

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071

Filed: 7/19/2006
49th Day: 9/6/2006
180th Day: 1/15/2007
Staff: Charles Posner - LB
Staff Report: 11/22/2006
Hearing Date: December 12, 2006
Commission Action:

**T14d****STAFF REPORT: REGULAR CALENDAR**

APPLICATION NUMBER: 5-06-270

APPLICANT: Mervyn L. Hecht

AGENT: Melinda Eccles, William Adams Architects

PROJECT LOCATION: 3019-3023 Washington Boulevard, Venice, City of Los Angeles.

PROJECT DESCRIPTION: Construction of a three-level, 30-foot high, 2,923 square foot duplex with an attached four-car garage on a parcel with an existing one-story, 1,400 square foot commercial building. Also, construct a new eight-foot high monument sign for business identification.

Project Area	6,040 square feet (2 tied lots)
Building Coverage	2,771 square feet (2 buildings)
Pavement Coverage	1,582 square feet
Landscape Coverage	1,687 square feet
Parking Spaces	6
Zoning	C2-1
Plan Designation	General Commercial
Ht above final grade	30 feet

LOCAL APPROVAL: City of Los Angeles Planning Department Approval, Case No. DIR-2005-6236-VSO, 9/7/2005.

SUBSTANTIVE FILE DOCUMENTS:

1. City of Los Angeles certified Venice Land Use Plan, 6/14/01.
2. Coastal Development Permit 5-06-001 (1312 Innes Place, Venice).
3. Coastal Development Permit Application 5-05-054 (Sign: 3016 Washington Blvd.)
4. City of Los Angeles Local Coastal Development Permit No. 2001-2122.

SUMMARY OF STAFF RECOMMENDATION

Staff is recommending that the Commission **APPROVE** a coastal development permit for the proposed development with special conditions. The special conditions would require the permittee to continue to maintain the two adjoining lots as one parcel and to maintain the existing commercial use and parking on the property. The recommended special conditions begin on Page Three. **See Page Two for the motion to carry out the staff recommendation.** The applicant agrees with the staff recommendation.

STAFF RECOMMENDATION:

The staff recommends that the Commission adopt the following resolutions to **APPROVE** the coastal development permit with special conditions:

MOTION: *"I move that the Commission approve with special conditions Coastal Development Permit 5-06-270 per the staff recommendation."*

The staff recommends a **YES** vote. Passage of the motion will result in **APPROVAL** of the coastal development permit application with special conditions, and adoption of the following resolution and findings, as set forth in this staff report or as modified by staff prior to the Commission's vote. The motion passes only by an affirmative vote of a majority of Commissioners present.

I. Resolution: Approval with Conditions

The Commission hereby **APPROVES** a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and 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. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

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. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
4. 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.
5. 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. Permit Compliance – Building Use and Design

All development must occur in strict compliance with the proposal as set forth in the application for permit, subject to the special conditions of this permit. The permitted use of the approved structure is limited to two residential units with four-car garage on the ground floor. The permitted use of the existing one-story, 1,400 square foot structure on the property is general commercial. Any proposed change or deviation from the approved plans, including change in the number of residential units, change to parking supply or change in use, shall be submitted to the Executive Director to determine whether an amendment to this permit is necessary pursuant to the requirements of the Coastal Act and the California Code of Regulations. No changes to the approved plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

2. Lot Merger

PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall provide evidence, for the review and approval of the Executive Director, which demonstrates that the two lots subject to this coastal development permit (Los Angeles County Assessor Parcel Nos. 4229-007-033 and 4229-007-034) have been legally merged into one parcel pursuant to applicable State and Local statutes. The merged lots shall be held as one parcel of land for all purposes including, but not limited to, sale, conveyance, development, taxation, or encumbrance. After the document implementing the merger is recorded, the applicant shall provide a copy of the document to the county assessor's office and request that the assessor's office revise its records and maps to reflect the merger of the parcels.

3. Parking

A minimum of six on-site parking spaces shall be provided and maintained on the property: four spaces in the garage of the approved residential structure, and two surface spaces to serve the commercial use on the property, **as shown on Exhibit #4 of the 11/22/06 staff report**. Vehicular access to the on-site parking shall be provided only from the rear alley.

4. Building Height

The roof of the approved structure shall not exceed thirty feet (30') in elevation above the centerline of Washington Boulevard. Chimneys, exhaust ducts, ventilation shafts and other similar devices essential for building function may extend up to 35 feet (35') in elevation above the centerline of Washington Boulevard. This permit approves no roof access structure that exceeds a height of 30 feet.

5. Signage

The height of the approved monument sign (business identification sign) shall not exceed eight feet above ground level. No signs are permitted on the structures that exceed the height of the nearest roofline. No sign shall rotate or flash.

6. Construction Responsibilities and Debris Removal

- A. No demolition debris, construction materials, equipment, debris, or waste shall be placed or stored where it may be subject to wave, wind, or rain erosion or dispersion.
- B. Any and all demolition/construction material shall be removed from the site within ten days of completion of demolition/construction, respectively, and disposed of at an appropriate location.
- C. Erosion control/sedimentation Best Management Practices (BMPs) shall be used to control sedimentation impacts to coastal waters during construction. BMPs shall include, but are not limited to: placement of sand bags around drainage inlets to prevent runoff/sediment transport into the sea or canals or storm drains and a pre-construction meeting to review procedural and BMP guidelines.
- D. The applicant shall dispose of all demolition and construction debris resulting from the proposed project at an appropriate location. If the disposal site is located within the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place.

7. Deed Restriction

PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and approval documentation demonstrating that the applicant has executed and recorded against the parcel governed by this permit a deed restriction, in a form and content acceptable to the Executive Director: (1) indicating that, pursuant to this coastal development permit, the California Coastal Commission has authorized development on the subject property, subject to terms and conditions that restrict the use and enjoyment of that property; and (2) imposing the Special Conditions of this permit as covenants, conditions and restrictions on the use and enjoyment of the property. The deed restriction shall include a legal description of the entire parcel governed by this coastal development permit. The deed restriction shall also indicate that, in the event of an extinguishment or termination of the deed restriction for any reason, the terms and conditions of this coastal development permit shall continue to restrict the use and enjoyment of the subject property so long as either this coastal development permit or the development it authorizes, or any part, modification, or amendment thereof, remains in existence on or with respect to the subject property.

IV. Findings and Declarations

The Commission hereby finds and declares:

A. Project Description

The applicant proposes to build a three-level, thirty-foot high, 2,923 square foot duplex on a 6,040 square foot parcel with an existing one-story, 1,400 square foot commercial building built in 1946 (See Exhibits). Each residential unit would have about 1,500 square feet of enclosed living area. The proposed project also includes the construction of a proposed eight-foot high monument sign (with fountain) facing Washington Boulevard to identify the commercial business on the site (Exhibit #4). No buildings would be demolished.

The property, which is zoned for commercial use (C2-1), is situated on the south side of Washington Boulevard, about one mile inland of Venice Beach and Venice Pier (Exhibit #1). The site is part of the Oxford Triangle area, and is situated two blocks west of the major intersection of Lincoln Boulevard (State Route One) and Washington Boulevard.

Six on-site parking spaces are proposed for the existing commercial use and proposed residential use: four spaces in the ground floor garage of the proposed duplex, and two surface spaces behind the commercial building (Exhibit #4). The rear alley provides the only vehicular access to the property.

B. Land Use

As stated above, the proposed project is situated on a commercially zoned (C2-1) property on the south side of Washington Boulevard. Washington Boulevard, which the certified Venice LUP designates as a Major Highway, provides direct access to the shoreline, the Venice Pier and a public beach parking lot (Exhibit #1). The adjacent properties along Washington Boulevard are developed primarily with commercial uses, including several small office buildings. Established residential neighborhoods exist behind the row of commercial uses that front Washington Boulevard (Exhibit #2). The commercial uses along Washington Boulevard serve the local residents, as well as visitors to the area.

The certified Venice Land Use Plan (LUP) map designates the project site, and the adjacent properties along both sides of Washington Boulevard, for a General Commercial land use. General Commercial is a commercial land use category that is intended to maintain the existing mix of uses, density, and character of low intensity commercial strips along major streets and "Mixed-use Boulevards" like Washington Boulevard. The certified Venice LUP sets forth the following policy (Policy I.B.4) for the General Commercial land use category:

- **Policy I. B. 4. General Commercial Land Use.** *This land use designation is intended to maintain the uses, density, and character of existing low intensity commercial areas. Neighborhood commercial facilities shall also be encouraged within designated General Commercial corridors which are adjacent to residential neighborhoods. This designation primarily occurs at the intersections of major and secondary streets, or as low rise, low density linear "strip" development along major and secondary streets, and includes areas identified as "Mixed-Use Boulevards". Land designated for General Commercial in the Venice Coastal Zone is shown on*

Exhibits 9 through 12. [Additional restrictions for General Commercial designated properties along both sides of Washington Boulevard. Prohibited Uses: The following uses shall be prohibited: adult entertainment, automobile repair and testing, fraternity/sorority houses, rescue missions, car wash, drive-thru restaurants, dance halls, motels or hotels, nightclubs or bars, convenience stores, gas stations, recyclable materials collection, freestanding commercial sales or establishments dispensing alcoholic beverages for consumption off-site, grocery stores, billboards, and video arcades.]

The applicant proposes to build two residential units on this commercial property. With the economic incentive for building residential development, the Commission often faces the question of whether residential-only development on commercially-designated properties is consistent with the Coastal Act. Residential-only land use in areas that could support visitor-serving development can conflict with Section 30222 of the Coastal Act, which states that visitor-serving commercial recreational opportunities shall have priority over residential uses.

Section 30222 of the Coastal Act states:

The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

In addition, Section 30253(5) of the Coastal Act requires the protection of special neighborhoods that are popular destination points for recreational uses. Venice Beach and Venice Pier are popular destination points for recreational uses. Section 30253(5) of the Coastal Act states:

New development shall, where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

As previously stated, however, the project site is already developed with an existing one-story, 1,400 square foot commercial building that was constructed in 1946 (Exhibit #4). The applicant is proposing to maintain the existing commercial use on the property, while also proposing to build two new residential units. The certified Venice LUP encourages mixed residential/commercial development on commercial properties like the subject site.

Policy I.B.2 of the certified Venice LUP states:

- ***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.

The above-stated mixed-use policy indicates that the project site should be developed with a mix of residential and commercial uses, but not with residential-only. A mixed-use development would not conflict with Sections 30222 and 30253(5) of the Coastal Act. The proposed project would result in the project site being developed with a mix of residential and commercial uses. Therefore, the mix of residential and commercial land uses that the applicant is proposing to provide and maintain on the property do not conflict with the relevant policies of the certified Venice LUP and the Coastal Act.

The existing commercial use on the site must be maintained in order for the project to be a genuine mixed-use project. Therefore, a condition of approval is imposed on the coastal development permit to require that the commercial component of the proposed mixed-use project be maintained on the site in the existing one-story building. In addition, a future break-up of the commercial property into residential-only and commercial-only land uses would also negate the mixed-use quality of the property. Therefore, a special condition of the coastal development permit requires that the two lots that comprise the project site be merged together to prevent the break-up of the mixed-use project. The applicant does not object and states that the two lots are already tied together pursuant to a Covenant and Agreement (Los Angeles County Instrument No. 04-2392503) that the City required the applicant to record in 2004 when the existing commercial building was remodeled because a portion of the existing commercial building (the awning) crosses over the shared lot line between the two lots (Exhibit #4). As conditioned, the proposed development is a mixed-use project that conforms with Sections 30222 and 30253(5) of the Coastal Act, as well as the policies of the certified Venice LUP.

C. Public Access - Parking

The proposed project is located in Venice, one mile inland of the popular Venice Beach and boardwalk (Exhibit #1). One of the most important coastal planning issues for this part of Venice is the issue of parking and the lack thereof. New developments must provide an adequate parking supply in order to protect the existing public parking facilities that support public access to the many recreational opportunities available at this highly popular coastal area. These public parking facilities are primarily the on-street parking spaces and the public beach parking lots.

The Commission has consistently found that a direct relationship exists between the provision of adequate parking and availability of public access to the coast. The Commission has consistently required that new development provide adequate parking facilities to meet the demands of the new development. Section 30252 of the Coastal Act requires that new development provide (among other things) adequate parking facilities.

Section 30252 of the Coastal Act 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

nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

In order to conform to the requirements of the Coastal Act, given the limitations of public transit in this area, the proposed project is required to provide adequate parking facilities. The amount of parking that is “adequate” is usually determined by calculating the parking demand of a specific project using a parking standard. The parking standard is typically part of a certified local coastal program or zoning ordinance. The Commission, on June 14, 2001 certified the Venice Land Use Plan (LUP), which contains specific policies to carry out the requirements of the Coastal Act. The certified Venice LUP requires that new development, including additions to existing structures, shall provide the necessary additional parking spaces as required by the LUP Parking Requirement Table.

Policy II.A.3 of the certified LUP states:

Policy II. A. 3. Parking Requirements. *The parking requirements outlined in the following table shall apply to all new development, any addition and/or change of use. The public beach parking lots and the Venice Boulevard median parking lots shall not be used to satisfy the parking requirements of this policy. Extensive remodeling of an existing use or change of use which does not conform to the parking requirements listed in the table shall be required to provide missing numbers of parking spaces or provide an in-lieu fee payment into the Venice Coastal Parking Impact Trust Fund for the existing deficiency. The Venice Coastal Parking Impact Trust Fund will be utilized for improvement and development of public parking facilities that improve public access to the Venice Coastal Zone.*

The certified LUP parking table, contained within LUP Policy II.A.3, sets forth the parking requirements for residential and retail uses as follows:¹

Multiple Dwelling:	2 spaces per unit. ²
General Retail	1 space for each 225 square feet of floor area.

Using the current parking standards set forth by the certified Venice LUP, the project is required to provide six on-site parking spaces, as follows:

Two Residences:	4 spaces
Residents' Guest	1 space
<u>Commercial:</u>	<u>1 spaces (Grandfathered parking rights for 1946 building)</u>
Total Required	6 spaces

¹ The parking standards set forth in the certified Venice LUP are identical to the parking standard contained in the Commission's Regional Interpretive Guidelines for Los Angeles County, adopted 1980.

² Guest parking is required for lots 35 feet or more in width.

Six on-site parking spaces are proposed for the existing commercial use and proposed residential use: four spaces in the ground floor garage of the proposed duplex, and two surface spaces behind the commercial building (Exhibit #4). The rear alley provides the only vehicular access to the property. Even though the parking requirement for the existing commercial use is grandfathered at one space (per City requirements), the parking area behind the commercial building can accommodate more than the two spaces shown on the site plan (Exhibit #4). The coastal development permit is conditioned to require the provision of the required six on-site parking spaces. Therefore, as conditioned to provide the required amount of on-site parking, the proposed project is consistent with the public access policies of the Coastal Act.

D. Visual Resources

Sections 30251 and 30253(5) of the Coastal Act require that the Commission consider the effects of proposed development, including signs, on visual quality and community character. In doing so, the Commission has consistently denied roof signs and off-site advertising signs (i.e., billboards), and limited the size and location of on-site advertising signs (i.e., business identification signs). Wall signs are the most popular forms of business identification signs in the coastal zone since signs attached to the sides of existing structures are usually exempt from coastal development permit requirements.

Section 30251 of the Coastal Act 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 land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

Section 30251 of the Coastal Act requires that the proposed new structures be sited and designed to protect views to and along the shoreline, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

Section 30253 of the Coastal Act states, in part:

New development shall: (5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

Section 30253(5) protects special communities and neighborhoods and requires the Commission to consider the impacts of development on the views experienced by visitors. The Commission must assure that development does not adversely impact special communities and neighborhoods, where appropriate.

The proposed development includes a thirty-foot high residential structure and an eight-foot high monument sign for business identification. Both the duplex and the sign would be visible from Washington Boulevard. The Coastal Act protects public views, including views from public roads, particularly major beach access routes, such as Lincoln Boulevard, Venice Boulevard, Washington Boulevard and Culver Boulevard. In coastal areas, even where the view of the shoreline is obstructed, the sky reflects the light of the ocean. In many areas near the coast, the Commission has protected views in coastal areas, including views of the sky, by limiting the height of development and by requiring development to be set back or stepped back from public areas such as beaches, walkways and public roads. In prior cases, the size and location of pole signs have been limited in order to reduce the adverse effects on visual resources and community character [See Coastal Development Permit 5-83-722 (Best Signs – 36 Washington Blvd.)].

In this case, the proposed duplex and eight-foot high monument sign conform with the thirty-foot height limit for the area and would not adversely affect any public views. The proposed project's architectural style, design and mass would not have a detrimental effect on community character. The proposed duplex provides articulation for visual interest to the public with windows and a third level decks facing Washington Boulevard and Yale Avenue (Exhibits #5&6). The proposed eight-foot high monument sign includes a water fountain and small reflecting pools for visual interest. Landscaping is proposed around the perimeter of the site. A special condition of the coastal development permit prohibits signs on the structures that exceed the height of the nearest roofline, and signs that rotate or flash.

Therefore, the Commission finds that the proposed project would enhance visual quality and would contribute to the visual clutter that adversely affects visual quality and community character. Therefore, as conditioned, the proposed project complies with the requirements of Sections 30251 and 30253(5) of the Coastal Act.

E. Marine Resources and Water Quality

The proposed development has a potential for a discharge of polluted runoff from the project site into the storm drain system and eventually into coastal waters. The development, as conditioned, minimizes the effect of demolition and construction activities on the marine environment through the appropriate management of equipment and construction materials and for the use of best management practices to minimize the project's adverse impact on coastal waters. The proposed project incorporates best management practices (BMPs) to improve water quality in the watershed, including the minimization of impervious surfaces on the project site (approximately 1,687 square feet of permeable landscaped area will be maintained on the 6,040 square foot site). Therefore, the Commission finds that the proposed development, as conditioned, conforms with Sections 30230 and 30231 of the Coastal Act regarding the protection of water quality to promote the biological productivity of coastal waters and to protect human health

F. Deed Restriction

To ensure that any prospective future owners of the property are made aware of the applicability of the conditions of this permit, the Commission imposes one additional condition requiring that the property owners record a deed restriction against the property, referencing all of the above special conditions of this permit and imposing them as covenants, conditions and restrictions on the use

and enjoyment of the property. Thus, as conditioned, this permit ensures that any prospective future owner will receive actual notice of the restrictions and/or obligations imposed on the use and enjoyment of the land in connection with the authorized development.

G. Local Coastal Program

Section 30604(a) of the Coastal Act provides that the Commission shall issue a coastal development permit only if the project will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program (LCP) which conforms with Chapter 3 policies of the Coastal Act:

(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 (commencing with Section 30200). A denial of a coastal development permit on grounds it would prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200) shall be accompanied by a specific finding which sets forth the basis for such conclusion.

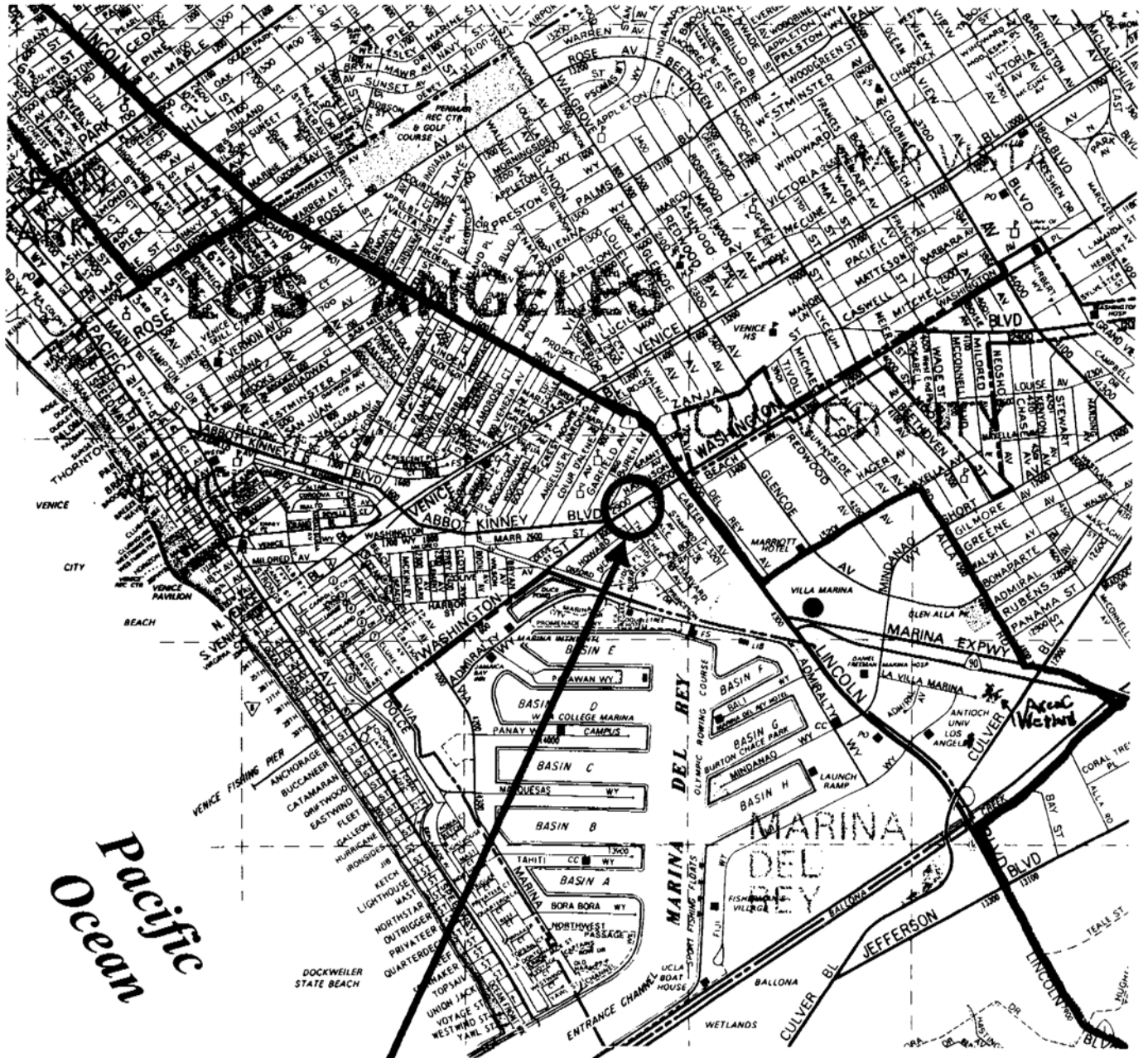
The City of Los Angeles does not have a certified Local Coastal Program for the Venice area. The City of Los Angeles Land Use Plan (LUP) for Venice was effectively certified on June 14, 2001. As conditioned, the proposed project conforms with the certified Venice LUP, as well as the policies of Chapter 3 of the Coastal Act. Therefore, approval of the project, as conditioned, will not prejudice the ability of the local government to prepare an LCP that is in conformity with the provisions of Chapter 3 of the Coastal Act.

H. California Environmental Quality Act (CEQA)

Section 13096 Title 14 of the California Code of Regulations requires Commission approval of a coastal development permit application 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.

The proposed project, as conditioned, has been found consistent with the Chapter 3 policies of the Coastal Act. All adverse impacts have been minimized by the recommended conditions of approval and there are no feasible alternatives or additional feasible mitigation measures available which would substantially lessen any significant adverse impact that the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned, can be found consistent with the requirements of the Coastal Act to conform to CEQA.

VENICE, CA

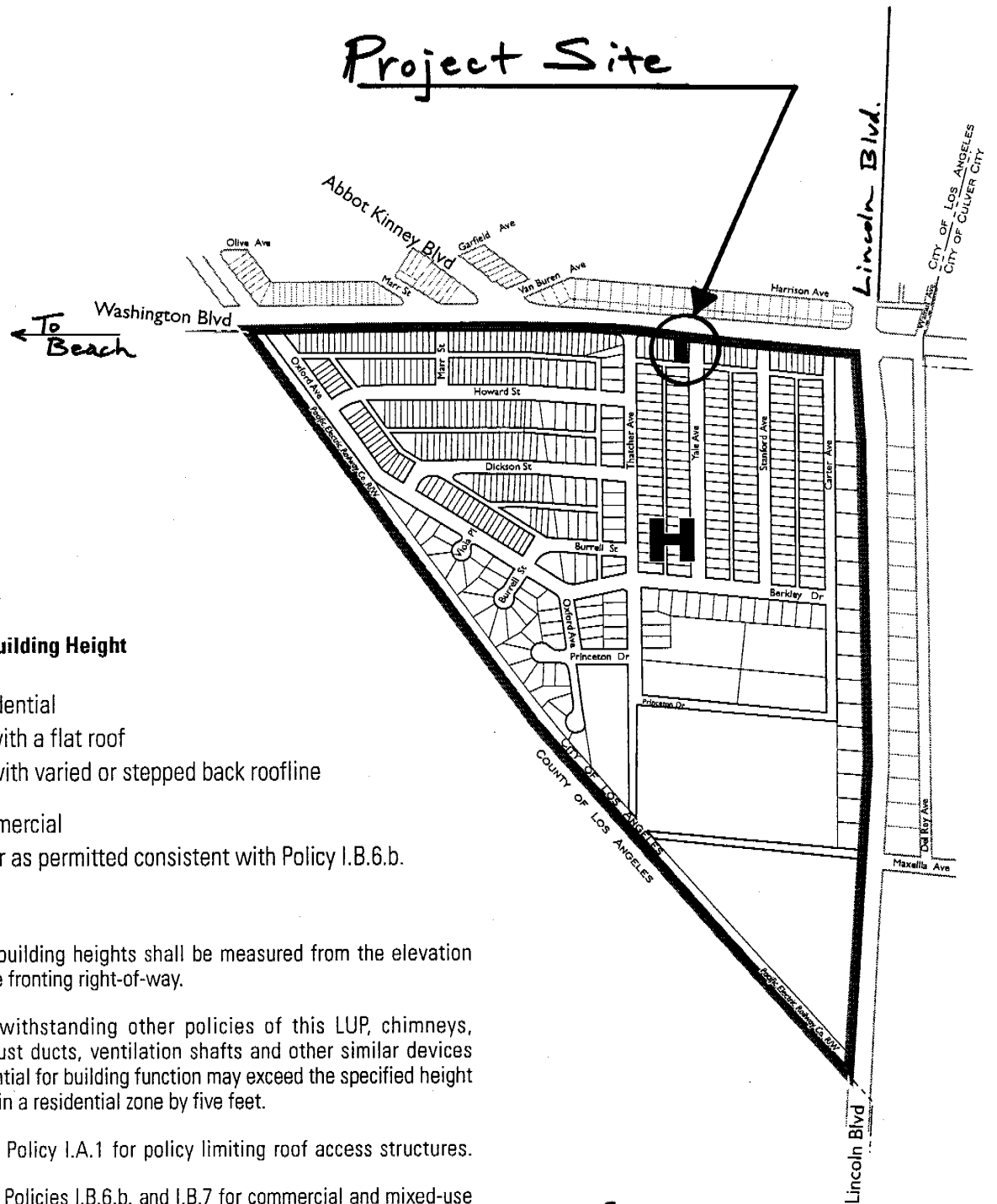


Pacific Ocean

North

Site: 3019-3023
Washington Blvd.

COASTAL COMMISSION
S-06-270
EXHIBIT # 1
PAGE 1 OF 1

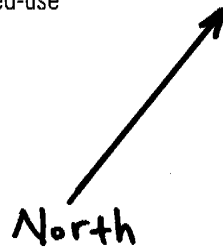


Maximum Building Height

- H** Residential
 - 25' with a flat roof
 - 30' with varied or stepped back roofline
- Commercial
 - 30' or as permitted consistent with Policy I.B.6.b.

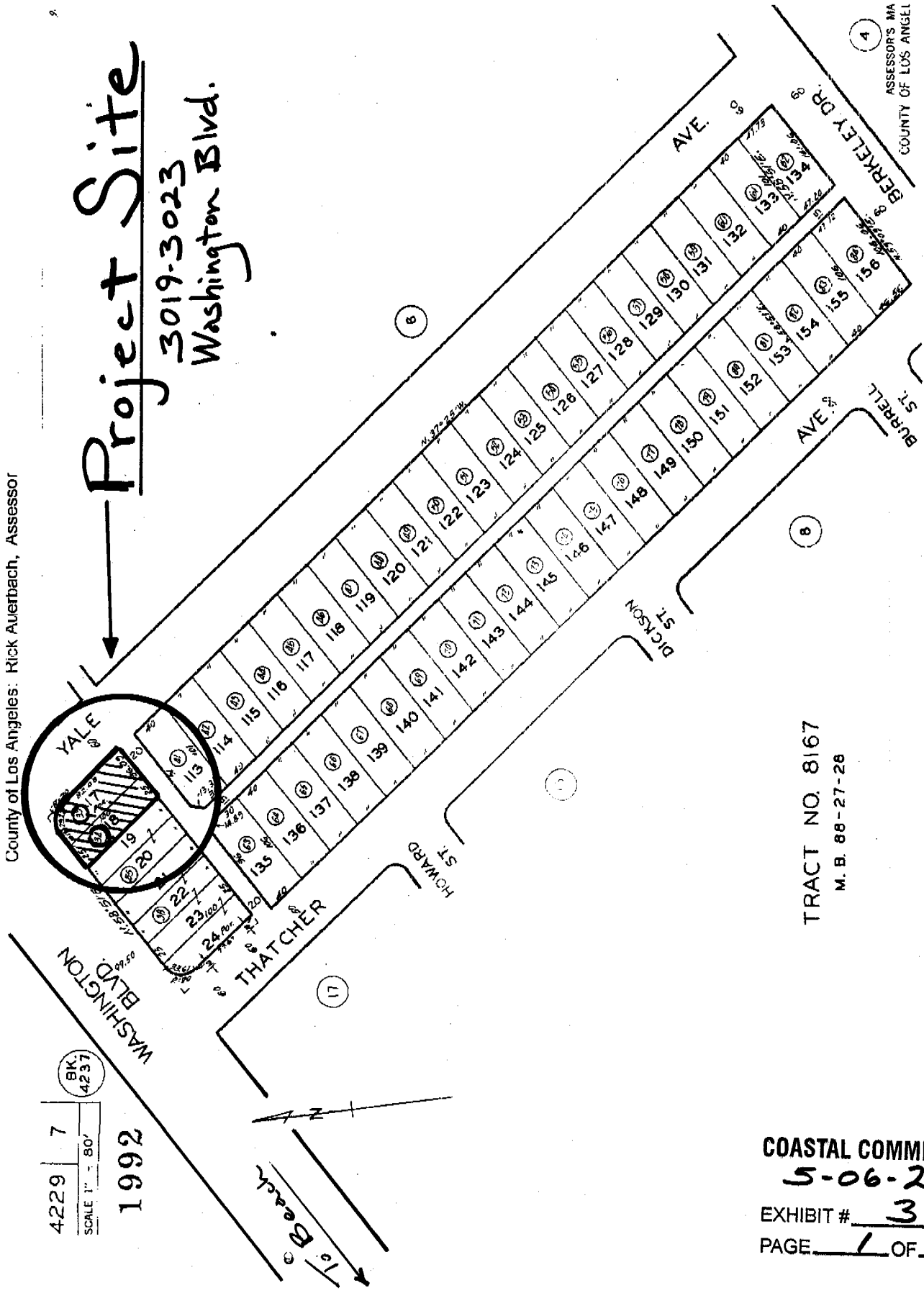
Notes:

- *All building heights shall be measured from the elevation of the fronting right-of-way.
- *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.
- *See Policy I.A.1 for policy limiting roof access structures.
- *See Policies I.B.6.b. and I.B.7 for commercial and mixed-use development standards.



County of Los Angeles: Rick Auerbach, Assessor

Project Site
3019-3023
Washington Blvd.



4229 7
SCALE 1" = 80'
BK 4237

1992

COASTAL COMMISSION

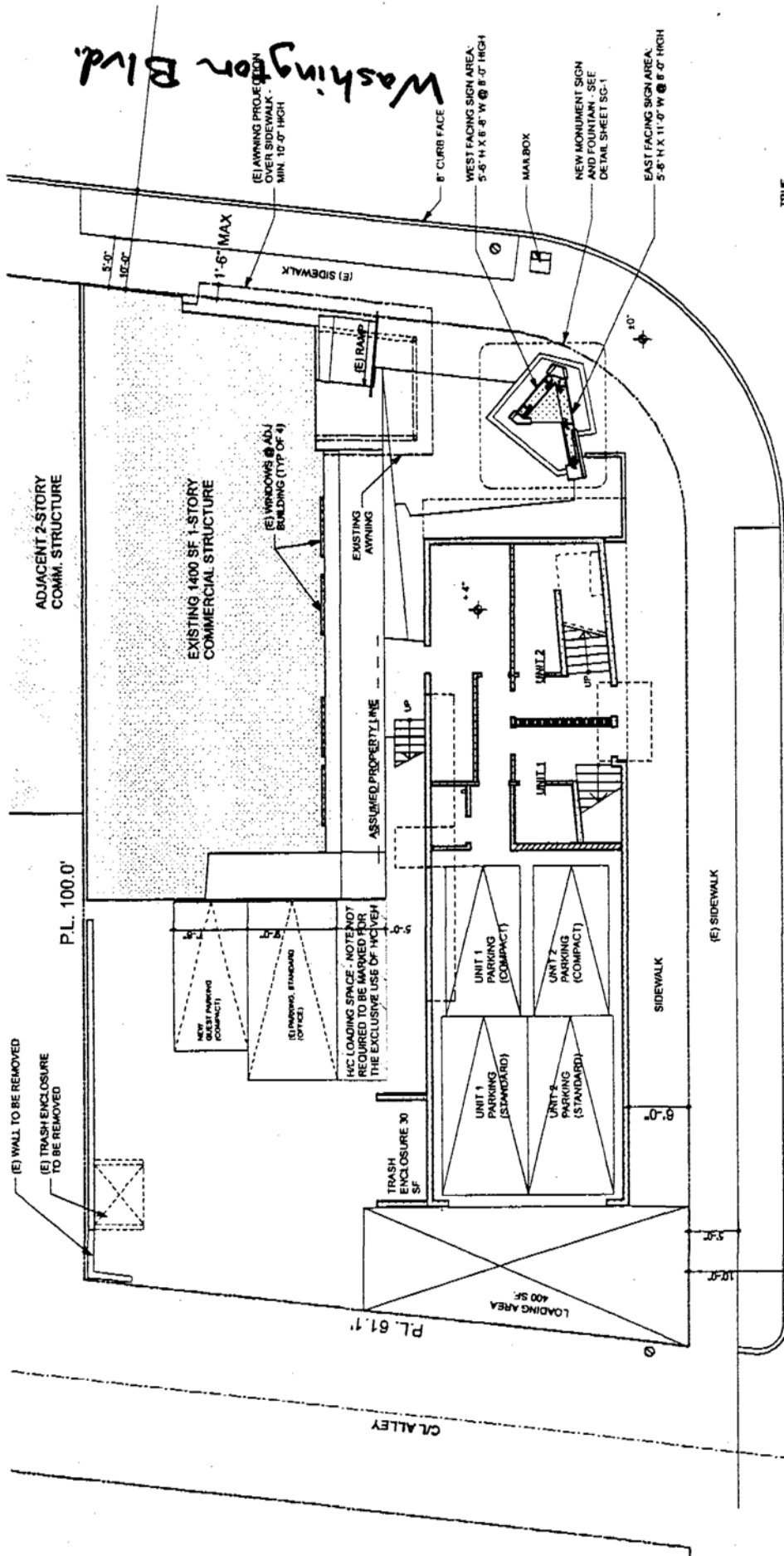
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EXHIBIT # 3

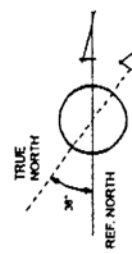
PAGE 1 OF 1

TRACT NO. 8167
M. B. 86-27-28

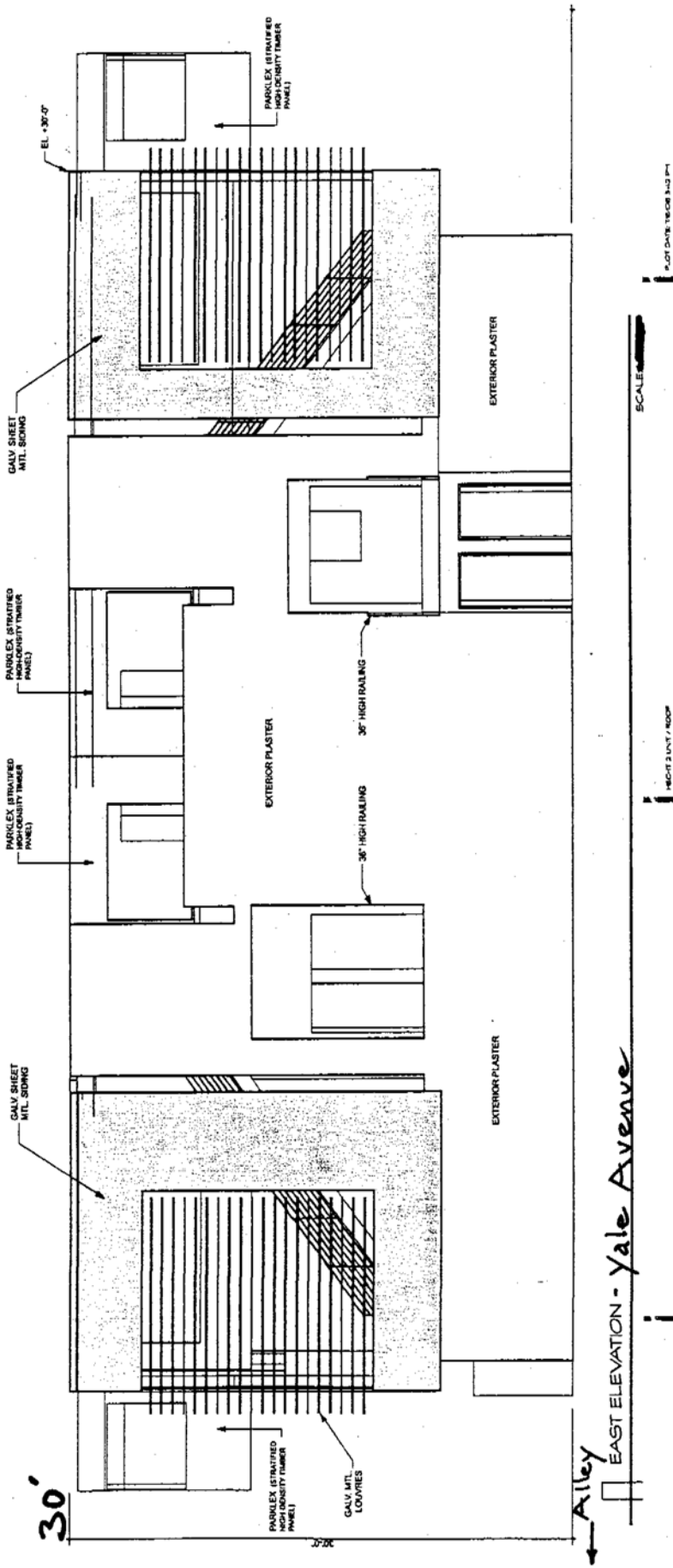
ASSESSOR'S MAP
COUNTY OF LOS ANGELES



Yale Avenue



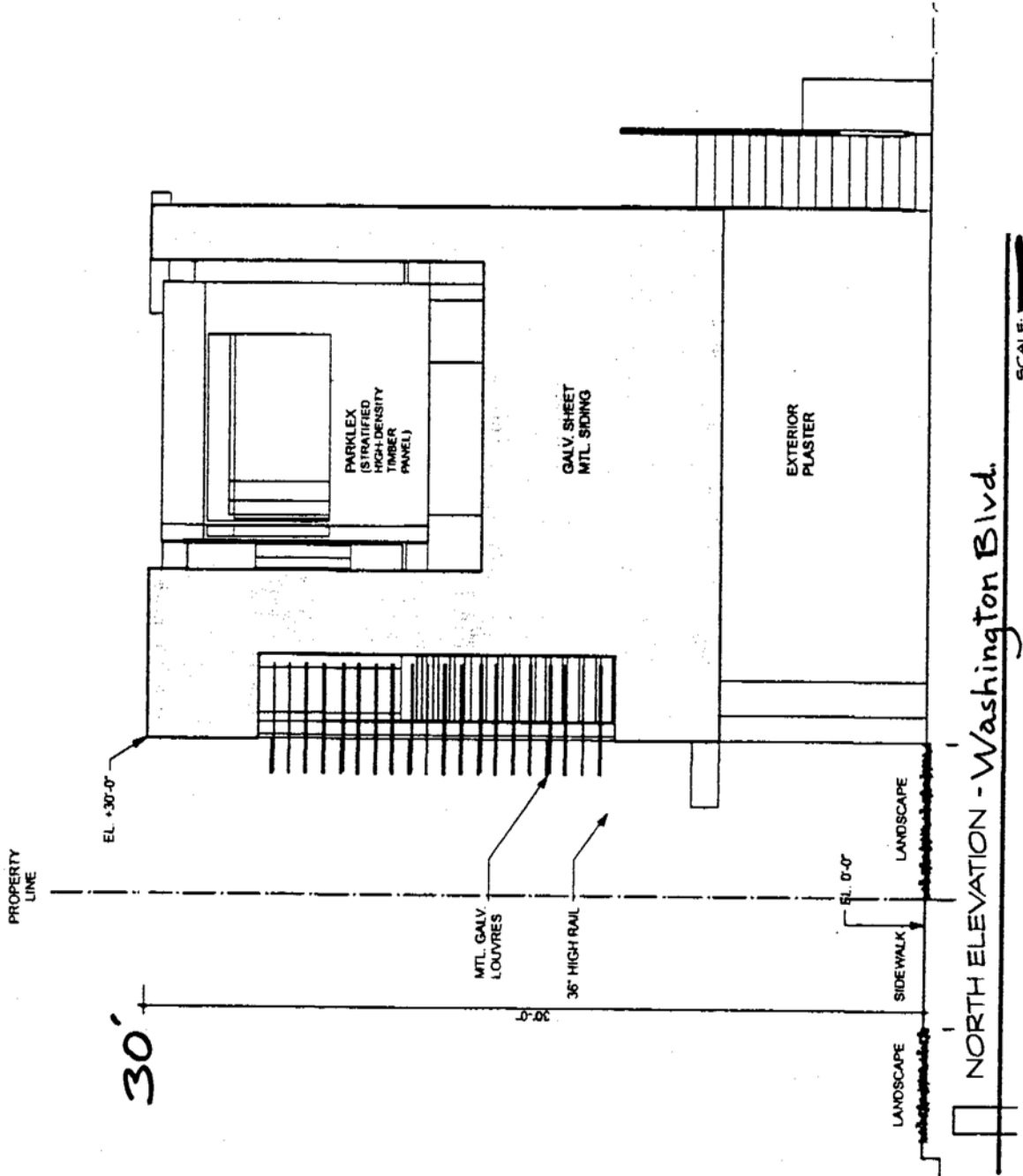
Site Plan
 COASTAL COMMISSION
 5-06-270
 EXHIBIT # 4
 PAGE 1 OF 1



SCALE: PLANT DATE: 10/08 3:43 PM

HEIGHT 2 UNITS / ROOF

Alley EAST ELEVATION - Yale Avenue



SCALE: ~~1/8" = 1'-0"~~

NORTH ELEVATION - Washington Blvd.

30'

PROPERTY LINE

EL. +30'-0"

MTL GALV LOUVRES

36" HIGH RAIL

GALV SHEET MTL SIDING

EXTERIOR PLASTER

EL. 0'-0"

SIDEWALK

LANDSCAPE

LANDSCAPE