

## ATTACHMENT A

### FINDINGS FOR ZONING CODE TEXT AMENDMENT

Prior to the approval of a Zoning Code Text 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.*

The proposed amendment to the Zoning Code is consistent with the goals and policies of the General Plan as follows:

#### Land Use Element

- Goal 2. Land Use Diversity. A mix of land uses meeting the diverse needs of Pasadena's residents and businesses, fostering improved housing conditions, offering a variety of employment and recreation opportunities, and supporting a healthy population while protecting the environment.
  - Policy 2.3 (Commercial Businesses). Designate sufficient land to enable a broad range of viable commercial uses in Pasadena's Central District, Transit and Neighborhood Villages, and commercial corridors. These uses will serve both local and regional needs, reducing the need for residents to travel to adjoining communities, capturing a greater share of local spending, and offering a diversity of employment opportunities.
- Goal 4. Elements Contributing to Urban Form. A safe, well-designed, accessible City with a diversity of uses and forms. These diverse forms include distinct, walkable districts, corridors, and transit and neighborhood villages and cohesive, unique single and multi-family residential neighborhoods and open spaces where people of all ages can live, work, shop, and recreate.
  - Policy 4.2 (A Diversity of Places). Maintain and enhance the City's urban form with distinct, compact, and walkable areas with a diversity of uses, densities, and characters. Offer choices for living, working, shopping, and recreation consistent with community values, needs, and demographics.
  - Policy 4.3 (An Active Central District). Continue and reinforce the Central District as a vital, pedestrian-oriented place, linked to local and regional transit designed for all ages and serving as the focal point of community identity, business activity, employment, living, governance, and culture.
- Goal 19. Parking Availability. The supply of parking will reflect Pasadena's objective to protect residential neighborhoods; create a vital, healthy, and

sustainable economy; establish Pasadena as a leader in environmental stewardship; encourage physical activity and a commitment to health and wellness; and encourage walking, biking, and transit. The supply of parking in an area will also reflect the type, mix, and density of uses; the availability of shared facilities; and the proximity to transit.

- 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 19.2 (Parking Limits). Establish limits on the amount of parking that may be developed for projects in the Central District and Transit Villages to promote walking, bicycling, and use of transit as an alternative to the automobile.
- Policy 19.3 (Parking Management). Manage parking to reduce the amount of land devoted to frequently vacant parking lots through parking management tools.
- Policy 19.4 (Park Once). Provide the opportunity for residents, patrons and visitors to park once and visit many destinations in the Central District, Transit Villages, and Neighborhood Villages through centrally located shared parking while providing additional flexibility for businesses to provide parking off-site or participate in other alternative parking funding mechanisms.
- Policy 19.6 (Unbundled Parking). Encourage practices that separate the cost of parking from commercial lease rates, the costs of housing, and – where feasible – the price of goods and services to ensure that non-car owners do not pay for parking they do not need and help people weigh the true cost of driving in lieu of transit.
- Goal 31. Central District. The primary civic, business, financial, retail, entertainment, and cultural center of Pasadena with supporting housing enabling residents to live close and walk to these uses and access regional transit.
  - Policy 31.2 (Sub-District Identity). Enhance the distinctive, yet complementary nature of the Central District's sub-areas by recognizing and building on their unique attributes and features through signage, streetscape designs, design guidelines and encouraging new uses and infill development that fits with the vision of each sub-area.

The proposed amendments include changes to parking requirements that would eliminate the need for providing additional off-site parking spaces when an existing

non-residential use is proposed to be converted to a restaurant or other entertainment related use within the CD-4 (Pasadena Playhouse) zoning district. This would make it easier for uses that are more consistent with the vision of the zoning district to be established, thereby supporting the sub-district identity of the Pasadena Playhouse and the Central District as a whole. The proliferation of restaurant and entertainment uses would also provide amenities that would serve residents and workers in the Central District, reducing their need to travel by car and reinforcing the Central District as a vital, pedestrian-oriented place. Studies have demonstrated that there is not only adequate supply for existing land uses in the CD-4 zoning district, but that there is a significant surplus of off-street parking spaces, even during peak utilization. Adjusting the parking requirements for this limited subset of uses would also create further incentive for more cohesive parking management between property owners and businesses in the zoning district, and would unbundle the cost of parking from new businesses that are able to be established without paying the cost of providing additional parking or entering into a shared parking agreement with off-site property owners. These outcomes are consistent with Land Use Element Policies 2.3, 4.2, 4.3, 19.1, 19.2, 19.3, 19.4, 19.6, and 31.2.

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

The proposed amendments are consistent with numerous policies in the Land Use Element of the General Plan. The proposed changes to the parking requirements for a targeted set of uses in the CD-4 zoning district are limited in geography and scope, and studies have shown that there is a significant amount of unused parking supply in the vicinity, even during the observed peak utilization periods. The amendments would make it easier to establish land uses that are more aligned with the goals and policies of the Central District, and in some cases revitalize vacant store fronts that have not been able to realize their full potential due to parking requirements. Other factors, such as proximity to transit and the increasing use of Transportation Network Companies such as Uber and Lyft, also reduce the possibility of impacts to surrounding areas due to any potential lack of parking supply resulting from these amendments. Therefore, the proposed amendments would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.