

- 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 1 - GROWTH WILL BE TARGETED TO SERVE COMMUNITY NEEDS AND ENHANCE THE QUALITY OF LIFE.

OBJECTIVE 1 – 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.

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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 supported by the City's transportation plans and projects. 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.