections. The Commission staff shall be allowed to inspect the site and the project during its development, subject to 24-hour advance notice.
6. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
7. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. SPECIAL CONDITIONS:

1. Public Parking

a) The on-site parking provided by the project shall be open for public parking on weekdays, weekends, and holidays, after business hours. If a fee is charged, rates shall not exceed that charged at the public beach parking lots.

b) PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall execute and record a deed restriction in a form and content acceptable to the Executive Director, reflecting the above restrictions on development within the applicant's parcel or parcels. The deed restriction shall include legal descriptions of the applicant's entire parcel or parcels. The deed restriction shall run with the land, binding all successors and assigns, and shall be recorded free of prior liens that the Executive Director determines may affect the enforceability of the restriction. This deed restriction shall not be removed or changed without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

2. Parking, Car Pool and Transit Incentive Program

a) The applicant shall provide for a parking, carpool and transit incentive program as follows:

(1) The applicant shall actively encourage employee participation in a Transportation Ride Sharing.

(2) A public transit fare reimbursement program shall be implemented by the applicant. The system shall be in effect for at least a 30-year period. The applicant shall provide for partial reimbursement to one hundred percent of the employees of the development for public transit fare to and from work.

(3) The applicant shall provide a bicycle parking area, free of charge, on the property.

(4) The applicant shall implement a publicity program, the contents of which is subject to the review and approval of the executive Director, that indicates how the future occupants of the development will be made aware of the provisions of this special condition. The publicity program shall be implemented during the first month of occupancy of the new development.

b) PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall execute and record a deed restriction in a form and content acceptable to the Executive Director, reflecting the above restrictions on development within the applicant's parcel or parcels. The deed restriction shall include legal descriptions of the applicant's entire parcel or parcels. The deed restriction shall run with the land, binding all successors and assigns, and shall be recorded free of prior liens that the Executive Director determines may affect the enforceability of the restriction. This deed restriction shall not be removed or changed without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

3. Maintenance of Car Lifts

a) The applicant shall maintain and operate the proposed mechanical car lifts in proper working order at all times during business hours, for the life of the project.

b) PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall execute and record a deed restriction in a form and content acceptable to the Executive Director, reflecting the above restrictions on development within the applicant's parcel or parcels. The deed restriction shall include legal descriptions of the applicant's entire parcel or parcels. The deed restriction shall run with the land, binding all successors and assigns, and shall be recorded free of prior liens that the Executive Director determines may affect the enforceability of the restriction. This deed restriction shall not be removed or changed without a Coastal Commission approved amendment to this coastal

development permit unless the Executive Director determines that no amendment is required.

4. Future Tenant Changes

With the acceptance of this permit the applicant agrees that prior to any change in tenant, the applicant shall notify the Executive Director, in order to determine if an amendment to the permit is required.

5. Signage

Prior to issuance of the permit, the applicant shall submit, for review and approval of the Executive Director, a signage plan indicating time limits, operation hours, person or persons to contact regarding parking conflicts or problems, and public availability of the on-site parking spaces. The signage plan shall also show the location of the signs, which shall be located in conspicuous on-site locations.

IV. FINDINGS AND DECLARATIONS:

The Commission hereby finds and declares:

A. Project Description and Location

The applicant proposes the construction of a 3,483 gross square foot, 32-foot high, 2-story retail building with 15 on-site surface parking spaces on a 6,190 square foot lot (see Exhibit #3 & #4). The first floor will consist of 2,066 gross square feet. The second story will be a mezzanine consisting of 1,364 gross square feet.

The proposed project is located on Main Street in the City of Santa Monica. The site is situated on the southwest corner of Main and Pier (see Exhibit 1 & 2). The lot is currently developed as a parking lot. The City of Santa Monica's certified Land Use Plan designates the project site as Main Street Commercial.

The site is two blocks east of the Santa Monica State beach. The surrounding area is currently developed with commercial uses. To the north across Pier Avenue is a two-story retail/office building, to the south is a three-story office/storage building, and to the west is a single-story retail building with surface parking. Across Main Street to the east is a five-story market and residential building.

B. Coastal Access

The proposed project is located on Main Street between Hollister Avenue and Ocean Park Boulevard. Main Street is approximately two blocks from the City's South Beach area. Main Street has evolved over the years from small scale neighborhood serving retail uses to trendy restaurants, art galleries, specialty-retail establishments and offices over ground floor retail. The City's certified LUP states that:

Main Street is the closest commercially zoned area to the South Beach area, and has evolved during the past two decades from a commercial street of low-intensity development to a specialty shopping and visitor serving area. There has been a marked increase in the number of restaurants, art galleries, antique, and specialty-retail establishments, and traffic. Most of this activity is concentrated south of Ocean Park Boulevard. Recent development north of Ocean Park Boulevard includes offices over ground floor retail, furniture and accessory showrooms, gymnasiums and dance studios, and some restaurants...

Many of the buildings along Main Street date from before World War II, and do not provide off-street parking. Main Street has metered parking on the street and in several public parking lots. These lots include a small lot at Strand Street, a larger lot south of Hollister Avenue, and a major lot between Kinney and Hill streets behind the businesses located on Main Street. In recent years, several office buildings and mixed use retail and office structures have been built. The newer buildings provide off-street parking sufficient for their own needs.

This recycling has caused parking shortages along Main Street and the surrounding areas due to inadequate on-site parking, and competition for street parking from visitors to Main Street, residents that live immediately east of Main Street where inadequate residential parking also exists, and from beachgoers that use the area for beach parking.

The Commission has consistently found that a direct relationship exists between the provision of adequate parking and the availability of public access to the coast. Section 30211 of the Coastal Act states that:

Development shall not interfere with the public's right of access to the sea where acquired through use of legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30252 of the Coastal Act requires that new development should maintain and enhance public access to the coast by providing adequate parking facilities. Section 30252 of the Coastal Act states in part:

The location and amount of new development should maintain and enhance public access to the coast by. . . (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation. . .

In addition, policy #20 of the Santa Monica certified Land Use Plan states in part that:

New development shall provide adequate parking to meet all demands created by the development . . .

Therefore, in order to conform to the requirements of the Coastal Act, the proposed project must provide adequate support parking in order not to negatively impact parking for the visitor serving area of Main Street or for beach parking.

The applicant is proposing to provide 15 on-site parking spaces for the 3,430 gross square foot commercial building. Based on City parking standards of 1 space per 300 square feet, the City requires 11 parking spaces, plus one loading space. The applicant applied to the City for a variance from the City's off-street parking requirement of requiring one loading space. The City's Zoning Administrator denied the application due to the fact that the subject property is vacant, and the building could either be reduced in size to eliminate the need for a loading space, or designed to include the required parking. The Zoning Administrator found that by not providing the loading space, the project could impact adjacent uses in the immediate neighborhood as the residential and commercial uses all compete for a limited number of parking spaces. The variance was subsequently appealed to the Planning Commission. The Planning Commission found that because the property was not accessible by an alley, as most other parcels are, the applicant had a hardship. The Planning Commission reasoned that if the subject parcel had alley access, the applicant would have sufficient room to provide all of the required parking (12 spaces). Therefore, the Planning Commission granted the variance (99-016) to allow one parking space to be shared for parking and loading.

Although the City found the parking adequate to meet City parking standards, the Commission has consistently applied Commission parking standards to development within the Santa Monica area. In the Santa Monica area, the Commission has consistently required that general retail use provide parking at a rate of 1 space per 225 square feet of gross area. The total gross square footage of the proposed project is 3,430 square feet. Based on the gross square footage the project will generate a parking demand of 15 parking spaces. The applicant is proposing 11 on-site surface parking spaces with 4 spaces provided by mechanical car lifts placed over 4 of the 11 surface parking spaces. The City of Santa Monica's planning department has reviewed and approved the proposed parking plan.

The applicant has indicated the four spaces provided by the mechanical lifts will be for employee use. The spaces below the lifts will be for short term use (30 minutes or less) by patrons to minimize any potential conflicts. The applicant has stated that employees will be informed and required to park in the designated parking spaces and the spaces will be signed indicating short-term and long-term spaces.

Providing inadequate parking in the Main Street area will adversely impact access to the Main Street visitor-serving commercial area and to the nearby Santa Monica beach. As stated, Main Street is a visitor-serving commercial corridor that has evolved over the years from small scale neighborhood serving retail uses to trendy restaurants, art galleries, specialty-retail establishments and offices over ground floor retail. This recycling has caused parking shortages along Main Street and the surrounding areas due to inadequate on-site parking and competition for street parking from visitors to Main Street, residents that live immediately east of Main Street where inadequate residential parking also exists, and from beachgoers that use the area for beach parking.

The inadequate parking for the Main Street commercial area and popularity of the area has created parking conflicts within the residential neighborhoods that are in the surrounding area. This conflict has led to the City creating preferential parking zones for residents. The preferential parking zones reserve all on-street parking for residents and excludes beach visitors and customers of the commercial establishments. (The zones were created without the benefit of a coastal development permit. The City has submitted applications for the zones and is working towards completing the applications so that they can go before the Commission).

There are a number of parking alternatives available along and surrounding Main Street for patrons of the businesses of Main Street and for employees. Based on a Parking Study prepared for the City in 1997 (Main Street Commercial District Parking Study, Technical Report & Appendices, by Wilbur Smith Associates, October 1, 1997), the Main Street area, from Pico Boulevard to the City's southern boundary and Second Street to the east and Neilson Way to the west, provides approximately a total of 1,612 parking spaces. Out of this total there are approximately 923 municipal parking spaces, including all on-street curbside spaces and off-street public lots. The remaining approximately 689 spaces are located in private lots. The curbside spaces within the Main Street area are restricted short-term parking either through meters or signage. Metered spaces have time limits, which range from 36 minutes to 10 hours.

Main Street and the surrounding area is also served by a mass transit system. The City has two bus services that operate along Main Street. The Santa Monica Municipal Bus line operates routes throughout the City and surrounding area and includes a route along Main Street. The second bus service is the Tide shuttle. This shuttle operates between the Main Street area and the third Street Promenade in a one-way loop extending along Main Street from Marine Street, north to Bicknell Street, and east to 4th Street to Broadway in Downtown Santa Monica. It returns to the Main Street area via Ocean Avenue and Barnard Way (see Exhibit #6).

According to the City the Tide shuttle is a free service provided by a partnership between the City, the Santa Monica Place shopping center, and four hotels: Bayview Plaza, Double Tree Guest Suites, Loews Santa Monica Beach Hotel, and Shutters On The Beach. A fifth

hotel, Le Merigot Beach Hotel, which has just recently opened, is also participating in the funding of the shuttle.

According to the City, the Tide shuttle service was created in response to citizen concerns regarding potential traffic congestion generated by hotel development. The shuttle encourages guests to leave their personal or rental cars at their hotels and travel to the various visitor destinations by shuttle, thus, reducing the amount of traffic circulating within the Santa Monica area and reducing the demand for parking.

Although the Main Street area provides parking alternatives and is serviced by mass transit parking in the area is heavily impacted. According to the 1997 Wilbur Smith Associates Parking Study:

North of Ocean Park Boulevard-- During the peak hour for the area south of Ocean Park Boulevard, overall parking Existing peak parking occupancy levels in the Main Street area are generally at or approaching "practical capacity." (When occupancy reaches 90% of the total supply, this is often considered "practical capacity." At this point, it may be extremely difficult to find an available parking space.

South of Ocean Park Boulevard-- On a summer Sunday between 4:00 and 5:00 PM in 1996, 91% of all spaces were occupied. The deficit (compared to practical capacity) was 8 spaces. However, when private lots are excluded, conditions appear even worse, with Main Street area curb parking 94% occupied and Main Street public lot parking 99% occupied. Summer Sunday conditions are considered fairly representative of all warm weather weekend days from May through October. Furthermore, occupancy levels during all warm weather periods, including non-summer weekdays, were fairly similar, based on counts conducted at different times by Wilbur Smith Associates occupancy to the north was about 57% (but with Main Street curbside parking 93% occupied. The Sunday peak was slightly higher.) On a non-summer Sunday between 1:00 and 2: PM, 64% of spaces were occupied...Main Street area curb parking was 93% occupied (with a deficit of 7 spaces) and public lot parking was 85% occupied. Thus, Main Street area public parking was approaching practical capacity even north of Ocean Park Boulevard.

The Main Street Merchants Association, whose members are made up of participating businesses on Main Street, are aware of the parking problems within the Main Street area. Because of the parking situation the Main Street Merchants Association has hired a Parking Coordinator. One of his main duties is to find alternative parking to support the Main Street businesses (see Exhibit #7). The Association is also working with the City to try to encourage beachgoers that park in the Main Street area, to park within the beach lots in order to free up needed parking for the Main Street patrons. The City is currently working

on a study that will address this issue. At this time, however, the City has not submitted any proposed measures to free up parking within the Main Street area.

The applicant has submitted a 1994 ridership survey for the shuttle that indicates that the Main Street commercial area accounts for 46% of the shuttle's boardings (total ridership of 2,118 between the period of August 27, 1994 and September 2, 1994). In addition, 20% of all boardings were from the shuttle stop at Main Street and Pier Avenue, immediately adjacent to the applicant's property. The applicant states that because the shuttle serves Main Street and Main Street generates nearly half of the shuttles ridership (based on the 1994 ridership survey), and there are shuttle stops within close proximity of the proposed project site, the project's parking impacts would be mitigated by the shuttle (see applicant's letter, Exhibit #6 and #8). Staff disagrees. As stated, the shuttle program was created in response to citizen concerns regarding potential traffic congestion generated by hotel development. These hotels are located on Ocean and Pico Boulevard. Main Street merchants do not provide funding for the shuttle service and the service was not created by the City to offset parking requirements for the businesses along Main Street or in the downtown area.

In 1986, the Commission approved a 8,199 square foot retail use building with 30 off-site parking spaces [CDP #5-86-397 (Barrett Development), and through an immaterial amendment (CDP #5-86-397A2 (Barrett Development), allowed the City's newly created shuttle service to be a substitute for the required parking. This is the only project where the shuttle was allowed as a substitute for the parking requirement. Since the approval of this project the Commission has reviewed and approved numerous projects along Main Street and has not approved the shuttle as a substitute for required parking or for mitigation for parking impacts.

Furthermore, the four hotels are required to contribute funding for the shuttle pursuant to development agreements or permit conditions with the City. The shuttle service is to mitigate traffic congestion by providing alternative transportation within the visitor-serving areas of Santa Monica to visitors and guests of the hotels. In addition to the City's shuttle program, the Commission has also required the hotels, that were subject to Commission review and approval, to provide full parking based on Commission parking standards (Loews hotel: CDP #5-86-560; Shutters hotel: CDP#5-87-1005 and Le Morigot :CDP#5-89-941). Thus, the hotels were not provided parking breaks even though the hotels participated in the City's shuttle program.

Although Main Street businesses derive an incidental benefit from the program, since the shuttle serves the Main Street area, the businesses do not contribute to the shuttle program. Since the Main Street businesses do not fund the program and the program is used to mitigate traffic impacts from hotel development, Main Street businesses must provide the required parking just as the hotels who funded the shuttle have been required to do.

As stated the applicant is providing 11 surface parking spaces and 4 additional spaces, via mechanical car lifts, for a total of 15 on-site parking spaces to meet the Commission's parking requirements. In past permit action the Commission has approved the use of mechanical car lifts for providing required parking. The concern the Commission has had in the past with mechanical lifts is the maintenance and continued operation of the lifts. If lifts are not maintained or operated as proposed the number of parking spaces are effectively reduced which would adversely impact public access. Therefore, to ensure that the applicant is aware that the mechanical lifts should be maintained and operated to provide 15 functional parking spaces a special condition is necessary requiring the applicant to record a deed restriction agreeing that the lifts will be maintained and operated for the life of the project.

Furthermore, a change in the type of tenant, or use of the site, may change the parking requirements or parking operation. Therefore, a special condition requiring that any change in tenant shall require the applicant to notify the Executive Director in order to determine if an amendment to the permit, is required. To ensure that adequate signage is placed on the site, the applicant shall submit a signage plan indicated time limits, operation hours, and person or persons to contact regarding parking problems.

The City's Land Use Plan Policy #16 requires that parking facilities of commercial development that provide 10 or more parking spaces shall be made available to the general public when the business is not in operation. This increases the availability of public parking and reduces the impact that projects have due to increase traffic and parking demands. The applicant has agreed to make the parking available to the public after business hours, consistent with the LUP policy. To further reduce impacts due to increase traffic the applicant shall agree to participate in a parking, car pool and transit incentive program to encourage employees to use alternative means of transportation. To ensure that the parking is made available to the general public after business hours a special condition is also required.

The Commission therefore, finds that only as conditioned will the project not adversely impact coastal access and will be consistent with Section 30211 and 30252 of the Coastal Act and with the applicable policies of the City's certified LUP.

C. Local Coastal Program

(a) Prior to certification of the Local Coastal Program, a Coastal Development Permit shall be issued if the issuing agency, or the Commission on appeal, finds that the proposed development is in conformity with the provisions of Chapter 3 (commencing with Section 30200) of this division and that the permitted development will not prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3.

In August 1992, the Commission certified, with suggested modifications, the land use plan portion of the City of Santa Monica's Local Coastal Program, excluding the area west of Ocean Avenue and Neilson way (Beach Overlay District), and the Santa Monica Pier. On September 15, 1992, the City of Santa Monica accepted the LUP with suggested modifications.

The certified Land Use Plan designated the proposed site as Main Street Commercial. Under the City's current zoning the proposed new uses are permitted uses and consistent with Land Use Plan designation. As conditioned the project will not adversely impact coastal resources and beach access. The Commission, therefore, finds that the proposed project will not be consistent with the Chapter 3 policies of the Coastal Act and will prejudice the ability of the City to prepare a Local Coastal Program implementation program consistent with the policies of Chapter 3 of the Coastal Act as required by Section 30604(a).

D. California Environmental Quality Act

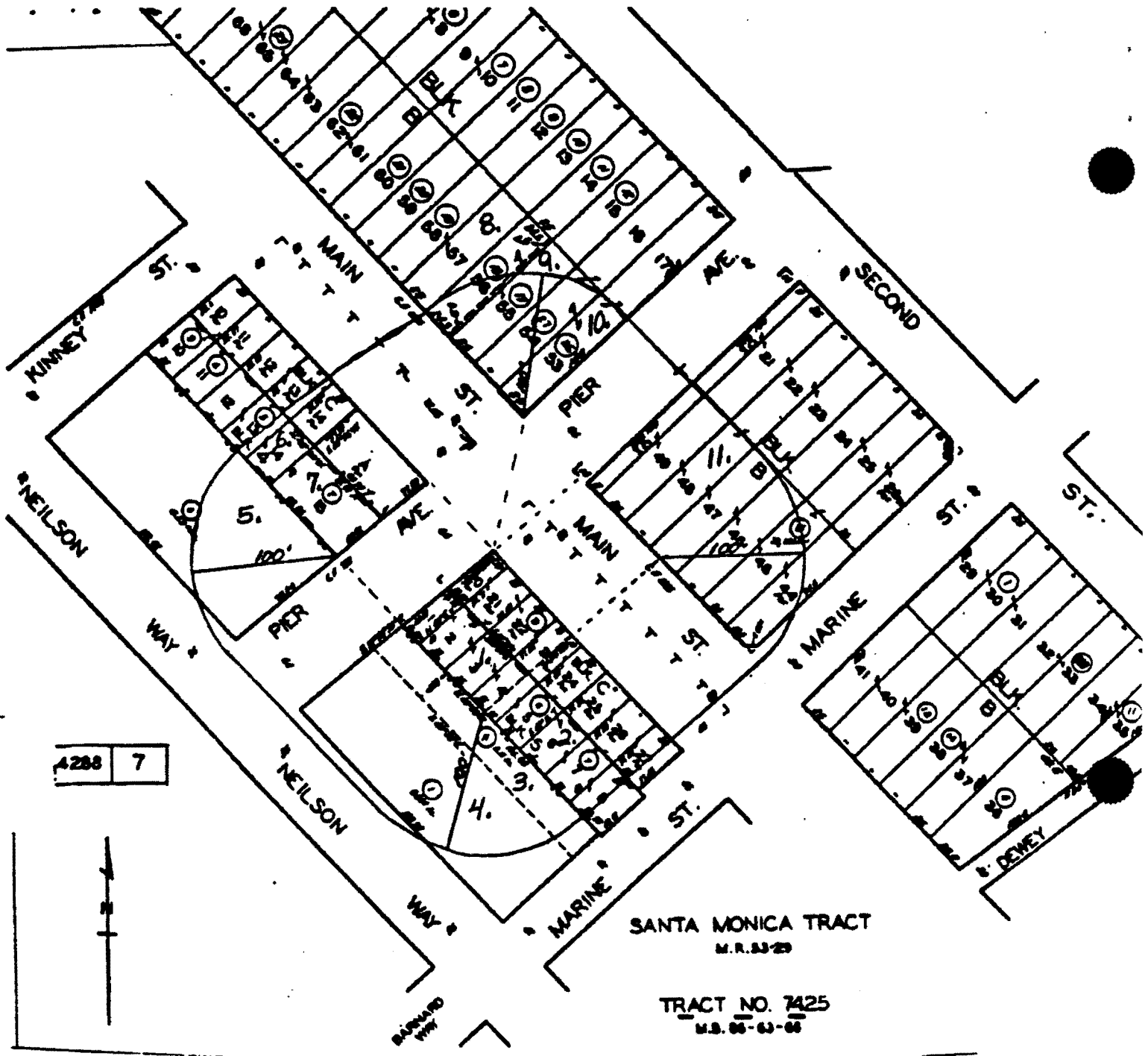
Section 13096 of the Commission's administrative regulations requires Commission approval of Coastal Development Permit applications to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

As proposed, there are no feasible alternatives or mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the proposed project is found consistent with CEQA and the policies of the Coastal Act.

VICINTY MAP



EXHIBIT NO. 1
APPLICATION NO.
5-99-116
Vicinity Map
California Coastal Commission



CALIFORNIA COASTAL COMMISSION RADIUS MAP



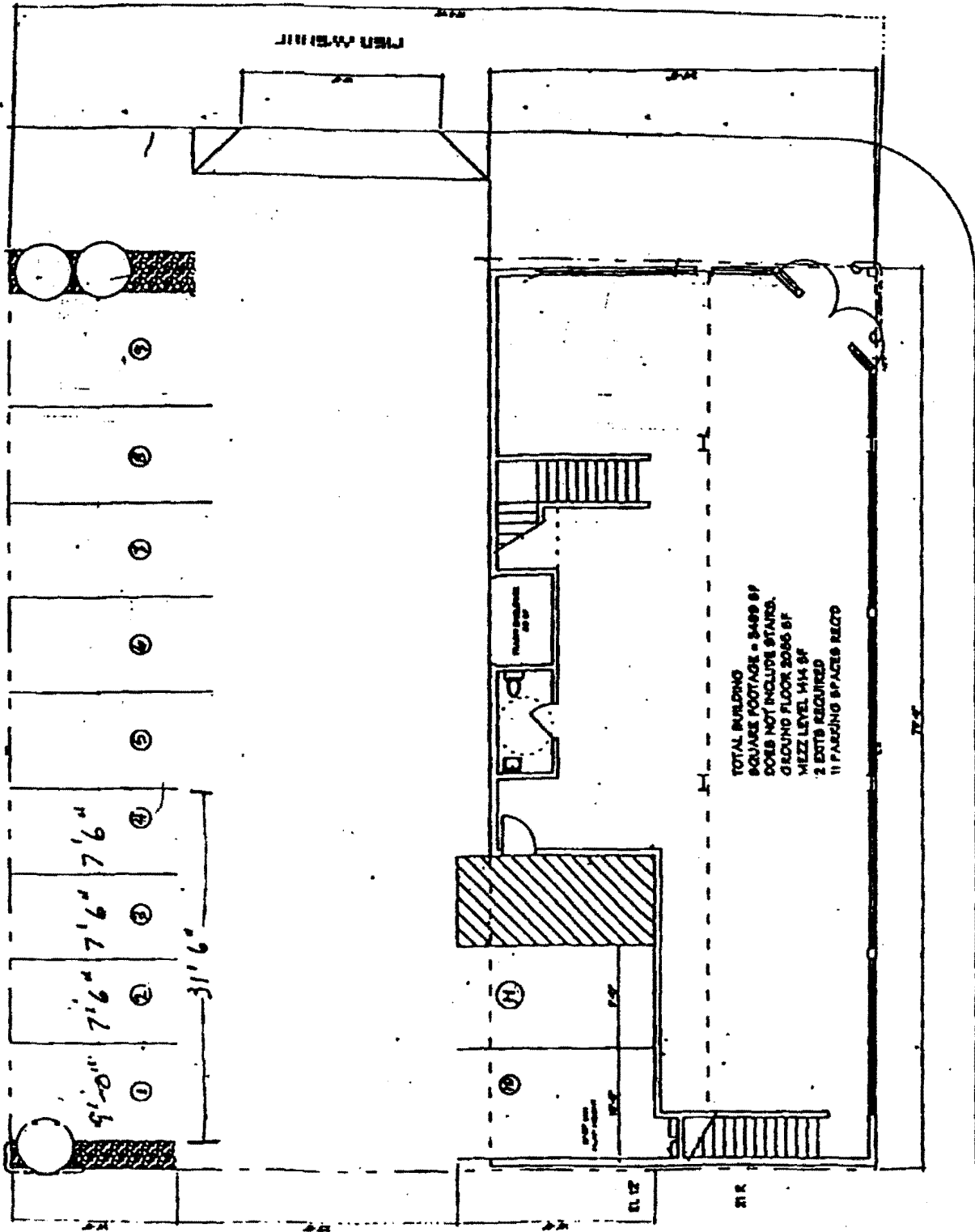
JPL Zoning Services, Inc.
 6257 Van Nuys Blvd., # 101
 Van Nuys, CA 91401-2711
 (818) 781-0016



Scale: 1" = 100'

EXHIBIT NO. 2
APPLICATION NO. 5-99-116
Parcel Map
 California Coastal Comm

*Location of Mechanics
Bicycle*



TOTAL BUILDING
 SQUARE FOOTAGE = 3489 SF
 DOES NOT INCLUDE STAIRS
 GROUND FLOOR 3086 SF
 MEZZ LEVEL 1414 SF
 2 EXITS REQUIRED
 11 PASSING SPACES REQ'D

EXHIBIT NO. 3
 APPLICATION NO.
 5-79-110
 Site Plan

3002 MAIN ST. BLDG. 1000 S. MAIN ST. SPANISH HARBOR, CA 94088

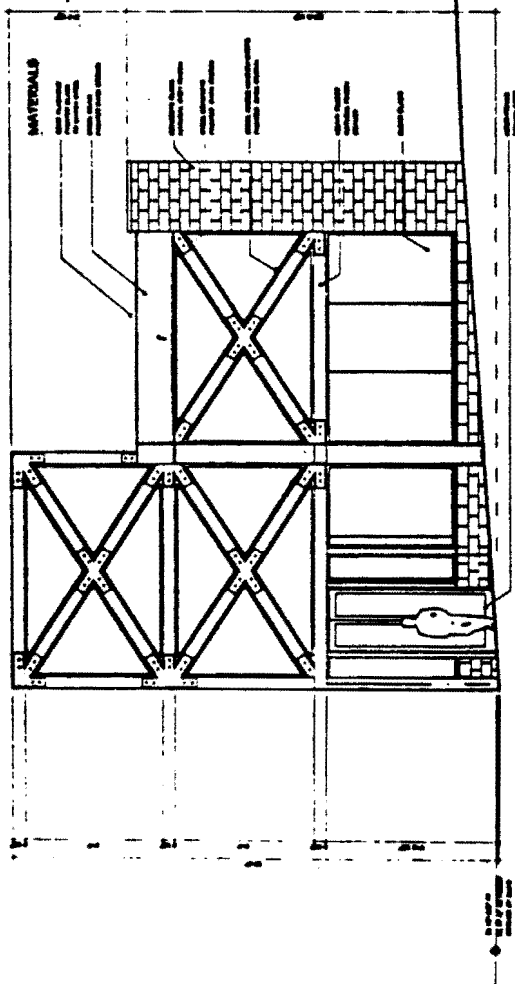
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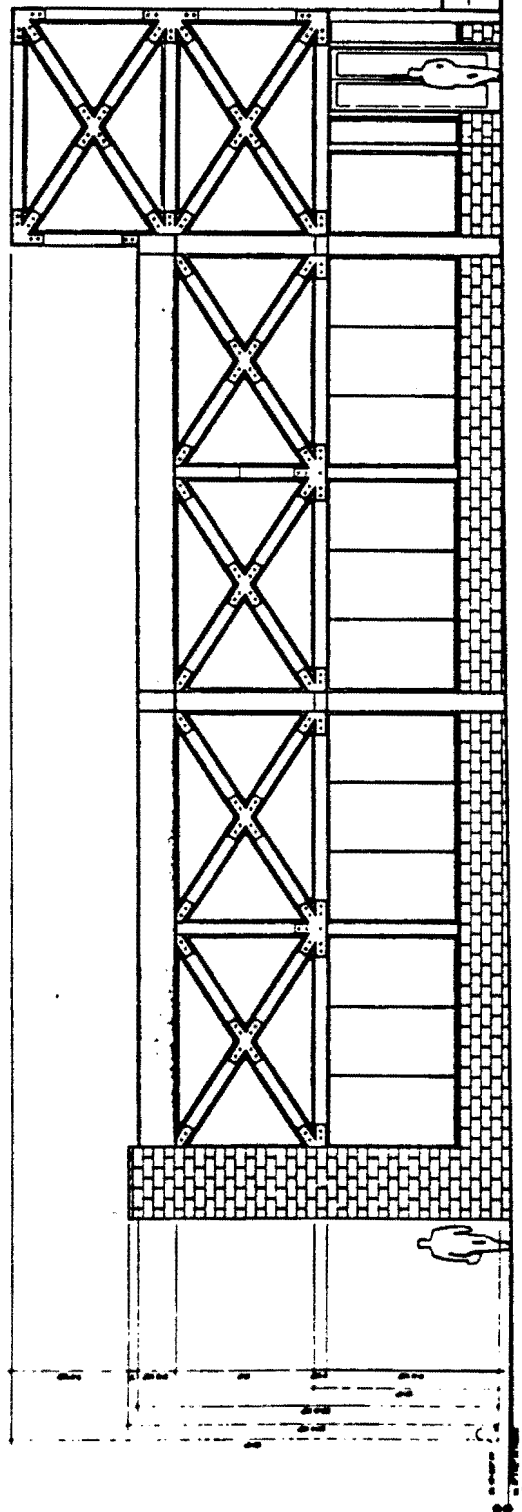
ARCHITECTS
 ENGINEERS
 SURVEYORS
 PLANNERS
 INTERIORS
 LANDSCAPE ARCHITECTS
 ENVIRONMENTAL DESIGNERS
 HISTORIC PRESERVATION
 CONSTRUCTION MANAGEMENT
 REAL ESTATE
 OTHER

PROJECT NO. _____
 DATE _____
 DRAWN BY _____
 CHECKED BY _____

EXHIBIT NO. 4
 Application Number
 5-99-116
 Elevation



SIDE ELEVATION



FRONT ELEVATION

**CAR-LIFT
LIFT BOX
SPECIFICATIONS**

Power Supply:
110V 17AMP or 220V,
Single or Three phase
1.2 - 5.5 HP

Load Capacity: 4850 lbs

Locking Devices:
Key activation switch

Weight:
1600-1750 lbs. depending
on model

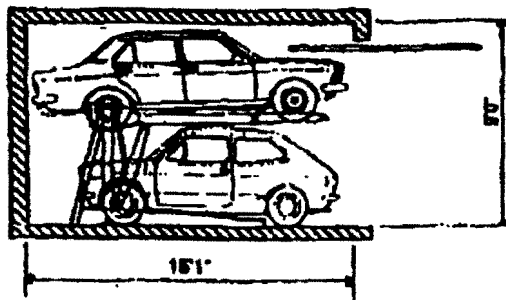
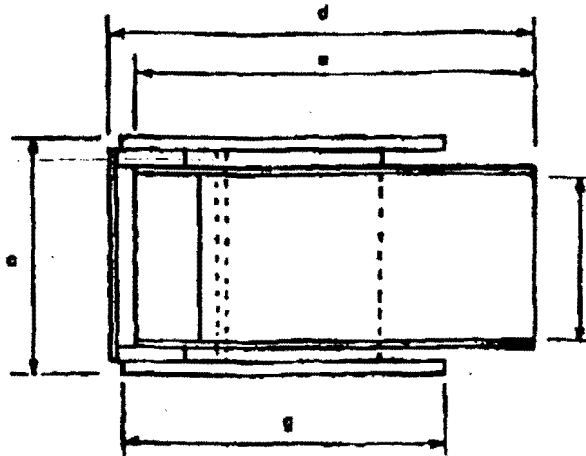
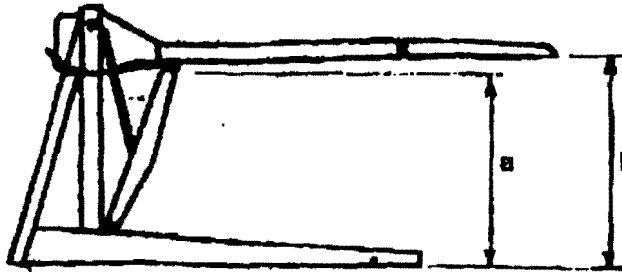
Safety Devices:
Automatic mechanical locks

**Foreign and Domestic
Patents**

KLAUS PARKING SYSTEMS USA INC.

3380 Mt. Diablo Blvd.
Lafayette, CA 94509

Tel (925) 284-2092
Fax (925) 284-7308



MOD.	a	b	c	d	e	f	g
2101-2102	4'3"	5'7"	7'7"	12'4"	11'7"	6'1"	8'3"
2201A-2202A	5'7"	6'11"	7'7"	12'4"	11'7"	6'1"	8'3"
2201L-2202L	4'3"	5'7"	8'2"	12'4"	11'7"	6'7"	8'3"
2301-2302	5'7"	6'11"	8'2"	12'4"	11'7"	6'7"	8'3"

Measurements are for standard models

EXHIBIT NO. 5

Classification Number
5-77-1

Car Lift Design

California Coastal Commission

