



September 18, 2014

Mr. Rodney Khan
1111 North Brand Blvd., Suite 200
Los Angeles, CA 91202

**RE: PARKING EXCEPTION CASE NO. PPEX 1419410
6527 SAN FERNANDO ROAD, GLENDALE, CA 91201
DIRECTOR OF COMMUNITY DEVELOPMENT REVIEW**

Dear Mr. Khan:

Pursuant to Chapter 30.32.020, the Director of Community Development has processed an application for a Parking Exception for the property located at **6527 San Fernando Road**, Glendale, CA 91201. The application is hereby **APPROVED**, based on the following analysis and findings and subject to the following conditions.

PROJECT PROPOSAL

The proposed project involves the demolition of the interior 2½-stories (two stories with mezzanine) of an existing studio warehouse building and the construction of three levels of personal storage units within the building envelope (to be maintained). The parking exception request is to allow the proposed self-storage facility to provide 24 on-site parking spaces, when 92 spaces are required by Code, and to allow two loading spaces, when five loading spaces are required by Code.

SUMMARY AND BACKGROUND

The project is located on an approximately 1.08 acre, mid-block site located on the west side of San Fernando Road between Western and Justin Avenues. The site is zoned IMU (Industrial/Commercial Mixed Use), which allows for a mix of industrial and commercial or just industrial or commercial (stand-alone) land uses. The entire block from Western Avenue to the north-west, San Fernando towards the north-east, Justin Avenue to the south-east and the Southern Pacific Railroad line to the south-west is zoned IMU. Properties on the easterly side of San Fernando Road are zoned SFMU (Commercial/Residential Mixed Use), with R-2250 (Medium Density Residential) zoned properties to the rear. The neighboring area currently includes various low-scale and mid-rise commercial and industrial uses and buildings along San Fernando Road, with high-density multi-family developments to the north-east between San Fernando Road and West Glenoaks Boulevard.

Constructed in 1982, the existing building currently features approximately 54,000 SF (per the LA County Tax Assessors records), within 2½ levels (two stories and a mezzanine). According to 1996 building permit records, there are 19 on-site parking spaces and two loading spaces within the open parking lot adjacent to San Fernando Road, as well as 32 parking spaces within the building on the ground floor. The building has been occupied by a special effects studio and warehouse use (Cinovation Studios, Inc.) since 1996.

PARKING EXCEPTION REQUEST

The applicant is requesting a parking exception is to allow the proposed 91,180 square foot self-storage facility (to be constructed within the existing building envelope) to provide 24 on-site parking spaces, when 92 spaces are required by Code, and to allow two loading spaces, when five loading spaces are required by Code.

GMC Section 30.32.050 requires that all new projects shall provide a minimum of one parking spaces per 1,000 SF of warehouse and wholesaling use (warehousing and wholesaling includes: moving services, storage personal facilities, warehousing and wholesaling as defined in Chapter 30.70 – Definitions). A total of 24 parking spaces are proposed for this project, when 91 spaces are required by Code.

GMC Section 30.32.150.A stipulates that all new industrial, warehousing and wholesaling uses shall provide five loading spaces for buildings greater than 50,000 SF in area, plus one loading space for each additional 50,000 SF. The project proposes a total of two loading spaces, when five are required by Code.

The applicant is requesting a parking exception for the reduced number of parking and loading spaces.

REQUIRED FINDINGS

After considering the evidence presented with respect to this application, the Director of Community Development has determined that Parking Exception Case No. PPEX 1419440, a request to reduce the number of parking and loading spaces (24 parking spaces and two loading spaces, instead of 91 parking spaces and five loading spaces respectively), in conjunction with the development of a new 91,180 SF personal storage use within an existing building at 6527 San Fernando Avenue, meets the findings of Section 30.32.020 as follows:

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

The scope of the project and the existing conditions of the site result in practical difficulties that impair the project's viability if the strict requirement for number of parking spaces and loading spaces were applied.

The 1.08 acre project site is zoned IMU and is located in the former San Fernando Road Redevelopment Project Area. The zoning focuses on commercial and industrial development, and allows for personal storage facilities by right. The subject building has been used as a special effects studio and warehouse for the last 18 years, and is now proposed to be used a storage facility, which is a type of warehouse use.

The proposal is to demolish the existing interior space of the building and construct three levels of personal storage units inside the building envelope. The resulting increase in the number of required parking and loading spaces, however, cannot be accommodated onsite, given the current building footprint and site plan. The existing parking lot presently features 19 parking spaces and two loading spaces. This parking lot is proposed to be reconfigured to provide 24 code-compliant parking spaces, in addition to maintaining the existing two loading spaces and landscape planter adjacent to the public right-of-way. This is an overall increase of five parking spaces over the existing conditions. Finding C elaborates how the 24 parking spaces and two loading spaces sufficiently accommodate the parking and loading demand for

the proposed use. There is no more physical room to provide any additional parking or loading spaces within the 75 foot by approximately 150 foot parking lot fronting San Fernando. In order to provide the parking and loading spaces required by Code, a substantial portion of the existing building would need to be demolished. Furthermore, the adjacent lots are all fully developed, so no additional area is available to be used for off-site parking for the proposed use.

Therefore, the 91 required parking spaces and five required loading spaces cannot reasonably be provided on-site for the proposed redevelopment of the property without affecting the feasibility of the project.

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

This project is consistent with the intent of the goals and objectives of the former San Fernando Road Redevelopment Project area. The area along San Fernando Road is zoned for a mix of commercial and industrial use. Applicable goals for the San Fernando Road Corridor include upgrading and improving existing industrial buildings which help in maintaining the tax base and attracting a variety of business activities. The proposed reuse of the existing building will enhance the economic vitality of the neighborhood and provide for the storage needs for the multi-family residents and business operators in the vicinity. Therefore, the project is complementary to the existing and proposed mix of land uses in the neighborhood.

A stated objective of the San Fernando Road Redevelopment Plan is to ensure adequate onsite parking and loading for all land uses in order to keep traffic, noise and parking impacts from negatively impacting adjacent business and residential neighborhoods. As detailed in Finding C, the 24 parking spaces and two loading spaces proposed onsite can accommodate the parking and loading demand for the proposed development. The self-storage facility will have fewer employees and less parking demand than typical warehouse uses. Personal storage facilities with small self-storage units also have the majority of its clientele using smaller delivery vehicles or personal automobiles, so the need for large commercial freight transportation vehicle loading spaces is not as great as for traditional warehouses. Therefore, approval of the parking exception will not be contrary to this stated objective.

The project is consistent with the elements of the General Plan. The Land Use Element encourages more intensified development of industrial areas and an expanded industrial base by providing areas for compatible industries to relocate in Glendale. Although not a typical warehouse use, the project will result in an industrial use that will provide for the storage needs of surrounding residents and businesses. The Circulation Element classifies San Fernando Road as a Major Arterial that can accommodate the traffic and circulation patterns for this industrial land use. The site is not designated as a future park or open space site in the Open Space and Conservation Element or the Recreation Element. The site is not in an active fault zone as shown in the Safety Element. For all these reasons, the project will be consistent with the various elements and objectives of the Glendale General Plan.

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

The project involves an exceptional condition that does not apply generally to other property in the area: the parking demand for the proposed personal storage use is not as great as that for other warehouse uses. The parking and loading requirements in the Zoning Code for all warehousing uses is one parking space per thousand square feet of gross floor, and five loading spaces are required for buildings over 50,000 square feet plus one additional space for each additional 50,000 square feet of floor area. The subject personal storage facility building will be approximately 91,180 square feet and would require 91 parking spaces along with five loading spaces. The applicant is proposing to provide 24 parking spaces and two loading spaces.

Although the parking requirement for standard warehouse/wholesaling operations is the same as for personal storage facilities, the actual parking demand for personal storage facilities is less than for standard warehouse/wholesaling operations. First, the personal storage facility employs one or two people compared to warehouse/wholesaling operations such that employee parking demand is less. Further, a Parking and Traffic Access Study that was submitted by STE Traffic Engineers for the recently approved Public Storage facility at 5500 San Fernando Road substantiates that the number of parking and loading spaces required by Code for warehouse uses is much greater than actually needed by such personal storage facilities. That study concluded that a proposed facility with 1,436 storage units (ranging from 25 to 300 square feet) would require 12 spaces during peak hours of operation. Based on the submitted study and having determined that sufficient parking would be provided to serve the use intended, City Council approved a parking reduction for 35 parking total spaces for 174,266 SF mini-storage facility. This approval essentially computes at one parking space for every 4,980 (approx.) SF of personal storage building area. The current project with 91,180 SF of area and 24 parking spaces is parked at one parking space for every 3,800 (approx.) SF; this is a difference of 1,120 SF per parking space less than what was approved by City Council for the same type of use.

Similarly, the actual demand loading spaces for personal storage facilities is less than for standard warehouse/wholesaling operations. The intended use and development - a personal storage facility with relatively small units - is not the typical warehousing/wholesaling function permitted in this zone. Large commercial or institutional users require more loading facilities than a self-storage business, and a "one-size fits all" loading space requirement is not suited to the "mini-storage" aspect of this use. The storage unit size at this facility range from 25 to 265 square feet and are typically rented by residential users who will most likely use personal vehicles, truck or rental vans (passenger vans and U-Haul trucks). The same Parking and Traffic Access study completed for the Public Storage project at 5500 San Fernando Road (as described in the above paragraph) concluded that the demand for loading spaces for personal storage projects not as great as for standard warehouse uses; City Council ultimately approved a standards variance for three loading spaces for the 174,266 SF Public Storage project, while Code required seven parking spaces (one loading space for every 58,000 SF). The current project proposes two loading spaces for the 91,180 SF private storage facility (one loading space for every 45,590 SF).

Based on the previously analyzed parking and loading study for the recently approved Public Storage project at 5500 San Fernando Road, as well as the operational and staffing differences between typical warehouses and personal storage facilities, it appears that there are exceptional circumstances that warrant approval of the requested parking exception for the number of parking and loading spaces for the self-storage project.

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

The granting of the parking exception for a reduced number of parking and loading spaces for this project will not be detrimental to the public welfare or other developments in the surrounding neighborhood. The project consists of reusing an existing building envelope while providing 24 parking spaces and two loading spaces onsite for the proposed 91,180 SF self-storage facility. As noted in Finding C, the proposal to provide 24 parking spaces instead of the Code required 91 parking spaces meets the intent of the parking standard to provide for adequate onsite parking, because it has been shown that the demand for parking can adequately be met with 24 parking spaces. The provision of two loading spaces, rather than the five required loading spaces, is also not anticipated to be detrimental to the public welfare or surrounding neighborhood.

Lastly, pursuant to GMC Section 30.32.020, approval of the parking exception 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 use, and any potential future uses would need to obtain a new parking exception, if required.

Therefore, Parking Exception PPPEX 1419410 is hereby **APPROVED**, subject to the following conditions:

CONDITIONS OF APPROVAL

1. That the proposed establishment shall be in substantial accord with the plans submitted with the application and presented at the hearing except for any modifications as may be required to meet specific Code standards or other conditions stipulated herein as authorized by the Director of Community Development. Nothing in this approval letter shall authorize the proposed project to deviate from any other zoning code requirements that are not specifically advertised in this application.
2. That all necessary permits shall be obtained from the Building and Safety Section and all construction shall be in compliance with the Glendale Building Code and all other applicable regulations.
3. That the Parking Exception is valid only insofar as the specific use for which it was granted. The permit runs with the personal storage facility use as long as there is no intensification of the use or that other uses proposed will not require more parking as provided herein as determined by the Director of Community Development.
4. That any other changes on this project shall be subject to review and approval of the Director of Community Development.

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

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

Under the provisions of the Glendale Municipal Code, Title 30, Chapter 30.62, any person affected by the above decision has the right to appeal said decision to the Planning Commission if it is believed that the decision is in error or that procedural errors have occurred, or if there is substantial new evidence which could not have been reasonably presented.

It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms within fifteen (15) days following the actual date of the decision. Information regarding appeals and appeal forms will be provided by the Building and Safety Division upon request and must be filed with the prescribed fee prior to expiration of the 15-day period, on or before **October 3, 2014**, in the Building & Safety Division, 633 East Broadway, Room 101.

TRANSFERABILITY

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

VIOLATIONS OF THESE CONDITIONS

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

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

REVOCAION, CONTINUING JURISDICTION

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

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

GMC Chapter 30.41 provides for:

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

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

NOTICE – subsequent contacts with this office

The applicant is further advised that all subsequent contact with this office regarding this determination must be with the case planner, Vilia Zemaitaitis, who acted on this case. She may be reached at 818-937-8154 or vzemaitaitis@glendaleca.gov. This would include clarification and verification of condition compliance and plans or building permit applications, etc., and shall be accomplished **by appointment only**, in order to assure that you receive service with a minimum amount of waiting. You should advise any consultant representing you of this requirement as well.

Sincerely,



HASSAN HAGHANI
Director of Community Development

HH:vz

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