

- FACT SHEET THE GUIDING PRINCIPLES

The General Plan begins with seven ideas that together create a vision for the City's future. When the City approved the General Plan in 1994, these idea were dubbed the "Seven Guiding Principles." These principles were also reaffirmed by the City Council in the 2004 update. The principles begin with a broad one sentence summary, followed by a more detailed description. The seven guiding principles are a starting point. The General Plan moves from these brief principles to more than a dozen chapters, each with objectives, policies and implementation measures.

- Growth will be targeted to serve community needs and enhance the quality of life. Higher density development will be directed away from our neighborhoods and into our downtown and along major transit corridors to create an exciting urban core with diverse economic, housing and cultural opportunities. The targeted growth areas will also include open spaces, green belts and urban parks.
- Change will be harmonized to preserve Pasadena's historic character and environment. Citywide design principles will be established so that new development blends with the old; historically and architecturally significant buildings will be preserved; new public spaces will be acquired; and we will act as stewards of our natural environment.
- Economic vitality will be promoted to provide jobs, services, revenues and opportunities. A diverse economic base with jobs for Pasadena residents will be promoted; existing businesses will be encouraged to stay or expand; affordable housing will be provided for the labor pool; the continued fiscal health of the city will be ensured.
- Pasadena will be promoted as a healthy family community. Safe, well-designed, accessible and human-scale residential and commercial areas will be provided where people of all ages can live, work and play including neighborhood parks, urban open spaces and the equitable distribution of public and private recreation facilities. Human services will be coordinated and made accessible to those who need them.
- Pasadena will be a city where people can circulate without cars. Specific plans in targeted development areas will emphasize mixed uses, pedestrian activity and transit; public and private transit will be made more available; neighborhood centers and urban villages will be promoted to reduce the need for auto use.
- Pasadena will be promoted as a cultural, scientific, corporate, entertainment and educational center for the region. Long-term growth opportunities will be provided for existing institutions; a healthy economy will be fostered to attract new cultural, scientific, corporate, entertainment and educational institutions.
- Community participation will be a permanent part of achieving a greater city. Citizens will be provided with timely and understandable information on planning issues and projects, citizens will directly participate in shaping plans and policies for the city's future.



- FACT SHEET THE LAND USE & MOBILITY ELEMENTS



The General Plan

The State of California requires all cities to have a General Plan, a complex blueprint for growth and development. It reflects a community's values and directs a municipal government's decisions, plans and priorities. As times change, about every ten years, the General Plan is revised to become more meaningful and relevant based on the current state of a community, with an eye toward the future. Pasadena's General Plan is made up of the following 15 "elements," or chapters:

- Land Use Housing Scenic Highways Mobility Energy Noise Open Space Safety
- Public Facilities Conservation Cultural & Recreational Green Space, Recreation & Parks
- Economic Development & Employment Historic & Cultural Resources Social Development



The Land Use Element

The Land Use Element is a set of objectives and policies that guide the future of Pasadena. It specifies how much and where various types of development will be allowed, as well as standards for building intensity and population density. This element was updated in 1994 with minor updates in 2004.

The Land Use Element is one of the more publicized elements of Pasadena's General Plan. It gives an overall framework for translating broad community values and expectations into specific strategies for managing growth and enhancing quality of life. By updating the Land Use Element, the City can modify the city's land use mix to suit the community's changing priorities.

The Land Use Element is designed in a hierarchical format. At the bottom of this structure are policies, which are detailed ideas that will lead to the fulfillment of objective. In turn, a number of objectives will lead to fulfillment of one of the guiding principles. The guiding principles, in turn support the City's vision. Below is an excerpt and example of what the General Plan looks like:

PRINCIPLE I - GROWTH WILL BE TARGETED TO SERVE COMMUNITY NEEDS AND ENHANCE THE OUALITY OF LIFE.

OBJECTIVE I – TARGETED DEVELOPMENT: Direct higher density development away from Pasadena's residential neighborhoods and into targeted areas, creating an exciting urban core with diverse economic, housing, cultural and entertainment opportunities.

Policy 1.3 – Transit-Oriented and Pedestrian-Oriented Development: Within targeted development areas, cluster development near light rail stations and along major transportation corridors thereby crating transit oriented development "node" and encouraging pedestrian access.

The next section of the Land Use Element is a series of tables that estimating the projected amount of development for each of the city's land use zones. Another set of tables include very specific development allocations or caps for each of the specific plan areas. This section also includes population projections, employment projections, and development projections at 2015 and at build-out.

- FACT SHEET - LAND USE & MOBILITY ELEMENTS (CONT.)



The Mobility Element

The Mobility Element is based on one of the seven guiding principles of the General Plan: to promote a city where people can circulate without cars. It was last updated in 2004. The Mobility Element strives to achieve a safe, efficient and balanced approach for moving people and goods within the City, while providing access to the regional transportation network. Its policies and objectives are meant to support neighborhoods, improve connectivity, promote safety, incorporate quality in design and delivery of services, foster partnerships and address the distinctive needs of Pasadena's diverse residents, businesses, institutions and neighborhoods.

The Mobility Element supports the goals, objectives and policies of the Land Use Element. At the same time, the Land Use Element is support by the City's transportation plans and project. Because they are so enmeshed, the Land Use Element and Mobility Elements are updated at the same time. The Mobility Element includes strategies for managing the City's "multimodal" corridors and streets, as well as protecting residential neighborhoods that are affected by traffic. "Multimodal streets" are streets that are safe to accommodate public transit, bicycle and pedestrians.

The Department of Transportation (DOT) is currently working on a multitude of projects that have included various levels of public outreach. These projects and the comments collected from the community will feed into the Land Use and Mobility Element update. They include:

Bicycle Master Plan

The DOT team has been working with the Transportation Advisory Committee (TAC), Bicycle Master Plan Advisory Committee and the community to update the 2000 Bicycle Master Plan. The Draft Bicycle Master Plan was released in December 2009.

Pasadena Area Rapid Transit System (ARTS) Short Range Transit Plan

The DOT Team has been working with three groups: an Ad Hoc Committee made up of representatives of various City Commissioners, a Technical Committee comprised of City staff from various departments and a Youth Committee. Guiding principles, goals and objectives have been developed for the ARTS service, which will be analyzed, reviewed by the groups and presented to TAC.

Street Classification System

The existing functional-class based system of primary and secondary streets does not reflect the varied context adjacent to city streets, and is focused on vehicular use only. The intention of the context based street classification system is to create an efficient multimodal network that supports safe movement, a vibrant business environment, residential quality of life and environmental sustainability. The City's main goal in developing a new street type system is that it reflects the land use context and the multi-modal function of streets. In July 2010, DOT staff held focus groups with the community to gather input.

Performance Measures

Pasadena currently uses a conventional set of performance measures for evaluating system performance. Intersection volume to capacity ratios and Level of Service (LOS) are the primary measures. The City is reevaluating these measures in the context of how well each helps meet its objectives for transportation and mobility. With the expanded emphasis on sustainability and a continued focus on livability, the performance measures are also being evaluated for their ability to assist with determining how to balance trade-offs among travel modes and among the mobility needs of different members of the community. In August 2010, DOT presented the concept of Performance Measures to the City Council.



- FACT SHEET - KEY LEGISLATIVE REQUIREMENTS

The scope and content of general plans in the State of California are regulated by a diversity of legislation. Chief among these is the California Government Code Section 65300 that defines the components, processes for preparation, approval, and administration of general plans. These are supplemented by other legislation pertaining to environment, infrastructure, public health and safety, and other key issues. The following summarizes several important legislative requirements influencing the content of Pasadena's updated General Plan Land Use and Mobility Elements.



Housing Elements and the Regional Housing Need Assessment (RHNA)

California law requires cities to have a General Plan Housing Element that plans for the accommodation of population and employment growth. The State of California assigns a housing construction needs goal for each region. The Southern California Association of Governments (SCAG) takes that assignment and provides goals for each city in its region. The City of Pasadena regional housing needs allocation (RHNA) for the 2006-2014 planning period is 2,869 units. The RHNA also determines the number of units by household income and level of affordability as follows: 711 housing units affordable to very low-income households; 452 housing units affordable to low-income households; 491 housing units affordable to moderate-income households; and 1,215 units affordable to above moderate-income households.

In meeting this requirement, state law requires that the housing element identify adequate sites that are appropriately zoned to accommodate the RHNA goal. To determine the appropriate number of sites needed to address the RHNA goal, state law allows cities to first credit projects built since the beginning of the planning period as well as projects that have received approvals and are likely to be built by 2014. The Housing Element was updated in 2009-2010. With the credits the City has earned since 2006, an additional 973 units still need to be constructed to meet the City's RHNA. The land inventory completed for the Housing Element identifies 83 sites that could accommodate 1,868 new units.

The consequences for not meeting the RHNA goal may include the loss of state affordable housing funds and potential lawsuits against the city for violating state law. Additional consequences such as fines are proposed by the legislature every year, but they have yet to be signed into law.



Climate Change

A) The Global Warming Solutions Act of 2006 (AB 32)

AB 32 requires the California Air Resources Board (CARB) to establish a cap on statewide GHG emissions and a regulatory framework to achieve the corresponding reduction target. CARB approved the AB 32 Scoping Plan in December 2008, which defines an outline of regulations, market mechanisms, and other actions to reduce emissions and achieve the target of reducing GHG emission to 1990 levels by 2020. According to CARB, passenger vehicles are the number one emitter of GHG emissions in California and the number and length of vehicle trips are primarily influenced by the availability of alternative transportation modes and the mix and densities of land use development that generate trips. Thus, changing behavior in vehicle use and land use development patterns is recognized as two of the state's primary strategies to achieve GHG emission reduction targets.

- FACT SHEET KEY LEGISLATIVE REQUIREMENTS (CONT.)

B) Senate Bill 375 (SB 375)

SB 375 supports the goals of AB 32 by requiring CARB to establish regional targets for the reduction of GHG emissions from passenger vehicles. The law would achieve this objective by requiring integration of planning processes for transportation, land use, and housing. CARB, through coordination with California's 18 Metropolitan Planning Organizations (MPOs) adopted targets for 2020 and 2035 GHG emission reduction for each region on September 23, 2010.

Each MPO must prepare a Sustainable Communities Strategy (SCS) to demonstrate how the region will reach the CARB-established target through coordinated land use, housing, and transportation planning. After adoption by the MPO, the SCS will be incorporated into the Regional Transportation Plan (RTP). If the SCS is judged by the CARB as not meeting the region's target, the MPO must prepare an Alternative Planning Strategy (APS) that demonstrates how the region can reach the target, but will not be incorporated into the RTP. The SCS is, in effect, the regional land use element of the RTP. SB 375 requires that decisions relating to the allocation of transportation funding be consistent with the SCS.

SB 375 creates California Environmental Quality Act (CEQA) streamlining incentives for projects that are consistent with the regional SCS, such as transit-related, mixed-use, and comparable projects that reduce vehicle trips and GHG emissions. Additionally, it changes Housing Element law to synchronize the schedule and develop common land use assumptions for regional housing and transportation funding. Neither the SCS nor the APS will supersede a local general plan, specific plan, or zoning ordinance. Nor must a local agency's planning policies be consistent with either strategy.

C) Implementing Climate Change Objectives

The techniques and tools for local communities for compliance with AB 32 and SB 375 are evolving. A number of public and professional organizations have developed approaches that are being implemented through plan development and action programs throughout the state. The State Attorney General's Office has been aggressively pursuing implementation of AB 32 through lawsuits challenging the adequacy of CEQA documents and general plan updates. Many communities, including Pasadena, have or are preparing Climate Action Plans (CAP) that document baseline GHG emission inventories, establish local reduction targets, and define land use, transportation, and other strategies regarding how these targets can be met. A commonly accepted model for defining potential policies for general plan updates is the "Model Policies for Greenhouse in General Plans" published by the California Air Pollution Control Officers Association (CAPCOA). In summary, these address the mix and densities of land use, use of "green" land development and building standards, provision of alternative modes of transport including transit and bicycle paths, and alternative energy generation.



The California Complete Streets Act (AB 1358)

AB 1358 stipulates that to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled (VMT) and to shift from short trips in the automobile to biking, walking, and use of public transit. The legislation requires that any substantial revision of the circulation element shall plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel. These users include bicyclists, children, persons with disabilities, motorist, movers of commercial goods, pedestrians, users of public transportation, and seniors.