

PARKING DENSITY

Special Instructions for:

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**ZONE / YARD VARIANCE APPLICATION (ZV) / (YV)
ZONE CODE SECTION: 12.27 VARIANCES
ADDITIONS TO NONCONFORMING DWELLING UNITS IN R1 AND R2 ZONES
PARKING IN THE REQUIRED FRONT YARD 12.21 A 5, 12.21 C 1 (g)**

For **ZONE VARIANCES** use the **MASTER LAND USE APPLICATION INSTRUCTION SHEET—500' RADIUS.**

For **YARD VARIANCES** use the **MASTER LAND USE APPLICATION INSTRUCTION SHEET –ABUTTING OWNERS NOTIFICATION.**

For **ADDITIONS TO NONCONFORMING DWELLING UNITS AND PARKING IN THE REQUIRED FRONT YARD** use the **MASTER LAND USE APPLICATION INSTRUCTION SHEET—ABUTTING OWNERS.**

IN ADDITION, FOR PAWN SHOPS, 2 DUPLICATE COPIES OF THE APPLICATION, THE FINDINGS BELOW, THE RADIUS MAP, AND THE FLOOR PLAN ARE REQUIRED.

For **ADDITIONAL INFORMATION/FINDINGS** use additional sheets as necessary.

In order to grant your request the following findings/questions must be addressed to the Zoning Administrator. Please try to explain as best as possible how your request conforms to the following requirements:

- 1. That the strict application of the provisions of the Zoning Ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the zoning regulations.

Current code requires that each unit have 2 parking spaces, a total of 4 spots for each building. Each building was initially designed with 2 parking spaces which was the requirement in 1948. This was consistent with the Zoning Code at the time, one parking space per unit. There has been an additional parking space added in 2004 to the south building after a fire destroyed the garage. Consequently, the garage was relocated closer to the property line and a compact parking space was added. To add an additional compact parking space to the north building would require demolition of the garage and a new garage would be rebuilt on the property line.

- 2. That there are special circumstances applicable to the subject property such as size, topography, location or surroundings that do not apply generally to other property in the same zone and vicinity.

The granting of reduced parking will result in a development that is compatible and consistent with the surroundings. Within this block, there are three, 4-unit complexes to the north and four, 4-unit complex to the south along with one 2-unit complex. All the buildings in this block were built with one parking space per unit. The properties that do not have garages have space for three parking stalls. The properties with garages that supply three parking spaces can do so because the garages have been constructed on the property line. All the new construction in the area is single-family dwellings, as per the RW1 zone. These require 2 parking spaces per dwelling which all lots on the canals can accommodate easily.

- 3. That such variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity, but which, because of such special circumstances and practical difficulties or unnecessary hardships is denied to the property in question.

The variance will allow the properties to conform to a great degree to the current Planning Guides and Zoning Code in the Venice Canals. The variance will still preserve the Venice Canal's character and appearance. From the front (canal side), the two buildings will appear as two single-family dwellings. From the rear the two, 2-car garages also will appear as two single-family dwellings on two separate newly created lots.

It conforms to almost all the requirements of the Land Use Element and the General Plan. The access to the canals is not interrupted in any way, and the separation of the roofs will prevent the spread of fire between the two buildings. All the comforts, peace, health, safety, and interest of the canals will be preserved by the variance to leave the density as it exists.

To add additional parking spots is impossible for the south building.

To add additional parking spots to the north building would require the demolition of the existing garage and require building a new garage on the property line. This would allow a compact parking spot to be added on the property. This still leaves the each building short one space.

4. That the granting of such variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the same zone or vicinity in which the property is located.

The granting of such a variance will not be detrimental to the public welfare or injurious to the property as there are no changes to the buildings and no interior alterations.

No additional square feet will be added to the buildings. The current parking spaces will remain the same, giving 3 parking spots to the south building, and 2 parking spots to the north building.

5. That the granting of such variance will not adversely affect any element of the General Plan.

Granting the variance for reduced parking requirements will allow the same current use as exists today that is 2 parking for the north building and 3 parking for the south building. The building use will remain the same.

Within this block, there are three, 4-unit complexes to the north and four, 4-unit complex to the south with one 2-unit complex. All these buildings have the same number of parking spaces as the property in question, that is one parking space per unit.

Some of these buildings have three spaces per every two units, and the property in question has supplied three parking spaces per one of the two unit structures, which is consistent with the parking ratios of the surrounding 4 and 2 unit complexes. The rear yard setback in this block is too short to allow tandem parking.

The variance will not negatively impact on the Open Space requirements of the Code. The lot coverage is less than required and the height is under the height limit.

The only open space that falls short is the front yard setback, which measures 14 feet to the front balcony. However, the distance to the building, and not the balcony, from the front property line is 18 feet. The front yard setback requirement is 15 feet.