

ATTACHMENT B
EXISTING LINCOLN AVENUE SPECIFIC PLAN (2013)



City of Pasadena



Lincoln Avenue Specific Plan

October 2013





Lincoln Avenue Specific Plan

CITY OF PASADENA

Adopted by the City Council
October 21, 2013

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Executive Summary

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Executive Summary

1.1 Specific Plan Vision and Objectives

The Lincoln Avenue Specific Plan establishes a vision and guidelines for new development, uses, and public improvements along the 1.3-mile section of Lincoln Avenue that extends from roughly Forest Avenue north to the City's northern boundary.

Vision for the Lincoln Avenue Specific Plan

To repurpose the Lincoln Avenue corridor from an industrial and limited commercial area into a vibrant neighborhood-oriented district, with new housing options and a complement of local-serving retail and service businesses, office spaces, and community uses, all tied together with public improvements that create a vibrant and enjoyable pedestrian environment.

The Specific Plan defines actions to be taken to recreate the corridor as one that better serves surrounding neighborhoods and creates an attractive gateway into Pasadena, consistent with General Plan goals, policies, and guiding principles. Key Specific Plan objectives are:

- ▶ Create a neighborhood “main street” that will serve as the focal point for the neighborhoods surrounding Lincoln Avenue.
- ▶ Preserve and enhance existing residential areas.
- ▶ Provide new opportunities for all types of housing along the corridor.
- ▶ Facilitate opportunities for catalytic developments that provide desired neighborhood-oriented retail and service businesses, local employment opportunities, and a link to the community.
- ▶ Provide for the gradual phasing out of industrial uses that create conflicts with surrounding neighborhoods.
- ▶ Support design that contributes to the enhanced character of the City and Northwest Pasadena in particular.
- ▶ Enrich the pedestrian environment along Lincoln Avenue through well-designed and appropriately scaled projects and pleasing streetscapes.
- ▶ Invite pedestrian activity through a cohesive and improved streetscape corridor.
- ▶ Encourage investment, maintenance, and pride in the Lincoln Avenue Specific Plan area.
- ▶ Enhance public safety.

For decades, Lincoln Avenue has been the location of small-scale industrial businesses—many with outdoor operations. While Pasadena certainly supports a vibrant local industrial sector, districts in the City other than the Lincoln Avenue corridor are better suited and have been designated for such purposes. Lincoln Avenue is a western gateway that serves many distinctive residential neighborhoods and bring

visitors to the Rose Bowl and Brookside Park. The corridor merits a new life based on the important local and citywide functions it is well-positioned to serve.

The City recognizes that significant changes will not happen within two to five years. The goal is to create a framework for change and to inspire private reinvestment along the corridor that includes rehabilitation of aging buildings and establishment of new buildings and new uses that can achieve the goals stated above.

1.2 Document Organization

This Specific Plan is an urban design-oriented plan, with standards established for enhancing the street realm and other public areas, as well as definitive design standards for private properties. The Specific Plan also tailors land use regulations for the Specific Plan area consistent with local community goals. In addition, standards for streetscape and mobility improvements and timing of infrastructure enhancements are addressed.

Chapter 1 defines the Specific Plan area and the community intent that drives the Plan vision, objectives, and implementation. Chapter 2 describes baseline (2009) conditions to establish the planning context. Chapter 3 outlines the revitalization strategy, including the primary actions to be taken to catalyze private development. Chapter 4 establishes the administrative rules for implementing the Specific Plan and reviewing development proposals within the Plan area.

Chapter 5 provides the comprehensive design and land use standards and guidelines applicable to all new development, additions, and substantial rehabilitation projects. The Land Use Standards, Development Standards, and Architectural Guidelines in Chapter 5 build upon existing characteristics and promote new development that contributes to the desired uses, scale, texture, and rhythm of the Lincoln Avenue corridor.

Chapter 6 defines the policies to be implemented to increase mobility options and enhance the public realm through streetscape and pedestrian safety and comfort improvements. Infrastructure and public services enhancements are set forth in Chapter 7. Chapter 8 is the Implementation Plan. The purpose of the Implementation Plan is to translate the overall policy from narrative and illustrative graphics to specific actions in a clear and traceable manner.



Introduction ◀

Lincoln Avenue Specific Plan



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1. Introduction

Vision for the Lincoln Avenue Specific Plan

To repurpose the Lincoln Avenue corridor from an industrial and limited commercial area into a vibrant neighborhood-oriented district, with new housing options and a complement of local-serving retail and service businesses, office spaces, and community uses, all tied together with public improvements that create a vibrant and enjoyable pedestrian environment.

1.1 Purpose

The Lincoln Avenue Specific Plan provides a long-term strategy for revitalizing and increasing the development potential of an underutilized commercial and residential corridor in the City of Pasadena. Lincoln Avenue has the potential to become a vibrant “main street” for area residents, with improved access to destinations, an inviting environment for walking and biking, and an active and engaging experience. The Specific Plan will help prevent and mend disjointed development, which can occur in the absence of a comprehensive planning effort.

The Lincoln Avenue Specific Plan provides clear guidance for future development and public improvements along Lincoln Avenue. The land use regulations in this Plan are designed to encourage neighborhood-serving development by making it more financially feasible, and to ensure that new buildings, streetscape improvements, and added amenities contribute positively to the pedestrian experience. The Specific Plan also identifies public improvements that will further enhance the appearance and character of the corridor, with new streetscape design and installation recommendations intended to encourage private property development, investment, rehabilitation, and other property enhancements within the Lincoln Avenue Specific Plan area. Potential economic development initiatives are also discussed in the Specific Plan.

1.2 Community Intent

Lincoln Avenue serves several surrounding neighborhoods with strong, engaged residents and business owners. The community has long sought the revitalization of this corridor, including employment opportunities for residents and youth and shopping and entertainment options for local residents. Community members look for Lincoln Avenue to be re-created as a neighborhood-serving corridor that:

- ▶ De-emphasizes industrial uses that create conflicts with surrounding neighborhoods
- ▶ Provides opportunities for additional neighborhood housing
- ▶ Creates places for local commercial businesses

- ▶ Invites pedestrian activity
- ▶ Supports community uses and public and green spaces
- ▶ Encourages investment and maintenance
- ▶ Supports and represents sustainable development approaches
- ▶ Values historic preservation
- ▶ Reveals a consistent identity
- ▶ Is aesthetically pleasing, with quality streetscapes and attractive commercial buildings

The Lincoln Avenue Specific Plan represents the vision that the community has set for development along the corridor. This document will be used by property and business owners, developers, decision makers, and City staff as the regulations that will guide private and public development projects. The Specific Plan establishes the framework for land use, development, revitalization strategies, streetscape improvements, and other capital investment projects.

1.3 Specific Plan Area

Lincoln Avenue is a primary north/south corridor in west Pasadena, with a backdrop of the San Gabriel Mountains to the north. The Specific Plan area generally consists of the properties fronting the 1.3-mile section of Lincoln Avenue between Forest Avenue on the south and the northern City boundary, just north of Montana Street. The properties within the Specific Plan area encompass roughly 50 acres. Figure 1-1 represents the Specific Plan area. The policy guidance and regulatory provisions in this Lincoln Avenue Specific Plan apply to those parcels within the Specific Plan area.

*Lincoln Avenue
near Wyoming
Street, looking
north (2010)*



Washington Boulevard and Mountain Street are the major east/west roads that intersect Lincoln Avenue. Smaller neighborhood streets, such as Hammond Street and Montana Street, also intersect Lincoln Avenue. Interstate 210 (also known as the Foothill freeway, or I-210), crosses and parallels the Specific Plan area. Two freeway entrance/exit ramps provide local access: one at Mountain Street on the southern end and one north of Howard Street where the freeway bisects the Plan area.

Figure 1-1: Lincoln Avenue Specific Plan Area



1.4 The Planning Process

This Specific Plan builds upon the direct input of community stakeholders within the Lincoln Avenue Specific Plan area. During 2009 and 2010, the City conducted several community workshops with stakeholder groups and convened a Lincoln Avenue Specific Plan Advisory Committee to provide guidance and insight. These efforts built upon prior planning and community outreach activities that occurred in previous years.

1.4.1 Community Workshops

During the fall of 2009, more than 80 Lincoln Avenue area residents, youth, business people, faith leaders, and Northwest Commission and Lincoln Project Area Committee members participated in a series of five public workshops related to Lincoln Avenue. Workshop participants identified strengths, weaknesses, opportunities, and concerns (SWOC) regarding the Lincoln Avenue corridor now and into the future.

Participants expressed a diversity of opinions and ideas. Topics ranged from those ordinarily addressed in a Specific Plan —land use, urban design, circulation, etc.—to issues that people see affecting their everyday needs, such as social service needs, community engagement, and issues related to specific properties. The results of the SWOC analysis are summarized below.

1.4.1.A Community-Identified Strengths

A SWOC analysis was conducted at the public workshops.



Participants identified the community's cohesiveness, diversity, and multi-generational and family orientation as strengths. Some of the specific strengths identified included the presence of John Muir High School, active churches, well-established and long-term businesses, proximity to the Rose Bowl and Arroyo Seco, easy access to the freeway, mountain views, and a rich history. Many participants also mentioned that recent projects—especially residential projects along the corridor—were especially architecturally pleasing.

1.4.1.B Community-Identified Weaknesses

Many of the weaknesses identified related to not capitalizing upon the corridor's strengths. For example, despite the corridor's proximity to the Rose Bowl, crowds from Rose Bowl and Brookside Park events are not captured or directed to Lincoln Avenue. Many participants complained about the lack of businesses that people desire to accomplish everyday errands in the neighborhood. Continued crime was a concern, as was land use conflicts, poor aesthetics (including not enough trees), poor property maintenance, and lack of signage on businesses.

1.4.1.C Community-Identified Opportunities

Workshop attendees were asked to think big about the Lincoln Avenue of the future. Opportunities identified by participants generally fell into two categories: 1) physical changes that could potentially be effected by a specific plan, and 2) programmatic or human capital endeavors that may be more policy based.



November 2009
community
workshops for the
Lincoln Avenue
Specific Plan

Photo Credit:
Helene Barbara

Physical Environment Opportunities

Many residents discussed the opportunity for new neighborhood-serving uses to meet their everyday needs, such as a market, gas station, bank or ATM, and personal services and retail establishments. The desire for a sit-down restaurant was also often voiced. People noted the need for more park space. The desire for arts and cultural uses was discussed by multiple groups, as well as destinations for the youth. Many participants were interested in the potential for mixing uses, specifically commercial and residential, in a single building or block, and a concentration of desired uses on the corridor. Shared public parking was mentioned in the context of expanding uses and accommodating a parking shortage. The importance of sustainability features was also mentioned. Other desires voiced included entertainment venues. Many participants discussed their unhappiness with existing industrial and auto-oriented uses and the related pollution, noise, and unattractive appearances.

Several people discussed the need to enhance Lincoln Avenue's identity in the context of the rich history and through the utilization of increased signage and marketing. Gateways were mentioned as important opportunities for signage and signature buildings. The need for increased maintenance, lighting, and façade improvements at many properties along the corridor were often mentioned, as were improvements to the streetscape, especially trees.

Participants discussed the need to create connections to nearby established destinations such as Old Pasadena, the Rose Bowl, and Hahamongna Watershed Park. Desires for increasing pedestrian and bicycling safety were also voiced.

Human Capital Opportunities

Many people discussed the opportunity to utilize some of the strengths of the community, especially John Muir High School, local nonprofits and churches, and the long-term business community, to support more powerful and action-oriented

partnerships. Local hiring was mentioned often, as was ensuring opportunities in general for the local community. Additional opportunities related to entrepreneurship and business services, such as incubator assistance. Additional services for the youth were also discussed.

1.4.1.D Community-Identified Concerns

Workshop attendees expressed concerns about how change would occur in the context of the Specific Plan. Specifically, there were concerns about gaining consensus from stakeholders and property owners, potential displacement, and difficulties posed by small lots for consolidation. And while change is underway, residents and business owners said it will be critical to ensure preservation of the diversity and individuality of the corridor, and to develop a marketable image for the area. Many participants voiced a general aversion to “big box” retail development, and some wondered about the process of getting the uses they hoped to see locate in the area. Concerns about parking limitations and increases in traffic were mentioned, as was a desire to retain a relatively low-scale street front. Financing and expediency of implementation were mentioned. Finally, participants want to see follow-through of the Plan.

1.4.2 Lincoln Avenue Specific Plan Advisory Committee

A Lincoln Avenue Specific Plan Advisory Committee was formed by Councilmember Jacque Robinson (First District) to provide feedback and comment to City staff and the consultant team regarding preliminary Specific Plan concepts and the draft Specific Plan. To begin the process, Committee members toured local corridors in nearby cities (Monrovia, Arcadia, and Glendale) with City staff and consultant team urban design, redevelopment, and land use experts to discuss opportunities and constraints relative to the Lincoln Avenue corridor. Areas that had particular successes were studied for potential application to Lincoln Avenue.

The Committee met in April 2010 to review and confirm community objectives identified during the workshops, review preliminary streetscape designs, and discuss development scenarios for two catalytic project sites within the Specific Plan area. Meetings in July, September, and December of 2010 allowed for review of draft Specific Plan ideas and the Plan itself.

1.5 Relationship to City Plans and Programs

The Lincoln Avenue Specific Plan is tied to several other City plans and programs. Relevant related plans are discussed below.

1.5.1 General Plan

The Specific Plan is a primary implementation tool of the City of Pasadena General Plan, along with the Zoning Code (Title 17 of the Pasadena Municipal Code). The General Plan sets the broad context and vision for planning in the City of Pasadena. In 2009,

Pasadena began the process of a comprehensive update to the Land Use, Mobility, Conservation, and Open Space Elements of the General Plan. Results from outreach efforts for both the General Plan and Specific Plan were carefully reviewed as part of Specific Plan formulation. Due to the simultaneous update of the General Plan and drafting of the Specific Plan, the Specific Plan may require amendments to achieve consistency with the General Plan. The revised General Plan will include the identification of the Lincoln Avenue corridor as a specific plan area in the Land Use Element of the General Plan and the scope of new development allowed per this Specific Plan.

The Lincoln Avenue Specific Plan is consistent with the vision and guidance provided in the General Plan. The Specific Plan seeks to stimulate economic development, support mobility, target growth on Lincoln Avenue in a contextually sensitive manner, and consistently provide access for residents and local businesses to participate in governance and actively engage in the community. Projects proposed within the Specific Plan area must demonstrate consistency with General Plan policies, including the citywide design principles contained in the Land Use Element.

1.5.2 Other Plans and Policies

- ▶ **Zoning Code.** The land use regulations and development standards in the Lincoln Avenue Specific Plan will be incorporated into the Zoning Code by amendment of the document, and will not become effective until that amendment process (by ordinance) is complete. Where there is conflict between the provisions of the Specific Plan and the Zoning Code, the Specific Plan shall prevail. However, where the Specific Plan is silent on general site development regulations (e.g., landscaping, signage) or special use regulations (e.g., density bonuses, adult businesses), the applicable requirements of the Zoning Code shall govern. An amendment to the Zoning Map will also be required to reflect the new Lincoln Avenue Specific Plan zones.
- ▶ **Redevelopment Project Areas and Plan.** Redevelopment was a process that assisted local governments in the elimination of blight within designated “Project Areas.” The original Lincoln Avenue Redevelopment Project Area, adopted in 1986, comprised scattered sites along the corridor within the Specific Plan area. The Redevelopment Plan includes land use and development standards and design standards and guidelines that apply to the scattered sites along Lincoln Avenue. However, with the recent elimination of redevelopment in the state of California, redevelopment agencies no longer have available resources to eliminate the blight. As a result, new funding sources will be necessary to implement the Lincoln Avenue Redevelopment Plan.

- ▶ **Enterprise Zone.** Areas north of W. Hammond Street in the Specific Plan area are within an Enterprise Zone. The Enterprise Zone Program is a State of California economic initiative that stimulates economic growth and business investments within economically disadvantaged areas that are in need of job growth and private investment. Pasadena’s Enterprise Zone is in effect through December 31, 2013.
- ▶ **Design Guidelines for Neighborhood Commercial and Multi-Family Districts.** The Lincoln Avenue Specific Plan includes focused development and design provisions that are unique to the Plan area. Except as otherwise specifically stated in this Specific Plan, development within the Specific Plan shall comply with the *Design Guidelines for Neighborhood Commercial and Multi-Family Districts*, adopted by the City of Pasadena in 2009.
- ▶ **Capital Improvement Program.** The Capital Improvement Program (CIP) is a budget process for identifying and funding public infrastructure throughout the City of Pasadena. The CIP is a five-year program implemented through an annual Call for New Projects process, which provides a formal means of prioritizing projects each year and defining future projects within the CIP’s time frame.

1.6 Legal Authority

The Lincoln Avenue Specific Plan is enacted pursuant to Sections 65450 through 65457 of the California Government Code, which authorizes local governments with certified General Plans to prepare and adopt specific plans. The Specific Plan is adopted by the City Council by ordinance and thereby establishes the zoning regulations for land use and development within the Specific Plan area.

2

Context and Conditions

Lincoln Avenue Specific Plan



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2. Context and Conditions

2.1 Community and History

Lincoln Avenue runs in a north-south direction through Northwest Pasadena. The street was originally called "New Fair Oaks Avenue," as it branched off of Fair Oaks Avenue to reach Millard Canyon in the foothills. As the City expanded northward in its early days, the street's name was changed to Lincoln Avenue. Lincoln Avenue originally branched off in a northwestern direction from Fair Oaks Avenue near Chestnut Street, but the construction of Interstate 210 (I-210) in the 1970s shortened the street by a block; it now begins at Maple Street, just north of the freeway. The Specific Plan boundary begins a few blocks north of this location, at the I-210 overpass south of Mountain Street.

Lincoln Avenue is one of the primary corridors in Northwest Pasadena. Northwest Pasadena is generally bounded by Lake Avenue on the east, West Drive on the west, the northern city limits, and I-210 to the south. Some of the earliest subdivisions in Pasadena occurred in Northwest Pasadena prior to the turn of the twentieth century. The area prospered until the Great Depression, which disrupted the City's tourist economy and created transition in the Northwest. Although the economy eventually rebounded, the recovery was mixed in Northwest Pasadena. The Northwest was further divided from the rest of Pasadena by construction of I-210 in the 1960s. As a result of these macro- and other micro-issues, such as permissive zoning and a general neglect of the area with regard to long-term planning efforts, Northwest Pasadena has struggled to be prosperous. Beginning in the 1980s, the City, at the prompting of community residents and activists, initiated various plans, programs, and improvements which continue today. Many efforts have been successful, but progress is still needed with regard to desirable land uses, quality new development, and general appearance of the streetscape.

Lincoln Avenue has historically served as an industrial corridor, with many auto- and construction-related industries. Through the 1980s, permissive zoning was one of the primary factors that contributed to the decline of the corridor, allowing for uses incompatible with the surrounding, long-established residential neighborhoods. In response to the noise, traffic, late-night activity, and other undesirable conditions associated with the uses, and in an effort to stop additional undesirable uses from establishing on the corridor, a group of neighborhood residents appealed to the Pasadena City Council to address these issues. As a result, and after extensive community planning and outreach, Pasadena revised the zoning along Lincoln Avenue from Industrial (I) to General Commercial (CG) to reduce industrial



Breaking ground in 1958 on the California Maid Company garment manufacturing company building.

Photo courtesy of Miriam Justice.

conflicts with surrounding neighborhoods and limit industrial activity. Despite these efforts, many of these conflicts remain.

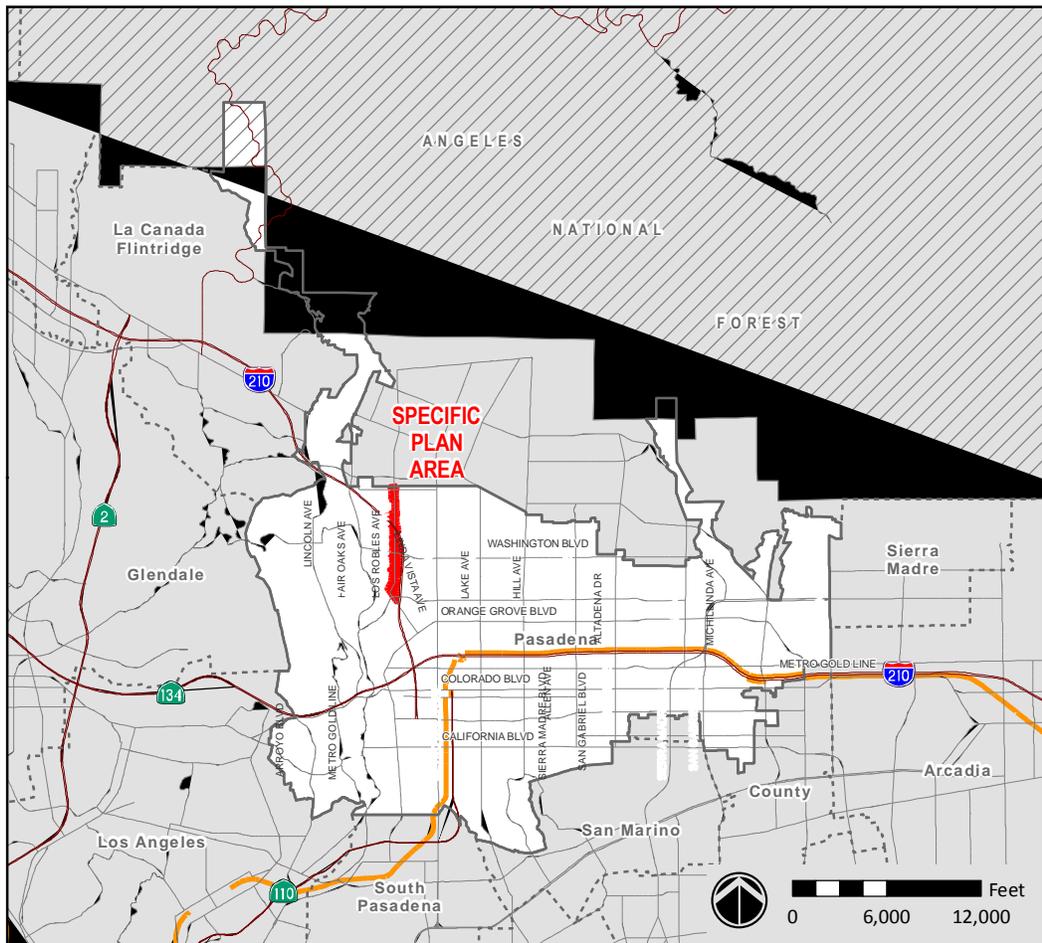
2.2 Baseline Conditions

This section sets the framework for the Specific Plan recommendations through a thorough analysis of baseline (2010) conditions.

2.2.1 Regional Context

The City of Pasadena is located in Los Angeles County, approximately 10 miles northeast of downtown Los Angeles. The City encompasses approximately 23 square miles and is home to approximately 145,000 people. Lincoln Avenue is located in the area of Pasadena known as Northwest Pasadena, described in the Community and History section above. Jurisdictions neighboring Pasadena include unincorporated Los Angeles County and the cities of La Cañada Flintridge, Glendale, Los Angeles, South Pasadena, San Marino, Sierra Madre, and Arcadia. Figure 2-1 illustrates the regional context of Pasadena and the Lincoln Avenue Specific Plan area.

Figure 2-1: Regional Context



Pasadena has convenient access to other Southern California destinations, with access to I-210 (Foothill Freeway), the Ventura Freeway (SR-134) and Interstate 110 (Pasadena Freeway) via the Arroyo Seco Parkway, as well as seven Metro Gold Line light-rail stations and a variety of bus transit options.

Pasadena is well known throughout Southern California and the country for its high quality of life and amenities such as the Rose Bowl (located less than one-half mile away from the Specific Plan area), annual Tournament of the Roses parade, and a variety of high-quality educational and research institutions, including the California Institute of Technology (Caltech), NASA's Jet Propulsion Laboratory (JPL), Pasadena City College (PCC), the Art Center College of Design, Fuller Theological Seminary, and the California School of Culinary Arts. The City is also home to world-class cultural institutions and architectural masterpieces such as the Pasadena Playhouse, Pasadena Symphony, the Gamble House, Carnegie Institute, Norton Simon Museum of Art, and the Pacific Asia Museum.

2.2.2 Development Patterns

Development patterns along Lincoln Avenue are primarily characterized by small, narrow lots, originally intended to be developed as traditional storefronts or single-family home sites, depending on the location along the corridor. Most parcels are under individual ownership, although a number of property owners own multiple lots in the Specific Plan area. Figure 2-2 shows the development pattern existing in 2010 of the Lincoln corridor and surrounds.

2.2.3 Baseline Land Use

"Land use" is a term that describes different types of activities that occur in a particular area, such as commercial, industrial, residential, etc. In 2010, Lincoln Avenue supported a range of land uses, not all of which are considered compatible with each other. Despite the comprehensive rezoning from industrial to commercial that occurred in the 1980s, the corridor retains an industrial core, generally represented by auto- and construction-related industries and centered north of the Washington Boulevard and Lincoln Avenue intersection. The corridor also has a substantial residential component, with a solid single-family home base in the southern portion and residential concentrations near John Muir High School. Many residences retain their historic character, with homes dating to the 1920s and 1930s. The corridor is also home to historic John Muir High School. While the school is located outside of the Specific Plan area, it functions as a visual anchor and focal point within the corridor, and influences the surrounding environment. A variety of small commercial establishments are located along the corridor as well.

Figure 2-2: Baseline Development Patterns (2010)

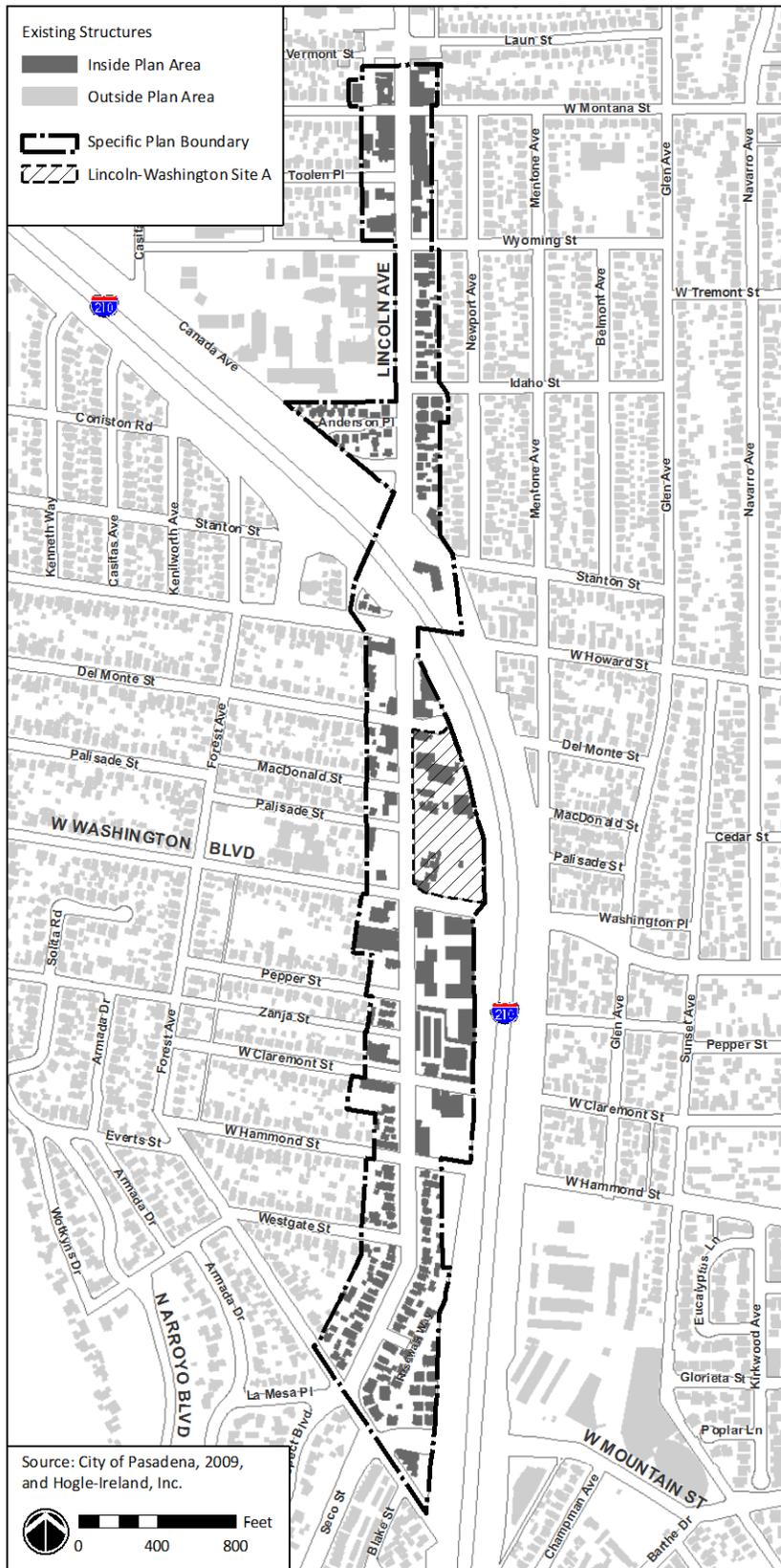


Table 2-1 identifies the types of uses, by land area, within the Specific Plan area, as of 2010. Figure 2-3 shows the location of these uses.

Table 2-1: Lincoln Avenue Baseline Land Use

Baseline Land Use	Number of Parcels	Total Lot Acres	Percent of Specific Plan Area
Industrial	20	14.42	29%
Commercial/Retail	36	10.04	20%
Institutional	13	5.95	12%
Single-Unit Residential	77	11.18	22%
Multi-Unit Residential	24	8.10	16%
Vacant Land	3	0.47	1%
Total	173	50.16	100%

With regard to cumulative total building square footage within the area, there are approximately 210,000 square feet of industrial uses, 175,000 square feet of commercial uses, and nearly 85,000 square feet of institutional or religious uses. Approximately 210 housing units have been built, almost two-thirds in multi-family developments (including townhomes) and one-third of which are single-family homes. The few vacant parcels total approximately 0.5 acres. In addition, multiple parcels on Lincoln Avenue are significantly underutilized, with vacant buildings, limited improvements, and/or outdoor storage.

Figure 2-3 Baseline Land Uses (2010)

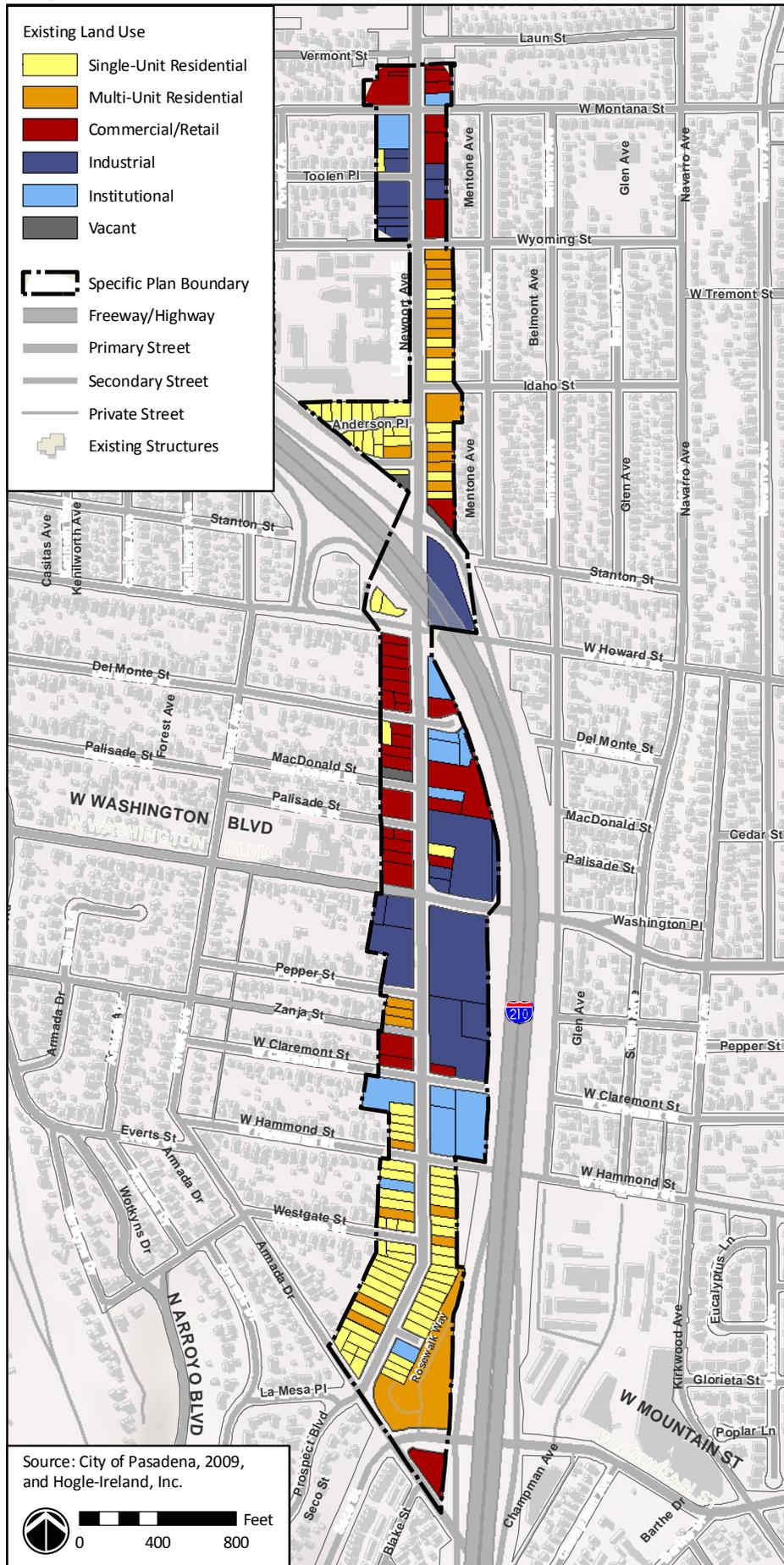
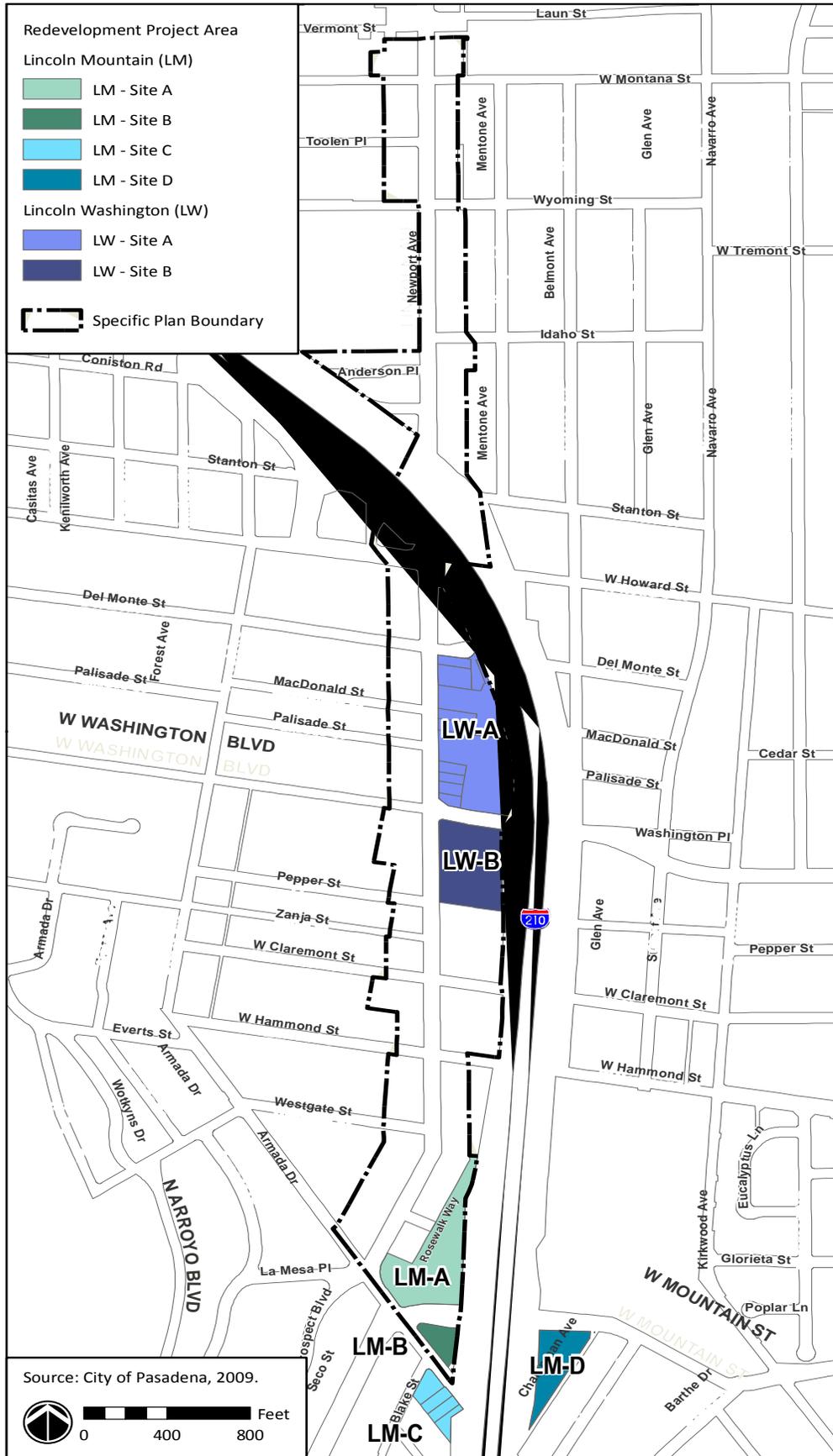


Figure 2-4: Lincoln Avenue Redevelopment Project Areas



2.2.4 Redevelopment

The uses and projects programmed for redevelopment sites since 1986 reflected the needs and opportunities expressed and documented during outreach efforts throughout the 1980s and 1990s. Through the efforts of the Pasadena Community Development Commission and the City, all sites have been redeveloped, with the exception of the one remaining site located at the northeast corner of Lincoln Avenue and W. Washington Boulevard. The five completed redevelopment projects are:

- ▶ **Business Park of Pasadena (Lincoln/Washington Site B).** This project was completed in 1988, with limited Redevelopment Agency assistance, as the first redevelopment project of the Lincoln Avenue Redevelopment Project Areas. The business park is composed of five separate buildings. Tenants include light industrial, commercial, and service businesses. The business park experiences low vacancy rates, was designed with careful landscaping, and is an asset to the corridor.
- ▶ **Mountain South Development (Lincoln/Mountain Site D).** An office building was constructed in 1989 at the southeast corner of W. Mountain Street and the I-210 freeway, east of Lincoln Avenue. This site is located outside the Specific Plan area.
- ▶ **1040 Lincoln Office Building (Lincoln/Mountain Site B).** In 1995, a new office building was added to the southeast corner of Lincoln Avenue and W. Mountain Street. Well landscaped and designed, this site provides an exemplary gateway into the Specific Plan area.
- ▶ **Lincoln/Blake Townhomes (Lincoln/Mountain Site C).** In 1996, seven townhomes were constructed across the street from the new office building. This site is located outside the Specific Plan area.
- ▶ **Rose Walk Townhomes (Lincoln/Mountain Site A).** Completed in 1998, this project consists of 46 townhomes constructed on a former factory site at the northeast corner of Lincoln Avenue and W. Mountain Street. Eleven units were made affordable for sale to moderate-income buyers.

Other recent successful projects within the Specific Plan area include:

- ▶ **Palm Plaza (Lincoln/Montana Commercial Development).** This project, completed in 2007, consisted of rehabilitation of existing buildings and construction of a 15,000-square-foot building for commercial offices.
- ▶ **Lincoln/Idaho Townhomes.** The construction of eight condominium units for sale to moderate-income households was completed in 2002.

Tax increment retention and other redevelopment mechanisms are limited to the six sites originally identified, rather than the entire corridor. Due to the site-specific nature of the Redevelopment Project Area, revitalization on Lincoln Avenue has occurred only in pockets along the corridor, leaving a corridor lacking a defining identity and minimal neighborhood-serving uses.

2.2.5 Opportunity Sites

Due to the shallow, small size of many lots along Lincoln Avenue, opportunity sites for large-scale redevelopment projects are limited, especially without lot consolidation. However, small-scale redevelopment opportunities exist at a variety of locations along the corridor.

One remaining area within the Lincoln Avenue Redevelopment Plan Area, known as “Lincoln/Washington Site A,” has not yet been redeveloped. The site consists of several large properties at the northeast corner of Lincoln Avenue and Washington Boulevard, with 12 parcels and slightly over six acres. (Figure 2-4 identifies this site.) Uses include a variety of businesses related to the construction industry, including concrete, lumber, and window sales and sheet metal establishments. This area is highly visible, with easy access to I-210 and the Lincoln Avenue and Washington Boulevard intersection. The City identifies a development and implementation program for Site A as a priority for the Redevelopment Project area.

A number of significantly underutilized sites exist along the corridor, especially on the west side of Lincoln Avenue, south of the freeway. A catalytic site scenario analysis completed for the Specific Plan study identified an exemplary residential layout for properties that would allow residential development. Catalytic site scenarios are discussed in detail in Chapter 3: Revitalization Strategy.

2.3 Land Use Policy and Regulation

The General Plan and Zoning Code (Title 17 of the Municipal Code) are the primary land use and development regulatory tools in the City of Pasadena. Specific Plans bridge the General Plan and zoning by providing a comprehensive strategy for development for a particular area. Both the General Plan and the Zoning Code will require amendments to implement the provisions of this Specific Plan.

In 2009, the City of Pasadena initiated updates to the General Plan, including the Land Use, Mobility, Open Space, and Conservation Elements. Prior to the General Plan update, General Plan policy established General Commercial and Residential land use designations at various densities along Lincoln Avenue. The properties were zoned to achieve consistency, with the General Commercial (CG-1) and two residential zoning designations applied: Single-Family Residential (RS-6) and Multi-Family Residential (RM-16). Prior to 1985, much of the corridor was zoned to allow industrial uses. However, in 1985, a comprehensive rezoning occurred which put the CG-1 zone in place.

Despite this rezoning, many of the industrial uses remain. To encourage transition to uses that are consistent with the vision for the corridor, this Specific Plan establishes new commercial zoning/land use districts to regulate the type of development and use, and provides incentives to encourage properties to redevelop. These districts are discussed in Chapter 5: Land Use/Development Standards and Architectural Guidelines.

2.4 Economic Conditions

As part of the Specific Plan process, a market survey was conducted to assess baseline economic conditions that affect the Lincoln Avenue district. Three land use types were analyzed: retail, industrial, and office. More detail on baseline market conditions in the Lincoln Avenue Specific Plan area is included in Appendix B.

2.4.1 Retail

Retail functions generally in two forms: 1) individual/storefront retail and 2) in-line or “strip” center retail. In an individual/storefront retail format, the retail stores are generally small-scale, independent properties that may be stand alone or side by side. Lincoln Avenue was originally developed in this “Main Street” format. In a strip center retail format, a number of retail stores are typically arranged in a linear fashion, often with a single property owner. These types of retail establishments commonly are called “strip malls.”

The retail market in Los Angeles County at large (and nationwide) was adversely impacted by the economic downturn that began in late 2007. As a result, vacancy rates rose and rental rates declined throughout the country. Within the Lincoln Avenue Specific Plan area, there are a number of small-scale retail properties. Reports show that between 2008 and 2009, rents dropped approximately 25 percent for these properties.

2.4.2 Office

Office uses can be categorized into three classes: Classes A, B, and C. Class A offices are generally many stories tall and provide parking in structures or underground. Examples of Class A office can be seen on Lake Avenue in Pasadena. Lincoln Avenue does not have any Class A office, but does have Class B and Class C office buildings.

Like the retail market, the office market experienced downturn during the 2007-2010 recession, with vacancy rates up and rental rates down. Lincoln Avenue has a number of small office properties. (The Business Park of Pasadena is classified as Industrial and is discussed below). These offices have fairly stable tenants, as limited turnover occurs. Rents are generally comparable to those for similar class office uses, on average, in Los Angeles County.

2.4.3 Industrial

Industrial is classified similar to office uses, with Class A, B, and C. Auto-related uses such as vehicle repair facilities are often included as a Class C industrial use. As with other market sectors during the 2007-2010 recession, industrial markets were adversely impacted across the country. In Pasadena, industrial buildings consistently have lower vacancy rates than Los Angeles County as a whole. On Lincoln Avenue, the industrial

buildings have remained leased at rent levels comparable to other industrial uses in the City.

2.5 Summary of Baseline Conditions and Opportunities

Development patterns along Lincoln Avenue are constrained by small lots, diverse ownership patterns, and incompatible uses. Over time, improvements have been made to the streetscape along the corridor, including implementation of the Master Street Tree Plan and infrastructure improvements such as undergrounding of utilities, installation of uniform street furniture that includes bus benches and trash receptacles, and pedestrian-scale lighting. However, the streetscape continues to lack a comfortable pedestrian feel.

Despite the constraints along Lincoln Avenue, many opportunities present themselves. The area benefits from access to the I-210 freeway and can serve as a gateway to Pasadena for visitors and residents. The corridor is surrounded by diverse residential neighborhood whose residents wholly support and desire local-serving businesses. The proximity to the Rose Bowl remains an opportunity for increasing demand for new commercial businesses, especially if paired with a comprehensive street beautification and signage program.

Several vacant and underutilized properties provide locations for catalytic projects. The City will focus redevelopment attention first to the Lincoln/Washington intersection, the historic heart of the neighborhood. Local institutions, such as John Muir High School and the many local churches, can increase their value to the corridor through partnerships and patronage.



Revitalization Strategy

3

Lincoln Avenue Specific Plan



CITY OF PASADENA



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3. Revitalization Strategy

3.1 Objectives

Vision for the Lincoln Avenue Specific Plan

To repurpose the Lincoln Avenue corridor from an industrial and limited commercial area into a vibrant neighborhood-oriented district, with new housing options and a complement of local-serving retail and service businesses, office spaces, and community uses, all tied together with public improvements that create a vibrant and enjoyable pedestrian environment.

The vision for the Lincoln Avenue Specific Plan area is consistent with the General Plan Guiding Principles, which guide the City toward the highest possible quality of life through targeted growth; harmonized change; economic vitality; healthy families; active mobility; arts, science, education, and entertainment promotion; and community participation. This Specific Plan provides the means to:

- ▶ Create a neighborhood “main street” that will serve as the focal point for the neighborhoods surrounding Lincoln Avenue.
- ▶ Preserve and enhance existing residential areas.
- ▶ Provide new opportunities for all types of housing along the corridor.
- ▶ Facilitate opportunities for catalytic developments that provide desired neighborhood-oriented retail and service businesses, local employment opportunities, and a link to the community.
- ▶ Provide for the gradual phasing out of industrial uses that create conflicts with surrounding neighborhoods.
- ▶ Support design that contributes to the enhanced character of the City and Northwest Pasadena in particular.
- ▶ Enrich the pedestrian environment along Lincoln Avenue through well-designed and appropriately scaled projects and pleasing streetscapes.
- ▶ Invite pedestrian activity through a cohesive and improved streetscape corridor.
- ▶ Encourage investment, maintenance, and pride in the Lincoln Avenue Specific Plan area.
- ▶ Enhance public safety.

3.2 Strategies

To effect the desired changes within the corridor, strategies must be clearly articulated, with potential funding sources identified. The Implementation Plan (Chapter 8 of this Specific Plan) defines specific actions to be taken for the strategies identified here.

*The Lincoln Avenue
Specific Plan
encourages
neighborhood-
serving uses.*

3.2.1 Land Use Strategy

The Lincoln Avenue Specific Plan introduces new land uses and zoning to a majority of parcels within the Specific Plan area. This Land Use Strategy is designed to facilitate development of key catalyst sites and provide appropriate transitions between different land uses. Densities and intensities will remain relatively low scale, reflective of neighborhood vision for the corridor and to avoid speculative inflation of property values.

The Land Use Strategy allows for flexibility to respond to market demands. The land use designations provide opportunities for uses that are absent along the corridor, such as neighborhood-serving commercial. Opportunities for new housing are provided through the LASP-CL zoning district, which allows stand-alone housing and mixed-use development. The flexibility of the zoning districts does not, however, permit additional intensive industrial uses to locate in the area. Opportunities for business development



and job creation are focused on commercial and office uses. Such active neighborhood uses will build a stronger connection between the surrounding neighborhoods and the Lincoln Avenue corridor, creating a “main street” spine for the neighborhoods. The Land Use Strategy, including maps and tables identifying allowed uses, is provided in Chapter 5 of this Specific Plan.

3.2.2 Development Standards and Design Guidelines Strategy

The Lincoln Avenue Specific Plan provides tailored, form-based development standards, appropriate for the desired mass and scale. Strong urban design guidelines with a comprehensive architectural guidance clearly articulate the level of development quality to be achieved. Development standards and architectural guidelines, including graphics and maps, can be found in Sections 5.4 and 5.5 of this Specific Plan.

3.2.3 Street and Streetscape Improvements

A key component of the Lincoln Avenue revitalization is implementation and continued maintenance of the streets and streetscape enhancements. Streetscape improvements and thoughtful street design will work in tandem with development standards to create the neighborhood-serving corridor the community desires. Gateway treatment, street trees, furniture, lighting, and circulation system features such as curb extensions and other traffic-calming measures will improve the public realm and facilitate pedestrian use of the corridor. Improving the visual character through streetscape improvements and pedestrian access will generate increased storefront traffic, thereby creating a vital

and active space for shopping and running errands. The Streetscape Plan is outlined in Section 6.2 of this Specific Plan.

3.2.4 Economic Development Initiatives

A critical component of the Lincoln Avenue revitalization will be to support economic development and business growth through initiatives.

3.2.4.A Business Association/Business Improvement District

Local businesses may consider the formation of a Business Association or a Business Improvement District (BID) for Lincoln Avenue (as defined and authorized by Streets & Highways Code §36500 and §36600 *et seq.*). A BID is a formal organization comprised of property owners and commercial tenants dedicated to promoting business development and improving the area's business climate. BIDs deliver supplemental services such as maintenance, public safety and visitor services, marketing and promotional programs, capital improvements, and beautification for the area; these services are all funded by a special assessment paid by property owners within the district. BIDs have shown to increase commercial property values and substantially improve commercial districts.

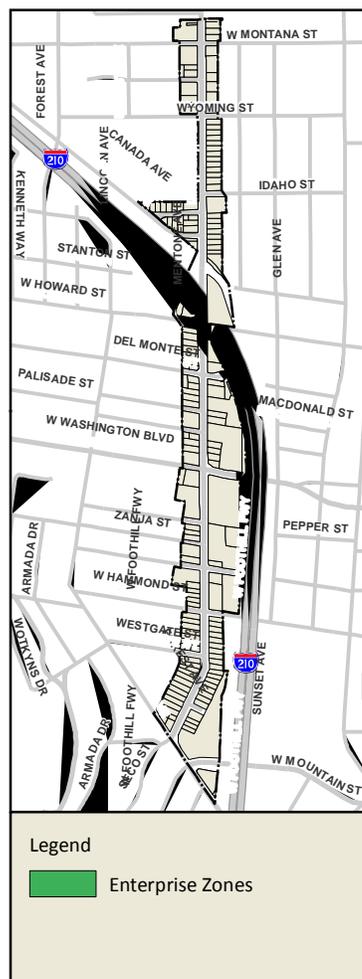
Lincoln Avenue businesses could also or alternatively establish a Business Association, similar to the North Lake Village Business Association. Through coordination and cooperation, the Business Association can promote economic growth and neighborhood vitality.

3.2.4.B Enterprise Zone Incentives

The Pasadena Enterprise Zone is a State of California tax incentive program that offers State tax credits to stimulate business development and employment growth. Figure 3-1 identifies the Enterprise Zone boundary in relation to the Specific Plan area.

Businesses that locate within the Enterprise Zone can take advantage of significant state tax credits savings through hiring credits, sales and use tax credits, business expense deductions, net operation loss carryover, and net interest deductions for lenders. In addition, businesses located within the Enterprise Zone Business Development Area on Lincoln Avenue qualify for Building and Planning permit fee waivers, as well as business license fees waivers (although nonresidential property owners are excluded from receiving the business license fee waiver).

Figure 3-1 Enterprise Zones



3.2.4.C Catalytic Sites and Projects

To facilitate a high-quality, catalytic development within the corridor, the Pasadena Community Development Commission may need to lead the effort, coordinate with local property owners, and reach out to potential developers and businesses with the goal of bringing about development that achieves Specific Plan objectives.

Catalytic sites and projects were studied during development of the Specific Plan. The key catalytic site is located within the Redevelopment Project area, on the east side of Lincoln Avenue between Washington Boulevard and Howard Street (the Lincoln Washington Site A identified on Figure 2-4). This site, comprised of several properties, is envisioned to be transformed into a coordinated retail center with a public gathering space, a high level of design detail, and businesses which meet the community's needs. Design orientation should focus parking to the rear of the project area (near to the freeway), proving building interest and gathering spaces along the corridor.

3.2.4.D Redevelopment Project Area Initiatives

Multiple benefits are available to properties located within the Redevelopment Project Areas on Lincoln Avenue, including city assisted business outreach, support, and seminars.

3.2.5 Property and Landscape Maintenance

To ensure a successful Lincoln Avenue corridor, continued maintenance of existing properties is paramount, including upkeep of landscaping. An education program for tenants and property owners, which the City has in place, is essential to spur good maintenance, as well as reconstructing the tree wells to allow for deeper, more efficient and effective watering.

3.2.6 Northwest Pasadena Marketing Initiative

Multiple studies of Northwest Pasadena have identified the need for a comprehensive marketing effort to highlight the existing resources in the area. In conjunction with streetscape improvements and initial development, this marketing campaign should identify the Northwest — and Lincoln Avenue in particular — as a desirable destination.

The City is working towards branding efforts and has implemented infrastructure improvements along the Lincoln Avenue corridor. For example, the City has supported banners along the corridor to help brand the corridor and enhance the streetscape. The banners are changed annually, an effort that began in 2008. In addition, infrastructure improvements have included undergrounding of utilities; installation of uniform street furniture, including bus benches and trash receptacles; and pedestrian-scale lighting, which has enhanced the appearance of the corridor.

In 2009, the City initiated a Northwest Pasadena Marketing Plan, which includes Lincoln Avenue. The Northwest Pasadena Marketing Plan promotes the resources of the Northwest Pasadena area to educate residents and businesses and to create a positive perception of the area. The use of banners, for example, serves to identify the corridor and neighborhoods.

3.3 Revitalization Summary

To overcome marginal economic and aesthetic conditions along the Lincoln Avenue corridor, new development and investment must be drawn to the area. Despite the commercial and residential real estate successes of other areas of Pasadena, Lincoln Avenue has experienced limited new development or substantial improvements to properties. The Specific Plan provides an action plan in the Implementation Plan (Chapter 8) to jump start and sustain revitalization. These efforts include attracting productive, desirable businesses and housing, implementing the streetscape strategy and a variety of economic development initiatives, and continued outreach and cooperation among local residents and businesses to foster an attractive and economically successful corridor.



Administration



Lincoln Avenue Specific Plan



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4. Administration

4.1 General

The Specific Plan serves as the implementation tool for the General Plan and establishes the zoning regulations for the Specific Plan area. All development proposals within the Specific Plan area are subject to the procedures established herein, in addition to those procedures identified in Zoning Code Chapter 17.60.

The regulations and design guidelines in this Specific Plan subject to the Zoning Code and other City regulations will not become effective until that amendment process (by ordinance) is complete. Wherever the provisions and development standards contained in the Specific Plan conflict with those contained in the Zoning Code, the provisions of the Specific Plan shall take precedence. Where the Specific Plan is silent, the Planning Director or Zoning Administrator will interpret.

4.1.1 Interpretation

Unless otherwise provided, any ambiguity concerning the content or application of the Specific Plan shall be resolved by the Zoning Administrator of the City of Pasadena, or the designee, in a manner consistent with the goals, policies, purposes, and intent established in this Specific Plan. Refer to Chapter 17.12 of the Zoning Code.

4.1.2 Severability

If any section, subsection, sentence, clause, phrase, or portion of this Specific Plan, or any future amendments or additions, is for any reason held to be invalid or unconstitutional by the decision of any court or competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Specific Plan, or any future amendments or additions.

4.2 Review and Approval Process

All projects proposed within the Lincoln Avenue Specific Plan area shall substantially conform with the provisions of this Specific Plan. Chapter 17.60 of the Pasadena Zoning Code sets forth development review requirements and processes for approval of projects.

4.2.1.A Design Review

Consistent with Zoning Code §17.61.030, new development consisting of 5,000 square feet or more of floor area is subject to design review. In addition, Lincoln Avenue is defined as one of the City's major corridors for design review. As such, major

rehabilitations and substantial alterations of existing buildings shall be subject to the design review process.

4.2.1.B Subdivision Maps

The Subdivision Map Act and City Subdivision Ordinance (Title 16 of the Municipal Code) shall govern land subdivision processes.

4.2.1.C Environmental Review

The City of Pasadena's *Environmental Policy Guidelines and Environmental Administrative Procedures* shall apply.

4.2.2 Specific Plan Revisions

Revisions to the Specific Plan may be initiated by the City Council or Planning Commission at any time pursuant to Section 65453(a) of the Government Code. All Specific Plan revisions must be found consistent with the City of Pasadena General Plan, or a General Plan Amendment may be required. Specific Plan amendments shall be processed in accordance with applicable City regulations (see Zoning Code Chapter 17.68), including required public outreach and public hearings to inform the amendment process.

4.2.3 Appeals

All appeals pertaining to the Lincoln Avenue Specific Plan shall be made pursuant to the provisions of Chapter 17.72 of the Zoning Code.



Land Use/Development Standards and Architectural Guidelines



Lincoln Avenue Specific Plan



CITY OF PASADENA





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5. Land Use Standards, Development Standards, and Architectural Guidelines

This chapter establishes the land use plan, allowed uses, development standards, and architectural guidelines for future development within the Lincoln Avenue Specific Plan area. This chapter constitutes the zoning regulations for all properties located within the Lincoln Avenue Specific Plan area. For ease of implementation, existing provisions of the Zoning Code apply unless specifically stated otherwise in this chapter.

5.1 Design Considerations

5.1.1 Lincoln Avenue Design Context

The Lincoln Avenue Specific Plan area is a 1.3-mile long, gently south-sloping string of one- and two-story single-family and multi-family residences mixed in clusters with one-story industrial, auto-oriented, faith-based, and commercial uses. Forming a dramatic backdrop to both the street and the surrounding community are the San Gabriel Mountains, framed between the street trees and pedestrian-scaled light poles that line Lincoln Avenue.



Lincoln Avenue looking north; palm trees frame views of the San Gabriel Mountains.

With rehabilitation, these traditional storefronts north of Wyoming Street could foster more pedestrian interest.

Left: Single-family homes with set back front yards and parkways at the curb predominate along the southern segment of Lincoln Avenue.

Right: North of Washington Boulevard, the Lincoln Avenue streetscape becomes more commercial, with buildings and walls trending closer to the back of sidewalk.

The Specific Plan area is anchored by a two block commercial “Main Street.” Here, buildings feature storefronts, shop windows, and areas used for outdoor dining, all directly fronting the sidewalk. To the west of Lincoln Avenue are tree-lined residential neighborhoods. To the east, the I-210 freeway borders much of the southern portion of the corridor.

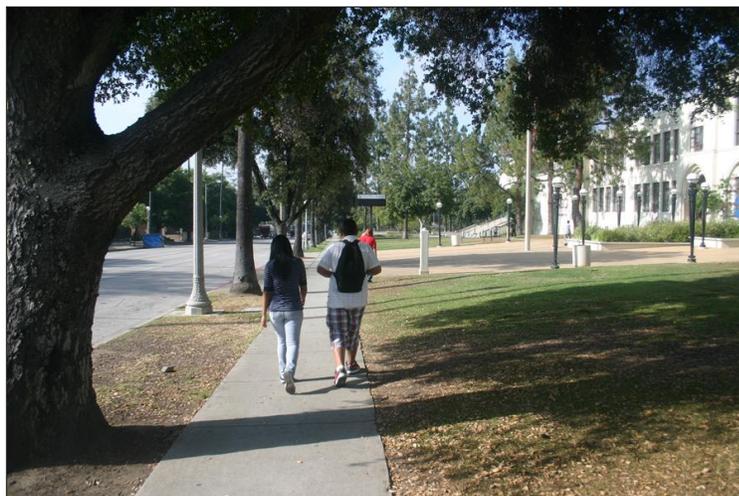


The existing built form context of the Plan area is generally shaped by the scale and bulk of older buildings and shallow lots. Storefronts, entries, porches, and front doors are consistently oriented toward Lincoln Avenue sidewalks. North of Mountain Street, single-family homes are set back from the street behind lawns and greenery. North and south of

Washington Boulevard, tall fences and walls hide industrial buildings and uses. Just south of the I-210 overpass that splits the plan area in two sections, commercial buildings trend closer to the back of sidewalks (Figure 5-5).



North of the I-210 overpass, multi-family residential uses with landscaped front and side yards again characterize the community setting. This area is also home to John Muir High School, set back from the street behind a broad and shady lawn that creates green space and civic quietude.



The front lawn and generous shaded setback of John Muir High School establish a civic presence along Lincoln Avenue.

In general, the architecture of the Plan area is eclectic in character. A variety of building styles from the early decades of the twentieth century to recent times create a collage of design expressions that are united by general consistency of building scale, height, setback, and the orientation of building fronts and entries to Lincoln Avenue.

While many of the buildings along the corridor are functional, there are numerous examples along the length of the street of Craftsman style bungalows, Mediterranean-influenced houses, and Main Street Commercial structures realized in a variety of design genres, from utilitarian, to Moderne, to Post-modern. Two high-quality civic monuments also stand out: the eclectic Spanish-influenced Collegiate Gothic John Muir High School and the Arts and Crafts-influenced rubble walls and neighborhood gateways located where Lincoln Avenue turns southeast at its intersection with Prospect Boulevard.



The Lincoln Avenue streetscape features the recent addition of Chitalpa (*Chitalpa tashkentensis*) trees. These deciduous trees have smooth light gray trunks and clusters of pale pink flowers. Fine examples of California Live Oak, Mexican Fan Palm, Jacaranda, and Canary Island Palm are also evident within Lincoln Avenue parkways. As noted above, where tall and vertical Mexican Fan Palms are planted, they frame views to the mountains. In addition to the Lincoln Avenue trees, a wide variety of older specimens,

Left top: Example of Arts and Crafts bungalow architecture on Lincoln Avenue.

Right top: Example of Mediterranean-influenced Spanish revival architecture on Lincoln Avenue.

Left bottom: When accompanied by functioning storefronts, Main Street Commercial style architecture, with its rhythm of bays and entries set at the back of sidewalks, attracts pedestrian interest.

Right bottom: At the intersection of Lincoln Avenue with Forest Avenue, Arts and Crafts Style neighborhood gateways feature river rock and clinker brick and mark entry to the Prospect neighborhood to the west of the Specific Plan area.

In recent years, the City has planted Chitalpa tashkentensis trees at parkways and tree wells along both sides of Lincoln Avenue. These trees, when properly maintained and pruned, are drought tolerant, resistant to high winds, and well-suited for street sides and parkways.

Left: Mature Camphor trees establish a street canopy perpendicular to Lincoln Avenue at Pepper Street.

Right: A steady rhythm of vertical Washingtonia robusta palm trees interspersed with Chitalpa tashkentensis trees at curbsides creates a parkway buffer between parked and moving cars and sidewalks and pedestrians.



one tree type to a street, line intersecting byways, provides a shady neighborhood forest canopy to either side of Lincoln Avenue. Lincoln Avenue also has segments marked by curbside parkways, with either turf or in some cases more drought tolerant plantings creating a buffer between pedestrians and the passing traffic.

In combination, these urban design characteristics suggest a finely grained street and village experience where people are invited to walk under shaded sidewalks between low-scale homes, stores, schools, churches, and even jobs. However, existing conditions need environmental, urban, landscape, and architectural nurturing for this potential to be realized. Unfortunately, some newer commercial buildings along Lincoln are set far back from the sidewalk, creating large and uncomfortable gaps in the continuity and vitality of the street wall. Numerous buildings present opaque walls to the street, whether through boarding up of storefronts or blank walls, again creating sequences of uninteresting sidewalk. The design quality of the architecture often does not build upon the texture, rhythm, proportion, detail, character, and materials of Pasadena's rich architectural legacy, creating a sensibility that is stark instead of visually intricate. Street trees are missing from tree wells. Many trees are poorly pruned, lack watering, and need replacing. Parkways are too often neglected or filled with concrete. Any sense of pedestrian comfort and connection along Lincoln Avenue is disrupted by the sum of these design discontinuities.

The implementation of the standards and guidelines of this plan will provide for new improvements and buildings to meet design expectations that foster the positive qualities of the existing context as well as the design aspirations of the community.



While design guidelines do not replace a missing tree or force the improvement of an existing blank storefront, they do, on a permit-by-permit basis, help ensure that new projects—whether repair, rehabilitation, or new construction—are completed to a standard of design performance that meets community objectives for design quality, appeal, connectivity, and compatibility with surrounds.

5.1.2 Lincoln Avenue Design Vision

The qualities of the Lincoln Avenue Specific Plan area are unique and inspiring. First and foremost, this is a Pasadena community, definitively shaped by a rich legacy of environmental design and architecture that serves as inspiration for both the rehabilitation of existing older structures and the design of new buildings. Based upon an analysis of the existing context, community and City staff input, and the goals and objectives of the General Plan and the City of Pasadena *Design Guidelines for Neighborhood Commercial & Multi-family Districts*, the Lincoln Avenue Specific Plan design vision anticipates short- and long-term building-by-building and project-by-project private and public improvements that are compatible with the existing scale, orientation, and character of the best qualities of the existing context. A conceptual rendering that exemplifies the design vision is provided in Figure 5-1.

The *Design Standards and Guidelines for Neighborhood Commercial & Multi-family Districts* provide five overarching design goals that apply not only to neighborhoods throughout Pasadena but to the Lincoln District as well. These goals include:

- ▶ Introduce new buildings and renovate existing buildings in a manner that preserves and promotes Pasadena’s walkable urbanism of interconnected streets lined by pedestrian-friendly buildings that engage, frame, and activate the street.
- ▶ Ensure that new buildings fit into their existing context in a way that contributes to Pasadena’s architectural and cultural traditions. This entails relating well to the public realm as well as to neighboring private and public buildings.
- ▶ Design buildings holistically to achieve a unified design, including building placement, building volume, attached architectural elements, openings, fixtures, utility placement, and landscape.
- ▶ Design buildings that utilize durable materials that are assembled in a way that generates long-term value.
- ▶ Incorporate sustainable building design strategies, both passive and active, that encourage energy efficiency, improve indoor air quality, and encourage water and resource conservation.

**Figure 5-1: Specific Plan Rendering: Lincoln Avenue
at Toolen Place (looking northwest)**

In 2010



With the Specific Plan



North of Wyoming Street and south of the City boundary, the Specific Plan provides standards and guidelines for existing storefronts and infill development that nurtures the use, scale, and pedestrian orientation of this main street district. Curb extensions, crosswalks, and additional canopy trees further improve the identity and comfort of sidewalks.



Left: These three-story homes with porches and stoops, designed in a contemporary Neo-Arts and Crafts style, feature stoops and porches placed in shallow front yards and establish an interactive environment along the adjacent sidewalk.

Right: These new commercial storefronts in Ojai, California incorporate shallow steps, planters, and dining terraces to realize an active pedestrian-oriented transition between the sidewalk and storefronts.

Imagining these general goals that shape the specific design character of the Lincoln Avenue environment leads to a design vision that includes both new and old buildings. The implementation of that design vision is described below.

To the north, the Main Street character, between Wyoming and Vermont, is strengthened with rehabilitated and new storefronts that open onto sidewalks. To the south of the district, existing single-family homes are conserved. The Collegiate Gothic architecture of John Muir High School and its front lawn continues to serve as a civic interlude for the community.

Opposite the school, tree-lined streets still feature one- and two-story homes and apartments with setback lawns, courtyards, and front doors opening onto streets and sidewalks. In the vicinity of Lincoln Avenue and Washington Boulevard, a new neighborhood center featuring sheltering arcades and trellises adjacent to the sidewalks provides vital neighborhood-serving commercial services while creating a key pedestrian link between the southern and northern portions of the Plan area (see conceptual rendering in Figure 5-2). Throughout the length of Lincoln Avenue, new architecture, additions and even repair projects feature entries, porches, landscaped terraces, courtyards, and arcades: all encouraging pedestrian interest and movement north and south along Lincoln Avenue sidewalks.

Lincoln Avenue and surrounding streets will continue to accommodate vehicles and pass-through traffic that serve Pasadena as a whole. However, walking north and south the length of Lincoln Avenue and east and west across this street is eased by the incorporation of new landscaped safety treatments and marked crosswalks at intersections that reduce pedestrian crossing time (Figure 5-3). Additional gateway monuments mark entry to the Lincoln neighborhood north and south and residential neighborhoods in between, heightening community identity and sense of arrival. A variety of small and large landscape setbacks at building fronts further soften the transition between pavement and architecture. Additional infill trees along Lincoln Avenue sidewalks shield all from the mid-day sun. The resulting allée of trees further frames the drama of views to the mountains beyond and establishes Lincoln as a pre-eminent place to both live and to take an everyday stroll.

**Figure 5-2: Specific Plan Rendering: Lincoln Avenue
at MacDonald Street (looking northeast)
In 2010**



With the Specific Plan



South of the 210 Freeway and north of Washington, new community serving retail is encouraged. Specific Plan guidelines promote sidewalk-oriented retail that enlivens the street and use of trellises and arcades to link the southern with northern portions of the district.

**Figure 5-3: Lincoln Avenue at Del Monte Street (looking northwest)
In 2010**



With the Specific Plan



Along Lincoln south of the 210 Freeway, curb extensions, crosswalks, landscaped parkways and medians calm the flow of traffic and improve east to west connectivity for pedestrians. Mixed-use infill structures provide for active sidewalks and new stakeholders up and down the Avenue.

The massing and scale of new structures along Lincoln Avenue, through the use of the design standards and guidelines of this Plan, are closely related to the height and bulk of existing architecture, incorporating setbacks and landscape buffers to ensure transitions between properties and buildings both adjoining and behind. The character of new architecture is also shaped by understanding and utilizing the legacy of at least four of the Pasadena-specific architectural styles that have shaped the district and City: Craftsman, Mediterranean, Monterey, and Main Street Commercial. At the same time, the eclectic design sensibility that has always marked this corridor is furthered with the addition of contemporary structures that relate and are compatible to the older styles of buildings through the careful use of similar massing, modulation, proportions, bay widths, skyline elements, and use of materials.

5.1.3 Design and Development Goals

The following specific design goals shape the building design and streetscape standards and guidelines of this Plan, and build on the City-wide Design Principles in the Land Use Element of the General Plan.

Lincoln Avenue Specific Plan Design Goals

1. **Maintain and build upon the positive design elements of the existing Lincoln Avenue setting.** The best aspects of the Lincoln Avenue area context—its tree-lined streets and sidewalks with parkways, one- and two-story street-facing buildings, and architectural settings featuring Craftsman, Mediterranean, and Main Street Commercial styles—shall be maintained and inform the standards and guidelines of this specific plan and new infill development projects.
2. **Protect the scale and character of existing residential neighborhoods.** New architecture and additions to existing structures along Lincoln Avenue shall incorporate setbacks, stepbacks, landscape buffers, and other design accommodations that establish a commodious transition between the uses and intensity of the Avenue and the adjoining residential neighborhoods.
3. **Design streetscapes and building settings that enhance the pedestrian experience.** Streetscape, open space, and parkway improvements, as well as new architecture and repair and reuse projects, shall be designed to create an active and interesting pedestrian environment along public sidewalks and right-of-ways.
4. **Introduce texture and intricacy into every design.** Whether simple or complex, each design should incorporate all-around design components, proportions, and details that provide, through durable material construction, visual interest to the person on foot, whether on an adjacent sidewalk, within a building court, standing on a plaza or porch, or observing from a yard.
5. **Incorporate sustainable landscape and greenscape into each improvement and project.** Private and public projects shall incorporate landscape and hardscape improvements that enhance the comfort of open areas, maximize shade to accommodate the Pasadena climate, provide buffering between buildings, properties and the activity of the street carriageway, enhance privacy where appropriate, and utilize drought-resistant plant materials.

Lincoln Avenue Specific Plan Design Goals

6. **Embrace and use the *City of Pasadena Design Guidelines for Neighborhood Commercial & Multi-family Districts*.** The Lincoln Avenue Specific Plan Design Standards and Guidelines shall build upon the purposes, goals, and guidelines of the *City of Pasadena Design Guidelines for Neighborhood Commercial & Multi-family Districts* adopted October 19, 2009, as well as the citywide design guidelines contained in the Land Use Element of the General Plan.

5.2 Lincoln Avenue Specific Plan Zoning Districts

Land use designations are established to identify the allowed uses and design characteristics desired along the Lincoln Avenue corridor, and to set forth the allowable density and intensity of development.

This Specific Plan builds upon existing zoning regulations contained in the Zoning Code, modifying allowed uses and development standards for each zone to facilitate development that will achieve objectives for the corridor. The Specific Plan zones are set forth in Table 5-1.

Table 5-1: Specific Plan Zoning Districts

Zoning District Symbol	Zoning District Name	General Plan Land Use Classification Implemented by Zoning District
Residential Districts		
LASP-RS-6	Single-Family Residential	Low-Density Residential
LASP-RM-16	Lincoln Avenue Specific Plan Multi-Family Residential	Medium Density Residential
Commercial and Industrial Districts		
LASP-CL	Lincoln Avenue Specific Plan Commercial Limited	Neighborhood Commercial
LASP-CG 1	Lincoln Avenue Specific Plan Commercial General 1	General Commercial
LASP-CG 2	Lincoln Avenue Specific Plan Commercial General 2	General Commercial
Special Purpose Districts		
PD-4	Planned Development	All
LASP-PS	Lincoln Avenue Specific Plan Public/Semi-Public	Institutional

The purpose of each zone is described on the following pages, with use regulations set forth in Section 5.3.

5.2.1 Lincoln Avenue Specific Plan Single-Family Residential District (LASP-RS-6)

The purpose of the Single-Family Residential (LASP-RS-6) zoning district is to retain existing residential uses at the south end of the Specific Plan area (south of W. Hammond Street) by preserving established single-family homes. The LASP-RS-6 zoning district provides areas for single-family residential neighborhoods that are consistent with and implement the General Plan Single-Family Residential land use designation. The zoning district is established to ensure adequate light, air, privacy, and open space

Existing single-family home on Lincoln Avenue



for each dwelling, and protect residents from the harmful effects of excessive noise, population density, traffic congestion, and other adverse environmental effects.

The Specific Plan directly implements the RS-6 zoning district in the Zoning Code; no modifications are included in this Specific Plan.

5.2.2 Lincoln Avenue Specific Plan Multi-Family Residential District (LASP-RM-16)

The Lincoln Avenue Specific Plan Multi-Family Residential District (LASP-RM-16) provides opportunities for attached residential development approaches that feature designs and forms that create an appropriate pedestrian scale along the Lincoln Avenue corridor. Attached residential housing can range in price levels, providing expanded housing opportunities for the local community. The LASP-RM-16 zoning district provides

transition areas between single-family residential and commercial land uses, serving as a buffer in terms of land use intensity and building scale.

Existing multi-family home on Lincoln Avenue



The Lincoln Avenue Specific Plan modifies the development standards of the RM-16 zoning district to be specific to the Plan area, particularly with regard to required setbacks. The modifications allow design flexibility to encourage development while requiring high-quality design at a

scale sensitive to surrounding uses.

5.2.3 Lincoln Avenue Specific Plan Limited Commercial (LASP-CL)

The Lincoln Avenue Specific Plan Limited Commercial (LASP-CL) zoning district is established to promote innovation and creativity in the development of pedestrian-scale commercial and residential uses that complement and serve the needs of surrounding neighborhoods. The LASP-CL zoning district accommodates uses that may be entirely commercial, entirely residential, or a mix of the two, while providing flexibility for both horizontal mixed use (adjacent developments with different uses), vertical mixed use (a single development with commercial and residential uses), and work/live concepts. The permitted uses and development standards applicable to the LASP-CL zoning district are intended to stimulate pedestrian activity, with the central portion of the Lincoln Avenue corridor being a hub of activity.

Use regulations and development standards for the CL zoning district have been modified for the LASP-CL zoning district to suit Lincoln Avenue. The LASP-CL zoning district will accommodate commercial uses that support the needs of the community by

providing places where people can walk for dining, groceries, shopping, limited personal services, community and social services, and social activities and gatherings. Existing buildings could be retained to the extent they provide suitable space for desired land uses and opportunities for start-up and smaller-scale businesses. Uses that have active storefronts and a weekday and weekend presence are required.



Example of mixed-use development

Residential uses are to be built at densities consistent with the LASP-RM-16 zone, either as stand-alone residential projects or as part of a mixed-use development. Units are to be oriented toward Lincoln Avenue, with parking to the rear of lots.

5.2.4 Lincoln Avenue Specific Plan General Commercial (LASP-CG)

The purpose of the two General Commercial (LASP-CG) zoning districts is to provide a commercial district that accommodates a diverse range of retail, service, and office businesses, with a focus on businesses that support the needs of the local community by providing places where people can walk for dining, groceries, shopping, limited personal services, community and social services, and social activities and gatherings. Uses that have active storefronts and a weekday and weekend presence are required. The LASP-CG zoning district also allows for flexible spaces where start-up and locally owned businesses can establish and maintain small, clean, and quiet industries. Residential uses are not permitted in CG zones.



Palm Plaza commercial development on Lincoln Avenue

5.2.4.A Lincoln Avenue Specific Plan General Commercial 1 (LASP-CG1)

The LASP-CG1 zoning district is intended to continue to facilitate a broad range of commercial uses. On the section of Lincoln Avenue north of John Muir High School designated LASP-CG1, existing buildings are encouraged to remain to provide suitable space and opportunities for start-up and smaller-scale businesses.

5.2.4.B Lincoln Avenue Specific Plan General Commercial 2 (LASP-CG2)

The intent of the LASP-CG2 zoning district is to encourage first-floor commercial uses that contribute to a lively street scene and in particular, uses that provide a weekend and weekday presence. To that end, dedicated office uses may only occupy street-frontage first-floor building spaces upon issuance of a Minor Conditional Use Permit, and are generally discouraged from these locations.

Rosewalk
Townhomes
planned unit
development on
Lincoln Avenue

5.2.5 Lincoln Avenue Specific Plan Public and Semi-Public (LASP-PS)

The LASP-PS zoning district applies to publicly owned properties and allows for large public or semi-public land uses and limited public-type uses that may not be appropriate in other zoning districts.



5.2.6 Planned Development (PD-4)

The PD-4 designation applies only to properties with an approved Planned Development pursuant to §17.26.020 of the Zoning Code. Uses within this zoning district must be consistent with the General Plan land use policy map and as approved by the PD-4.

5.3 Zoning Map and Development Potential

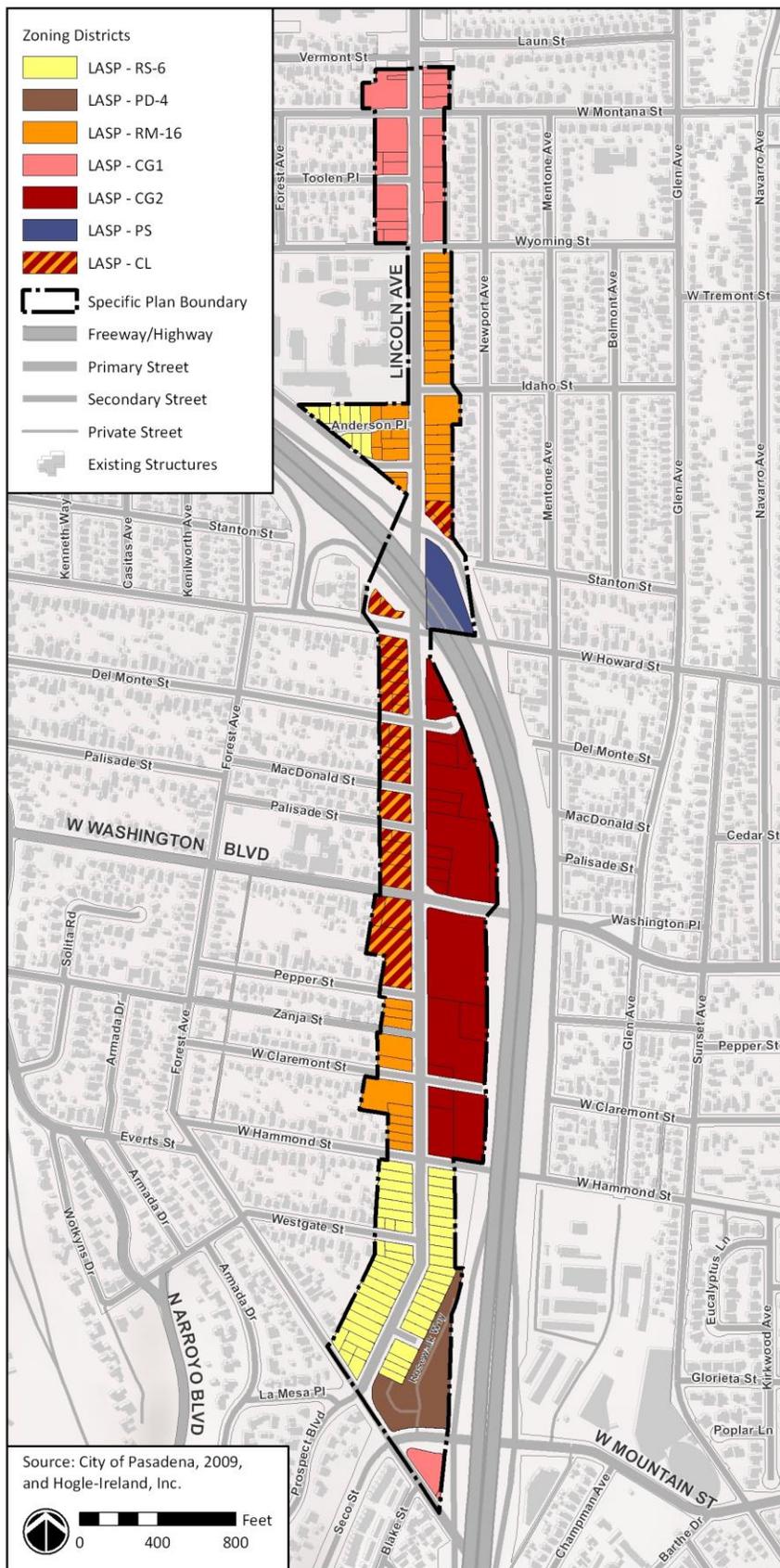
Figure 5-4 shows the zoning map for the Lincoln Avenue Specific Plan. In 2010, the corridor supported approximately 209 dwelling units, two-thirds of the approximately 300 units expected at build-out. As of 2010, nonresidential properties along the corridor had approximately 470,000 square feet of commercial, industrial, and institutional development (year 2010). The land use policy associated with this Specific Plan would allow an additional 500,000 square feet of commercial uses (approximate), largely as new development replaces aging industrial properties and as more intensely developed commercial uses (either as mixed-use projects or stand-alone commercial).

Important to note is that Specific Plan land use policy does not substantially increase potential development levels beyond that permitted by pre-existing zoning (that is, prior to Specific Plan adoption). The increase in allowed commercial development is approximately one percent greater than pre-existing zoning conditions, and the increase in residential development is approximately 25 percent higher than pre-Specific Plan zoning conditions. The increase in residential development capacity is due primarily to the introduction of the LASP-CL zone into the corridor, allowing mixed-use developments.

5.4 Allowed Uses

Allowed uses are established for each zoning district in the Specific Plan. Certain uses may be subject to special conditions regarding the location, operation, design, or special permitting requirements of the use. References to these provisions are made in Tables 5-2 and 5-3.

Figure 5-4: Lincoln Avenue Specific Plan Zoning Districts



- ▶ For any use not specifically listed and not specifically prohibited, a similar use may be allowed pursuant to the provisions of Section 17.12.020 of the Zoning Code.

Regardless of the allowable uses listed in §17.22.030, §17.24.030, and §17.26.030 in the Pasadena Zoning Code and with the exception of the above provision, uses not listed in Tables 5-2 and 5-3 are not allowed in the Specific Plan area.

5.4.1 Zoning District Allowed Uses

Allowed land uses within the Specific Plan area are listed in Table 5-2 (Residential Districts) and 5-3 (Commercial Districts). Use listings are grouped by a general category on the basis of common function, product, or compatibility characteristics and are defined in Appendix A: Glossary. Uses may be allowed in the following ways:

- ▶ A Permitted Use (P) may be established as the primary use of a building without discretionary approval, subject to first obtaining a Code Compliance Certificate (pursuant to §17.61.020 of the Zoning Code).
- ▶ Certain uses are allowed subject to the approval of a Minor Conditional Use Permit (MC), as identified in Tables 5-2 and 5-3. Minor Conditional Use Permits are subject to the requirements outlined in §17.61.050 of the Zoning Code.
- ▶ Certain uses are allowed subject to the approval of a Conditional Use Permit (C), as identified in Tables 5-2 and 5-3. Conditional Use Permits are subject to the requirements outlined in §17.61.050 of the Zoning Code.
- ▶ Certain uses are allowed subject to the approval of an Expressive Use Permit (E), as identified in Tables 5-2 and 5-3. Expressive Use Permits are subject to the requirements outlined in §17.61.060 of the Zoning Code.
- ▶ Certain uses are allowed subject to the approval of a Temporary Use Permit (TUP). Temporary Use Permits are subject to the requirements outlined in §17.61.040 of the Zoning Code.

Any land use authorized through land use permit approval may also require Design Review (pursuant to §17.16.030 of the Zoning Code), a Building Permit, or other permits as required by the Municipal Code.

Table 5-2: Allowed Uses in Residential Zoning Districts

Allowed Uses Key:		LASP- RS-6	LASP- RM- 16	Specific Regulations
P	Permitted Use			
MC	Minor Conditional Use Permit Required			
C	Conditional Use Permit Required			
E	Expressive Use Permit Required			
--	Use Not Permitted			
TUP	Temporary Use			
Residential Uses				
Home occupations		P	P	Zoning Code §17.50.110
Multi-family residential		--	P	Must comply with Section 5.5.
Residential accessory uses and structures		P	P	Zoning Code §17.50.210 Zoning Code §17.50.250
Residential care, limited		P	P	
Second dwelling unit (as defined by §17.50.275)		P	--	Zoning Code §17.50.275
Single-family residential		P	P	Allowed in the RS-6 zone subject to the development standards of the RS-6 district Zoning Code §17.22.040, except as shown in Table 5-3. In the LASP-RM-16 zone, two separate units on a lot shall comply with the development standards of the RM-12 district, Zoning Code §17.22.040, except as shown in Table 5-3.
Transition housing		--	P	The maximum interior or exterior area in which support services are offered or located shall not exceed 250 sq. ft.
Recreation, Education, and Public Assembly Uses				
Cultural institutions		C	C	
Park and recreation facilities		C	C	
Religious facilities		C	C	Zoning Code §17.50.230
with columbarium		MC	MC	Zoning Code §17.50.230
with temporary homeless shelter		C	C	Zoning Code §17.50.230
Schools – public and private		--	C	Zoning Code §17.50.270
Street fairs		P	P	
Tents		TUP	TUP	Zoning Code §17.50.320
Retail Sales				
Personal property sales		P	P	Zoning Code §17.50.190
Temporary uses		TUP	TUP	Zoning Code §17.61.040
Services				
Adult day care, limited		P	P	
Child day care centers		C	C	Zoning Code §17.50.080
Large family day care home, 9-14 persons		P	P	Zoning Code §17.50.080
Small family day care home, 1-8 persons		P	P	
Filming, long-term		C	C	
Filming, short-term		P	P	
Neighborhood garden		MC	MC	
Public safety facilities		C	C	
Transportation, Communications, and Utility Uses				
Utility, major		C	C	
Utility, minor		P	P	

Table 5-3: Allowed Uses in Commercial and Public/Semi-Public Zoning Districts

Allowed Uses Key:		LASP-CL	LASP-CG1	LASP-CG2	LASP-PS	Specific Regulations
P	Permitted Use					
MC	Minor Conditional Use Permit Required					
C	Conditional Use Permit Required					
E	Expressive Use Permit Required					
--	Use Not Permitted					
TUP	Temporary Use					
Residential Uses						
	Caretaker quarters	P	P	P	--	
	Home occupations	P	--	--	--	Zoning Code §17.50.110
	Mixed-use projects	P	--	--	--	Must comply with Section 5.5
	Multi-family residential	P	--	--	--	Must comply with Section 5.5
	Residential accessory uses and structures	P	--	--	--	Zoning Code §17.50.210 Zoning Code §17.50.250
	Residential care, limited	P	--	--	--	
	Single-family residential	P	--	--	--	Allowed subject to the development standards of the RS-6 district Zoning Code §17.22.040, except as shown in Table 5-3. Two separate units on a lot shall comply with the development standards of the RM-12 district, Zoning Code §17.22.040, except as shown in Table 5-3.
	Work/Live Units	P	MC	MC	--	Zoning Code §17.50.370
Recreation, Education, and Public Assembly Uses						
	Clubs, lodges, private meeting halls	C	C	C	C	A club, lodge, or private meeting hall established prior to September 9, 1996, shall be a permitted (P) use.
	Commercial entertainment	E	E	E	--	Zoning Code §17.50.130
	Commercial recreation – Indoor	--	C	C	C	Zoning Code §17.50.130
	Commercial recreation – Outdoor	--	C	C	C	Zoning Code §17.50.130
	Cultural Institutions	P	P	P	C	
	Park and recreation facilities (private and public)	C	C	C	C	
	Religious facilities	C	C	C	C	Zoning Code §17.50.230
	with columbarium	MC	MC	MC	MC	Zoning Code §17.50.230
	with temporary homeless shelter	C	C	C	C	Zoning Code §17.50.230
	Schools – specialized education and training	--	MC	--	C	
	Schools – public and private	--	MC	--	C	Zoning Code §17.350.270
	Street fairs	P	P	P	P	
	Tents	TUP	TUP	TUP	TUP	Zoning Code §17.50.320

Table 5-3: Allowed Uses in Commercial and Public/Semi-Public Zoning Districts

Allowed Uses Key:		LASP-CL	LASP-CG1	LASP-CG2	LASP-PS	Specific Regulations
P	Permitted Use					
MC	Minor Conditional Use Permit Required					
C	Conditional Use Permit Required					
E	Expressive Use Permit Required					
--	Use Not Permitted					
TUP	Temporary Use					
Office, Professional, and Business Support Uses						
Automated teller machines (ATM)		P	P	P	--	Zoning Code §17.50.060
Banks and financial services		P	P	P	--	
with walk up services		P	P	P	--	Zoning Code §17.50.060
Business support services		P	P	P	--	
Office – accessory		P	P	P	C	Office on ground floor in LASP-CG2 requires a Minor Conditional Use Permit.
Office – administrative business professional		P	P	P	C	Office on ground floor in LASP-CG2 requires a Minor Conditional Use Permit.
Office – governmental		P	P	P	C	Office on ground floor in LASP-CG2 requires a Minor Conditional Use Permit.
Office – medical		P	P	P	C	Office on ground floor in LASP-CG2 requires a Minor Conditional Use Permit.
Research and development – office		P	P	P	C	See Zoning Code §17.50.240. Office not permitted on ground floor in LASP-CG2 requires a Minor Conditional Use Permit.
Retail Sales						
Alcohol sales – beer and wine		C	C	C	--	Conditionally permitted only as 1) an accessory use to a restaurant for on-site consumption, or 2) an accessory use to retail food sales in buildings 15,000 square feet and where such alcohol sales occupy no more than 5% of the floor area of such building
Alcohol sales – full alcohol sales		C	C	C	--	Conditionally permitted only as 1) an accessory use to a restaurant for on-site consumption or 2) an accessory use to retail food sales in buildings 30,000 square feet and where such alcohol sales occupy no more than 2.5% of the floor area of such building

Table 5-3: Allowed Uses in Commercial and Public/Semi-Public Zoning Districts

Allowed Uses Key:		LASP-CL	LASP-CG1	LASP-CG2	LASP-PS	Specific Regulations
P	Permitted Use					
MC	Minor Conditional Use Permit Required					
C	Conditional Use Permit Required					
E	Expressive Use Permit Required					
--	Use Not Permitted					
TUP	Temporary Use					
Animal services – retail sales		P	P	P	--	
Commercial nurseries		--	C	--	C	Zoning Code §17.50.180
Convenience store		C	C	C	--	
Food sales		P	P	P	--	
Internet access studios		C	C	C	--	Zoning Code §17.50.100
Internet vehicle sales		MC	MC	MC	--	
Restaurants		P	P	P	--	Zoning Code §17.50.260
Restaurants, formula fast food		P	P	P	--	Zoning Code §17.50.260; no drive-through restaurants allowed
Restaurants with limited live entertainment		P	P	P	--	
Restaurants with walk-up window		C	C	C	--	Zoning Code §17.50.260
Retail sales		P	P	P	--	
Seasonal merchandise sales		P	P	P	TUP	Zoning Code §17.50.180
Temporary Uses		TUP	TUP	TUP	TUP	
Vehicle services – service stations		C	C	C	--	
Services						
Adult day care, limited		P	P	P	--	
Animal services – grooming		P	P	P	--	
Catering services		MC	MC	MC	--	
Charitable institutions		C	C	C	--	
Child day care centers		C	C	C	--	Zoning Code §17.50.080
Large family day care home		P	--	--	--	Zoning Code §17.50.080
Small family day care home		P	--	--	--	
Filming, long-term		C	C	C	C	
Filming, short-term		P	P	P	P	
Laboratory		MC	P	P	--	Laboratory not permitted on ground floor in CG2.
Lodging – Bed and breakfast inns		C	C	C	--	Zoning Code §17.50.140
Maintenance or Repair services		P	P	P	P	
Personal improvement services		P	P	P	--	
Personal services		P	P	P	--	
Printing and publishing		C	C	C	--	
Printing and publishing, limited		P	P	P	--	
Public safety facilities		C	C	C	C	
Industry, Manufacturing and Processing Uses						
Industry, restricted		--	--	C	--	
Industry, restricted, small scale		--	--	C	--	

Table 5-3: Allowed Uses in Commercial and Public/Semi-Public Zoning Districts

Allowed Uses Key:		LASP-CL	LASP-CG1	LASP-CG2	LASP-PS	Specific Regulations
P	Permitted Use					
MC	Minor Conditional Use Permit Required					
C	Conditional Use Permit Required					
E	Expressive Use Permit Required					
--	Use Not Permitted					
TUP	Temporary Use					
Recycling centers – small collection facilities		MC	MC	MC	--	Zoning Code §17.50.220
Research and development – non-offices		C	C	P	--	Zoning Code §17.50.240
Transportation, Communications, and Utility Uses						
Alternative fuel/recharging facilities		--	--	--	C	
Accessory antenna array		P	P	P	--	
Communications facilities		--	--	C	C	
Commercial off-street parking		C	C	C	--	
Utility, major		C	C	C	C	
Utility, minor		P	P	P	P	
Vehicle storage		--	--	--	C	
Wireless telecommunications facilities, major		C	C	C	C	Zoning Code §17.50.310
Wireless telecommunications facilities, minor		MC	MC	MC	MC	Zoning Code §17.50.310
Wireless telecommunications facilities, specific co-located		P	P	P	P	Zoning Code §17.50.310

5.4.2 Prohibited Uses

The following uses are specifically prohibited. Any existing such use at the time of Specific Plan adoption will be considered a nonconforming use and shall not be expanded.

Retail and Wholesale Uses

- ▶ Building materials and supplies sales
- ▶ Commercial and wholesale growing grounds of plant materials
- ▶ Drive-through businesses
- ▶ Firearms sales
- ▶ Internet vehicle sales businesses
- ▶ Life/care facilities
- ▶ Liquor stores
- ▶ Medical services: extended care
- ▶ Pawnshops
- ▶ Significant tobacco retailers
- ▶ Temporary swap meets
- ▶ Vehicle sales – automobile rental; sales and leasing; sales and leasing–limited

Service Uses

- ▶ Animal services – boarding; hospitals
- ▶ Drive-through business – nonrestaurants; restaurants
- ▶ Emergency shelters
- ▶ Life/care facilities
- ▶ Lodging–motels
- ▶ Vehicle/Equipment repair
- ▶ Maintenance and service facilities
- ▶ Mortuaries, funeral homes
- ▶ Personal services, restricted (check cashing, tattoo parlors)
- ▶ Sexually oriented business
- ▶ Vehicle services – vehicle equipment repair; washing and detailing

Industry, Manufacturing and Processing Uses

- ▶ Industry, standard
- ▶ Recycling centers – large facilities
- ▶ Wholesaling, distribution, and storage; wholesaling, distribution, and storage–small-scale

Transportation, Communications, and Utilities

- ▶ Heliports
- ▶ Transportation dispatch facility
- ▶ Transportation terminal
- ▶ Trucking terminals

Furthermore, per the General Plan, the following institutional uses are prohibited from locating within the boundaries of the Northwest Area Community Plan (of which the Lincoln Avenue Specific Plan is a part):

- ▶ Adult day care-general
- ▶ Convalescent facilities
- ▶ Detention facilities
- ▶ Group residential/residential hotel
- ▶ Hospitals
- ▶ Maintenance and services facilities
- ▶ Residential care-general
- ▶ Single room occupancy

5.4.3 Specific Use Restrictions

The following restrictions on uses shall apply in the Specific Plan area:

5.4.3.A Restaurant and Alcohol Restriction

Fast-food restaurants and formula fast-food restaurants shall not be allowed to have beer and wine service or full alcohol service.

5.4.3.B Big Box Retail Restriction

Single-use retail of any type is limited to a first-floor building area of 40,000 square feet or less.

5.4.3.C Large-Scale Nonresidential Condition

Conditional Use Permit approval is required for a nonresidential project or nonresidential portion of a mixed-use project that exceeds 25,000 square feet of gross floor area; except for a project with an approved master development plan, tenant improvements, or a project that is on the approved capital improvement budget.

5.4.3.D Large Truck Storage Restriction

No more than two large trucks (except trucks associated with vehicle storage as permitted in the LASP-PS zoning district) shall be stored on each lot. This restriction shall apply to new uses or uses which expand by more than 30 percent of the gross floor area.

5.4.4 Nonconforming Uses

The Lincoln Avenue Specific Plan Area has long been developed with several heavy industrial uses—including many construction-related and auto repair/service businesses with outdoor operations—which the City has long encouraged to phase out due to their incompatibility with surrounding residences and the aesthetic, noise, and traffic impacts on the corridor. Implementation of this Specific Plan will render certain industrial and auto-oriented commercial uses nonconforming with regard to the use provisions of this Specific Plan. To contribute to the improvement of the aesthetic quality and economic vitality along the corridor, and to ensure that land uses are consistent with the vision presented in the Specific Plan, the conditions under which nonconforming uses may continue is limited.

Nonconforming uses shall be subject to the provisions of Chapter 17.71 of the Pasadena Zoning Code. See Chapter 17.71 of the Pasadena Zoning Code for exceptions and specific provisions applicable to nonconforming uses and the associated administrative regulations.

5.5 Development Standards - Applicability

All subdivisions, new land uses and structures, and substantial rehabilitation, alterations, and/or remodeling of existing land uses and structures shall be designed, constructed, and established in compliance with the requirements of this Section, in addition to the applicable standards (e.g., landscaping, parking and loading, etc.) in Articles 4 (Site Planning and General Development Standards) and 5 (Standards for Specific Land Uses) of the Pasadena Zoning Code **unless explicitly defined, stated, or delineated otherwise in this Specific Plan**. Principal and accessory structures shall meet the same development standards unless otherwise modified in this Specific Plan. With regard to the substantial rehabilitation, alterations, and/or remodeling of existing land

uses and structures, whenever such activity involves removal of more than 50 percent of the exterior walls of a structure, the replacement construction is considered to constitute a new structure, and such rehabilitation, alteration, and/or remodeling activity shall comply with all development standards set forth in this Specific Plan.

Table 5-4: Lincoln Avenue Specific Plan Development Standards

	LASP-RM-16	LASP-CL	LASP-CG1	LASP-CG2	LASP-PS ³
Minimum Lot Size¹	<i>Minimum area and width for new lots</i>				
	As required by Zoning Code §17.22.060, Table 2-4	Determined through the subdivision process			
Maximum Density	<i>Minimum lot area in square feet required for each dwelling unit. See Zoning Code §17.22.070.A regarding rounding in calculations.</i>				
	2,750 square feet	Not applicable			
Setbacks	<i>Minimum setbacks required. See Zoning Code §17.40.160 for setback measurement, allowed projections and encroachments into setbacks, and exceptions to setbacks.</i>				
Front	As determined by Figure 5-5 (Street Frontage Setbacks)				
Side	As required by Zoning Code §17.22.060, Table 2-4	None required.			
Corner Side	As determined by Figure 5-5 (Street Frontage Setbacks)				
Rear	As required by Zoning Code §17.22.060 Table 2-4	5 feet where required by Figure 5-6 (Rear Setbacks) and shall not project within the encroachment plane (for definition of encroachment plane (see Zoning Code §17.40.160.D.2) when adjacent to an RS or RM zone unless the adjacent lot is a PK overlay which is used for parking; none required otherwise. ²			
Maximum Site Coverage	Not applicable				
Minimum Floor Area	Not applicable				
Height Limit	As determined by Figure 5-7 (Maximum Height)				
Floor-Area Ratio (FAR) - maximum	Not applicable	0.7	0.8	1.0	Determined by CUP
Accessory Structures	See Zoning Code §17.50.250 (Residential Accessory Uses and Structures)				
Landscaping	See Zoning Code Chapter 17.44 (Landscaping)				
Parking	See Zoning Code Chapter 17.46 (Parking and Loading) and Section 5.5.1(D)				
Signs	See Zoning Code Chapter 17.48 (Signs)				
Other Applicable Standards	Zoning Code Chapter 17.40 (General Property Development and Use Standards) Zoning Code Chapter 17.50 (Standards for Specific Land Uses)				
Notes:					
1. See Zoning Code §17.40.030 regarding development on an undeveloped lot and §17.40.040 regarding development on a substandard lot.					
2. No doors, windows, vents, or similar openings at commercial uses may be located within 15 feet of a property line abutting an RS zoning district, except for doors used exclusively as emergency exits.					
3. Prior to the approval of a Conditional Use Permit or Master Plan, properties within the LASP-PS district shall be subject to the development standards of the most restrictive abutting zoning district within the Specific Plan.					

Figure 5-5: Street Frontage Setbacks

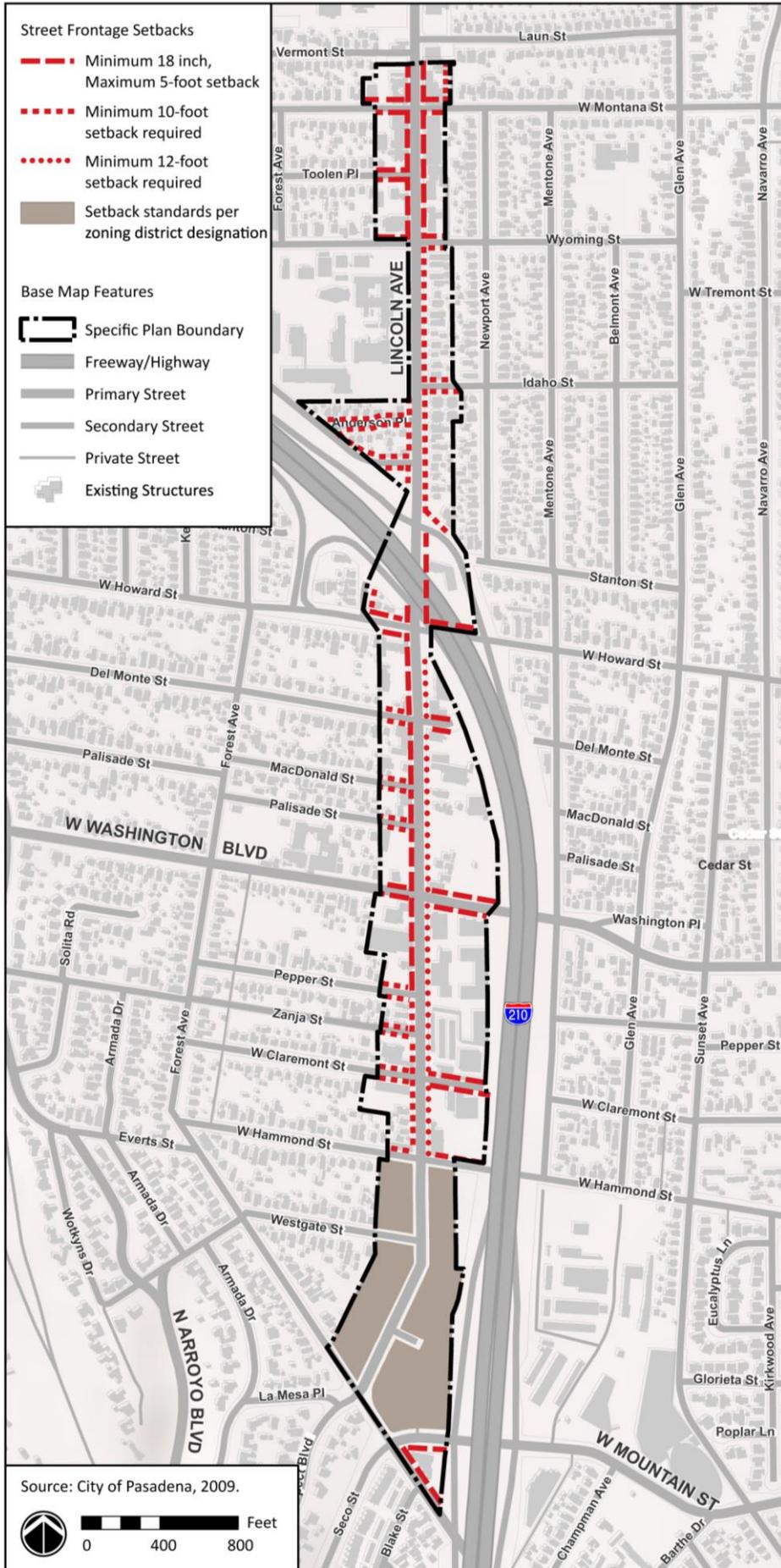


Figure 5-6: Rear Setbacks

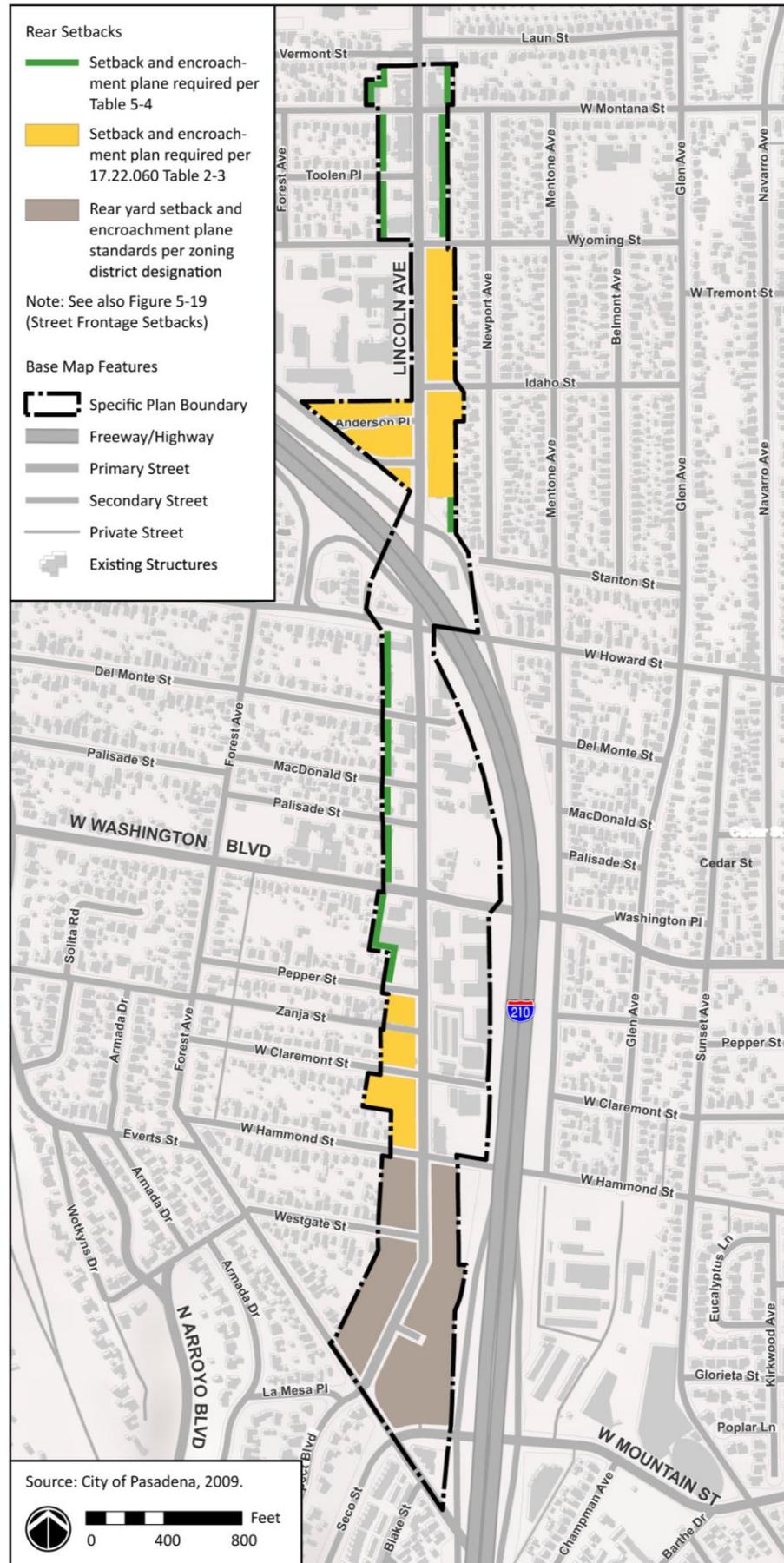
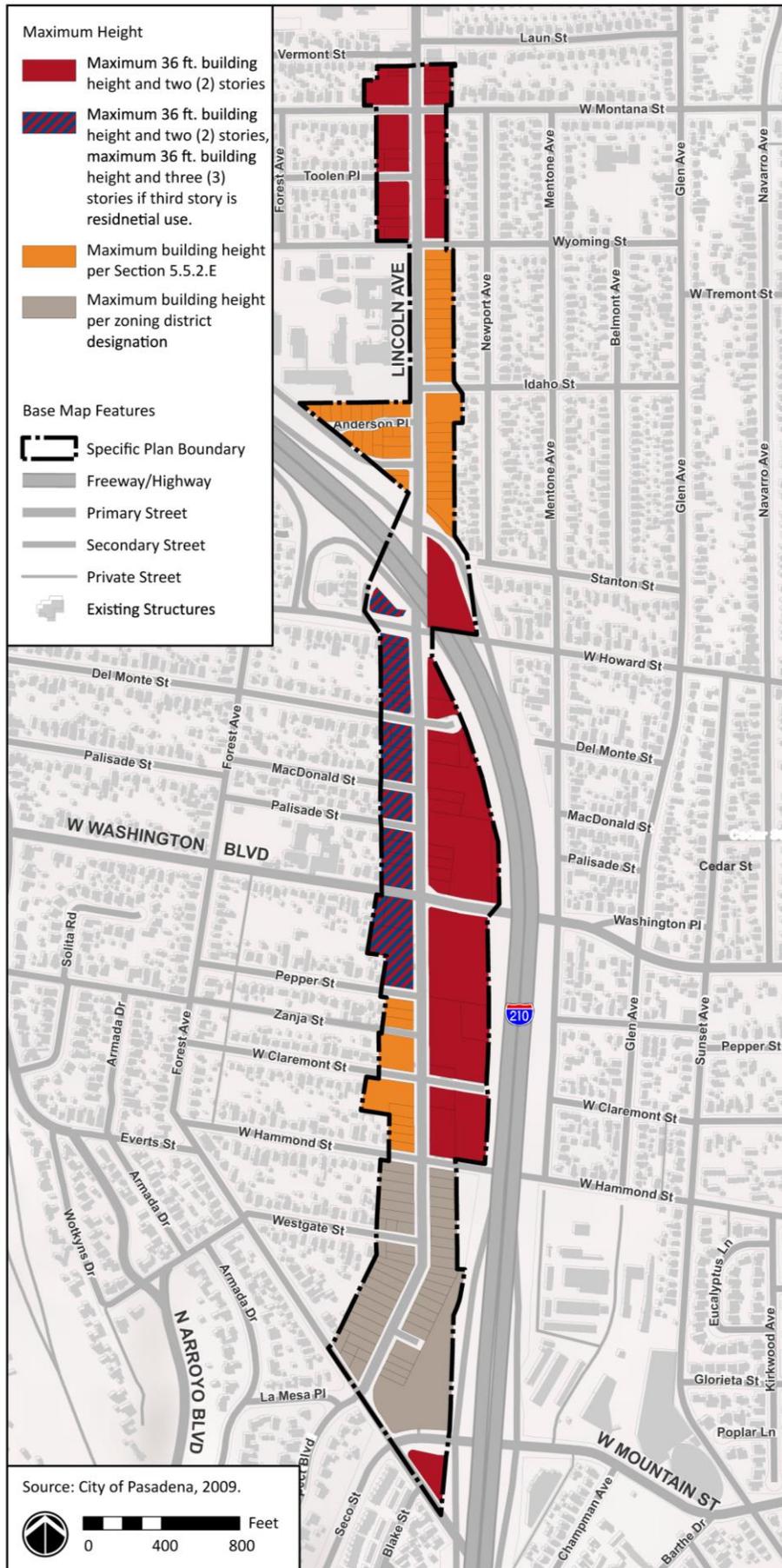


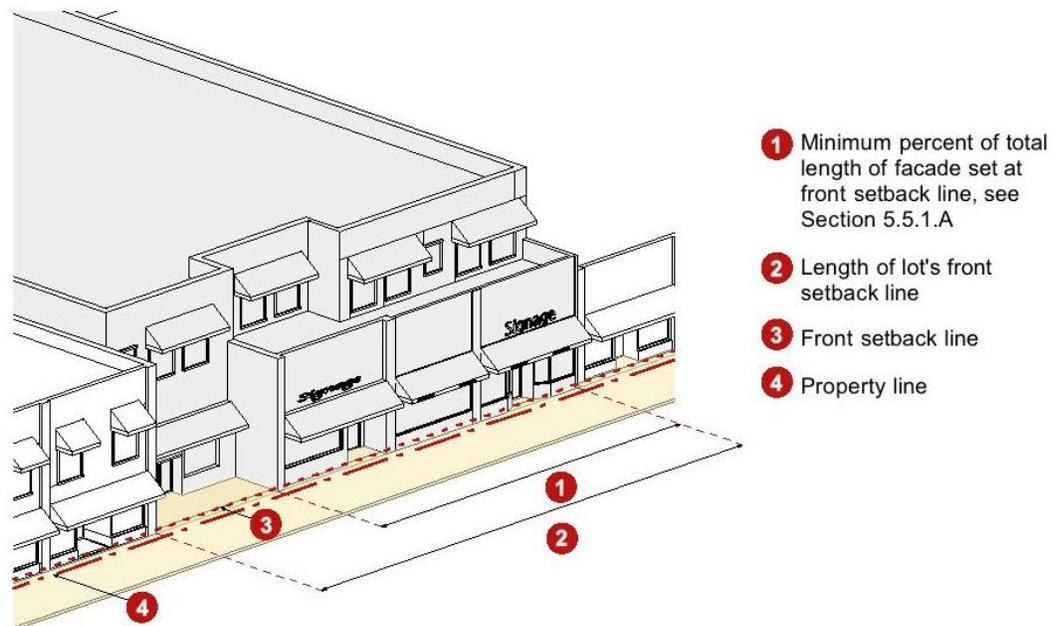
Figure 5-7: Maximum Height



5.5.1.A Building Placement

1. **Building placement in LASP-CG1 and LASP-CG2 zones.** Buildings shall be designed so that the front facade adjoins a minimum of 75 percent of a lot's front setback line (see Figure 5-8).
2. **Building placement in all other LASP zones.** Buildings shall be designed so that the front facade adjoins a minimum of 50 percent of a lot's front setback line (see Figure 5-8).

Figure 5-8: Buildings Placement



The Review Authority may grant exceptions for:

- a. A driveway that is necessary because no side street, alley, or easement can provide access to required parking on the rear of the lot or site;
- b. The initial phases of a multi-phased building project that will occupy the entire frontage upon completion;
- c. A project proposed with a pedestrians-only plaza occupying a portion of the street frontage;
- d. A pedestrian corridor; or
- e. Double frontage or double-frontage corner lots or sites. The Review Authority shall determine which frontage is the primary frontage and which is the secondary frontage based on the character of the street frontages. A parking lot can face the street on the secondary frontage.

5.5.1.B Building Design

1. **Windows and openings facing streets.** Street-facing facades of all buildings shall incorporate windows and openings providing light to adjacent spaces, rooms, and uses (Figure 5-9). Windows and openings facing streets shall constitute a minimum of the following percentage of street-facing building faces:
 - a. 50 percent at commercial ground floor uses,
 - b. 30 percent at commercial upper floor uses,
 - c. 20 percent at residential ground floor uses, and
 - d. 20 percent at residential upper floor uses.
2. **Primary entrance.** At parcels fronting Lincoln Avenue, at least one primary entrance to a ground floor use shall face Lincoln Avenue.
3. **Entrance frequency.** At street frontages, ground-related entrances shall occur at least once every 150 feet, as measured along the front property line. Ground-related entrances include entrances to ground-floor uses, residential units, clusters of residential units, lobbies, or private courtyards (Figure 5-10).
4. **Façade plane modulation.** The wall plane of street-facing façades shall be modulated a minimum of 18 inches perpendicular to the plane at least once every 60 feet, as measured along the property line (Figure 5-11).

Figure 5-9: Windows and Openings Facing Street

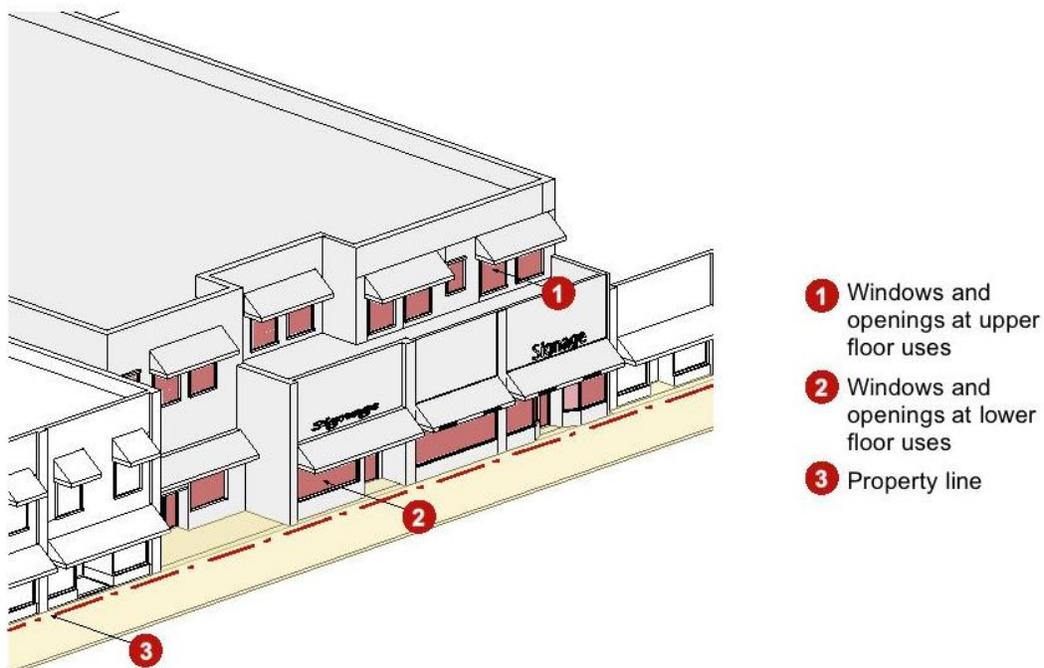
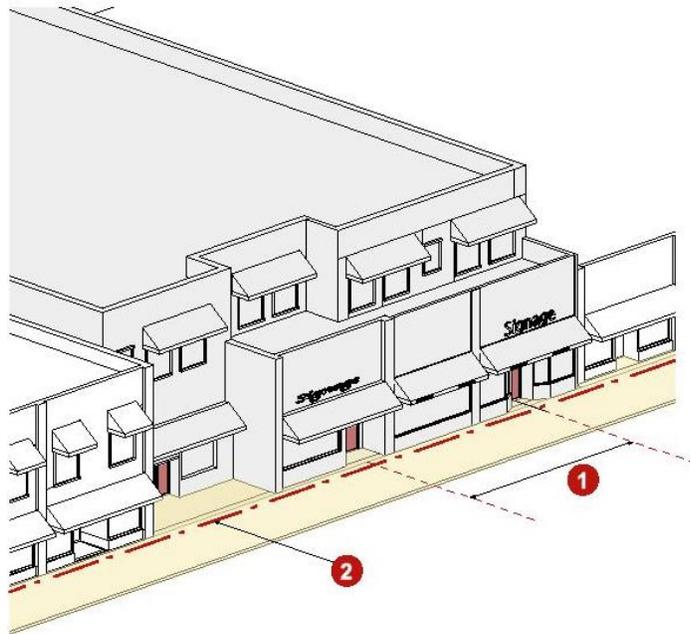
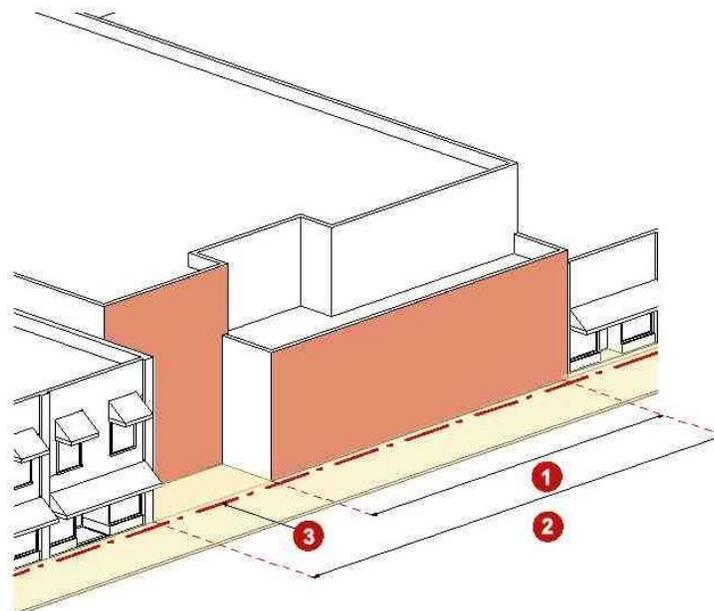


Figure 5-10: Entrance Frequency



- 1 Max. 150 ft. between ground-related entries, measured along the front property line
- 2 Property line

Figure 5-11: Façade Plane Modulation



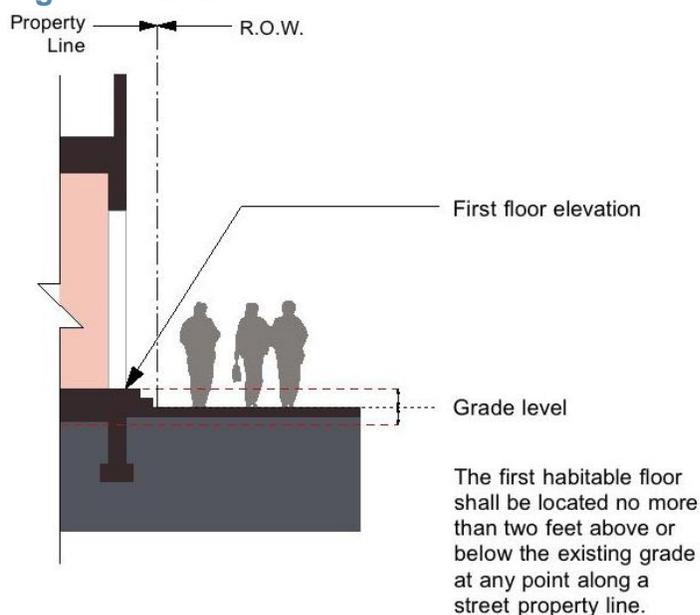
- 1 Maximum length of facade plane before modulation, see Section 5.5.1.B.4
- 2 Length of property line
- 3 Property line

5.5.1.C Ground Floor Design

1. Elevation of first floor.

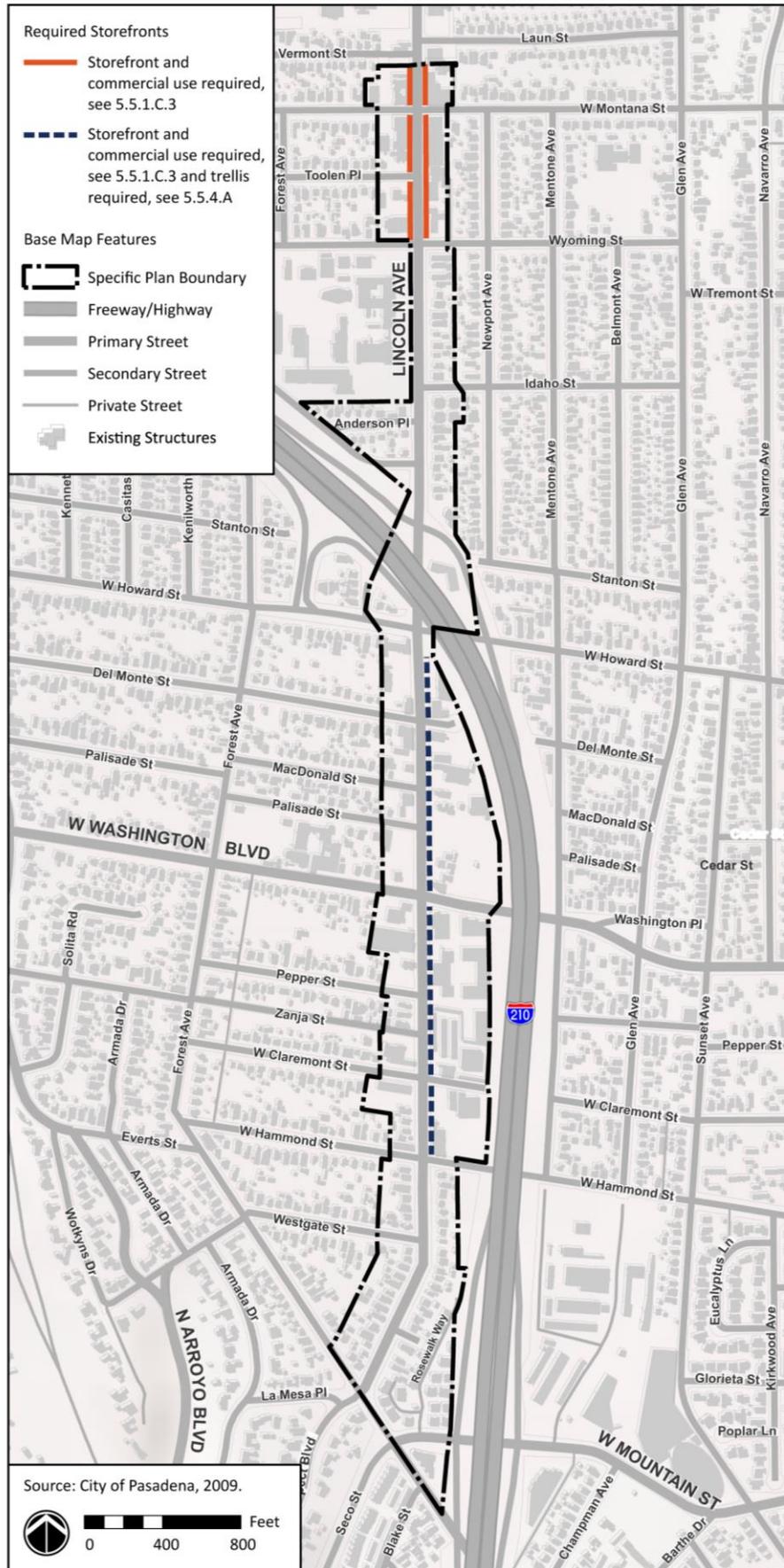
- a. **Non-residential uses.** The first habitable floor shall be located no more than two feet above or below the existing grade at any point along a street property line (Figure 5-12).
- b. **Residential Uses.** The first habitable floor of a residential-only building shall be located no more than four feet above existing grade and no more than two feet below existing grade along a street property line. At least 50 percent of all dwelling units at the first floor shall be located a minimum of 24 inches above this existing grade.

Figure 5-12: Elevation of First Floor



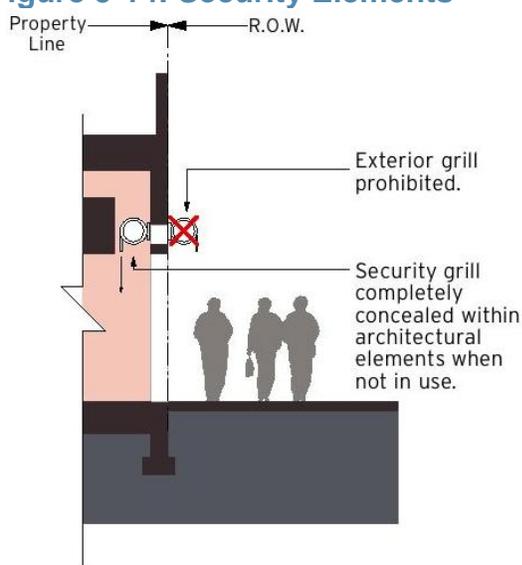
2. **Minimum ground floor height.** The minimum height of non-residential ground floor spaces shall be 15 feet. The minimum height of residential and live-work ground floor spaces shall be 10 feet. This height shall be measured from the floor of the first story to the floor of the second story. If there is no second story, the height shall be measured to the top of roof.
3. **Storefronts and commercial uses required at ground floors.** Storefronts and usable commercial space shall be located along the required ground floor street frontages of buildings per Section 5.5.1.A of this Plan and Figure 5-13 (Required Storefronts) and have a minimum useable depth of 40 feet along 60 percent of the length of the building frontage and in no case be less than 20 feet in depth. At a corner lot where storefronts and commercial uses are required, storefronts and commercial spaces shall turn and wrap around the corner for a minimum length of 20 feet. Where storefronts and useable commercial space are not required per Figure 5-13, storefronts and commercial uses at the ground floor shall have a minimum depth of 20 feet.

Figure 5-13: Required Storefronts



4. **Glazing at ground floors.** Use of mirrored and reflective glazing materials and glass is prohibited. At the ground floor of buildings where the use is commercial, use of clear glass is required. After installation, clear glass windows at the ground floor of commercial uses shall not later be treated so as to become opaque or to be blocked so as to prevent visibility of the ground floor interior from the sidewalk.
5. **Security elements and decorative grillwork at ground floors.** Upward rolling, side folding, or moveable security grills and elements shall not be installed at the exterior side of ground floor and street-facing storefronts, windows, openings, entries, and facades. At the interior side of ground floor and street-facing storefronts, windows, openings, entries and facades, upward rolling, side folding, or moveable security grills and elements are allowed and should be designed to be integral to the architecture of the building and opening. Such devices should utilize dedicated interior side pockets and ceiling cavities such that the grill and all mechanisms associated with the security element are not visible from the adjacent public right-of-way and sidewalk and regardless of installation method shall be at least 80 percent open to perpendicular view (Figure 5-14). Fixed decorative grillwork and railings are allowed at the ground floor and shall be at least 80 percent open to perpendicular view.

Figure 5-14: Security Elements

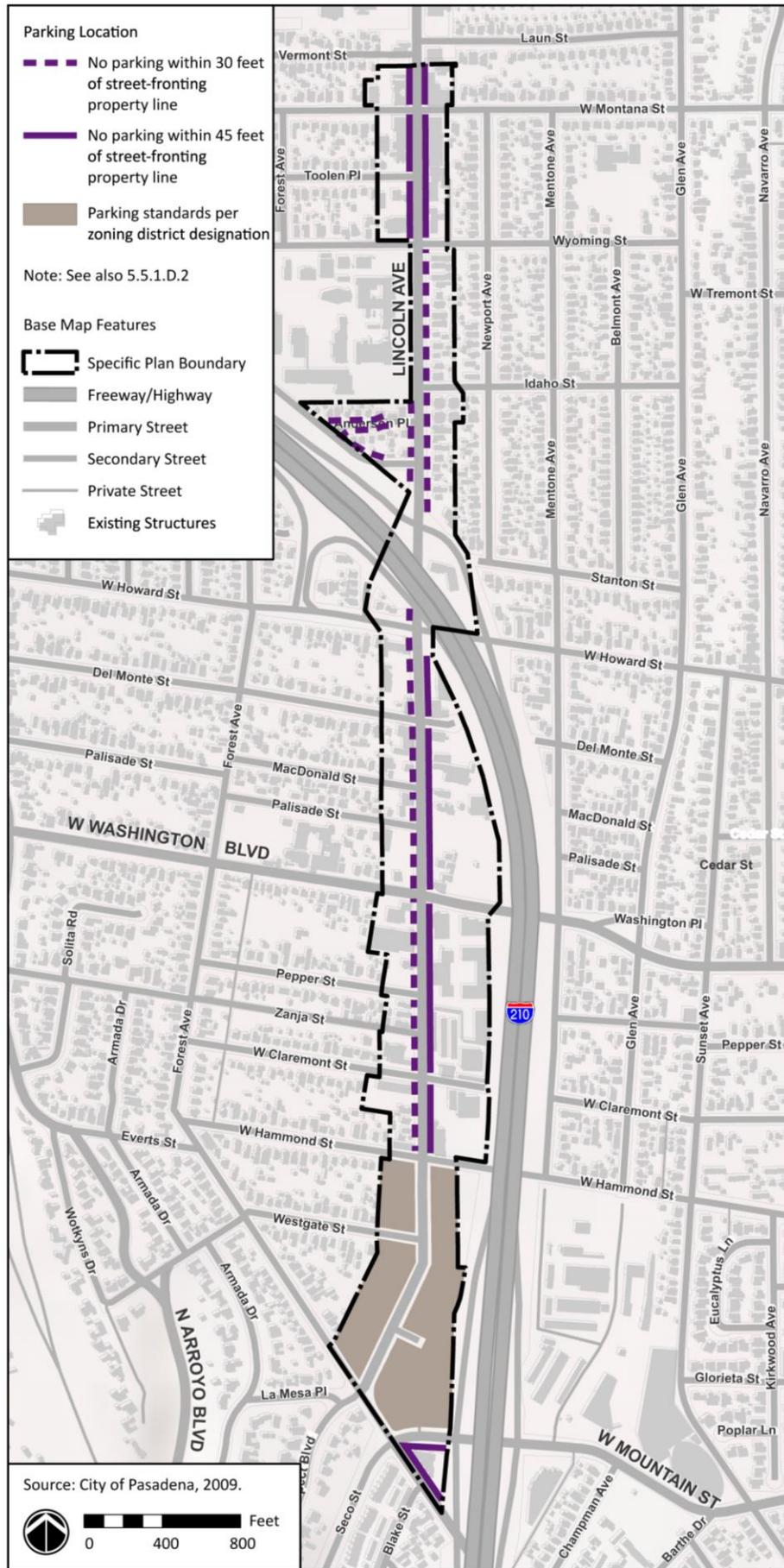


5.5.1.D Parking Standards and Driveways

Required parking shall be determined by Chapter 17.46 of the Zoning Code, except as provided in this Section. Parking standards and driveways shall comply with the following requirements:

1. **Parking location.** No parking shall be allowed in the areas designated in Figure 5-15 (Parking Location), except that parking in the rear 60 percent of a lot shall be permitted. Notwithstanding the requirements of Figure 5-15, partially subterranean and fully subterranean parking may extend to street-fronting property lines.

Figure 5-15: Parking Location



2. **Parking adjacent to RS zones.** No above-grade, surface, subterranean or partially subterranean parking shall be located within five feet of a property line abutting an RS zone.
3. **Driveway frequency.** For parcels of less than 200 feet in length, only one vehicular access point may be permitted. For all other lot frontages, a maximum of one vehicular access point for each 200 feet of street frontage is permitted.
4. **Landscape buffers.** Parking that is visible from streets and sidewalks or located along rear, side, or interior lot lines shall be buffered from the street, sidewalk, or lot line by a minimum five-foot in depth landscape buffer.
5. **Tuck-under parking.** Openings to tuck-under parking spaces shall not be visible from the street or from an adjacent property.
6. **Parking height.** Where any part of a building is over parking, the parking shall be considered a full story unless it meets the requirements for fully or partially subterranean parking in §17.46.020 K.5 and 6 of the Pasadena Zoning Code.
7. **Tandem parking.** Tandem parking within allowed parking areas may be allowed through the Design Review process for multi-family projects and the residential component of mixed-use projects, upon the approval of a Minor Conditional Use Permit pursuant to §17.61.050 of the Zoning Code.
8. **Guest parking.** Guest parking is not required for multi-family projects or the residential component of mixed-use projects which contain fewer than 20 units. Developments with 20 or more units shall provide one guest parking space for the first 20 units and one-half space for each incremental five units more than 20.

5.5.2 Additional Residential Development Standards – LASP-RM-16 Zone

Proposed developments in the LASP-RM-16 district shall comply with §17.22.060-080 of the Zoning Code. Notwithstanding the requirements of these Sections of the Zoning Code, proposed developments shall meet the Development Standards of Sections 5.5 and 5.5.2 of this Specific Plan. Wherever the provisions of this Section conflict with those contained in the Zoning Code, the provisions of the Specific Plan shall govern regardless of whether they are more or less restrictive than the provisions of the Zoning Code.

5.5.2.A Setback Requirements

The following minimum standards for building setbacks apply in addition to any encroachment plane requirements.

1. **Front and corner side setbacks.** Front and corner side setbacks shall be as determined per Figure 5-5 (Street Frontage Setbacks).

Top: Walls and fences visible from the street and sidewalks shall be designed as an integral component of the architecture.

Bottom: Transitional spaces between entries and the back of sidewalk are encouraged.

- 2. Rear setback when adjoining an RS district.** Rear setbacks adjoining an RS district shall be per §17.22.070.B of the Zoning Code except that no structure, including accessory structures or partially subterranean and fully subterranean structures, shall be located within five feet of the rear property line.

5.5.2.B Building Separation

The following minimum standards for building separation apply in addition to any encroachment plane requirements.

- 1. Side separation.** Proposed structures shall be set back from buildings on adjacent lots along the side property line by a minimum of 10 feet.
- 2. Light and air separation.** Development and new uses are not required to comply with §17.22.070.D.2, except that when a windowless wall of new construction faces an existing windowless wall on an adjacent lot, there is no minimum building separation.
- 3. Habitable encroachments prohibited.** No encroachment that consists of habitable space is permitted into the building separation requirement. Uninhabitable encroachments, including chimneys and projecting eaves, may project up to three feet into the building separation requirement.

5.5.2.C Building Design

Development and new uses shall comply with all building design requirements of this chapter.

5.5.2.D Building Entrances



- 1. Orientation.** The majority of entrances to units shall be accessed from the street or from a garden or courtyard directly accessible and visible from the street. Additional entrances may serve units from additional open spaces.
- 2. Shared entrances.** Entrances from the outdoors in the form of porches, stairs, or alcoves in buildings shall serve no more than four units.
- 3. Transitional space at entries.** Transitional spaces in the form of stoops, overhangs, and porches between public areas and entrances to units are an important element of Pasadena's architecture. New residential buildings shall provide this type of element or equivalent for each unit or group of units.

5.5.2.E Height Limits

Height of new development and new uses shall comply with §17.22.070.F, except for the following:

1. **Maximum height of structures.** Maximum height of structures shall be two (2) stories and 36 feet to the highest ridgeline, regardless of the lot width. Three (3) stories in the front 60 percent of the site, measured from the Lincoln Avenue property line, may be permitted through the Design Review process.
2. **Maximum heights at garden rectangle.** Restrictions to maximum height at garden rectangles shall not apply.
3. **Encroachment plane when adjoining an RS district.** New developments and uses shall meet the encroachment plane requirements of §17.40.160.D.4.

5.5.2.F Additional Standards

Notwithstanding any other requirements of this section, single-family residences shall meet the requirements of the RS-6 district (Zoning Code §17.22.040); two units on a lot shall meet the requirements of the RM-12 district (Zoning Code §17.22.040).

5.5.3 Additional Mixed-Use Development Standards – LASP-CL Zone

In addition to the other applicable requirements of this chapter, the provisions of this section apply to proposed mixed-use development in the LASP-CL zoning district.

5.5.3.A Development Standards

Mixed-use developments shall be designed, constructed, and established in compliance with the mixed-use standards of Zoning Code §17.50.160 Mixed-Use Projects, except that:

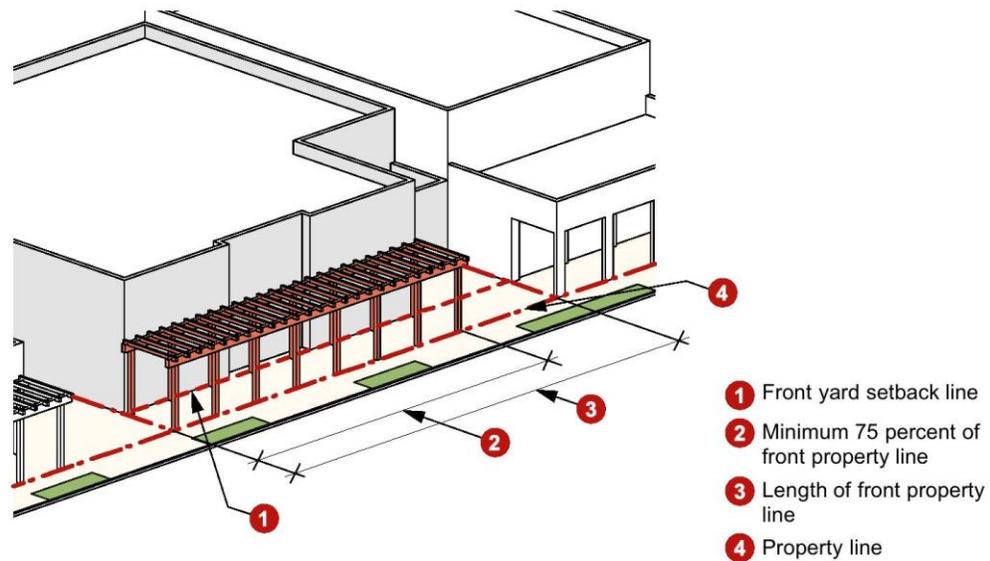
1. **Setbacks.** All setbacks shall be as determined by Table 5-4.
2. **Commercial uses along street frontages.** Where proposed, storefronts and useable commercial space shall meet the requirements of Section 5.5.1.C (Ground Floor Design).
3. **Ground floor residential units allowed.** Ground floor residential dwelling units are allowed at any lot and at any street frontage, provided storefronts and usable commercial space are located along a minimum of 50 percent of the length of the building frontage adjoining Lincoln Avenue. Storefronts and usable commercial spaces shall comply with all provisions of Section 5.5.1.

5.5.4 Additional Commercial Development Standards – LASP-CG-2 Zone

5.5.4.A Trellis Required

A trellis shall be located along the Lincoln Avenue property line per Figure 5-13: Required Storefronts. Alternatively an arcade may be located along the Lincoln Avenue property line and is strongly encouraged.

Figure 5-16: Trellis



Trellises and arcades shall meet the following requirements:

- 1. Design.** The trellis or arcade shall be designed as a continuous pedestrian walkway, open to the public, adjoining storefronts, commercial uses, or project-related open space.
- 2. Placement.** The trellis or arcade shall be designed so that its street-facing façade occupies a minimum of 75 percent of the front property line.
- 3. Minimum depth.** The trellis or arcade shall have a minimum overall depth of 12 feet and a minimum clear interior depth of 10 feet measured perpendicular to the front property line.
- 4. Height to width proportion.** Where trellises or arcades are utilized, the overall proportion of the building bays of these elements should be approximately square and have a maximum ratio of 1.5 feet of height for each one foot of length.

5. **Clear height.** Where trellises or arcades are utilized, openings, coverings including structural members and ceilings, and other overhead elements shall have a minimum clear height of 12 feet.

5.5.4.B Building Entrances

Commercial uses abutting a Lincoln Avenue setback line shall provide at least one street-facing, ground-related entrance which shall serve as the primary entrance to the business. Interior space shall be arranged to orient toward that entrance as the primary entrance, and signage or other means shall be used to direct persons toward that entrance. Street-facing entrances shall be unlocked and accessible to the public during business hours.



A sidewalk arcade provides shelter from the mid-day sun and a sense of unifying connection end to end along this block of storefronts.

5.6 Architectural Design Guidelines

5.6.1.A Architectural Character

Buildings within the Specific Plan area should utilize one of four architectural styles that have traditionally marked the Pasadena design environment: Craftsman, Mediterranean, Monterey, or Main Street Commercial. Additionally, buildings that utilize a contemporary design and style logic are encouraged, but should be designed to be compatible with the scale, proportions, rhythms, and feel of older buildings and streetscapes seen along Lincoln Avenue and within Pasadena, particularly with regard to use of similar street-facing setbacks and orientation of entrances, use of human-scale massing, and provision of details that create visual interest, variety, and modulation.



The architecture of this building utilizes simple orthogonal and block-like forms to create a sensibility that is at once traditional and contemporary.

Each of the suggested styles and their characteristics, including a description of “Contemporary Pluralism,” are described in the adopted City of Pasadena *Design Guidelines for Neighborhood Commercial & Multi-family Districts*. This document states “[t]he integrity of new buildings should be reflected in the internal consistency of their architecture, whether contemporary or traditional.” The following paraphrased statements from the City’s neighborhood commercial and multi-family design guidelines should be adhered to within the Specific Plan Area for both new construction and additions.

- ▶ **Use of traditional architectural styles.** Buildings designed in traditional styles should adhere to the rules of the established design traditions of the style.
- ▶ **Utilization of style throughout.** All buildings and sites should incorporate throughout the design:

Left: *Facades should be modulated with horizontal and vertical building breaks and incorporation of varied design elements to realize visual interest.*

Right: *Individual windows set back into walls, varied façade planes, a variety of materials, and distinct patterns of shade and shadow contribute to façade modulation.*

- ▷ A full array of architectural elements associated with their chosen style.
 - ▷ The compositional, structural, and constructional logic associated with that style.
 - ▷ The material logic associated with that style.
 - ▷ All buildings within a project site – including accessory buildings and buildings associated with parking – should be designed to be consistent with the primary structure.
- ▶ **Hybrid styles.** Hybrid projects that incorporate more than one style logic are discouraged.
 - ▶ **Contemporary Architecture.** Buildings designed in contemporary styles should adhere to a set of rules that is established and followed throughout by the designer.

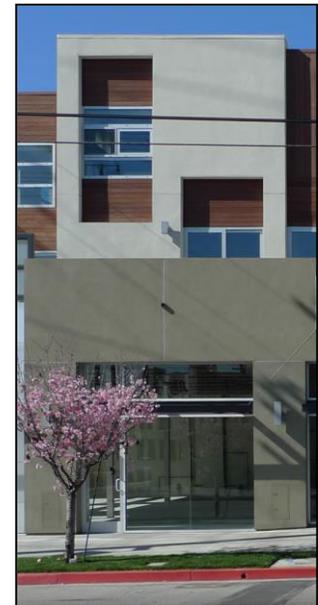
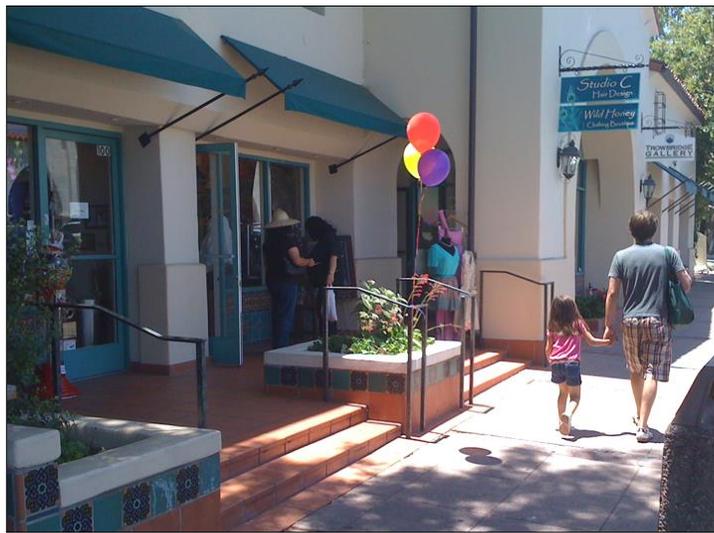
The use of a contemporary architectural style shall not be used to rationalize deviation from the development and design standards and guidelines of this Specific Plan such as but not limited to setbacks, heights, location of parking, orientation of entries, building massing, modulation, and use of arcades and trellises.

5.6.1.B Building Massing

Building massing should be established through use of simple orthogonal and block-like forms that are aggregated together to form a larger overall composition. As buildings get larger, massing should be broken down or modulated to create intersecting orthogonal volumes, offsets of building planes, and vertical and horizontal accents that create massing variety.

5.6.1.C Building Modulation

New buildings and additions to existing buildings shall incorporate at least one or more of the following types of modulation.



1. **Building modulation.** New buildings and additions should utilize modulation of mass and bulk to reference adjacent building heights and existing legacy massing patterns seen along Lincoln Avenue to create transitions and relationships between new and old and to relate the scale and massing of new structures to the scale and massing of the surrounding neighborhood.
2. **Façade modulation.** Façades should be modulated with elements including but not limited to vertical and horizontal breaks in the building façade plane, stepbacks at upper levels, changes in material or color, use of ornament, changes in height, and incorporation of other design elements that create differentiation in the architecture to create visual and architectural interest.
3. **Façade depth modulation.** The design of windows within building facades should emphasize individual windows that are setback into walls to create distinct patterns of shade and shadow.
4. **Façade material modulation.** Use of high-quality materials like smooth finish stucco, brick, wood, and stone are encouraged.

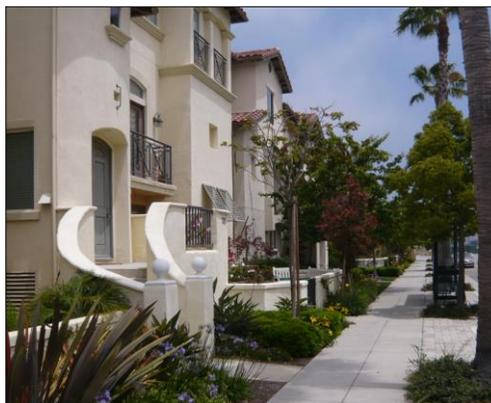
5.6.1.D Roof and Skyline Forms

The design of varied roof and skyline forms such as but not limited to pitched roofs, variation in roof heights on a single building, high-quality roof materials such as tile and metal, corner towers, and mixing of pitched and flat roofs is encouraged.

Design of roof and skyline forms. Penthouses, parapets, stair and elevator enclosures, and air conditioning units and mechanical equipment shall be fully integrated into the overall architectural design and expression of the building or addition through the use of equivalent materials and colors that match the overall design. All rooftop mechanical components shall be fully screened from the view of public right-of-ways or residentially zoned properties, except as provided in §17.40.150.D.3 of the Zoning Code.

5.6.1.E Architectural Elements

Covered porches, patios, stoops, and terraces at the entrances of ground-related units, sidewalk arcades fronting commercial uses, and open-to-the-air roof terraces and shallow stepbacks at the top floors of structures are encouraged to create transitions from public to private spaces, emphasize sheltering at entrances, encourage indoor and outdoor use of ground-floor space, relate new buildings to existing buildings, and to create human-scale massing accents within the context of overall building bulk. New buildings and additions should have:



At-grade entries oriented towards sidewalks create a sense of connection between public and private activities and uses.

These contemporary storefronts stone bulkheads below display bay windows and recessed entries.

1. **Ground-related entries.** Ground-related entries should utilize architectural elements and components including, but not limited to, alcoves, arcades, inset entrances, stoops, porches, awnings, glass doors, and architectural accents and details.
2. **Residential entries.** To enhance the sense of connection between ground floor residential units and adjacent right-of-ways, entries to these units should incorporate stoops, front yards separated from sidewalks by low walls and gates, entry alcoves, awnings, canopies, architectural accents, surrounds, and details.

5.6.1.F Storefront Guidelines

1. **Storefront elements.** Recessed entries at storefronts, recessed storefronts, display windows, projecting bays, glazing that alternates between the front and back of mullions, integral awnings, utilization of true dividing mullions,

fixed and operable transoms over entries, integral signs and sign bands, and storefront configurations and details that provide a sense of human scale, variety, and interest within the overall context of buildings bays and groupings of bays are encouraged. All glazing at ground floor storefronts shall comply with Section 5.5.1.C.4 of this Specific Plan.



5.6.1.G Trash and Recycling Enclosures

Trash enclosures, recycling area enclosures, or trash rooms shall be completely screened from the view of any public right-of-way. Where trash and recycling enclosures are provided, the materials used shall match those of the buildings. See §17.40.120 of the Zoning Code for additional requirements.

5.6.1.H Renovations/Rehabilitation of Existing Buildings

The renovation or rehabilitation of existing building shall adhere to the *Design Guidelines for Neighborhood Commercial & Multi-family Districts* and the citywide design principles contained in the General Plan Land Use Element, particularly with regard to blank or infilled walls that face public streets.



Mobility



Lincoln Avenue Specific Plan



CITY OF PASADENA





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6. Mobility

In the Pasadena General Plan, the Guiding Principles include the following statement: *Pasadena will be a city where people can circulate without cars.* To achieve this, City policies and programs work to create districts and neighborhoods that are walkable and inviting, with engaging places, comfortable streets, and interesting places to gather. Circulation and mobility should de-emphasize use of the car for local trips.

Lincoln Avenue is a primary movement corridor in the Northwest area. Due to high levels of traffic at certain times (especially in relation to Rose Bowl events), the continued efficiency of traffic movement remains critically important. At the same time, Lincoln Avenue can support neighborhood-serving uses in a comfortable pedestrian environment, with sidewalks, crosswalks, well-timed signals, and shade. This Specific Plan balances the need to accommodate pedestrians and motorists, with the dual aims of achieving efficient movement of vehicle traffic and pedestrian-scale character within the Specific Plan area.

6.1 Streets

Lincoln Avenue is identified as a Multi-Modal Corridor in the Mobility Element of the General Plan. Lincoln Avenue provides a connection with I-210 near the City's northern boundary. Within the Specific Plan area, Lincoln Avenue extends approximately 1.3 miles in a north/south orientation. This roadway is designated as a Minor Arterial and serves the local neighborhoods, businesses on Lincoln, and other nearby destinations such as the Rose Bowl, NASA's Jet Propulsion Laboratory, and the unincorporated Altadena neighborhoods to the north. Lincoln Avenue consists of four travel lanes throughout the Specific Plan area, with on-street parallel parking generally permitted on both sides of the street.



Lincoln Avenue
near Montana
Street, looking
south (2010)

From a transportation perspective, the Specific Plan is intended to balance the needs of the various roadway users. The City looks to serve both the mobility needs of a wide

range of potential modes of transportation and to create an urban space that is pedestrian oriented, vibrant, and enjoyable.

6.1.1 Traffic Signal Recommendations

Traffic signals in the Lincoln Avenue corridor affect the mobility of all modes of travel and are important elements in maintaining a balance among the competing needs of pedestrians and vehicles. Travel patterns along Lincoln Avenue, as elsewhere in Pasadena, change over time. To address such changes, traffic signal operations need to be adjusted periodically to continue to adequately address mobility. The traffic signals will be evaluated periodically and as needed, updated to supplement the mobility of all modes of travel.

6.1.2 Traffic Calming Recommendations

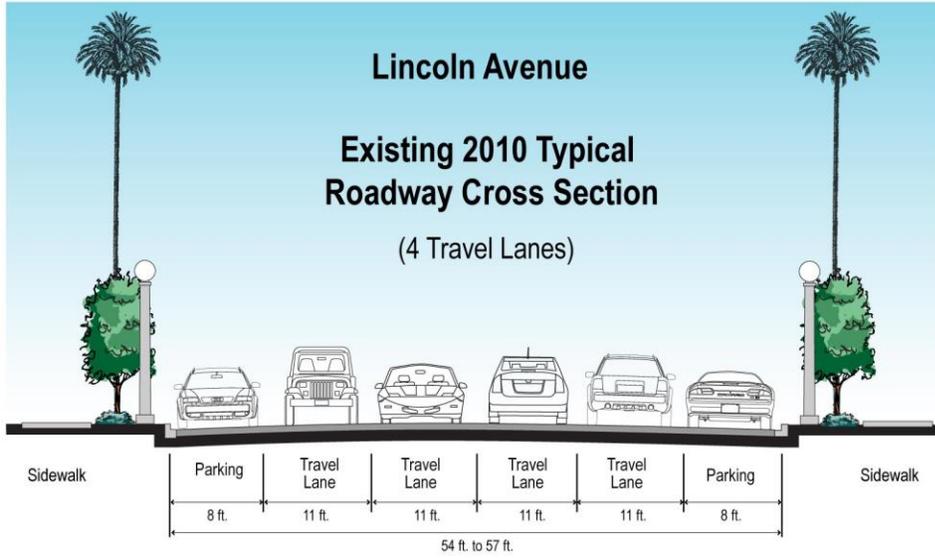
Lincoln Avenue experiences different levels of traffic along its length. As such, it has differing mobility and pedestrian needs, depending on location.

To enhance the pedestrian experience along the length of the corridor, especially as related to new development and new uses, sidewalk widths at key street intersections will be increased. Increased sidewalk widths will be further enhanced with urban design elements such as decorative crosswalks, landscaping, and street furniture, as outlined in the Streetscape Plan in Section 6.2.

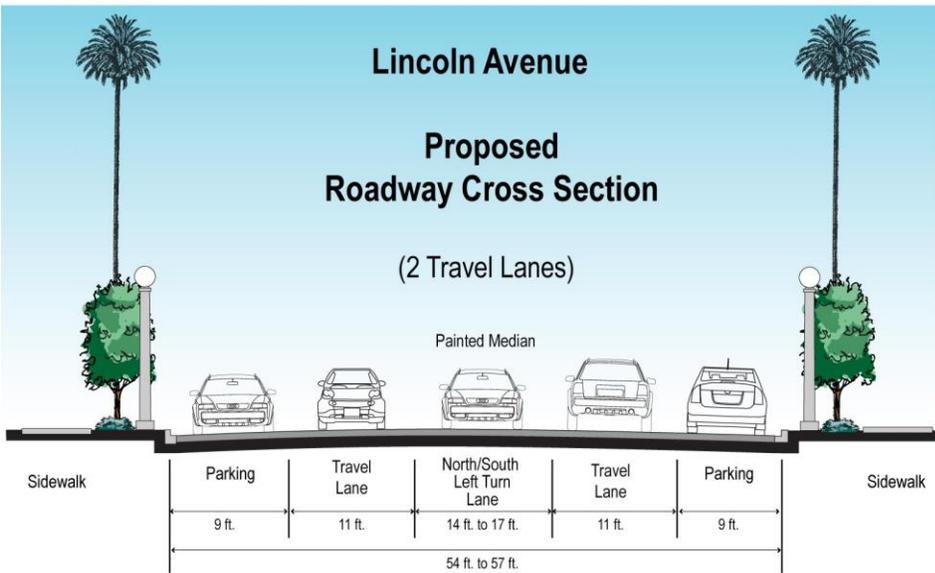
Traffic volumes are substantially lower for areas south of the Lincoln Avenue/Washington intersection. This area has a high concentration of residences, much of it single-family. As such, traffic-calming measures could be employed along the predominantly residential segment of Lincoln Avenue south of Washington Avenue in the form of a road diet, reducing the street to a one-lane travel lane both northbound and southbound directions. Implementation of a pilot program is recommended with painted roadway striping, which would allow the City's Department of Transportation to analyze impacts to traffic flow. See Figure 6-1, Figure 6-2, and Appendix C for cross sections and location of pilot program considerations. If the pilot program envisioned in Figure 6-1 is determined to be successful, the City should implement a permanent reduction to two travel lanes. At key mid-block locations and unsignalized intersections, landscaped pedestrian refuge islands should be considered to help slow vehicular traffic, increase pedestrian safety, and add an aesthetic element along the streetscape. Proposed locations for median islands are identified in Figure 6-2.

Figure 6-1: Proposed Roadway Cross Sections

Not to scale



Not to scale



Not to scale

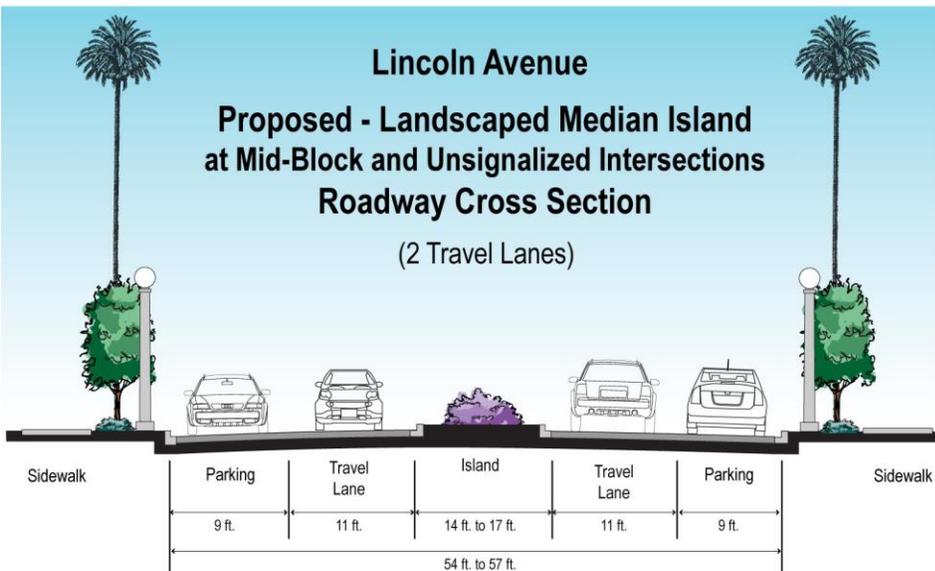
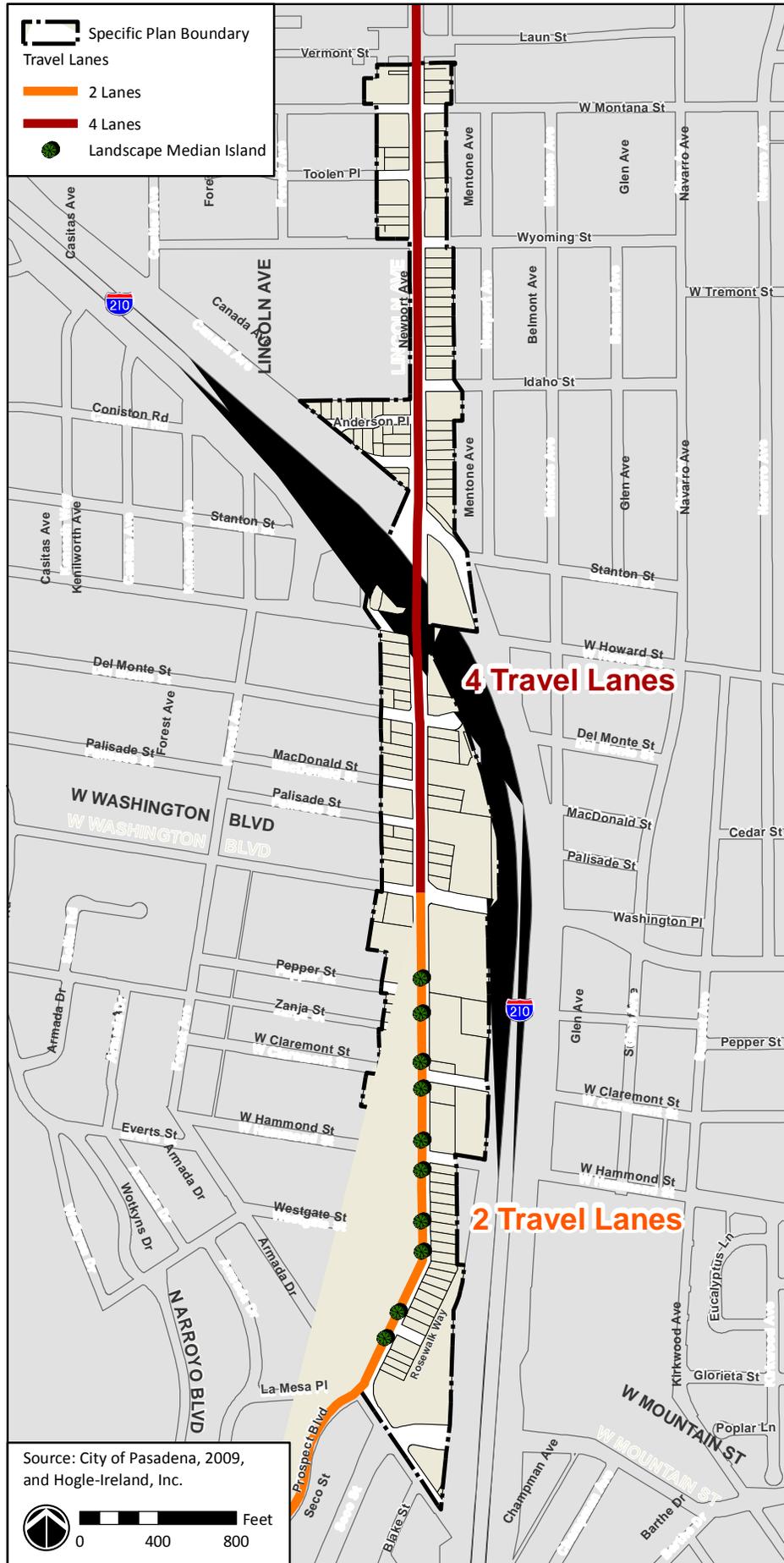


Figure 6-2: Traffic Calming Pilot Program Location



6.2 Lincoln Avenue Streetscape Plan

6.2.1 Lincoln Avenue Streetscape Context

The existing Lincoln Avenue streetscape reveals evidence of incomplete past efforts to improve amenities along this right-of-way, with lack of consistent and maintained tree plantings, neglected parkways, and insufficient pedestrian amenities such as benches and crosswalks. The setting discourages a sense of connection, either visual or physical, between the northern and southern boundaries of the district. At the same time, there are lovely interludes of shaded sidewalks, well-maintained and landscaped intersecting neighborhood streets, and instances of identity improvements such as community gateways, all of which suggest a potential for improvement that if brought to bear on the street as a whole would greatly enhance the identity and use of the street and its sidewalks.



Efforts to improve the Lincoln Avenue right-of-way also exist within a larger context of ongoing efforts to improve this street for transit, vehicles, bicyclists, and pedestrians. Improvements to Lincoln Avenue’s streetscape design should be considered within the context of the following:

- ▶ *City of Pasadena General Plan Mobility Element*

The City of Pasadena’s General Plan Mobility Element designates Lincoln Avenue as a “multimodal corridor.” Multimodal corridors are considered the backbone of Pasadena’s transportation system and are required to accommodate all modes of travel.

- ▶ *City of Pasadena Bicycle Master Plan (2010)*

The City’s updated Bicycle Master Plan designates several existing and new or enhanced bicycle routes through and connecting to the Specific Plan area. Forest Avenue, west of Lincoln Avenue, is a Class III bike route that provides north-south travel. East-west routes connecting to Lincoln Avenue are Seco Street, Washington Boulevard, and Howard Street, which are Class III facilities as well; Howard Street is planned to be upgraded to Class II.



Top: Lincoln Avenue at Howard Street (2010).

The existing Lincoln Avenue Streetscape includes areas that require substantive streetscape improvements to nurture use, and activity by pedestrians.

Bottom: Lincoln Avenue at Hammond Street (2010). A bench and an oak tree provide an inviting shady interlude along Lincoln Avenue.

- ▶ *Cleveland Elementary School Walking Route*
Walking routes to Cleveland Elementary School, located at Washington Boulevard and Forest Avenue, include Lincoln Avenue sidewalks and street crossings between Howard Street to the north and Prospect Boulevard to the south. Within the Specific Plan area, Washington Boulevard serves as a designated walking route to school for pupils residing east of I-210.
- ▶ *Lincoln Avenue Corridor Improvements*
Capital improvements to Lincoln Avenue, implemented under the Lincoln Avenue Corridor Improvements Program, include signalized crosswalks in proximity to John Muir High School at Wyoming Street and Idaho Street. Street trees (*Chitalpa tashkentensis*) were installed in accordance with the City of Pasadena’s Master Street Tree Plan. Bus benches and shelters were also installed and overhead utilities placed underground.

This section presents public improvement concepts that are intended to provide for an urban landscape environment. The specific implementation of these design concepts will be subject to traffic engineering design detail requirements and available revenues to pay for the construction and on-going maintenance.

6.2.2 Lincoln Avenue Streetscape Vision Statement

Lincoln Avenue’s existing sidewalk environment and streetscape, upon observation, suggests the means, tools, and elements required to create enhanced walkability, connections, and amenities (Figure 6-3: Streetscape Improvement Concept Strategies). First and foremost, new and infill trees would provide the shade and identity to connect this corridor end to end. Additional tall and vertical *Washingtonia robusta* palms should

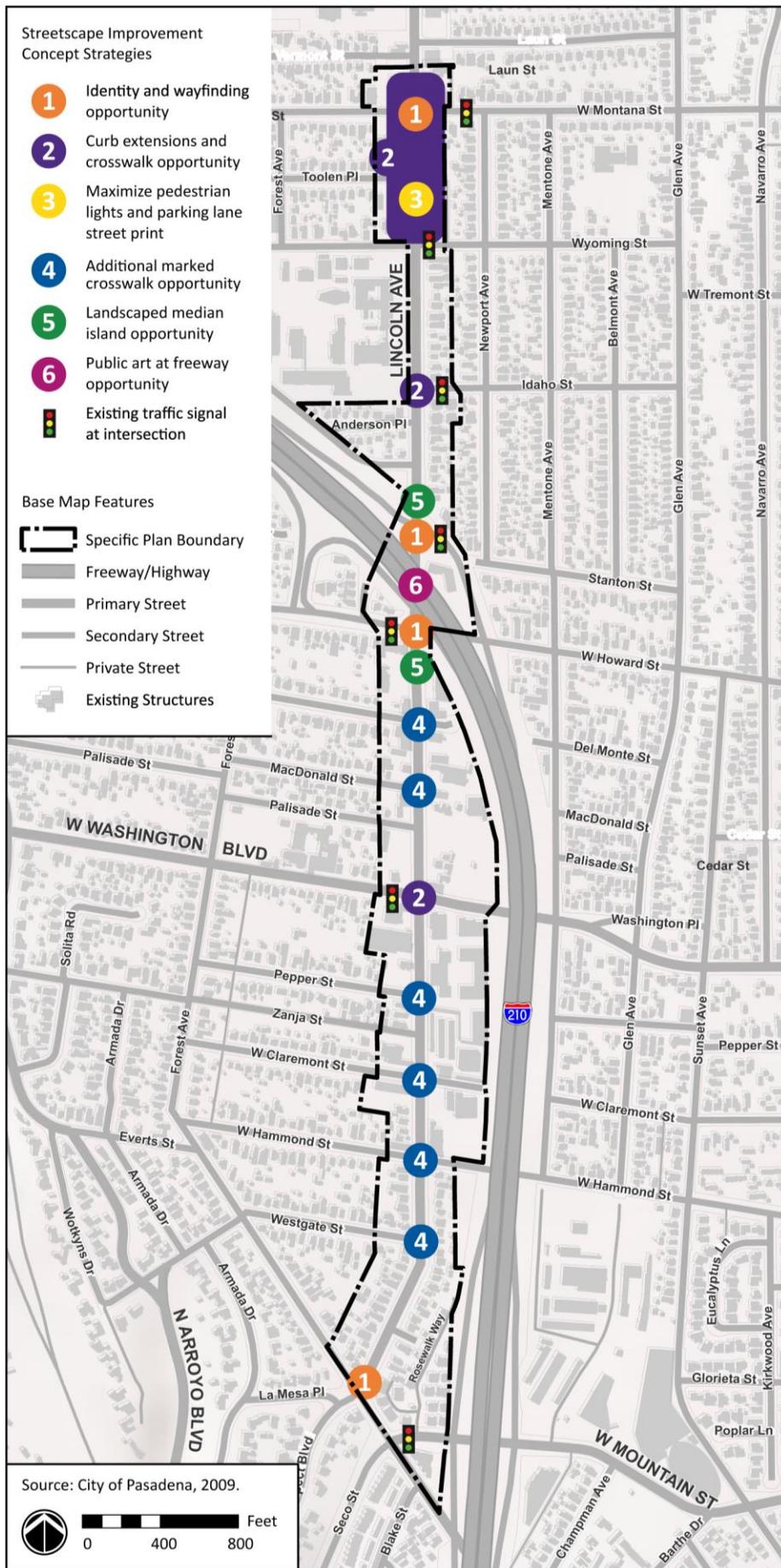


be placed between the existing chitalpa trees in business areas. Palms both heighten the identity of these more commercially oriented areas (Vermont Street to Wyoming Street and from the freeway to Hammond Street) and create

emphasis through framing views of the mountains to the north. To create richly shaded sidewalks and to differentiate commercial from residential areas along the length of Lincoln Avenue (Mountain Street to Hammond Street and from the freeway to Wyoming

Coast Live Oaks (*Quercus agrifolia*), a mainstay of Pasadena’s neighborhood streets, could be utilized as an infill and replacement tree along predominantly residential stretches of Lincoln Avenue.

Figure 6-3: Streetscape Improvement Concept Strategies



Safety treatments such as curb extensions contribute to the aesthetic pedestrian experience in addition to facilitating safety.

Street), canopy trees such as *Quercus agrifolia* oaks on a case-by-case basis could replace individual Chitalpa trees that are poorly performing. Before such decisions are made, an amendment to the City's Street Tree Master Plan would be required.

To supplement this revived treescape, enhanced sidewalk lighting in the commercial district north of Wyoming Street, improved landscape parkways serving as buffers between the movement of vehicles and pedestrians on sidewalks, landscaped medians immediately north and south of the I-210 overpass where widened streets allow, and public safety lighting and a public art presence to improve pedestrian passage under this same highway are recommended.

New gateways proclaiming entrance and exit from the district should be placed at Lincoln Avenue intersections with Montana Street and Mountain Street, as well as in the vicinity of the I-210 on- and off-ramps. Throughout the length of Lincoln Avenue as identified in Figure 6-3, traffic-calming treatments such as curb extensions and median islands should be used to shorten the time it takes to cross this street east to west, enhancing pedestrian connections between neighborhoods on both sides of this avenue.¹



The combination of these streetscape improvements, along with introduction over time of community-serving retail, orientation of new buildings to the back of Lincoln Avenue sidewalks, and frequent sidewalk-facing entries and storefronts as called for by the standards and guidelines of this Specific Plan, all together will create an enhanced and comfortable pedestrian environment along Lincoln Avenue that encourages more activity and

pedestrian use of this street during both the day and into the evening.

6.2.3 Streetscape Design Goals

The following specific design goals shape the streetscape standards and guidelines of this Plan.

¹ Curb extensions at the Washington Boulevard/Lincoln Avenue intersection should be considered only on the south side of Washington Boulevard, due to high traffic volumes that need to be accommodated in the right-turn lane from Washington Boulevard onto Lincoln Avenue.

Lincoln Avenue Specific Plan Streetscape Design Goals

1. Lincoln Avenue streetscape improvements at sidewalks, crosswalks, parkways, medians, and setback areas should create through the use of additional street trees and increased landscape a vital, comfortable, and beautiful street scene that enhances sidewalk use by pedestrians and connects Lincoln Avenue to neighborhood streets and surrounding communities.
2. Lincoln Avenue streetscapes should enhance safe use of sidewalks and connectivity to surrounding neighborhoods by people of all ages through use of curb extensions or similar treatments at intersections, increased numbers of well-marked crosswalks at street crossings, and use of more pedestrian-oriented street lighting, particularly in commercially oriented zones.
3. Improvements to the Lincoln Avenue streetscape should establish both a sense of continuity with the identity of Pasadena as a whole and a sense of differentiation for the district and its parts. To enhance a varied sense of specific place along Lincoln Avenue, both the streetscape and individual identity improvements shall respond to the particular context of the street and its uses as it varies along the length of the corridor.

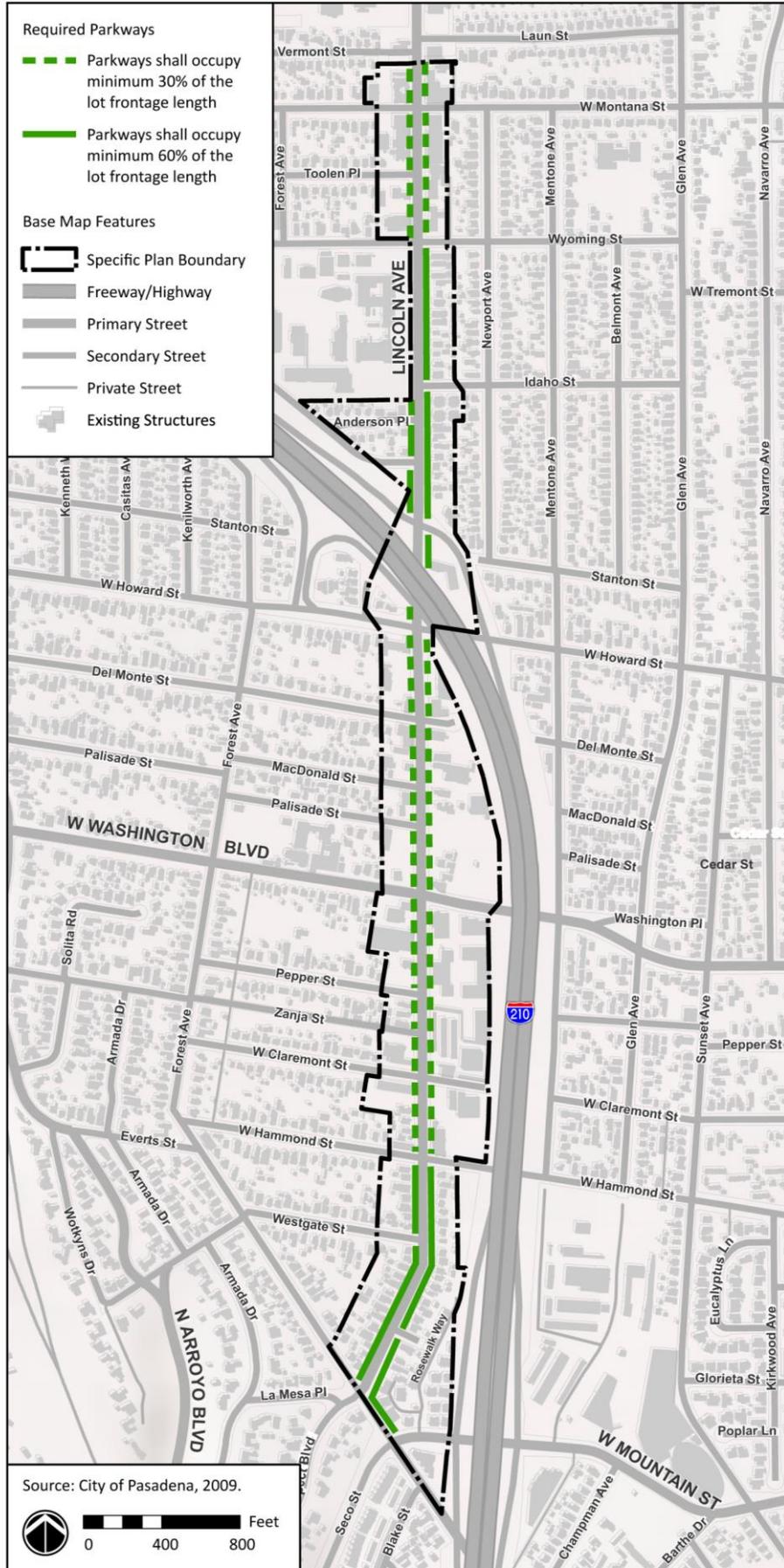
6.2.4 Lincoln Avenue Streetscape Standards

6.2.4.A Provision of Parkway

Landscaped planting strips or parkways placed between the street curb and the sidewalk shall be provided and, if existing, improved at locations where new construction or additions are proposed, consistent with City policies and practices for requiring parkway improvements. Parkway shall meet the requirements below. Also, the City may include street furniture as part of parkway improvements.

1. **Minimum cumulative length.** Parkway segments along the length of a lot shall cumulatively total a minimum percentage of lot frontage length along right-of-ways, as determined by Figure 6-4 (Required Parkway).
2. **Minimum width.** The parkway shall not be less than three and one-half feet in width unless ADA requirements for minimum sidewalk width cannot be maintained in which case a parkway shall not be required.
3. **Planting required.** Except for walkways and driveways, the parkway shall be planted in its entirety with small shrubs, groundcover, and water conserving plant materials. See Table 5-5 for a list of recommended drought-tolerant plants as referenced from the City's adopted *Design Guidelines for Neighborhood Commercial & Multi-family Districts*.

Figure 6-4: Required Parkway



4. **Street trees.** Street trees of an approved type shall be provided in the parkway with appropriate spacing depending on the tree species. Minimum tree size at planting shall be 24-inch box.
5. **Irrigation.** Parkways shall be irrigated per §17.44.050.C of the Zoning Code.

6.2.4.B Lincoln Avenue Setback Improvements

All planting in setback areas shall comply with Chapter 17.44 (Landscaping) of the Zoning Code, except that in LASP commercial zoning districts, required setbacks fronting Lincoln Avenue shall be improved to meet the following requirements:

1. **Planting or paving required.** Required setback areas shall be planted or paved.
2. **Planting standards.** Planted areas shall be planted with small shrubs, groundcover, and water conserving plant materials.
3. **Paving standards.** Paved areas shall be paved in high-quality materials using pavers, stone, or similar durable materials. At a minimum setback areas shall be paved with patterned and scored concrete.
4. **Elevation change.** Changes in elevation between street-oriented, ground-related uses and the sidewalk may be bridged within the required setback areas. Elevation changes may be bridged by steps and ramps and landscaped planters. Landscape planters adjoining and adjacent to the front property line shall not exceed 36 inches in height.



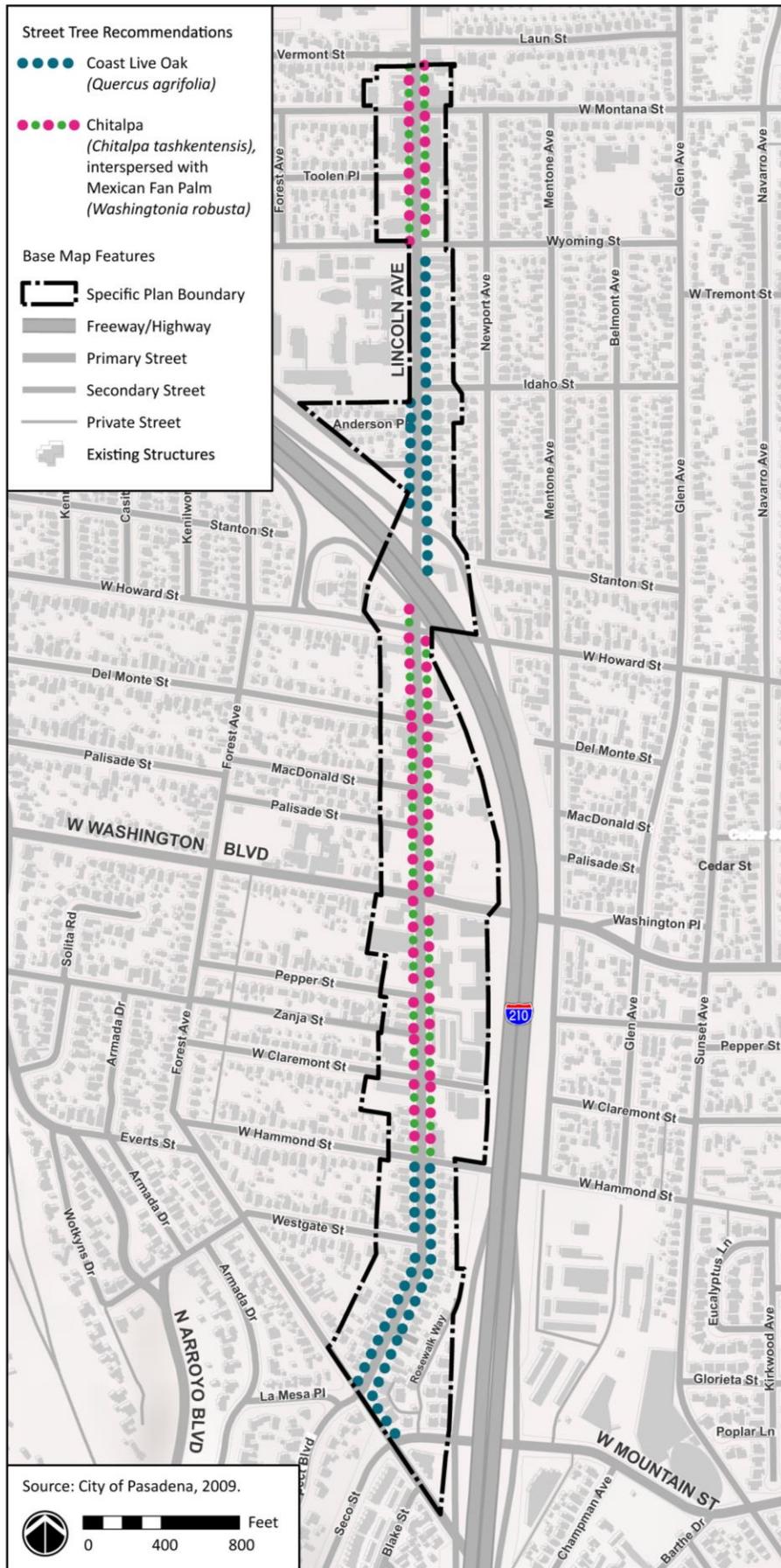
Planting and high-quality paving at a commercial front yard setback

6.2.5 Streetscape Design Concepts

In addition to the requirements of this plan, the following streetscape design concepts should be pursued to enhance the long-term quality of the Lincoln Avenue right-of-way and public realm.

The City's *Master Street Tree Plan* identifies the planned tree species to be maintained along public rights-of-way, including Lincoln Avenue. Any deviation from the master plan requires that the plan be amended via a process that includes review and approval by the Urban Forestry Advisory Committee, the Design Commission, and City Council. This Specific Plan provides for tree planting options along portions of Lincoln Avenue that differ from the approved *Master Street Tree Plan*. If any such option is pursued, the process of amending the master plan will be followed.

Figure 6-5: Street Tree Recommendations



6.2.5.A Additional Street Trees

Street trees should be placed in vacant tree wells and infilled between existing trees and tree wells wherever feasible to enhance the urban forest and tree canopy along this street. Trees should be planted throughout the length of the street, with final spacing to be determined based upon the selected species. The street tree types described below should be considered and located per the concept illustrated in Figure 6-5 (Street Tree Recommendations) and in accordance with the City’s *Master Street Tree Plan*, as it may be amended from time to time. When trees are replaced, the drought-tolerant nature of replacement trees should be considered per adopted City Council policy. Table 6-1 provides a list of approved drought-tolerant plants for use in Commercial and Multi-Family districts. For planting in the public realm, the Pasadena Public Works Department maintains a separate list of drought-tolerant plants.

1. **Chitalpa** (*Chitalpa tashkentensis*) – Replace multi-trunk trees on a case-by-case basis as funding permits and as determined appropriate with single-trunk trees throughout the length of the corridor to promote the development of a long-term canopy than minimizes spreading trunks within the first eight feet of height.
2. **Mexican Fan Palm** (*Washingtonia robusta*) – Infill additional trees between existing canopy trees from Hammond Street to the freeway and from Wyoming Street to the City border. Additionally, plant trees in proposed medians north and south of the freeway.
3. **Coast Live Oak** (*Quercus agrifolia*) – Utilize as replacement trees and new infill trees from Mountain Street to Hammond Street and the freeway to Wyoming Street.



Left: *Chitalpa tashkentensis*
Middle: *Washingtonia robusta*
Right: *Quercus agrifolia*

6.2.5.B Additional Marked Crosswalks

Additional marked crosswalks will enhance pedestrian connectivity along Lincoln Avenue. Where crosswalks are provided, as feasible, curb extensions into intersections, which reduce the time it takes for a pedestrian to cross the street, should be utilized to enhance pedestrian safety. Crosswalk opportunities per Figure 6-3 (Streetscape Improvement Concept Strategies) should be reviewed and implemented wherever

possible. Factors such as pedestrian and vehicular volume will be considered to determine if marked crosswalks should be provided, per the California Manual on Uniform Traffic Control Devices.

Table 6-1: List of Recommended Drought-Tolerant Plants

Common Name	Genus and Species	Common Name	Genus and Species
Acacia	<i>Acacia redolens</i>	Lilac	<i>Syringa vulgaris</i>
Asiatic Jasmine	<i>Trachelospermum asiaticum</i>	Lily of the Nile	<i>Agapanthus africanus</i>
Australian Rosemary	<i>Westringia fruticosa</i>	Manzanita	<i>Arctostaphylos species</i>
Bar Harbor Juniper	<i>Juniperus horizontalis</i>	Marguerite Daisy	<i>Chrysanthemum frutescens</i>
Beach Strawberry	<i>Fragaria chiloensis</i>	Matilija Poppy	<i>Romneya coulteri</i>
Blue Festuca	<i>Festuca ovina</i>	Mondo Grass	<i>Ophiopogon japonicus</i>
Blue Marguerite Daisy	<i>Felicia amelloides</i>	Myoporum	<i>Myoporum spp.</i>
Bottlebrush	<i>Callistemon citrinus</i>	Myrtle	<i>Myrtus communis</i>
Burford Holly	<i>Ilex cornuta</i>	New Zealand Flax	<i>Phormium tenax</i>
California Lilac	<i>Ceanothus species</i>	Oregon Grape	<i>Mahonia aquifolium</i>
Camellia	<i>Camellia japonica</i>	Ornamental Asparagus	<i>Asparagus species</i>
Cast Iron Plant	<i>Aspidistra elatior</i>	Pfizer Juniper	<i>Juniperus chinensis</i>
Cinquefoil	<i>Potentilla verna</i>	Pink Indian Hawthorne	<i>Raphiolepis indica</i>
Clumping Gazania	<i>Gazania hybrida</i>	Pink Princess Escallonia	<i>Escallonia x exoniensis</i>
Coral Bells	<i>Heuchera sanguinea</i>	Purple Fountain Grass	<i>Pennisetum setaceum</i>
Coreopsis	<i>Coreopsis auriculata</i>	Rock Cotoneaster	<i>Cotoneaster horizontalis</i>
Coyote Brush	<i>Baccharis species</i>	Rock Rose	<i>Cistus hybridus</i>
Currants	<i>Ribes species</i>	Rosemary	<i>Rosmarinus officinalis</i>
Daylily	<i>Hemerocallis species</i>	Sage	<i>Salvia species</i>
Dymondia	<i>Dymondia margaritae</i>	Saucer Magnolia	<i>Magnolia x soulangeana</i>
Euonymus	<i>Euonymus japonica</i>	Sea Pink	<i>Armeria maritima</i>
Euryops	<i>Euryops pectinatus</i>	Shiny Xylosma	<i>Xylosma congestum</i>
Firethorn	<i>Pyracantha spp.</i>	Shore Juniper	<i>Juniperus conferta</i>
Flannel Bush	<i>Fremontodendron species</i>	Society Garlic	<i>Tulbaghia violacea</i>
Fortnight Lily	<i>Dietes vegeta</i>	Star Jasmine	<i>Trachelospermum jasminoides</i>
Fraser's Photinia	<i>Photinia x fraseri</i>	Statice	<i>Limonium perezii</i>
Glossy Abelia	<i>Abelia grandiflora</i>	Sweet Olive	<i>Osmanthus fragrans</i>
Gold Dust Plant	<i>Aucuba japonica</i>	Texas Privet	<i>Ligustrum japonicum</i>
Heart Leaf Bergenia	<i>Bergenia cordifolia</i>	Texas Ranger	<i>Leucophyllum frutescens</i>
Heavenly Bamboo	<i>Nandina domestica</i>	Thorny Eleagnus	<i>Eleagnus pungens</i>
Japanese Barberry	<i>Berberis thunbergii</i>	Turf Lily	<i>Liriope muscari</i>
Japanese Boxwood	<i>Buxus microphylla japonica</i>	Wand Flower	<i>Gaura lindheimeri</i>
Japanese Mound Juniper	<i>Juniperus procumbens</i>	Wheeler's Pittosporum	<i>Pittosporum tobira</i>
Kalanchoe pumila	<i>Kalanchoe pumila</i>	Wormwood	<i>Artemisia species</i>
Korean Grass	<i>Zoysia tenuifolia</i>	Yarrow	<i>Achillea tomentosa</i>
Lantana	<i>Lantana camara</i>		
Laures tinus	<i>Viburnum tinus</i>		

Source: *Design Guidelines for Neighborhood Commercial & Multi-Family Districts*, page A-39.

6.2.5.C Additional Pedestrian Street Lighting

Additional pedestrian-scaled street lamps should be provided at infill locations within the “main street village” area between Montana Street and Wyoming Streets per Figure 6-3 (Streetscape Improvement Concept Strategies). New pedestrian-scaled light fixtures shall, to the extent feasible, match existing light poles.



Lincoln Avenue
typical street light
pole

6.2.5.D Enhanced Identity

Streetscape improvements should create a sense of continuity and identity for the Lincoln Avenue Specific Plan area. In addition to the trees, crosswalks, and additional street lighting noted above, the following elements that should be recommended to improve the image and identity of the street.

1. **Landscaped medians.** Just to the north and south of the I-210 overpass, Lincoln Avenue widens, creating opportunities for the introduction of landscaped medians. Medians in these two locations can serve to introduce additional landscaping along the street and serve as gateways to the northern and southern portions of the district, visible to the passing traffic on the freeway above as well as identifying the area to motorists who enter and exit the district at the 210/Lincoln interchange.
2. **Public art.** The underpass at the intersection of I-210 over Lincoln Avenue provides a public art opportunity to connect the northern and southern portions of the district. A public art installation at this location should address the quality and safety of this covered environment by illuminating the space. Additionally, the public art concept should extend to the proposed medians to the north and south of the underpass, creating additional opportunities to establish the identity of the area to passing motorists, bicyclists, and pedestrians.
3. **Infill street trees at side streets.** The single-family neighborhoods east and west of Lincoln Avenue are of high quality and define the context of the Lincoln Avenue district. As needed, additional infill street trees at side streets should be provided to create canopies along these streets that are contiguous with the Lincoln Avenue tree canopy.
4. **District identity and wayfinding monuments.** A continuous, differentiated, and well-maintained street tree canopy as recommended by this plan is the primary means to enhance the existing identity of the Lincoln Avenue Specific plan area. Additional opportunities for gateways to the district should be pursued in the locations noted on Figure 6-3 (Streetscape Improvement Concept Strategies).

Example of public
art at a freeway
overpass



6.3 Transit

Metro bus
Route 267 on
Lincoln Avenue



Transit (buses, paratransit, rail) can provide more efficient methods of meeting the mobility needs of residents and workers where ridership is high. A carefully planned mix and density of land uses maximizes the efficiency of the transportation system.

The Lincoln Avenue corridor is served by regional bus lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro), as well as Pasadena's Area Rapid Transit System (ARTS). Metro buses serve the Los Angeles region at large, and Pasadena ARTS buses provide routes

throughout the City to major local destinations, with an emphasis on connecting to the Metro Gold Line.

Metro routes 177, 267, and 268 are accessible along stops within the Lincoln Avenue Specific Plan area. The ARTS Route 31/32 serves the Lincoln corridor, with destinations from nearby Fair Oaks Avenue to east Pasadena. Metro buses also connect Lincoln Avenue to nearby Gold Line stations. For example, the 267 line, which is the primary Metro bus route on Lincoln Avenue, is available for pick up one block from the Memorial Park Gold Line Station. Transit routes as of 2010 are shown in Figure 6-3.

Bus transit on Lincoln Avenue is well used by local residents and workers. Fourteen bus stops are located along the Lincoln Avenue Specific Plan corridor, eight of which have bus shelters and five have benches. The only stop without a bench or shelter is at the northbound stop of Lincoln and Mountain; this stop has an exceedingly low daily boarding (as of 2010), and therefore a bench is not warranted. One of the stops in the corridor does not have a concrete landing pad (the stop area is decomposed granite). This stop is allowed to operate as is, but will require upgrading if improvements are made to the pedestrian system in the vicinity. The stop at Lincoln and Idaho should be further studied, as it has a high number of boardings (61 daily on the ARTS bus as of 2010), but does not have a bus shelter.



Bus stop on
Lincoln Avenue
near Howard
Street

Figure 6-6: Transit Routes



Bicyclist turning
off of Lincoln
Avenue onto
Canada Avenue

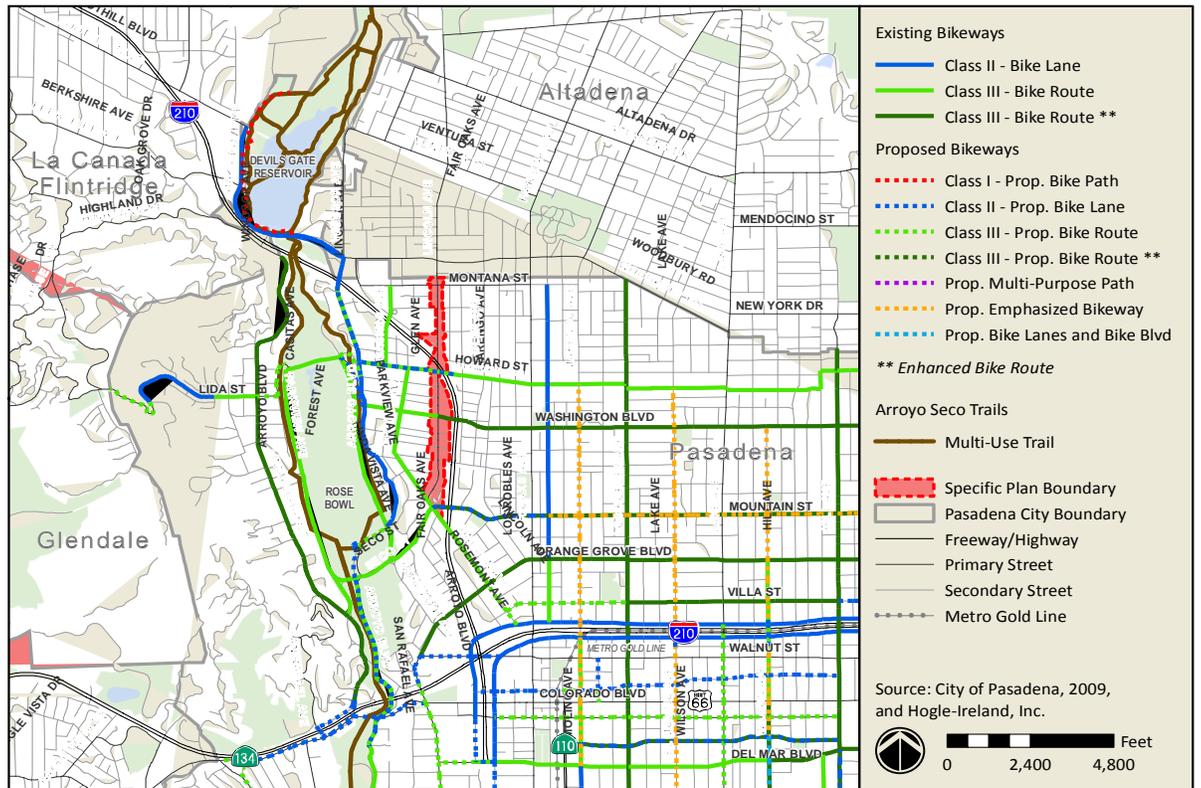
6.4 Bicycling

Another form of alternative transportation is the bicycle. The City of Pasadena, has prepared the Draft Pasadena Bicycle Master Plan to serve the broad community with an enhanced bicycling network.



Lincoln Avenue does not have any existing or planned bikeways along its length. However, a number of bikeways intersect the corridor, and neighboring residential streets provide comfortable routes for bicycling. Proposed improvements in the Draft Pasadena Bicycle Master Plan that apply to the Specific Plan area focus on facilitating east/west connections, such as adding bike lanes between the right-turn lane and through lane at Lincoln Avenue on Howard Avenue, and adding wide bike lanes between Lincoln Avenue and Sunset Avenue on Mountain Street. Figure 6-4 indicates bike routes within the Lincoln Avenue Specific Plan area and their connections beyond the corridor.

Figure 6-7: Area Bike Routes – Existing and Proposed



6.5 Pedestrian Accommodation

Most trips, whether by car, transit, or bike, also incorporate walking. For Pasadena, walking is an essential component of City goals to reduce reliance on the automobile, promote pedestrian safety and convenience, encourage the use of transit and bicycles, and foster pedestrian-scale development. To this end, in 2006 the City adopted a comprehensive Pasadena Pedestrian Plan. The streetscape improvements outlined in Section 6.2 will facilitate a comfortable pedestrian environment. Further, the land use plan and development standards encourage pedestrian-oriented schemes.

6.6 Parking

Uses along the Lincoln Avenue corridor will face increases in parking demand to support daytime employment and retail uses and evening retail and restaurant/entertainment businesses. Increased pressure on currently strained parking facilities will create problems in meeting demand in certain areas. However, improvements to bicycling routes and pedestrian connectivity, as well as service via transit, will help reduce some parking demand. Because designated parking areas can have a negative impact to the character of the area, the careful design and location of off-street parking is important.

Constraints include localized high parking-demand uses and businesses that do not have adequate on-site parking. Issues of concern include:

- ▶ No public off-street parking lots have historically existed within the area. Shared parking is in the form of on-street parallel parking.
- ▶ Parking is limited for many of the storefront businesses. Providing adequate parking for future development or infill uses where no on-site parking is available will burden the on-street system. The ability to provide additional parking along the corridor will be important to attracting quality development.
- ▶ Segments of the corridor have very different parking needs. The supply and design of parking needs to respond to area uses and demand.
- ▶ Sites available for public parking are relatively limited; therefore, efficient design and location will be necessary.

Limited land is available for public parking facilities, and the fixed on-street supply means that parking solutions are limited. Programs such as encouraging shared parking and the compatibility of adjacent land uses (to facilitate shared “park-once” trips) will be critically examined with each development proposal.

6.7 Mobility Recommendations

As Lincoln Avenue experiences revitalization, enhanced mobility options will be necessary. The following programs will be pursued.

- ▶ Implement the Streetscape Plan outlined in Section 6.2, including installation of enhanced crosswalks, medians, curb extensions, street furniture, and appropriate lighting.
- ▶ Resurface the concrete roadway along the Lincoln Avenue corridor.
- ▶ Provide additional transit amenities in the form of bus shelters at bus stops identified with sufficient boardings.
- ▶ Implement a pilot program to limit traffic to one lane in each direction (northbound and southbound) south of Washington Boulevard.
- ▶ Seek City partnership with new developments to provide needed public parking.



Infrastructure, Public Utilities,
and Facilities

Lincoln Avenue Specific Plan



CITY OF PASADENA



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7. Infrastructure and Public Services

This Infrastructure, Public Utilities, and Facilities Chapter identifies the infrastructure and utility improvements that may be required to serve new development within the Lincoln Corridor Specific Plan. Also addressed are long-term public services and facility needs.

The Lincoln Corridor Specific Plan is largely built out and includes established infrastructure systems and facilities to support the existing population and businesses. No City parks or other public facilities have been established within the Specific Plan area. Facilities that provide amenities which are located near the Lincoln corridor include a library, community center, and several parks.

7.1 Water

The Specific Plan area is serviced by Pasadena Water and Power (PWP). This City-owned utility provides both water and electrical service to the City of Pasadena and adjacent communities in the San Gabriel Valley. As of 2009, the PWP water system serviced a population of 175,000 in a 27-square mile service area, delivering water to over 37,000 household and businesses. The utility has over 500 miles of water main pipelines with 16 wells and 14 reservoirs. The total reservoir capacity is approximately 110 million gallons of water.

The backbone water system in the Specific Plan area includes an eight-inch cast iron water main installed in 1927 that traverses the length of the Lincoln Avenue. South of the I-210 freeway, Lincoln Avenue also contains a newer 12-inch ductile iron water main that was installed in 2004. No wells are located in the Specific Plan area, but several wells are located within one-half mile.

PWP relies on a combination of local resources and imported water to meet demand. The most important local water resource is the Raymond Basin. Groundwater withdrawals from the Raymond Basin account for 30 to 40 percent of PWP's annual supply. In 2005, 38 percent of the water supply came from the Raymond Basin, 61 percent from imported water from the Metropolitan Water District (MWD), and one percent from short-term exchanges from neighboring water agencies.

Due to the potential reduction in future imported water from the MWD and to increase reliability of long-term water sources, the PWP is improving the water management of the Raymond Basin to efficiently extract and replenish groundwater resources. The PWP also proactively implements water conservation measures, as identified in its *Comprehensive Water Conservation Plan*. Programs include a water conservation rate designs, a sustainable water supply ordinances, incentives for use of water efficient technology and practices, use of water audit, and providing water use information, education, and outreach.

The City and PWP will:

- ▶ Continue to monitor existing water system and infrastructure facilities to ensure provision of service and pressures commensurate with needs. For larger development projects, this may include requiring engineering studies to identify focused upgrades.
- ▶ Continue to pursue innovative programs aimed at reducing water consumption through conservation programs and initiatives for both residents and businesses.

7.2 Sewer

The City of Pasadena maintains all of the sewer pipes in the Specific Plan area, which are gravity collection system pipelines made of eight-inch vitrified clay. The majority of the pipelines were built between 1921 and 1930. A few segments were built at a later date. The sewer line underneath Hammond Street, between Lincoln Avenue and the I-210 freeway, was installed between 1961 and 1970. A portion of the pipeline within Lincoln Avenue, underneath I-210, was installed between 1971 and 1980.

The City of Pasadena Master Sewer Plan was updated in 2007. According to the Master Plan, the City maintains a diligent inspection service for all of its sewer lines. Since 2005, the City has undertaken a video inspection process to assess the condition of the entire sewer collection system. Most of the City's collection system appears to be in generally good condition because of strong maintenance, repair, replacement, and rehabilitation efforts.

The Master Plan suggests that the City should consider replacing any pipeline that is over 100 years old. Since most of the sewer pipelines in the Specific Plan Area are between 89 to 80 years old, over the next 20 years Master Plan programs would call for replacing some of the sewer lines. When feasible, the Master Plan suggests replacing aging sewer lines when the City resurfaces streets.

(The sewer pipeline under Washington Boulevard, between Arroyo Boulevard and Forest Avenue, has been identified in the Master Plan to be insufficient. This pipeline is not within the Specific Plan Area; it is located approximately 600 feet away north of the Specific Plan area. Because it is uphill from the Specific Plan area, the gravity flow system does not feed into this line.)

As of 2007, all pipelines within the Lincoln Avenue Corridor Specific Plan area have been determined to be sufficient to meet long-term demand. It is anticipated that the existing sewer system serving the Lincoln Avenue Corridor Specific Plan will have the capacity to adequately serve the planned increase in development.

Continuing City action will include:

- ▶ Periodic updates to the Sewer Master Plan.

- ▶ At the time development projects are proposed, ensuring that existing sewer system and infrastructure facilities can adequately support the projected demand. For larger development projects, this may include requiring engineering studies to identify focused upgrades
- ▶ Continue to replace aging sewer lines, as necessary and feasible, when resurfacing streets.

7.3 Drainage

The topography of the Specific Plan area slopes gently to the southwest at a 2.5 percent slope. The nearest major stream channel is the Arroyo Seco, which traverses the western side of Pasadena. The Arroyo Seco originates in the San Gabriel Mountains and flows southward along the eastern side of the San Rafael Hills until it eventually discharges into the Los Angeles River. The Arroyo Seco runs a little more than a half mile east of the Specific Plan area.

Local storm drainage facilities are managed by the City of Pasadena, County of Los Angeles, and Caltrans. Storm drainage facilities located in the southern area of the Specific Plan area are located along Lincoln Avenue and Seco Street, south of Washington Boulevard, which collect and drain water into the Arroyo Seco flood control channel. Northern storm drain facilities collect and drain water along Lincoln Avenue and Forest Avenue toward storm drainage facilities located along the I-710 freeway.

The Specific Plan area contains both impervious areas, such as parking lots and buildings, and pervious open space in undeveloped portions of properties, landscape areas, and yards.

The Los Angeles Standard Urban Storm Water Mitigation Plan (SUSMP), approved by Los Angeles Regional Water Quality Control Board, was developed as part of the municipal storm water program to address post-construction storm water pollution from new development projects. The SUSMP defines water quality concerns, and ensures that pollutants carried by storm water are confined to the site and not delivered to waterways. Depending on the types of pollutants that can be anticipated to occur in storm water runoff from particular development projects, project applicants will be required to select appropriate source control and treatment control Best Management Practices (BMPs) from the list included in the SUSMP. In combination, these treatment control BMPs must be sufficiently designed and constructed to treat or filter the first 0.75-inch of storm water runoff from a storm event. The City of Pasadena is one of the permittees under the Los Angeles National Pollution Discharge Elimination System municipal storm water permit, so any new development projects in the Specific Plan area are subject to SUSMP requirements.

The City of Pasadena is committed to green development practices and sustainable stormwater management, including the use of “green streets” and other innovative methods to remove stormwater pollutants. Green streets transform impervious street surfaces into landscaped green spaces that capture stormwater runoff and let water

Example of a
swale in a curb
extension

soak into the ground as plants and soil filter pollutants. Green street components such as stormwater curb extensions, stormwater street planters, and other approaches can be incorporated into Lincoln Avenue and connecting streets in the Specific Plan area. They also create attractive streetscapes and urban green spaces, provide natural habitat, and help connect neighborhoods and business districts. The use of bioswales and curb cuts in parking lots and along the I-210 freeway frontage areas can improve water quality as well.

Continuing City action will include:

- ▶ Use of creative strategies to manage stormwater runoff from streets, parking areas, and other impervious surfaces, such as bioswales, vegetation planters, and similar natural systems to increase water quality, manage stormwater, reduce pollution, and enhance watershed health. Ensure that the design of these facilities aesthetically enhances the district.
- ▶ Increased use of urban green space and reducing impervious surfaces to allow stormwater to infiltrate to recharge groundwater and surface waters.



7.4 Solid Waste and Recycling

The Pasadena Department of Public Works, Street Maintenance and Integrated Waste Management Division is responsible for solid waste collection and disposal from all residential properties within the City and competes with private haulers for commercial collection services. The Division also manages a curbside recycling program, which includes collection of paper and cardboard, cans/aluminum, plastic, and glass. The recyclable materials are taken to private recyclable materials company in the City of Baldwin Park.

For existing and new development within the Specific Plan area, the City will continue to push solid waste and recycling efforts to move toward minimizing waste sent to landfills and reducing solid waste disposed per capita, as identified in the Pasadena Green City Action Plan. This includes expanding public outreach programs that focus on recycling and composting education.

7.5 Public Services

Public services, as discussed in this Specific Plan, relates to programs and facilities relating to parks and recreation, human services, library, and public safety.

7.5.1 Parks and Recreation

There are no parks or recreational facilities within the Specific Plan area. However, four park and recreational facilities are located less than one-half mile from the corridor: Brenner Park, Brookside Park, La Pintoresca Park, and Robinson Park. Figure 7-1 shows the locations of these parks.

Brenner Park

Brenner Park is located at the corner of Mountain Street and Barthe Drive, less than one-quarter mile away. The park is approximately two acres in size and contains a softball field, a tennis court, a basketball court, a small open play area, a tot lot, and restrooms.

Brookside Park

Brookside Park is located just south of the Rose Bowl Stadium, nearly one-half mile distance. The park, at 61 acres in size, is Pasadena's largest fully maintained park facility. The northern end of the park contains a regulation-sized baseball field with spectator seating. The central portion of the park includes two softball fields with seating capacity, a large multi-purpose field for flag football and soccer, a speaker's platform with seating, a play area, and restrooms. The southern end of the park includes the Rose Bowl Aquatics Center.

La Pintoresca Park

La Pintoresca Park, located at North Fair Oaks Boulevard and East Washington Boulevard, is less than one-half mile away. La Pintoresca Park is nearly three acres in size and includes large trees, an open grass area, a basketball court, a skate area, a playground area, and a water park. The La Pintoresca Branch Library is also located at the park.

Robinson Park

Robinson Park is located at North Fair Oaks Avenue, less than a one-half mile away. The park contains a recreation center that offers the public a variety of recreational activities and opportunities for all age groups.

Improvements to Robinson Park have produced the first regulation-size football field in any Pasadena park (with synthetic turf and a soccer overlay), enlarged and reconfigured baseball diamonds, a concession stand, field lighting, electronic scoreboards, and bleachers. Phase two of the park renovation will include demolishing the recreation and gymnasium buildings and construction of a new recreation center that will be the centerpiece of the park.

Figure 7-1: Public Facilities



7.5.2 Human Services

The City of Pasadena funds and manages numerous programs and services aimed at the City's diverse population base. Human services include programs specifically for women, children, families, and seniors. Many of these services are provided at the Jackie Robinson Center, located less than one-half mile from the Specific Plan area.

Jackie Robinson Center, located at 1020 N. Fair Oaks Avenue, is a multipurpose social services delivery center that provides assistance to a culturally, economically, and socially diverse population in the Northwest area of Pasadena. The center works directly with community-based organizations and agencies that are housed at the center as well as independent resources, to bring needed social services and programs to Northwest Pasadena residents.

Services provided at the Jackie Robinson Center include health services, educational programs, recreational/cultural activities, information and referral, legal counseling, substance abuse, case management, nutritional programs, emergency assistance to low income families, senior advocacy, senior recreational activities, Social Security information, and income tax assistance.

The Specific Plan is fully committed in supporting and promoting for-profit, non-profit, and community-based organizations in Northwest Pasadena. These organizations provide vital services and programs that seek to empower individuals and groups of people by providing them with the skills they need to affect change in their own neighborhoods and to achieve the highest well being.

The following are just some of the for-profit and non-profit organizations located in Northwest Pasadena that provide social services to the local community:

- ▶ Los Angeles County Public Social Services, 955 North Lake Avenue (Social Services)
- ▶ Outward Bound Adventures, 2020 Lincoln Avenue (Youth)
- ▶ Flintridge Center, 1040 Lincoln Avenue, Suite 100 (Family and Youth Services)
- ▶ Pasadena Day Nursery, 450 North Garfield Avenue (Day Care)
- ▶ San Gabriel Valley Habitat For Humanity, 770 North Fair Oaks Avenue (Affordable Housing)
- ▶ D'veal Family and Youth Services, 146 Carlton Avenue (Family and Youth Services)
- ▶ Peace Over Violence, 892 North Fair Oaks Avenue (Social Services)
- ▶ Armenian Relief Society-Social Services, 740 East Washington Boulevard (Social Services)
- ▶ Elizabeth House, 760 Santa Barbara Street (Social Services)
- ▶ Journey House, 1232 North Los Robles Avenue (Youth Services)
- ▶ Casa Maria, 691 East Washington Boulevard (Social Services)

- ▶ Community Health Alliance of Pasadena (CHAP), 1855 N. Fair Oaks Avenue (Health Services)
- ▶ Stepping Stones To Success, 769 North Orange Grove Boulevard (Social Services)

7.5.3 Library

La Pintoresca Branch Library, which opened in 1930, is located in a 6,000-square-foot facility at La Pintoresca Park. The collection includes over 56,000 volumes with collections specializing in literature, arts, music, and African-American history. The branch also has a comprehensive section on careers and small business, along with job listings from various sources. The library has an extensive Spanish language collection, for both youths and adults, with an emphasis on browsing and casual reading material. Programs at the library include Preschool Storytime and Pasadena Reads. The library also includes free wireless Internet access and is home to a computer lab used for public training and general public use. See Exhibit 7-1 for location La Pintoresca Branch Library. In addition to near by schools, the library serves as a vital public education resource for children and adults who reside within the Lincoln Avenue Specific Plan area.

7.5.4 Public Safety

7.5.4.A Police

The Pasadena Police Department services all properties in the City. The nearest police station is located at 207 North Garfield Avenue (Police Headquarters).

To help combat crime activity in Pasadena, the Police Department and organizations have instituted various programs and efforts aimed preventing crime by Pasadena's youth. Programs include the Police Activities League, the Junior Public Safety Academy, and the various recreation and after-school programs offered by the City of Pasadena and the myriad of non-profit and faith-based organizations located in Northwest Pasadena. Intervention efforts include such programs as the Youth Accountability Boards, which divert first offenders away from the juvenile justice system, and the Neighborhood Outreach Worker program, which utilizes former gang members to help prevent young people from becoming involved in the gang lifestyle. The Safe Schools Team within the Pasadena Unified School District focuses on building relationships with students and in heading off violence within the schools that often leads to further violence in the neighborhoods.

7.5.4.B Fire

The Specific Plan Area is served by the Pasadena Fire Department. There are no stations located in the Specific Plan Area. The nearest station, Firehouse 36, is located at 1140 North Fair Oaks Avenue.

7.5.5 Public Safety and Services Recommendations

- ▶ Require new development to incorporate pedestrian-friendly urban open spaces, gathering spaces, and pocket parks as part of new projects that serves the entire neighborhood. Look for opportunities to establish similar gathering spaces and community gardens on vacant lots, remnant parcels, and at other feasible locations along throughout Lincoln Avenue.
- ▶ Continue to collaborate and establish stronger partnerships with faith-based groups, non-profit organizations, and other neighborhood-serving groups that provide programs and services to Northwest Pasadena residents.
- ▶ Continue to provide education, after-school programs, apprenticeships, job-training, and placement programs for young adults and John Muir High School students.
- ▶ Continue to provide the wide range of programs at the La Pintesca Branch Library including after-school programs, literacy activities, special needs resources, and computer and internet resources. Explore developing Community Safety Programs that focus specifically on Northwest Pasadena youth. Programs can be tailored around themes or topics such as crime prevention or gang intervention.
- ▶ Continue the efforts of community-based policing to establish stronger relationships between patrol officers, residents, and businesses, and to increase the amount of information to prevent and solve crimes.
- ▶ Increase policing outreach and communication between Police Department and Northwest Pasadena residents and businesses.



Plan Implementation



Lincoln Avenue Specific Plan



CITY OF PASADENA



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8. Plan Implementation

8.1 Economic Conditions Influencing Development Potential

Northwest Pasadena has for many years suffered from lack of developer and property owner investment. Generally lower property values — relative to other areas of Pasadena — have allowed marginal uses to continue operating. Also, investors may have been discouraged by a perceived lack of economic strength and purchasing power of surrounding residents. The City has used redevelopment funds to spur investment, but with its recent elimination, private developers and property owners will need incentives to participate in the revitalization of Lincoln Avenue. This Specific Plan establishes a key incentive to redevelop and maintain properties: flexible zoning standards that will allow a variety of residential and commercial uses. These changes alone cannot fully revitalize the corridor, however. This section identifies the tools and incentives to be used to achieve Specific Plan objectives.

8.2 Baseline Conditions and Implications

- ▶ The Specific Plan area has been developed in the past with a variety of residential, commercial, and industrial uses. Very few vacant parcels remain; accordingly, efforts will focus on the promotion of new infill development, the redevelopment of underutilized and underperforming properties, and the revitalization of existing development.
- ▶ Much of the corridor, especially south of the freeway, is developed with industrial and auto-related uses that have historical conflicts with adjacent residential neighborhoods. As the corridor transitions into a neighborhood commercial district, such nonconforming uses will be phased out.
- ▶ Prevailing property values, which are low relative to the overall Pasadena market, affect the types of new housing that might be built. At higher densities, projects become less feasible, as the need for higher cost features such as underground parking drive sales costs above what the market might support. Thus, lower densities may actually be more accommodating of the market and will help maintain the low-scale character desired by the community.
- ▶ Lincoln Avenue has limited streetscape improvements. To encourage redevelopment and enhance the experience along the corridor, a major initiative will focus on streetscape enhancement in the form of furnishings, transit amenities, and landscaping.

8.3 Catalytic Projects

During the development phase of the Lincoln Avenue Specific Plan, key sites and project types were identified for representative catalytic projects. These sites and possible development scenarios are discussed in Chapter 3 of this Specific Plan. For future

development, or reuse of existing structures, the conceptual site plans studied during development of the Lincoln Avenue Specific Plan represent desired mixes of uses with appropriate design, scale, massing, and amenities. The conceptual site plans were designed to be economically feasible without a required subsidy from the City. As such, the designs incorporate surface parking, although the parking areas are well screened from Lincoln Avenue. With possible subsidy, or increase in property values over time, the plans could be modified to provide a different parking approach, including possibly providing shared or public parking for surrounding properties.

8.4 Development Incentives

The Lincoln Avenue corridor has experienced limited development or investment over past decades, except that assisted with public funding. As public resources for redevelopment and capital investment activities become more and more limited, other potential development incentives will be required. The following sections provide some examples of possible development incentives that could be available for development in the foreseeable future, and more incentives may be developed in future years. Other less-direct development incentives, such as the enhancement of the streetscape, coordination among businesses, and public service improvements will also function as development incentives. The City may also consider specific projects, such as the creation of a public parking facility along the corridor, which would also encourage development.

8.4.1.A Expedited Plan Check

The City will consider priority processing of discretionary planning permits and building plans for projects in the Lincoln Avenue Specific Plan.

8.4.1.B Density Bonus

Chapter 17.43 of the Zoning Code establishes regulations that enact Government Code Section 65915 regarding the granting of residential density bonuses. In exchange for a developer providing a proportion of housing in new developments for lower-income residents, the City may grant a density bonus and other development concessions. The regulations apply to development of five or more units.

8.4.1.C Shared Parking

The City allows shared parking plans for any site where the hours of operation allow the shared use of parking spaces to occur without conflict. In these cases, the number of parking spaces required may be reduced in compliance with §17.46.050 of the Zoning Code.

8.5 Implementation Action Plan

Successful implementation of this Specific Plan will require collaborative efforts among local businesses, institutions, residents, the City, and developers of new projects. Timeframes for completion of Implementation Actions are generalized as follows:

- ▶ Ongoing
- ▶ Immediate (within 0 – 2 years of Specific Plan adoption)
- ▶ Short Range (within 2 – 5 years of Specific Plan adoption)
- ▶ Mid Range (within 5 – 10 years of Specific Plan adoption)
- ▶ Long Range (beyond 10 years)

Changing economic conditions and trends, may require that the City revisit and reprioritize this Specific Plan’s implementation steps. The tools and administrative procedures in this implementation plan should be considerate of market shifts and development conditions and should be used at the discretion of the plan’s administrators to be flexible or rigid so as to accommodate new development and facilitate the corridor’s revitalization. Table 8-1 and the following sections outline the Implementation Actions for the Lincoln Avenue Specific Plan. Table 8-1 identifies potential funding sources, timeframes, and responsible City departments for each Action.

Table 8-1: Implementation Action Plan

Action	Timeframe	Potential Funding Sources	City Department Responsibility
Infrastructure, Mobility, and Sustainability Improvements			
Lincoln Avenue Resurfacing Project	Immediate	CIP	Public Works
Master Street Tree Plan Amend.	Mid Range	General Fund	Public Works
Implement Lincoln Avenue Streetscape Plan	Long-Range	CIP	Economic Development; Public Works
Landscape Parkway Improvements – Washington to Montana	When funding is available	CIP, Grants	Public Works
Implement Traffic Calming Pilot Program	Short-Range	CIP	Transportation
Update Prior Parking Study	Mid-Range	CIP	Economic Development
Water Conservation	Short-Range	General Fund	PWP
Recycling	Short-Range	General Fund	Public Works
Joint-Use Public Parking Facilities	Mid-Range	CIP, Private	Economic Development; Transportation
Storm Water Management	Long-Range	CIP	Public Works
Urban Open Spaces and Gathering Spaces	Mid-Range	General Fund	Human Services and Recreation
Water System and Infrastructure	Ongoing	Developer Funded	PWP
Sewer System - Including video	Ongoing	Developer	Public Works

Table 8-1: Implementation Action Plan

Action	Timeframe	Potential Funding Sources	City Department Responsibility
recording of system prior to resurfacing or reconstruction of City streets		Funded	
Economic Development Programs			
Business Improvement District/Association Formation	Short-Range	General Fund	Economic Development
Business Recruitment Strategy	Short-Range	General Fund	Economic Development
Land Assembly Assistance	Short-Range	General Fund	Economic Development
Acquisition of Nuisance Properties	Mid-Range	General Fund	Economic Development
Pursue Joint Development Agreements	Ongoing	CIP, General Fund	Economic Development
Facade Improvement Program	Ongoing	General Fund	Economic Development
Human Services Programs			
Partnerships and Collaboration with Service Organizations	Ongoing	General Fund	Human Services and Recreation
Education Programs	Ongoing	General Fund	Human Services and Recreation
Crime Prevention Programs	Ongoing	General Fund	Police Department
Community-Based Policing	Ongoing	General Fund	Police Department
Community Safety Outreach	Ongoing	General Fund	Police Department
Abbreviations: PWP= Pasadena Power and Water; CIP = Capital Improvement Program			

8.5.1 Immediate Implementation Actions

8.5.1.A Specific Plan Adoption and Environmental Document Certification

Adoption of the Specific Plan puts into place new zoning, development standards, streetscape design standards, and other tools and programs designed to spur economic investment and visual enhancement of Lincoln Avenue.

8.5.1.B General Plan Amendment

Adoption of this Specific Plan requires an amendment to the City’s General Plan to achieve consistency. Changes required include the following:

- ▶ Revise the General Plan to include Lincoln Avenue Specific Plan area and related land use designations.
- ▶ Revise the Land Use Element’s policies for the Lincoln Avenue Specific Plan area for consistency with this Plan’s requirements.

8.5.1.C Zoning Code Amendment

The Pasadena Zoning Code must be amended to allow the standards and provisions in this Specific Plan to take effect. For the Lincoln Avenue Specific Plan area, the development standards provided in Section 5 of this Specific Plan shall replace those in the Zoning Code as indicated.

8.5.1.D Zoning Map Amendment

In conjunction with the Zoning Code amendment, an amendment to the Zoning Map will be required. The Zoning Map must be amended to replace zoning district designations indicated on the Zoning Map with the new Lincoln Avenue Specific Plan zoning districts.

8.5.1.E Consider Adoption of Development Incentives

Section 8.4 discusses development incentives for consideration by the City of Pasadena. The City will review, adjust, and adopt these development incentives to promote development along the Lincoln corridor.

8.5.1.F Lincoln Avenue Resurfacing Project

The City's Capital Improvement Program (CIP) has identified the resurfacing of Lincoln Avenue as priority project. As part of this resurfacing project, the streetscape guidelines presented in this Specific Plan will be considered and, where feasible and cost effective, implemented as part of the resurfacing project. Specifically, the City will endeavor to combine the roadway resurfacing with the traffic-calming pilot program (Action 8.5.2.B below). To the extent feasible, implement other improvements identified in the Streetscape Plan that fit within the scope of the resurfacing project.

8.5.2 Short-Range Implementation Actions

8.5.2.A Traffic Calming Pilot Program

Implement a pilot traffic calming program that reduces traffic lanes to one northbound and one southbound lane in the area south of Washington Boulevard. Monitor for traffic impacts and, if successful, implement a permanent program. Explore alternative parking options as part of this program, including angled parking

8.5.2.B Water Conservation

Continue to pursue innovated efforts to reduce water consumption through conservation programs and initiatives for both residents and businesses.

8.5.2.C Recycling

Continue to push solid waste and recycling efforts to move toward minimizing waste sent to landfills and reducing solid waste disposed per capita as identified in the

Pasadena Green City Action Plan. Include expanding a public outreach program that focuses on recycling and composting education.

8.5.2.D Support Business Improvement District/Association

Support the creation of a Business Improvement District (BID), if initiated and requested by local property owners or businesses. Unlike ad valorem property tax programs, BIDs seek to add specific benefits within a selected area. They are financed through special assessments placed on commercial property within the designated district. After petitioning the City to form a BID, passage requires majority approval by affected property owners. Once formed, BIDs are governed by a board of directors who are elected by property owners in the district rather than by residents.

The purpose of BID revenue is to support additional services to an area, not to replace standard City services. For this reason, BID assessments must be used within the BID boundaries. Although BID assessments are collected by the County, all assessment funds are then returned to the BID through annual contract agreements. Fees vary among businesses and are often assessed according to a subject property's size and location. BID assessment revenues provide varying services, including maintenance and cleaning for sidewalks, parks, and open space as well as private security. Some BIDs in California also use their fees for marketing their respective areas through brochures, tourist information, and special events. California law limits a BID's existence to five years, after which it must be renewed or terminated.

One of the challenges in forming a property owner-based improvement district occurs when a majority of the property owners are non-local, such as when they reside outside the metropolitan area or the state. The City, if requested by interested stakeholders, can help to initially engage property owners through some advocacy efforts in communicating the overall benefits of forming a BID, including how the BID can leverage self-assessed revenues as well as a common decision-making platform to provide sustained economic returns.

A BID could play a crucial role in the economic enhancement of the Specific Plan area in addition to providing funding for physical improvements. Some of the money collected from the BID could be earmarked for public art, event coordination, marketing, or maintenance. A BID could also be used by participants to coordinate store hours, merchandise, and create promotions and advertisements.

If stakeholders are interested in an alternative structure, the City should alternatively support the establishment of a Business Association for the Lincoln Avenue Specific Plan area.

8.5.2.E Business Recruitment Strategy

The City will look to establish a comprehensive business recruitment strategy that would seek to bring new businesses to the area. The first step of this process would be to assemble a proactive business recruitment team. Members might include established or

retired business owners, local real estate professionals, current building owners, bankers, local development organization representatives, or elected officials. The team would then need to focus on specific steps to organize recruitment. Broad steps for the recruitment effort could include developing a market position statement, identifying a business wish list, assembling an array of recruitment and marketing materials, categorizing a list of interested businesses, and appropriately courting those businesses.

8.5.3 Mid-Range and Long-Range Implementation Actions

8.5.3.A Implement Lincoln Avenue Streetscape Plan

The Lincoln Avenue Streetscape Plan is outlined in Section 6.2 of this Specific Plan. Implementation of the Streetscape Plan will be coordinated with the CIP and the Redevelopment 5-Year Implementation Plan. Specific components of the Streetscape Plan include, but are not limited to:

Pedestrian Improvements

- ▶ Provide curb extensions and enhanced/additional marked crosswalks at areas identified in the Streetscape Plan. Work with traffic engineers to determine appropriateness of the recommended locations and implement as feasible.
- ▶ Provide parkway planting.
- ▶ Repair sidewalk pavement where needed.
- ▶ Provide enhanced sidewalk lighting in the commercial district north of Wyoming Street, in a design consistent with existing light poles. Install new street light fixtures throughout the Plan area to provide sufficient coverage.
- ▶ Ensure that sidewalk ramps and audible traffic controls comply with ADA requirements.
- ▶ Install directional and informational pedestrian signs.

Gateways

- ▶ Provide monument signs, landscaping, and lighting to mark and enhance gateways to the area, as identified in the Streetscape Plan (Figure 6-3: Streetscape Improvement Concept Strategies).

Landscaping and Public Art

- ▶ Plant trees where gaps exist (minimum of 24-inch box specimens). Trees should be planted throughout the length of the street, with final spacing to be determined based on the selected species. Section 6.2.5.A of this Plan identifies appropriate trees for the corridor. This component of the streetscape plan is a priority and should be completed within the “Immediate” timeframe.
- ▶ Provide property owners with information regarding their responsibility for street tree maintenance. Identify standard improvements to be accomplished to ensure adequate tree irrigation and health root growth.
- ▶ Explore landscaped median opportunities identified for areas near the I-210 overpass.
- ▶ Explore public art installation opportunities.

- ▶ Provide additional infill street trees on side streets that intersect with Lincoln, as needed.

These streetscape implementation measures shall be consistent with the streetscape standards and design concepts included in Section 6.2 of this Specific Plan.

8.5.3.B Master Street Tree Plan Amendment

Amend the Master Street Tree Plan, as necessary, to implement the planting of species identified in this Specific Plan along the Lincoln Avenue corridor.

8.5.3.C Update Prior Parking Study

Commission a updated study to address parking along the corridor based on the land use plan identified in this Specific Plan. Identify potential areas where public parking could be supported and sites to accommodate public parking. Seek joint development agreements to complete parking projects.

8.5.3.D Public Parking Facilities

Support development of public parking facilities to meet the needs of local businesses. As retail and service businesses expand, so too will the need for parking in the area. The City will seek to partner with new developments to provide supplemental public parking.

8.5.3.E Storm Water Management

Use creative strategies that manage storm water runoff from streets, parking areas, and other impervious surfaces by installing bioswales, vegetation planters, and similar natural systems in concert with mechanical or structural systems to increase water quality, manage stormwater, reduce pollution, and enhance watershed health. Ensure the design of these facilities aesthetically enhance the neighborhood.

8.5.3.F Urban Open Spaces and Gathering Spaces

Require new development to incorporate pedestrian-friendly urban open spaces, gathering spaces, and pocket parks as part of new projects that serves the entire neighborhood. Build similar gathering spaces and community gardens on vacant lots, remnant parcels, and at other feasible locations along Lincoln Avenue.

8.5.3.G Land Assembly Assistance

The small size of parcels in the Specific Plan area is an impediment to private development. Working with multiple owners to assemble sufficiently large sites can be difficult and time consuming. The Pasadena Community Development Commission can play a key role in coordinating the assembly of parcels at key sites through voluntary purchases. Site assembly assistance may be especially important with regard to the

catalyst site and remaining Redevelopment Project Area site identified in this Specific Plan.

8.5.3.H Identification of Nuisance Properties

Identify nuisance properties that are ill maintained, have documented histories of crime incidents, or otherwise contribute to poor economic or public safety conditions. Work with businesses to correct code infractions and mitigate impacts to neighbors. Identify alternative uses for nuisance properties that continually produce complaints and issues with regard to neighborhood conflicts.

8.5.4 Ongoing Implementation Actions

8.5.4.A Pursue Joint Development Agreements

A joint development agreement allows a private company or individual to join forces with the City to develop public improvements as part of a new project. For example, if major new development occurs in the Specific Plan area, the City and property owners might sign a joint agreement to develop the public parking or another amenity such as a public plaza. Other local organizations, community-based organizations, and non-profit groups could also play a role in partnerships formed to make improvements. As an added benefit, joint development agreements can facilitate coordination of the siting, design, and construction of public improvements with private developers.

8.5.4.B Storefront Improvement Program

Created in 1992, Pasadena's Facade Improvement Program provides assistance to commercial business and property owners in the City's Redevelopment Project Areas and "Neighborhood Target Areas" within the Business Districts of Pasadena. Continue to fund facade improvements as funds become available. Periodically evaluate the program to ensure that program guidelines are sufficient to meet the needs of the Lincoln Avenue business community.

8.5.4.C Water System and Infrastructure

Ensure that water system and infrastructure facilities are upgraded as needed to support the needs of future development. Require developers to provide engineering studies to sufficiency or required improvements.

8.5.4.D Sewer System

Ensure that existing sewer system is upgraded as needed to support the needs of future development. Continue to replace aging sewer lines, as necessary and feasible, when resurfacing streets. Require developers to provide engineering studies to sufficiency or required improvements.

8.5.4.E Partnerships and Collaboration with Service Organizations

Continue to collaborate and establish stronger partnerships with faith-based groups, non-profit organizations, and other neighborhood-serving groups that provide programs and services to Northwest Pasadena residents.

8.5.4.F Education Programs

Continue to provide education, after-school programs, apprenticeships, job-training, and placement programs for young adults and John Muir High School students. Also include a wide range of programs at the La Pintoresca Branch Library including after-school programs, literacy activities, special needs resources, and computer and internet resources.

8.5.4.G Crime Prevention Programs

Explore developing Community Safety Programs that focus specifically on Northwest Pasadena youth. Programs can be tailored around themes or topics such as crime prevention or gang intervention.

8.5.4.H Community-Based Policing

Continue the efforts of community-based policing to establish stronger relationships between patrol officers, residents, and businesses, and to increase the amount of information to prevent and solve crimes.

8.5.4.I Community Safety Outreach

Increase policing outreach and communication between Police Department and Northwest Pasadena residents and Businesses. Outreach can include strengthening neighborhood watch programs, conducting town hall meetings, implementing community safety workshops, and other similar outreach programs.

8.6 Financing

This section summarizes a variety of potential funding sources available at the time the Specific Plan was written. This list is not inclusive, but is intended to provide a starting point to fund Lincoln Avenue improvements and programs. The listing of potential funding sources is organized into three categories:

- ▶ Federal and State funding sources
- ▶ City funding sources
- ▶ Private involvement funding sources

The City should seek funding from a variety of sources, including actively seeking grants, to implement the programs and improvements identified in this Specific Plan.

8.6.1 Federal, State, and Local Funding Sources

8.6.1.A New Markets Tax Credit

The New Markets Tax Credit (NMTC), a federal tax initiative, could be used to stimulate investment in new development within the Plan area. The NMTC offers tax credits to investors who finance development in low-income communities. These credits are intended to finance minor gaps in project funding and to increase the rate of return for investors. New Markets Tax Credits can fund up to 30 percent of eligible project costs. Projects must create new jobs in the service area and should provide community benefits that would not otherwise be possible solely through private financing. Although residential development is not eligible for the program, commercial space in a mixed-use building or stand-alone commercial projects could be financed in part by the NMTC.

8.6.1.B Community Development Block Grant (CDBG)

Established in 1974, the Community Development Block Grant (CDBG) is one of the oldest programs of the Department of Housing and Community Development (HUD). The CDBG provides annual grants based on a formula. CDBG funds must provide benefits to low- or moderate-income individuals, prevent or eliminate slums or blight, or may be used for other emergency community needs, such as related to a natural disaster. CDBG funds can be used for development purposes within low- or moderate-income census tracts, or, if the development or activity is located outside of a low- or moderate-income census tract, funds must provide benefits to low- or moderate-income households. Funding is available on an annual basis and generally ranges from \$50,000 to \$2 million per project. The grants can be used for downtown revitalization projects, infrastructure improvements, low-income housing, and reduction of blight.

8.6.1.C Federal Highway Administration (FHWA)

The Surface Transportation Program (STP) was created by the Federal Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991. The program remains in effect with the passage of the Transportation Equity ACT for the 21st Century (TEA-21). STP provides states and local governments with flexible funding in Federal-aid transportation projects like highways, transit capital, bridges, public roads, bus terminals and facilities, and bicycles and traffic operations. Over the last decade, approximately \$320 million have been apportioned annually. The Caltrans STP program budget estimate for 2010-2011 is approximately \$417 million. Approximately 10 percent of the STP fund is designed for use in Transportation Enhancement Activity (TEA).

The FHWA is also responsible for administering Senate Bill 286 for Transportation Enhancement (TE) projects, which provides funding for projects that enhance or beautify surface transportation projects and facilities. The annual program budget for Caltrans is around \$75 million and is distributed to projects approved by the Regional Transportation Planning Agencies (RTPA) or 12 Department districts. The RTPA selects about 75 percent of all TE approved projects. These projects then are programmed into Regional Transportation Improvement Program (RTIP) and become part of the Statewide Transportation Improvement Program (STIP). The 12 Department districts

choose the remaining 25 percent TE approved projects, which are incorporated into the Interregional Transportation Improvement Program (ITIP) and also became part of STIP.

8.6.1.D California Trade and Commerce Agency Loans

The California Trade and Commerce Agency provides loan guarantee financing up to \$350,000. It is especially designed for small businesses that cannot qualify for bank loans.

8.6.1.E California Pollution Control Financing Authority Loans

The California Pollution Control Financing Authority provides a form of loan portfolio insurance which provides up to 100 percent coverage on certain loan defaults, encouraging banks and other financial institutions to make loans to small businesses that fall just outside of most banks' conventional underwriting standards. CalCAP insures bank loans made to small businesses to assist them in growing their business. Loans can be used to finance the acquisition of land, construction or renovation of buildings, the purchase of equipment, other capital projects and working capital. There are limitations on real estate loans and loan refinancing.

8.6.1.F California Department of Transportation (Caltrans)

Caltrans administers a Safe Routes to Schools program, which provides funds for infrastructure projects that substantially improve the ability of students to walk and bicycle to school. The students at John Muir High School, as well as other nearby schools, can benefit from programs such as this.

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State highway system, funded with revenues from the Transportation Investment Fund and other funding sources. Funds can be used for streets, street beautification, and streetscape enhancement. STIP programming generally occurs every two years. The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Caltrans prepares the Interregional Transportation Improvement Plan (ITIP) and regional agencies prepare Regional Transportation Improvement Plans (RTIPs).

8.6.1.G California Department of Housing and Community Development (HCD) Loans and Grants

The California Department of Housing and Community Development (HCD) administers more than 20 programs that award loans and grants for the construction, acquisition, rehabilitation, and preservation of affordable rental and ownership housing, homeless shelters and transitional housing, public facilities and infrastructure, and the development of jobs for lower income workers. These loans and grants are available to local public agencies, nonprofits and for-profit housing developers, and service providers. In many cases, these agencies then provide funds to individual end users.

These loans and grants can be used for construction, acquisition, rehabilitation, and preservation of affordable rental and owner-occupied housing.

8.6.1.H Metropolitan Transportation Authority (Metro) Call for Projects

Metro is responsible for allocating discretionary federal, state and local transportation funds to improve all modes of surface transportation. Metro also prepares the Los Angeles County Transportation Improvement Program (TIP). A key component of TIP is the Call for Projects program, a competitive process that distributes discretionary capital transportation funds to regionally significant projects. Every other year, Metro accepts Call for Projects applications in seven modal categories. Local jurisdictions, transit operators, and other public agencies are eligible to submit applications proposing projects for funding.

8.6.2 City Funding Sources

The City of Pasadena has some financial resources available to stimulate development and support capital improvement projects, as discussed below. In addition, California law allows for the recovery of costs associated with the preparation of a Specific Plan. The City may develop a process through which the costs incurred to develop the Lincoln Avenue Specific Plan will be reimbursed by future development within the Specific Plan area.

8.6.2.A Capital Improvements Program

The Pasadena Capital Improvements Program (CIP) is a comprehensive analysis of needs and available financing for all capital improvements in the City. The CIP is updated every five years and implemented on an annual basis.

8.6.2.B Housing Rehabilitation Assistance

Low-interest rate loans are available to assist qualified low-income homeowners who require rehabilitation for their homes. The Pasadena Community Development Commission funds two loan programs which are administered by Pasadena Neighborhood Housing Services, Inc. (PNHS), a private, non-profit, community-based housing organization: Neighborhood Impact and Homeowner Residential Rehabilitation. The Pasadena Community Development Commission also provides loan assistance for rehabilitation of multi-family rental properties that are occupied by very-low and low-income tenants paying affordable rents. The Maintenance Assistance and Services to Homeowners (MASH) program is available to provide exterior house painting, yard clean-up, and minor home repairs to eligible low-income, senior homeowners.

8.6.3 Private Investment Funding Sources

Private investment is a necessary component of revitalization. There are multiple avenues through which private investment can benefit Lincoln Avenue. Some of these sources are outlined below.

8.6.3.A Impact Fees and Exactions

Impacts fees are exactions that lessen the impacts new development has on demand on services. In lieu of payment of all or a portion of development fees, developers may dedicate land to the City for other purposes such as parks or affordable housing.

8.6.3.B Adopt-a-Light Program (Tree, Bench, etc.)

As a unique method for paying for street light fixtures, or any other streetscape element, a small projected plaque sign could be affixed to the light pole with the name or logo of the local merchant/business/person/entity purchasing the fixtures. This program can also be applied to historic plaques, benches, trees, paving surfaces, and banners.

8.6.3.C Art in Public Places

The City's in-lieu fee for art can help acquire art to be placed in or on public places in the Lincoln Avenue Specific Plan area.

8.6.3.D Business Improvement District/Association

The BID strategy is described above in Section 8.5.2.D. A BID is a business-driven process, not a City process. A BID could be used to collect funds for improvements such as streetscape improvements, construction of a new public parking structure, public safety measures, banners, event coordination, marketing, or maintenance. Funds could be collected based on revenue, lot size or building size, and would be used to make the improvements described in this Specific Plan.

8.6.3.E Foundation and Corporate Sponsorships

Private funds may also be raised for a specific use that implements the vision for the corridor. A variety of foundations provide funding for arts installations, healthy community initiatives, and other innovative programs.

8.6.3.F Community Facilities Districts

Mello-Roos financing is a discretionary financing mechanism for qualifying projects. A Mello-Roos financing district can only be enacted by a two-thirds majority approval of residents living within the district boundaries. A special tax, which is separate from property taxes, is imposed on real property in an area that benefits from the public improvement. The amount of the tax is determined by the homeowners (or developer) and is usually less than one percent of the home value at the time the home value was

assessed for CFD funding. The newly formed district then seeks public financing through the sale of tax-exempt bonds that are paid down by homeowners over a period (typically 20 to 30 years) that matches the term life of the public facilities. Through Mello-Roos, a project developer or property owner would have access to capital at submarket rates that can be used to build infrastructure and public improvements. The debt associated with those capital investments recourses back to the property owners rather than to the City.

8.6.3.G Benefit Assessment Districts

Benefit Assessment Districts are a set of special annual ongoing assessments that function as overrides over and above the existing property tax assessment limitations imposed by Proposition 13 and its various amendments. When a benefit assessment district is adopted, property owners pay an additional assessment on top of their existing property taxes. These annual collections can be used for the ongoing operations and maintenance of landscaping, lighting, streets, and sewers, and other ongoing public costs.

8.6.3.H Development Agreement

A Development Agreement can be an effective tool in encouraging public-private partnerships in large scale projects that are developed over a series of phases. It provides developers a certain level of certainty about the land use requirement and gives the City an opportunity to advance its local planning policies through comprehensive planning efforts. Benefits to both public and private parties include: greater latitude in approval methods for new and creative local land use; public agencies have more flexibility in enforcing requirements and contingencies on proposed development projects; and developers have a level of certainty about land use and how future regulatory standards will not materially affect later development phases once a project has been approved.

8.6.3.I Disposition and Development Agreement

A Disposition and Development Agreement (DDA) is different from a Development Agreement in that it is guided by the provisions set in the California Health and Safety Code, which authorizes a city or redevelopment agency to carry out a specific project within a redevelopment project area. The project is typically built out in a single phase and is usually smaller in scale.

8.7 Maintenance and Monitoring

Because the conditions present in 2010 are anticipated to change through implementation of the Specific Plan, periodic maintenance and monitoring of the Plan will be necessary. The Specific Plan shall be reviewed at least every five years to assess progress toward implementation, and if necessary, identify new or revised implementation measures to meet Specific Plan objectives. The review shall examine development projects completed and/or proposed, capital improvement projects

completed and planned, and any other programs or projects that are have been implemented. The review shall be presented to all appropriate City advisory bodies prior to final action in accordance with Chapter 17.68 of the Zoning Code.

Appendix A: Glossary



Lincoln Avenue Specific Plan



CITY OF PASADENA



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Appendix A: Glossary

The following definitions, also provided in Article 8 of the Zoning Code, are provided here for ease of reference. For any term defined in this Specific Plan glossary which is also defined in the Zoning Code glossary, and which may be modified from time to time in the Zoning Code, that modified term in the Zoning Code shall govern.

Antenna Array. See “Telecommunications Facilities (land use).”

Accessory Structure. See “Structure, Accessory.”

Accessory Use. See “Use, Accessory.”

ADA (Americans with Disabilities Act). The ADA Standards for Accessible Design apply to new construction and alterations covered by the Americans with Disabilities Act.

Adult Day Care, General (land use). Provision of non-medical care for seven or more persons on a less than 24-hour basis. Includes day care centers for adults.

Adult Day Care, Limited (land use). Non-medical care and supervision for six or fewer persons on less than a 24-hour basis.

Alcohol Sales – Beer and Wine (land use). A use that provides accessory sales of beer and wine for off- or on-site consumption.

Alcohol Sales – Full Alcohol Sales (land use). A use that provides accessory sales of alcoholic beverages including beer, wine, and distilled spirits for off- or on-site consumption.

Alley. Any public roadway without curbs or sidewalk having a roadway not exceeding 25 feet in width that is primarily used for access to the rear or side entrances of abutting properties.

Alternative Fuels and Recharging Facilities (land use). A commercial facility offering motor vehicle fuels not customarily offered by commercial refueling stations (e.g., LPG) as well as equipment to recharge electric-powered vehicles.

Animal Sales and Services (land use).

1. **Animal Boarding.** The provision of shelter and care for small animals on a commercial basis including activities (e.g., feeding, exercising, grooming, and incidental medical care).
2. **Animal Grooming.** The provision of bathing and trimming services for small animals on a commercial basis. These uses include boarding of domestic animals for a maximum period of 48 hours.

3. **Animals, Retail Sales.** The retail sales and boarding of small animals within an entirely enclosed building. These uses include grooming, if incidental to the retail use, and boarding of animals not offered for sale for a maximum of 48 hours.

Arcade. A pedestrian walkway delineated by vertical structural members supporting a roof, which provides shade, accessible through large openings at either end and along the length of the walkway. Openings extend to the ground and are separated only by structural members allowing for access and views from the interior to the exterior and vice versa.

Automated Teller Machines (ATM) (land use). A pedestrian-oriented machine used by bank and financial service patrons for conducting transactions including deposits, fund transfers, and withdrawals without contact with financial institution personnel. The machines may be located at or within a bank, or in other locations.

Banks, Financial Institutions (land use). A bank, savings and loan, credit union, or other financial institution that provides retail banking services to individuals and businesses. These uses include only those institutions engaged in the on-site circulation of cash money.

Boarding Houses (land use). A residence or dwelling, other than a hotel, wherein three or more rooms, with or without individual or group cooking facilities, are rented to individuals under separate rental agreements or lease, either written or oral, whether or not an owner, agent, or rental manager is in residence.

Business Support Services (land use). An establishment within a building, providing other businesses with various services including maintenance, repair and service, testing, rental, etc.; also includes: business equipment repair services (except vehicle repair); computer-related services (rental, repair); equipment rental businesses within buildings; film processing and photofinishing; heavy equipment repair services where repair occurs on the client site; janitorial and window-cleaning services; mail-box services; outdoor advertising services.

California Environmental Quality Act (CEQA). The California Environmental Quality Act (CEQA) is the State law implemented by the City's *Environmental Policy Guidelines* and contained in the California Public Resources Code, Section 2100 et seq. Definitions of other CEQA-related terms are located in the City's *Environmental Policy Guidelines*.

Caretaker Quarters (land use). A dwelling unit on the site of a commercial, industrial, public or semi-public use, occupied by a guard or caretaker, and may include a single housekeeping unit. Only one caretaker unit is allowed on a single site.

Carport. A permanently covered building open on one or more sides used for automobile shelter and storage. Canvas, fiberglass, lath, vegetation (unless part of a

green roof structure), or other similar material are not ordinary roof coverings and cannot be used in providing covered spaces for a carport.

Catering Services (land use). Preparation and delivery of food and beverages for off-site consumption without provision for on-site pickup or consumption.

Charitable Institutions (land use). A not-for-profit use that distributes or facilitates the giving of goods and services for the relief of the needy. This use classification includes soup kitchens, regularly staffed drop-off facilities for clothing and household goods and food banks.

Child. A person who is under 18 years of age for whom care and supervision are being provided in a child day-care facility.

Child Day Care (land use).

1. **Child Day-Care Centers.** A child day-care facility other than a family day-care home which includes infant centers, preschools and extended day-care facilities. A day-care center is considered a business, not a residential use, and may provide 24-hour service.
2. **Large Family Day-Care Homes.** A family day-care home that serves nine to 14 children, including children who reside at the home as defined in Health and Safety Code Chapter 3.4.
3. **Small Family Day-Care Homes.** A family day-care home that serves eight or fewer children, including children who reside at the home, as defined in Health and Safety Code Chapter 3.4.

Clubs, Lodges, Private Meeting Halls (land use). A meeting, recreational, or social facility of a private or nonprofit organization primarily for use by members or guests.

Commercial Entertainment (land use). Provision of spectator entertainment for commercial purposes. This use includes theaters, concert halls, cinemas, nightclubs, or comedy clubs.

Commercial Nurseries (land use). A horticulture establishment that sells plants, seeds, shrubs, and various gardening equipment. This includes garden centers. All merchandise other than the plants are kept within an enclosed structure or fully screened. Fertilizers of any type are stored and sold in package form only.

Commercial Off-Street Parking (land use). The commercial parking of vehicles for nonresidential uses. The parking is not required parking for a specific use.

Commercial Recreation - Indoor (land use). Provision of indoor participant or spectator recreation that is operated as a business and open to the public for a fee. This classification includes billiard parlors, bowling alleys, and ice- or roller-skating rinks and Karaoke uses.

Commercial Recreation - Outdoor (land use). Provision of outdoor participant or spectator recreation that is operated as a business and open to the public for a fee. This classification includes amusement parks, golf courses, miniature golf courses, and outdoor swimming pools.

Communications Facilities (land use). Broadcasting, recording, and other communication services accomplished through electronic or telephonic mechanisms, but excluding major utilities and wireless telecommunications antenna facilities. This use includes radio, television, or recording studios, and telephone switching centers.

Convenience Stores (land use). A retail store of 3,500 square feet or less in gross floor area, which carries a range of merchandise oriented to daily convenience and travelers' shopping needs.

Coverage, Lot or Site. The percentage of a site covered by roofs, soffits or overhangs extending more than three feet from a wall, and by decks more than four feet in height. Roofs with openings or perforations 50 percent or greater of their surface area, pools, or hot tubs shall not be included in lot coverage calculations.

Cultural Institution (land use). A nonprofit institution displaying or preserving objects of interest in one or more of the arts or sciences. This use includes libraries, museums, and art galleries.

Density. The number of dwelling units on a lot in relation to the lot size, expressed in units per acre. If a street dedication is required, density shall be calculated using the size of the lot prior to the street dedication.

Development. Any construction activity or alteration of the landscape, its terrain contour or vegetation, including the erection or alteration of structures. New development is any construction, or alteration of an existing structure or land use, or establishment of a land use.

Development Agreement. A contractual agreement between a developer and the City that clearly establishes the developer's responsibility to provide a certain type of development, streets and sewer improvements, and any other mutually agreed to terms and responsibilities as a precondition for securing approval of a project.

Development Impact Fees. A fee or charge imposed on developers to pay for a jurisdiction's costs of providing services to new development.

Façade. The principal face of a building.

Façade Plane Modulation. Adjustment and breaking of façade plane to realize variation in massing and proportion, reduction of facade scale, and creation of building plane rhythm.

Feasible. Capable of being accomplished in a successful manner within a reasonable period of time taking into account economic, environmental, social and technological factors.

Filming, Long-Term (land use). Commercial motion picture filming, videotaping and professional photography at the same location more than six days per quarter of a calendar year in residential and public, semipublic districts or more than 15 days per quarter of a calendar year in all other zoning districts.

Filming, Short-Term (land use). Commercial motion picture filming, videotaping or professional photographing at the same location six or fewer days per quarter of a calendar year and up to 24 days of a calendar year in residential and public, semipublic districts or 15 days or fewer per quarter of a calendar year and up to 60 days of a calendar year in all other zoning districts.

Floor Area Ratio (FAR). The numerical value obtained by dividing the aboveground gross floor area of a building or buildings located on a lot by the total area of the lot. If a street dedication is required, the calculation shall be based on the total area of the lot before the street dedication. For projects subject to the RS and RM-12 development standards, vehicular easements (excluding easements for utility purposes), private streets and the pole portion of flag lots shall be excluded from the calculation of lot area.

Food Sales (land use). The retail sale of food and beverages for off-site preparation or consumption. This use may also include bakeries and the provision of other services (e.g., banks, copy services, dry cleaners, film processing, food take-outs, pharmacies, video rentals, etc.) under one roof. This use shall be classified as a convenience store if it is 3,500 square feet or less.

Home Occupations (land use). A business conducted in a dwelling unit or accessory structure and is accessory to a residential use.

Infrastructure. Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

Industry, Restricted (land use). The manufacturing of finished parts or products primarily from previously prepared materials; and provision of industrial services within an enclosed building. These uses include processing, fabrication, assembly and treatment, but exclude basic industrial processing from raw materials, food processing, and vehicle/equipment services. Commercial bakeries that provide seating for on-site consumption shall be classified as take-out restaurants.

Industry, Restricted, Small-Scale (land use). Limited to a maximum gross floor area of 5,000 square feet.

Internet Access Studios (land use). An establishment that provides more than six computers or other electronic devices or has 50 percent or more of the public floor area devoted to computer use whether or not the devices constitute the primary use or an accessory or incidental use. The computers provide access to the system commonly referred to as the "Internet" and may include e-mail, playing video games over the Internet, or access to other computer software programs, and are available to the public for compensation.

Laboratory (land use). An establishment providing dental or medical laboratory services; or an establishment providing analytical, photographic, or testing services.

Maintenance or Repair Services. An establishment providing appliance repair, office machine repair, or building maintenance services. This use does not include the maintenance and reparation of vehicles. (see Vehicle/Equipment Repair).

Maintenance and Service Facilities (land use). A facility providing maintenance and repair services for vehicles and equipment and materials storage areas. This use includes corporation yards, equipment service centers, and similar facilities.

Medical Services - Extended Care (land use). An establishment providing care on a 24-hour basis for persons requiring regular medical attention, but excluding facilities providing surgical or emergency medical services.

Mixed-Use Projects (land use). The combination of commercial and residential uses in the same structure, where the residential component is located either above (vertical mixed-use) or behind (horizontal mixed-use) the nonresidential component. Nonresidential uses are typically commercial uses.

Multi-family Residential (land use). Two or more dwelling units on a lot. This use includes mobile homes and factory-built housing.

Neighborhood or Community Gardens (land use). A site used by the community or a neighborhood for the growing of ornamental plants or vegetables that are not sold commercially but are used exclusively for personal use. The use is without permanent structures and without the on-site storage of nursery equipment or materials.

Nonconforming Use (land use). A use of a structure (either conforming or nonconforming) or land that was legally established and maintained before the adoption of this Zoning Code and which does not conform to current Code provisions governing allowable land uses for the zoning district in which the use is located. This includes uses that do not conform to the land use regulations for the district in which they are located and were established prior to July 1, 1985, under a use of property variance.

Offices (land use).

1. **Accessory.** An office facility that is incidental and accessory to another business or sales activity that is the primary use of the structure or site.
2. **Administrative Business Professional.** An establishment providing direct, "over-the-counter" services to consumers (e.g., insurance agencies, real estate offices, travel agencies, utility company offices, etc.) and office-type facilities occupied by businesses providing professional services and/or engaged in the production of intellectual property. This use includes: accounting, auditing and bookkeeping services; advertising agencies; airline, lodging chain, and rental car company reservation centers; architectural, engineering, planning and surveying services; attorneys, legal services; commercial art and design services; computer software and hardware design; counseling services; court reporting services; data processing services; detective agencies and similar services; educational, scientific and research organizations; employment, stenographic, secretarial and word processing services; insurance claim processing; literary and talent agencies; mail order and e-commerce transaction processing; management and public relations services; media postproduction services; photography and commercial art studios; police facility used as an office where there are no jail detention facilities or storage of vehicles except the parking of police cars; psychologist; telecommunications facility design and management; telemarketing; writers and artists offices. This use does not include "Banks and Financial Services," which are separately defined.
3. **Government.** An administrative, clerical, or public contact office of a government agency, including postal facilities, together with the incidental storage and maintenance of vehicles.
4. **Medical.** An office or health facility providing health services including, without limitation, preventative and rehabilitation treatment, diagnostic services, testing and analysis. This use includes offices providing medical, dental, surgical, rehabilitation, podiatral, optometric, chiropractic and psychiatric services, and medical or dental laboratories incidental to these offices, but exclude inpatient services and overnight accommodation.

Park and Recreation Facilities (land use). A noncommercial park, playground, or other recreation facility, and/or open space officially designated as a public park or recreation facility. This use includes community centers.

Parking Facility. A parking lot and/or structure. See Zoning Code Glossary for definitions of different types of parking facilities.

Parkway. A portion of a street right-of-way, between the back of the curblin and the lot line which is used or is available for use as landscaping, utilities, or sidewalks.

Pedestrian Orientation. Any physical structure or place with design qualities and elements that contribute to an active, inviting and pleasant place for pedestrians including:

1. Building facades that are highly articulated at the street level, with interesting uses of material, color, and architectural detailing, located directly behind the sidewalk;
2. Design amenities related to the street level (e.g., awnings, paseos, arcades);
3. Visibility into buildings at the street level;
4. A continuous sidewalk, with a minimum of intrusions into pedestrian right-of-way;
5. Continuity of building facades along the street with few interruptions in the progression of buildings and stores;
6. Signs oriented and scaled to the pedestrian rather than the motorist;
7. Landscaping (including pocket parks or outdoor patios); and
8. Street furniture.

Personal Improvement Services (land use). The provision of instructional services or facilities, including health or physical fitness clubs, modeling agencies, rehearsal halls, and weight control clinics.

Personal Property Sales (land use). The sale of personal property, as regulated by Section 17.50.190 of the Pasadena Zoning Code.

Personal Services (land use). An establishment providing non-medical services to individuals as a primary use. Examples of these uses include: barber shops; beauty salons; clothing rental; day/health spa; dry cleaning pick-up stores; fortunetellers, psychics, and similar services; hair salons; home electronics and small appliance repair; laundromats (self-service laundries); nail salons; spas and hot tubs for rent; shoe repair shops; tanning salons; tailors.

Primary Use. See “Use, Primary.”

Printing and Publishing (land use). An establishment providing printing, blueprinting, photocopying, engraving, binding, or related services.

Printing and Publishing, Limited (land use). A printing establishment providing convenience photocopying and accessory retail-oriented services, not exceeding 5,000 square feet of floor area.

Public Safety Facility (land use). A facility for public safety and emergency services, including police and fire protection. This use includes facilities used by the National Guard or the Military Reserve.

Research and Development — Non-Office (land use). A laboratory facility that is primarily used for non-office scientific research. This use can include the design, development, and testing of biological, chemical, electrical, magnetic, mechanical, and/or optical components in advance of product manufacturing. This use does not involve the fabrication, mass manufacture, or processing of the products.

Research and Development — Office (land use). Facilities that are primarily office uses for scientific research. This use can include the design, development, and testing of biological, chemical, electrical, magnetic, mechanical, and/or optical components in advance of product manufacturing. This use does not involve the fabrication, mass manufacture, or processing of the products.

Religious Facilities (land use). A facility in which the primary use is religious worship. A religious facility may include related accessory activities including religious education, ministry, clothing and food distribution, counseling, employment assistance, referral services, and support groups. Other uses (e.g., private schools and child day-care centers) that are located on the site of a religious assembly use shall not be accessory uses.

1. **Temporary.** Religious services conducted on a site that is not permanently occupied by a religious assembly use.
2. **With Temporary Homeless Shelter.** A religious assembly use with temporary facilities for the homeless.

Residential Care Facilities.

1. **Residential Care, General (land use).** Any State licensed facility, place, or structure that is maintained and operated to provide non-medical residential care, day treatment, or foster agency services for seven or more adults, children, or adults and children as defined in Article 1 of Chapter 3 of the California Health and Safety Code, Section 1500 et seq. This use includes the administration of limited medical assistance (e.g., dispensing of prescribed medications).
2. **Residential Care, Limited (land use).** Any State licensed facility, place, or structure that is maintained and operated to provide non-medical residential care, day treatment, or foster agency services for six or fewer adults, children, or adults and children as defined in Article 1 of Chapter 3 of the California Health and Safety Code, Section 1500 et seq. This use includes the administration of limited medical assistance (e.g., dispensing of prescribed medications).

Restaurants (land use). An establishment that sells prepared food or beverages either indoors or outdoors in nondisposable containers. A restaurant may provide for the accessory sale of food and nonalcoholic beverages for off-site consumption provided that all food and beverages sold for on-site consumption are served in nondisposable containers. A restaurant with a bar area exceeding 500 square feet or 30 percent of the dining area shall be classified as a bar.

Restaurants, Fast Food (land use). A restaurant that sells prepared food either indoors or outdoors in disposable containers (e.g., paper or plastic). These uses include retail bakeries that provide on-site seating. A restaurant with a bar area exceeding 500 square feet or 30 percent of the dining area shall be classified as a bar.

Restaurants with Limited Live Entertainment (land use). A restaurant, including a fast food or formula restaurant that provides accessory live entertainment, where the performance area does not exceed 75 square feet, and customer dancing does not occur. The use shall be classified as a nightclub (commercial entertainment) if the performance area exceeds 75 square feet or customer dancing is provided. Live entertainment does not include a sexually oriented business.

Restaurants with Walk up Window (land use). A restaurant, including a fast food or formula fast food restaurant that provides an exterior walk-window in which orders for food are taken and/or customers are served food.

Retail Sales (land use). The retail sales of merchandise not specifically listed under another use. These uses include: antiques; art galleries (for profit); artists' supplies; bicycle shops; bookstores; cameras and photographic supply stores; clothing and accessory stores; collectibles stores (cards, coins, comics, stamps, etc.); department stores; drug and discount stores; dry goods; fabrics and sewing supplies; florists and houseplant stores (indoor sales only -- outdoor sales are "Plant Nurseries"); furniture, home furnishings and equipment; gift and souvenir shops; hardware; hobby materials; jewelry; luggage and leather goods; musical instruments, parts and accessories; newsstands; orthopedic supplies; paint sales; pet supplies sales, with no animals but fish; religious goods; secondhand clothing and appliances and furniture; small wares; specialty shops; sporting goods and equipment; stationery; toys and games; variety stores; video rental and sales.

Schools (land use).

1. **Schools - Public and private.** Includes elementary, middle, junior high, and high schools serving kindergarten through 12th-grade students, including denominational and sectarian, boarding schools, and military academies. Preschools and child day-care are included under the definitions of "Child Day-Care Facilities."
2. **Schools - Specialized education and training.** Includes business, secretarial schools, and vocational schools offering specialized trade and commercial courses. Includes specialized non-degree-granting schools offering subjects including: art, ballet and other dance, computers, cooking, drama, driver education, language, and music. Also includes seminaries and other facilities exclusively engaged in training for religious ministries, and establishments furnishing educational courses by mail. Facilities, institutions, and conference centers are included that offer specialized programs in personal growth and development (e.g., arts, communications, environmental awareness, and management).

Seasonal Merchandise Sales (land use). The retail sale of holiday seasonal products including pumpkins, Christmas trees and crafts.

Second Dwelling Unit (land use). A detached residential dwelling unit that provides complete independent living facilities for one or more persons on the same parcel as a legal single family residence. A second dwelling unit shall include permanent provisions that include, but are not limited to, living, sleeping, eating, cooking, and sanitation.

Setback. The distance by which a structure, parking area or other development feature must be separated from a lot line easement, other structure or development feature. If a street dedication is required, then the setback requirement shall be measured from the revised property line after the dedication. For purposes of this Specific Plan, the term "yard" may be used interchangeably with the term "setback."

Significant Tobacco Retailers (land use). Establishments that devote 20 percent or more of the display area to the sale or exchange of tobacco products and/or tobacco paraphernalia.

Single-Family Residential, detached (land use). A building containing one dwelling unit located on a single lot. These include mobile homes and factory-built housing.

Site. A lot or group of contiguous lots not divided by any alley, street, other right-of-way or city limit that is proposed for development in accord with the provisions of this Zoning Code, and is in a single ownership or has multiple owners, all of whom join in an application for development.

Site Coverage. See "Coverage, Lot or Site."

Specific Plan. A plan as defined in Government Code Section 65450.

Storefront. The front side of a store, commercial space, or room that faces a street, sidewalk, or pathway. Storefront also refers to the window and door systems that are used to separate the exterior from the interior of a building.

Story. The portion of a building included between the upper surface of any floor and the upper surface of the next floor above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the ceiling above. (Also, see the definition of Basement.)

Street Fairs (land use). The provision of games, eating and drinking facilities, live entertainment, or similar activities not requiring the use of roofed structures and occurring on a public street.

Street, or Public Right-of-Way. A public thoroughfare, avenue, road, highway, boulevard, parkway, way, drive, lane, court or private easement, not including freeways, providing any access to and egress from the property abutting thereon.

Structure. Anything constructed or erected that requires a location on the ground, including a building or a swimming pool, or a fence or wall, but not including driveways or walkways located outside the front yard setback.

Structure, Accessory. A structure that is subordinate to, and detached from the main structure, the use of which is incidental and subordinate to that of the main structure.

Substantial (Major) Alteration. Any physical modification to a structure that involves a major portion of the structure or has a substantial visual impact on the structure or its surroundings. Substantial alterations normally include changes to building massing, cladding the exterior walls in a new material, and extensive replacement of windows and doors with a new or unoriginal design in a structure.

Telecommunications Facilities (land use).

1. **Accessory Antenna Array.** An accessory antenna array means an antenna array that is mounted on an existing building and is intended to provide wireless telecommunication services solely for the occupants of that building.
2. **Antenna Array, or Wireless Telecommunications Antenna Array.** One or more rods, panels, discs, or similar devices used for the transmission or reception of radio frequency signals, which may include omni-directional antennas (whip), directional antennas (panel), and parabolic antennas (dish), but excluding any support structure.
3. **Wireless Telecommunications Antenna Facilities.** An unstaffed facility for the transmission or reception of wireless telecommunications services, commonly consisting of an antenna array, connection cables, a support structure to achieve the necessary elevation, and an equipment facility to house accessory equipment, which may include cabinets, pedestals, shelters, and similar protective structures.
4. **Wireless Telecommunications Antenna Facilities, Minor.** A wireless telecommunications antenna facility that is designed to be building-mounted, or co-located on an existing structure with the facilities or other wireless communications service providers.
5. **Wireless Telecommunications Antenna Facilities, Major.** A wireless telecommunications antenna facility that is designed as a freestanding structure.
6. **Wireless Telecommunications Antenna Facilities, Specified Co-Located.** A wireless telecommunications antenna facility that is placed on, or immediate adjacent to, an existing wireless telecommunications antenna facility that satisfies the requirements of California Government Code Section 65850.6(a), as amended.

Temporary Use. See “Use, Temporary.”

Transit Stations or Terminals (land use). Facilities for loading, unloading, and transferring passengers, baggage, and incidental freight between modes of

transportation. These uses include bus terminals, railroad stations, and public transit stations.

Transition Housing (land use). A facility that provides housing at no cost for individuals in immediate need of housing in which residents stay longer than overnight. This housing may include support services (e.g., emergency medical care, employment and housing counseling).

Transportation Dispatch Facilities (land use). A base facility where ambulances, taxis, limousines, armored cars, tow trucks, and similar vehicles for specialized transportation are stored, and from which they are dispatched, and/or where ambulance vehicles and crews not based at a hospital or fire department stand by for emergency calls. Does not include storage facilities for towed vehicles, which is classified under "Vehicle Services - Vehicle Storage."

Trellis. A pedestrian walkway delineated by vertical structural members supporting planting which provides shade, accessible through large openings at either end and along the length of the walkway. Openings extend to the ground and are separated only by structural members allowing for access and views from the interior to the exterior and vice versa.

Use. The purpose for which a site or structure is arranged, designed, intended, constructed, erected, moved, altered, or enlarged for which either a site or a structure is or may be occupied or maintained.

Use, Accessory. A use that is subordinate to, and separate from, the primary purpose for which a site is developed.

Use, Primary. The main purpose for which a site is developed and occupied, including the activities that are conducted on the site a majority of the hours during which activities occur.

Use, Temporary (land use). A use of land that is designed, operated, and occupies a site for a limited period of time, typically less than 12 months.

Utility, Major (land use). Generating plants, electrical substations, aboveground electrical transmission lines, refuse collection or disposal facilities, water reservoirs, water or wastewater treatment plants, and similar facilities of public agencies or public utilities.

Usable Commercial Space. Ground floor space accommodating commercial uses with a minimum depth measured from the street-facing storefront to the rear of the space. The depth of the space is generally measured perpendicular to the adjacent sidewalk.

Utility, Minor (land use). A utility facility that is necessary to support a legally established use and involves only minor structures (e.g., electrical distribution lines).

Vehicle Services (land use).

Service Stations. An establishment engaged in the retail sale of vehicle fuel, lubricants, parts and accessories. These uses include service stations with convenience stores, self-service auto washes and facilities having service bays for vehicle service and repair. The service and repair may include incidental maintenance and repair of automobiles and light trucks, but shall not include maintenance and repair of large trucks, or body and fender work or automobile painting on any vehicles.

- a. **Full Service.** A service station that has one or more service bays.
- b. **Minimum Service.** A service station that has no service bays.

Vehicle/Equipment Repair. The repair of automobiles, trucks, motorcycles, mobile homes, recreation vehicles, or boats, including the sale, installation, and servicing of related equipment and parts. These uses include auto repair shops, body and fender shops, wheel and installation, but excluded vehicle dismantling or salvage and tire retreading or recapping.

Vehicle Storage. The storage of operative or inoperative vehicles. These uses include storage of parking tow-aways, impound yards, and storage lots for buses and recreational vehicles, but do not include vehicle dismantling.

Work/Live Units (land use). Work/Live means an integrated dwelling unit and working space, in which the work component is the primary use and the residential component is secondary, occupied by a single housekeeping unit in a structure, that has been designed or structurally modified to accommodate joint residential occupancy and work activity, and which includes:

1. Complete kitchen space and sanitary facilities in compliance with the Building Code; and
2. Working space reserved for and regularly used by one or more occupants of the unit.



Appendix B: Market Analysis ◀

Lincoln Avenue Specific Plan



CITY OF PASADENA



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Market Realities

Lincoln Avenue Specific Plan

Overview

- Current market conditions for the local region, including historical supply, vacancy rates, and rental rates
- Initial research efforts have focused on three existing land uses along the Lincoln Avenue Corridor Study Area:
 - Retail
 - Office
 - Industrial
- In general, rents are down and vacancies are up for all three land uses

Retail Profiles

- Individual/Storefront Retail
 - Stand-alone or side-by-side
 - Independent properties, usually small scale
 - Common examples include banks, convenience stores, and restaurants

- Strip Center Retail
 - Single property owner
 - Several small stores, typically arranged in a linear fashion
 - Does not have a large anchor tenant



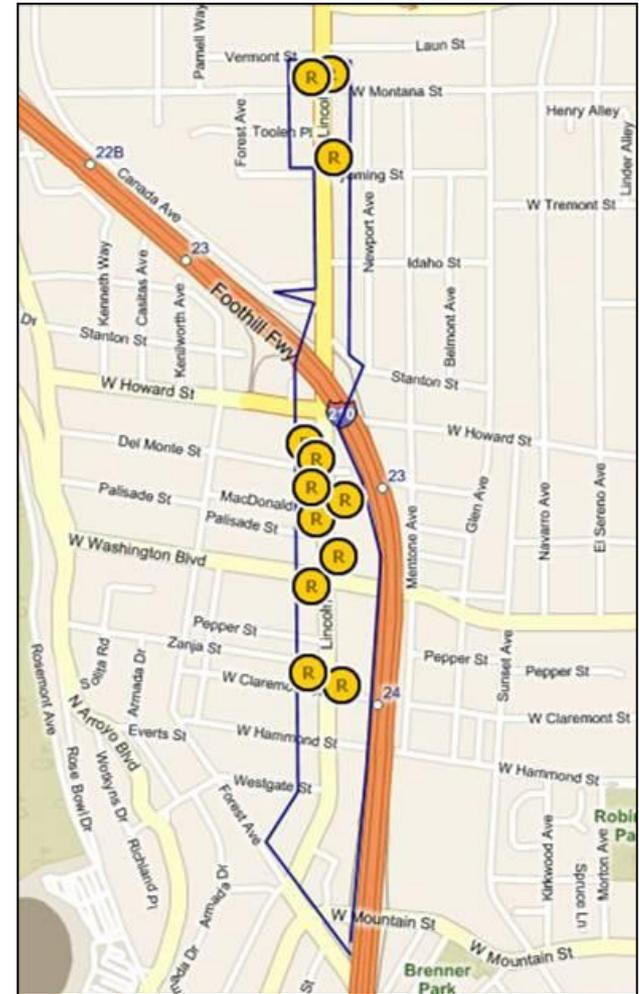
Retail Market

U.S. Market Synopsis

- Adversely impacted by current economic downturn
- Vacancy rates UP
- Rental rates DOWN throughout the country

Lincoln Ave Corridor Study Area

- 7 small-scale retail properties at present
- Total RBA: 52,000 square feet, 100% leased
- Current rents: \$13 per square foot/year, a 26% drop from \$18 PSF last year



Retail Summary Table

PASADENA

2009YTD	Lincoln Corridor	Pasadena	LA County
Individual/Storefront			
Total RBA	52,000	497,000	182,244,000
Vacancy Rate	0.0%	6.2%	6.2%
Avg Rent	\$13	\$30	\$25
Strip Center			
Total RBA	n/a	497,000	39,646,000
Vacancy Rate	n/a	3.4%	6.8%
Avg Rent	n/a	\$25	\$24

Office Profiles

- Class B
 - Ordinary exterior design and interior finish, and standard amenities
 - Average to good maintenance and management
 - Attracts a wide range of users with average rents
- Class C
 - Older building offering basic space
 - Below average maintenance and management
 - Lacks prestige and depends chiefly on lower price to attract tenants and investors



Office Market

U.S. Market Synopsis

- Adversely impacted by current economic downturn
- Vacancy rates UP
- Rental rates DOWN throughout the country

Lincoln Ave Corridor Study Area

- 7 small office properties (primarily Class C) at present
- Total RBA: 33,000 square feet, 100% leased
- Average rental rate at \$23 PSF (last quoted in 2007)



Office Summary Table

PASADENA

2009YTD	Lincoln Corridor	Pasadena	LA County
Class B			
Total RBA	2,000	6,394,000	137,855,000
Vacancy Rate	0.0%	12.8%	10.9%
Avg Rent	n/a	\$26	\$25
Class C			
Total RBA	31,000	3,337,000	85,316,000
Vacancy Rate	0.0%	3.8%	4.6%
Avg Rent	n/a	\$26	\$24

Industrial Profiles

- Class B
 - Ordinary exterior design and interior finish, and standard amenities
 - Average to good maintenance and management
 - Attracts a wide range of users with average rents
- Class C
 - Older building offering basic space
 - Below average maintenance and management
 - Lacks prestige and depends chiefly on lower price to attract tenants and investors
- Auto-Related
 - Mix of retail services and industrial uses, oriented around automotive services



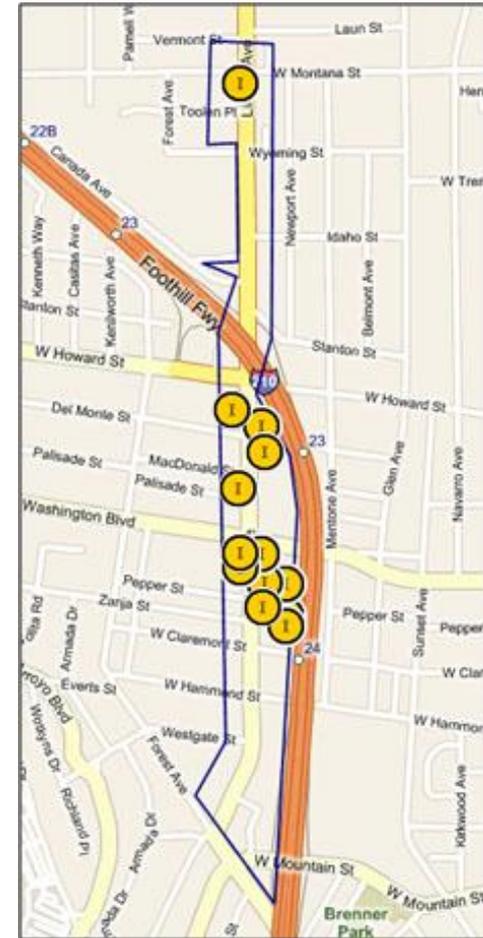
Industrial Market

U.S. Market Synopsis

- Adversely impacted by current economic downturn
- Vacancy rates UP
- Rental rates DOWN throughout the country

Lincoln Ave Corridor Study Area

- 13 industrial properties at present: 5 auto-related and 8 other Class B/C
- Total RBA: 22,000 square feet (auto-related)
162,000 square feet (Class B/C)
- 100% leased
- Average rental rate \$13 PSF in 2008



Industrial Summary Table

2009YTD	Lincoln Corridor	Pasadena	LA County
Class B			
Total RBA	17,000	976,000	277,180,000
Vacancy Rate	0.0%	3.2%	7.2%
Avg Rent	n/a	\$10	\$7
Class C			
Total RBA	167,000*	1,303,000	334,851,000
Vacancy Rate	0.0%	10.6%	6.5%
Avg Rent	n/a	\$7	\$8

* Includes 22,000 square feet in auto-related uses in the study area

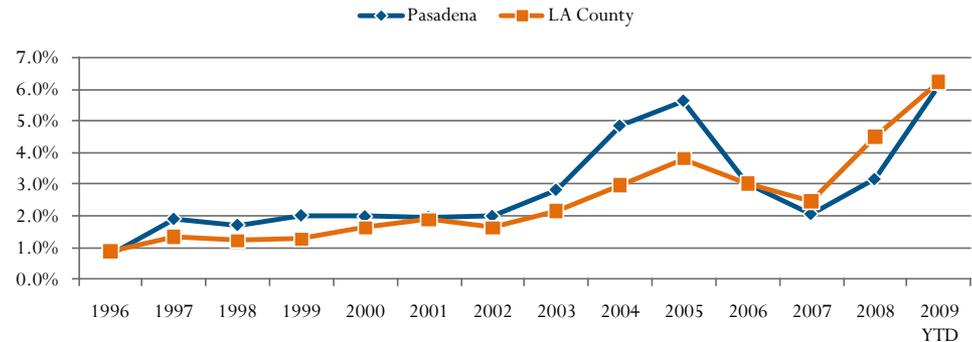
Appendix

Appendix: Retail

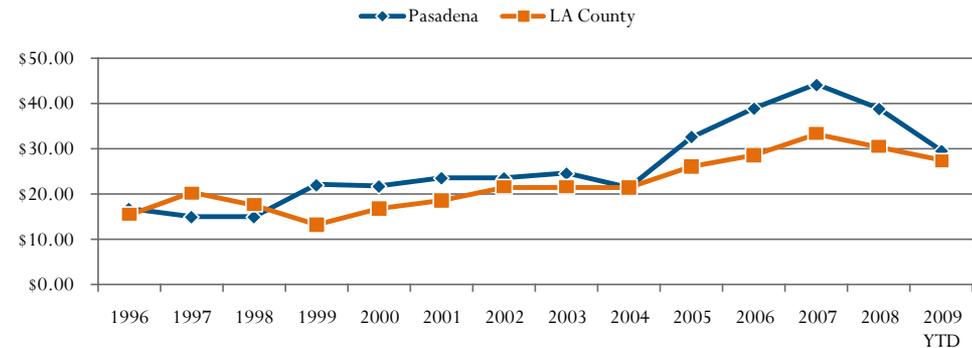
Individual/Storefront Retail

- Pasadena vacancy rates more than doubled in two years, from 2% in 2007 to 6.2% currently
- Current vacancy levels are at a 10-year high
- Pasadena rents peaked in 2007 at more than \$44 PSF, and have since lost 1/3 of their value, under \$30 PSF

Historical End-of-Year Vacancy Rates



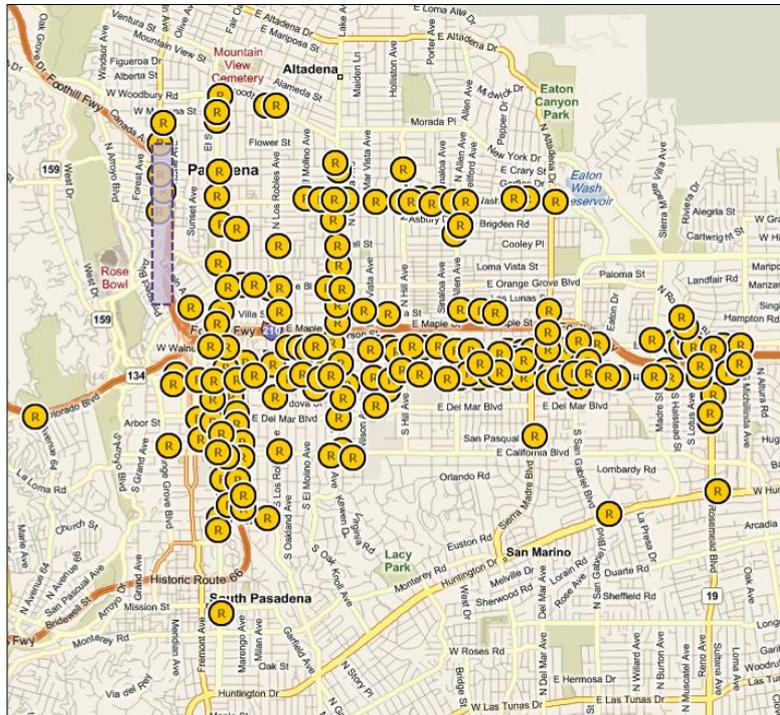
Historical End-of-Year Average NNN Rents (PSF)



Individual/Storefront Retail

Distribution - City of Pasadena

PASADENA

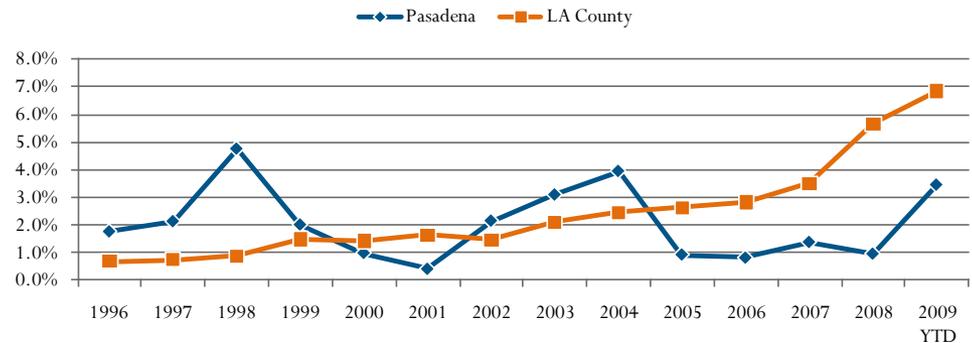


2009 YTD	Lincoln Corridor	Pasadena	LA County
# of Buildings	7	790	19,900
Total RBA (SF)	52,000	497,000	182,244,000
Vacancy	0.0%	6.2%	6.2%
Total Net Absorption	0	(7,200)	103,300
Average Rent	\$13	\$30	\$25

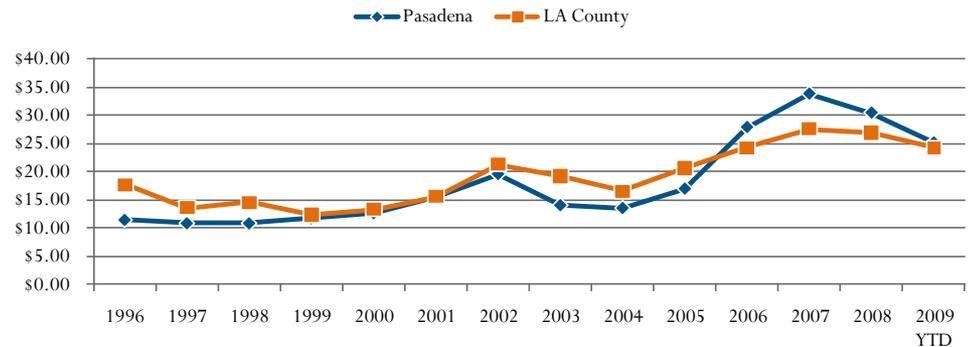
Strip Center Retail

- Pasadena strip center vacancy rates averaged a low 1% from 2005 to 2008
- Vacancy shot up in 2009 to 3.4%, remains relatively low compared to County
- Pasadena strip center rents more than doubled from 2004 to 2007
- Average rent in Pasadena is currently \$25.00

Historical End-of-Year Vacancy Rates



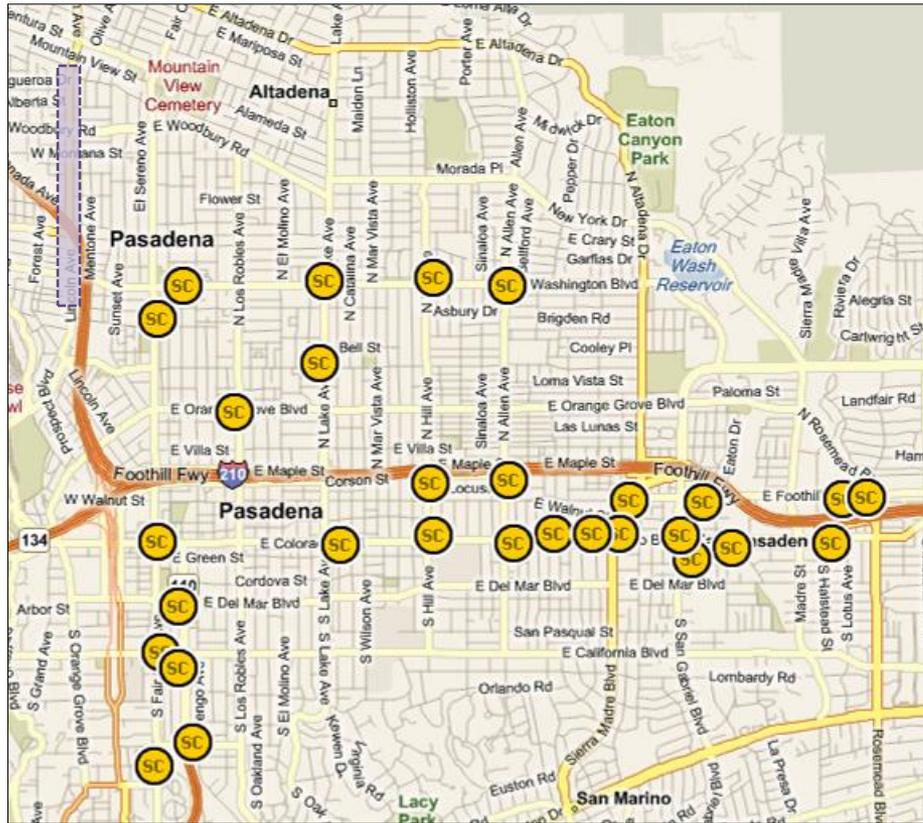
Historical End-of-Year Average NNN Rents (PSF)



Strip Center Retail

Distribution, City of Pasadena

PASADENA



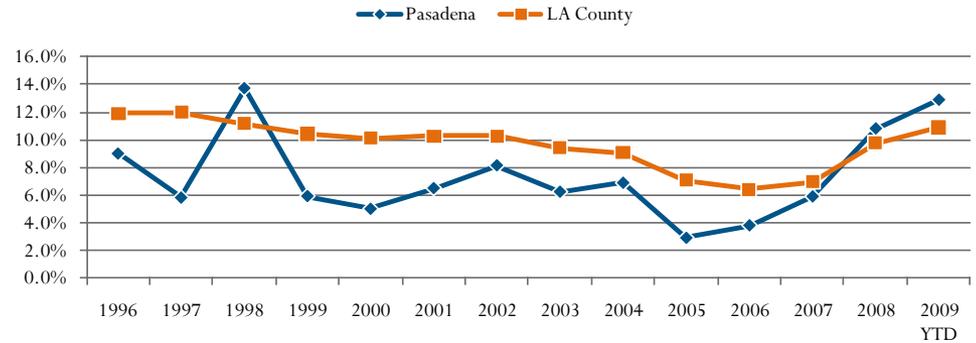
2009 YTD	Pasadena	LA County
# of Buildings	32	3,000
Total RBA (SF)	497,000	39,646,000
Vacancy	3.4%	6.8%
Total Net Absorption	0	1,200
Average Rent	\$25	\$24

Appendix: Office

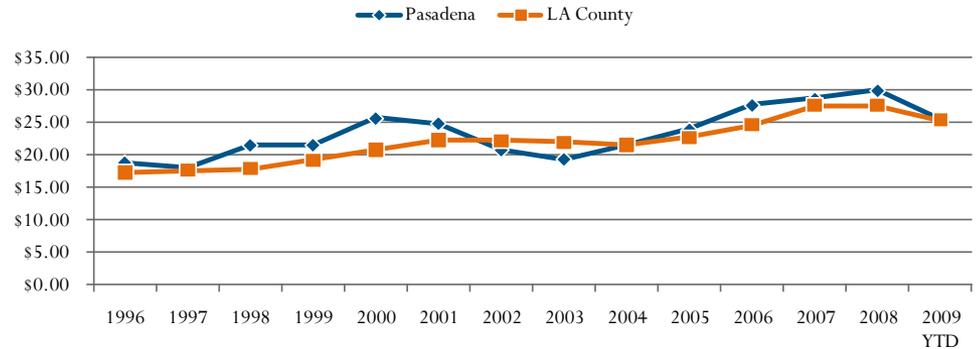
Class B Office

- Pasadena vacancy rates more than doubled in two years, from 6% in 2007 to 13% currently
- Current vacancy levels are approaching a 10-year high
- Pasadena rents peaked in 2008 at \$30 PSF, and have since dropped 15% to \$26 PSF

Historical End-of-Year Vacancy Rates



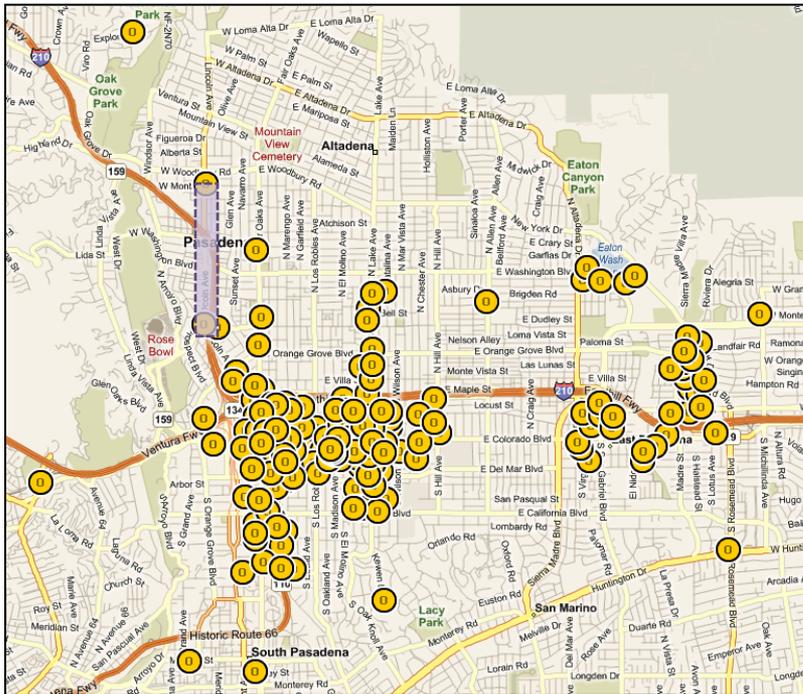
Historical End-of-Year Average NNN Rents (PSF)



Class B Office

Distribution - City of Pasadena

PASADENA

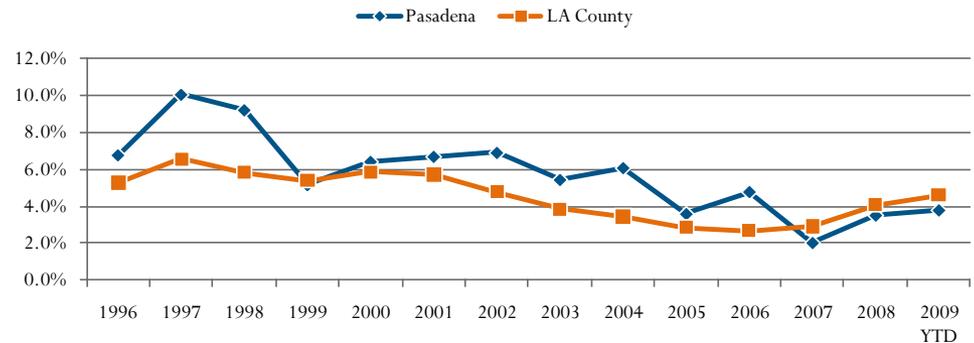


2009YTD	Lincoln Corridor	Pasadena	LA County
# of Buildings	1	180	4,850
Total RBA (SF)	2,000	6,394,000	137,855,000
Vacancy	0.0%	12.8%	10.9%
Total Net Absorption	0	(43,474)	(88,324)
Average Rent	n/a	\$26	\$25

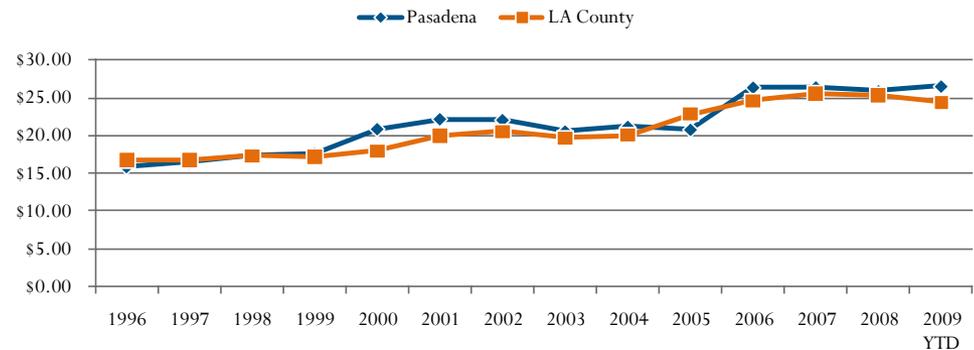
Class C Office

- Pasadena vacancy rates reached a 10-year low at 2% in 2007
- Vacancy levels have since doubled to the current level of 4%
- Rents throughout Pasadena and LA County have remained steady in recent years at roughly \$26 PSF
- Class C rents are currently at the same level as Class B rents

Historical End-of-Year Vacancy Rates



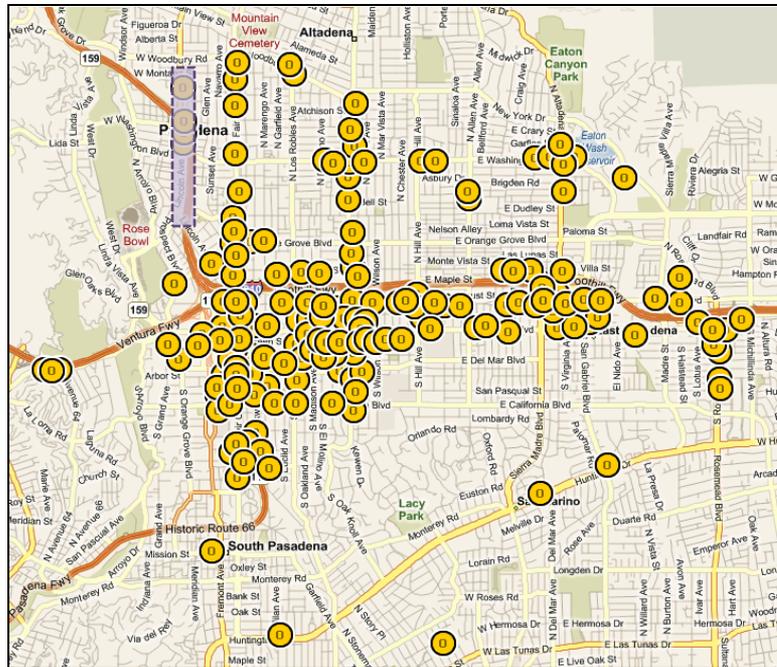
Historical End-of-Year Average NNN Rents (PSF)



Class C Office

Distribution - City of Pasadena

PASADENA



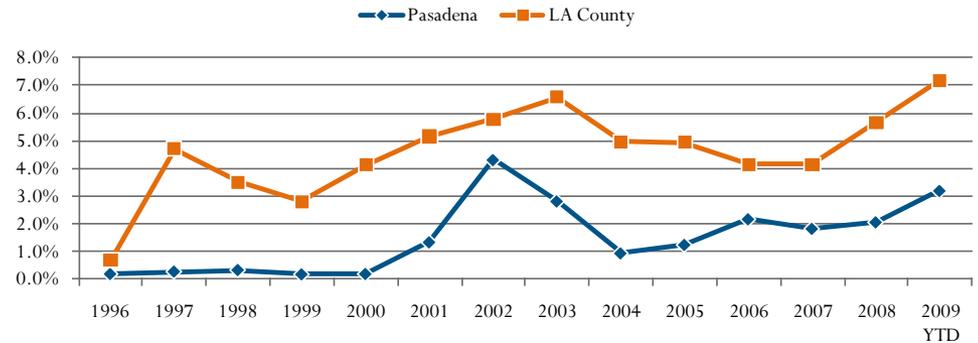
2009YTD	Lincoln Corridor	Pasadena	LA County
# of Buildings	6	436	9,000
Total RBA (SF)	31,000	3,337,000	85,316,000
Vacancy	0.0%	3.8%	4.6%
Total Net Absorption	0	860	3,200
Average Rent	n/a	\$27	\$24

Appendix: Industrial

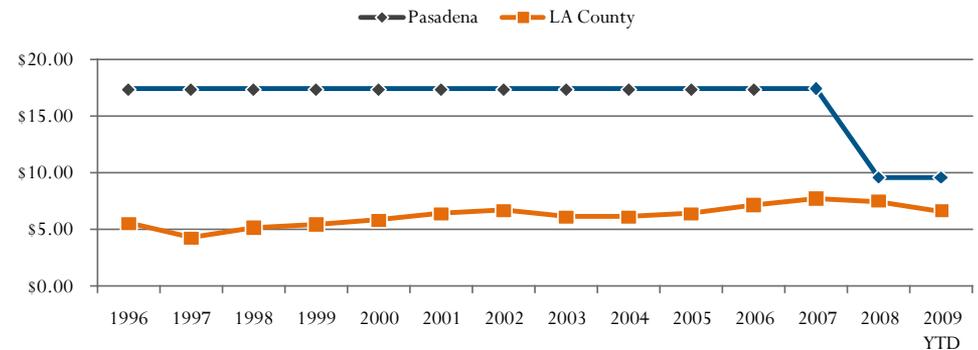
Class B Industrial

- Vacancy rates in Pasadena have been consistently lower than LA County as a whole
- Current vacancies average 3.2% – relatively low compared to 7.2% for LA County
- In the past two years, Pasadena rents have fallen almost 50%, from \$17 PSF in 2007 to \$10 PSF today

Historical End-of-Year Vacancy Rates



Historical End-of-Year Average NNN Rents (PSF)

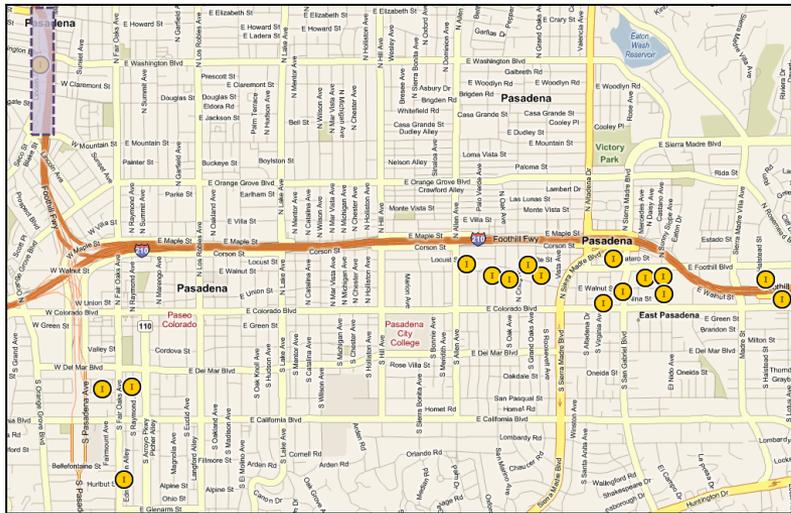


* Data unavailable for Pasadena from 1996-2007; assumed stable at 2007 levels

Class B Industrial

Distribution - City of Pasadena

PASADENA

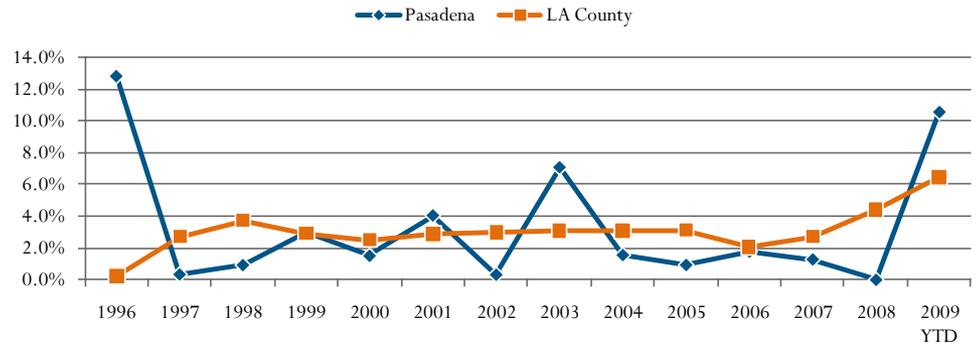


2009 YTD	Lincoln Corridor	Pasadena	LA County
# of Buildings	1	17	5,800
Total RBA (SF)	17,000	976,000	277,180,000
Vacancy	0.0%	3.2%	7.2%
Total Net Absorption	0	0	(14,291)
Average Rent	n/a	\$10	\$7

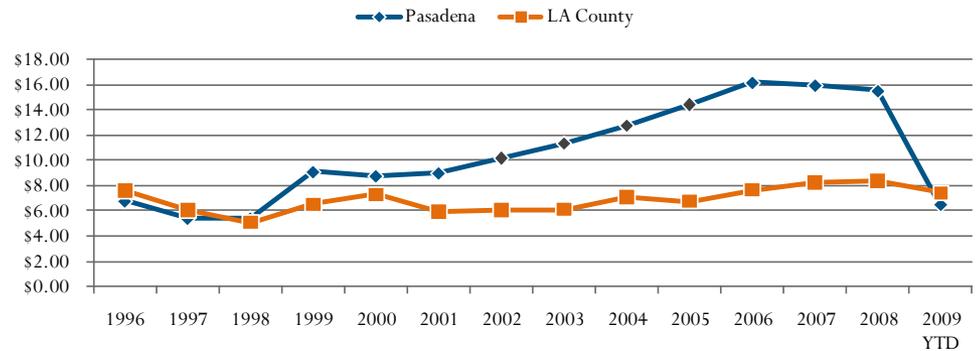
Class C Industrial

- In just the past year, Pasadena vacancy rates for Class C industrial went from 0% to approaching a 10-year high at 10.6%
- Accordingly, rents dropped 58% from \$16 PSF in 2008 to under \$7 PSF in 2009

Historical End-of-Year Vacancy Rates



Historical End-of-Year Average NNN Rents (PSF)

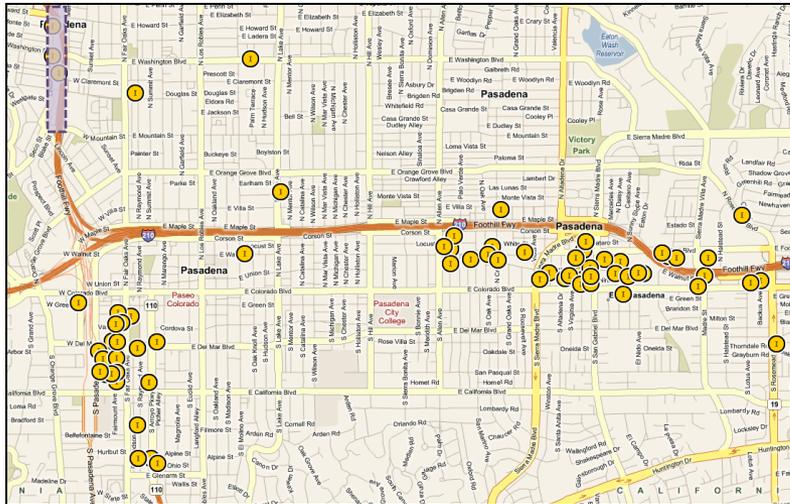


* Data unavailable for Pasadena for 2002-2005; straight-line growth applied

Class C Industrial

Distribution - City of Pasadena

PASADENA



2009 YTD	Lincoln Corridor	Pasadena	LA County
# of Buildings	7	74	13,300
Total RBA (SF)	145,000	1,303,000	334,851,000
Vacancy	0.0%	10.6%	6.5%
Total Net Absorption	0	(82,958)	(513,039)
Average Rent	n/a	\$7	\$8

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Appendix C: Roadway Diet



Lincoln Avenue Specific Plan

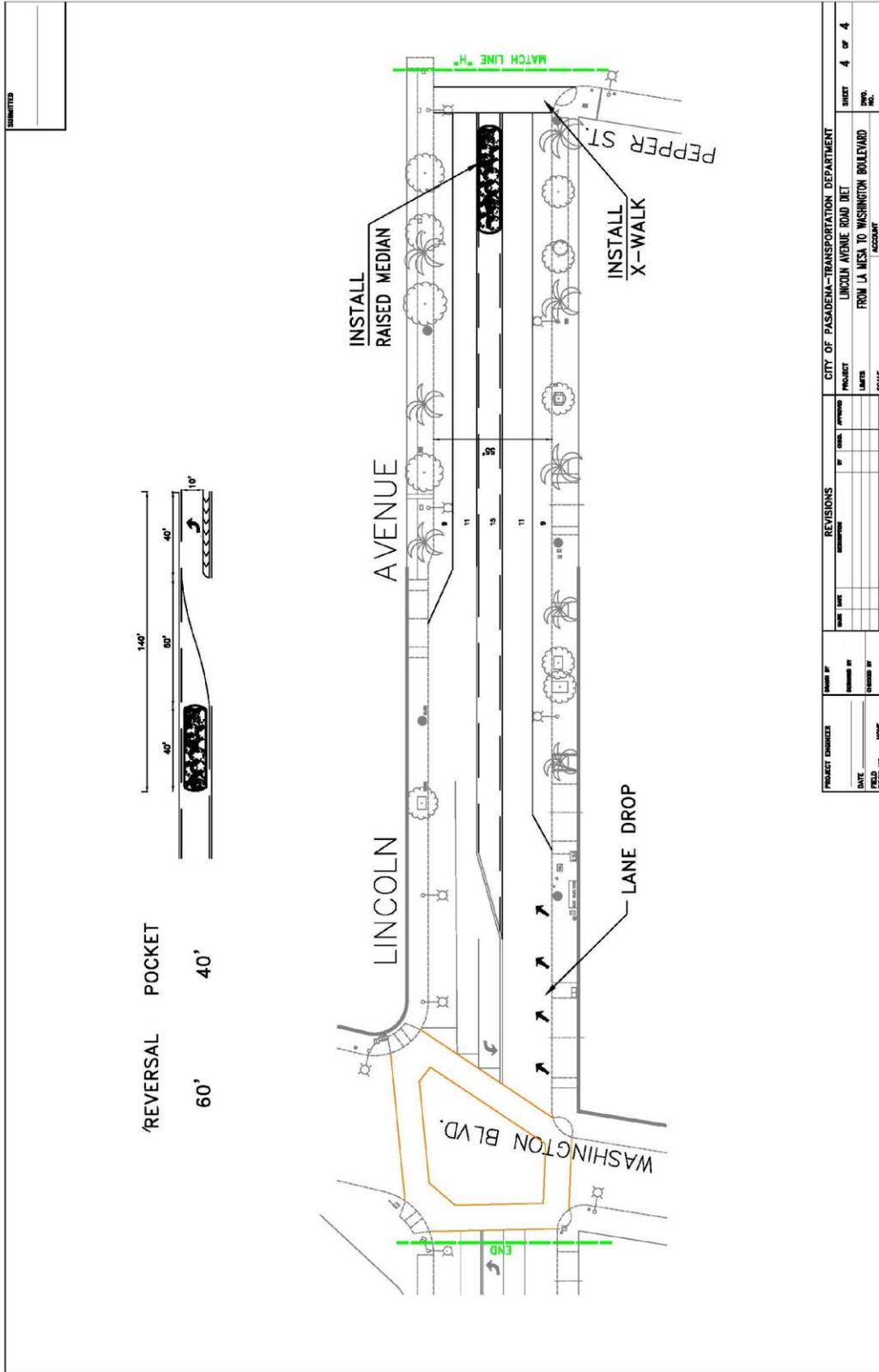


CITY OF PASADENA





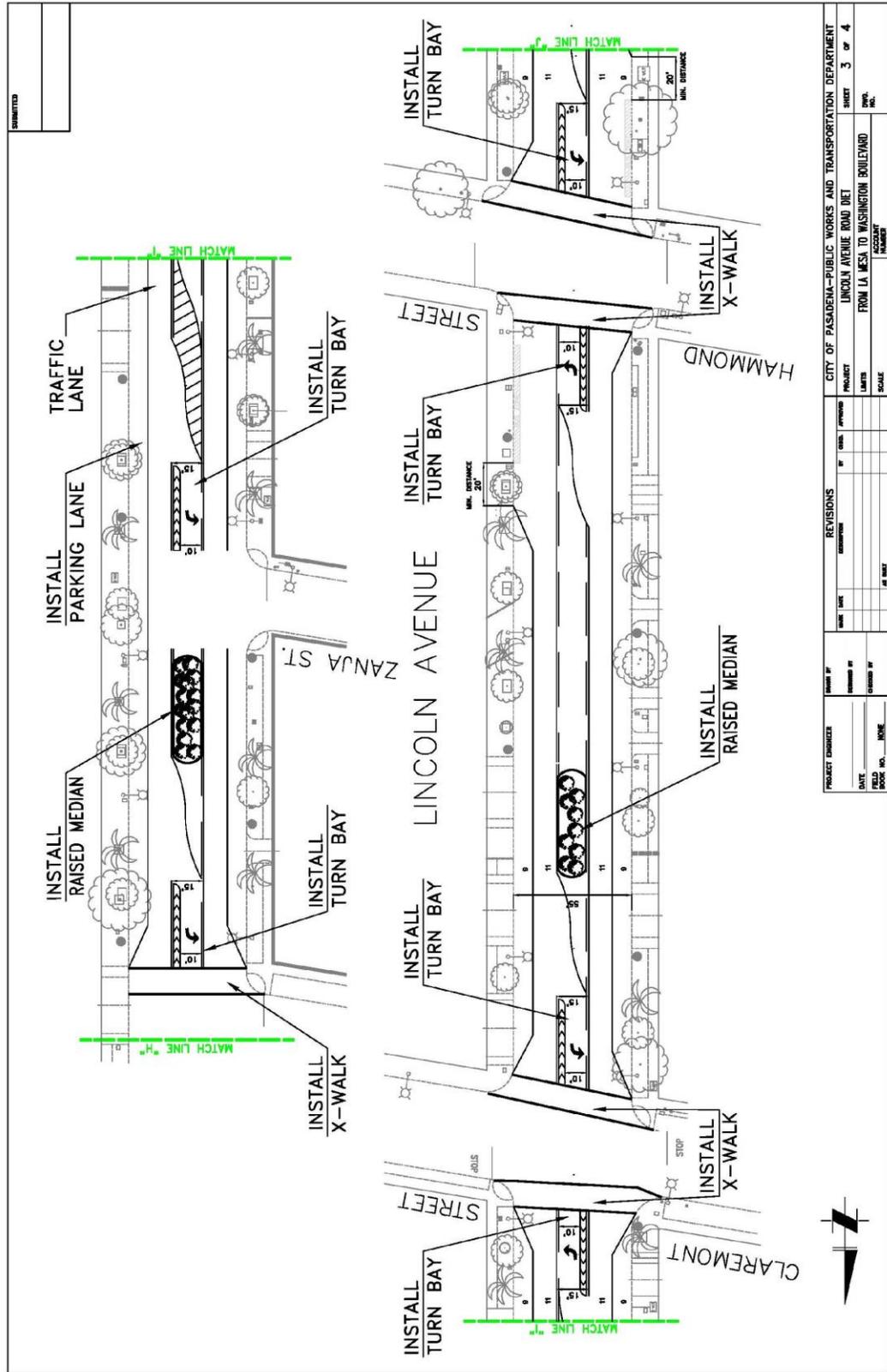
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Appendix C: Roadway Diet

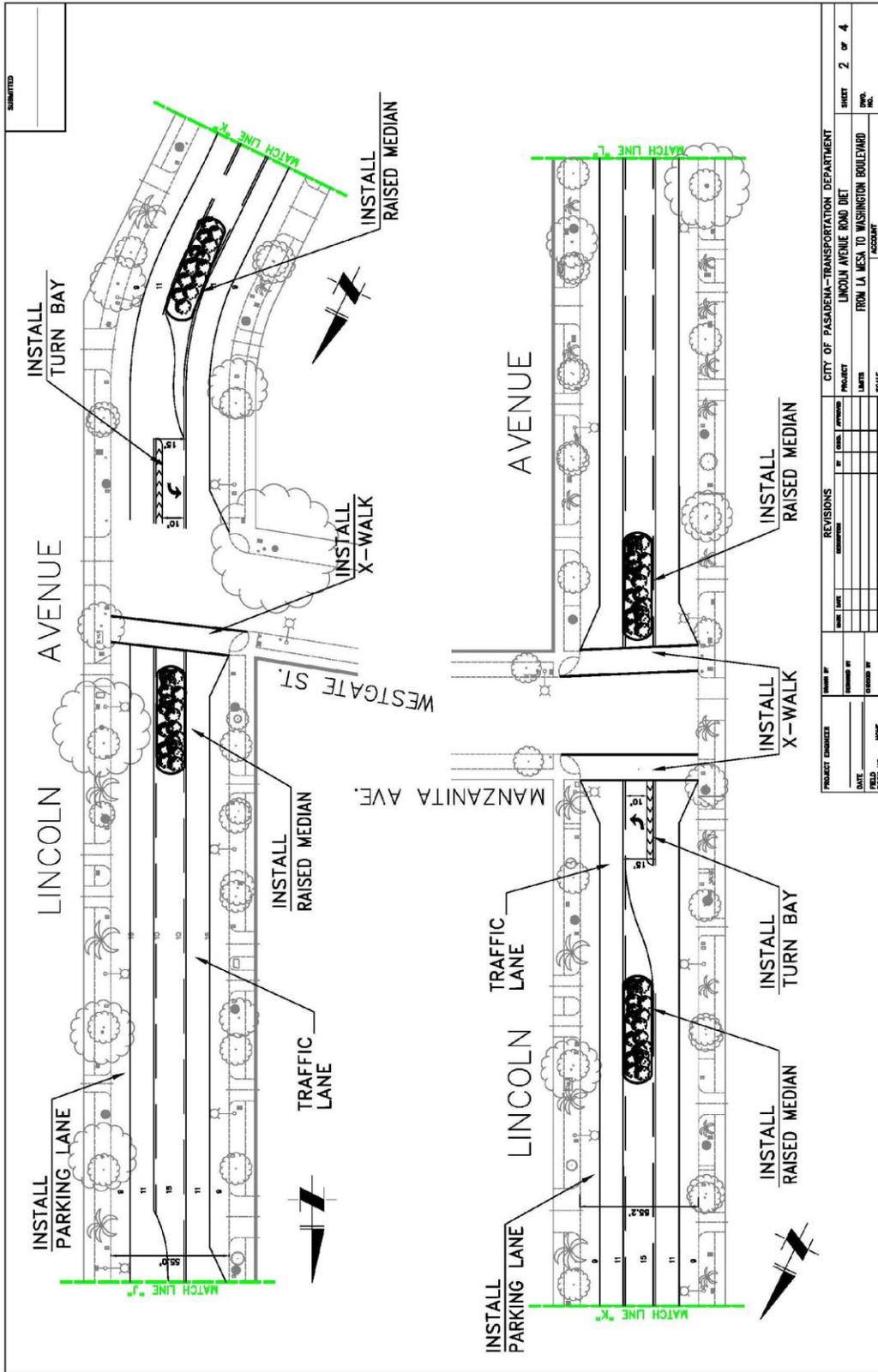
Appendix C
Roadway Diet

Appendix C
Roadway Diet



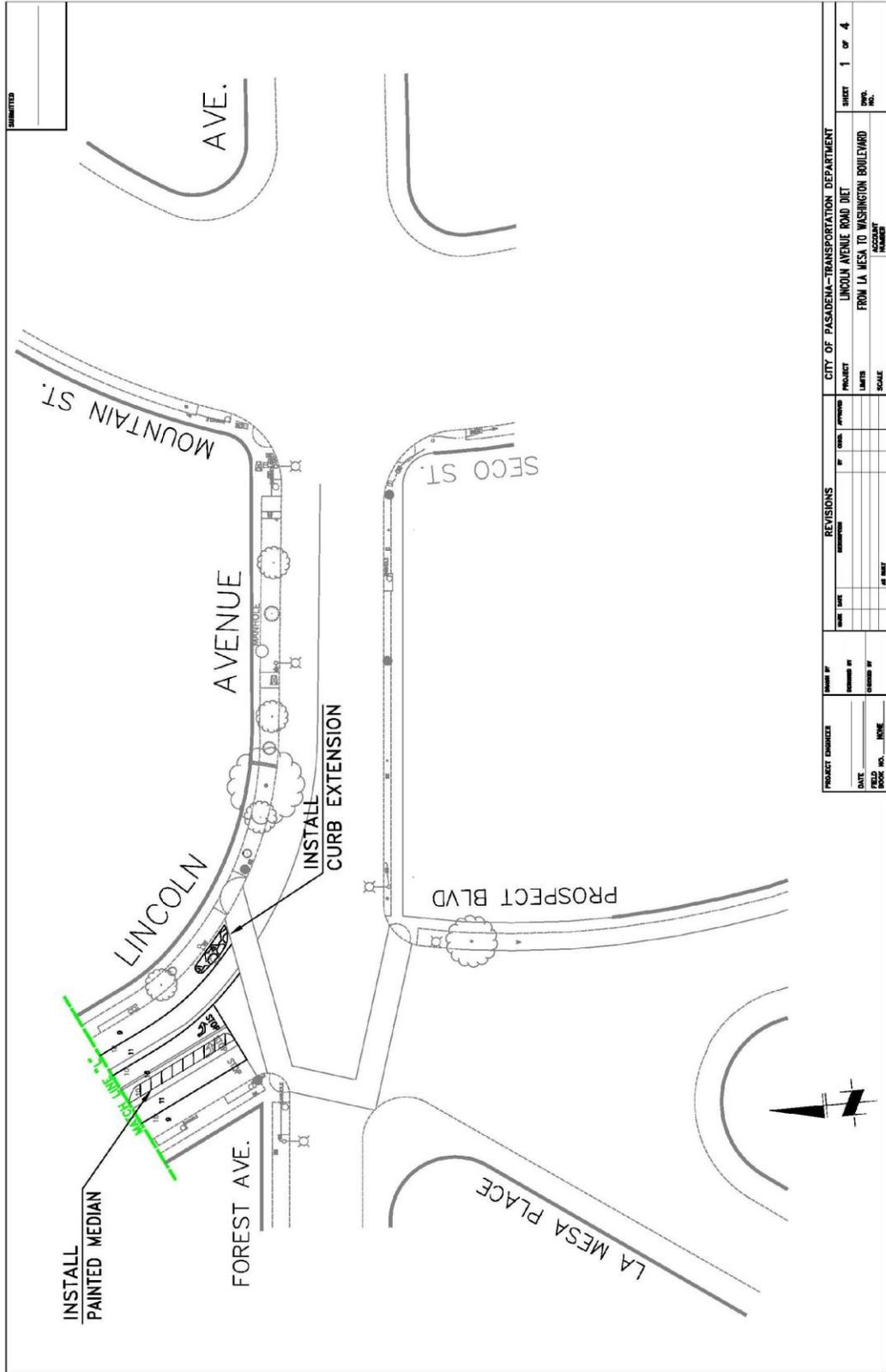
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DATE	SCALE	NO.	DESCRIPTION
FIELD NO.	INCHES	1	
PROJECT NO.	SCALE	2	
PROJECT NAME	SCALE	3	
PROJECT LIMITS	SCALE	4	
PROJECT FROM	SCALE		
PROJECT TO	SCALE		
PROJECT ACCOUNT NO.	SCALE		
PROJECT ACCOUNT NO.	SCALE		

CITY OF PASADENA—PUBLIC WORKS AND TRANSPORTATION DEPARTMENT
 LINCOLN AVENUE ROAD DIET
 FROM LA MESA TO WASHINGTON BOULEVARD
 SHEET 3 OF 4
 DATE: _____
 DRAWN BY: _____
 CHECKED BY: _____
 PROJECT NO.: _____
 PROJECT LIMITS: _____
 PROJECT FROM: _____
 PROJECT TO: _____
 PROJECT ACCOUNT NO.: _____
 PROJECT ACCOUNT NO.: _____



Appendix C
Roadway Diet

Appendix C
Roadway Diet



PROJECT CONTACTS		REVISIONS		CITY OF PASADENA—TRANSPORTATION DEPARTMENT	
NAME	PHONE	NO.	DATE	PROJECT	SHEET
DATE	BY	OF	APPROVED	LINCOLN AVENUE ROAD DIET	1 OF 4
FIELD NO.	SCALE	LIMITS	FROM LA MESA TO WASHINGTON BOULEVARD	ACCOUNT NO.	
NO.	DATE	BY	FOR		

City of Pasadena

Lincoln Avenue Specific Plan

October 2013

