



CITY OF GLENDALE, CALIFORNIA

Community Development
Planning

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December 22, 2021

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&

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RE: 901 – 919 SOUTH BRAND BOULEVARD

(ALSO 112-118 WEST GARFIELD AVENUE & 119 WEST
ACACIA AVENUE)

PARKING REDUCTION PERMIT CASE NO. PPRP 2004082

Dear Applicants:

On September 8, 2021, the Planning Hearing Officer conducted and closed a public hearing, pursuant to the provisions of the Glendale Municipal Code, Title 30, Section 30.50, Parking Reduction Permit to allow the construction of a new five (5)-story, 171,140 square-foot above-ground parking structure with rooftop parking on an existing 81,148 square-foot project site, located at **901-919 South Brand Boulevard**, in the "CA-Commercial Auto" Zone, described as Lots 8 thru 11, Tract No. 393, Lot 3, Tract No. 1375, and a Portion of Lot 28, M.R. 5-200-201 (APN: 5641-017-094), in the City of Glendale, County of Los Angeles.

The proposed project involves the demolition of the existing surface parking lot, an existing 561 square-foot accessory building (relocated to the site in 1964) and removal of existing solar panel structures that will be relocated to the rooftop of the new structure. The building being proposed for demolition is not eligible for historic designation at the local, state, or national level. The new parking structure will feature 450 parking spaces and is proposed for vehicle inventory for the Pacific BMW Car Dealership. The applicant is requesting a Parking Reduction Permit to provide a total of 450 parking stalls where 548 parking spaces are required per code for development of the new vehicle inventory parking structure.

ENVIRONMENTAL RECOMMENDATION

The Community Development Department, after having conducted an Initial Study, has prepared a Final Mitigated Negative Declaration (MND) for the project.

Staff provided responses to comments received during the public comment period (August 3, 2021 thru August 23, 2021) that were included in the Final MND prepared for the proposed Project. One letter, dated September 7, 2021, regarding the CEQA document was received after the public comment period had already ended. Prior to rendering a decision on the parking reduction permit, these comments, although submitted after the comment period ended, were considered in the deliberations of Case No. PPRP 2004082 and amendments to the Final MND have been prepared to address these comments that are also addressed below.

The commenter concludes that an Environmental Impact Report (EIR) is required based on the fair argument standard. However, none of the issues raised by the commenter that are related to the MND would change the findings in the MND of less than significant or less than significant with mitigation measures. As shown in the following paragraphs, all issues raised by the commenter would not change the findings in the MND from less than significant or less than significant with mitigation to potentially significant, and therefore, the preparation of an EIR is not warranted.

- A. The preparation of a Phase I Environmental Site Assessment is not a mandatory document as alleged by the commenter. However, a site closure report dated April 1, 2011, has since been obtained from Glendale Fire Department that clearly shows that all hydraulic lifts were appropriately removed. Furthermore, a search of the California Department of Toxic Substance Control (DTSC) EnviroStor database (<https://www.envirostor.dtsc.ca.gov/public/>) shows that the subject property is not identified as a toxic site. The subject property is also not listed in the California State Water Resources Board GeoTracker database (<https://geotracker.waterboards.ca.gov/>).
- B. Staff has reviewed the data included in the CalEEMod model run performed for the proposed Project and there are no discrepancies in the data used for the model. The commenter does not provide any specifics in terms of the numbers used, only that they were not accurate. In addition, the only demolition for the proposed Project is for an existing 561 square foot building and removal of a surface parking lot. The proposed Project does not include 27,559 square feet of demolition as alleged by the commenter on page 1 of Exhibit A. Additionally, the amount of asphalt proposed for removal was included in the model run prepared for the project.

(ALSO 112-118 WEST GARFIELD AVENUE & 119 WEST ACACIA AVENUE)
PARKING REDUCTION PERMIT CASE NO. PPRP 2004082

- C. As shown in the CalEEMod model run, the Project would not exceed either the PM₁₀ or PM_{2.5} thresholds established by the Air Quality Management District (AQMD). The standards for when a Health Risk Assessment (HRA) is provided in California Air Pollution Control Officers Association (CAPCOA) Guidance Document. According to those guidelines, there are two types of projects which may require a health risk assessment be conducted. The first known as Type A, or new sources, is a project that can cause an adverse health impact on people already living or working nearby.

Type A project examples (project impacts receptors):

- combustion related power plants,
- gasoline dispensing facilities,
- asphalt batch plants,
- warehouse distribution centers,
- quarry operations, and
- other stationary sources that emit toxic substances.

The second is known as Type B, such as a new residential development project, which will be located in an area that can cause adverse health impacts to those residents. Recently, the California Supreme Court ruled that lead agencies are not required by CEQA to analyze the impact of the existing environmental conditions on a project's future users, as a Type B project. It is the lead agency's discretion to determine whether a Type B project shall be required to prepare a health risk assessment. The following discussion assumes that a potential health impact is recognized and a health risk assessment may be considered by the lead agency. Because the project is not either a Type A or B project, an HRA is not required. Further, as stated above, the proposed above ground parking garage is for vehicle inventory where the majority of the vehicles in the garage would be parked long term and removed periodically for test drives and other vehicle dealership functions.

In addition, the use on the project site currently exists as a vehicle dealership and the Project is only proposing an above ground structure to support the dealership in providing more area for vehicle inventory associated with sales.

- D. It should be noted that the Project is a proposed above-ground parking structure for the purpose of storing vehicles for sale and/or lease for the existing vehicle dealership. The structure will be open to allow for natural ventilation and the only energy that will be consumed will be electricity for the purpose of providing light primarily for security purposes. The Project does not include air conditioning or any other potential source of electricity consumption. The type of lighting proposed will be required to comply with Title 24 standards as discussed in the MND, and as required by the Glendale Building and Safety Code. It should also be noted that the City of Glendale has established standards that exceed State requirements for energy conservation by 15 percent.

The Tables below shows how the project will be compatible with the applicable sections of the Greener Glendale Plan as well as the Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS).

PROJECT CONSISTENCY WITH GREENER GLENDALE PLAN	
Measure	Applicability
1. Expand applicability of green building standards to residential buildings over 3-stories.	No Conflict. The proposed Project does not include residential development. This measure does not apply. Nonetheless, the Project does include the development of a 5-story above ground parking structure that would be required to comply with the green building standards since they are already included in Glendale’s building codes.
2. Exceed California Energy Code requirements by 15 percent.	No Conflict. The proposed parking structure would reduce consumption of electricity and natural gas by exceeding the California Energy Code requirements by 15 % because Glendale’s building code already includes 15% above the California code.
3. Reduce baseline water usage by 20 percent.	No Conflict. The proposed parking structure would utilize minimal amounts of water since water-conserving fixtures such as irrigation control, will be installed. Furthermore, all landscaping proposed for the project will be drought tolerant.
4. A radian roof barrier shall be installed.	No Conflict. The proposed Project would include the development of a 5-story above ground parking structure for vehicle storage that is naturally ventilated.
5. Gas fired tankless water heaters shall have an energy factor of at least 0.80.	No Conflict. The proposed Project does not require or include gas-fired storage-type water heaters.
6. Gas-fired storage-tank type water heaters shall have an energy factor of at 0.61.	No Conflict. The proposed Project does not require or include gas-fired storage-type water heaters.
7. Buildings shall be “solar ready”.	No Conflict. The proposed Project would include photovoltaic arrays on the roof of the parking structure.
8. At least 20 percent of certain paved areas in residential projects shall be permeable.	No Conflict. The proposed Project does not include residential development. This measure does not apply.
9. Residential gas-fired heating equipment shall be high efficiency units.	No Conflict. The proposed Project does not include residential development. This measure does not apply.

PROJECT CONSISTENCY WITH GREENER GLENDALE PLAN

Measure	Applicability
10. Residential air conditioning equipment shall be high-efficiency units.	No Conflict. The proposed Project does not include residential development. This measure does not apply.
11. Natural light ventilation in residential habitable room shall be increased.	No Conflict. The proposed Project does not include residential development. This measure does not apply.
12. New single-family dwellings with floor area greater than 5,000 square feet shall be required to meet CALGreen Tier 1.	No Conflict. The proposed Project does not include residential development and this measure does not apply.

(ALSO 112-118 WEST GARFIELD AVENUE & 119 WEST ACACIA AVENUE)

PARKING REDUCTION PERMIT CASE NO. PPRP 2004082

CONSISTENCY ANALYSIS 2020–2045 RTP/SCS	
Goals and Policies	Consistency Analysis
Goal 1: Encourage regional economic prosperity and global competitiveness	No Conflict. This goal is directed towards SCAG and the City and would not apply to the proposed Project.
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	No Conflict. The Project site is located in an urbanized area in the City within one-half mile of a high-quality transit corridor.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.	No Conflict. This goal is directed towards SCAG and does not apply to individual development projects.
Goal 4: Increase person and goods movement and travel choices within the transportation system.	No Conflict. This goal is directed towards SCAG and does not apply to individual development projects.
Goal 5: Reduce greenhouse gas emissions and improve air quality.	No Conflict. The proposed project includes the development of a 5-story above ground parking structure for vehicle inventory at an existing vehicle dealership that would create minimal trips. The location of the proposed Project promotes the use of a variety of transportation options, which includes walking, biking and the use of public transportation accessible to both customers and employees.
Goal 6: Support healthy and equitable communities.	No Conflict. The proposed project includes the development of a 5-story above ground parking structure for vehicle inventory at an existing vehicle dealership that would create minimal trips. The location of the proposed Project promotes the use of a variety of transportation options, which includes walking, biking and the use of public transportation accessible to both customers or employees.
Goal 7: Adapt to a changing climate and support an integrated regional development pattern in transportation network.	No Conflict. This goal is directed towards SCAG to support regional development pattern areas.
Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	No Conflict. This goal is directed towards SCAG to leverage the use of new transportation technologies using data-driven solutions.
Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	No Conflict. The proposed Project does not include residential development. This measure does not apply.
Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.	No Conflict. The project is located in an urbanized development area and is not in the vicinity of any natural or agricultural lands. This measure does not apply.
Guiding Principle 1: Base transportation investments on adopted regional performance indicators and MAP-21/FAST Act regional targets.	No Conflict. This policy is directed towards SCAG in allocating transportation investments rather than individual development projects.

<p>Guiding Principle 2: Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability and safety, and that preserve the existing transportation system.</p>	<p>No Conflict. This policy is directed towards SCAG in allocating transportation system funding. This measure does not apply.</p>
<p>Guiding Principle 3: Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.</p>	<p>No Conflict. This policy is directed towards SCAG and the City and does not apply to individual development projects. This measure does not apply.</p>
<p>Guiding Principle 4: Encourage RTP/SCS investments in strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices.</p>	<p>No Conflict. This policy relates to SCAG goals in supporting investments and strategies to reduce congestion and the use of single occupancy vehicles. However, the proposed Project would support the policy as it is located within one-half mile of a high-quality transit corridor and within a Transit Priority Area (TPA) and would support public transportation and other alternative methods of transportation.</p>
<p>Guiding Principle 5: Encourage transportation investments that will result in improved air quality, in public health, and reduced greenhouse gas emissions.</p>	<p>No Conflict. This policy is directed towards SCAG and governmental agencies to encourage and support transportation investments. This measure does not apply.</p>
<p>Guiding Principle 6: Monitor progress on all aspects of the plan, including the timely implementation of projects, programs, and strategies.</p>	<p>No Conflict. This policy is directed towards SCAG and the City and not does apply to the proposed Project.</p>
<p>Guiding Principle 7: Regionally, transportation investments should reflect best known science regarding climate change vulnerability, in order to design for long term resilience.</p>	<p>No Conflict. This policy is directed towards SCAG and governmental agencies to encourage and support transportation investments. This measure does not apply.</p>
<p>Core Vision Topic 1: Sustainable Development Through our continuing efforts to better align transportation investments and land use decisions, we strive to improve mobility and reduce greenhouse gases by bringing housing, jobs and transit closer together.</p>	<p>No Conflict. The proposed Project would comply with CALGreen, and would incorporate eco-friendly building materials, systems and high-performance building envelopment. Additionally, the proposed Project would be designed and constructed to incorporate environmentally sustainable design features consistent with the Greener Glendale Plan.</p>
<p></p>	<p>Further, the proposed Project is within walking distance of existing commercial uses and within a one-half mile of numerous bus routes.</p>
<p>Core Vision Topic 2: System Preservation and Resilience “Fix it First” has been a guiding principle for prioritizing transportation funding in the RTP for the last decade. The cost of rebuilding roadways is eight times more than preventative maintenance. Preservation of the transportation system can extend the pavement life in a cost effective manner and can also improve safety.</p>	<p>No Conflict. This core vision topic is directed towards SCAG to ensure the safety and security of the regional transportation system and to guide, encourage, and support transportation investments. This measure does not apply.</p>
<p>Core Vision Topic 3: Demand and System Management Better managing the existing transportation system through demand management strategies and Intelligent Transportation Systems (ITS) yields significant mobility benefits in a cost-effective manner.</p>	<p>No Conflict. This core vision topic is directed towards public transportation investments and is not directly applicable to individual residential development projects. This measure does not apply.</p>

(ALSO 112-118 WEST GARFIELD AVENUE & 119 WEST ACACIA AVENUE)
 PARKING REDUCTION PERMIT CASE NO. PPRP 2004082

<p>Core Vision Topic 4: Transit Backbone Expanding the transit network and fostering development in transit-oriented communities is central to the region’s plan for meeting mobility and sustainability goals while continuing to grow the regional economy.</p>	<p>No Conflict. This core vision topic is directed towards SCAG goals for the region. This measure does not apply.</p>
<p>Core Vision Topic 5: Complete Streets Creating “complete streets” that are safe and inviting to all roadway users is critical to increasing mobility choices, reducing traffic fatalities and serious injuries and meeting greenhouse gas reduction targets.</p>	<p>No Conflict. This core vision topic is directed toward SCAG and is not specifically applicable to the proposed Project. This measure does not apply.</p>
<p>Core Vision Topic 6: Goods Movement The efficient movement of goods is critical to a strong economy and improves quality of life in the SCAG region by providing jobs and access to markets through trade. However, increased volumes of goods moving across the transportation system contribute to greater congestion, safety concerns and harmful emissions. It is critical to integrate land use decisions and technological advancements to minimize environmental and health impacts while fostering continued growth in trade and commerce.</p>	<p>No Conflict. This core vision topic is directed toward SCAG and is not specifically applicable to the proposed Project. This measure does not apply.</p>
<p><i>Sustainable Community Strategy 1: Focus Growth Near Destinations and Mobility Options</i></p>	
<p>Sustainable Community Strategy 1a: Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations.</p>	<p>No Conflict. The proposed Project includes the development of an above-ground parking structure for use as vehicle inventory at an existing vehicle dealership that is consistent with the existing land use pattern. The Project site is located within a one-half mile of numerous bus routes that can be utilized by both customers and employees.</p>
<p>Sustainable Community Strategy 1b: Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets</p>	<p>No Conflict. This strategy is directed toward SCAG and is not specifically applicable to the proposed Project. Nonetheless, the proposed Project includes the development of an above-ground parking structure for use as vehicle storage at an existing car dealership that is located within a one-half mile of numerous bus routes.</p>
<p>Sustainable Community Strategy 1c: Plan for growth near transit investments and support implementation of first/last mile strategies</p>	<p>No Conflict. This strategy is directed toward SCAG and is not specifically applicable to the proposed Project. This measure does not apply.</p>
<p>Sustainable Community Strategy 1d: Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses.</p>	<p>No Conflict. This strategy is directed toward SCAG and is not specifically applicable to the proposed Project. Nonetheless, the proposed Project includes the development of an above-ground parking structure for use as vehicle inventory at an existing vehicle dealership.</p>
<p>Sustainable Community Strategy 1e: Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods.</p>	<p>No Conflict. This strategy is directed towards SCAG and the City and does not apply to individual development projects. This measure does not apply.</p>

(ALSO 112-118 WEST GARFIELD AVENUE & 119 WEST ACACIA AVENUE)
PARKING REDUCTION PERMIT CASE NO. PPRP 2004082

Sustainable Community Strategy 1f: Encourage design and transportation options that reduce the reliance on number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations).

No Conflict. The Project site is located within a one-half mile of a high-quality transit corridor. Additionally, the proposed Project would involve the development of a new 5-story above-ground parking garage for use as vehicle inventory at an existing vehicle dealership that would generate few new trips when compared to the existing development on the site. The location of the proposed Project has a variety of transportation options in close proximity such as public transit, walking and biking available to both employees and customers.

Sustainable Community Strategy 1g: Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking).

No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.

Sustainable Community Strategy 2: Promote Diverse Housing Choices

Sustainable Community Strategy 2a: Preserve and rehabilitate affordable housing and prevent displacement.

No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.

Sustainable Community Strategy 2b: Identify funding opportunities for new workforce and affordable housing development.

No Conflict. This strategy is directed towards SCAG in identifying funding opportunities for affordable housing development and does not apply to individual development projects.

Sustainable Community Strategy 2c: Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply.

No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.

Sustainable Community Strategy 2d: Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions.

No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.

Sustainable Community Strategy 3: Leverage Technology Innovations

Sustainable Community Strategy 3a: Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging, and parking /drop off space.

No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.

Sustainable Community Strategy 3b: Improve access to services through technology such as telework and telemedicine as well as other incentives such as a “mobility wallet”, an app-based system for storing transit and other multi modal payments.

No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.

Sustainable Community Strategy 3c: Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation.

No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.

(ALSO 112-118 WEST GARFIELD AVENUE & 119 WEST ACACIA AVENUE)
PARKING REDUCTION PERMIT CASE NO. PPRP 2004082

Sustainable Community Strategy 4: Support Implementation of Sustainability Policies

Sustainable Community Strategy 4a: Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions.	No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.
Sustainable Community Strategy 4b: Support statewide legislation that reduces barriers to new construction and that incentivizes development new transit corridors and stations.	No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.
Sustainable Community Strategy 4c: Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space.	No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.
Sustainable Community Strategy 4d: Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies.	No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.
Sustainable Community Strategy 4e: Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region.	No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.
Sustainable Community Strategy 4f: Continue to support long range planning efforts by local jurisdictions.	No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.
Sustainable Community Strategy 4g: Provide educational opportunities to local decision makers and staff on new tools, best practices and policies relating to implementing the Sustainable Communities Strategy.	No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.
<i>Sustainable Community Strategy 5: Promote a Green Region</i>	
Sustainable Community Strategy 5a: Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards.	No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.
Sustainable Community Strategy 5b: Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration.	No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.
Sustainable Community Strategy 5c: Integrate local food production into the regional landscape.	No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.
Sustainable Community Strategy 5d: Promote more resource efficient development focus on conservation, recycling and reclamation.	No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.
Sustainable Community Strategy 5e: Preserve, enhance and restore regional wildlife connectivity.	No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.
Sustainable Community Strategy 5f: Reduce consumption of resource areas, including agricultural land.	No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.

(ALSO 112-118 WEST GARFIELD AVENUE & 119 WEST ACACIA AVENUE)
 PARKING REDUCTION PERMIT CASE NO. PPRP 2004082

Sustainable Community Strategy 5g: Identify ways to improve access to public park space.

No Conflict. This strategy is directed towards SCAG and does not apply to individual development projects.

Source: SCAG, Connect SoCal, 2020–2045 RTP/SCS, September 2020.

Notes: Not Applicable—Actions/strategies are those that are not identified for implementation of local jurisdictions. The Project's consistency with any actions/strategies identified for implementation by the local jurisdictions is assessed above.

After considering the evidence presented with respect to this application, the plans submitted therewith, the Community Development Department has **APPROVED, WITH CONDITIONS**, the Parking Reduction Permit, based on the following findings:

REQUIRED/MANDATED FINDINGS

D. For 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 that 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 justification for the parking reduction request is that the parking requirement for a vehicle dealership established in the Zoning Code is greater than what will be needed by the automobile dealership. The applicant is requesting a Parking Reduction Permit to provide 450 parking spaces for the proposed above-ground parking structure, when Code requires a total of 548 parking spaces. Vehicle sales, leasing and rental agencies are required to provide four (4) parking spaces per 1,000 square feet of floor area, which is the same parking standard as all typical general retail uses. The proposed above-ground parking structure includes 136,912 square-feet of floor area (for the purposes of the parking calculations, the 34,228 square-foot rooftop parking area is exempt from the floor area tabulation because it is not enclosed like the four floors below). Code requires 548 on-site parking spaces for this additional area.

In Glendale, because of land costs and availability, configuration of automobile dealerships is changing from a more suburban development model, where the showroom/service building is surrounded by surface parking lots, to a more urban configuration where all components of the dealership are contained in a multi-story building. Automobile dealerships are unlike typical general retail uses. The products that dealerships sell, cars, are large and take up a significant amount of space to store and display. Customers also typically do not shop for cars on a regular basis. In the present case, the project scope is to construct a new above-ground parking structure for vehicle inventory. The parking contained in the new building does not in and of itself generate the need for additional parking to be provided.

(ALSO 112-118 WEST GARFIELD AVENUE & 119 WEST ACACIA AVENUE)

PARKING REDUCTION PERMIT CASE NO. PPRP 2004082

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 is to provide suitable off-street parking and protect the public safety by lessening traffic congestion. For this case, the intent of the parking regulations is met because the project will provide 450 parking spaces and the scope of work, which is to build a new above-ground parking structure, does not in and of itself generate the need for additional parking. Conditions of approval will be added to the project to ensure appropriate off-street parking is provided on the site for employees and customers.

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

As stated in Findings 1 and 2 above, the proposal to provide a minimum of 450 parking spaces for the new parking structure will be sufficient for the project based on the overall proposal and operation. Conditions of approval are included to mitigate any negative impacts to the surrounding neighborhood.

Pursuant to GMC Section 30.50.070, approval of the Parking Reduction Permit is valid so long as the specific land use remains the same as at the time of permit issuance, including, but not limited to, tenancy, hours of operation, clientele served, services or goods offered and mix of activities within the use. The permit does not run with the land. Accordingly, the parking provided will be sufficient for the proposed above-ground parking structure for the Pacific BMW vehicle dealership. Any potential future uses or intensification/modification to the facility would require a new Parking Reduction Permit.

CONDITIONS OF APPROVAL

APPROVAL of the Parking Reduction Permit shall be subject to the following conditions:

1. That the development 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 to the satisfaction of the Planning Hearing Officer.
2. That all necessary permits (i.e. building, fire, engineering, etc.) shall be obtained from the Building and Safety section and Public Works Department and all construction shall be in compliance with the Glendale Building Code UBC (Universal Building Code) and all other applicable regulations.

(ALSO 112-118 WEST GARFIELD AVENUE & 119 WEST ACACIA AVENUE)

PARKING REDUCTION PERMIT CASE NO. PPRP 2004082

3. That all necessary licenses or permits as required from Federal, State, County or City shall be obtained and kept current at all times, including a Business Registration Certificate from the City of Glendale.
4. That the parking reduction permit is valid for the specific use for which it was granted or similar land use (as determined by the Planning Hearing Officer in concurrence with the Director of Community Development). The permit runs with this specific land use as long as there is not intensification of the use or that other uses proposed will not require more parking as provided herein as determined by the Planning Hearing Officer.
5. That employee parking shall be provided on the site of the dealership.
6. That the applicant shall comply with all Section/Department requirements as specified in their memos/interdepartmental communications to the satisfaction of the City or Department Director.
7. That any expansion or modification of the facility or use shall require a new Parking Reduction Permit. Expansion shall constitute adding of additional floor area or any physical change as determined by the Planning Hearing Officer, with concurrence from the Director of Community Development.
8. That any proposed exterior lighting shall be directed away from adjacent properties and public right-of-ways to the satisfaction of the Community Development Director.
9. That landscaped areas shall be maintained in good condition with live plants and free of weeds and trash.
10. That the premises shall be maintained in a clean and orderly condition, free of weeds, trash and graffiti.
11. That all mitigation measures listed in the Mitigated Negative Declaration prepared for the project and adopted shall be met.
12. That access to the premises shall be made available upon request to all City of Glendale authorized staff (i.e. Community Development Department, Fire Department, Police Department, etc.) for the purpose of verifying compliance with all laws and the conditions of this approval.
13. That an Acceptance Affidavit accepting the parking reduction permit and all its conditions shall be signed and notarized and submitted to the Community Development Director prior to the issuance of a Business Registration Certificate.

(ALSO 112-118 WEST GARFIELD AVENUE & 119 WEST ACACIA AVENUE)
 PARKING REDUCTION PERMIT CASE NO. PPRP 2004082

14. That Design Review Board approval shall be obtained for the project prior to the issuance of a Building Permit.

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. Appeals must be filed prior to expiration of the 15-day period, on or before **JANUARY 6, 2022**. Information regarding appeals, appeal forms and fees may be obtained by calling the Community Development Department (CDD) staff at 818-548-2140, or the case planner, Vista Ezzati, at 818-937-8180.

APPEAL FORM is also available on-line:

<https://www.glendaleca.gov/home/showdocument?id=11926>

Due to the current COVID-19 social distancing and work from home orders issued by federal, state and local governmental agencies, in order for any appeal to be considered timely, **the appeal must be postmarked by the JANUARY 6, 2022 deadline (mailed to Community Development Department – Planning Division, Attention Vista Ezzati, 633 East Broadway, Room 103, Glendale, CA 91206) OR emailed to the case planner (Vista Ezzati - vezzati@glendaleca.gov) prior to the close of said business day.** The prescribed fee must be included along with the appeal application and may be submitted either in the form of a check or credit card payment. For credit card payment, please contact Vista Ezzati at 818-937-8180 to make arrangements with the cashier. *Note:* The standard 2.5% fee for **credit card payment** applies.

GMC CHAPTER 30.41 PROVIDES FOR

TERMINATION

Every right or privilege authorized by a Parking Reduction 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.

CESSATION

A Parking Reduction Permit may be terminated by the review authority upon any interruption or cessation of the use permitted by the Parking Reduction Permit for one year or more in the continuous exercise in good faith of such right and privilege.

(ALSO 112-118 WEST GARFIELD AVENUE & 119 WEST ACACIA AVENUE)
PARKING REDUCTION PERMIT CASE NO. PPRP 2004082

EXTENSION

Permits granted by such right or privilege 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 Parking Reduction Permit.

TRANSFERABILITY

A request for Parking Reduction Permit is valid only insofar as the specific land use remains the same as at the time of permit issuance, including, but not limited to, tenancy, hours of operation, clientele served, services or goods offered and mix of activities within the use. The permit does not run with the land.

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.

REVOCATION

Section 30.64.020 – Revocation – The Community Development Department shall have continuing jurisdiction over Parking Reduction Permits. To consider the revocation, the Director of Community Development shall hold a public hearing after giving notice by the same procedure as for consideration of a parking reduction permit at least ten (10) days' notice by mail to the applicant or permittee.

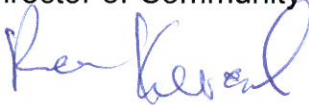
NOTICE – subsequent contacts with this office

The Applicant is further advised that all subsequent contacts with this office regarding this determination must be with the Case Planner first and then, the Hearing Officer who acted on this case. This would include clarification, 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.

(ALSO 112-118 WEST GARFIELD AVENUE & 119 WEST ACACIA AVENUE)
PARKING REDUCTION PERMIT CASE NO. PPRP 2004082

You may contact the case planner, Vista Ezzati, during normal business hours at (818) 937-8180 or via e-mail at vezzati@glendaleca.gov.

Sincerely,
Philip Lanzafame
Director of Community Development



Roger Kiesel
Senior Planner

RK:VE:sm

- CC: City Clerk (K.Cruz); Police Dept. (J.Newton/Z.Avila); City Attorney's Dept. (G. van Muyden/Y.Neukian); Fire Prevention Engineering Section-(S.Demirjian/F.McLean); Traffic & Transportation Section (P.Casanova/Mark Bueno-Traffic Engineer Assoc.); General Manager for Glendale Water and Power (M.Young); Glendale Water & Power--Water Section (G. Tom/S. Boghosian/ R.Takidin/ C.Babakhanlou/D.Scorza); Glendale Water & Power--Electric Section (B. B.Ortiz/E.Olsen/ M.Navareete/M.Kouassi); Parks, Recreation and Community Services Dept. (T. Aleksanian); Neighborhood Services Division (R.Sada/J.Jouharian/); 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); Johnny Perez; Richard Drury, Attorney, Lozeau Drury LLP; and case planner Vista Ezzati.

BMW

PUBLIC WORKS ENGINEERING
-Land Development Section-

Comments/Conditions

No Comments

1. The project shall comply with all National Pollutant Discharge Elimination System (NPDES) requirements. In addition, the applicant shall submit a Low Impact Development (LID) drainage system to the Building and Safety Division for review and approval.

2. The applicant shall enter into a Covenant & Agreement with the City for the replacement, installation, and continued maintenance of all NPDES-related drainage devices on the property and granting inspection rights to the City.

3. The applicant shall **dedicate** to the City, for street use purposes, a strip of land **5-foot** wide along the entire frontage of the property on Acacia Avenue. Contact Mr. Bill A'hearn at (818) 548-3945 for dedication requirements.

4. The applicant shall have the option of applying for an **encroachment permit** in lieu of removing or relocating the existing block wall on Acacia Avenue away from the proposed 5-foot dedication.

5. Remove the existing driveway apron on Acacia Avenue and reconstruct per SPPWC Standard Plan No. 110-2.

6. Remove all existing trees and landscaping at the street frontage of the property on Acacia Avenue and replace with sidewalk.

7. Remove all existing curb for the entire street frontage on Acacia Avenue and replace with integral curb and gutter.

8. Resurface or reconstruct the asphalt pavement on Acacia Avenue up to the extent to allow a smooth transition to the new edge of gutter.

9. The existing driveway on Garfield Avenue needs to be aligned with the proposed driveway lanes.

10. Remove and replace sidewalks, on all the street frontages of the property.

11. The entire asphalt concrete roadway pavement within the vicinity of the property will be inspected after the completion of the construction of the project. In the event of damage, as a result of construction-related activities, the applicant may be required to perform additional street improvement repairs, up to the reconstruction of the asphalt concrete pavement, restoration of parking restriction curb painting and striping, and restoration of landscaping and irrigation if necessary, at no cost to the City and to the satisfaction of the Director of Public Works.

12. The applicant shall bear all costs involved in the relocation/reconstruction and/or adjustment to new finished grade of all utilities (underground and overhead) within the

public right-of-way that may be affected by the project. The applicant shall coordinate all such work with the respective utility owners.

13. All existing street appurtenances including traffic striping, utilities, street signs, and curb paintings, within the public right-of-way, that were damaged, removed, or relocated during construction shall be restored to the satisfaction of the Director of Public Works.

14. Comments from Traffic and Transportation Section will be provided separately.

15. Separate permits are required for all work within the public-right-of-way. All applicable construction work shall conform to the SPPWC manual. The applicant shall bear all fees for the necessary permits and construction inspections for work within the public right-of-way.

16. Additional requirements may apply after the initial submittal of the final engineering plans for building plan checking.

Case No.: PPRP 2004082

Address: 901 – 915 S. Brand Boulevard

Case Planner: Vista Ezzati

Signature: 

Yazdan T. Emrani, P.E.
Director of Public Works

Date: 10/19/2020



**INTER-DEPARTMENTAL COMMUNICATION
PROJECT CONDITIONS AND COMMENTS**


Project Address: <u>901-915 S. Brand Blvd. (Pacific BMW)</u>	Project Case No.: <u>PPRP 2004082</u>
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If project comments are not received by the due date, it will be assumed that your department has no comments.

NOTE: Your comments should address, within your area of authority, concerns and potentially significant adverse physical changes to the environment regarding the project. You may also identify code requirements specific to the project, above and beyond your normal requirements. Applicant will be informed early in the development process. You may review complete plans, maps and exhibits in our office, MSB Room 103. We appreciate your consideration and look forward to your timely comments. Please do not recommend APPROVAL or DENIAL. For any questions, please contact the Case Planner ASAP, so as not to delay the case processing.

COMMENTS:

- This office DOES NOT have any comment.
- This office HAS the following comments/conditions. (See attached Dept. Master List)

Date: October 28, 2020 Print Name: Pastor Casanova, T.E. Title: Principal Traffic Engineer Tel.: 818-937-8324	 CC: Mark Anthony Bueno, P.E. Dept. Public Works-Traffic Engineering
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a. ADDITIONAL COMMENTS:

- 1. A local transportation analysis is not required for this project. The project proposes construction of a parking structure for car inventory and the car sales/service floor area will remain the same. Per the ITE Trip Generation Manual, the area of parking garages is not considered for purposes of the trip generation calculation.

b. CASE SPECIFIC CODE REQUIREMENTS: (these are not standard code requirements)

- 1.

c. SUGGESTED CONDITIONS: (may or may not be adopted by the Hearing Officer)

- 1. The contractor shall not store trash bins, construction equipment, construction materials, or construction vehicles (concrete truck, dump truck, etc.) on City's Right-Of-Way (sidewalk, parkway, or street) without first obtaining a "Street-Use" permit from the Public Works - Engineering Division. Permit must be displayed at job site.
- 2. An approved Construction Traffic Control plan shall be required for use during project construction. The plan shall identify all traffic control measures, signs, and delineators to be implemented by the construction contractor through the duration of demolition and construction. The plan shall also identify contractor information, hours of construction, construction worker parking information, as well as the proposed haul route.

**INTER-DEPARTMENTAL COMMUNICATION
PROJECT CONDITIONS AND COMMENTS**

Project
Address: 901-915 S. Brand Blvd. (Pacific BMW)

Project
Case No.: PPRP 2004082

If project comments are not received by the due date, it will be assumed that your department has no comments.

NOTE: Your comments should address, within your area of authority, concerns and potentially significant adverse physical changes to the environment regarding the project. You may also identify code requirements specific to the project, above and beyond your normal requirements. Applicant will be informed early in the development process. You may review complete plans, maps and exhibits in our office, MSB Room 103. We appreciate your consideration and look forward to your timely comments. Please do not recommend APPROVAL or DENIAL. For any questions, please contact the Case Planner ASAP, so as not to delay the case processing.

COMMENTS:

- This office **DOES NOT** have any comment.
- This office **HAS** the following comments/conditions. (See attached Dept. Master List)

Date: 10/13/2020

Print Name: Loren Klick
Title: Urban Forester
Dept. Public Works, Maintenance Services **Tel.: x3416**

a. ADDITIONAL COMMENTS:

- 1.

Indigenous Tree Ordinance

There appear to be no protected indigenous trees on the subject property or within 20' of the property at this time, which needs to be indicated on the plans. An ITO permit will not be required.

Street Tree Ordinance

Maintenance Services strives to sustain a healthy urban forest by maintaining and planting trees along City streets. There are currently five (5) City street trees in the public right-of-way in front of these properties. These *Washingtonia robusta* (Mexican fan palm) trees need to be indicated on the plans and protected during the full length of the project.

Additionally, Forestry will require the planting of new deciduous trees in between existing palms, which provide little shade and few benefits.

As part of the project, Forestry will require the following:

1. Indicate on plans and protect five (5) Mexican fan palms (*Washingtonia robusta*), using City Tree Protection Measures, with the exception that protective fencing need only be installed along the outside of the extant tree well. Contact the Urban Forester if clarification is required. Encroachment or damage to the tree will result in removal and replacement to the standards described below.
2. Indicate on plans that no indigenous trees are located within the project site or within 20'.

3. Plant three (3) *Lagerstroemia x fauriei* (crape myrtle) 24" box size street trees, or similar if approved by the Urban Forester. The new tree sites shall be situated at sites located between existing City palm trees in locations that do not interfere with underground utilities, ingress or egress, and driveway or signage visibility. New trees and their locations should be indicated on plans and approved by the Urban Forester.
4. Trees must be planted in the City Easement.
5. Developer must follow City TREE PLANTING STANDARDS AND SPECIFICATIONS.
6. Developer must contact Forestry at least 48 hours prior to trees being delivered in order to arrange for inspection prior to planting.
7. Developer must see that the trees are in good condition at the time of the project completion.

b. CASE SPECIFIC CODE REQUIREMENTS: (these are not standard code requirements)

- 1.

c. SUGGESTED CONDITIONS: (may or may not be adopted by the Hearing Officer)

- 1.

**INTER-DEPARTMENTAL COMMUNICATION
PROJECT CONDITIONS AND COMMENTS**

Project

Address: 901-915 S. Brand Blvd. (Pacific BMW)

Project

Case No.: PPRP 2004082

If project comments are not received by the due date, it will be assumed that your department has no comments.

NOTE: Your comments should address, within your area of authority, concerns and potentially significant adverse physical changes to the environment regarding the project. You may also identify code requirements specific to the project, above and beyond your normal requirements. Applicant will be informed early in the development process. You may review complete plans, maps and exhibits in our office, MSB Room 103. We appreciate your consideration and look forward to your timely comments. Please do not recommend APPROVAL or DENIAL. For any questions, please contact the Case Planner ASAP, so as not to delay the case processing.

COMMENTS:

- This office **DOES NOT** have any comment.
- This office **HAS** the following comments/conditions. (See attached Dept. Master List)

Date: 10-23-2020

Print Name: Sarkis Hairapetian

Title: Pr. B.C.S. Dept. B&S Tel.: X-3209

Conditions:

- 1. That all necessary permits (i.e., building, fire, engineering, etc.) shall be obtained from the Building and Safety Division and all construction shall be in compliance with the Glendale Building Code and all other applicable regulations.
 - A. Separate application is required for separate detached structures, demolition, retaining walls, fences and swimming pool.
- 2. That the premises shall be made available and accessible to any authorized City personnel (Building, Fire, Police, Neighborhood Services, Planning, etc.), for inspection to ascertain that all conditions of approval of this conditional use permit are complied with.
- 3. That State Accessibility Standards be met for all parking requirements and building entrance accessibility as required by the Building and Safety Division.
- 4. That additional or other building code requirements or specific code requirements (i.e. CA Green Building Code, etc.) will be required upon submittal of plans for building plan check and permit.
 - A. Electric vehicle (EV) charging for new construction. New construction shall comply with Glendale's CALGreen Sections 5.106.5.3 (items #4) to facilitate the future installation and use of electric vehicle (EV) chargers. Electric vehicle supply equipment (EVSE) when installed, shall be in accordance with the California Electrical Code.
- 5. Comply with GBSC 2020, section 117 for "Refuse and Recycling Storage" rooms.
- 6. The proposed improvements shall not increase the amount of storm water runoff to the Neighboring properties. Hydrology and hydraulic calculations shall be submitted to the City for review and approval.
- 7. Any proposed drainage infrastructures shall be constructed per City standards.
- 8. Additional requirements may apply after the initial submittal of the building and grading plans for review/plan checking.

**INTER-DEPARTMENTAL COMMUNICATION
PROJECT CONDITIONS AND COMMENTS**

Project

Address: 901-915 S. Brand Blvd. (Pacific BMW)

Project

Case No.: PPRP 2004082

If project comments are not received by the due date, it will be assumed that your department has no comments.

NOTE: Your comments should address, within your area of authority, concerns and potentially significant adverse physical changes to the environment regarding the project. You may also identify code requirements specific to the project, above and beyond your normal requirements. Applicant will be informed early in the development process. You may review complete plans, maps and exhibits in our office, MSB Room 103. We appreciate your consideration and look forward to your timely comments. Please do not recommend APPROVAL or DENIAL. For any questions, please contact the Case Planner ASAP, so as not to delay the case processing.

COMMENTS:

This office **DOES NOT** have any comment.

This office **HAS** the following comments/conditions. (See attached Dept. Master List)

Date: 10/29/20

Print Name: Foster McLean

Title: Asst Fire Marshal **Dept.** **Fire** **Tel.:** X7706

a. ADDITIONAL COMMENTS:

1. **Fire Department Access.** Two approved fire department access roads will be required for this building. To accommodate this requirement, the access off of W. Acacia Ave will need to be a fire apparatus access lane. All fire lanes shall be posted with approved signage and red-marked curbs in accordance with the CFC and GBSC. All access roads/fire lanes shall have a minimum width of 20 feet and minimum vertical clearance of 13½ feet.
2. **Fire sprinkler system.** A complete automatic fire sprinkler system shall be installed throughout all new structures in accordance with the recommendations of NFPA 13 and the requirements of the Glendale Fire Department. Plans and permit application shall be submitted to the Fire Department within 30 days of issuance of the building permit. Riser and all sprinkler piping shall be concealed; no exposed piping on exterior permitted.
3. **Riser, FDC and FACP locations.** Show location of automatic fire sprinkler riser, Fire Department Connection (FDC – must remain visible from the street) and Fire Alarm Control Panel (FACP) on the architectural and landscaping plans (FDC only). Coordinate locations with Fire Department staff; provide a three (3) foot clear pathway from FDC to sidewalk; pathway shall be clearly marked on the plans.
4. **Fire water line.** Installation of a fire water line is required for installation of new automatic fire sprinkler systems. GWP approval is required prior to submitting plans for Fire Department approval.
5. **Backflow prevention.** Contact GWP Water Engineering regarding the location and model of a backflow prevention device and water meter when installing a fire water line. Coordinate model, location, setback and obscuring of backflow prevention device (may not be visible from the street) with GWP Water Engineering, CDD Zoning and the Fire Department. GWP and CDD Zoning approval is required prior to submitting plans for Fire Department approval.
6. **Water flow.** Show compliance with water flow requirements per the CFC. Provide request and payment for fire flow verification report and flow test. A completed copy of the report must be provided to the Fire Department upon submittal of the first plan check for the fire sprinkler system.
7. **Elevator.** Elevator size shall be capable of accommodating a gurney and meet the requirements per the CBC.
8. **Gurney access.** All areas of the building shall be accessible by an approved gurney access path from all points of Fire Department access, to the satisfaction of the Fire Department.

CITY OF GLENDALE
INTERDEPARTMENTAL COMMUNICATION

DATE: October 12, 2020

TO: Vista Ezzati, Community Development Department

FROM: Gerald Tom, GWP Water Engineering
Daniel Scorza, GWP Electric Engineering

SUBJECT: PPRP 2004082
901-915 S Brand Blvd - (APN: 5641-017-094) Pacific BMW Dealership

Glendale Water & Power (GWP) Engineering has reviewed the plans. Requirements are as follows:

Electric Engineering

Customer Service (818) 548-3921

- Project to contact GWP Customer Service Engineering to determine electric service requirements before starting the permitting process. Final construction plans must incorporate the electric service plan information for GWP Electric Engineering to sign off the building plan application.
- Permanent structures above ground will not be allowed under high voltage power lines, with the exception of fencing (e.g., wood, chain link, or block wall). All fences shall comply with the required overhead line clearances as specified by GWP Customer Service Engineering. In order to build any fencing, contact GWP Customer Service Engineering to obtain a Permit to Occupy (PTO) application and pay applicable fee.
- Project to pay all fees required for obtaining electric service before application(s) for building or electric permit(s) is/are signed by GWP Customer Service Engineering.
- Project to provide electric service - size, single line diagram and electric load calculation per National Electric Code (NEC).
- Permanent subterranean and underground structures below GWP overhead line require a Permit to Encroach (PTE) from GWP. Contact GWP Customer Service Engineering to obtain a PTE application and pay applicable fee. The items listed below shall be provided by the developer when applying for a PTE.
 - PTE Application filled out.
 - Current copy of recorded Grant Deed for each property.
 - Site and survey plans shall be provided by the developer when applying for a PTE. The survey plan shall include all power poles adjacent to the property.
 - This fee shall be paid to GWP Electric Engineering.
- Project to convey an easement to GWP for installation of overhead or underground lines, conduits, poles and any other appurtenances for the distribution of electric power through property as required by GWP. Contact GWP Customer Service Engineering to obtain an application for easement and pay applicable fee. This fee shall be paid to GWP Electric Engineering.

- The location of power poles shall be clearly shown on the proposed plans for approval. Project to maintain a minimum of five (5) feet clearance from face of power pole in all horizontal directions. Clearance shall extend from below ground level and clear to sky. Contact GWP Customer Service Engineering to obtain pole height and line clearance requirements.
- Project is responsible for supporting and maintaining of GWP owned poles, overhead power lines and underground conduits, power lines and any other appurtenances in a safe and as-is condition.
- Project will require an on-site transformer vault facility for the electrical service. GWP will start the new vault design after the project has provided the following:
 - Electrical load calculations.
 - Single line diagram.
 - Electrical room layout.
 - Switchboard elevations.
 - Architectural plans showing the proposed vault and electrical room locations.
 - Elevation plans.
- Additional comment(s) and/or attachment(s).
Project shall be responsible for all cost involved in the relocation of services on adjacent properties due to the relocation of Electric Service Poles and equipment. Project shall obtain all necessary Easement and Permission to Occupy Documentation for GWP at projects' expense. All require relocation of services and installation of substructure shall be done prior to approval of Building and Shoring Permits are Signed and Approved by GWP-Electric. Existing electric Padmount and Switchgear to 901 S Brand is not shown. These items are located in parking area on Garfield.

Fiber Optics (818) 548-3923

- The existing GWP fiber facilities shall be protected in place.
- Additional comment(s) and/or attachment(s).
There are underground fiber lines in the vicinity. GWP Underground facility drawings will be sent to the project management. For more information contact GWP Engineering.

Street Lighting (818) 548-4877

- The existing street light facilities (pull boxes, street light poles, conduits, etc.) shall be protected in place and be accessible to GWP personnel at all times.
- Relocation of any existing underground street light system in conflict with project will be at the project's expense. All connections, splices and wiring of the system shall be done by GWP. The relocation of the street light substructure can be done by the project in accordance with the plans approved by GWP Street Light Engineering. Contact GWP at (818) 548-4877 for more information.
- Any work to be done by Glendale Water & Power, as a result of this project, shall be coordinated with GWP Street Light Engineering department in advance at the project's expense.

Transmission & Distribution (818) 548-3923

- There are existing underground electrical facilities present in vicinity of the project. Contact GWP Electrical Engineering Department to obtain the plans.
- The plans showing the existing electrical underground facilities will be sent to the requester.

- Additional comment(s) and/or attachment(s).
There are GWP substructures located on or near the proposed Parking Structure. Four drawings will be sent to the project management, two in PDF format and two in PNG, showing GWP substructures in the vicinity. Exercise caution to avoid all such substructures. Contact GWP engineering, if you require more information.

Water Engineering

Recycled Water (818) 548-2062

- No conflict.

Backflow Prevention (818) 548-2062

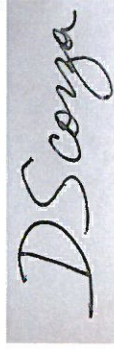
- Backflow prevention (BFP) devices are required for the following water services:
- Potable Water, Commercial
- Potable Water, Irrigation
- Potable Water, Fire
- See BFP requirements below:
- Backflow prevention (BFP) devices are required for each service connection(s) listed above from the City of Glendale, per the GWP Cross-Connection Control Program and Glendale Municipal Code (Chapter 13.32). BFP device locations must be approved by both GWP and Planning Departments prior to installation. All BFP's are required to be installed as close as practical to the point of connection for meter service/water distribution system protection on the domestic, irrigation, and fire services. Installation of the BFP's must meet the 12" MIN – 36" MAX above finished street grade, 24" minimum front clearance, 12" minimum back and side clearance, and in a manner where it is readily accessible for inspection, testing and maintenance. The backflow installation must be inspected prior to burying or covering the pipes to confirm no cross-connection exists. GWP will also need to inspect the installed facilities prior to receiving service to ensure adequate backflow protection. The BFP device must be tested immediately upon installation and annually thereafter by a certified tester licensed by the Los Angeles County Department of Public Health (626) 430-5290 before service can be granted. A list of approved backflow prevention assemblies can be found at www.usc.edu/dept/fccchr/list.html.
- A separate fire line is required for this project. A Double Check Detector Assembly (DCDA) is required to be installed as close as practical to the point of connection and the property line. Customer must submit plans to GWP Cross-Connection Control Program showing the location, size, manufacturer, and model number of the approved DCDA. Please refer to the City of Glendale's Standard Detail Drawing 6561-A for installation requirements. Please contact GWP's Cross-Connection Control Program (818)-937-8948 for approval of BFP installation location, questions and scheduling a final inspection. (PER CA CODE OF REGULATIONS, TITLE 17 & CITY OF GLENDALE ORD NO. 5678)
- A Reduced Pressure Principle (RP) Backflow Prevention Assembly is required to be installed as close as practical to the potable service for multi-family (4 units +), commercial and irrigation use. A RP Backflow Prevention Assembly is required to be installed as close as practical to the recycled water service for dual plumbed, commercial and irrigation use. Customer must submit plans to GWP Cross-Connection Control Program showing the location, size, manufacturer, and model number of the approved RP. Please refer to the City of Glendale's Standard Detail Drawing 6528-A for installation requirements. Please contact GWP's Cross-Connection Control Program (818)-937-8948 for approval of BFP installation location, questions and scheduling a final inspection. (PER CA CODE OF REGULATIONS, TITLE 17 & CITY OF GLENDALE ORD NO. 5678)
- Additional comment(s) and/or attachment(s).

Please insert STD Detail Drawings 6561-A, 6528-A & 6762-A on plans and specify location/manf/model/size of backflow prevention assembly and adhere to clearance requirements. All backflow prevention assemblies are required to be installed at street grade and as close as practical to property line/service connection. SUB-LEVEL INSTALLATIONS ARE NOT ALLOWED.

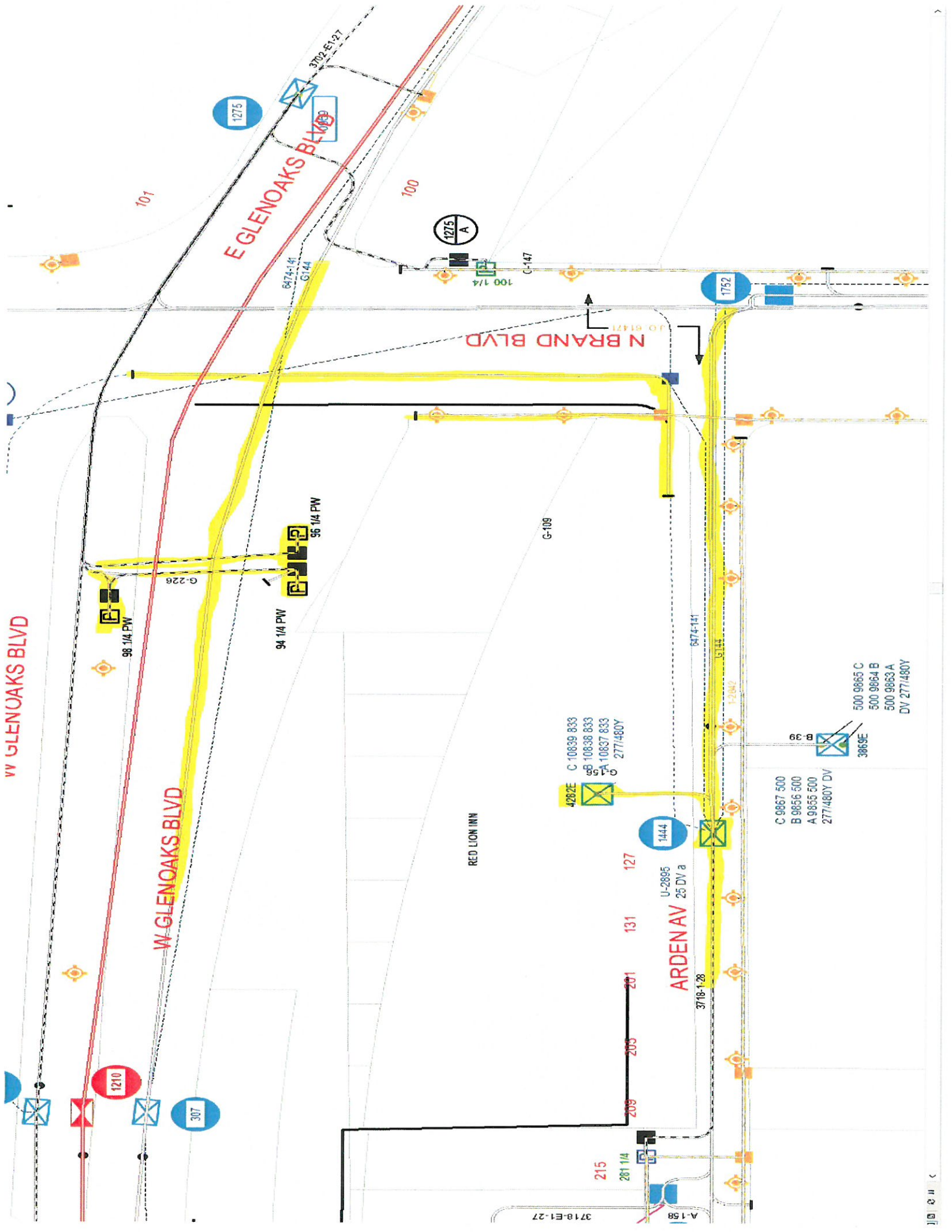
Potable Water (818) 548-2062

- Developer is responsible for the current cost of a water service or fire line installation in accordance with the current water fee schedule.
- A complete set of plumbing plans and fire sprinkler plans shall be submitted to GWP Water Engineering for review and approval prior to request of new domestic water service and new fire line respectively
- Any water service or fire line connection, when no longer needed by the customer, must be permanently abandoned (disconnected at water main and water meter removed) by GWP following payment of the necessary fee.
- Any water service or fire line shall have a separate connection to the potable water main. A single connection that combines domestic and fire protection uses is not allowed.
- Fire Department approval/exemption shall be obtained when determining if existing fire flow is adequate. The applicant shall pay the cost of any necessary fire or domestic water services and recycled water service to the property, as well as offsite water facility improvements necessary to provide fire flow as required by the Glendale Fire Department.
- All water facilities shall be protected in place during construction of the subject project. All water valves, water meter boxes, water vaults and fire hydrants must be relocated and set to finished grade when necessary at project's expense.
- Additional comment(s) and/or attachment(s).
The property has an existing ¾ inch water meter and service.

Daniel Scorza Gerald Tom
Chief Assistant General Manager Senior Civil Engineer




DS/GT:fg/sb



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W GLENOAKS BLVD

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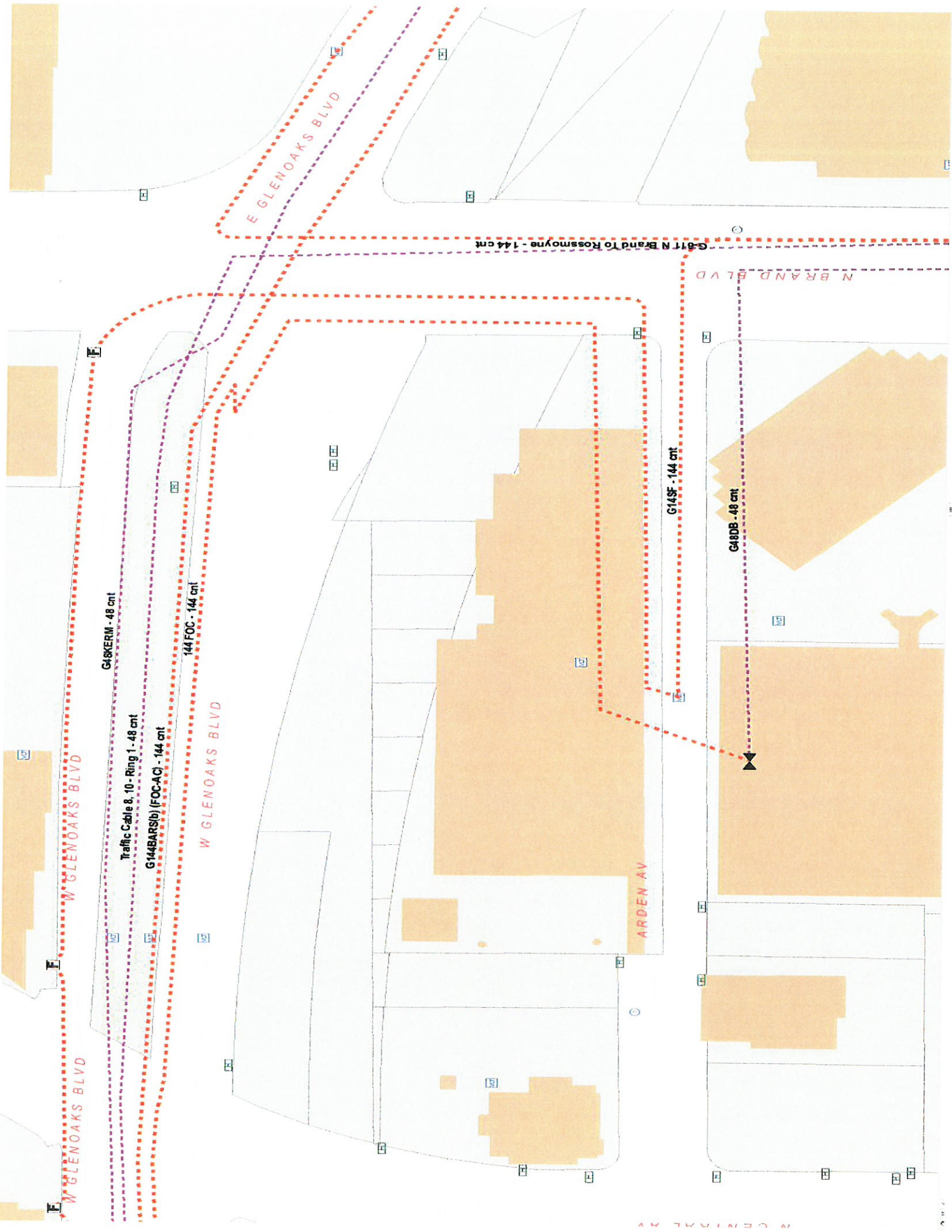
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**A RESOLUTION OF THE PLANNING HEARING OFFICER
OF THE CITY OF GLENDALE, CALIFORNIA,
ADOPTING A CERTAIN MITIGATED NEGATIVE DECLARATION
PREPARED PURSUANT TO THE CALIFORNIA
ENVIRONMENTAL QUALITY ACT**

WHEREAS, the Director of Community Development considered the Initial Study prepared on behalf of Parking Reduction Permit Case No. PPRP 2004082 to allow the development of a new vehicle inventory parking structure for an existing vehicle dealership, located at 901-919 South Brand Boulevard (also includes 112-118 West Garfield Avenue & 119 West Acacia Avenue) and heard by the Planning Hearing Officer at a public hearing on September 8, 2021 a Proposed Mitigated Negative Declaration prepared pursuant to the California Environmental Quality Act; and

WHEREAS, the Proposed Mitigated Negative Declaration was made available for a 20-day public review and comment period (August 3, 2021 to August 23, 2021); and

WHEREAS, a Final Mitigated Negative Declaration has been prepared incorporating any comments received during the review period and any responses to those comments; and

WHEREAS, the Final Mitigated Negative Declaration reflects the independent judgment of the City of Glendale; and

WHEREAS, the Planning Hearing Officer has read and considered the Mitigated Negative Declaration; and

WHEREAS, the Planning Hearing Officer acknowledges the findings of the Director of Community Development with respect to the preparation of the Mitigated Negative Declaration; and

WHEREAS, the Glendale Planning Division has been identified as the custodian of record for the Mitigated Negative Declaration.

NOW, THEREFORE, BE IT RESOLVED that the Planning Hearing Officer of the City of Glendale finds on the basis of the whole record, including the Initial Study and any comments received, that there is no substantial evidence that the project will have a significant effect on the environment, and that the Planning Hearing Officer adopts the Final Mitigated Negative Declaration prepared on behalf of Parking Reduction Permit Case No. PPRP 2004082 and the Mitigation Monitoring and Reporting Program attached as Exhibit A. .

Adopted this 22nd day of December, 2021



Planning Hearing Officer

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

The following mitigation measure shall apply to the proposed Pacific BMW dealership expansion Project located at 901-919 South Brand Boulevard to reduce identified impacts to less than significant levels.

TRIBAL CULTURAL RESOURCES

TCR - 1 In the event that Native American cultural resources are discovered during Project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting the Secretary of Interior standards, retained by the Project applicant, shall assess the find. Work on the portions of the Project's outside buffer may continue during this assessment period. The Fernandeano Tataviam Band of Mission Indians (FTBMI) shall be contacted regarding any pre-contact and/or post-contact finds and be provided information after the archaeologist makes their initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

Monitoring Action: Site inspection
Timing: During all site preparation and construction activities when resources are discovered
Responsibility: Qualified archaeologist retained by the Project applicant

TCR - 2 The Lead Agency and applicant shall, in good faith, consult with the FTBMI on the disposition and treatment of any Tribal Cultural Resource encountered during the Project.

Monitoring Action: Site inspection
Timing: During all site preparation and construction activities
Responsibility: Director of Community Development; Project applicant