



CITY OF GLENDALE, CALIFORNIA
COMMUNITY DEVELOPMENT DEPARTMENT
Director of Community Development

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Glendale, California 91206-4386
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December 20, 2012

Garo Nazarian
c/o Domus Design
109 East Harvard Street, Suite 306
Glendale, CA 91205

**RE: 515 SOUTH GLENDALE AVENUE
PARKING REDUCTION PERMIT NO. PPRP 1211310
(Karina's Cake House)**

Dear Mr. Nazarian:

On November 28 2012, the Planning Hearing Officer conducted and closed a public hearing, pursuant to the provisions of the Glendale Municipal Code, Title 30, Chapter 30.32 and 30.50, on your application to allow an expansion of an existing commercial retail bakery and change of use from two residential units to commercial without providing additional required on-site parking for commercial and residential uses. As proposed, the project will result in a 14-space parking shortfall (commercial plus residential combined) for the project site located at **515 South Glendale Avenue**, described as Lot B of Parcel Map 1287, in the C3 (Commercial Service) Zone, Height District I, in the City of Glendale, County of Los Angeles.

APPLICANT'S PROPOSAL

Parking Reduction Permit:

- 1) To allow the expansion of the existing commercial retail bakery, change of use of two residential units to commercial and eliminate existing residential parking on-site while not providing the required additional on-site parking for the commercial uses and the remaining residential unit. As proposed, the project will result in a 14-space parking shortfall for the commercial uses and two covered and enclosed parking spaces for the remaining residential unit on-site. The applicant is proposing nine on-site parking spaces for the commercial uses only.

CODE REQUIRES

Parking Reduction Permit:

- 1) A parking reduction permit is required when a use cannot provide the necessary parking on-site. As proposed, 21 parking spaces are required for the commercial tenants and two covered and enclosed parking spaces are required for the remaining residential unit.

ENVIRONMENTAL RECOMMENDATION: Exempt.



WE RECYCLE

REQUIRED/MANDATED FINDINGS

After thorough consideration of the statements contained in the application, the plans submitted therewith, the report by the Community Development Department staff thereon, and the statements made at the public hearing with respect to this application, the Planning Hearing Officer has **DENIED** your application based on the following:

- A. For mixed used projects, a request for parking reduction may be granted where the review authority determines that a reduction is justified based on characteristics of the uses, an hourly parking demand studies published by the Urban Land Use Institute, or other appropriate source as determined by the Director.**

The applicant has not adequately justified the parking reduction request based on the characteristics and parking demand of existing and proposed uses on-site. The subject site is 11,370 square feet in area and developed with two commercial uses and a two-story, multi-family residential building. The triplex features three units with two attached, enclosed parking garages on the ground floor. Presently, the commercial uses consist of a 830 square-foot flower shop and the subject 2,000 square-foot retail bakery. The bakery is proposing to add 2,326 square feet of floor area. The proposal entails adding 501 square feet of new construction at the rear of the existing bakery, and converting the majority of the residential parking garages (655 square feet) and two of the three dwelling units (total of 1,170 square feet) into commercial floor area for the bakery. The total floor area for the bakery with the aforementioned additions/conversions will be 4,326 square feet. The remaining residential unit on-site will not have the required covered and enclosed residential parking spaces. A total of nine parking spaces in the restriped parking lot will be provided on-site.

According to Code, retail uses require four parking spaces per 1,000 square feet of floor area. Given the existing 830 square-foot flower shop and the commercial floor area addition of 2,326 square feet to the existing 2,000 square-foot bakery, the total required number of parking spaces would be 21 spaces for the commercial retail uses. Code also requires two covered and enclosed parking spaces for the remaining residential unit. Based on current parking standards, a total of six enclosed parking spaces would be required for the existing triplex. However, a parking variance was approved on July 22, 1975 (Case No. 5946-U), to allow the property to maintain one paved parking space in addition to the existing two separate parking garages for the triplex on "Parcel B", in conjunction with a parking reduction on an adjacent parcel ("Parcel A"), addressed as 407 East Chestnut Street.

If approved, the new proposal would supersede the previous parking variance. However, if current Code was strictly applied for the area to be converted from residential to commercial, the two residential units would technically require four enclosed parking spaces (two enclosed spaces per unit). The conversion of the residential unit area (total of 1,170 square feet) to a bakery use would require five parking spaces (4 spaces per 1,000 SF of retail space), for an overall requirement of one additional parking space for the conversion. The files for the previous parking variance (Case No. 5946-U) do not indicate how many parking spaces were to be provided, but the number of spaces must have been less than the Code requirement. Therefore, if one considers the parking requirement for

those units established by the variance instead of by current code, the increase in the number of parking spaces caused by the proposed conversion of the residential units to a bakery would be larger or the same as the comparison to current code.

Furthermore, this calculation does not include the new 501 square foot addition (new construction) or the conversion of the existing garage space to bakery use (additional 655 square feet). The applicant is proposing to provide a total of nine open (unenclosed) parking spaces for the two commercial tenants (total of 5,156 square feet of retail use) and the one remaining residential unit. As a result, the project has a 14-space parking shortfall, according to Code (commercial plus residential combined). Granting a further reduction of required parking for a deficit of 14 on-site parking spaces (55% greater than the nine spaces proposed) would be contrary to the objectives of the Zoning Code.

The applicant's proposal to essentially double the size of the existing bakery from 2,000 square feet to 4,326 square feet would exacerbate the existing on-site and on-street parking conditions. On-street parking along South Glendale Avenue and nearby local residential streets is already heavily impacted as a result of lack of parking in the area. Approval of the requested parking reduction permit request would further negatively impact the existing on-site non-conforming parking situation. The provision of only nine spaces for 4,326 square feet of retail area (bakery and flower store) and one residential unit appears inadequate for the current parking demand.

Both commercial tenants on-site (i.e., the flower shop and the bakery) have similar daily operating hours. The flower shop is open from 9:00 a.m. to 9:00 p.m. and the bakery is open from 7:00 a.m. to 9:00 p.m. In addition, residential parking would be required to be available 24 hours per day. Given the overlap in the demand for parking, there is a conflict with the characteristics of the commercial and residential uses on site as it relates to the number of parking spaces provided and parking demand of each use.

The proposed expansion of the existing bakery would potentially attract more customers to this established business and subsequently increase the need for more employees. This would result in the need for additional commercial and employee parking. Testimony was given during the hearing that while some employees walked to work, others had to already park off-site. An expansion of the operation coupled with a reduction in parking would seem to exacerbate such a situation.

The applicant stated during the hearing that a portion of the new bakery square footage is devoted to walk-in refrigerators and office areas that would not have such a high parking demand. The submitted plans confirm that a certain portion of the increased floor area is for additional refrigeration and office area instead of customer service area for the bakery. However, the Zoning Code and a parking reduction approval do not govern or prohibit any future changes to the floor plan. Granting of the parking reduction could potentially result in an even greater impact if, once approved, modifications to the floor plan were made to increase service/retail area.

The applicant stated in their submitted findings that residential parking is not an issue because the remaining residential unit is or will be occupied by the "elderly parent of the landlord who cannot drive a car and thus will not add to the parking requirements." However, neither Code nor an approval would restrict the residency of the residential unit.

Therefore, the parking demand (or lack thereof) cannot be guaranteed. With no assurance as to whether the tenant(s) will drive or have a car, the established parking requirement of two, enclosed parking spaces per residential unit is to safeguard the on-site uses and the surrounding neighborhood from negative impacts due to lack of on-site parking. If the Code-required parking is not provided for the residential unit and the commercial tenants on-site, this will result in tenants and customers utilizing neighboring on-street parking in an area where lack of parking is an already on-going problem.

As noted in the interdepartmental comments from Neighborhood Services and Public Works Traffic Section staff, on-street parking along South Glendale Avenue and nearby local residential streets is heavily impacted as a result of lack of parking in the area. The case planner noted this in the staff report, citing that during several site visits, the parking in front of the property along Glendale Avenue was always occupied by vehicles and the on-site customer parking spaces at the front and the rear of the property were occupied as well. This condition was also confirmed on a site visit by the Hearing Officer. Furthermore, no hourly parking demand studies were provided to justify that a parking reduction could be approved without negative parking impacts. For these reasons, granting a parking reduction would not benefit commercial and residential users, as it would further exacerbate the existing on-site and on-street parking conditions in the area and would also be detrimental to the general welfare in the neighborhood.

SUMMARY OF PLANNING HEARING OFFICER'S DECISION

The Planning Hearing Officer was not able to make the required findings in favor of the application and was not able to justify approval of the case based on the criteria required for G.M.C. Section 30.50.040. The Parking Reduction Permit is requested to allow expansion of a bakery and reduction in commercial and residential parking on-site. No evidence has been presented to substantiate that parking reduction of 14 spaces would not further negatively impact the nonconforming on-site parking situation and the neighborhood parking conditions.

APPEAL PERIOD (effective date), TIME LIMIT, LAPSE OF PRIVILEGES, TIME EXTENSION

Under the provisions of the Glendale Municipal Code, Title 30, Chapter 30.62, any person affected by the above decision has the right to appeal said decision to the Planning Commission if it is believed that the decision is in error or that procedural errors have occurred, or if there is substantial new evidence which could not have been reasonably presented. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms within fifteen (15) days following the actual date of the decision. Information regarding appeals and appeal forms will be provided by the Building and Safety Division upon request and must be filed with the prescribed fee prior to expiration of the 15-day period, on or before **January 4, 2013** in the Building and Safety Division, 633 E. Broadway, Room 101.

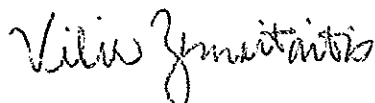
APPEAL FORMS available on-line:
<http://www.ci.glendale.ca.us/planning/SubmittingAProject.asp>

To save you time and a trip - please note that some of our FORMS are available on line and may be downloaded. AGENDAS and other NOTICES are also posted on our website.

NOTICE – subsequent contacts with this office

The applicant is further advised that all subsequent contact with this office regarding this determination must be with the case planner (Milca Toledo @ 818.937.8181) who acted on this case. This would include clarification and verification of condition compliance and plans or building permit applications, etc., and shall be accomplished **by appointment only**, in order to assure that you receive service with a minimum amount of waiting. You should advise any consultant representing you of this requirement as well.

Sincerely,



VILIA ZEMAITAITIS
Planning Hearing Officer

VZ:sm

CC: City Clerk; City Attorney's Dept. (G. van Muyden/M.Yun); Fire Prevention Engineering Section-(D.Nickles); Community Development Dept. (P.Lanzafame/H.Malis); City Engineer; Dir. of Public Works Dept.; Water Section (R.Takidin); Electric Section (M.Kelley/M.Jackson); Dir. of Parks, Recreation & Community Services Dept.; Neighborhood Services Admin.; Integrated Waste Management Admin. (D.Hartwell); Maintenance Services Section Admin. (D.Hardgrove); Street & Field Services Admin.; Environmental Management (M.Oillataguerra); Traffic & Transportation Admin. (G. Tom); Edith Fuentes; Asmyk Gasparyan; Makrumi Mazhkyan; Arlean Penaflor; Anahit Sargysyan; Tamar Sakisian; Karine Tashkaplyan; Suzanna Yeremyan; and case planner Milca Toledo.