

City of Pasadena General Plan

LAND USE ELEMENT GOALS AND POLICIES

Excerpt of policies for Transportation Advisory Commission review

Correlation of Land Use with Mobility

By statute, the types and intensities of development permitted by the Land Use Plan must be correlated with the ability to provide adequate mobility to residents and visitors consistent with community values for acceptable levels of congestion. A primary principle defined by General Plan and Land Use Element is that Pasadena will be a city where people can circulate with a car. Implementation of the mix and densities of uses depicted on the Land Use Diagram and urban form policies will promote walking, bicycling, and transit use achieving this objective. The following goals and policies express the relationship between land use development and mobility.

GOAL 18. Land Use/Transportation Relationship. Pasadena will be a City where there are effective and convenient alternatives to using cars and the relationship of land use and transportation is acknowledged through transit-oriented development, multi-modal design features and pedestrian and bicycle amenities facilities in coordination with and accordance with the Mobility Element.

Policies

- 18.1 **Development Patterns and Densities.** Accommodate the mix and density of land uses and urban form that induce walking, bicycling, and transit use as an alternative to the automobile, as specified by the Land Use Diagram.
- 18.2 **Mobility.** Correlate land use development intensities with adequate infrastructure improvements and transportation strategies to ensure mobility in all areas of Pasadena.
- 18.3 **Modal Choices.** Promote the development of infrastructure supporting walking, bicycling, and transit use and complete streets as specified by the Mobility Element.
- 18.4 **Transit-Pedestrian Coordination.** Implement physical improvements facilitating pedestrian access from development projects to the street, bus stops, and/or transit stations.
- 18.5 **Land Use-Mobility Compatibility.** Manage vehicle traffic volumes and speeds to improve their compatibility with the character of the adjacent land uses, the function of the street(s), and bicycle and pedestrian traffic.
- 18.6 **Relationship of Buildings to Transit Portals.** Require that building entrances or accessways be oriented toward transit stations or bus stops when located adjacent to these facilities.

Comment [VSC1]: TAC: Provide examples on the types of physical improvements.

Comment [VSC2]: TAC: Do not limit the directive to transit station and bus stops. Consider the term, "Transit portal" as a more inclusive term.

Parking

Parking standards for Pasadena's residential neighborhoods and commercial districts and corridors vary according to land use type, density, and proximity to transit stations. Areas with higher density, mixed-use development projects in proximity to transit stations require fewer parking spaces than other areas in recognition of the increased potential for transit ridership and local walkability. These standards are established and periodically reviewed and adjusted through the City's Zoning Ordinance. The following goals and policies define a strategy to provide sufficient parking consistent with the vision, land use mix, densities, and access to alternative transportation modes.

GOAL 19. Adequate Parking. Adequate parking in all areas of Pasadena commensurate with the type, mix, and density of land uses, availability of shared facilities, and proximity to transit.

Comment [VSC3]: TAC: Replace with "Parking Availability. The provision of parking in all areas of Pasadena shall be made after consideration of all the General Plan principles, goals, and policies, and the parking that is thereafter deemed necessary shall be commensurate with the type, mix, and density of land uses, availability of shared facilities, and proximity to traffic.

Policies

- 19.1 **Parking Standards.** Establish, periodically review, and adjust as necessary standards to ensure a ~~adequate~~ supply of parking commensurate with the vision, uses, densities, availability of alternative modes, and proximity to transit stations in the area.
- 19.2 **Parking Limits.** Establish limits on the amount of parking that may be developed for projects in the Central District and Transit Villages to promote walking, bicycling, and use of transit as an alternative to the automobile.
- 19.3 **Parking Management.** Manage parking to reduce the amount of land devoted to frequently vacant parking lots through parking management tools.
- 19.3 **Park Once.** Provide the opportunity for residents, patrons and visitors to park once and visit many destinations in the Central District, Transit Villages, and Neighborhood Villages through centrally located shared parking while providing additional flexibility for businesses to provide parking off-site or participate in other alternative parking funding mechanisms.
- 19.4 **Bicycle Parking.** Accommodate the development of bicycle parking centers in the Central District, Transit Villages, and Neighborhood Villages and require larger development projects to incorporate secured and convenient bicycle parking facilities.

Comment [SAR4]: TAC: Include a new policy, which would state, "Encourage practices that make the cost of parking transparent to consumers. Allow residents and consumers to reap financial benefits when they choose to forgo parking by disassociating or unbundling the costs of land devoted to parking from the prices of goods, services, and housing."

Comment [VSC5]: TAC: Remove the term "adequate"