

Errata Sheet for the Amendment to the Transit Oriented Development Ordinance (Zoning Code Section 17.50.340) Initial Study/Mitigated Negative Declaration

Introduction

The City of Pasadena prepared an Initial Study and a Mitigated Negative Declaration (MND) for the proposed amendments to the City's Transit Oriented Development (TOD) Ordinance (Zoning Code Section 17.50.340). On November 19, 2015, the City published a corresponding Notice of Intent (NOI) to Adopt an MND. Subsequent to publishing the NOI and prior to adopting the MND, the City refined the proposed TOD Ordinance amendments related to the parking requirements. Accordingly, this Errata Sheet identifies the refinements to the proposed amendments and documents the all necessary revisions to the Initial Study and the MND to reflect the refined project. This Errata Sheet has been prepared by the City to fulfill its responsibility as the lead agency pursuant to the California Environmental Quality Act (CEQA).

CEQA Requirements and Determination

State CEQA Guidelines §15073.5(a) requires that a lead agency recirculate a negative declaration "when the document must be substantially revised." A "substantial revision" means: (1) identification of a new, avoidable significant effect requiring mitigation measures or project revisions to reduce the effect to insignificance and/or (2) determination that proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required. Recirculation is not required when new information is added to the negative declaration which merely clarifies, amplifies, or makes insignificant modifications to the negative declaration.

In response to the City of Pasadena's Planning Commission desire to maintain the intent of the TOD Ordinance while providing an appropriate level of flexibility in TOD areas based on their existing environment, along with recognizing the unique characteristics of each station area, the changes identified below have been made to the Initial Study and incorporated as part of the Initial Study/Mitigated Negative Declaration. None of these changes modify the analysis of environmental effects, the conclusions of the analysis, or the determination of the document that the proposed project would not have a significant effect on the environment after the incorporation of mitigation measures. None of the changes constitute a substantial revision that requires recirculation of the MND.

Changes to the IS/MND

Changes to the text of the Initial Study and MND are noted below by the corresponding section and page number of the document. Additions are indicated with double underlined text and the deletions are shown with ~~strikeout text~~.

Section 8. Description of the Project (pp. 1-3):

The proposed project consists of an amendment to the City of Pasadena's Transit-Oriented Development (TOD) Ordinance, Section 17.50.340 of the City's Zoning Code.



The City’s existing TOD Ordinance applies to projects located within a quarter mile of a Metro Gold Line station and the areas within the Central District Transit Oriented Area. The general provisions of the existing ordinance require reductions in parking standards and prohibit a number of non-transit-oriented land uses. Overall, the intent of the existing TOD Ordinance is to promote development of commercial and residential mixed uses near the stations that would encourage use of public transit.

The proposed project is an amendment to the existing TOD Ordinance. The primary intent of the proposed amendment is to provide for greater flexibility in parking standards in the TOD area surrounding the Sierra Madre Villa Gold Line station while maintaining the intent of the TOD Ordinance.

Table 1 (Changes in Parking Requirements) shows the proposed changes in residential, office, and other nonresidential uses.

**Table 1
Changes in Parking Requirements**

		Sierra Madre Villa TOD Station Areas		Allen, Lake, Memorial Park, Del Mar, and Fillmore TOD Station Areas and Central District Transit Oriented Area	
		Existing	Proposed	Existing	Proposed
Residential* Projects Over 48 Dwelling Units/Acre	< 650 sq. ft.	1 to 1.25 space/unit	1 space/unit	1 to 1.25 space/unit	1 space/unit
	> 650 sq. ft.	1.5 to 1.75 space/unit	1.5 to 2 space/unit	1.5 to 1.75 space/unit	No change
Non-Residential	Office (excluding medical offices)	Mandatory 25% reduction from the code	0% to 25% reduction from the code <u>No Changes from existing TOD regulation</u>	Mandatory 25% reduction from the code	No change <u>25% to 35% reduction</u>
	All other non-residential uses	Mandatory 10% reduction from the code	0% to 10% reduction from the code <u>No Changes from existing TOD regulation</u>	Mandatory 10% reduction from the code	No change <u>10% to 20% reduction</u>

*Code requires 1 parking space for units <650 sq. ft., and 2 parking spaces for units >650 sq. ft.

The proposed amendment to the TOD Ordinance would also revise the current provision that allows projects to exceed the maximum allowable parking requirements. Per the current TOD Ordinance, projects in all TOD areas may exceed the maximum allowable parking requirements through approval of a Minor Conditional Use Permit if the additional parking spaces are used as Commercial Off-Street Parking. The proposed amendment would add specific standards for projects that wish to utilize this option. For an example, a project that wishes to utilize this option would be required to provide a minimum of 25 commercial off-street parking spaces that are dedicated as public parking spaces, identify clear hours of operation and location of such parking spaces, as well as comply with additional operational standards. In addition, projects proposed within the Sierra Madre Villa TOD area may exceed the maximum parking requirements up to an amount that is consistent with the standards applicable to other areas outside of the TOD area through a parking demand study and an approval of a Minor Conditional Use



~~Permit, only if it can be shown to the satisfaction of the Zoning Administrator that additional parking is necessary due to project's location, surroundings, characteristics, and/or proposed used.~~ The proposed TOD Ordinance would also include a provision that allows existing parking spaces to remain on the project site for all TOD station areas, even if they exceed the maximum parking allowed under the TOD regulations.

In addition, the proposed TOD Ordinance would expand the TOD area from a quarter mile to a one half mile radius from all stations within the City as an option, except for the Sierra Madre Villa station. Future development projects located between the quarter mile and one half mile radius would have the option to benefit from the TOD Ordinance standards; however, projects that choose to benefit from these standards would be subject to all applicable standards. Furthermore, land uses that are prohibited within the quarter mile TOD area would not be allowed to benefit from the TOD standards even if they are proposed to be located within the optional half mile TOD area. The proposed TOD Ordinance does not change applicability within the quarter mile radius.

~~Lastly, the proposed amendment to the TOD Ordinance would also add "Vehicle Services — Vehicle/Equipment Repair" to the list of prohibited land uses within the quarter mile TOD area, and would also modify the entitlement requirements to remove duplicative process.~~

The proposed TOD Ordinance (or the project) would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. The proposed amendment to the TOD Ordinance would establish the framework for the future development and improvement of various forms of TOD across the city in accordance with the City's adopted General Plan Land Use Element.

End of Errata.