



PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

STAFF REPORT

DATE: May 16, 2018

TO: Hearing Officer

SUBJECT: Minor Conditional Use Permit #6639

LOCATION: 100 W. Walnut Street

APPLICANT: LPC West, LLC

ZONING DESIGNATION: PD-34 (100 West Walnut)

GENERAL PLAN DESIGNATION: Medium Mixed Use

CASE PLANNER: Jason Van Patten

STAFF RECOMMENDATION: Adopt the Environmental Determination and the Specific Findings in Attachment A and **approve** Minor Conditional Use Permit #6639 with the conditions in Attachment B.

- PROJECT PROPOSAL:**
- 1) Minor Conditional Use Permit: To allow tandem parking for the nonresidential uses proposed as part of a previously approved mixed-use development, located on property commonly referred to as the "Parsons" site;
 - 2) Minor Conditional Use Permit: To allow triple-stack parking for the nonresidential uses proposed as part of a previously approved mixed-use development; and
 - 3) Minor Conditional Use Permit: To allow valet parking (attendant parking) for the nonresidential uses proposed as part of a previously approved mixed-use development.

ENVIRONMENTAL DETERMINATION: The City Council certified a Final Environmental Impact Report (State Clearinghouse No. 2013071018) on April 27, 2015, in conjunction with an application for a Planned Development, Zone Change and Development Agreement for the subject site. The environmental analysis evaluated the environmental impacts of all of the various approvals, permits and actions required to approve and implement the proposed project, inclusive of any additional actions or approvals

that may be required to implement the proposed project (e.g. MCUP for tandem, triple-stack, and valet parking). Furthermore, it has been determined that there are no changed circumstances or new information as part of the proposed Minor Conditional Use Permit application that necessitate further environmental review.

BACKGROUND:

Site characteristics: The subject property is bounded by Walnut Street to the North, Fair Oaks Avenue to the east, Holly Street to the south, and Pasadena Avenue to the west. The approximate 15.4 acre parcel (north development area) represents a portion of a 22.6 acre area that is commonly referred to as the “Parsons” site. The remaining acreage, approximately 7.2 acres, represents the south development area. The north development area is currently improved with a 12-story office building, three, multi-story wings, and a surface parking lot. The topography is relatively flat with a slight descent from Walnut Street on the north to Holly Street on the south. The 210 freeway is located approximately 275 feet northwest of the subject property with the 710 freeway approximately 250 feet to the west.

Adjacent Uses: North – Office / Mixed-Use / Hotel
South – Office / Parking Facility
East – Service Station / Hotel
West – 710 Freeway

Adjacent Zoning: North – CD-1 (Central District Specific Plan, Old Pasadena subdistrict)
South – PD-34 (100 West Walnut Planned Development)
East – CD-1 (Central District Specific Plan, Old Pasadena subdistrict)
West – PS (Public and Semi-Public)

Previous Zoning Cases: Tentative Parcel Map: To subdivide an approximate 15.4 acre parcel (Parcel 1 of Parcel Map No. 4591) into two separate lots. Approved April 18, 2018.

Planned Development: To create a new Planned Development including a PD Plan (PD 34 – 100 W. Walnut Planned Development) for a mixed-use project. Included a zone change to change the zoning designation of the project site from CD-1 (Central District Specific Plan, Old Pasadena) to Planned Development (PD), and a Development Agreement between the City of Pasadena and PPF OFF 100 West Walnut, LP for PD 34 – 100 W. Walnut Planned Development. Adopted April 27, 2015.

PROJECT DESCRIPTION:

The applicant, LPC West, LLC, has submitted Minor Conditional Use Permit applications to allow tandem, triple-stack, and valet parking (attendant parking) for the nonresidential uses (office, retail, restaurant) proposed as part of a previously approved mixed-use development. The proposal includes 192 spaces arranged in tandem configurations (two spaces lined up behind each other), and 255 spaces arranged in triple stack configurations (three spaces lined up behind each other). The tandem and triple stack configurations are spread across three levels of subterranean parking proposed as part of the approved mixed-use development.

BACKGROUND:

On April 27, 2015, the City Council adopted a Planned Development that included a PD plan, Ordinance No. 7260 amending the zoning map and zoning code, and Ordinance No. 7261 approving a development agreement in association with a mixed-use project proposed on property commonly referred to as the "Parsons" site.

The proposed project included the conversion of the existing 22.67-acre site from an office complex to a mixed-use office campus and residential community with improvements limited to the North Development Area (north of Holly Street). The proposal consisted of the following: 1) approximately 612,500 square feet of office uses, of which up to 22,500 square feet could be used for ancillary retail uses; 2) approximately 15,000 square feet of retail uses; 3) approximately 2,500 square feet of restaurant uses; and 4) 475 residential units. No modifications were proposed to the existing 12-story Parsons Corporation office building or the existing improvements located south of Holly Street (South Development Area). Parking for the project was proposed in a three-level subterranean parking structure.

On April 18, 2018, the Hearing Officer approved a Tentative Parcel Map to subdivide an approximate 15.4 acre parcel (North Development Area; Parcel 1 of Parcel Map No. 4591) into two separate lots. Lot 1 would consist of approximately 5.6 acres (247,717 square feet). Lot 2 would consist of approximately 9.7 acres (424,779 square feet). No demolition of existing structures or new construction was proposed as part of this application. Further, the application did not address the design or construction of any structures or improvements proposed, planned, or previously approved for the project site.

ANALYSIS:

The subject property represents a portion (15.4 of 22.6 acres) of the PD-34 zoning district. PD-34 was previously established for the purpose of converting the Parsons site (bounded by Walnut Street to the north, Fair Oaks Avenue to the east, Union Street to the south, and Pasadena Avenue to the west) into a mixed-use office campus and residential community. Standards for parking are subject to Zoning Code Chapter 17.46 (Parking and Loading). Zoning Code Section 17.46.080 (Tandem Parking) provides limitations on the number of spaces arranged in a tandem and triple stack configuration. These limits are based on a percentage of the total off-street parking spaces provided by the project. The mixed-use project proposed 1,111 total off-street parking spaces spread across three levels of subterranean parking.

Minor Conditional Use Permit: Tandem Parking

Pursuant to Zoning Code Section 17.46.080.A.3.a (Tandem Parking – Where allowed – Other nonresidential uses – Tandem parking), up to 75 percent of the total off-street parking spaces may be arranged in a tandem configuration with the approval of a Minor Conditional Use Permit.

Tandem parking is a configuration where two spaces are lined up behind each other. The Zoning Code also requires a full-time parking attendant to be on duty at all times while the parking facility is available for use. The Hearing Officer may approve a Minor Conditional Use Permit only after making six findings identified in the Zoning Code. The general purpose is to evaluate compliance with the Zoning Code and General Plan, whether the use would be detrimental or injurious to the neighborhood, and compatibility of the operation with existing and future uses.

Of the 1,111 total off-street spaces, the applicant proposes to arrange 192 in a tandem configuration for nonresidential uses. This equates to approximately 17 percent of the total off-street parking provided, which is below the 75 percent maximum standard.

In reviewing the tandem configuration, staff anticipates that the arrangement would not impact those working or residing on the property, or the surrounding properties. All parking spaces are required to comply with applicable provisions of the Zoning Code. This includes, but is not limited to, standards for parking space dimensions, aisle widths, vertical clearances, access, and the requirement for a full-time attendant to be on duty at all times while the parking facility is available for use. The provision of tandem parking provides a simplified parking experience, freeing up space for a higher density, mixed-use environment. It may also allow for a greater parking capacity across subterranean levels resulting in less excavation for the build out, and greater efficiency when in use. In addition, the nonresidential component of the approved mixed-use development is intended to predominantly consist of office uses over the long term. Office uses typically generate fewer trips relative to other uses when spread across the day. Peak periods are traditionally limited to the morning and evening (beginning and end of a work day). As a result, a high turnover of parking is not anticipated, suggesting that tandem parking, which involves the shuffling of vehicles, would be compatible with the proposed and future uses of the site. A recommended condition of approval is included requiring that the parking attendant be located on-site in a position to service the tandem spaces. To further avoid any internal vehicular circulation conflict, a condition of approval also recommends that the tandem parking spaces be limited to employee parking only.

Minor Conditional Use Permit: Triple Stack Parking

Pursuant to Zoning Code Section 17.46.080 (Tandem Parking), up to 50 percent of the total off-street parking spaces may be arranged in a triple stack configuration with the approval of a Minor Conditional Use Permit. Triple stack parking is a configuration where three spaces are lined up behind each other. The Zoning Code also requires a full-time parking attendant to be on duty at all times while the parking facility is available for use. The Hearing Officer may approve a Minor Conditional Use Permit only after making six findings identified in the Zoning Code.

Of the 1,111 total spaces, the applicant proposes to arrange 255 in a triple stack configuration for nonresidential uses. This equates to approximately 23 percent of the total off-street parking provided, which is below the 50 percent maximum standard.

The triple stack parking configurations will function similar to the tandem configurations in that the same full-time parking attendant would be on duty at all times while the parking facility is available for use. Further, the triple stack configurations are required to comply with applicable provisions of the Zoning Code. This includes, but is not limited to, standards for parking space dimensions, aisle widths, vertical clearances, and access. Triple stack parking is a tool similar to tandem parking that may reduce the amount of land devoted to parking by providing for a more efficient use of space. This tool allows the mixed-used development to concentrate parking across three subterranean levels, creating for a denser, transit- and pedestrian-oriented project. Like tandem parking, it is anticipated that a majority of these spaces will be for employees of office uses, for

the long term. As a result, a high turnover of parking is not anticipated, suggesting that triple stack parking, which involves the shuffling of vehicles, would be compatible with the proposed and future uses of the site.

Minor Conditional Use Permit: Valet Parking

Pursuant to Zoning Code Section 17.46.020.M (Basic Requirements for Off-Street Parking and Loading – Valet parking), valet parking (attendant parking) is subject to the approval of a Minor Conditional Use Permit (MCUP). Valet parking is defined as a parking facility where a lot attendant parks vehicles for drivers. The Hearing Officer may approve a Minor Conditional Use Permit only after making six findings identified in the Zoning Code.

The parking attendant will be on-site at all times while the parking structure is in use for the purpose of parking vehicles for drivers. The attendant will park all vehicles within the three level subterranean parking structure located on property within the PD-34 zoning district. Development within PD-34 is subject to compliance with Pasadena Municipal Code Chapter 17.30 (Central District Specific Plan), the Central District Specific Plan Design Guidelines, and the Citywide Design Guidelines as of April 27, 2015. The primary purpose of the CD zoning district is to implement the objectives and policies of the Central District Specific Plan by providing for a diverse mix of land uses designed to create the primary business, financial, retailing, and government center of the City. It emphasizes the concept of a higher density, mixed-use environment that will support transit- and pedestrian-oriented mobility strategies. The conversion of the subject property from an office complex with surface parking to a mixed-use development with subterranean parking supports this purpose. The provision of valet parking within the subterranean parking structure provides a simplified parking experience, may allow for greater parking capacity across subterranean levels, and greater safety because of the familiarity of the attendant with the structure.

GENERAL PLAN CONSISTENCY:

The project site is designated Medium Mixed Use (0.0-2.25 FAR, 0-87 dwelling units per acre) in the General Plan Land Use Element and is subject to the Central District Specific Plan. The purpose of the Central District Specific Plan is to provide for a diverse mix of land uses designed to create the primary business, financial, retailing, and government center of the City. Tandem, triple stack, and valet parking are consistent with Policy 19.3 (Parking Management) of the General Plan Land Use Element. Policy 19.3 (Parking Management) calls for the management of parking to reduce the amount of land devoted to frequently vacant parking lots through parking management tools. Tandem, triple stack, and valet parking are tools that reduce the amount of land devoted to parking by providing for a more efficient use of space. This tool will allow the mixed-used development to concentrate parking across three subterranean levels, creating for a denser, transit- and pedestrian-oriented project.

ENVIRONMENTAL REVIEW:

The City Council certified a Final Environmental Impact Report (State Clearinghouse No. 2013071018) on April 27, 2015, in conjunction with an application for a Planned Development, Zone Change and Development Agreement for the subject site. The environmental analysis evaluated the environmental impacts of all of the various approvals, permits and actions required to approve and implement the proposed project, inclusive of any additional actions or approvals that may be required to implement the proposed project (i.e. MCUP for tandem, triple-stack, and valet parking). Furthermore, it has been determined that there are no changed circumstances or

new information as part of the proposed Minor Conditional Use Permit application that necessitate further environmental review.

REVIEW BY OTHER DEPARTMENTS:

The City's Department of Transportation, Public Works Department, Fire Department, Design and Historic Preservation Section, and Building and Safety Section reviewed the proposal. The Department of Transportation provided comment and recommended a condition of approval that have been included in Attachment B of this staff report. No other comments or concerns were provided.

CONCLUSION:

Approval of the Minor Conditional Use Permits would allow for tandem, triple stack, and valet parking within a three-level subterranean structure. The proposal is consistent with the General Plan Land Use Element, and complies with applicable development standards of the Zoning Code. A full-time parking attendant would be on duty at all times while the structure is in use. All parking space configurations would comply with standards for parking space dimensions, aisle widths, vertical clearances, and access. Therefore, staff recommends approval of the application based on the findings in Attachment A and the conditions in Attachment B.

Attachments:

Attachment A: Findings

Attachment B: Conditions of Approval

ATTACHMENT A
SPECIFIC FINDINGS FOR MINOR CONDITIONAL USE PERMIT #6639

Minor Conditional Use Permit – Tandem Parking

1. *The proposed use is allowed with a Conditional Use Permit within the applicable zoning district and complies with all applicable provisions of this Zoning Code. Zoning Code Section 17.46.080 (Tandem Parking) allows up to 75 percent of the total off-street parking spaces to be arranged in a tandem configuration with the approval of a Minor Conditional Use Permit. Of the 1,111 off-street parking spaces proposed, 192 are arranged in a tandem configuration, which equates to approximately 17 percent of the total. In addition, all parking spaces will be designed to comply with applicable provisions of the Zoning Code. This includes, but is not limited to, standards for parking space dimensions, aisle widths, vertical clearances, access, and the requirement for a full-time attendant to be on duty at all times while the parking facility is available for use.*
2. *The location of the proposed use complies with the special purposes of this Zoning Code and the purposes of the applicable zoning district. All parking spaces arranged in tandem configurations will be located within a three level subterranean structure located on property within the PD-34 zoning district. The PD is subject to compliance with Pasadena Municipal Code Chapter 17.30 (Central District Specific Plan), the Central District Specific Plan Design Guidelines, and the Citywide Design Guidelines as of April 27, 2015. The primary purpose of the CD zoning district is to implement the objectives and policies of the Central District Specific Plan by providing for a diverse mix of land uses designed to create the primary business, financial, retailing, and government center of the City. It emphasizes the concept of a higher density, mixed-use environment that will support transit- and pedestrian-oriented mobility strategies. The conversion of the subject property from an office complex with surface parking to a mixed-use development with subterranean parking supports this purpose. The provision of tandem parking provides a simplified parking experience, freeing up space for a higher density, mixed-use environment. It may also allow for a greater parking capacity across subterranean levels resulting in less excavation for the build out, and greater efficiency when in use*
3. *The proposed use is in conformance with the goals, policies, and objectives of the General Plan and the purpose and intent of any applicable specific plan. The project site is designated Medium Mixed Use in the General Plan Land Use Element and is subject to the Central District Specific Plan. The purpose of the Central District Specific Plan is to provide for a diverse mix of land uses designed to create the primary business, financial, retailing, and government center of the City. Tandem parking is consistent with Policy 19.3 (Parking Management) of the General Plan Land Use Element. Policy 19.3 (Parking Management) calls for the management of parking to reduce the amount of land devoted to frequently vacant parking lots through parking management tools. Tandem parking is a tool that reduces the amount of land devoted to parking by providing for a more efficient use of space. This tool will allow the mixed-used development to concentrate parking across three subterranean levels, creating for a denser, transit- and pedestrian-oriented project.*
4. *The establishment, maintenance, or operation of the use would not, under the circumstances of the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the neighborhood of the proposed use. All parking spaces for the mixed-use project including the proposed tandem configurations will be located within a three level subterranean parking structure. All spaces will be designed to comply with minimum standards for dimensions, aisle widths, vertical clearances, and access, which should prevent any*

detrimental impact. In addition, a parking attendant will be on-site at all times while the parking structure is in use for the purpose of parking vehicles for drivers. This will minimize any detriment to the safety or general welfare of persons using the structure, residing or working the neighborhood.

5. *The use, as described and conditionally approved, would not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.* The provision of tandem parking will not be detrimental or injurious to property and improvements in the neighborhood or the general welfare of the City. All tandem parking will be located within a three level subterranean parking structure. All vehicles using the tandem parking spaces will be aided by a full-time parking attendant for the purpose of minimizing any detriment or injury because of the familiarity of the attendant with the structure.
6. *The design, location, operating characteristics, and size of the proposed use would be compatible with the existing and future land uses in the vicinity, in terms of aesthetic values, character, scale, and view protection.* All tandem parking will be designed to comply with applicable requirements of the Zoning Code, including standards for parking space dimensions, aisle widths, vertical clearances, access, and the requirement for a full-time attendant to be on duty at all times while the parking facility is available for use. A change in use does not affect these standards and changes to these provisions are not anticipated. Further, the nonresidential component of the approved mixed-use development is intended to predominantly consist of office uses for the long term. Office uses generate fewer trips relative to other uses when spread across the day because peak periods are generally limited to mornings and evenings. As a result, a high turnover of parking is not anticipated, suggesting that tandem parking will be compatible with the proposed and future uses of the site.

Minor Conditional Use Permit – Triple Stack Parking

1. *The proposed use is allowed with a Conditional Use Permit within the applicable zoning district and complies with all applicable provisions of this Zoning Code.* Zoning Code Section 17.46.080 (Tandem Parking) allows up to 50 percent of the total off-street parking spaces to be arranged in a triple stack configuration with the approval of a Minor Conditional Use Permit. Of the 1,111 off-street parking spaces proposed, 255 are arranged in a triple stack configuration, which equates to 23 percent of the total. In addition, all parking stalls will be designed to comply with applicable provisions of the Zoning Code. This includes, but is not limited to, standards for parking space dimensions, aisle widths, vertical clearances, access, and the requirement for a full-time attendant to be on duty at all times while the parking facility is available for use.
2. *The location of the proposed use complies with the special purposes of this Zoning Code and the purposes of the applicable zoning district.* All parking spaces arranged in triple stack configurations will be located within a three level subterranean structure located on property within the PD-34 zoning district. The PD is subject to compliance with Pasadena Municipal Code Chapter 17.30 (Central District Specific Plan), the Central District Specific Plan Design Guidelines, and the Citywide Design Guidelines as of April 27, 2015. The primary purpose of the CD zoning district is to implement the objectives and policies of the Central District Specific Plan by providing for a diverse mix of land uses designed to create the primary business, financial, retailing, and government center of the City. It emphasizes the concept of a higher density, mixed-use environment that will support transit- and pedestrian-oriented mobility strategies. The conversion of the subject property from an office complex with surface parking to a mixed-use development with subterranean parking supports this purpose. The provision of triple stack parking provides a simplified parking experience,

freeing up space for a higher density, mixed-use environment. It may also allow for a greater parking capacity across subterranean levels resulting in less excavation for the build out, and greater efficiency when in use

3. *The proposed use is in conformance with the goals, policies, and objectives of the General Plan and the purpose and intent of any applicable specific plan.* The project site is designated Medium Mixed Use in the General Plan Land Use Element and is subject to the Central District Specific Plan. The purpose of the Central District Specific Plan is to provide for a diverse mix of land uses designed to create the primary business, financial, retailing, and government center of the City. Triple stack parking is consistent with Policy 19.3 (Parking Management) of the General Plan Land Use Element. Policy 19.3 (Parking Management) calls for the management of parking to reduce the amount of land devoted to frequently vacant parking lots through parking management tools. Triple stack parking is a tool that reduces the amount of land devoted to parking by providing for a more efficient use of space. This tool will allow the mixed-used development to concentrate parking across three subterranean levels, creating for a denser, transit- and pedestrian-oriented project.
4. *The establishment, maintenance, or operation of the use would not, under the circumstances of the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.* All parking spaces for the mixed-use project including the proposed triple stack configurations will be located within a subterranean parking structure. All spaces will be designed to comply with minimum standards for parking space dimensions, aisle widths, vertical clearances, and access, which should prevent any detrimental impact. In addition, a parking attendant will be on-site at all times while the parking structure is in use for the purpose of parking vehicles for drivers. This will minimize any detriment to the safety or general welfare of persons using the structure, residing or working the neighborhood.
5. *The use, as described and conditionally approved, would not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.* The provision of triple stack parking will not be detrimental or injurious to property and improvements in the neighborhood or the general welfare of the City. All triple stack parking will be located within a three level subterranean parking structure. All vehicles using the triple stack parking spaces will be aided by a full-time parking attendant for the purpose of minimizing any detriment or injury because of the familiarity of the attendant with the structure.
6. *The design, location, operating characteristics, and size of the proposed use would be compatible with the existing and future land uses in the vicinity, in terms of aesthetic values, character, scale, and view protection.* All triple stack parking will be designed to comply with applicable requirements of the Zoning Code, including standards for parking space dimensions, aisle widths, vertical clearances, access, and the requirement for a full-time attendant to be on duty at all times while the parking facility is available for use. A change in use does not affect these standards and changes to these provisions are not anticipated. Further, the nonresidential component of the approved mixed-use development is intended to predominantly consist of office uses for the long term. Office uses generate fewer trips relative to other uses when spread across the day because peak periods are generally limited to morning and evening. As a result, a high turnover of parking is not anticipated, suggesting that triple stack parking will be compatible with the proposed and future uses of the site.

Minor Conditional Use Permit – Valet Parking

1. *The proposed use is allowed with a Conditional Use Permit within the applicable zoning district and complies with all applicable provisions of this Zoning Code. Zoning Code Section 17.46.020.M (Basic Requirements of Off-Street Parking and Loading – Valet Parking) allows valet parking with the approval of a Minor Conditional Use Permit.*
2. *The location of the proposed use complies with the special purposes of this Zoning Code and the purposes of the applicable zoning district. The valet attendant will park all vehicles within the three level subterranean parking structure located on property within the PD-34 zoning district. Development within PD-34 is subject to compliance with Pasadena Municipal Code Chapter 17.30 (Central District Specific Plan), the Central District Specific Plan Design Guidelines, and the Citywide Design Guidelines as of April 27, 2015. The primary purpose of the CD zoning district is to implement the objectives and policies of the Central District Specific Plan by providing for a diverse mix of land uses designed to create the primary business, financial, retailing, and government center of the City. It emphasizes the concept of a higher density, mixed-use environment that will support transit- and pedestrian-oriented mobility strategies. The conversion of the subject property from an office complex with surface parking to a mixed-use development with subterranean parking supports this purpose. The provision of valet parking with the subterranean parking structure provides a simplified parking experience, may allow for greater parking capacity across subterranean levels, and greater safety.*
3. *The proposed use is in conformance with the goals, policies, and objectives of the General Plan and the purpose and intent of any applicable specific plan. The project site is designated Medium Mixed Use in the General Plan Land Use Element and is subject to the Central District Specific Plan. The purpose of the Central District Specific Plan is to provide for a diverse mix of land uses designed to create the primary business, financial, retailing, and government center of the City. Valet parking is consistent with Policy 19.3 (Parking Management) of the General Plan Land Use Element. Policy 19.3 (Parking Management) calls for the management of parking to reduce the amount of land devoted to frequently vacant parking lots through parking management tools. Valet parking is a tool that reduces the amount of land devoted to parking by providing for a more efficient use of space. This tool will allow the mixed-used development to concentrate parking across three subterranean levels and maximize its use, creating for a denser, transit- and pedestrian-oriented project.*
4. *The establishment, maintenance, or operation of the use would not, under the circumstances of the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the neighborhood of the proposed use. All parking spaces for the mixed-use project will be located within a subterranean parking structure. All spaces will be designed to comply with minimum standards for parking space dimensions, aisle widths, vertical clearances, and access, which should prevent any detrimental impact. The parking attendant will be on-site at all times while the parking structure is in use for the purpose of parking vehicles for drivers. This will minimize any detriment to the safety or general welfare of persons using the structure, residing or working the neighborhood.*
5. *The use, as described and conditionally approved, would not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City. The provision of valet parking will not be detrimental or injurious to property and improvements in the neighborhood or the general welfare of the City. The parking attendant will park all vehicles on-site within the three level subterranean parking structure minimizing any detriment or injury because of the familiarity of the attendant with the structure.*

6. *The design, location, operating characteristics, and size of the proposed use would be compatible with the existing and future land uses in the vicinity, in terms of aesthetic values, character, scale, and view protection.* All tandem and triple stack parking will be designed to comply with applicable requirements of the Zoning Code, including standards for parking space dimensions, aisle widths, vertical clearances, and access. A change in use does not affect these standards and changes to these provisions are not anticipated. Further, the nonresidential component of the approved mixed-use development is intended to predominantly consist of office uses for the long term. Office uses generate fewer trips relative to other uses when spread across the day because peak periods are generally limited to morning and evening. As a result, a high turnover of parking is not anticipated, suggesting that valet parking will be compatible with the proposed and future uses of the site.

ATTACHMENT B
CONDITIONS OF APPROVAL FOR MINOR CONDITIONAL USE PERMIT #6639

The applicant or successor in interest shall meet the following conditions:

General

1. The site/floor plans submitted for building permits and/or future development shall substantially conform to the site/floor plans stamped "Received at Hearing, May 16, 2018," except as modified herein.
2. The approval of this application authorizes 192 spaces arranged in tandem configurations (two spaces lined up behind each other), and 255 spaces arranged in triple stack configurations (three spaces lined up behind each other), spread across three levels of subterranean parking.
3. The rights granted under this application must be enacted within 36 months from the effective date of approval. It shall expire and become void, unless an extension of time is approved in compliance with Section 17.64.040.C (Time Limits and Extensions – Extensions of time) of the Zoning Code.
4. The Zoning Administrator, at any time, can call for a review of the approved conditions at a duly noticed public hearing. These conditions may be modified or new conditions added to reduce any impacts of the use. The Hearing Officer may revoke the Minor Conditional Use Permit if sufficient cause is given.
5. Any change to these conditions of approval, expansion of the use, or increase in the number of tandem or triple stack configurations requires the modification of this Minor Conditional Use Permit or a new Minor Conditional Use Permit.
6. The applicant or successor in interest shall meet the applicable code requirements of all other City Departments.
7. The final decision letter and conditions of approval shall be incorporated in the building plans as part of the building plan check process.
8. The proposed project, Activity Number PLN2018-00202, is subject to a Final Zoning Inspection. A Final Zoning Inspection is required for the project prior to the issuance of a Certificate of Occupancy. Contact the Planning Case Manager, Jason Van Patten at (626) 744-6760 to schedule an inspection appointment time.

Planning

9. A maximum of 192 spaces may be used for tandem parking.
10. A maximum of 255 spaces may be used for triple stack parking.
11. Two parking spaces arranged in a tandem configuration shall have a combined minimum dimension of nine feet in width by 34 feet in length.
12. Three parking spaces arranged in a triple stack configuration shall have a combined minimum dimensions of nine feet in width by 51 feet in length.

13. The tandem parking spaces shall be limited to employee parking only.
14. The subterranean parking garage and all parking spaces and aisle widths shall comply with Chapter 17.46 (Parking and Loading) of the City's Zoning Code.
15. An on-site full-time parking attendant shall be on duty at all times the parking facility is available for use. The plans submitted for building plan check process shall indicate the location of the full-time parking attendant on-site in a position to service the tandem spaces.

Department of Transportation

16. The parking layout and number of spaces shall be reviewed and approved by the Planning Department prior to the issuance of a Building Permit.