



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

May 19, 2026

City Case No:	APCW-2024-4822-CDP-CUB-SPPC-SPPE
CEQA Case No:	ENV-2024-4823-CE
Related City Case No(s):	n/a
Address of Project:	40-46 Windward Ave Lots 21 & 22, Block 2, Tract: Venice of America
Applicant:	Ann Everest (ann@generalrealestate.net)
Applicant's Representative:	Agent: Sarah Goldman / Pacific Crest Consultants (sarah@pccla.com) Architect: John Umbanhower / HUUM Architects (john@huum.com)
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: Al Fresco Dining, Zoning Administrator Adjustment (ZAA), Specific Plan Project Permit Compliance (SPPC), Specific Plan Exception (SPPE)
Coastal Zone:	Single / Multiple Permit Jurisdiction
City Hearing:	Not scheduled
Email for City Planner:	Sienna Kuo (sienna.Kuo@lacity.org)
LUPC Staff assigned:	David Turnbull (davidturnbull.lupc@gmail.com)

I. Detailed Project Description:

Demo of existing 1-story commercial building & construction of a new 2-story, 5,435 SF restaurant & bar with roof deck, and 3 separate Al-Fresco Dining areas - the public right-of-way on the street (Windward Ave, 735 SF, 48 seats), an area above the covered arcade, which will span the sidewalk (700 SF with an estimated 40 seats, with a retractable glass roof), and the roof deck (estimated at 2,000 SF with approximately 86 seats), for a total Al Fresco Dining area of 2,735 SF, and a capacity of approximately 174 people - with a full line of alcoholic beverage service, with 8 parking spaces (assumes none required based on AB 2097), on 2 lots totaling 4,071.4 SF, and requesting planning exceptions (SPPE) for:

- 1) 1.33:1 FAR vs. the required 0.5:1 for a restaurant, an exception of 3,399 SF, in addition to the 2,735 SF Al Fresco Dining square footage being requested,
- 2) Parking,
- 3) Roof Access Structure (RAS) of 205 SF, 105 SF greater than the 100 SF limit, to accommodate an elevator, and
- 4) Height 2 feet over limit.

Note: The project is located within the Windward Avenue 'Historic Arcades' district, in a prominent location, governed by specific certified Land Use Plan requirements in relation to the restoration of the arcades (see below). The proposed project includes a reinterpretation of the historic arcade structure but does not replicate the circular columns or use the historic 'Peano' capitals.

II. Motion:

The Venice Neighborhood Council recommends denial of the project at 40-46 Windward Ave.

Moved by Robin Rudisill, seconded by Gabriel Ruspini,
and approved by the Committee:

- 5 Yes (JK, SW, GR, RR, DT)
- 0 No
- 3 Abstain (MMoj, JA, MM)
- (1 absent)

III. Pros & Cons of Project:

Positive aspects of project:

In a district marked by the presence of arcaded 'fragments' of Abott Kinney's vision for Venice, 'the most affecting Romantic relics in the whole instant city' according to the Architectural Historian, Reyner Banham, writing in 1974, the project proposes another fragment, sympathetic in scale, related to the cadence of the historic arcades, initiating a conversation about the future of the 'Historic Arcades' district, suggesting that this project should be regarded as a prototype for the future completion of the arcades that is sufficiently flexible that it is realizable within the current commercial environment. (Exhibit A).

Negative aspects of project:

While the project proposes a future in which the arcades are completed, it does not follow the recommendations set out in the LUP for the Coastal Zone – Police I. F.4 (see below). While this policy is than explicit, and did not include the recommendations from various groups in Venice, not least, **The Venice Historical Society** engineering survey, compilation of historical documents, and proposed guidelines for the reconstruction of the arcades, prepared in 1990, submitted to the city and approved by the Cultural Heritage Commission in 1991, (Exhibit B) or representations from the VNC Ad Hoc Committee: ‘**Preserving Public Places**’ (Exhibit C) among many attempts to provide a definitive framework for decision-making, they are clear – despite, or maybe because of the demolition of a ‘large chunk’ (LA Times article, by William Wilson, February 3, 1991) of the recently declared Historic-Cultural Monument #532, by the sculptor, Robert Graham (1938 - 2008):

Policy I. F. 4. Windward Historic Arcade. The Windward Historic Arcade District boundaries are the south side of Market Street between Pacific Avenue and Ocean Front Walk on the north, the east side of Ocean Front Walk between Horizon Avenue and the 17th Avenue on the West, both sides of Windward Avenue between Pacific Avenue and Ocean Front Walk on the south, and the east side of Pacific Avenue between Market Street and Windward Avenue on the east. New development shall maintain and preserve the historical arcade area of Venice and be required, where feasible, to restore or replicate the arcade if they fall within the historic arcade locations.

The City’s Historic Resources Department has records including the recommendations of various VNC committees, the Venice Historical Society, and LA City Planning from the 1990s. The certified Land Use Plan Policy I.F.4. is clear that there is an obligation to rebuild the historic arcades, as “feasibility” has been proven by the architects and structural engineers for 40-46 Windward, who have demonstrated that the construction of a code-compliant arcade is possible. Therefore, it, and any other developments in the Windward Historic Arcade District should follow the 1905 precedent. This is an opportunity to change the faces on the capitals to reflect a longer history of past and present Venice residents, but not a new design.

‘New development shall maintain and preserve the historical arcade area of Venice and be required, where feasible, **to restore or replicate the arcade** if they fall within the historic arcade locations. The proposed project does not replicate the arcade, while ‘feasibility’ has been proven by the architects and structural engineers for 40 - 46 Windward themselves, who have demonstrated that the construction of a code-compliant arcade is possible. Therefore it, and any other developments in the Historic Arcade District should follow the 1905 precedent. While it is possible to argue that replica columns and capitals are no longer technically feasible, it is abundantly clear from the evidence, notably completed, and celebrated buildings on Windward Circle / Ace Market (1986 - 89) by Steven Ehrlich, and ‘The Renaissance’ (1989) on Main Street, Venice by Johannes Van Tilburg . . . that include cast aluminum capitals replicating those designed by Felix Peano (1863–1948), with

embedded sculptural portraits of Abott Kinney and local resident Nettie Bouck, watching over the street . . . that this is not the case. Indeed, the VNC Ad Hoc, Preserving Public Places Committee obtained prices for an affordable mold that would allow any future development in the 'Historic Arcades' district to include the historically and culturally significant capitals, and columns as a feature of their design and as evidence that the developers considered their contribution to the ongoing restoration of this public place an obligation.

In summary, the present project as proposed suggests an alternative, heterodox approach to the completion of the arcades, that is not dependent on historical quotation. This approach does not conform to the spirit and letter of the policy described in the certified Land Use Plan – Policy I.F.4. The project is also dependent on the approval of exceptions as follows:

- 1) 1.33:1 FAR vs. the required 0.5:1 for a restaurant, an exception of 3,399 SF, in addition to the 2,735 SF Al Fresco Dining square footage being requested,
- 2) Parking,
- 3) Roof Access Structure (RAS) of 205 SF, 105 SF greater than the 100 SF limit, to accommodate an elevator, and
- 4) Height 2 feet over limit.

While it is important to note that Windward Avenue is identified as an active mixed-use zone in the Venice Coastal Zone Land Use Plan, and programmatic complexity is encouraged, and an increase in allowable FAR can be granted if, for instance artist's studios or affordable live-work opportunities are offered, the proposed project is asking for an elevated FAR without offering compensatory gestures beyond the fabrication of the arcade 'fragment' that remains contentious.

IV. Neighborhood Outreach/Summary of Community Input:

LUPC Staff have initiated and maintained a relationship with this project, the owner's agents, and their architects since September 2025. In addition, LUPC Staff presented their findings, historical documents and past proposals for Windward Avenue, including the exemplary 'Heart of Venice' project prepared by Gruen Associates in 2016. (Exhibit D). This ongoing discussion, periodic, but consistent, has encouraged the architects to make a survey of the existing arcaded fragments, and to propose an installation for LA 28, a 'Ghost Arcade' that builds in a temporary form a complete arcade in an abstracted form, alluding to both Abott Kinney's arcades and those depicted by Giorgio de Chirico (1888 - 1978), in many of his works, but notably 'The Enigma of a Day' (1914). These purposefully enigmatic arcades are already in evidence on Pacific Avenue, adjacent to, and continuing, an existing fragment of the original arcade, from Windward Avenue to Market Street.

Attempts were made to compel the designers to include the Peano Capitals without success. Ultimately the design approach proposed must be addressed by the community at large. The LA Conservancy have expressed concern about the project and will be submitting a letter to LA City Planning.

Summary of Community Input

Sarah Goldman / Pacific Crest Consultants, the applicant's agent has assured LUPC Staff that community outreach has been consistent with VNC requirements, however little evidence of consequence has been forwarded to the LUPC Chair or Staff Member. The survey of neighborhood positions has been inconclusive, making input from the community at the online VNC_LUPC meeting an imperative.

Favorable comments from Neighbors:

One, expressing excitement that development initiatives like this were being discussed.

Concerns expressed by Neighbors:

Specific concerns expressed by members of the VNC Ad Hoc Committee: Preserving Public Places' – about the character of the proposed development and its failure to comply with the LUP guidelines. One member felt the modern design was not compatible with the area as it looks like the buildings in the futuristic "The Jetsons" cartoon in the 60's.

Suggestions from Neighbors:

Vigorous insistence that Columns and Capitals modeled on the remaining arcaded fragments are used.

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*

The applicant is applying for **exceptions**: the elimination of the Al Fresco parking requirement, and the allowance of 8 vehicular parking spaces in lieu of required parking per AB 2097. A parking study has been submitted by the applicant.

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

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 does *not* conform with the Coastal Act and LUP policies for Scenic and Visual Qualities because it does not comply with LUP Policy I.4.F as outlined above.

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 does *not* conform with the Coastal Act's Environmental Justice Policies.

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 could create an adverse cumulative effect or an adverse precedent for other similar projects because it will set a precedent for future developments in the Historic Arcades district. See argument set out above and in Exhibit A.

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 impact the Special Coastal Community status of Venice unfavorably. The applicant claims that the proposed development is compatible with the scale and character of the existing, original buildings of historic Windward Ave. But that is not the standard of review. As noted above, the certified Land Use Plan Policy I.E.2. Scale requires that “new development...shall respect the scale and character of community development. Coastal Act section 30251 states that permitted development shall be...visually compatible with the character of surrounding areas. The project must comply with the certified Land Use Plan standards and policies and be compatible with development in the community, not just the original historic buildings on the street.

**B. Density Bonus Act (DB)
Not applicable**

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

Exceptions as outlined above in section A-1. LUPC Staff determination set out below:

The applicant is requesting:

- 1) 1.33:1 FAR vs. the required 0.5:1 for a restaurant, an exception of 3,399 SF, in addition to the 2,735 SF Al Fresco Dining square footage being requested,
- 2) Parking,
- 3) Roof Access Structure (RAS) of 205 SF, 105 SF greater than the 100 SF limit, to accommodate an elevator, and
- 4) Height 2 feet over limit.

This is in essence an example of a significant “spot zoning” request.

For purposes of a Coastal Development Permit, the question is not whether the project complies with the Venice Coastal Zone Specific Plan or an exception thereto should be made, but rather it is whether the project complies with the standard of review – the Coastal Act and the detailed guidance of the certified Venice Land Use Plan.

Policy I. B. 7. Commercial Development Standards. The following standards shall apply in all commercial land use designations, unless specified elsewhere within this Land Use Plan.

Venice Local Coastal Program

II-21

Density/Intensity: Maximum Floor Area Ratio (FAR)

0.5 to 1 for retail only (including restaurants)

1.0 to 1 for retail / office

1.5 to 1 for retail and/or office and residential

A FAR of 1.33:1 would be in violation of the certified Land Use Plan, which requires a FAR of 0.5:1 for restaurants. The difference in square footage between 1.33:1 and 0.5:1 is very significant – the lot size for lots 21 and 22 is 4,069.4 SF. At a FAR of 1.33 that means 5,412.3 SF. A FAR of 0.5 allows for 2,034.7 SF. That means this applicant is requesting 3,377.6 SF more than is allowed. And that doesn't include the outdoor square footage they are requesting for Al Fresco Dining – on the roof top, on the colonnades, and on the street. In addition, **this is not a minor deviation and would be way too significant for a Specific Plan Project Permit Exception (SPPE)**. Since the time of the approval of the certified Land Use Plan, other restaurants have been required to comply with the 0.5 FAR restriction. There are no circumstances that would make this restaurant any different than other new restaurants.

In addition, the applicant states that the proposed project should have the increased square footage in conjunction with the increased FAR of 1.33:1 because that will pay homage to Abbot Kinney's vision for the architectural style and massing of Windward Avenue and that that was what was originally allowed. Again, paying homage to Abbot Kinney or matching what was originally allowed decades ago is not the standard of review. Chapter 3 of the Coastal Act and certified Land Use Plan policies and standards are the pertinent, existing standard of review.

This is an unreasonable request. It is a requirement of the certified Land Use Plan that Roof Access Structures (RAS) shall be limited to the minimum size necessary to reduce visual impacts while providing access for fire safety. It is not a requirement in any regulation to have an elevator to the roof deck. There is plenty of space on the first floor for wheel-chair access, suitable for people with mobility issues. The applicant's desire for an elevator is a convenience or enhancement that does not warrant an exception or violation of the certified Land Use Plan. The RAS for the stairs needs to comply with the other policies above, including no reduction in

visibility. Especially in visually sensitive areas a RAS shall be setback from public recreation areas, public walkways so that the RAS does not result in a visible increase in bulk or height of the roofline. In addition, the project overall is out of scale with the surrounding Venice context.

Regarding parking, even within the AB 2097 entitlement area, it is required to mitigate such a significant loss of parking. This is a significant increase in intensification of use that would impact public coastal access/visitor-serving parking. In order to conform with Coastal Act section 30252, a Transportation Demand Management (TDM) Plan is required, including specific transit incentives, bike parking, car-share, ride share programs, etc.

Nothing in the applicant's proposed findings regarding the exceptions requested is evidence that the exception should be granted. Thus, it appears that the request is a convenient enhancement, but it is not a necessity due to unnecessary hardships, practical difficulties, exceptional circumstances, or any site characteristics that do not apply to other properties in the general area that makes compliance with the regulations impractical or infeasible. Further, the LUP has very specific development standards and policies and they do not allow for the same building characteristics in place prior to the certified Land Use Plan's approval.

Permanent Al Fresco Dining

In addition, the project was analyzed with respect to its permanent Al Fresco Dining request, as follows:

Detailed Project Description:

This is a new build in which the applicant seeks to permit three separate Al Fresco (outdoor) Dining areas: one in the public right of way (on Windward Circle (735 sq. feet with 48 seats), one perched above the sidewalk area on the covered arcade which will span the sidewalk (700 sq. ft with an unspecified number of seats) and one on an open-air roof-deck (1500 sq. ft with approximately 86 seats) for a total outdoor dining area of 2,935 square feet and a capacity of approximately 174 people. Applicant also seeks a CUP to serve a full line of alcoholic beverages.

This is described by the developer as: Demolition of a one-story commercial building and the core-and-shell construction of a new two-story restaurant and bar with a roof deck, outdoor dining extending onto a patio over an arcade in the public right-of-way, Al Fresco dining in the street, and serving a full line of alcoholic beverages.

Size of Proposed Al Fresco Area: 2,935

Current Interior Seats: ___ Proposed Additional Al Fresco Seats: 174 New Total: ___ **Capacity Increase:**
N/A

Does the Requested Permit Reduce Parking? YES NO (If yes) by how many parking spaces

Are Additional Bathrooms Proposed to Accommodate Added Capacity? YES NO

Has Owner Read the Al-Fresco Ordinance and Agreed to Abide by It? YES NO

Has Owner Certified That They are Currently in Compliance with the Ordinance? YES NO

Does LUPC Staff Agree that Owner is Currently in Compliance with the Ordinance? YES NO

Affected Area and Community Response:

Approximate Number of Homes/Apartments within 500 feet of proposed Al Fresco Space: ___

Is There Current Opposition by Neighbors to Issuance of Al Fresco Permit? YES NO

NO

Have There Been Previous Complaints About Al Fresco Space to City or to Owners? YES NO

If Yes, Approximate Number of Complaints to City? N/A Complaints directly to Owner? N/A

Background:

This is an unusual application in that it represents new construction, the operator of the Al Fresco Dining space has not yet been determined, and thus there is little to no background, zero history with neighbors, and very little beyond skeletal plans to go on in determining whether or not such an application should be granted.

In light of the minimal history, we evaluate the application on the likely impact on the area, based on the design, location and proposed operating hours. Much as we have in the past when tenants change, we approach this project with some caution and suggest several conditions which are designed to mitigate the risk of creating a new problem spot. This is particularly important given the historic nature of this block of Windward--beyond the famous Venice sign and along the famed arcade area. Another factor making this a particularly sensitive spot is that it is already an al-fresco hotspot and has a history of unhappy neighbors disturbed by the noise, trash and public urination that comes from many of these areas of high al fresco concentrations.

Compliance with the Ordinance and "Neighborliness"

Given that this is new construction there is literally no history to evaluate here.

Compliance with Previously Imposed Planning Conditions:

Again, as this is a new build, and at this point merely a shell permit, there is no history to assess.

Parking Impacts

The application filed by the applicant appears to acknowledge that there is insufficient parking being provided here, as it lists the number of parking spots as 8 and the number required as 87. In the findings section, applicant goes on to explain that:

Per the Land Use Plan, the project is required to provide 72 vehicular parking spaces for on-site dining. Pursuant to AB 2097, the applicant proposes to provide 8 vehicular parking spaces on-site. The proposed project is also required to provide 15 parking spaces for Al Fresco Dining. Pursuant to AB 2097, the applicant requests to provide zero additional parking spaces for Al Fresco dining.

Thus, this project seeks to eliminate some 79 parking spaces in one of the most heavily trafficked areas of Venice and the coastal zone.

Bathroom Sufficiency:

Bathroom sufficiency remains a critical part of these al fresco expansions, especially as this area has had public urination issues from patrons using adjacent alleys. As a consequence, staff recommends that a special condition be added requiring compliance with the plumbing code before an Al Fresco permit may be issued and requiring

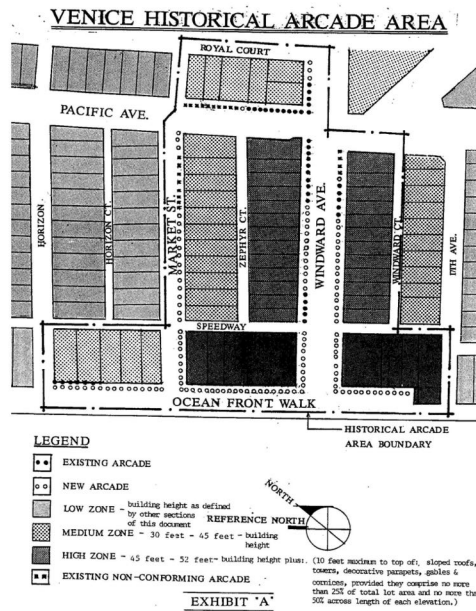
additional scrutiny from plan check which will consider patron load as well as square footage calculations to ensure sufficient bathroom capacity.

Service Hours and Noise Concerns:

The Al Fresco space proposed here is very different from any application we have entertained thus far. That is because the current intention is for it to exist on three separate levels – on the street, above the arcade and then again on the rooftop. This is of special concern because of the way sound travels. The higher one is, the lower the barriers to sonic carry---and this danger is acute on a roof deck. The project already occupies an al fresco hotspot with over half a dozen other outdoor dining areas within just 500 feet. This concentration of potential noise, loitering and public urination demands strict scrutiny of the applicants plans and intentions.

Here, the current requested service hours are quite reasonable: 8AM to 8PM. Those hours are also consistent with the outdoor café atmosphere the developer claims to want to foster. It is crucial however what begins as reasonable operating hours (which make the project far more palatable than it might otherwise be) not morph into something far more controversial later. Thus again, it is imperative that strict noise control and operating hour restrictions be imposed here particularly for the roof deck. To that end, we believe that a condition requiring the applicant to agree that they will not attempt to modify the approved service hours for at least 5 years is appropriate. This will give the community time to evaluate the operations and neighborliness of the new tenant. In addition, we believe that any buildout of the roof deck must be done to ensure that no sound is audible more than 50 feet from the roofline. Obviously, no speakers, screens, live music, DJ's or any sound amplification will be allowed in any of the Al Fresco spaces at any time.

Illustrations: **Historical context**



SurveyLA
Los Angeles Historic Resources Survey

Historic Resources Survey Report
Venice Community Plan Area



Prepared for:
City of Los Angeles
Department of City Planning
Office of Historic Resources

Prepared by:
HISTORIC RESOURCES GROUP
Pasadena, CA

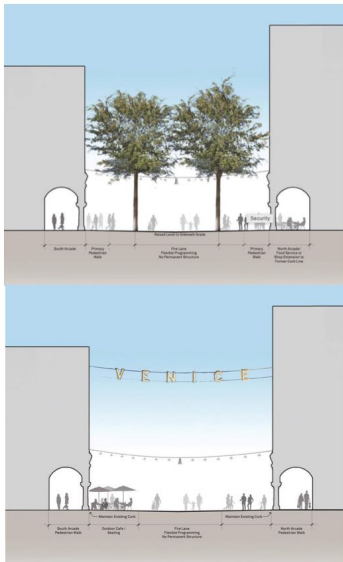
March 2015



The traces of history, and the persistence of memory – 1. ‘Ghost Arcade’ proposal for LA 28 (HUUM Architects), and on the next page: 2. The LA Conservancy / Venice Eclectic, Modern Architecture from the ‘70s and ‘80s catalogue cover, 3. a still from Orson Welles’ Touch of Evil (1958), and 4. a selection of images from Gruen Associates’ ‘Heart of Venice’ proposal (2016), attached as Exhibit D.



2 & 3:
4. below



A provocation:

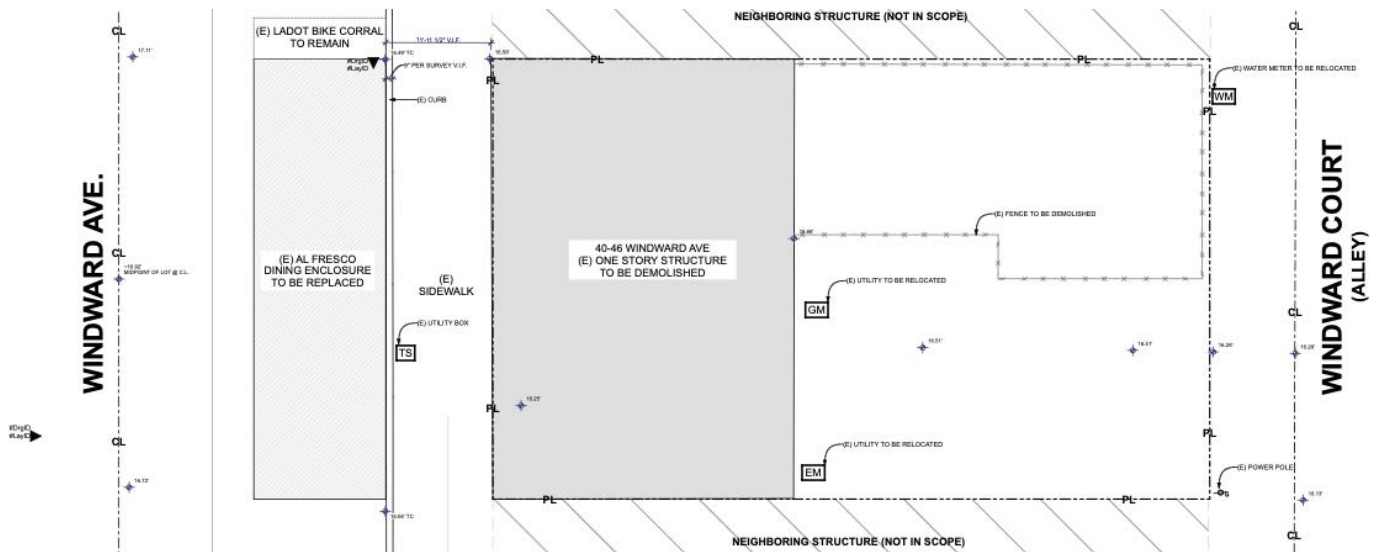
Windward Circle / **Ace Market** (1986 - 89) by Steven Ehrlich, Architect – a demonstration of the viability of a restoration project that includes cast aluminum capitals based on the original design by Felix Peano (1863–1948).



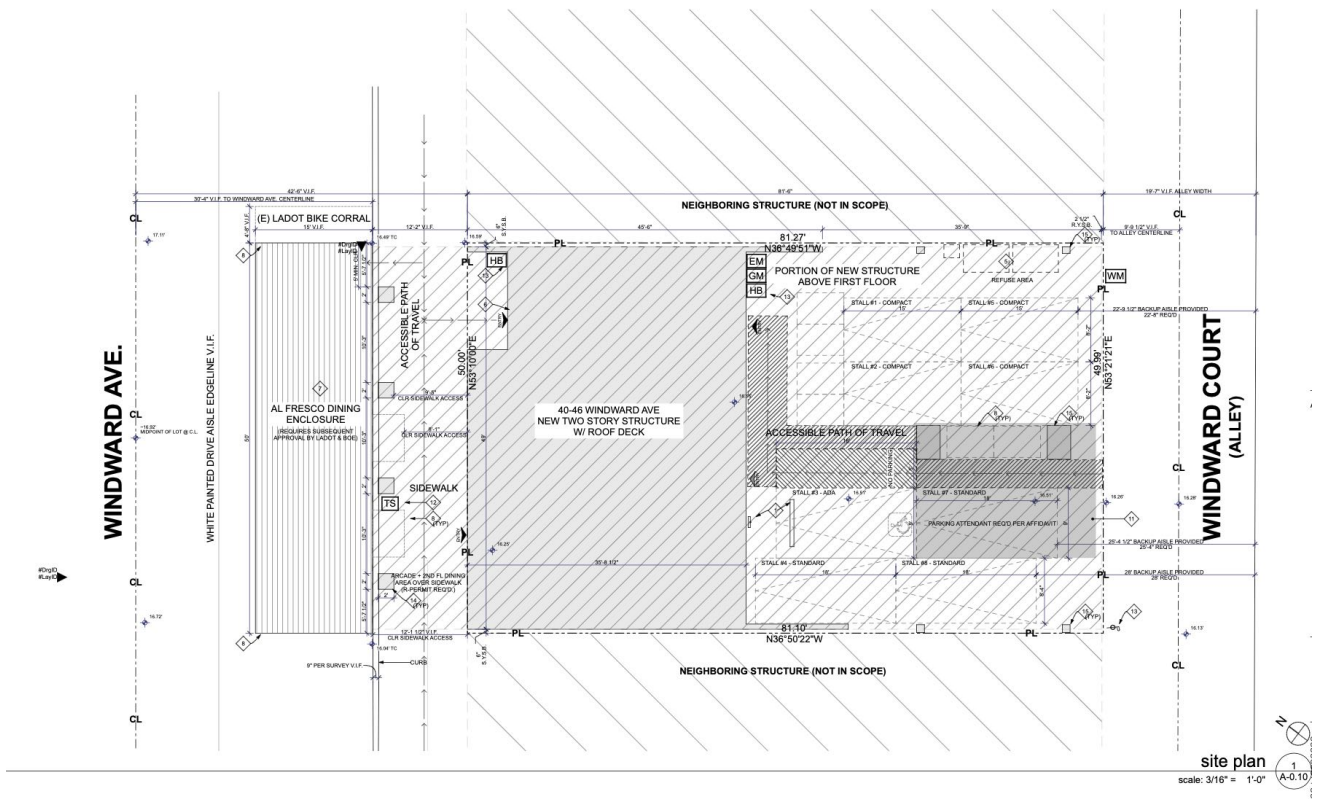
40 - 46 Windward Avenue – the Proposed Project:



VICINITY MAP



VI. Existing Site Plan:



VII. Rendering of proposed project:

The proposed project shown as a new fragment, and integrated into the 'Ghost Arcades' LA 28 proposal to show how the new project relates to the restored arcade hypothesis.



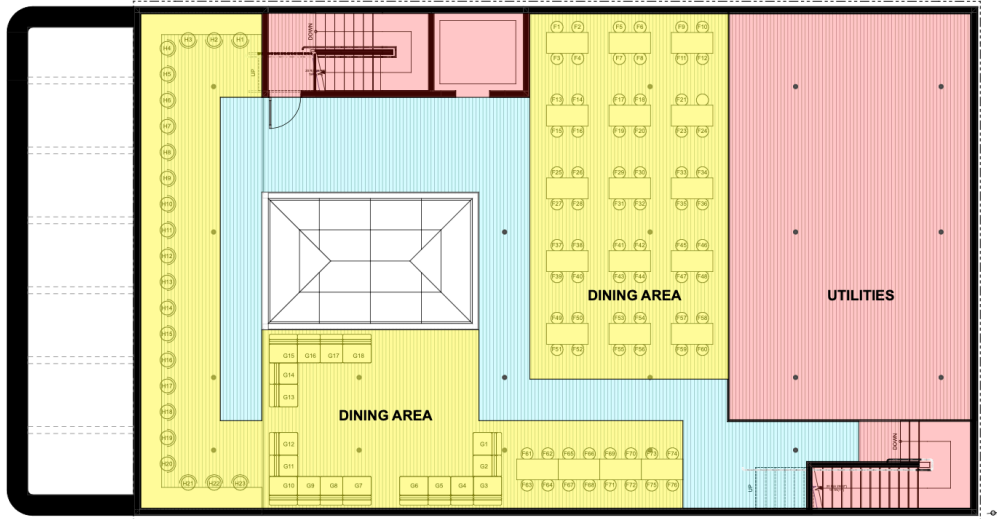
A. Stand Alone



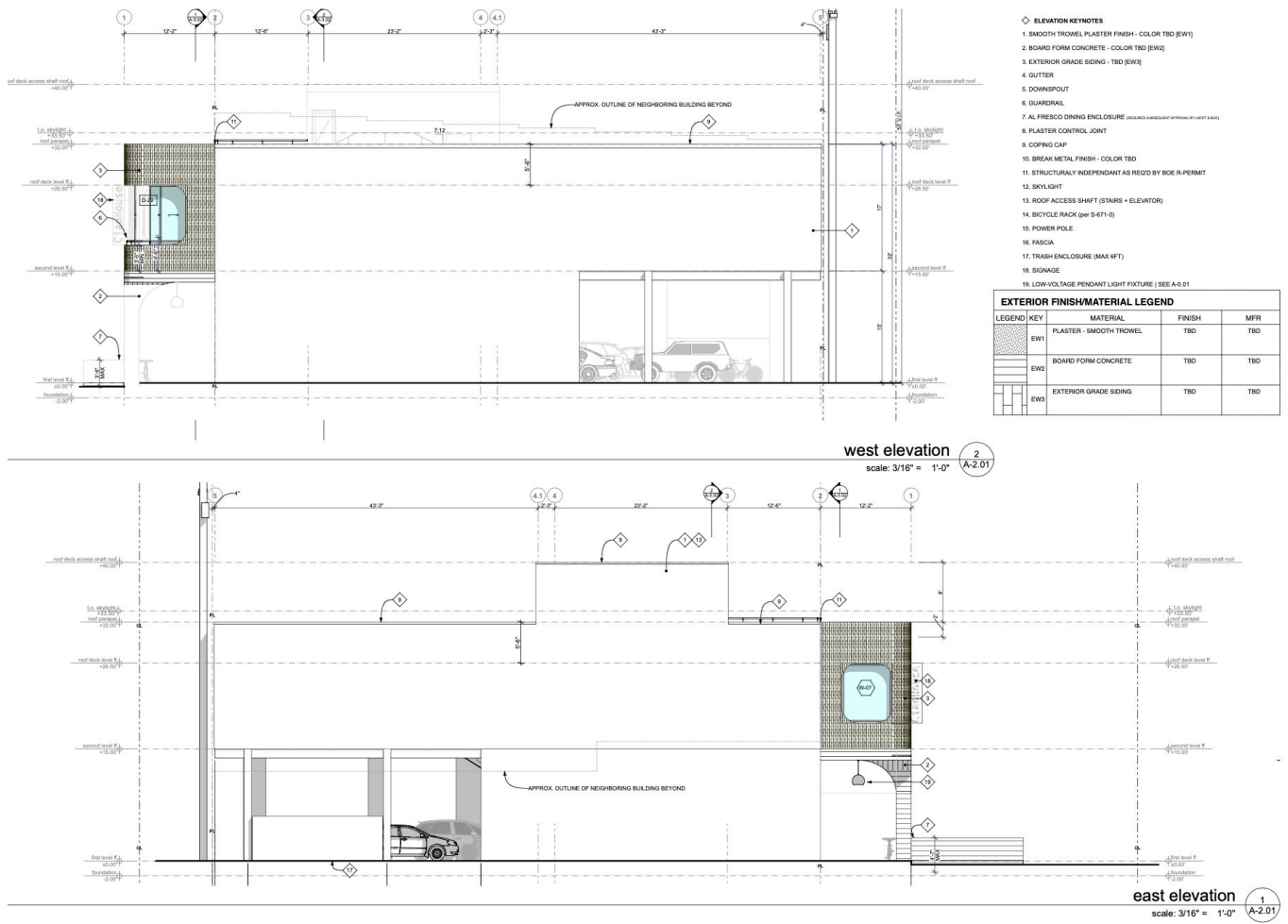
B. With Arcades

VIII. **Floor Plans:** a. First Floor (top) + b. Second Floor (below)



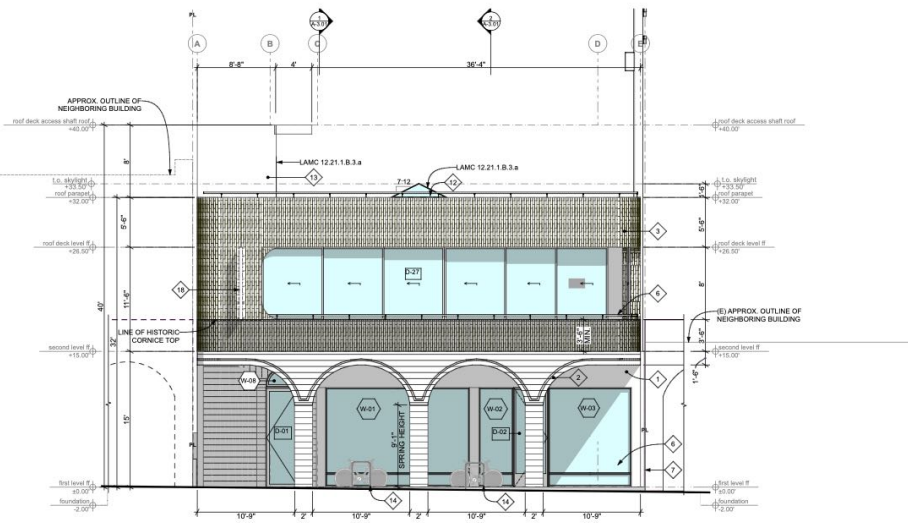


c. Roof plan showing rooftop dining areas + access



IX. Elevations: (East & West)

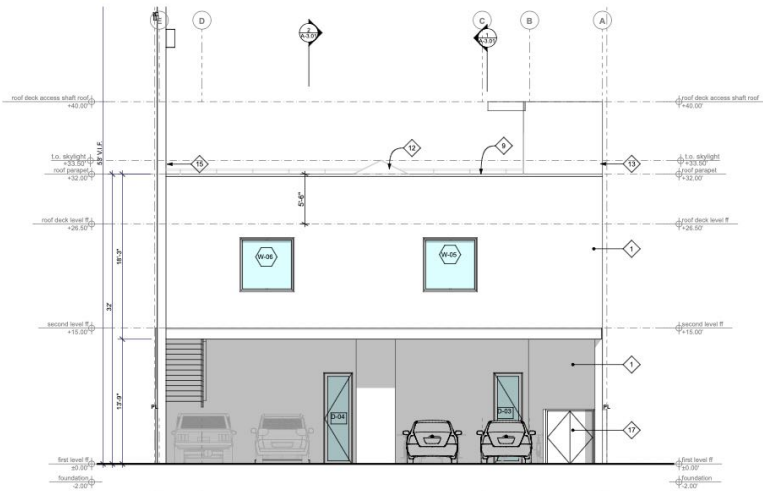
Elevations: (North & South) & Cross Section



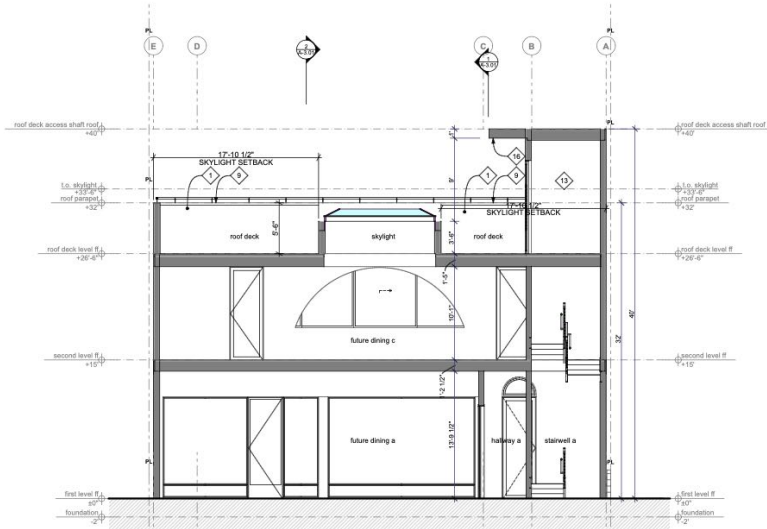
- ◇ ELEVATION KEYNOTES
1. SMOOTH TROWEL PLASTER FINISH - COLOR TBD [EW1]
 2. BOARD FORM CONCRETE - COLOR TBD [EW2]
 3. EXTERIOR GRADE SIDING - TBD [EW3]
 4. GUTTER
 5. DOWNSPOUT
 6. GUARDRAIL
 7. AL FRESCO DINING ENCLOSURE (REQUIRES SUBSEQUENT APPROVAL BY LAOET & BDC)
 8. PLASTER CONTROL JOINT
 9. COPING CAP
 10. BREAK METAL FINISH - COLOR TBD
 11. STRUCTURALLY INDEPENDANT AS REQ'D BY BOE R-PERMIT
 12. SKYLIGHT
 13. ROOF ACCESS SHAFT (STAIRS + ELEVATOR)
 14. BICYCLE RACK (per S-671-0)
 15. POWER POLE
 16. FASCIA
 17. TRASH ENCLOSURE (MAX 6FT)
 18. SIGNAGE
 19. LOW-VOLTAGE PENDANT LIGHT FIXTURE (SEE A-0.01)

EXTERIOR FINISH/MATERIAL LEGEND			
LEGEND KEY	MATERIAL	FINISH	MFR
EW1	PLASTER - SMOOTH TROWEL	TBD	TBD
EW2	BOARD FORM CONCRETE	TBD	TBD
EW3	EXTERIOR GRADE SIDING	TBD	TBD

north elevation 2
scale: 3/16" = 1'-0" A-2.02



south elevation 1
scale: 3/16" = 1'-0" A-2.02



Earlier rendering of the proposal, before the reconciliation of the column spacing with the completed arcade as shown above on page 17 :

