



AGENDA ITEM

August 17, 2015

TO: Honorable Mayor and City Council

FROM: Planning & Community Development Department

SUBJECT: GENERAL PLAN UPDATE: LAND USE AND MOBILITY ELEMENTS

RECOMMENDATION:

It is recommended that the City Council:

1. Adopt a Resolution certifying the Final Environmental Impact Report (FEIR) (SCH#2013091009) for the General Plan Update, and adopting CEQA Findings, a Mitigation Monitoring and Reporting Program, and Statement of Overriding Considerations;
2. Adopt a Resolution adopting the General Plan Land Use Element (Attachment A), inclusive of the following components:
 - a. Guiding Principles, Goals and Polices, including Development Capacities by Specific Plan Areas
 - b. Land Use Diagram (Attachment B)
 - c. Implementation Program, Development Capacity Appendix, & Glossary
3. Adopt a Resolution adopting the General Plan Mobility Element (Attachment C), inclusive of the following components:
 - a. Mobility Objectives & Policies
 - b. Street Types
 - c. Modal Emphasis Overlay
 - d. De-emphasized Streets
4. Adopt a Resolution eliminating six optional General Plan Elements: Public Facilities, Social Development, Cultural and Recreational, Economic Development and Employment, Historic and Cultural, and Scenic Highways; and
5. Direct the City Clerk to file a Notice of Determination with the Los Angeles County Recorder.

PLANNING COMMISSION RECOMMENDATION:

On Wednesday, July 22, 2015, the Planning Commission voted to recommend that the City Council:

- 1) Certify the Final EIR;
- 2) Adopt the Land Use Element as recommended by staff, with minor changes;
- 3) Adopt the Mobility Element as recommended by staff; and
- 4) Eliminate six optional General Plan Elements.

The Commission had an in-depth discussion about each of these components of the General Plan. As part of its deliberations, the Commission voted to recommend certification of the Final EIR and to recommend a number of refinements to the *Proposed Project*. These refinements include minor modifications of the Goals and Policies of the Land Use Element and the Land Use Diagram, as well as development capacities that are a combination of the *Proposed Project* and the *Central District, South Fair Oaks, Lincoln Avenue (Lamanda Park Alternative)*, as an expression of balancing the various viewpoints on future growth in the city that have been voiced throughout the General Plan Update effort.

The recommendations before the City Council are the same recommendations as made by the Planning Commission.

TRANSPORTATION ADVISORY COMMISSION RECOMMENDATION:

On Thursday, July 16, 2015, the Transportation Advisory Commission voted to recommend that the City Council:

- 1) Certify the Final EIR;
- 2) Adopt the Mobility Element as recommended by staff;
- 3) Adopt the Land Use Element as recommended by staff, with the exception that the Efficient Transportation Alternative and related development capacities be adopted; and
- 4) Eliminate six optional General Plan Elements.

The Commission expressed its support for the Efficient Transportation Alternative as it would most advance the goals for sustainable development and efficient transportation.

EXECUTIVE SUMMARY:

The 2015 General Plan Update is a collaborative, community based vision for how the City of Pasadena should grow through 2035, focusing on the inter-relationship of land use and transit, protection of residential neighborhoods, reinforcement of high-quality design, and promotion of economic vitality and sustainability. Collectively, the Update is comprised of the: 1) Land Use Element (Attachment A); 2) Land Use Diagram (Attachment B); and 3) Mobility Element (Attachment C).

The update of the Land Use and Mobility Elements highlights Pasadena's leadership in progressive planning. It emphasizes public participation, promotes mixed-use development near transit, and focuses on multiple modes of travel other than the automobile. Finally, the proposed General Plan Update looks to the future of Pasadena without losing sight of its history.

The 2015 General Plan Update has brought together a diversity of perspectives throughout the City to create a Plan that is community-supported. The many voices, those with concerns about too much future development and those who seek to encourage more, have led to a staff recommendation on Development Capacity for the City that balances competing interests and creates common ground. To that end, a blending, or hybrid, of the *Proposed Project* with components of the *Central District, South Fair Oaks, Lincoln Avenue Alternative (Lamanda Park Sub-Alternative)* comprises the Planning Commission and staff recommendation to govern development capacity in Pasadena for the next 20 years.

The Mobility Element continues to support the goals of livability, neighborhood protection, and circulation by emphasizing the transit rider, bicyclist, and pedestrian and by seeking a balance between all forms of transportation. New policies emphasize the City's commitment to look beyond its borders and work with regional transportation partners while a new bicycle action plan reaffirms the City's obligation to safe cycling for all.

A thorough environmental analysis uses new transportation performance measures, which Pasadena is amongst the first in California to adopt. The EIR proposes mitigation measures that are consistent with the vision of the General Plan by rejecting mitigation measures (e.g. widening streets) that would contradict the city's goals and/or policies. An economic analysis was also prepared to examine the financial implications of the proposed General Plan Land Use Element and has found that the proposed Plan would bring economic benefit to the City.

The adoption of the 2015 General Plan Update is the culmination of a comprehensive public outreach process that created a community-based vision for the future of Pasadena. The approval of the updated Land Use and Mobility Elements will mark a significant achievement for Pasadena, one which will shape development of the city for years to come.

BACKGROUND:

The City of Pasadena, in accordance with State Law, is required to prepare and adopt a comprehensive, long-term General Plan for the physical development of the city. The General Plan must contain seven elements which are designed to provide policy guidance in specialized topic areas including: Land Use, Circulation (Mobility), Housing, Open Space, Conservation, Safety, and Noise. The City of Pasadena has adopted these mandated elements along with seven other optional elements.

The 2015 update of the General Plan demonstrates Pasadena's commitment to public participation. The 2015 General Plan Update conducted a dedicated public outreach process with the purpose of developing a unified vision for the future of the City that is shaped and driven by community input.

The 2015 General Plan Update contains Goals and Policies that respond to changing conditions in the built environment, transportation infrastructure, and environmental conditions. A number of Goals and Policies of the Land Use Element target growth into the Specific Plan areas in order to preserve established residential neighborhoods, and create the density to foster increased availability of transit, increased use of walking and bicycling, and an overall reduction of vehicular trips. The importance of Pasadena's history and design is also reflected in numerous Goals and Policies of the Land Use Element.

This General Plan Update includes updates to the seven Guiding Principles, including the development of an eighth Guiding Principle emphasizing public education. Also new in this Update is the introduction of two new General Plan Land Use Designations (Mixed Use and R&D Flex Space), the development of a new Land Use Diagram and development capacities, as well as the adoption of transportation policies that emphasize non-automobile transportation.

Phase I Outreach: General Plan Update Advisory Committee and Identifying the Issues

The 2015 General Plan Update began in 2009 with the goal of conducting a comprehensive outreach program to develop the vision and define the goals for the Update. In order to achieve an inclusive public process, the City Council created the General Plan Update Advisory Committee (GPUAC) whose task was to provide guidance to staff during the initial outreach phase of the General Plan Update process. A nine month outreach program, including more than 100 events, provided the forum for residents, business owners, neighborhood associations, and non-profit advocacy groups to express their vision for the future of Pasadena. At the conclusion of this initial outreach process, staff and the GPUAC published an Outreach Summary Report which organized and expressed the common themes from the outreach activities. These themes demonstrated the priorities that would be the focus for the General Plan Update. Commitment to addressing those themes and priorities has fostered large scale support for the Update.

In acknowledgement of the comprehensive nature of the outreach process, the City received an Award of Excellence from the City-County Communications and Marketing Association, and a Planning Excellence Award from the Los Angeles Section of the American Planning Association for its efforts.

Phase II Outreach: The Charrette – Developing the Alternatives

After the completion and review of the Outreach Summary Report by City Council, a second round of outreach was conducted, concluding in a three-day charrette in the fall of 2010. The charrette was an intensive workshop where the community, the GPUAC, city commissioners, and city staff worked collaboratively in developing and designing draft themes, or alternative scenarios, for the updated General Plan. The charrette began with six themes, which eventually evolved after discussions with the community into four draft alternative scenarios. The high level of collaboration directly impacted the content of the alternatives that were developed, emphasizing the partnership between the City and the community that underscored the 2015 General Plan Update. [Lists of all outreach activities, including the date, location, and topics covered are provided in Attachments K and L.]

Phase III Outreach: General Plan Community Survey

Building upon the robust participation of Phase II Outreach and the charette, the City solicited a broader response from the entire community in mid-2011. A total of 70,000 General Plan Community Surveys were distributed to all Pasadena households and businesses requesting input regarding which alternative scenario, or combination of alternatives, were preferred for six planning areas. Five community workshops were held during this period to provide additional information on the alternatives and make the survey as accessible as possible.

Response to the survey was strong with almost 3,000 returns that were well-distributed among all Pasadena zip codes. The results demonstrated overwhelming support for the General Plan's existing seven guiding principles and reflected a diversity of opinions about each planning area. While no single alternative received a majority of support, *Alternative C (Focus Future Growth around Gold Line Stations and at Major Intersections)* received the highest support in every planning area.

The Draft Concept Plan, Guiding Principles, and New Policy Topics

The three phases of public outreach culminated in the integration of community input from the outreach process with the survey results to create a balanced draft concept map that identified the following themes:

- Protect and preserve residential neighborhoods, historic resources, parkland and open space areas;
- Target growth in the Central District, around transit stations and at major intersections;
- Plan for walking, bicycling, transit and accessibility; and
- Focus on economic vitality to create jobs and enhance commercial areas.

Concurrently with concept map development, staff worked with City Commissions and the community to develop new goals and policies for the Land Use and Mobility

Elements. Meetings were held with the Transportation Advisory Commission and the Planning Commission to discuss these policy changes. As a result of this effort, in May of 2012, staff presented to City Council an updated draft Land Use Element that included additional policies in the following areas: Sustainability, Open Space and Conservation; Urban Design, Historic Preservation & Arts/Culture; Economic Vitality; and Education. The identification and agreement on areas where existing Land Use & Mobility policies could be bolstered shared a broad base of support and reinforced the collaborative vision for the future of Pasadena.

Following the creation of the new goals and policies, drafts of the Land Use and Mobility Elements, including a General Plan Land Use Diagram and development capacity levels, were presented to various City Advisory Commissions. Staff also began the process of consolidating six of the optional General Plan Elements with new or modified Goals and Policies to develop a set of comprehensive, current Land Use and Mobility Elements which recognize the interrelationship between land use topics. All of these draft documents underwent a rigorous public process with eleven Planning Commission meetings in order to develop a community-supported vision of the draft General Plan Update.

Initial Study, Scoping, and the Draft Environmental Impact Report & EIR Alternatives

In April 2013, after three consecutive City Council hearings, the Council authorized the initiation of the environmental analysis of the project. Because public participation continued to be an important tenet throughout the Environmental Impact Report (EIR) process, scoping for the EIR was conducted at four public meetings with the final occurring with the Planning Commission. Staff worked with the Transportation Advisory Commission and Planning Commission at several public hearings to craft potential alternatives to be studied as part of the EIR analysis. The final alternatives designated for studied in the EIR were reviewed and authorized by City Council in February 2014, with some modification in June 2014.

Adoption of New Transportation Performance Metrics (CEQA)

Key to the innovative nature of this General Plan Update is a set of progressive transportation performance measures which will be applied to future development in Pasadena, starting with the General Plan EIR. The City of Pasadena is among the first in California to update its transportation metrics to align with Senate Bill 743, which focuses on impacts to multiple modes of non-automobile travel. Although these new performance measures were adopted a little over year after SB743 was signed into law in September 2013, the City's efforts to develop non-Level of Service (LOS) performance measures began in 2010. These metrics, which place a high priority on pedestrians, bicyclists, and transit users, shows that Pasadena is committed to increasing non-automobile travel in the city and making the environment safer and more efficient for multiple modes of travel.

The Planning Commission and Transportation Advisory Commission spent eleven meetings reviewing a new set of transportation performance measures. The City Council reviewed both the recommendations from the Transportation Advisory Commission and the Planning Commission before adopting five new transportation metrics on November 3, 2014 that set the stage for reviewing the environmental impacts of the General Plan in a manner that was consistent with its goals and policies.

Draft Environmental Impact Report, Comment Period, & the Final EIR

The Draft EIR was released for review in January 2015. During the 60-day comment period the analysis and conclusions of the Draft EIR, along with the Draft Land Use and Mobility Elements, were presented to ten City Commissions and at two community forums in order to receive comments. The purpose of these meetings was to provide multiple opportunities to obtain public and Commission comments on the documents. Collectively these comments were responded to in the Final EIR.

The Final EIR was published on July 14, 2015, with an Errata released on July 22, with responses to comments on the Draft EIR. It also includes technical corrections in the Draft EIR as well as the Mitigation Monitoring & Reporting Program. The Mitigation Monitoring & Reporting Program describes the procedures that will be used to implement the mitigation measures adopted as part of the General Plan. During the General Plan Update public process a refinements were made to the proposed project. A revised Final EIR was published on August 7 that includes an environmental analysis of the *Refined Project*.

Concluding the Process

In order to facilitate the adoption of the Land Use and Mobility Elements, the Transportation and Planning Commission held information sessions on the updates in June. By presenting summaries of the Elements, including potential edits to goals, policies, and the Land Use Diagram, the Commissions were able to make their recommendations in efficient and thorough public hearings in July.

LAND USE ELEMENT

The following section describes the various components of the Land Use Element (Attachment A) and Land Use Diagram (Attachment B), as well as the changes made since City Council reviewed them in April 2013 and 2014, respectively, all of which have been recommended for adoption by the Planning Commission. These changes, described herein as the *Refined Project*, include minor modifications to the Land Use Element Policies (Attachment E), minor edits to the Land Use Diagram (Attachment G), and changes to the Development Capacities by Specific Plan areas (Table 1: Refined Project, Development Capacities).

Guiding Principles, Goals and Policies

The Guiding Principles of the Land Use Element are broad vision statements describing the community's values. To support these statements, the General Plan includes detailed Goals and Policies that determine how the vision outlined in the Principles will be accomplished.

During the Draft EIR public comment period a number of revisions were suggested by City Commissions, agencies, and members of the public. Additional changes were requested by the Planning Commission at the public hearing on July 22, 2015. Changes to the Goals and Policies of the Land Use Element are summarized in Attachment E. Two of the more significant policy changes are discussed below.

Community Places: North Lake

During the Draft EIR comment period, the community around North Lake Avenue raised concerns that mixed-use projects that utilize density bonus (commonly referred to as 'SB 1818' projects) and receive concessions for height may result in development that is out-of-scale with the surrounding neighborhood. Staff has conducted research and found (as shown in Attachment I) that a relatively small number of density bonus projects (eight) with concessions have been approved since SB 1818 came into effect in 2005, with only three projects including concessions for additional height.

The Mixed-Use land use designation is being proposed along North Lake in order to be consistent with the existing allowed land uses and to promote the reinvestment potential of this corridor. There are, however, several stable, low-density neighborhoods, many containing nationally or locally recognized historic districts, adjacent to Lake Avenue, north of Orange Grove Blvd. Therefore, in order to balance the benefits of revitalization along North Lake while protecting low density neighborhoods from possible negative impacts from potentially out-of-scale projects, staff is recommending the creation of a new policy in the North Lake section of the Community Places section of the Land Use Element. This policy, #36.5, will limit the overall height of mixed-use or residential projects to three stories along commercial streets and no more than two stories when adjacent to Low (single-family) and Low-Medium (duplex) residential areas:

36.5 *Transitional Heights and Setbacks.* *Protect adjacent Low Density Residential and Low-Medium Density Residential areas north of Orange Grove Boulevard, which contain a number of locally and nationally recognized historic properties and districts, from the development of mixed use or residential projects by requiring appropriate transitional heights. Mixed use or residential projects proposed in these locations shall be limited to no more than three stories in height for those portions of the project abutting commercial streets, stepping down to no more than two stories in height abutting the Low and Low-Medium residential areas. Appropriate setbacks shall also be established in order to provide further protection.*

This policy will inform the creation of appropriate height limits as part of the forthcoming update of the North Lake Specific Plan.

Floor Area Ratio (FAR) in Planned Developments

At the July 22, 2015 Planning Commission public hearing members of the public raised concerns with Planned Developments and their potential inconsistency with the FARs identified in the General Plan Land Use Diagram. Planned Developments are intended to provide flexibility of development standards for projects on large sites (two acres or more) in order to achieve land use compatibility. An approved Planned Development plan establishes the specific development standards for a project/site; a 'mini-Zoning Code', that will govern future development of the project/site.

The commenters argued that this flexibility is needed with Planned Developments so that innovative design can be achieved, and that the land use designations and corresponding FARs on the proposed General Plan Land Use Diagram may unintentionally restrict that ability to achieve good design. Currently, several Planned Developments occur within Specific Plan areas where the existing General Plan does not identify FAR limitations. Because the new Land Use Diagram includes a maximum FAR for the specific plan areas, and a Planned Development must be consistent with the General Plan Land Use Diagram and its corresponding FARs, the commenters argue that the flexibility that was originally intended for Planned Developments is being diminished.

The solution arrived at by the Planning Commission is to allow a 15 percent FAR increase for a Planned Development with superior design. This is similar to the current provision in the Central District Specific Plan that permits a 10 percent FAR increase for any project with specific unique circumstances.

At the Planning Commission's direction, staff is recommending that the new FAR increase provision be added as Policy 4.13 (Planned Developments) to the Goals and Policies section of the Land Use Element. It is also recommended that a definition of Planned Development be added to the Land Use Element Glossary, including the FAR bonus language.

4.13 *Planned Developments.* *Incentivize high-quality, contextual, architectural design in Planned Developments through a discretionary process by allowing for a 15 percent increase in the allowable Floor Area Ratio for a project.*

Planned Development: *A comprehensively planned project on a site of at least two acres in size where an applicant proposes and the City desires to achieve a particular mix of uses, appearance, land use compatibility, or special sensitivity to neighborhood character. An increase of 15 percent in the allowable Floor Area Ratio for such projects can be allowed through a discretionary process for projects of high-quality, architectural design that is in context with the existing surrounding development.*

Land Use Diagram

The Land Use Diagram (Attachment B) assigns General Plan Land Use Designations to properties throughout the city. Each Land Use Designation is associated with a range of development capacity measured by Floor Area Ratio (FAR). The Land Use Designation and the FAR range combine to provide a framework for the type and scale of development allowed.

Specific Plan Boundaries

As part of the creation of the Land Use Diagram a number of alterations to the existing boundaries of the specific plans (Attachment F) have been made. These changes, or shifts, in the boundaries allow for the consolidation of similarly developed areas and encourage the implementation of changes to the visions for other areas. The only change in this map from what was presented to the City Council in April 2013 is the creation of the Lamanda Park Specific Plan from portions of the current East Pasadena and East Colorado Specific Plans, as directed by the City Council in June 2014.

Draft Land Use Diagram Revisions

Since the Draft Land Use Diagram was approved by the City Council in April 2013 as the basis for environmental analysis, a number of requests from property owners and community members to change a number of land use designations have been received. During the same period, staff has also identified a series of minor changes that would bring certain Land Use Designations of specific parcels into alignment with current zoning designations, new ownership conditions, or recently approved entitlements. These requests, supported by the Planning Commission and staff, are described and shown in Attachment G.

Implementation Program, Glossary & Appendix

Implementation Program

The Implementation Program provides an overview of the types of actions or tools that will be used to implement the Goals and Policies of the Land Use Element. It provides descriptions, identifies applicable Land Use Goals and/or Policies, and responsible departments. The Implementation Program also dictates the timing for implementation of each program amongst one of four categories: 1) Near Term; 2) Mid-Long Term; 3) Continuous; and 4) Periodic Update.

Glossary

The Glossary includes an alphabetical list of words or terms found in the Draft Land Use Element with definitions and/or explanations.

Development Capacity Appendix

The Development Capacity Appendix establishes the methods by which development capacities for residential units and non-residential square footage are allocated to each specific plan and that shifting capacity between specific plans is not permitted. A number of other related topics are also clarified, including that development capacity limits are based on net new construction and that parking structures are exempt from development capacities.

Recommended Development Capacities

CEQA requires an analysis of the build-out of a General Plan through the horizon year of the document. Through both the 1994 and 2004 Land Use Elements, there is a precedent of adopting development capacities that are applied to each existing specific plan area in order to moderate growth over time without creating impacts that adversely affect the quality of life. The proposed development capacities are based on an analysis of historical growth trends and future growth forecasts, balanced with the community's vision for future development.

Two primary development capacity scenarios were studied as part of the 2015 General Plan Update. The first is the *Central District, South Fair Oaks, Lincoln Avenue (CD, SFO, LA) Alternative*, which was the recommended project from the Planning Commission to the City Council. In June 2014, City Council directed staff to also study a version to this Alternative, redistributing some residential dwelling units from East Pasadena into the East Colorado Specific Plan and into a proposed new specific plan, Lamanda Park. This resulted in the Lamanda Park version of the CD, SFO, LA Alternative. The other development capacity scenario is the *Proposed Project*, as directed by City Council. The *Proposed Project* has higher development capacities than the *CD SFO LA Alternative*. The City Council made the decision to increase the development capacities with the stated purpose of studying higher development intensity with the possibility of later adopting lower development capacities, depending on the outcome of the environmental analysis.

A variety of comments were received during the DEIR comment period on the difference in development potential allowed with the *Proposed Project* and *CD, SFO, LA Alternatives*. Public comment expressing both too little development potential with the *CD, SFO, LA Alternatives* and too much development potential with the *Proposed Project* were noted. Still other commenters asserted that the *Proposed Project* would not permit enough development.

After considering these competing interests and the environmental impacts (the *CD, SFO, LA Alternative* would have the least environmental impacts) staff is recommending adoption of a combination, or hybrid, as part of the *Proposed Project*, which includes elements of the *CD, SFO, LA Alternative*, as part of the *Refined Project*. The Planning Commission considered this recommendation and voted to recommend adoption of it, as shown in the table below:

<i>Refined Project</i>	Central District	South Fair Oaks	East Pasadena	Lamanda Park	East Colorado	North Lake	Fair Oaks/ Orange Grove	Lincoln Avenue	TOTAL
Residential (du)	4,272	802	750	100	300	250	325	180	6,979
			850						
Non-Residential (sf)	2,112,000	988,000	1,095,000	630,000	300,000	250,000	300,000	300,000	5,975,000

Table 1: Refined Project, Development Capacities

The differences between the development capacities in the hybrid recommendation and the *Proposed Project* are:

- Central District:
 - 4,272 residential units is mid-point of *Proposed Project* (4,885) and *CD, SFO, LA Alternative* (3,660); and
 - 2,112,000 square feet of non-residential development is from the *CD, SFO, LA Alternative*.
- South Fair Oaks:
 - 802 residential units is mid-point of *Proposed Project* (915) and *CD, SFO, LA Alternative* (690); and
 - 988,000 square feet of non-residential development is from the *CD, SFO, LA Alternative*.
- East Pasadena:
 - 750 residential units are from the *CD, SFO, LA Alternative (Lamanda Park Sub-Alternative)*.
- Lamanda Park:
 - 100 residential units are from the *CD, SFO, LA Alternative (Lamanda Park Sub-Alternative)*.; and
 - 630,000 square feet of non-residential development is a portion of the 930,000 square foot development cap from the *Proposed Project* for East Colorado.
- East Colorado:
 - 300 residential units are the same allocation as the *Proposed Project* but in a smaller area from the *CD, SFO, LA, Lamanda Park Sub-Alternative*; and
 - 300,000 square feet of non-residential development is the remaining portion of the 930,000 square foot development cap from the *Proposed Project* for East Colorado.

In the Central District and South Fair Oaks specific plan areas the residential development capacities recommendations balance the competing interests regarding residential development levels and sets residential development levels at the mid-point of what was studied for the *Proposed Project* and *CD, SFO, LA Alternative*. These recommendations acknowledge the development potential of the Central District and South Fair Oaks Specific Plan areas, consistent with the General Plan goals and policies of directing growth towards transit, while tempering that potential to an alternative that has fewer impacts.

Further, the non-residential allocation for these two specific plan areas are lower, from the *CD, SFO, LA Alternative*, a level that the Planning Commission and staff recommend as more appropriate development levels.

The Lamanda Park and East Colorado non-residential allocations total the same East Colorado allocation from the *Proposed Project*, but due to the creation of the Lamanda Park specific plan area, this allocation was divided between the two areas. Lamanda Park has the higher allocation because of its high percentage of non-residential land uses.

The allocation of 300 residential units to East Colorado is the same allocation as the Proposed Project. However, due to the creation of the Lamanda Park specific plan area from the eastern end of East Colorado this allocation occurs over a smaller area.

References to Development Capacities in Specific Plans

Currently, specific plan development capacities are included in the 2004 Land Use Element by specific plan area, as well as within five of the eight specific plans (East Colorado, East Pasadena, Fair Oaks/Orange Grove, South Fair Oaks, and West Gateway). With the 2015 General Plan Update, the new development capacities will continue to be identified in the Land Use Element by specific plan area. Upon adoption of the General Plan Update, new specific plan boundaries will be in place. However, the process to update the specific plans to align with the new boundaries will take several years to complete. Therefore, one of the first implementation actions of the updated General Plan will be to amend these specific plans to remove references to development capacities in order to provide clarity that the General Plan development capacities will govern.

ELIMINATING OPTIONAL ELEMENTS

The City of Pasadena's General Plan currently has 14 Elements, representing the seven mandated elements and seven optional elements. Because the Goals and Policies in the Land Use and Mobility Elements have been organized and written to demonstrate the relationships between land use and the related areas of mobility, sustainable environment, infrastructure, art, economic vitality, urban design, and historic preservation, the relevant material from six of the optional elements (*Public Facilities, Social Development, Cultural and Recreational, Economic Development and Employment, Historic and Cultural, and Scenic Highways*) have been incorporated into the Land Use and Mobility Elements, making these optional elements redundant and no longer needed.

These six elements will therefore be eliminated, many of which were adopted in the 1970s and have not been updated. The benefit of consolidating the relevant goals and policies into the Land Use and Mobility Elements will ensure they are centrally located and kept up to date as the City routinely updates these two elements.

The Planning Commission and Transportation Advisory Commission also recommend elimination of these optional elements.

MOBILITY ELEMENT

Over the course of the General Plan Update the primary goal for the Mobility Element Update has been to use this opportunity to redefine critical aspects of Pasadena's transportation policy. In addition to sustainability, the City's transportation system is expected to support the goals of livability, neighborhood protection and mobility. The Mobility Element is focused on three main policy objectives: 1) Enhance livability, 2) Encourage walking, biking, transit, and other alternatives to motor vehicles, and 3) Create a supportive climate for economic viability. Through the update of the General Plan Mobility Element Pasadena is addressing a mandate from the State of California to include Complete Street policies and guidelines to meet the mobility needs of all transportation network users.

Utilizing New Transportation Performance Measures

In support of the General Plan update staff developed a new set of transportation performance measures and thresholds that help meet its objectives for transportation and mobility. With the expanded emphasis on sustainability and a continued focus on livability, the newly adopted performance measures will have the ability to assist in determining how to balance trade-offs among travel modes and among the mobility needs of different members of the community. The City Council adopted the new transportation performance measures and CEQA thresholds of significance on November 3, 2014.

The new transportation performance measures were developed to add depth and balance to the existing measures of vehicle capacity and delay while adding measures to evaluate impact on the non-motorized modes as well as transit. The new measures also align with the sustainability goals of the General Plan by evaluating the "efficiency" of projects by analyzing the per capita length and number of trips associated with changes in land use. The five new transportation measures with CEQA thresholds are:

- Vehicle Miles Traveled Per Capita
- Proximity and Quality of the Transit Network
- Pedestrian Accessibility
- Vehicle Trips Per Capita
- Proximity and Quality of the Bicycle Network

Mobility Objectives and Policies

The Draft Mobility Element redefines critical aspects of its transportation policy. In addition to sustainability, the City's transportation system is expected to support the goals of livability, neighborhood protection and mobility. As a city whose street network developed in the first quarter of the 20th century and which has been fully urbanized for many years, Pasadena is rarely in a position to add new streets or to widen existing

ones. As a result, the City is electing to reinforce transportation policies that embrace a system management concept using improved operations strategies, expanded transit, bicycle and pedestrian systems coupled with transportation demand management and traffic calming to manage vehicular speeds at the neighborhood level.

Policy Additions

During the Draft EIR comment period the City received a letter from California State Department of Transportation (Caltrans). Caltrans questioned the City's choice of CEQA VMT/cap threshold and expressed concern that this threshold may be "higher" than what may be ultimately adopted by SCAG as a regional VMT/cap threshold, although Caltrans staff did acknowledge under SB 743 cities are authorized to adopt their own CEQA thresholds as long as they are technically supported. Caltrans also raised the issue that future transportation impact fees could be an important opportunity to improve the operation of the traffic signals at Caltrans owned intersections at freeway ramp termini. The City of Pasadena and Caltrans have been collaborating on the development of the I-210 Connected Corridors project to address congestion relief due to incidents on either freeway or city arterial streets. The goal of the future phases of the project is to also address the efficient management of recurring traffic congestion on the freeway and adjacent arterial streets.

In response to the issues raised by Caltrans and to demonstrate the City's commitment to continued cooperation with Caltrans in addressing the efficient operation of Caltrans controlled traffic signals and State rights-of-way within the City of Pasadena the following new policies have been added the Mobility Element:

- City of Pasadena will monitor and evaluate the development and adoption of future VMT/cap thresholds for the SCAG region and Los Angeles County.
- City of Pasadena will involve Caltrans in the revision and update of the existing Transportation Impact Fee.
- City of Pasadena will consider improvements to ITS projects involving Caltrans owned intersections at freeway ramp termini in the development of the future transportation impact fee, including but not limited to the I-210 Connected Corridors project.
- City of Pasadena will work with Caltrans to evaluate access management needs and strategies to better manage traffic operations on arterial streets located within close proximity of freeway on/off-ramps in an effort to reduce traffic backups and frictions at Caltrans ramp signals.

Bicycle Network

The City of Pasadena's Bicycle Transportation Action Plan provides specific goals, objectives, actions, and timelines for creating an environment (1) where people circulate without a car, (2) that significantly increases the number of people who commute by bike, (3) that increases the number of people who use a bike for utilitarian trips, fitness and recreation, and (4) that provides business and economic benefits for the City.

This bicycle network builds on a feasibility study that introduces buffered lanes, cycle tracks, and bike boulevards along 10 corridors. Through the General Plan EIR process, the bicycle network was analyzed as part of the City's overall transportation network through Travel Demand Model.

East-West Corridors – Buffered Bike Lane or Cycle Track Implementation

1. Washington Boulevard from Forest Avenue to El Molino Avenue
2. Orange Grove Boulevard from south city limit to Sierra Madre Villa Avenue
3. Villa Street from Champlain Avenue to Hill Avenue
4. Union Street from Arroyo Parkway to Hill Avenue
5. Colorado Boulevard from Holliston Avenue to east city limit (buffered bike lane implementation only)

North-South Corridors – Bicycle Boulevard Implementation

1. El Molino Avenue from north city limit to south city limit
2. Wilson Avenue from Washington Boulevard to Arden Road
3. Sierra Bonita Avenue from Washington Boulevard to Colorado Boulevard
4. Craig Avenue from Casa Grande Street to Del Mar Boulevard
5. Holliston Avenue from Union Street to Cordova Street

The bicycle network establishes four classes or categories of bikeways referred to as Class I, II, III and IV. Until recently the California Department of Transportation (Caltrans) used three categories for bikeways. However, a fourth category, separated bikeways or cycle tracks, has recently been added to the classification.

<i>Designation</i>	<i>Facility Types</i>	<i>Pasadena Designation</i>
Class 1: Off-Street Bike Path		
Class 2: On-Street Bike Lane	<ul style="list-style-type: none"> • Contraflow Bike Lanes • Buffered Bike Lanes • Parking Side or Curb Buffer • Travel Side Buffer • Combined Side or Double-Sided Buffer 	
Class 3: On-Street Bike Route	Bicycle Boulevard Sharrows	Greenways Roseways
Class 4: Separated Bikeways (Cycle Tracks)	<ul style="list-style-type: none"> • One –Way Cycle Track • Two-Way Cycle Track 	

Table 2: Bicycle Network Classes

The Bicycle Transportation Action Plan will serve as an implementation tool for City staff. The Plan outlines educational, engagement, enforcement, and evaluation strategies designed to increase bicyclist safety by educating both bicyclists and motorists. Finally, the plan outlines strategies for funding the program.

Street Types

On March 3, 2014, the staff presented the Pasadena Street Types Plan to the City Council. The City Council directed staff to analyze the environmental impact of the Pasadena Street Types Plan as part of the General Plan EIR. The Draft Mobility Element incorporates the Street Types Plan by utilizing a new street classification system to acknowledge how each street relates to its surrounding land use and accommodates pedestrians, bicyclist, transit users and vehicles. The new street classification system has three major components that guide a street's classification:

- Context - the character of each street in terms of urban form and land use mix, particular in ways that relate to the sidewalk.
- Function- the multi-modal and primary trip-type function of each street.
- Overlays- unique factors that merit special consideration that affect configuration of a street, but do not define the predominate nature of the street. Examples of overlays are Bicycle, Transit, Trucking, etc.

Maps detailing the new Street Types and Overlays are included in the attached Mobility Element (Attachment C).

The Street Types Plan is the organizing framework around which street and sidewalk design guidelines are built that will make Pasadena more walkable and bike friendly in support of the City's adopted sustainability goals. The Street Types Plan recognizes that Pasadena's street network provides a hierarchy of roadways that have been designed over time to allow for higher travel speeds which is often in conflict with the patterns of land use and pedestrian activity that have evolved along these streets. The Street Types Plan addresses this conflict by classifying each street by pairing roadway "function" (design criteria - maximum number of lanes and design speed) with "context" (adjacent land uses relation to the street and levels of activity) to create a coherent network that serves the diverse economic, social, and environmental needs of Pasadena.

The 1994 Mobility Element identified a number of street segments for which street design measures (such as the removal of travel lanes and curb extensions) were implemented to manage the volume and speed of vehicles on those streets. The Street Types Plan expands the number of De-Emphasized street segments by including those street segments identified for bicycle emphasis resulting in measures to de-emphasize vehicle speeds and volume on those streets.

Implementation Plan

The Implementation Plan provides an overview of the types of actions or tools the City will use to implement the Objectives and Policies of the General Plan Mobility Element. It provides program descriptions, and identifies applicable Mobility Element Objective and/or Policies and responsible departments. Also, the Implementation Plan establishes the timing of each program, which is divided into three categories: 1) Completion time frame (near or mid to long term), 2) Continuous, and 3) Periodic update.

ENVIRONMENTAL REVIEW:

An Environmental Impact Report (EIR) has been prepared to identify and analyze the potential environmental impacts associated with the General Plan Update.

Draft Environmental Impact Report

The Draft EIR was released for public review in January 2015 and analyzed the environmental impacts in the following study areas: 1) Aesthetics, 2) Air Quality, 3) Biological Resources, 4) Cultural Resources, 5) Greenhouse Gas Emissions, 6) Hazards and Hazardous Materials, 7) Hydrology and Water Quality, 8) Land Use and Planning, 9) Noise, 10) Population and Housing, 11) Public Services, 12) Recreation, 13) Transportation and Traffic, and 14) Utilities and Service Systems.

Of these areas, the Draft EIR identified significant effects to: 1) Air Quality; 2) Biological Resources; 3) Cultural Resources; 4) Greenhouse Gas Emissions; 5) Noise; and 6) Transportation and Traffic. However, with the incorporation of mitigation measures it was determined, with the exception of Air Quality, Greenhouse Gas Emissions, Noise, and Transportation and Traffic, all significant effects would be reduced to a less than significant level.

The summary of impacts and recommended mitigation measures are listed in the Draft EIR in Table 1-4 Summary of Environmental Impacts, Mitigation Measures and Levels of Significant after Mitigation. Due to the identified significant and unavoidable impacts to Air Quality, Greenhouse Gas Emissions, Noise, and Transportation and Traffic, the Council must adopt of a Statement of Overriding Considerations in order to certify the Final EIR and adopt of the Land Use and Mobility Elements.

Proposed Project

In April 2013, the City Council directed staff to study the *Proposed Project* which consists of the development capacities as shown below. Because the City Council authorized the study of the development capacities at the same time it authorized the changes to the specific plan boundaries, the capacities were adjusted to reflect the new specific plan boundaries (Attachment E).

<i>Proposed Project</i>	Central District	South Fair Oaks	East Pasadena	East Colorado	North Lake	Fair Oaks/ Orange Grove	Lincoln Avenue	TOTAL
Residential (du)	4,885	915	1,050	300	250	325	180	7,905
Non-Residential (sf)	3,379,000	1,421,000	1,095,000	930,000	250,000	300,000	300,000	7,675,000

Table 3: Proposed Project, Development Capacities

Draft EIR Alternatives

In addition to the *Proposed Project*, the Draft EIR analyzed three Alternatives, as well as the *No Project Alternative (Adopted General Plan)*. The Alternatives are distinct development scenarios designed to lessen the environmental impacts of the *Proposed Project* by altering land use designations and/or development capacities. Descriptions of each, along with their respective development capacities are below.

Alternative 1: Central District, South Fair Oaks, and Lincoln Avenue (CD SFO LA)

<i>CD, SFO, LA</i>	Central District	South Fair Oaks	East Pasadena	East Colorado	North Lake	Fair Oaks/ Orange Grove	Lincoln Avenue	TOTAL
Residential (du)	3,660	690	1,050	300	250	325	90	6,365
Non-Residential (sf)	2,112,000	988,000	1,095,000	930,000	250,000	300,000	150,000	5,825,000

Table 4: CD, SFO, LA Alternative, Development Capacities

This alternative has lower reduced residential and non-residential development capacities in the Central District, South Fair Oaks, and Lincoln Avenue Specific Plans with the intent of reducing impacts in Air Quality, Greenhouse Gas Emissions, and Transportation and Traffic. Even though this alternative would reduce environmental impacts in eight impact categories, the significant and unavoidable impacts identified by the *Proposed Project* for air quality, greenhouse gas emissions, noise, and transportation and traffic would not be eliminated. This alternative would meet most of the project objectives, but to a lesser degree.

Alternative 2: Central District, South Fair Oaks, and Lincoln Avenue (Lamanda Park Sub-Alternative)

<i>CD, SFO, LA (Lamanda Park)</i>	Central District	South Fair Oaks	East Pasadena	Lamanda Park	East Colorado	North Lake	Fair Oaks/ Orange Grove	Lincoln Avenue	TOTAL
Residential (du)	3,660	690	750	100	500	250	325	90	6,365
Non-Residential (sf)	2,112,000	988,000	1,095,000	630,000	300,000	250,000	300,000	150,000	5,825,000

Table 5: CD, SFO, LA Alternative (Lamanda Park Sub-Alternative), Development Capacities

Using the *Central District, South Fair Oaks, and Lincoln Avenue Alternative* as a basis, this scenario redistributes the residential and non-residential development capacities between East Pasadena, East Colorado, and a new specific plan area, Lamanda Park. Without a net increase, the 1,350 residential units in East Pasadena and East Colorado are redistributed with 750 in East Pasadena (down from 1,050), 500 in East Colorado (up from 300), and 100 in Lamanda Park. Further, the 930,000 square feet of non-

residential area in East Colorado would be adjusted with 300,000 square feet moving to Lamanda Park with 630,000 square feet remaining in East Colorado.

An analysis was conducted on the transportation impacts of this redistribution of dwelling units, and no impacts beyond those identified in the *CD SFO LA* Alternative were identified.

Alternative 3: Efficient Transportation

<i>Efficient Transportation</i>	Central District	South Fair Oaks	East Pasadena	East Colorado	North Lake	Fair Oaks/ Orange Grove	Lincoln Avenue	TOTAL
Residential (du)	4,885	915	1,050	300	250	325	180	7,905
Non-Residential (sf)	3,379,000	1,421,000	1,095,000	930,000	250,000	300,000	300,000	7,675,000

Table 6: Efficient Transportation Alternative, Development Capacities

This alternative concentrates higher density, mixed-use development around transit stations with a supporting mix of land uses to reduce both the frequency and length of vehicle trips. It uses the same development capacities as the *Proposed Project*. This alternative would reduce environmental impacts in six categories; however, the significant and unavoidable impacts identified by the *Proposed Project* for Air Quality, Greenhouse Gas Emissions, Noise, and Transportation and Traffic will not be eliminated. Adoption of this alternative would meet most of the project objectives and would slightly reduce vehicle miles traveled (VMT) per capita.

The Transportation Advisory Commission voted to recommend adoption of this development scenario.

Alternative 4: Reduced Air Quality and Noise

<i>Reduced Air Quality and Noise</i>	Central District	South Fair Oaks	East Pasadena	East Colorado	North Lake	Fair Oaks/ Orange Grove	Lincoln Avenue	TOTAL
Residential (du)	4,885	915	1,050	300	250	325	180	7,905
Non-Residential (sf)	3,379,000	1,421,000	1,095,000	930,000	250,000	300,000	300,000	7,675,000

Table 7: Reduced Air Quality and Noise Alternative, Development Capacities

This alternative makes significant changes to the land use designations along freeways by altering multi-family designations within 500 feet of a freeway to single-family, mixed-use designations that are similarly dense, or exclusively commercial designations. It uses the same development capacities as the *Proposed Project*. The intent of this alternative is to reduce impacts to Air Quality and Noise. This alternative will result in reduced impacts in three categories, including one significant and unavoidable impact to the Congestion Management Program (CMP) arterial intersection identified in the *Proposed Project*. However, it will result in an overall increase in five impact categories including Greenhouse Gas Emissions, Hazards and Hazardous Materials, Public Services, Recreation, and Utilities and Services Systems. Significant unavoidable adverse impacts in the categories of Air Quality, Greenhouse Gas Emissions, Noise, and Transportation and Traffic will not be eliminated, with the exception of impact to one

CMP arterial intersection. This alternative would meet most of the project objectives, but slightly increase VMT per capita and Greenhouse Gas Emissions.

No Project/Adopted General Plan

<i>No Project/ Adopted General Plan</i>	Central District	South Fair Oaks	East Pasadena	East Colorado	North Lake	Fair Oaks/ Orange Grove	Lincoln Avenue	TOTAL
Residential (du)	1,072	166	--	737	497	331	90	2,893
Non-Residential (sf)	4,622,349	836,537	2,020,326	243,322	118,025	500,727	150,000	8,491,286

Table 8: No Project/Adopted General Plan

The *No Project/Adopted General Plan Alternative* assumes that the existing General Plan would remain in effect and the development would continue to occur in accordance with the existing regulations. This alternative will not eliminate the significant and unavoidable impacts identified by the *Proposed Project* for Air Quality, Greenhouse Gas Emissions, Noise, and Transportation and Traffic. Although this alternative will eliminate the CMP arterial impact identified in the *Proposed Project*, it will create a new CMP arterial intersection impact at a different intersection and increase VMT per capita. In addition, this alternative may lead to future developments that may not be compatible with the Proposed General Plan’s Goals and Objectives.

Environmentally Superior Alternative

As part of an EIR, it is required that the environmentally superior alternative be identified. For this EIR, the *Central District, South Fair Oaks, And Lincoln Avenue Alternative* is environmentally superior to the proposed project as this alternative would result in reduced environmental impacts in eight study areas when compared to the environmental impacts of the *Proposed Project*.

Final Environmental Impact Report

The Final EIR was published July 14, 2015, with Errata 1 on July 22. A revised Final EIR was published on August 7, which includes environmental analysis of the *Refined Project*. The FEIR and Errata incorporate responses to the public and agency comments received during the public comment period, along with necessary technical corrections. It also incorporates a Mitigation Monitoring and Reporting Program (MMRP) which lists all mitigation measures required of the proposed project.

A total of 20 comment letters were received during the Draft EIR comment period. Additional comments were received during eleven Advisory Commission meetings and two community forums. Of the comments received during the Draft EIR comment period, there were several recurring comments that could be grouped into three overarching themes -- Density Bonus (SB 1818); Air Quality; and Transportation & Traffic -- responses to which are summarized below.

Density Bonus (SB 1818)

Senate Bill 1818 is state legislation adopted in 2005 which requires local governments to grant concessions or other incentives to development projects that meet certain affordable housing criteria. These concessions can allow projects additional height, above what is allowed in the underlying zone. DEIR comments asserted that this may allow development that is incompatible with the surrounding neighborhood. The response clarifies that granting such concessions requires discretionary approval and written findings must be made to grant the concession. The response details the regulatory framework in place, such as design review, which is in place to prevent development of incompatible projects.

Air Quality

Comments during the Draft EIR comment period questioned the accuracy of Air Quality data represented in the Draft EIR, particularly air pollutant concentrations near Interstate 210. The response thoroughly explains the methods and thresholds used to determine air quality impacts related to mobile and stationary sources and disclosing air quality impacts to sensitive receptors. The General Plan Draft EIR carefully considered the projects' impact on air quality and recommended new mitigation measures to disclose air quality data to projects with sensitive receptors constructed in proximity to the 210 Freeway.

Transportation & Traffic

Comments were received asserting that the new transportation performance measures adopted by City Council, and in alignment with State mandates, do not accurately disclose traffic impacts and that the traffic impacts may be significant despite the thresholds used in the Environmental Impact Report.

The Final EIR responded to these comments by explaining the adoption process of new CEQA Thresholds and Metrics to measure traffic impacts, which occurred in November 2014. The new metrics use a multi-modal analysis of transportation and traffic, consistent with the goals and policies of the proposed General Plan Update.

The new performance measures were also adopted in response to State Legislation (SB 743) mandating the replacement of long standing CEQA Thresholds (Level of Service (LOS) and Street Segment Analysis) as valid measures of traffic impacts. The Department of Transportation led a rigorous public process to develop metrics that would comply with SB 743 and aid in the achievement of General Plan Guiding Principles and Policies. These new metrics have received recognition by regional and state planning organizations for their vision and quality.

Comments requested that a reanalysis, using the former performance measures of the potential transportation impacts of the General Plan Update be performed, asserting that the traffic impacts may be significant despite the significance thresholds used in the

EIR. The EIR did not respond by changing the standard but instead offered evidence as to why the thresholds utilized were relevant and appropriate. The Final EIR includes the factual and policy basis for using the new performance measures along with a discussion of the traffic impacts of the *Proposed Project* and *Alternatives*.

Technical Corrections

A number of minor corrections, typographical errors, and clarifications were also included in the Final EIR.

Conclusion

The Final EIR determined that the proposed project would result in significant and unavoidable environmental impacts in the areas of Air Quality, Greenhouse Gas Emissions, Noise, and Transportation/Traffic that cannot be mitigated. Based on this conclusion, a Statement of Overriding Considerations must be adopted by the City Council in order to approve the project.

No additional public review is required because the conclusions of the EIR did not change and no feasible project mitigation was rejected.

Statement of Overriding Considerations

In order to certify the Final Environmental Impact Report for the General Plan Update, a Statement of Overriding Considerations (SOC) must be adopted because the impacts to Air Quality, Greenhouse Gas Emissions, and Transportation and Traffic cannot be mitigated to a less than significant level.

In adopting an SOC, the California Environmental Quality Act (CEQA) allows a decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of the project against its unavoidable environmental impacts when determining whether to approve a project. In such a case, CEQA requires the agency to identify the specific reasons for approving a project in light of significant impacts resulting from project implementation. Those reasons must be based on substantial evidence in the Final EIR or elsewhere in the administrative record (CEQA Guidelines Section 15093).

Environmental Analysis of Refined Project

The environmental analysis of the *Refined Project* was published in a revised Final EIR on August 7, 2015. This documents further environmental analysis associated with the Refined Project presented in this recommendation. Based on these analyses it is the conclusion that the project refinements as presented will not result in any impacts that were not previously identified in the Environmental Impact Report and that the severity of the impacts that were previously identified would not be worsened.

ECONOMIC ANALYSIS

In order to determine the economic impacts of the updates to the Land Use and Mobility Elements, the City of Pasadena prepared an economic impact analysis of the General Plan Update. The report, entitled 'Economic Impact of the Proposed General Plan Update' (Attachment I), analyzes the economic growth the *Proposed Project*, EIR Alternatives, and *Refined Project* would generate. The report analyzes population and employment growth, business and labor income, retail sales, and municipal costs and revenues. While the analysis is predicated on theoretical buildout, it is likely that market conditions would not support all the development opportunities created by the Plan, and that actual growth would be lower than theoretical buildout.

As the report concludes, the *Proposed Project*, EIR Alternatives, and *Refined Project* all would provide a solid mix of uses that would maintain and enhance a strong economic and fiscal foundation for the City, its residents, and its business community. The General Plan Update would further solidify Pasadena as a significant jobs center for the region. This economic growth would not only enhance prosperity in the private sector economy, but would strengthen the tax base of the City and generate sufficient revenue to expand City services and facilities to meet the needs of the growing population.

NEXT STEPS

After certification of the Final EIR and adoption of the General Plan update, staff will initiate work on completing a number of tasks in the Implementation Programs of the Land Use and Mobility Elements. Implementation actions are expected to consist of following work items:

- Remove References to Development Capacities in Specific Plans: Update specific plans to eliminate references to development capacities, deferring to the new General Plan Land Use Element development capacities.
- Eliminate One Specific Plan, Create One New Specific Plan, and Update Remaining Specific Plans: The City will review and update all specific plans, using form-based code principles, to ensure consistency with the updated General Plan. Any references in the specific plans to allocating development capacity by area and/or use will be eliminated.
- Update Zoning Code and Zoning Map: Using form-based code principles, the Zoning Code, and Zoning Map, will be updated to ensure consistency with the General Plan and specific plans.
- Develop Citywide Design Guidelines: The City will review and create Citywide design principles, including a unified set of design guidelines for the Specific Plan areas drawing upon form-based code principles.

- **Revise Transit Oriented Development (TOD) Regulations:** A Zoning Code amendment will be completed to create more effective regulations applicable to the TOD areas located within the City.
- **Establish Climate Action Plan:** The City will develop and adopt a Climate Action Plan that monitors the impacts of climate change and provides strategies and measures to reduce greenhouse gas emissions and adapt to climate change.
- **Update CEQA Guidelines:** The City will update its guidelines for implementing the California Environmental Quality Act to ensure the latest and best practices are utilized and proposed development is properly studied and potential environmental impacts disclosed.
- **Adopt Bicycle Transportation Action Plan:** The Bicycle Network vetted through the community and commissions is included in the EIR and the Mobility Element. The Bicycle Transportation Action Plan provides guidance for implementing programs that encourage bicycling in the City, educational and safety programs. The City was recently awarded a Metro Call for Projects to partially fund the Union Cycle Track.
- **Implement Short Range Transit Plan:** The Short Range Transit Plan (SRTP) was presented to the Transportation Advisory Commission and to the Municipal Services Committee (MS) in September 2103. The SRTP guides the short range programming of local transit services and outlines future operating programs and capital projects. The SRTP is a management tool to guide ongoing improvements to the City-operated local transit system covering the period of Fiscal Year 2012 through Fiscal Year 2017.
- **Create Context Based Street Design Guidelines:** These Guidelines are intended to help the City develop the design framework for guiding future street investments both from the standpoint of retrofit/traffic calming as well as reconstruction/enhancement. The Form-Based Street Design Guidelines will provide decision-makers and City Staff with a set of tools to make city streets safe, attractive and accommodate all modes. Transportation Staff secured a grant through SCAG to work with a consultant to develop the Form Based Street Design Guidelines.
- **Implement Transportation Impact Analysis Guidelines :** After the adoption of the Transportation Performance Measures, Transportation Staff updated the Transportation Impact Analysis Guidelines to reflect the new metrics to analyze development projects that may have transportation impacts.
- **Update Traffic Reduction and Transportation Improvement Fee:** A revised nexus study will be prepared to support the development of a revised transportation impact fee which will charge new development its fair share of the costs to implement needed transit, bicycle and pedestrian infrastructure improvements.

COUNCIL POLICY CONSIDERATION:

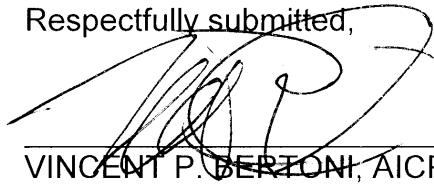
The adoption of the General Plan Update will support the Council's Strategic Planning Goals by:

- 1) Maintaining fiscal responsibility and stability by encouraging a wide variety of residential and commercial uses to keep the City and community on solid financial ground;
- 2) Improving, maintaining, and enhancing public facilities and infrastructure by enhancing the City's fiscal benefits through new development to fund City services;
- 3) Increasing conservation and sustainability by encouraging areas where density development can take advantage of common infrastructure and thereby reduce impacts on a per capita basis;
- 4) Improving mobility and accessibility throughout Pasadena by shifting focus from single-driver automobiles to non-automobile travels (i.e. transit, bicycles, and pedestrians);
- 5) Supporting and promoting the quality of life and the local economy by providing for new development and new jobs to support local residents; and
- 6) Ensuring public safety by maintaining the City's fiscal resources through new development to provide for emergency and public safety operations.

FISCAL IMPACT:

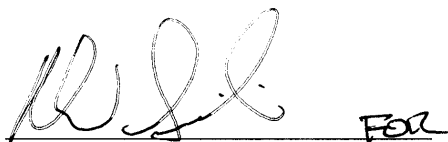
Adoption of the General Plan Update will establish land use policies to guide the future development of Pasadena. These policies impact not only what the city will look like, but also will directly influence the quality of life and economic well-being of Pasadena by thoughtfully balancing the community's need for housing, jobs, services, and recreation. These policies are intended to create an environment that supports the community's vision of balance and diversity and therefore fiscal stability and success.

Respectfully submitted,



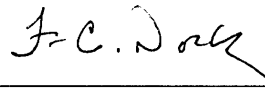
VINCENT P. BERTONI, AICP
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Development Department

Prepared by:



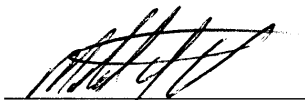
Vicrim Chima
Planner

Concurred by:



FREDERICK C. DOCK, AICP PE
Director
Department of Transportation

Approved by:



MICHAEL J. BECK
City Manager

Attachments: (13)

Attachments:

- Attachment A: Land Use Element
- Attachment B: Land Use Diagram
- Attachment C: Mobility Element
- Attachment D: Revised Final Environmental Impact Report
- Attachment E: Land Use Element Goals and Policies Changes
- Attachment F: Changes to Specific Plan Boundaries
- Attachment G: Land Use Diagram Revisions
- Attachment H: City of Pasadena Density Bonus Concession Projects
- Attachment I: Economic Impact of the Proposed General Plan Update
- Attachment J: Outreach Summary (2009-2012)
- Attachment K: Plan Development & Commission Review Summary (2012-2015)
- Attachment L: General Plan Consistency Findings