



May 13, 2014

Mr. Kamran Aryai
Envirotecture
3600 Wilshire Blvd., Suite 1402
Los Angeles, CA 90010

**RE: 619 - 627 SOUTH PACIFIC AVENUE
PARKING EXCEPTION CASE NO. PPEX1308814
DIRECTOR OF COMMUNITY DEVELOPMENT REVIEW**

Dear Mr. Aryai:

Pursuant to Chapter 30.32.020, the Director of Community Development has processed an application for a Parking Exception for the property located at **619-627 South Pacific Avenue**, Glendale, CA 91204. The application is hereby **APPROVED**, based on the following analysis and findings and subject to the following conditions.

PROJECT PROPOSAL

The proposed project is a five-story, multi-family residential building with 27 residential condominium units and associated amenities. The proposal consists of 25 3-bedroom units and two 2-bedroom units of various sizes. The project includes two levels of subterranean parking with a total of 70 spaces and both short-term and long-term bicycle storage. The project includes a conditional use permit request to allow for multiple residential dwelling units in the IMU-R zone.

SUMMARY AND BACKGROUND

The project is located on a 15,000 SF (0.34 acre) mid-block site located on the west side of Pacific Avenue between San Fernando Road to the south and Riverdale to the north. The project site encompasses two 50' by 150' lots, both of which are vacant.

The property is located within the IMU-R (Industrial/Commercial-Residential Mixed Use) Zone, which allows for a mix of commercial and residential or just commercial, industrial, or residential (stand-alone) land uses. The immediate IMU-R district includes the entire block with San Fernando Road to the west and south, Riverdale to the north and Pacific to the east; the residential area to the east is zoned R-2250 (Medium Density Residential). The neighboring area currently includes various low-scale and mid-rise commercial uses and buildings along San Fernando Road and one- and two-story residences and an apartment building along Pacific Avenue. Pacific Edison Park and School are located to the north on Riverdale, while the previous BMW automotive repair building is located to the south-east from the project site. The character of this IMU-R district is in transition, given that zoning supports development opportunities for greater density and mixed use than what presently exists along much of the street and on this block.

PARKING EXCEPTION REQUEST

The applicant is requesting a parking exception to permit tandem parking, which is not permitted by right outside the DSP area, and to allow for 70 parking spaces when 74 spaces are required by Code.

GMC Section 30.32.040.B requires that all parking spaces be "accessible", defined as "capable of being reached for purposes of parking during hours of operation or occupation by means of the full and unobstructed minimum dimensions". Tandem spaces are not considered "accessible", but are currently allowed in other mixed use zones, such as the DSP areas, in accordance with the six provisions listed in GMC 30.32.040.B.1 (a-f)). A total of thirty tandem parking spaces are proposed for this project. The tandem pairs of parking spaces will be assigned to the same unit, and a minimum of two spaces will be reserved per condominium unit.

GMC Section 30.32.030.A stipulates that all new projects shall provide a minimum number of parking spaces. Based on the following GMC 30.32.050 parking ratios, the 27-unit project, consisting of two 2-bedroom units and 25 3-bedroom units, would have to provide a total of 74 parking spaces:

- 2 spaces for each 1- and 2-bedroom unit
- 2.5 spaces for 3-bedroom units
- ¼ guest space per unit

The Project proposes a total of 70 parking spaces (seven guest spaces and 63 spaces for the residents).

The property owner is requesting a parking exception for the use of tandem parking and the reduced number of spaces.

REQUIRED FINDINGS

After considering the evidence presented with respect to this application, the Director of Community Development has determined that Parking Exception Case No. PPEX 1408976, a request to allow tandem parking and a reduction of four spaces in conjunction with the development of a new 27-unit residential condominium project at 619-627 South Pacific Avenue, meets the findings of Section 30.32.020 as follows:

A. Parking spaces required for the proposed use or construction proposal cannot reasonably be provided in size, configuration, number of spaces or locations specified by the provisions of this title without impairment of the project's viability;

The size of the lot and the proposed density of the project result in practical difficulties that would impair the project's viability if the strict requirement for "accessible" parking and the required number of parking spaces were applied.

The project site is zoned for high-density residential mixed use development and is located in the San Fernando Road Redevelopment Project Area. The project site is zoned IMU-R, which allows up to 100 units to the acre when not abutting residential zones; the proposal is consistent with a density of 78 units to the acre. The project site is 100 feet wide by 150 feet deep, with a total area of 15,000 SF.

The proposed 27-unit project includes 70 parking spaces in a two-level subterranean parking garage. A total of 32 spaces are provided on Basement Level 1 (20 accessible and 12 tandem spaces; i.e. 12 pairs of tandem spaces and eight single spaces). A total of 38 spaces are featured on Basement Level 2 (20 accessible and 18 tandem spaces; i.e. 18 pairs of tandem spaces and two single spaces). A total of thirty spaces are tandem, "inaccessible" spaces.

The 100 foot wide garage has tandem spaces on both sides along the interior garage walls and a central drive-aisle.

To physically provide/develop the number of required parking within two levels of subterranean garage on a lot 100 feet wide and 150 feet deep is impossible without utilizing tandem spaces. By Code, all parking spaces must be 18 feet long, and have a back-up area of 25 feet; three rows of parking spaces and two drive aisles servicing the three rows would exceed the width of the lot. Requiring the project to provide an additional level of parking in order to not have tandem spaces and to provide all 74 required parking spaces would be cost prohibitive and stop the project altogether. In addition, the applicant will be required to offer tandem spaces to individual units, thereby minimizing disruption in use of the parking spaces.

B. The parking exception will serve to promote specific goals and objectives of the adopted plan for the San Fernando Road Corridor Redevelopment Project Area and will be consistent with the various elements of the General Plan and will promote the general welfare and economic well being of the area.

The area is zoned for a mix of commercial, industrial and residential projects. This project is consistent with the zoning of the site and the intent of the goals and objectives of the San Fernando Road Redevelopment Project area. The project site currently features a vacant lot and an underutilized lot with a vacant single family house. Redevelopment of this site will enhance the economic vitality of the neighborhood and increase the viability of nearby businesses by creating new customers in the vicinity. Several other residential and mixed-use projects have either already been built, are under construction or are anticipated within a few miles to the south of the project site along San Fernando Road. The proposed project is complementary to the existing and proposed mix of land uses in the neighborhood.

The project is consistent with the elements of the General Plan. One of the goals of the Housing Element is to provide a wide range of housing types. The project will provide 27 units, two 2-bedroom units and 25 3-bedroom units, in various sizes. The Land Use Element encourages projects of this scale to be located near transportation routes. The site is located near several bus routes on San Fernando Road to the south, and is approximately one mile from the train station at the Larry Zarian Transportation Center. Projects of this scale are appropriate for Pacific Avenue between Glenoaks Boulevard and San Fernando Road, as listed in the Circulation Element. Pacific Avenue is a Minor Arterial and San Fernando, just to the south of the project site, is a Major Arterial. The site is not designated as a future park or open space site in the Open Space and Conservation Element or the Recreation Element. The site is not in an active fault zone as shown in the Safety Element. For all these reasons, the project will be consistent with the various elements and objectives of the Glendale General Plan.

C. The project involves exceptional circumstances or conditions applicable to the property involved, or the intended use or development of the property that do not apply generally to other property in the area;

This area has more in common with higher density, urban mixed use neighborhoods in downtown than traditional multi-family areas. The parking exception request is to provide tandem parking for a relatively high-density project, close to public transit, and in an area zoned for high-density residential and mixed use development. Such circumstances make this project more similar to those in the DSP and other high-density mixed-use zones than the traditional multi-family projects on standard residential streets in the R-1250 zone that allows for 35 units to the acre. The project site is zoned IMU-R, which allows up to 100 units to the

acre when not abutting residential zones; the proposal features a density of 78 units to the acre. Furthermore, the parking requirement in the IMU-R zone is that of typical multi-family residential development with two spaces for two-bedroom units and 2.5 spaces for three-bedroom units, versus the two parking spaces for both two and three bedroom units in the DSP. Required guest parking in the DSP is one space for every 10 units, versus the ¼ guest space per unit required in the IMU-R zone. The 70 spaces provided in this project located in the IMU-R mixed use zone is 15 parking spaces greater than if the same project were to be proposed in the DSP. The dimensions and size of the project site, in addition to the proposed/permitted density in the IMU-R zone, create an exceptional set of conditions for the proposed development that do not generally apply to other multi-family residential projects in the mixed use zones in the San Fernando Road Corridor.

D. There are mitigating circumstances whereby the exception will not be materially detrimental to the public welfare or injurious to property or improvements in the vicinity of the property or in the neighborhood in which the property is located.

The granting of the parking exception for tandem parking and a reduced number of parking spaces for this project will not be detrimental to the public welfare or other developments in the surrounding neighborhood. The site is readily accessible to mass transit and the 70 on-site parking spaces are sufficient to meet the intent of the parking regulations for this Project at this location. As such, it shares more characteristics with the DSP zone than traditional mid to high density residential areas.

With approval of the Parking Exception, the Project would provide a total of 70 parking spaces for the 27-unit project: 63 spaces for the residents of the units and seven guest spaces. All of the guest spaces are "accessible" (i.e. not tandem). Each condominium unit shall be assigned two spaces (one tandem pair). With proper management, the spaces will function as well as accessible, non-tandem spaces and the objective of the ordinance to provide adequate off-street parking will be met. Since this is a condominium project, the owners of each unit will self-guard and regulate the use of tandem spaces.

The project site features great accessibility to alternative means of transportation and surrounding bus lines. The project site is located approximately 160 feet (two lots) south of the mass transit lines that run along San Fernando Road. Glendale Beeline Route 12 busses run on San Fernando Road between the Burbank Transit Center and the Glendale Transit Center. Metro Local Line 201, Metro Shuttle Line 603, Metro Rapid Line 794 and Metro Local Line 94 all have stops at the San Fernando Road- Pacific Avenue intersection or the Pacific Avenue-Riverdale intersection one block north. Furthermore, the Glendale Train Station (Larry Zarian Transit Center) is approximately a mile to the south of the project site. Therefore, the residents (and visitors) will be readily adjacent to a variety of mass transit options to use for commuting to work, school, and other parts of the region.

Moreover, the project also will provide significant long-term and short-term bicycle storage; 48 long-term bicycle parking spaces and five short-term bicycle parking spaces. The Zoning Code does not require any bicycle parking spaces for projects in the IMU-R zone. The California Green Building Code (Section 5.106.4.1) only requires four short-term and four long term bicycle parking spaces (number equivalent to 5% of parking spaces).

Given the number of 3-bedroom units in the project, the units will be primarily occupied by families. As such, the number and configuration of the parking spaces will be sufficient for the residents.

Therefore, Parking Exception PPPEX 1408976 is hereby **APPROVED**, subject to the following conditions:

CONDITIONS OF APPROVAL

1. That the proposed establishment shall be in substantial accord with the plans submitted with the application and presented at the hearing except for any modifications as may be required to meet specific Code standards or other conditions stipulated herein as authorized by the Director of Community Development. Nothing in this approval letter shall authorize the proposed project to deviate from any other zoning code requirements that are not specifically advertised in this application.
2. That all necessary permits shall be obtained from the Building and Safety Section and all construction shall be in compliance with the Glendale Building Code and all other applicable regulations.
3. That each pair of accessible and tandem parking spaces shall be assigned to the same residential unit. If at any time the tandem parking spaces are split between tenants, the property management shall provide on-site valet service at no extra cost to the tenants. The assignment of tandem parking spaces and the restrictions of their use shall be the responsibility of the owner(s) of the premises or the assigned representative.
4. That all parking spaces in tandem off-street parking space configurations shall comply with the dimensions in Section 30.32.180 Charts I, II, and III.
5. That the Parking Exception is valid only insofar as the specific use for which it was granted. The permit runs with the use as long as there is no intensification of the use or that other uses proposed will not require more parking as provided herein as determined by the Director of Community Development.
6. That any other changes on this project shall be subject to review and approval of the Director of Community Development.

APPEAL PERIOD, TIME LIMITS, LAPSE OF PRIVILEGES, TIME EXTENSIONS

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper City and public agency.

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 May 28, 2014, in the Building & Safety Division, 633 East Broadway, Room 101.

TRANSFERABILITY

This authorization runs with the land or the use for which it was intended for and approved. In the event the property is to be leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions and/or limitations of this grant.

VIOLATIONS OF THESE CONDITIONS

Violations of conditions required by this determination may constitute a misdemeanor or infraction under section 1.20.010 of the Glendale Municipal Code (GMC) and/or a violation of other local, State or Federal laws or regulations. Unless a specific penalty is provided, any person convicted of a misdemeanor shall be punished by a fine not to exceed one thousand dollars (\$1,000.00), or imprisonment for a term not to exceed six (6) months, or by both fine and imprisonment. Infractions are punishable by a fine not exceeding the sum of five hundred dollars (\$500.00) for each violation.

Violations of conditions required by this determination may be grounds for a revocation.

REVOGATION, CONTINUING JURISDICTION

Section 30.64.020 – Revocation – The Community Development Department shall have continuing jurisdiction over parking exception permits.

To consider the revocation, the Community Development Department shall hold a public hearing after giving notice by the same procedure as for consideration of a parking exception permit at least ten (10) days notice by mail to the applicant or permittee. Continuing jurisdiction over any case is the purview of the the Director of Community Development.

GMC Chapter 30.41 provides for:

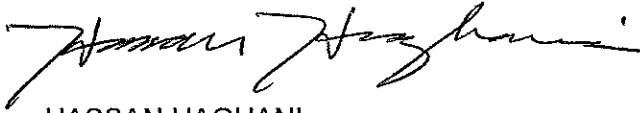
TERMINATION: Every right or privilege authorized by a parking exception permit shall terminate two (2) years after the granting of such, unless the exercise of such right or privilege has commenced in good faith prior to such time, except as otherwise provided for.

EXTENSION: An extension of the parking exception permit may be requested one time and extended for up to a maximum of one (1) additional year upon receipt of a written request from the applicant and demonstration that a reasonable effort to act on such right and privilege has commenced within the two (2) years of the approval date. In granting such extension the applicable review authority shall make a written finding that neighborhood conditions have not substantially changed since the granting of the conditional use permit.

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, Vilia Zemaitaitis, who acted on this case. She may be reached at 818-937-8154 or vzemaitaitis@glendaleca.gov. 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,



HASSAN HAGHANI
Director of Community Development

HH:vz

CC: City Clerk (K.Cortes); Police Dept. (Tim Feeley/Z.Avila); City Attorney's Dept. (G. van Muyden/M.Yun); Fire Prevention Engineering Section-(D.Nickles); City Engineer and Traffic & Transportation Section (Roubik Golanian/G.Tom); Director of Public Works and General Manager for Glendale Water and Power (Stephen Zurn); Glendale Water & Power--Water Section (R.Takidin); Glendale Water & Power--Electric Section (M.Kelley/M.Jackson); Parks, Recreation and Community Services Dept. (Emil Tatevosian); Neighborhood Services Division (A.Jimenez); Integrated Waste Management Admin. (D.Hartwell); Maintenance Services Section Admin. (D.Hardgrove); Street and Field Services Admin.; Environmental Management (M.Oillataguerra); and case planner - Vilija Zemaitaitis.