

FINDINGS

Prior to the approval of a Zoning Code Amendment, the following findings must be made:

1. *The proposed amendment is in conformance with the goals, policies and objectives of the General Plan, and other adopted goals and policies of the City.*

General Plan

The proposed amendment to the Transit-Oriented Development (TOD) Ordinance (Section 17.50.340 of the Pasadena Municipal Code) is consistent with the following goals and policies of the General Plan:

- **Policy 4.4 – Transit Villages.** Accommodate and intensify a mix of local and regional commercial, residential, and public uses close to the Metro Gold Line stations. Design these areas to accommodate safe and convenient walking, bicycling, and transit use. Include gathering places and amenities to enhance their quality and livability.
- **Policy 12.3 – Adequate Parking.** Coordinate public/private parking improvements and policies to support local businesses.
- **Policy 19.1 – Parking Standards.** Establish, periodically review, and adjust as necessary parking standards to ensure an adequate supply of parking commensurate with the vision, uses, densities, availability of alternative modes, and proximity to transit stations in the area.
- **Policy 33.1 – Places and Urban Forms.** Concentrate development adjoining the Sierra Madre Villa Metro Gold Line station, reducing densities outward as transitions for the protection of adjoining residential neighborhoods.

The proposed amendment to the TOD Ordinance is consistent with Policy 4.4 as it promotes the development of land uses around the transit corridors by further reducing the minimum required parking in most TOD areas, expanding the applicability of the TOD Ordinance with the creation of the optional half mile area for most of the stations. In addition, the proposed amendment provides the method to exceed the parking maximums in the Sierra Madre Villa TOD area. By doing so, the City is addressing the challenges applicable to east Pasadena area which is more suburban in nature compared to the other six TOD areas; therefore, the proposed amendment is consistent with Policies 12.3 and 19.1. Lastly, the proposed amendments do not include the optional half-mile area for Sierra Madre Villa station area. This is consistent with Policy 33.1 as it helps to incentivize development within areas that are immediately adjacent to the station and provides for appropriate transition for the protection of adjoining residential neighborhoods.

2. *The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.*

The proposed amendment is not detrimental to the public interest, health, safety, convenience, or general welfare of the City in that the revised TOD standards offer expanded opportunities for development near the transit corridors while providing the appropriate flexibility that is necessary to accommodate the suburban characteristics of the Sierra Madre Villa TOD area without impacting the City's overall goal of encouraging transit use and transit-oriented development.