



January 22, 2014

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 1324113
(Karina's Cake House)**

Dear Mr. Nazarian:

On December 11, 2013, 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 for a Parking Reduction Permit to allow an expansion of an existing commercial retail bakery and change of use from one residential unit to commercial without providing additional required on-site parking for the commercial and residential uses. As proposed, the project will result in a six space parking shortfall for the commercial uses and four covered and enclosed parking space shortfall for the remaining residential uses on-site. The applicant is proposing a total of nine on-site parking spaces for the commercial uses and no residential parking for the two remaining residential units. The property is located at **515 South Glendale Avenue**, in the "C3"-Commercial Service zone, Height District I, described as Lot B of Parcel Map 1287, in the City of Glendale, County of Los Angeles.

CODE REQUIRES

- 1) A parking reduction permit may be requested when a use cannot provide the number of required parking spaces on-site. A total of ten additional parking spaces are required for the proposed project that includes six spaces for the commercial addition and the replacement of four covered and enclosed residential parking spaces. The two existing, enclosed residential parking spaces will be removed as part of the project proposal.

APPLICANT'S PROPOSAL

- 1) A parking reduction permit to provide a total of nine spaces for the project where the code requires six additional parking spaces for the bakery expansion and four covered and enclosed parking spaces for the residential uses.

ENVIRONMENTAL RECOMMENDATION: The project is exempt from CEQA review as a Class 1 "Existing Facilities" exemption pursuant to State CEQA Guidelines Section 15301.

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 an 830 square-foot flower shop and the subject 2,000 square-foot retail bakery. The bakery is proposing to add 1,591 square feet of floor area, a reduction of 735 square feet from the previous proposal of 2,326 square foot addition for PPRP 1211310. 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 the single apartment unit on the ground floor into commercial floor area for the bakery and surface parking. The total floor area for the bakery with the aforementioned additions/conversions will be 3,591 square feet. The remaining two residential units on the second floor 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 1,591 square feet to the existing 2,000 square-foot bakery, the total required number of parking spaces would be 18 spaces for the two commercial retail uses. Code also requires a total of four covered and enclosed parking spaces for the two remaining residential units. Based on current parking standards, a total of six enclosed parking spaces would be required for the triplex (two spaces per unit). However, a parking variance was approved on July 22, 1975 (Case No. 5946-U), to allow the property to maintain one unenclosed, 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.

The new proposal would supersede the previous parking variance for the residential uses. Currently, based on the parking variance referenced above, two out of the three units have an attached, single car garage and the ground floor single unit has an open parking space. The project involves the removal of the two existing, single-car garages which presently serve the residential units upstairs and the conversion of the single unit downstairs to retail space. The two residential garages appear to be used for storage, with one of the garages having an interior depth dimension of 12.5 feet. However, there are no permits on record that would have allowed the interior wall to be installed to divide the garage into storage space and physically prohibit parking inside the garage; without the unpermitted interior wall, the garage is approximately 25 feet deep.

As per Section 30.32.030.B.5, "when a change of use requires more off-street parking than the previous use, additional parking shall be provided equal in number to the difference between the total number of spaces required by the new use and the number of spaces required for the previous use." Accordingly, no additional parking is required for the conversion of the single unit to 435 square feet of bakery floor area (two spaces grandfathered for the unit and two spaces required for 435 square feet of retail area).

However, 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 4,421 square feet of retail use) and the two remaining residential units. Grandfathered rights aside, the project would have a 13-space parking shortfall, according to current Code (22 spaces for a newly constructed building minus nine provided). A parking reduction for a deficit of 13 on-site parking spaces (60% greater than the nine spaces proposed) would be contrary to the code standards and the potential negative parking impacts on the site and in the neighboring residential areas would be contrary to the objectives of the Zoning Code.

The provision of only nine spaces for a total of 3,591 square feet of retail area (bakery and flower store) and two residential units appears inadequate for the current parking demand. Both commercial tenants on-site (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. The staff report stated that the flower shop does not have peak hours since it is a specialized retail that provides delivery service and has a limited amount of walk-in customers throughout the day. The staff report also noted that the subject bakery specializes in preparing cakes which are pre-ordered and later delivered to or picked-up by the customer. As stated by the applicant in their findings, "the average turn around of the parking use is 15 minutes as most retail items are pre-packaged and self pick up. All specialty cakes are delivered to the customers with independent outside service." This specialization and operation was substantiated by the applicant during the hearing. Nevertheless, there would be a need for parking for employees and customers, as well as delivery vehicles, regardless of the short time it may take to pick up a cake. In addition, residential parking would be required to be available 24 hours per day. Even if each residential unit only had one assigned parking space, only seven remaining parking spaces would be available to the customers and employees of both retail businesses. As such, there is a conflict between the commercial and residential uses on site related to the number of parking spaces provided and parking demand of each use.

The requirement for sufficient parking for on-site uses safeguards 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, tenants and customers will utilize neighboring on-street parking in an area where lack of parking is an already on-going problem, according to comments from Public Works Traffic Division for the previous case (no revised comments were submitted from Traffic for this project).

The applicant submitted a parking study, prepared by Mogharabi & Associates (dated April 12, 2013), that indicated that there will be adequate parking for the bakery operations with the proposed expansion. The study references a parking occupancy survey conducted over a two-day period (Friday-Saturday, at 15 minute intervals) in March. According to the survey, a minimum of four of the seven existing off-street parking spaces are available at any given time based on the current operation, and that the two additional spaces

provided for the project could address the potential growth of the bakery. The survey also indicates that a minimum of three of the five on-street spaces were available at all times. The study notes that the employees either walk to work or use transit, resulting in "no demand for employee parking". While this currently minimizes the need for employee parking spaces, there is no control over future parking habits/needs of the prospective employees or the number of additional employees that may be hired following the expansion. Furthermore, the on-street parking referenced in the study cannot be assigned or guaranteed for the site's patrons.

The case planner, as noted in the Planning Hearing Officer staff report, visited the site on several occasions and each time witnessed available parking spaces both on-site and on the street. The Planning Hearing Officer also visited the site on subsequent Saturdays and observed the existing on-site and on-street parking spaces were never 100% occupied. However, the current situation does not reflect the proposed expansion of the bakery operation and production, as well as the reduction of the overall number of parking spaces on-site.

The South Brand Boulevard Parking Study, prepared by Nelson Nygaard in 2010, further substantiates the on-street parking conditions. The study, featuring a survey conducted on a Saturday every two hours from 8 a.m. to 8 p.m., indicates that the parking occupancy of on-street parking spaces along Glendale Boulevard between Lomita Avenue and Chestnut Street varied from less than 50 % before 10 a.m. and after 4 p.m., to between 51 % to 79% during 10 a.m. and 4 p.m. The on-street parking spaces along Glendale Avenue on the block directly to the south of the subject site, however, were occupied 100% at all times, while the parking spaces along the north side of Chestnut Street were typically occupied 80% and above. Therefore, the on-street parking availability is not readily abundant, so an on-site parking reduction for the expansion of the retail operation with an already substandard parking condition could potentially lead to neighborhood spillover.

The walkability of the neighborhood in relation to the parking reduction request was discussed at length by the Planning Commissioners during the appeal hearing of the previous case (PPRP 1211310). A neighborhood bakery serving breads and pastries would commonly be expected to draw pedestrian customers from surrounding residential side streets; such pedestrian traffic could understandably warrant less parking demand and justify a parking reduction. However, the applicant and business owner have consistently noted that the bakery expansion is for specialty cake production, which would require vehicular delivery. Customers would come by car to pick up the specialty cakes, and delivery trucks would need to park. The requested reduction in parking in light of the expansion of the bakery's specialty cake production seems problematic and at odds with the argument of the walkability of the business in its neighborhood.

The current addition to the existing 2,000 square-foot bakery is 1,591 square feet, a reduction of 735 square feet from the previously proposed 2,326 square foot total for the bakery (PPRP 1211310). The submitted floor plan shows that a portion of the new bakery square footage is devoted to walk-in refrigerators, prep space and office areas. According to the applicant, these areas would not have such a high parking demand.

However, the intention of the proposed 44% expansion of the existing bakery is to allow an increase in the production capacity of the bakery, which in turn would potentially increase the need for more employees. According to the applicant's findings, the bakery has four employees; two employees live nearby and within walking distance and the other two are either dropped off or carpool. As previously noted, while this currently minimizes the need

for parking spaces which would have been utilized by employees, there is no control over the situation in the future or the number of additional employees that may be hired. Moreover, the expansion is being made to attract more customers to this established business and would necessitate more deliveries. This would result in the need for additional parking. An expansion of the operation coupled with a reduction in parking would seem to exacerbate such a situation.

Given the existing site conditions and the proposed uses/operations, granting a parking reduction for the expansion of the bakery would not benefit commercial or residential users. To allow the expansion without providing any additional parking, while maintaining two remaining residential units and retail flower space, would potentially exacerbate the existing on-site and on-street parking conditions in the area and 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 10 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 Permit Services Center (PSC) or the Community Development Department (CDD) upon request and must be filed with the prescribed fee prior to expiration of the 15-day period, on or before **FEBRUARY 6, 2014** at the Permit Services Center (PSC), 633 East Broadway, Room 101, Monday thru Friday 7:00 a.m. to 12:00 p.m., or at the Community Development Department (CDD), 633 East Broadway, Room 103, Monday thru Friday 12:00 p.m. to 5 p.m.

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, who acted on this case. This would include clarification of the decision letter and case standing, 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 (K.Cruz); Police Dept. (Lt.S.Bickle/F.Jenks); City Attorney's Dept. (G. van Muyden/M.Yun); Fire Prevention Engineering Section-(D.Nickles); City Engineer and Traffic & Transportation Section (R.Golanian/G.Tom); Director of Public Works and General Manager for Glendale Water and Power (S.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-Milca Toledo.