

Summary of the Public Comments - TOD Community Meetings

Meeting #1 – November 14, 2013 (Pasadena Presbyterian Church)

Purpose of the meeting: Seek public input related to the existing TOD Ordinance, as well as to discuss potential options for revisions to the TOD Ordinance

- Consider TOD parking requirements of other cities
- Impacts of employee parking
- TOD effects single family homes (e.g. permit parking)
- Adequate parking provides sustainability in leasing
 - Flexibility for change of building use
 - Leave it up to the market/developer
- TOD parking caps are “one size fits all”
- Gold Line Station does not result in increased transit ridership
- Review baseline and the maximum cap
- Connection between parking and transit
- TOD parking is just a part of the City’s larger TOD planning efforts
- Relies on additional transit
- TOD regulations must support inclusionary housing
- East Pasadena TOD districts are different
- Think long term, not just existing conditions and allow flexibility to allow additional parking
- Quarter-mile radius is too prescriptive
- Public parking provided by developer does not always work well
- Design of public parking is important
- Shared parking results in fewer curb cuts and driveways
- Focus on each station
- Adding vehicle repair to the list of prohibited uses
 - Respect property rights
 - Restrict wholesale, distribution, and storage in the Central District

Meeting #2 – August 19, 2015 (Pasadena Presbyterian Church)

Purpose of the meeting: Present the draft changes to the TOD Ordinance to the community

- Consider allowing “zero” parking at the developers’ discretion
- Provide incentives to unbundle parking or to provide “zero” parking (i.e. pooled fund to build shared parking garages, bike share, more public parking, subsidized transit passes)
- Supportive of the parking changes
- East Pasadena area should still be required to reduce parking
- TOD projects impact single-family neighborhoods
- Del Mar Station TOD is not a good design because it lacks pedestrian oriented ground floor residences
- There needs to be improvements to infrastructure to make transit more attractive
- Upper Hastings Ranch area buses should be more regular and frequent (shorter headways)
- Allow/require secure bike parking
- Bike-friendly access to transit stations
- Consider areas near high-frequency bus stops for TOD treatment in addition to the Metro stations

Meeting #3 – August 20, 2015 (First Church of Nazarene)

Purpose of the meeting: Present the draft changes to the TOD Ordinance to the community

- Providing an option for developers to choose the level of reduction in east Pasadena is a good idea
- TOD is not appropriate for Allen station area because:
 - Most of automotive businesses are located in this area. Will eventually force out auto businesses
 - Parcel size too small for development
 - Will drive out existing businesses
- Remove maximum parking requirements
- Buildings next to sidewalks are anti-pedestrian and building setbacks are needed
- Overdevelopment led to destruction of the City's elegance
- There is need for more parking, not less
- Auto-oriented uses should be allowed
- TOD projects impact single-family neighborhoods
- On-street parking is not available to people living in the neighborhood
- Opposed to expansion of TOD areas in east Pasadena due to proximity to single-family neighborhoods
- It is not clear on how the developer is allowed to exceed the maximum if possible
- Provide details on "standards for exceeding"
- Parking should be at the discretion of the developers
- More parking is needed at Gold Line stations
- Clearly depict single-family properties and non-applicable multi-family properties to show that TOD Ordinance does not apply to these properties
- There are affordable housing issues related to residential developments (displacement of people)
- Insufficient public notice for the meeting, notice needs more information

Meeting #4 – August 25, 2016 (Pasadena Foursquare Church)

Purpose of the meeting: Discuss potential impacts to the existing auto-repair businesses

- There is not enough parking in Pasadena
- 12-month discontinuance period for non-conforming use is too short
- Extension request should be allowed to go beyond the 12 month discontinuation period for non-conforming uses
- Auto repair businesses cater to Gold Line customers
- Public notification has been insufficient
- Auto repair businesses are being discriminated against
- Code Compliance has been, and will continue to be, harassing auto repair businesses
- Future for auto-repair businesses are becoming uncertain

Summary of the Standards for Commercial Off-Street Parking to be added to Section 17.50.340.D.2.a

- All additional parking spaces must be for the public;
- There must be a minimum of 25 public parking spaces;
- The site must include pedestrian and automotive-oriented signs to advertise the availability and location of the public parking spaces on the property;
- Public parking spaces may not be located on more than two levels, and must be located in a contiguous manner starting on the ground floor;
- Each public parking space shall have a sign noting that the parking space is available for public parking;
- Parking facilities shall be designed to allow for automated operations unless a parking attendant can be assigned during public parking hours;
- The City shall be provided with monthly reports on monthly and transient usage;
- The public parking spaces shall comply with section 17.40.070. At a minimum, the spaces shall be available from 7:00 a.m. to 10 p.m., Monday through Sunday;
- If monthly passes are sold for the public parking spaces, sales shall not exceed 50 percent of the total public parking spaces;
- Hourly, daily, monthly rates for the public spaces may not exceed the City's Old Pasadena public parking structure rates by more than 150 percent, as established by the City Council;
- The City may post wayfinding signs directing motorists to the commercial public parking on the site;
- The City or other business districts may advertise the public parking in written publications or on its website; and
- The parking area shall be managed to limit the use of public parking by tenants.