



CITY OF GLENDALE, CALIFORNIA
Community Development
Planning

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January 17, 2019

Alen Malekian
2255 Honolulu Avenue, Suite "1-A"
Montrose, CA 91020

RE: **2060-2066 VERDUGO BOULEVARD, &
3734 PARK PLACE
PARKING REDUCTION PERMIT CASE NO. PPRP 1705462**

Dear Applicant:

On September 12, 2018, the Planning Hearing Officer conducted and closed a public hearing, pursuant to Section 30.50.040, subsection (D) of the Glendale Municipal Code, on your application for a Parking Reduction Permit No. PPRP 1705462, to remodel and expand the existing shopping center by constructing a new 2,000 square-foot retail tenant space while not providing the required number of on-site parking and loading spaces. As proposed, the project will result in a 16-space parking shortfall and will not provide the required one loading space for the entire shopping center, located at **2060-2066 Verdugo Boulevard and 3734 Park Place**, in the "C3-I" - (Commercial Service Zone; Height District I), and "IND" - (Industrial Zone) zones, described as Portions of Lots 5 and 6, Tract No. 1701, in the City of Glendale, County of Los Angeles.

CODE REQUIRES

Upon enlargement of a building, which creates additional floor area devoted to a use, additional parking and loading spaces shall be provided for the new floor area. The new 2,000 square-foot retail tenant space will require four parking spaces per 1,000 square feet of floor area and one loading space for a commercial building that is between 12,501 square feet and 60,000 square feet. A total of eight on-site parking spaces are required for the new expansion and one on-site loading space for the entire shopping center.

APPLICANT'S PROPOSAL

To remodel and expand the existing shopping center by constructing a new 2,000 square-foot retail tenant space and not providing the required number of on-site parking and loading spaces. As proposed, the project will provide 55 parking spaces for the entire site, which results in a 16-space parking shortfall and will not provide one required on-site loading space for the entire shopping center.

ENVIRONMENTAL DETERMINATION

The project is exempt from CEQA review as a Class 1 "Existing Facilities" exemption pursuant to State CEQA Guidelines Section 15301 because the project involves an addition to an existing structure, which results in less than 10,000 square feet and all existing utilities are in place to serve the building and the project is not located in an environmentally sensitive area.

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 parking reduction application based on the following:

For a parking reduction permit based on findings pursuant to Section 30.50.040, subsection D. regarding any other circumstance where the applicant wishes to request a parking reduction. Such reduction may be granted where the review authority finds that:

- 1. The parking need for the land use is not as great as for similar land uses or the parking requirement for the land use established in the Zoning Code is greater than what will be needed by the land use.**

The parking need for the land use is as great as for similar land uses and the parking requirement for the land use established in the Zoning Code is not greater than what will be needed by the land use because the subject site is a traditional strip commercial center located in a suburban neighborhood, alternatives to mitigate or reduce parking demand are not viable, the layout of the existing parking lot and parking reduction permits/variances have been previously approved for the site. The applicant is requesting a parking reduction permit to remodel and expand the existing shopping center by constructing a new 2,000 square-foot retail tenant space while not providing the required eight on-site parking and loading spaces in addition to removal of eight existing parking spaces. The project will result in a 16-space parking shortfall and will not provide the required one loading space for the shopping center.

The subject site, approximately 44,000 square feet in area, is located on the south side of Verdugo Boulevard between Verdugo Road and the SR 2 Freeway, in the Indian Springs area, identified in the North Glendale Community Plan. Across Verdugo Boulevard from the site are shopping centers containing retail and service uses, Marshalls and Vons/CVS/smaller tenants. Both of these centers contain large surface parking lots. Relatively low density multi-family development is located north of Marshalls along Park Place. Low density multi-family development and the SR 2 Freeway overpass are located east of the site. Low scale multi-family housing is also located south of the site. West of the site includes some low density industrial and commercial uses.

The subject site contains approximately 10,600 square feet of commercial uses, including a freestanding Burger King restaurant in the eastern portion of the site and an L-shaped multi-tenant building (with retail, service and restaurant uses) in the western portion of the site. There are currently 63 on-site parking spaces.

As described above, the subject site and the surrounding neighborhood are developed in a standard suburban pattern. Large surface parking lots and low density residential, commercial and industrial development dominate the nearby landscape. The nearby SR 2 Freeway overpass effectively cuts off/provides a barrier to the subject site from areas to the east (La Canada). Verdugo Boulevard, adjacent to the subject site includes two travel lanes in each direction and a middle turning lane. Dedicated bike lanes exist on both sides of this street. No parking (red curb) is permitted on the north side of Verdugo Boulevard, while limited curbside parking exists on the south side. A signalized intersection (Verdugo Boulevard and Valihi Way) is located approximately 130 feet east of the subject site. The characteristics of this neighborhood do not support significant pedestrian activity nor significant use/sharing (whether formal or informal) of off-site parking spaces. While residents and employees of the small, low density multi-family/commercial/industrial area south of Verdugo Boulevard could feasibly walk to the subject site, the aforementioned freeway overpass and heavily-travelled and wide Verdugo Boulevard (with few safe and convenient crossings) dissuade pedestrian travel from the north or east. As previously mentioned, street parking is prohibited on the north side of Verdugo Boulevard and some street parking (approximately 4 spaces) on the south side of Verdugo Boulevard is available, although like most, it cannot be reserved. Street parking along Valihi Way and Park Place is unrestricted; however, based on observations, parking availability along these streets is in short supply. Additionally, public comments received regarding this project also cited both a shortage of parking on-site, as well as within the neighborhood. Generously-sized surface parking lots exist across Verdugo Boulevard at Marshalls and Vons and there is street parking adjacent to these sites. However, the informal sharing of these parking spaces with the subject site, as well as the street parking, is not feasible given the design of and amount of traffic using Verdugo Boulevard and the lack of a safe, convenient crossing area between the north and south sides of the street.

The March 2018, parking analysis for the proposed project mentions mitigating factors, including shared use, staggered hours, and employee carpooling and taking mass transit as means to offset any potential parking deficiencies that may arise on the site. Valet parking, as an avenue for increasing the efficiency of the parking lot was also discussed during the public hearing for the project. There are a number of bus routes which stop within 1,000 feet of the subject site (most of these stops are at the intersection of North Verdugo Road and Honolulu Avenue). The nature of the particular business largely determines its hours of operation and the time periods in which it is the busiest. While discussing/offering mitigating factors to compensate for parking deficiencies is an initial step, implementation, monitoring and enforcement of these measures is more challenging and problematic.

While several bus lines have bus stops with a walkable ¼ mile of the site, it is not clear how employees/patrons of the site will be encouraged/mandated to use this mode of transportation and ensure that they continue to do so. Given the relatively small pool of employees working on the site, the independent nature of the current tenant mix and the lack of a large property management firm to provide administration of a carpooling program, it is unlikely that this mitigation will be workable or effective.

It appears businesses currently operating on the subject site have different hours in which they are open and receive the most customers; however, this business mix can change.

The City's Zoning Code permits certain changes in use of a tenant space under 2,000 square feet without providing any incremental increase in parking required. While this Code provision was intended to provide some tenant-type flexibility in older commercial sites with little or no on-site parking, it also can be used on the subject site, once the proposed addition is occupied by an initial tenant. Should this occur, the on-site parking situation, already somewhat taxed by previously approved parking reduction permits/variances to allow less than the required number of parking spaces, could be further exacerbated.

Given the relatively small size of the subject commercial center, the layout of the (existing and proposed) on-site parking lot and the site's location on a busy suburban street in an area where valet parking is not common, this mitigation would not be realistic or effective.

The subject site currently contains a 63-space surface parking lot in a layout that is not particularly efficient or safe. Several of the parking spaces are located such that their "back up" areas are in close proximity to the two driveways leading from Verdugo Boulevard onto the subject site, creating a somewhat congested and hazardous situation. To access nine of the parking spaces located in the southeast corner of the site requires crossing the existing Burger King drive-thru aisle, making these spaces less desirable. The proposed project will extend the existing building to the east and will require reconfiguration of the southwest portion of the parking lot, resulting in the elimination of some of the more desirable, easily accessible on-site parking spaces without their in-kind replacement. Therefore, proposed changes to the layout of the parking lot as a result of implementation of the proposed project will exacerbate the tenuous parking situation on the site.

2. The intent of the parking regulations, in compliance with all other applicable provisions of this Chapter, is met.

The intent of the parking regulations, in compliance with all other applicable provisions of this Chapter, is not met. Parking regulations are intended to provide sufficient on-site parking for a land use and avoid negative impacts to surrounding uses by reducing parking demand and traffic congestion. The existing Burger King restaurant and multi-tenant commercial buildings were constructed in 1985 and the site, including the parking lot, appears to have remained consistent with the original approvals. The proposed project seeks to add 2,000 square feet of tenant space to the site, which will result in the overall loss of eight parking spaces from the present condition and a total shortfall of 16 parking spaces (no new spaces are proposed for the addition). As discussed in Finding 1 above, mitigating factors such as employee carpooling or transit use, and valet parking are not feasible in the present situation. Absent effective means to reduce parking demand and/or make on-site parking more efficient, the project does not meet the intent of the parking regulations. Further, and as discussed above, the less safe and efficient parking spaces on the site remain while implementation of the project will reduce not just the overall number of on-site spaces but also the number of more easily accessible parking spaces. This situation will result in greater use of the "less desirable" parking spaces, increasing congestion and hazardous conditions both on and off site and conflicts with this finding and is inconsistent with the North Glendale Community Plan, Section 4.6.3(C), which requires designs to minimize pedestrian and automobile conflict.

3. Sufficient parking would be provided to serve the uses intended and potential future uses of the subject parcel.

Sufficient parking would not be provided to serve the uses intended and potential future uses of the subject parcel. The case planner visited the site on several occasions and each time witnessed parking spaces both on- and off-site. The Planning Hearing Officer also visited the site at different days and times and observed the existing on- and off-site parking spaces were never 100% occupied. However, the current situation does not reflect the proposed expansion of the multi-tenant building as well as the corresponding reduction of the overall number of parking spaces on-site. Letters from on-site tenants as well as area residents and other interested parties along with a petition expressed a concern about the lack of on-site and surrounding neighborhood parking indicating that realistic mitigating factors, as discussed above, need to be implemented to ensure sufficient parking for the intended use of the site. As noted above, the Zoning Code allows certain changes in use of tenant spaces without providing additional parking. This provision enables older buildings and retail areas with few if any parking spaces to maintain a consistent fabric within their environment and remain viable as the commercial landscape changes. However, that situation is fundamentally different from the present case. Potential future uses of the subject parcel are not ensured sufficient parking since the proposed addition of tenant space will not provide the corresponding amount of parking, which in turn could at some time in the future be converted to a use with more intensive parking requirements.

APPEAL PERIOD

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 1, 2019**, at the Permit Services Center (PSC), 633 East Broadway, Room 101, Monday thru Friday 7:00 am to 12:00 pm, or at the Community Development Department (CDD), 633 East Broadway, Room 103, Monday thru Friday 12:00 p.m. to 5 p.m.

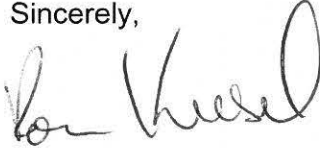
APPEAL FORMS available on-line: <http://www.glendaleca.gov/appeals>

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, 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.

You may contact the case planner, Milca Toledo, during normal business hours at (818) 937-8181 or via e-mail at mitoledo@glendaleca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Roger Kiesel". The signature is fluid and cursive, with the first name "Roger" and last name "Kiesel" clearly distinguishable.

Roger Kiesel
Planning Hearing Officer

RK:MT:sm

CC: City Clerk (K.Cruz); Police Dept. (A.Jenks/Z.Avila); City Attorney's Dept. (G. van Muyden/Y.Neukian); Fire Prevention Engineering Section-(J.Halpert); Traffic & Transportation Section (Larry Tan/S. Vartanian); General Manager for Glendale Water and Power (S.Zurn); Glendale Water & Power--Water Section (G. Tom/S. Boghosian); Glendale Water & Power -Electric Section (V. Avedian/B. Ortiz); Parks, Recreation and Community Services Dept. (T. Aleksanian); Neighborhood Services Division (Rene Sada); Integrated Waste Management Admin. (D. Hartwell); Maintenance Services Section Admin. (D. Hardgrove); Street and Field Services Admin.; Engineering and Environmental Management (C.Chew/R. Villaluna); letters and emails received; and case planner Milca Toledo.