



CITY OF GLENDALE, CALIFORNIA

Community Development
Planning

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January 5, 2023

Charles Brown
19191 South Vermont Avenue, Suite 680
Torrance, CA 90502

**RE: 127 CONCORD STREET
PARKING REDUCTION PERMIT NO. PPRP2207900**

Dear Applicant:

On December 7, 2022, 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 development of a new five-story plus two basement storage levels, 112,216 square-foot mini personal storage facility. The storage building will feature approximately 985 storage units ranging in size from 25 to 300 square feet and an office on the ground floor, in the "IMU" – Industrial/Commercial Mixed Use Zone, located at **127 Concord Street**, described as Lots 14 and 15, and Portions of Lots 7 and 9, Tract No. 4531 (APN: 5638-007-028, 5638-007-032 & 036).

The applicant is requesting a parking reduction permit to provide seven parking spaces on-site and nine-spaces across the alley, including one handicapped parking space, where 112 parking spaces and seven loading spaces are required in the City of Glendale, County of Los Angeles.

CODE REQUIRES

- (1) Personal storage facility is classified as a warehouse/wholesaling use. The parking requirement for warehousing uses is one space per thousand square feet of gross floor area. Additionally, five loading spaces are required for industrial buildings over 50,000 square feet, plus one additional space for each additional 50,000 square feet of floor area. The new personal storage facility building will be 112,216 SF and would require 112 parking spaces and seven loading spaces.

APPLICANT'S PROPOSAL

- (1) The proposal includes seven parking spaces on-site and nine-spaces across the alley, including one handicapped parking space for the new personal storage facility. The proposal does not include any code-compliant loading spaces. However, three of the seven proposed on-site parking stalls are larger than a standard parking stall with dimensions of 12'-0" wide and 30'-0" long (standard loading spaces are 15'-0" wide by 25'-0" long).

ENVIRONMENTAL DETERMINATION

The Project is exempt from CEQA review as a Class 32 "Infill Development" exemption pursuant to Section 15332 of the State CEQA Guidelines; the Project meets all the conditions for an in-fill development project.

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 parking requirement in the Zoning Code for all warehousing uses is one space per thousand square feet of gross floor area. 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 112,216 square feet and would require 112 parking spaces along with seven loading spaces. The applicant is proposing to provide a total of 16 parking spaces (seven parking spaces on-site and nine-spaces across the alley), including one handicapped parking space for the proposed personal storage facility. The applicant is not proposing any code-compliant loading spaces, however, three of the seven proposed parking stalls on-site are larger than a standard parking stall with dimensions of 12'-0" wide and 30'-0" long (standard loading spaces are 15'-0" wide by 25'-0" long). While these larger stalls do not meet the Zoning Code requirement for a loading zone, they are large enough to provide adequate loading and unloading for customers. The project is a personal storage facility, and is not the typical warehouse use permitted in the IMU zone. The development features approximately 985 storage units ranging in size from 25 to 300 square feet (average unit size is approximately 90 SF). Full-sized moving trucks are seldom used for personal storage facilities with smaller unit sizes such as the subject proposal. Most customers at self-storage facilities use smaller delivery vehicles (i.e. small pick-up trucks, passenger vans and smaller trucks) to transport materials to and from their storage unit; smaller delivery vehicles will be able to use regular parking stalls in most situations. Additionally, the three larger parking stalls proposed could accommodate larger delivery vehicles when necessary, and should be ample for this facility.

Although the parking requirement for personal storage facilities is the same as for standard warehouse/wholesaling operations, the actual parking demand for personal storage facilities is less than for standard warehouse/wholesaling operations. The applicant intends to attract customers with average stays of six months whose frequency of visits during this timeframe will be limited, creating little traffic and demand for parking. The applicant has indicated that the project would generate approximately two employees. As such, in comparison to typical warehouse and wholesaling operations, the employee parking demand is less. Further, the applicant submitted a parking study that analyzed the proposed use. The Institute of Traffic Engineers (ITE) has developed a parking ratio for mini-storage facilities which would require 11 parking spaces on weekdays and 10 parking spaces on weekends for the size of the facility proposed. The ITE parking ratio for the proposed use is 0.10 vehicles per 1,000 square feet of floor area for weekday conditions, and 0.09 vehicles per 1,000 square feet of floor area for weekend conditions. The project will provide 16 parking stalls including one handicap stall, five spaces more during the week and six more spaces on the weekend compared to the ITE parking ratios. According to the parking study for this project, the ITE parking demand is more representative of the proposed use as a personal storage facility than the warehouse or wholesaling category. In addition, research of nearby jurisdictions with parking regulations for personal storage facilities indicates that use of the ITE parking ratio results in a similar number of parking spaces. The study concluded that the proposed facility with approximately 985 storage units would require between 10 and 11 spaces. The applicant proposes providing 16 spaces, which exceeds the actual demand for the site based on the parking study. Accordingly, the parking need for this land use is not as great as for standard warehousing uses permitted in this zone, because the use requires far fewer employees, and based on the parking study, the actual parking demand for this use is significantly less than what the Code requires.

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

The intent of the Code is that adequate off-street parking and loading spaces be provided so as not to impact the surrounding area. The proposal to provide 16 parking spaces instead of the Code-required 112 parking spaces meets the intent of this standard because the demand for parking can adequately be met with 16 spaces. Additionally, a personal storage facility with relatively small units (25 to 300 square feet / average unit size is approximately 90 square feet) is not the typical warehouse function and does not have the same demand for numerous loading spaces for big trailer trucks. Full-sized moving trucks are seldom used for personal storage facilities with smaller unit sizes such as the subject proposal. Most customers at self-storage facilities park for short periods of time and use their personal vehicles (i.e. passenger vans, and small trucks) to transport goods

to and from their storage units. While the three larger stalls proposed (12'-0" by 30') do not meet the Zoning Code requirement for a loading zone (15'-0" by 25'-0"), they are large enough to provide adequate loading and unloading for customers.

The applicant submitted a parking study that analyzed the parking demand for the proposed use as a personal storage facility. The study utilized parking demand guidelines and data specifically developed for personal storage facility uses from ITE and nine other jurisdictions, and analyzed existing similar developments. The study concluded that the expected peak parking demand for the proposed project is estimated to be significantly less than the City's Zoning Code requirement, and that the proposed 16 spaces, including the three enlarged spaces for loading would be sufficient to accommodate the peak parking demand and loading of the 112,216 SF personal storage use.

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

As stated in finding number 2 above, the proposed 16 parking spaces would be sufficient for the project given that the actual demand will be between 10 and 11 spaces based on the parking study. Additionally, the three oversized parking spaces are sufficient for loading and unloading purposes for the proposed use as a personal storage facility.

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, but with this specific use. Accordingly, the parking provided will be sufficient for the proposed use as a personal storage facility, and 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.
3. That Design Review approval shall be obtained prior to the issuance of a building permit.
4. 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.
5. That landscaped areas shall be maintained in good condition with live plants and free of weeds and trash.
6. That the premises shall be maintained in a clean and orderly condition, free of weeds, trash and graffiti.
7. That no outside storage shall be allowed on the site.
8. That the parking areas shall be kept adequately illuminated for security purposes during all hours of darkness. Lighting fixtures shall be installed and maintained in the parking areas in those areas where street lights do not effectively illuminate the premises.
9. 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.
10. That an Acceptance Affidavit accepting the permit and all its conditions shall be signed, notarized and recorded at the Los Angeles County Recorder, and submitted to the Planning staff prior to issuance of a Business Registration Certificate.
11. That all signs displayed shall confirm to the requirements of the Glendale Municipal Code.
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 the proposed nine off-site parking spaces shall provide parking for the personal storage use valid so long as the specific land use remains the same as at the time of permit issuance.

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 20, 2023**. 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, Milca Toledo, at 818-937-8181.

APPEAL FORM is also available on-line:

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

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.

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.

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

Sincerely,
Bradley Calvert
Director of Community Development



Roger Kiesel
Senior Planner

RK:MT: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/ A.Limayo); Neighborhood Services Division (R.Mardians/J.Sada); Integrated Waste Management Admin. (D. Hartwell); Maintenance Services Section Admin. (D. Hardgrove); Street and Field Services Admin.; Engineering and Environmental Management (C.Chew/R. Villaluna); D.Anizabal –consultant and project mgr.; M.Diacos-applicant; Y.Mohammed –architect; A.Maniscalchi; and case planner Milca Toledo.