



STAFF REPORT

DATE: JUNE 9, 2021

TO: PLANNING COMMISSION

FROM: DAVID M. REYES, DIRECTOR OF PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

SUBJECT: PROPOSED LINCOLN AVENUE SPECIFIC PLAN

RECOMMENDATION:

It is recommended that the Planning Commission:

1. **Recommend** that the City Council consider an Addendum to the 2015 Pasadena General Plan Environmental Impact Report (EIR), along with the EIR, and find that the Addendum properly discloses only minor technical changes or additions to the EIR, and none of the conditions triggering a subsequent or supplemental EIR are present, as set forth in State CEQA Guidelines Section 15164; and
2. **Recommend** that the City Council make the Findings for Approval for the General Plan Map and Text Amendments, Specific Plan Amendment, and Zoning Code Map and Text Amendments in Attachment A and approve the proposed Lincoln Avenue Specific Plan (LASP) in Attachment B.

BACKGROUND:

In 2018, the City initiated a program, *Our Pasadena – Putting the Plan in Motion*, to review and update Pasadena's specific plans and implement the General Plan Land Use Element. The objective of the program is to establish neighborhood-specific design and land-use goals resulting in a refined set of permitted uses, residential densities, buildable area, and development standards and guidelines that will shape the built environment of eight specific areas: Central District, East Colorado, East Pasadena, Fair Oaks/Orange Grove, Lamanda Park, Lincoln Avenue, North Lake Avenue, and South Fair Oaks. While the program will establish an overall vision for each specific plan area, the standards and guidelines proposed apply specifically to private development and adjacent sidewalk. Implementation of the specific plan visions is supported by a number of complementary tools, including the various plans, programs, and guiding documents listed below:

- Public Art Program
- Bicycle Transportation Action Plan
- Capital Improvement Program
- Climate Action Plan
- Complete Streets Program
- Design Guidelines for Neighborhood Commercial and Multifamily Residential Districts
- Master Street Tree Plan
- Mobility Element
- Pedestrian Plan
- Sign Design Guidelines
- Street Design Guide
- Zoning Code

The first specific plan to be prepared as part of the *Our Pasadena Program* is the LASP. The proposed LASP reflects ideas and feedback from a multi-phase community engagement effort between 2018 and 2021. For a summary of the community engagement process and public feedback refer to Attachment D. In addition to the community outreach and visioning process, the proposed LASP represents the outcome of a technical planning and design effort, directly informed by the perspectives and expertise of community member, Planning staff, Northwest Commission, Design Commission, and Planning Commission, supported by a consultant team of urban planners, urban designers, economists, architects, and landscape architects. The planning process also involved coordination with City staff from Public Works, Transportation, Economic Development, Northwest Programs, and Accessibility Coordinator.

On April 28, 2021, the Planning Commission held a study session on the LASP update. Information was presented on the draft plan boundary, vision, goals, policies, standards, and guidelines that would regulate future development in the Lincoln Avenue planning area. The discussion also included a comparison of the existing 2013 LASP with the draft plan. The Planning Commission received public comments, discussed the draft plan, and provided feedback to City staff. A summary of the comments and feedback received is provided below:

- Public comments focused on façade standards and appropriate building modulation requirements.
- Commissioner comments included the following, organized by topic.
 - Outreach – General support for the outreach conducted for the LASP update and acknowledgement that the draft plan generally responds to community input and concerns received thus far;
 - Plan Boundary – Reconsider retaining the Caltrans-owner parcel within the plan area;

- Plan Vision – Recommendation that additional visuals be shown, such as digital models and examples of public art that could be encouraged, such as murals;
- Development Standards (Housing) – Discussion on ensuring that the plan provides appropriate residential density and unit types; varied opinions on the concept of mixed uses on the west side of Lincoln Avenue, south of the I-210 freeway. Some commissioners felt that as proposed, the draft plan would not sufficiently increase density and promote “eyes on the street”. Other commissioners noted that the community responses indicated a preference for a lower density area. Additionally, there was some discussion about changing the Commercial Flex subarea to mixed-use to promote a more cohesive area in terms of uses and building forms;
- Development Standards (Parking) – Support the concept of parking reductions for businesses but also discussed the potential for shared parking garages;
- Development Standards (Plan Cohesion) – Acknowledged that the I-210 freeway creates a barrier within the plan area and expressed interest in further developing the standards and guidelines to encourage a greater sense of cohesion within the plan area; and
- Public Realm Standards – Supported objectives related to streetscape improvements and noted that a robust streetscape plan, combined with development and design standards related to the private realm, would provide the corridor with a greater sense of identity.

The presentation by City staff and consultant will provide additional information on the overall program and objectives, vision, goals, and policies, proposed development and design standards and guidelines, and implementation actions that would accomplish the plan vision for Lincoln Avenue.

PROPOSED LINCOLN AVENUE SPECIFIC PLAN:

The purpose of the LASP update is to facilitate and encourage development and improvements that help realize the vision for Lincoln Avenue. The proposed LASP seeks to stimulate economic development, support pedestrian mobility, target housing and employment opportunities 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. It optimizes land uses to increase opportunities for financially feasible commercial and residential developments, and helps ensure that new buildings, sidewalk improvements, and added amenities contribute positively to the pedestrian experience. The proposed LASP also includes standards to protect historic resources and existing elements of the area that provide a sense of place and distinct character, and to prevent and mend disjointed development, which can occur in the absence of a comprehensive planning effort.

The specific plan area is located a half-mile east of the Arroyo Seco in north Pasadena and generally consists of properties fronting Lincoln Avenue between Forest Avenue on the south and the northern City boundary, just north of Montana Street. As part of the update, the specific plan boundary for the LASP area would be revised, requiring a General Plan amendment. The proposed specific plan area would encompass the 1.1-mile along Lincoln Avenue between Hammond Street and the City boundary, just north of Montana Street. The following areas would be removed from the current plan (See Map 1).

- A cluster of developed single-family residential parcels on Anderson Place, south of John Muir High School, currently regulated by the City's Zoning Code RS-6 requirements, as specific plans typically do not regulate such uses; and
- A few blocks of developed single-family residential parcels zoned RS-6, a condominium project zoned PD-4 that contain its own development standards, and a commercially-developed parcel on Lincoln Avenue, south of Hammond Street.

With the exception of the commercially-developed parcel, all other parcels are currently regulated by the Zoning Code, therefore removing them from the specific plan would not affect how these uses are regulated. The commercially-developed parcel at the corner of Lincoln and Mountain Avenue, near Forrest Avenue, would revert back to citywide CG zoning if the proposed plan is adopted.

Based on Planning Commission feedback on the plan boundary, the proposed plan recommends retaining the Caltrans-owned property located adjacent to and underneath the I-210 Freeway overpass, east of Lincoln Avenue, within the plan area. One of the benefits of retaining the Caltrans parcel within the specific plan area is the ability to add a policy that would guide future development of that parcel and other similar sites abutting the freeway. A new policy is added to the proposed plan, guiding future development of this site and other similar sites in the area (See Policy 9J of the proposed LASP).



Map 1. Lincoln Avenue Specific Plan Area

Plan Area Vision

Lincoln Avenue is an important corridor providing affordable housing, local amenities, industrial and technological services, small business opportunities, and educational and cultural

institutions to the residents of Pasadena and nearby communities. The Land Use Element of the General Plan envisions this specific area as a neighborhood-oriented district with new housing options and a complement of local-serving retail and services, office spaces, and community uses, all tied together with public improvements that create a vibrant and enjoyable pedestrian environment.

The proposed LASP reflects a cohesive vision for Lincoln Avenue, one that will foster a neighborhood-oriented district with residents and jobs, retail and services, and multiple types of open spaces, as described below:

- A horizontal and vertical mix of uses unified by complementary development standards; dotted with modest community gathering spaces, public art, and a continuous tree canopy; leveraging access to the Arroyo Seco and visitors to the Rose Bowl; and encouraging multi-modal connectivity including walking, biking, and transit along an enhanced public realm throughout Lincoln Avenue;
- A main street providing local amenities and small business opportunities within walking distance of residential neighborhoods and the PUSD community; a pedestrian-focused commercial core that builds upon, rather than replaces, the existing character of historic storefronts and local businesses; as well as increased ground floor transparency, shading, through both trees and awnings, and lighting to improve comfort, safety, and the overall experience of north Lincoln Avenue; and
- An eclectic variety of residential, commercial, office, and incubator shared spaces for south Lincoln Avenue; related by common building heights and landscaped setbacks; new vertical mixed-use on the west side with housing, smaller spaces for retail and commercial services; and creation of a hub for research and development/commercial flex uses on the east side, building off of existing uses providing jobs to local residents.

Proposed Regulations and Standards

The proposed LASP considers a variety of planning factors, including citywide plans, policies, programs, guiding documents, community and commission feedback, and the following technical analyses:

- Existing conditions such as land use, building age, footprint, block size, stories, frontage, parking, urban form, lot size, property ownership, and circulation pattern;
- Surrounding neighborhoods and development patterns;
- Recent entitled and development projects in the pipeline;
- Best urban planning practices and design standards relating to sidewalks, street trees, building massing and modulation, ground floor design, open space, and minimum parking requirements;
- Market trends, physical feasibility of prototypical sites and development;
- Future land use and mobility concepts; and
- Future capital improvement projects.

The proposed LASP could achieve the vision for a very special, vibrant neighborhood-oriented district with the mix of uses and standards recommended; with modest streetscape improvements this area could become an interesting and unique sense of place for Lincoln Avenue and generally for Pasadena. The following policies, standards, and implementation

actions were added to the proposed plan based on Planning Commission feedback to ensure that the mix of uses create a synergy and sense of place:

- Policy 9.b. Lincoln/Wyoming Intersection. A new policy added to establish the Lincoln Avenue and Wyoming Street Intersections as a prominent gateway to the neighborhood commercial core with public open space opportunities at John Muir High School and the Kettle's Nursery property;
- Policy 10.e. Lincoln/Washington Intersection. A new policy added to establish the Lincoln Avenue and Washington Boulevard intersection as a key community node with public open space, pedestrian improvements, accent street trees, landscaping, and complimentary new development;
- 6.3.1.A. Common/Private Open Space Minimum Area. Updated standard for residential projects and a new standard for commercial projects. For residential units, the Common/Private Open Space requirements have increased to align with recent projects and better correlate to the number of residents. For the largest commercial projects (those over 40,000 square feet), 5% of building floor area shall be provided as Common Open Space, available to tenants;
- 6.3.1.B. Public Open Space Minimum Area Standard. New standards added. In the main street area (LASP-CG), projects with more than 15,000 square feet of building floor area shall provide 5% of building floor area as public open space. In the commercial flex area (LASP-CF), projects with more than 80,000 square feet of building floor area shall provide a percentage of building floor area as public open space, as set in Table 6.3-2 of the proposed LASP;
- 6.3.4. Public Open Space Standards. Additional standards on dimensions, access, signage, hardscape, seating, landscape, and trees were added to the proposed LASP;
- 6.4.1. Minimum Parking Standards. Parking requirements were further revised to incentivize redevelopment and standardize parking for desired uses, such as office, professional and business support, retail sales, including restaurants, and services at 2 per 1,000 square feet in LASP-CG and 3 per 1,000 square feet elsewhere. Also no parking would be required for the first 5,000 square feet of a project and the first 500 square feet of outdoor dining per tenant;
- IMS-4. Bicycle Transportation Action Plan (BTAP) Facilities. This program was added to consider Lincoln Avenue as a potential corridor for a future bicycle facility to provide north/south connections to greenway along Villa Street and buffered bicycle lane along Washington Boulevard proposed by the BTAP; and
- IMS-5. Parking Management Program. This program was added to explore a parking management program for the LASP-CG zone that reduces or eliminates parking requirements for individual properties and identifies other parking supply opportunities.

The intent of the proposed LASP is to build upon existing land use regulations and development standards contained in the 2013 plan. The proposed LASP further refines existing and proposes proposed new standards and guidelines in order to achieve the vision for a vibrant neighborhood-oriented district, with new housing options and a complement of local serving amenities, retail, and services, office and incubator spaces, and community uses, factoring Planning Commission feedback.

A summary of the proposed regulations and standards that implement the plan vision is discussed below. For a comparison of the current and the proposed standards refer to Attachment C.

Land Uses, Density, and Intensity

Minor changes to the general distribution of land uses are proposed compared to the current plan. The proposed LASP encourages mixed-use, including housing on the west side of Lincoln Avenue, south of the I-210 Freeway and Pepper Street, in the LASP-MU zone. Commercial uses would be restricted on the upper floors of a mixed-use residential project to ensure that new housing options are provided in the area. In addition, single-family residential uses would be prohibited. The proposed LASP does not propose to extend housing opportunities east of Lincoln Avenue between Howard and Hammond Streets. A key planning consideration is balancing the need for additional housing with the retention of R&D/Flex land for employment and economic development purposes per Land Use Element Goals 2 (Land Use Diversity) and 13 (Innovation). When land is zoned mixed-use, housing becomes the most profitable development scenario, and will eventually take away the few remaining suitable sites for this type of job growth that the City would like to retain. Specifically, Land Use Policy 2.4 calls for the City to provide sufficient land for uses that offer job opportunities for residents in creative office and R&D/Flex formats, and Land Use Policy 13.5 calls for the City to provide for the clustering of creative, research, and incubator industries that leverage proximity to Caltech, JPL, and other regional institutions. The area's freeway adjacency makes it a suboptimal site for new housing and a prime location for R&D/Flex uses. This is validated by the continued success of the Business Park of Pasadena just south of Washington Boulevard, east of Lincoln Avenue. The community also expressed support for these uses throughout the public engagement process to create well-paying employment opportunities and buffer residents from the noise and pollution of the I-210 Freeway.

Certain uses such as catering services, charitable institutions, indoor commercial recreation, community gardens, offices on the ground floor, and schools/specialized education and training would be permitted in commercial only areas without a Minor Conditional Use Permit (CUP) or CUP to streamline processing for uses that do not present special challenges and are desired uses expressed by the community. Live/work units would continue to be permitted in the LASP-CF zone, a recommendation proposed in the LASP that was not part of the draft plan.

The sale of beer and wine and full alcohol sales would continue to require a CUP. However, the plan proposes to establish the same threshold for both the sale of beer and wine and full alcohol sales and conditionally permit alcohol sales as an accessory use to retail food sales in commercial spaces equal to or greater than 15,000 square feet, with no more than five-percent of the floor space occupied by alcohol sales. The plan would also conditionally permit the sale of alcohol as an accessory use at alcohol manufacturing facilities, such as a brewery or distillery, based on community feedback. This would allow for a tap or tasting room on the premises in the LASP-CF zone; stand-alone bars would continue to be prohibited throughout the plan area.

For a complete list of allowed uses and permit requirements refer to Chapter 4 of the proposed LASP. Definitions of land uses are found in [Pasadena Municipal Code \(PMC\) 17.80.020](#). Additional standards for specific land uses may apply; refer to the PMC Section noted in the table.

The proposed LASP recommends increasing residential density and nonresidential floor area permitted compared to the current plan. Residential density would increase from 16 dwelling unit acres (du/ac) to 48 du/ac for the area south of the I-210 Freeway and north of Pepper Street, on the west side of Lincoln Avenue, in the LASP-MU zone. An increase from 0.7 floor area ratio (FAR) to 1.5 FAR is also proposed for this area. The proposed changes seek to encourage the redevelopment of existing commercial properties and provide new housing options with some commercial amenities targeting growth along underutilized commercial corridors. The Land Use Element protects nearby residential neighborhoods from overdevelopment and displacement, which were both concerns expressed by the community. The density is lower than the General Plan maximum because the area is not well served by frequent transit and is surrounded by RS zoning districts. However, the proposed density of 48 du/ac would not restrict compatible redevelopment of up to three stories. A recent development application for a site within this zoning district indicates that three-story townhome style development at approximately 30 du/ac is likely to be feasible for redevelopment. This change would require a General Plan amendment to update the land use designation from Medium Mixed Use (0-87 du/ac and 0-2.25 FAR) to Low-Medium Mixed Use (48 du/ac and 1.5 FAR) in the Land Use Diagram. This amendment is proposed to align the General Plan and Specific Plan visions and to memorialize the refinement of the density and FAR in the Specific Plan.

A slight increase in the FAR, from 0.8 to 1.0, is proposed for the area between Wyoming Street and the City boundary, just north of Montana Street, in the LASP-CG zone. This change alone would not necessarily incentivize redevelopment due to the additional parking that would be required; however, combined with the lowered parking requirements proposed in this plan, it would allow for greater flexibility and increase the likelihood that new commercial projects would be economically feasible.

Development, Design and Public Realm Standards

The proposed LASP establishes objective development standards to achieve the goals and vision of the Land Use Element, thereby enabling a vibrant neighborhood-oriented district. The proposed LASP includes urban design standards, such as modulation and stepbacks, to help refine building mass and scale, reinforce existing urban character, and improve the aesthetic and design quality of new development. It also addresses the relationship between the private and public realms through ground floor design and sidewalk standards. Together, the development, design, and public realm standards help to unify the various uses permitted in the plan area, helping to achieve the plan vision.

Building heights

Proposed building heights would generally remain the same as current restrictions, limited to 36 or 39 feet in height to maintain lower heights expressed by the community. The additional three feet in height, from 36 to 39 feet, in the LASP-MU, LASP-CF and LASP-CG, is required to accommodate the desired three-story scale with a 15 foot ground floor and 12 foot upper floors. In order to create a cohesive streetwall among the different uses, second stories would not be permitted below 15 feet, though residential projects could elevate their first floors up to 5 feet above the sidewalk. Similar building heights on the east side of Lincoln Avenue would help create a sense of balance and symmetry on the corridor, even though the uses will vary. To further incentivize the redevelopment of opportunity sites, the proposed LASP recommends

increasing building heights in the LASP-CG zone, from 36 to 39 feet, a new height limit proposed for this area from the draft Plan. For more information on building heights refer to Chapter 6 of the proposed LASP.

Front setbacks and facades

The proposed LASP maintains a similar setback approach to the current plan with some refinements. In the multi-family neighborhood areas, the proposed setback requirement is greater fronting Lincoln Avenue to better reflect the existing prevailing setback and to support more greening and open space. Proposed setbacks in the LASP-CG zone are reduced slightly; however since street setbacks would be measured from a new sidewalk line, instead of the property line, the setbacks are effectively the same, or within a few feet depending on the parcel, when compared to the existing plan. The setback proposed in the LASP-CF zone is reduced from 12 feet to a range of 5 to 10 feet to encourage a symmetrical streetwall with development across the street and to create a more enclosed street environment consistent with pedestrian-oriented urban design principles.

In the LASP-CG zone, entrances would be required to be recessed from the façade, in keeping with the historic character of the area, and all entrances would be required to be set back at least 30 inches from the building façade instead of the sidewalk line, a minor change from the draft Plan. Updated transparency requirements increase the amount of glass facing the sidewalk and clarify that it must be located at pedestrian eye level. Shading, such as awnings and canopies, and pedestrian-scale lighting and signage requirements have also been incorporated into the proposed LASP. These changes will enhance the walkability of the area by creating engaging storefronts which invite customers inside and improve neighborhood safety with more “eyes on the street.” For more information refer to Chapter 6 of the proposed LASP.

Rear Setbacks and Stepbacks

The proposed LASP recommends slight changes to the current rear setback requirements, specifically changing the angle of the encroachment plane to minimize the massing and scale of the upper floors of new development adjacent to single-family residential neighborhoods. The refinements to the encroachment plane would push development of upper floors towards the middle of the development site and away from single-family zones. The 45-degree encroachment plane angle is stricter than the 30- degree angle that is currently allowed but in-line with citywide standards for nonresidential buildings next to residential districts. The plane starts at 15 feet, higher than the citywide standard, because upper stories in this zone are required to be residential. The proposed LASP also includes additional prohibitions on projected balconies or roof decks within 50 feet of a single-family residential zone.

In the multi-family residential areas, LASP-RM-16, rear stepbacks were refined slightly to make the setback measurement approach consistent with other standards in the plan. The proposed LASP includes a 15 foot stepback at the second story, consistent with citywide standards, and a 50 foot stepback at the third story, more restrictive than the 25 foot citywide standard, but slightly less restrictive than the current plan. For more information refer to Chapter 6 of the proposed LASP.

Modulation

The proposed LASP would include modulation standards that are intended to reduce the scale and “blockiness” of new construction with variation in façade planes and limits on building length. The standards are written to be general enough as to not mandate a particular building architecture and have been analyzed to ensure feasibility with both revival and modern styles. These standards have been designed to work together with height, setback, stepback, and open space standards to encourage high-quality design and appropriately scaled building forms. The maximum façade length standard will prevent monolithic block-sized buildings from interrupting the smaller-scale rhythm of the neighborhood. Similarly, the minimum area modulation standard will ensure multiple façade planes on the larger developments; those over two stories with over 50 feet in frontage. In the LASP-MU zone, this would most likely be accomplished by recessing private balconies on upper floors. For more information refer to Chapter 6 of the proposed LASP.

Open Space

The proposed LASP would increase open space requirements for both residential and non-residential projects throughout the plan area. For residential uses, the plan would update the combined private and common open space requirement from 150 square feet per unit to a per bedroom requirement ranging from 200 to 275 square feet per bedroom. For example, a 24-unit building with an even mix of studios, one, two, and three bedroom units, this requirement would increase the required open space from a total of 3,600 square feet to 5,700 square feet, or about 238 square feet per unit. The updated requirement better aligns the amount of open space with the number of people living in a building with the objective of improving quality of life and open space access for multi-family residents. Higher open space requirements would also create building modulation opportunities through the need for balconies, upper floor terraces, patios, and courtyards. More recently, since the onset of the COVID pandemic, community members have expressed the desire for more outdoor private and common open spaces within multi-family development for added flexibility and wellness during stay-at-home restrictions. The proposed LASP also includes new common open space design requirements related to indoor/outdoor space, location, hardscape, landscaping, and trees, which would encourage the design of successful, usable open spaces within development.

The proposed LASP introduces public and commercial open space requirements not presented in the draft plan to ensure that new development creates a sense of place for the area. Non-residential projects over 15,000 square feet north of Wyoming, in the LASP-CG zone, would be required to provide 5% of the building floor area as public open space. This number is intended to trigger the requirement for open space on the side of the potential historic Kettle’s Nursery building near Lincoln Avenue and Wyoming Street. Additional guidelines are also included for the redevelopment of this site that would retain and respect the Googie architecture of the site. Non-residential projects over 40,000 square feet throughout the plan area would be required to provide 5% of the building floor area as open space for tenants, and projects over 80,000 square feet in the LASP-CF would be required to provide 2 to 3% of building floor area as public open space, depending on project size. Public open space could be activated by neighboring businesses, like restaurants with outdoor dining, or temporary uses such as food trucks. These requirements are meant to create a series of community gathering places along the corridor. For more information refer to Chapter 6 of the proposed LASP.

Public Realm Standards

The proposed LASP includes public realm standards and guidelines to implement the General Plan vision for the plan area and achieve objectives of the Pasadena Street Design Guide and Pasadena Master Street Tree Plan. The proposed LASP introduces the concept of minimum sidewalk widths to the plan area, consistent with the Pasadena Street Design Guide. Existing sidewalk widths along the corridor range from 8 to 15 feet but are commonly about 12 feet. The proposed LASP would establish minimum sidewalk widths of 15 feet in the LASP-CG zone area and 12 feet in other districts to support appropriate pedestrian mobility and amenities within the sidewalk relative to adjacent land uses. The proposed LASP also includes street tree requirements that are consistent with the City's Master Street Tree Plan, however it includes recommendations to refine street tree requirements to better support an enhanced tree canopy, sustainability objectives, and streetscape design. The adoption of new street tree types are not included in the proposed plan, but implementation program IMS-1 includes near-term coordination between Public Works and the community to update the Master Street Tree Plan for the Lincoln corridor. The proposed LASP also introduces a tree well minimum length of six feet and a new requirement to construct an expanded root zone cell when planting new trees to support better tree health and larger tree canopies. The proposed LASP also maintains the existing parkway requirements from the current plan which requires a portion of the sidewalk to be landscaped as measured by a percentage of the parcel frontage. The proposed LASP introduces a minimum and maximum range for parkways to ensure parkways are constructed, but that adequate room for pedestrian access and other amenities or utilities is also provided within the amenity zone. The proposed LASP would decrease the percentage requirement in the LASP-RM-16 zone from 60 to a range of 20 to 30 percent in order to provide adequate room for pedestrian access and other amenities in this multi-family zone. For more information, including public amenities and landscaping requirements, refer to Chapter 5 of the proposed LASP.

Parking

The proposed LASP intends to reduce the visual impact of parking, regulate appropriate parking supply, encourage adaptive reuse of existing buildings, and lessen the barriers to small businesses through new and updated parking requirements. Currently, parking minimums severely limit the allowed uses of century-old buildings where parking cannot physically be accommodated on site, and restaurants must use approximately 75% of their land area for parking lots. These policies have the unintended consequence of higher vacancies, particularly in a softening retail market.

Parking requirements for commercial uses were further refined in the proposed LASP. Parking requirements are set at 2 per 1,000 square feet in the LASP-CG zone and 3 per 1,000 square feet elsewhere. It also includes exemptions for commercial spaces under 5,000 square feet, uses within designated historic structures and buildings built before 1970, and outdoor dining. For residential uses, the proposed LASP seeks to reduce the cost of housing by unbundling parking from the unit itself; any unused parking could then be leased to other tenants. Standards relating to driveways, parking lots and parking structures are also included in the plan. For more information refer to Chapter 6 of the proposed LASP.

PLAN IMPLEMENTATION

The proposed LASP will be primarily implemented through the adoption of the plan's new land use, public realm, and development regulations, which align private sector investment with the plan's vision, goals, and policies. In addition, public sector improvements and programs funded through the City and outside sources, can further implement the plan, particularly where redevelopment is less likely to occur.

The proposed LASP includes targeted implementation actions intended to help guide and prioritize the implementation of the plan. It also provides an overview of existing services, plans, and programs, all of which can be leveraged to help implement the plan. A summary of funding sources is also included to guide the City in understanding and selecting available funding sources to implement the improvements and programs identified in the proposed LASP. The following implementation actions are intended to guide the City in implementing the proposed LASP over time with generalized timeframes as follows:

- On-going – periodic or on a continuing basis;
- Immediate – upon adoption of the Specific Plan;
- Near-term – 0 to 5 years; and
- Medium-term – 5 to 10 years.

On-going Implementation

Specific plans are implemented on an on-going basis, and used by various City departments when reviewing projects, seeking funding, and to understand the vision, goals, and policies of specified geographic areas to guide improvements and programming. Implementing a specific plan requires collaboration across City departments and coordination with existing citywide implementation programs, plans, and efforts. For example, the City appropriates capital funds by department and project category through the Capital Improvement Program (CIP) on an annual basis. The CIP budget consists of projects aimed at improving the city's public infrastructure such as streets, transportation issues, street lights, traffic signals, parks, public buildings, sewer and storm drains, the Rose Bowl, the Pasadena Center, technology and water and power projects. Projects can be short, medium or long-term.

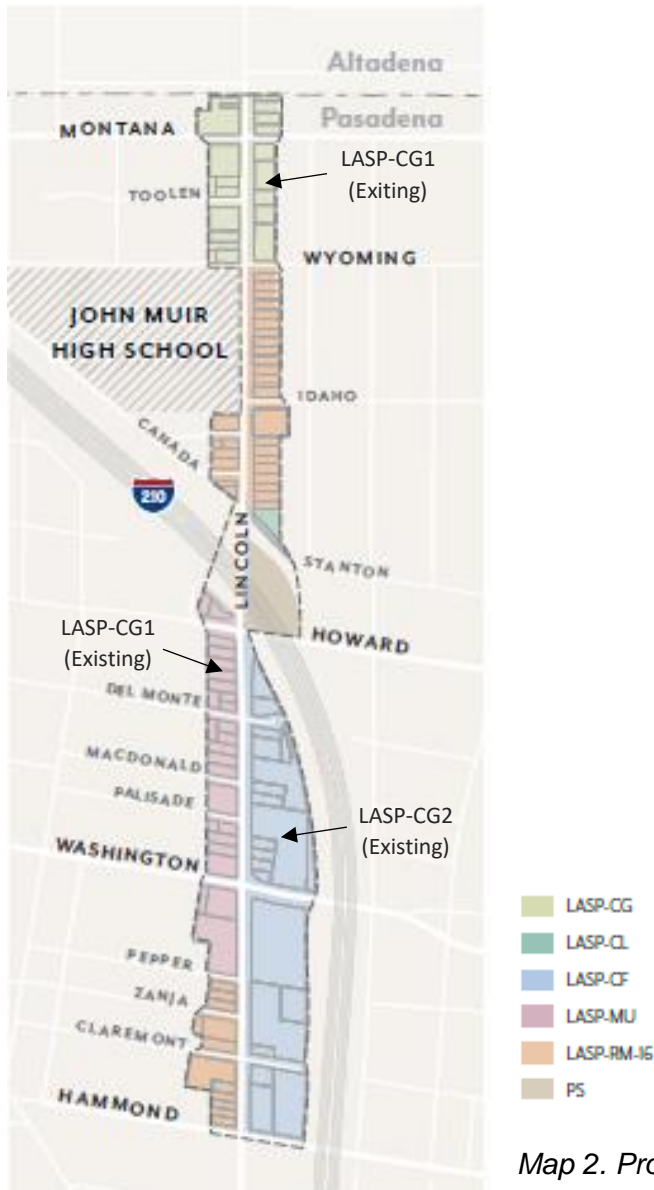
On an on-going basis, the City monitors new development within the specific plan areas to ensure that new development does not exceed the number of residential units and non-residential square feet specified in the Land Use Element, referred as the development capacities. As of May 2021, 179 out of the 180 residential unit development capacity remains, with 300,000 of non-residential square feet still available. Any development of new affordable residential units would not count toward the development capacity for the LASP area.

Immediate Implementation

Upon adoption of the new LASP, the Zoning Code text would be amended to replace existing permitted uses and development standards with the uses and development standards provided in adopted specific plan. The Zoning Code map would be amended to replace zoning district designations indicated on the Zoning Map with the new LASP zoning districts (See Table 1 and Map 2).

Table 1. Existing and Proposed Zoning Districts

	Zoning District				
Existing	LASP-CG-1	LASP-CG-2	LASP-CL	RM-16	PS
Proposed	LASP-CG or LASP-MU	LASP-CF	LASP-CL	RM-16	PS



Other immediate actions include a General Plan map amendment to the Land Use Diagram which establishes the type of land uses that are allowed on a particular site in the City. As proposed, a General Plan map amendment would be required to update the land use designation on the Land Use Diagram from Medium Mixed Use (0-2.25 FAR and 0-87 du/acre) to Low-Medium Mixed Use (0-1.75 FAR and 48 du/ac) in the LASP-MU zone as proposed in the LASP (See Map 3). A General Plan text amendment would be required to update the specific plan boundary for the LASP to align the plan boundary with the proposed LASP, as described in this report.



Map 3. Proposed General Plan Land Use Designation

Mid-term Implementation

The proposed LASP includes targeted implementation programs intended to help guide and prioritize the implementation of the plan, including identifying opportunities for safety enhancements to improve east/west connections, investigating feasibility of widening the sidewalk underneath the I-210 Freeway, explore opportunities for pedestrian-oriented art on commercial and mixed-use portions of Lincoln Avenue through artist-designed crosswalks, utility boxes, and murals, and supporting formation of a business and/or property-owner association to strengthen opportunities for placemaking and community identity along Lincoln Avenue.

For more information on implementation actions refer to Chapter 7 of the proposed LASP.

ENVIRONMENTAL DETERMINATION:

An Initial Study and EIR was prepared for the Pasadena General Plan in compliance with the California Environmental Quality Act (CEQA) and certified by the City Council on August 17, 2015. An addendum to the IS/EIR has been prepared analyzing the Lincoln Avenue Specific Plan Update in compliance with Section 15164 (Addendum to an EIR or Negative Declaration) of the CEQA guidelines (Title 14, Chapter 3, Article 11). The addendum found that the project revisions will not result in any potentially significant impacts that were not already analyzed in the IS/EIR.

Addendum to Certified EIR

The original Project evaluated in the Certified EIR (State Clearinghouse No. 2013091009) analyzed potential citywide impacts, broad policy alternatives, and programmatic mitigation measures associated with the General Plan Update. The certified EIR analyzed the update of the General Plan and specific plan amendments, which updated development caps within each of the City's eight specific plan areas.

The City is proposing updates to the LASP previously analyzed in the EIR. Updates to the LASP primarily focus on refining and/or establishing objective development standards to achieve the goals and vision of the General Plan. The revised project includes updates to the following components of the LASP to bring it into alignment with the General Plan: Specific Plan Area boundary; types of use; policies; design standards, public realm standards; density and intensity of development; height and/or overall scale of buildings and structures; setback and stepbacks; parking requirements; types and amount of open space and landscaping and open space requirements; and implementation programs. The Addendum was prepared pursuant to CEQA Guidelines § 15164(a) which allows a lead agency to prepare an addendum to a previously certified EIR if only minor technical changes or additions to the previously certified EIR are necessary but none of the conditions described in CEQA Guidelines § 15162 requiring preparation of a subsequent EIR are present.

CEQA Guidelines § 15162 states that no subsequent EIR shall be prepared unless one or more of the following occurs:

- Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement

of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - The project will have one or more significant effects not discussed in the previous EIR;
 - Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but project proponents decline to adopt the mitigation measure or alternative.

Public Resources Code (“PRC”) § 21166 provides that unless one or more of the conditions set forth are met, no subsequent or supplemental environmental impact report is required.

The analysis demonstrates that the proposed modifications evaluated in the Addendum would not result in conditions meeting the criteria set forth in CEQA Guidelines § 15162. Therefore, pursuant to PRC § 21166 and CEQA Guidelines § 15162, preparation of a subsequent EIR is not required. Refer to Attachment E for the Addendum to the General Plan EIR.

CONCLUSION:

The proposed LASP would replace the current 2013 specific plan, refining the plan boundaries, vision, goals, policies, regulations, standards, guidelines, and implementation actions for this specific area. As proposed, the LASP could accomplish the vision for a vibrant neighborhood-oriented district that is unique and special, with a mix of uses, services, and amenities, complemented by enhanced streetscapes. The proposed LASP reflects community feedback and the desire to build upon existing conditions, supporting new development that is contextually appropriate and enhances the area. It also stimulates economic development and balances housing and employment opportunities in the area.

Respectfully submitted,



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Attachments:

Attachment A – Required Findings
Attachment B – Proposed Lincoln Avenue Specific Plan
Attachment C – Comparison Table of Current and Proposed Standards
Attachment D – Community Engagement Process and Public Feedback
Attachment E – Addendum to the General Plan Environmental Impact Report
Attachment F – General Plan Environmental Impact Report

Attachments are available at the following link: <https://www.ourpasadena.org/LASP-PC-HR-060921>

**ATTACHMENT A
REQUIRED FINDINGS**

Can be viewed at:

<https://www.ourpasadena.org/LASP-PC-HR-060921>

ATTACHMENT A

REQUIRED FINDINGS

FINDINGS FOR APPROVAL OF GENERAL PLAN DIAGRAM AND TEXT AMENDMENTS

An amendment to the General Plan's diagram or text may be approved only after first finding that:

- 1. The proposed amendment is in conformance with the goals, policies, and objectives of the General Plan;*
- 2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City; and*
- 3. For General Plan diagram amendments only, the site is physically suitable (including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities) for the requested/anticipated land use/developments.*

The proposed amendment to the General Plan Land Use Diagram is consistent with the goals, policies, and objectives of the General Plan as follows:

Land Use Element

- *Goal 1. Sustainable Growth. Sustainable growth and change in orderly and well-planned developments within targeted areas that allow for higher density development in an urban core setting and in close proximity to transit that provides for the needs of existing and future residents and businesses, ensures the effective provision of public services, and makes efficient use of land, energy, and infrastructure.*
 - *Policy 1.1 (Basic Growth Policy). Accommodate growth that is consistent with community values and that complements the scale and character of Pasadena's unique residential neighborhoods, business districts, and open spaces.*
 - *Policy 1.2 (Targeted Growth). Target growth and new construction in infill areas and away from Pasadena's residential neighborhoods and open spaces by redeveloping underutilized and industrial properties, especially within the Central District, Transit Villages, Neighborhood Villages, and along selected corridors.*
 - *Policy 1.6 (General Plan Amendments). Limit amendments to the General Plan that would increase development capacities to the five-year review of the General Plan Land Use Element.*
- *Goal 2. Land Use Diversity. A mix of land uses meeting the diverse needs of Pasadena's residents and businesses, fostering improved housing conditions,*

offering a variety of employment and recreation opportunities, and supporting a healthy population while protecting the environment.

- *Policy 2.5 (Mixed Use). Create opportunities for development projects that mix housing with commercial uses to enable Pasadena's residents to live close to businesses and employment, increasing non-auto travel, and interact socially.*
- *Goal 3. Compatible Land Uses. A mix and distribution of land uses characterized by their compatibility.*
 - *Policy 3.1 (High-Impact Uses). Avoid the concentration of uses and facilities in any neighborhood or district where their intensities, operations, and/or traffic could adversely impact the character, safety, health, and quality of life.*
- *Goal 4. Elements Contributing to Urban Form. A safe, well-designed, accessible City with a diversity of uses and forms*
 - *Policy 4.7 (Strengthen Major Corridors). Encourage the economic improvement of underused parcels along Pasadena's corridors by clustering more intense uses at major intersections and lower intensity mixed-use or commercial development between major intersections.*
 - *Policy 4.11 (Development that is Compatible). Require that development demonstrates a contextual relationship with neighboring structures and sites addressing such elements as building scale, massing, orientation, setbacks, buffering, the arrangement of shared and private open spaces, visibility, privacy, automobile and truck access, impacts of noise and lighting, landscape quality, infrastructure, and aesthetics.*
- *Goal 6. Sense of Place and History. Require new development and changes to existing development to be located and designed to respect the defining elements of Pasadena's character and history such as its grid street pattern, block scale, public realm, courtyards, paseos, alleys, neighborhoods and districts, building massing and heights, significant architecture, and relationship to the mountains and Arroyo Seco.*
 - *Policy 6.2 (Established Neighborhoods). Preserve, protect, and enhance established residential neighborhoods by providing appropriate transitions between these and adjoining areas. Require new development to complement and respond to the existing physical characteristics that contribute to the overall character and livability of the neighborhood.*
- *Goal 22. Single-Family Neighborhoods. Distinct and quality single-family residential neighborhoods distinguished by their identity, scale, and character.*
 - *Policy 22.1 (Appropriate Scale and Massing). Discourage mansionization by requiring building scale and massing that is compatible with existing development in single-family residential neighborhoods*

- *Goal 35. Lincoln Avenue.*
 - *Policy 35.1 (Neighborhood Core). Create a neighborhood “main street” that will serve as the focal point for the neighborhoods surrounding Lincoln Avenue.*
 - *Policy 35.2 (Residential Neighborhoods). Preserve and enhance existing residential areas.*

Housing Element

- *Goal HE-2. An adequate supply and diversity of quality rental and ownership housing opportunities suited to residents of varying lifestyle needs and income levels.*
 - *Policy HE-2.2. (Strategic Growth). Direct new residential development into the Central District, neighborhood, and transit villages to create neighborhoods where people can live and work, shop, and benefit from access to a Gold Line station or public transit.*

The proposed amendments to the General Plan Land Use Diagram would maintain existing development in single-family areas, and leave in place existing land use regulations and development standards that are appropriately designed for the uses that exist today.

By removing the single-family zoned neighborhoods from the Specific Plan boundary in the Land Use Diagram, those properties would continue to be regulated by existing development standards that have been created specifically for single-family neighborhoods. These include appropriate limits on building size, footprint, height, setbacks, and numerous other regulations intended to preserve existing character and limit impacts of mansionization. These outcomes would be consistent with Land Use Element Policies 1.1, 3.1, 4.7, 4.11, 6.2, 22.1, and 35.2, as well as Housing Element Policy HE-2.2.

By changing the designation of certain parcels from Medium Mixed Use to Low Mixed Use, the potential density and intensity of development will be scaled down to better transition to the existing adjacent neighborhoods and limit potential impacts of new development, while still encouraging revitalization and opportunities for new mixed-use development. This would also continue to direct growth to the main Lincoln Avenue corridor, strengthening its role both as a “main street” with amenities for the local neighborhood as well as a new mixed-use segment that will provide new housing options and economic opportunity for the broader community. These outcomes would be consistent with Land Use Element Policies 1.1, 1.2, 2.5, 3.1, 4.7, and 35.1. Additionally, none of the proposed General Plan Land Use Diagram amendments would affect the established development capacities identified under Land Use Element Policy 1.3. Maintaining existing development capacities is consistent with Land Use Element Policy 1.6.

Preserving the character of existing single-family residential neighborhoods and reducing development intensity along the Lincoln Avenue corridor while still encouraging appropriately scaled mixed-use development as described above ensures that the

amendments would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.

Finally, the sites identified as part of the proposed amendments to the General Plan Land Use Diagram are physically suitable for the anticipated land use/developments. The single-family areas have already been developed with single-family residential uses, and the proposed amendments would not result in any changes to the land uses or development standards that apply to those areas. The change in designation from Medium Mixed-Use to Low Mixed-Use for certain parcels is specifically intended to ensure that potential new development is of a density and intensity that is appropriate for those parcels, given their proximity to surrounding lower-scale neighborhoods, as well as the sizes, shapes, and potential future land uses anticipated for those sites.

FINDINGS FOR APPROVAL OF ZONING CODE/ZONING MAP AMENDMENTS

An amendment to the Zoning Code or the Official Zoning Map may be approved only after first finding that:

- 1. The proposed amendment is in conformance with the goals, policies, and objectives of the General Plan; and*
- 2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.*

The proposed amendments to the Zoning Code and Zoning Map are in conformance with the goals, policies, and objectives of the General Plan as follows:

- *Goal 1. Sustainable Growth. Sustainable growth and change in orderly and well-planned developments within targeted areas that allow for higher density development in an urban core setting and in close proximity to transit that provides for the needs of existing and future residents and businesses, ensures the effective provision of public services, and makes efficient use of land, energy, and infrastructure.*
 - *Policy 1.1 (Basic Growth Policy). Accommodate growth that is consistent with community values and that complements the scale and character of Pasadena's unique residential neighborhoods, business districts, and open spaces.*
 - *Policy 1.2 (Targeted Growth). Target growth and new construction in infill areas and away from Pasadena's residential neighborhoods and open spaces by redeveloping underutilized and industrial properties, especially within the Central District, Transit Villages, Neighborhood Villages, and along selected corridors.*

The Lincoln Avenue Specific Plan Update ("proposed LASP") implements the land uses, densities, and intensities established in the General Plan Land Use map, which represents community values and the anticipated scale and character of Pasadena's neighborhoods. By introducing new land uses such as housing and more flexibility of commercial uses, the proposed LASP targets growth and new construction along the Lincoln Avenue corridor, which contains underutilized and industrial properties that can serve as infill sites.

- *Goal 2. Land Use Diversity. A mix of land uses meeting the diverse needs of Pasadena's residents and businesses, fostering improved housing conditions, offering a variety of employment and recreation opportunities, and supporting a healthy population while protecting the environment.*
 - *Policy 2.1 (Housing Choices). Provide opportunities for a full range of housing types, densities, locations, and affordability levels to address the community's fair share of regional, senior, and workforce housing needs and provide a strong customer base sustaining the economic vitality of Pasadena's commercial land uses. The types, densities, and location of housing shall be*

determined by the Land Use Diagram and reflect the projected needs specified in the Housing Element.

- *Policy 2.2 (Senior Housing). Encourage the development of senior housing that has access to commercial services, health care facilities, community facilities, and public transit.*
- *Policy 2.3 (Commercial Businesses). Designate sufficient land to enable a broad range of viable commercial uses in Pasadena's Central District, Transit and Neighborhood Villages, and commercial corridors. These uses will serve both local and regional needs, reducing the need for residents to travel to adjoining communities, capturing a greater share of local spending, and offering a diversity of employment opportunities.*
- *Policy 2.4 (Job Choices). Provide opportunities for the development of a broad range of land uses that offer job opportunities for Pasadena's residents, including professional and creative office, institutional and research and development (R&D) flex space.*
- *Policy 2.5 (Mixed Use). Create opportunities for development projects that mix housing with commercial uses to enable Pasadena's residents to live close to businesses and employment, increasing non-auto travel, and interact socially.*
- *Policy 2.8 (Equitable Distribution of Community Devices and Amenities). Ensure that parks and recreation facilities, community services, and amenities are equitably distributed and accessible throughout the City.*

The proposed LASP introduces a mixed-use zoning district along the Lincoln Avenue corridor, which by allowing housing as well as commercial and other uses, creates new housing options that are not available today. The proposed LASP also maintains an existing lower density multi-family residential district, which in turn maintains opportunities for lower density housing options. Senior Housing and Residential Care facilities are also permitted uses in various districts throughout the Plan. An updated set of land uses in the commercial zones creates more flexibility for new commercial businesses to be established, and in turn more job opportunities for local residents. Finally, the proposed LASP includes updated and more robust open space requirements, including requirements for Public Open Space for larger development projects, which would create equitably distributed open space amenities for the surrounding neighborhoods. Public Open Space standards include minimum dimensions, access requirements, landscaping, tree planting, and other requirements intended to create quality community gathering places.

- *Goal 3. Compatible Land Uses. A mix and distribution of land uses characterized by their compatibility.*
 - *Policy 3.1 (High-Impact Uses). Avoid the concentration of uses and facilities in any neighborhood or district where their intensities, operations, and/or traffic could adversely impact the character, safety, health, and quality of life.*

- *Policy 3.2 (Care Facilities). Allow for the development of senior daycare facilities, assisted living facilities, hospice, child care, and other care facilities where they can be located, designed, and managed to ensure compatibility with and the safety of adjoining uses, consistent with adopted specific plans, Community Places policies and in accordance with state legislation.*
- *Policy 3.3 (Assembly Facilities). Require that assembly facilities for social, cultural, educational, and religious organizations be located, designed, and managed to ensure compatibility and avoid traffic, noise, and other negative impacts with adjoining uses.*
- *Policy 3.6 (Non-Conforming Uses). Encourage the replacement of non-conforming uses to achieve groupings of compatible uses that conform to the current zoning standards.*
- *Policy 3.7 (Alcohol and Drug Abuse). Reduce the impact of alcohol and other drug related problems through the regulation and monitoring of establishments that sell alcohol and drugs. Develop regulations for the location and management of alcohol and drug related care facilities. Ensure compatibility with and the safety of adjoining uses, in accordance with state legislation.*

The proposed LASP focuses new growth in key segments of the Lincoln Avenue corridor, and limits residential density in the mixed-use district to 48 units per acre. This allows new housing and catalytic development while limiting the intensity of such development to avoid significant adverse impacts to surrounding neighborhoods and quality of life. The proposed LASP allows Residential Care facilities as well as a variety of public assembly and cultural institution uses in various districts within the Plan area. The development standards as well as density and intensity regulations in the Plan encourage redevelopment of existing, potentially nonconforming uses, and land uses that include alcohol sales will continue to be carefully regulated through the Conditional Use Permit process.

- *Goal 4. Elements Contributing to Urban Form. A safe, well-designed, accessible City with a diversity of uses and forms*
 - *Policy 4.1 (Sustainable Urban Form). Provide an overall pattern of land uses and densities that encourages sustainable development; offers convenient alternatives to auto travel; ensures compatibility among uses; enhances livability and public health; sustains economic vitality; and reduces air pollution, greenhouse gas emissions, and energy consumption.*
 - *Policy 4.2 (A Diversity of Places). Maintain and enhance the City's urban form with distinct, compact, and walkable areas with a diversity of uses, densities, and characters. Offer choices for living, working, shopping, and recreation consistent with community values, needs, and demographics.*
 - *Policy 4.6 (Neighborhood Villages). Support neighborhoods through the intensification of development at major intersections to serve as centers of neighborhood identity and activity. Encourage the clustering of community-*

oriented commercial services, housing, and community gathering places with pedestrian-oriented amenities that are accessible and walkable.

- *Policy 4.7 (Strengthen Major Corridors). Encourage the economic improvement of underused parcels along Pasadena's corridors by clustering more intense uses at major intersections and lower intensity mixed-use or commercial development between major intersections.*
- *Policy 4.10 (Architecture that Enhances). Locate and design buildings to relate to and frame major public streets, open spaces, and cityscape. New development at intersections should consider any number of corner treatments, and should balance safety and accessibility concerns with the vision of the area and the need for buildings to engage the street and create a distinct urban edge.*
- *Policy 4.11 (Development that is Compatible). Require that development demonstrates a contextual relationship with neighboring structures and sites addressing such elements as building scale, massing, orientation, setbacks, buffering, the arrangement of shared and private open spaces, visibility, privacy, automobile and truck access, impacts of noise and lighting, landscape quality, infrastructure, and aesthetics.*
- *Policy 4.12 (Transitions in Scale). Require that the scale and massing of new development in higher-density centers and corridors provide appropriate transitions in building height and bulk and are sensitive to the physical and visual character of adjoining lower-density neighborhoods.*

The proposed LASP includes numerous new development standards, including minimum sidewalk widths, setbacks, building stepbacks, massing, ground floor design, and façade modulation are intended to support walkable, mixed-use neighborhoods that reduce the need to drive, enhance urban design, and achieve appropriate transitions in scale to ensure that new development is compatible. The proposed zoning districts in the proposed LASP expand the types of allowed land uses, thereby creating a diversity of places. The proposed LASP promotes thoughtful intensification along key segments of the Lincoln Avenue corridor by creating a set of community oriented commercial services, housing, and community gathering places that are walkable and accessible from nearby neighborhoods. In particular, new open space requirements in the proposed LASP for new commercial uses of a certain size seek to contribute to a sense of place.

- *Goal 5. Pedestrian-Oriented Places. Development that contributes to pedestrian vitality and facilitates bicycle use in the Central District, Transit Villages, Neighborhood Villages, and community corridors.*
 - *Policy 5.1 (Walkable City). Maintain and improve sidewalks and pedestrian paths in Pasadena's neighborhoods and business districts by incorporating street trees, landscaping, and pedestrian-oriented amenities.*
 - *Policy 5.2 (Pedestrian-Oriented Development). Require buildings in the Central District, Transit Villages, Neighborhood Villages, and along corridors*

specified by the adopted specific plans to be located along the street/sidewalk and designed to promote pedestrian activity. This can be accomplished by incorporating transparent facades, small plazas, and dining areas; while locating parking to the rear or underground and placing primary entries on the street

- *Policy 5.3 (Community Greenways). Improve Pasadena's public sidewalks as "greenway" corridors with extensive tree canopies, connecting its neighborhoods, Transit Villages, Neighborhood Villages, neighborhoods, parks, schools, and open spaces.*
- *Policy 5.4 (Community Connectivity). Improve corridors crossing the 210 Freeway to accommodate safe and convenient walking and bicycling with landscape, trees, street furniture, and other amenities. This will improve the visual and physical connectivity of neighborhoods to the north and south. Consider the feasibility for constructing a landscaped deck over the freeway as an open space amenity and as a means of improving the connections between neighborhoods on either side of the 210 freeway.*

The proposed LASP includes new requirements for minimum sidewalk widths, minimum parkway size and frequency, minimum tree well and tree size, active ground floor uses, ground floor design, street wall minimums, and transparency requirements. The Plan also includes policies and implementation actions aimed at improving safety and convenience of walking. All of these elements are designed to work together to make the proposed LASP area more pedestrian-oriented by encouraging well-designed and engaging ground floors of buildings and comfortable, shaded sidewalks.

- *Goal 6. Sense of Place and History. Require new development and changes to existing development to be located and designed to respect the defining elements of Pasadena's character and history such as its grid street pattern, block scale, public realm, courtyards, paseos, alleys, neighborhoods and districts, building massing and heights, significant architecture, and relationship to the mountains and Arroyo Seco.*
 - *Policy 6.1 (Sense of Place and History). Require new development and changes to existing development to be located and designed to respect the defining elements of Pasadena's character and history such as its grid street pattern, block scale, public realm, courtyards, paseos, alleys, neighborhoods and districts, building massing and heights, significant architecture, and relationship to the mountains and Arroyo Seco.*
 - *Policy 6.2 (Established Neighborhoods). Preserve, protect, and enhance established residential neighborhoods by providing appropriate transitions between these and adjoining areas. Require new development to complement and respond to the existing physical characteristics that contribute to the overall character and livability of the neighborhood.*
 - *Policy 6.3 (Form-Based Code). Establish standards regulating the form and scale of development to assure that new construction is sensitive to the*

massing, scale, architectural character, landscape design, and relationships to street frontages of existing uses.

- *Policy 6.5 (Public Art). Integrate public art in private projects and in public spaces, including streetscapes, parks, and civic spaces.*

The proposed LASP includes a vision of building upon the existing fabric of the retail “main street” in the north area of the plan, as well as design guidelines for future redevelopment of the Kettle’s Nursery site that encourage preserving elements of the existing architecture of that site. Setback, stepback, and height standards in the proposed LASP provide sensitive transitions to established surrounding neighborhoods, and public art is encouraged through limitations on blank walls and policies and implementation measures aimed at encouraging public art in the proposed LASP area. Finally, the totality of development standards in the proposed LASP that regulate building form, massing, and design within the context of surrounding buildings and the public realm, are consistent with the definition of “Form-Based Code” established in the General Plan.

- *Goal 7. Architectural Design and Quality. Encourage an architecturally distinguished city with a diversity of building styles. New development will recognize this by supporting a variety of materials, forms, and construction techniques while demonstrating contextual relationship to its surroundings through traditional physical concepts (orientation, scale, materials) and non-physical concepts (cultural, climactic, economic).*
 - *Policy 7.2 (Architectural Diversity & Creativity). Allow for the development of a diversity of buildings styles. Support innovative and creative design solutions to issues related to context and environmental sustainability.*

The proposed LASP includes development standards that were created with built-in flexibility measures, such as setback ranges, in order to encourage architectural creativity and allow for designs that respond well to their context.

- *Goal 8. Historic Preservation. Preservation and enhancement of Pasadena’s cultural and historic buildings, landscapes, streets and districts as valued assets and important representations of its past and a source of community identity, and social, ecological, and economic vitality.*
 - *Policy 8.4 (Adaptive Reuse). Encourage sensitive adaptive re-use including continuing the historic use of historic resources to achieve their preservation, sensitive rehabilitation, and continued economic and environmental value*
 - *Policy 8.5 (Scale and Character of New Construction in a Designated Landmark and Historic Districts). Promote an architecturally sensitive approach to new construction in Landmark and Historic districts. Demonstrate the proposed project’s contextual relationship with land uses and patterns, spatial organization, visual relationships, cultural and historic values, and relationships in height, massing, modulation, and materials.*

The proposed LASP includes detailed new standards with extensive diagrams that define an appropriate building envelope for new development that is adjacent to historic resources. These standards are intended to allow redevelopment that respect and enhance historic resources in the vicinity. Reductions in parking requirements for certain commercial uses up to a certain size also encourage adaptive reuse by not requiring the construction of new parking.

- *Goal 10. City Sustained and Renewed. Development and infrastructure practices that sustain natural environmental resources for the use of future generations and, at the same time, contribute to the reduction of greenhouse gas emissions and impacts on climate change.*
 - *Policy 10.6. (Adaptive Reuse). Encourage adaptive reuse of structures, including non-historic structures, as a means of supporting environmental sustainability.*

The proposed LASP includes reductions in parking requirements for certain commercial uses up to a certain size, which encourages changes in use in existing buildings without the need to replace the buildings to accommodate additional parking. This allows adaptive reuse and investment into existing buildings.

- *Goal 11. Job Opportunities. Provide land use capacities that accommodate a diversity of job opportunities for Pasadena's residents.*
 - *Policy 11.1 (Business Expansion and Growth). Support the growth and success of businesses that create new job opportunities and productive and satisfying employment for Pasadena residents.*
 - *Policy 11.3 (New and Complementary Businesses). Identify opportunity sites for expansion of successful Pasadena companies and attraction of new establishments that are complementary with Pasadena's Central District, neighborhood and transit villages, and commercial corridors.*
 - *Policy 11.4 (Barriers). Reduce barriers to gainful employment such as lack of public transportation, training, job information, and childcare.*

The proposed LASP provides new flexibility in the types of commercial land uses allowed, which is intended to reduce barriers to new businesses and job opportunities from locating in the plan area. Allowable floor area ratios have been calibrated to implement the General Plan Land Use Diagram and allow adequate building area relative to lot sizes, and parking requirements have been reduced for certain commercial land uses up to a certain size, reducing development costs and making it easier for new businesses to be established that can provide job opportunities and amenities for nearby residents.

- *Goal 12. Shopping and Dining. Diversity of shopping opportunities enabling Pasadena's residents to acquire desired goods and services in the City, as well as attracting customers from surrounding communities.*
 - *Policy 12.1 (Vital Commercial Districts). Enhance commercial districts to create quality shopping and dining experiences.*

- *Policy 12.3 (Adequate Parking). Coordinate public/private parking improvements and policies to support local business.*
- *Policy 12.4 (Revitalization of Commercial Areas). Encourage the revitalization of commercial and industrial areas by attracting private investment.*
- *Policy 12.5 (Small Businesses). Encourage the retention and expansion of small businesses through incentives, by providing adequate infrastructure and street beautification. Promote locating of small businesses as integral to the identity of the neighborhood villages.*
- *Policy 12.6 (Local Businesses). Support the development of Pasadena-grown and based retail businesses as an alternative to national chain brands*

The proposed LASP encourages infill commercial development by expanding the types of land uses that are allowed in commercial and mixed-use zoning districts within the plan area. This flexibility is intended to attract new private investment in formerly industrial areas. Parking requirements for certain commercial uses up to a certain size, such as restaurants and outdoor dining uses, have been reduced or eliminated to promote new dining experiences and economic vitality while relying on existing parking supply to accommodate demand. This also reduces costs and barriers to entry for small and locally-owned businesses looking to locate in the plan area, and helps reduce the negative impacts of displacement and gentrification. Sidewalk width, parkway, ground floor transparency, and street tree requirements have also been included in the plan to beautify the street and help establish a more welcoming pedestrian environment.

- *Goal 13. Innovation. An environment fostering innovation and creativity enabling Pasadena to be on the “cutting-edge” of business development and jobs generation.*
 - *Policy 13.4 (New Businesses). Create incentives for the development of laboratory and research and development businesses. Promote the spinoff of new businesses from existing institutions, such as The California Institute of Technology, Jet Propulsion Laboratory, Huntington Memorial Hospital, and others.*
 - *Policy 13.5 (Creative/Innovation Employment Centers). Provide for the clustering of creative, research, and incubator/“start-up” industries. Leverage the intellectual capital of Pasadena’s educational institutions creating distinct and cohesive centers offering new employment opportunities for its residents.*

The Commercial Flex zoning district in the plan maintains the commercially-oriented land uses in this key area that has already attracted start-up businesses in places such as The Business Park. The proposed LASP encourages similar types of businesses to expand and grow, capitalizing on a desirable location for spinoff businesses from the nearby Jet Propulsion Laboratory and Caltech. These land use regulations support and encourage a burgeoning cluster of creative, research, and incubator industries that would offer new employment opportunities for residents in and around the plan area, as well as attract businesses to surrounding areas that may support such industries such as restaurants, retail, and services.

- *Goal 18. Land Use/Transportation Relationship. Pasadena will be a City where there are effective and convenient alternatives to using cars and the relationship of land use and transportation is acknowledged through transit-oriented development, multimodal design features, and pedestrian and bicycle amenities in coordination with and accordance with the Mobility Element.*
 - *Policy 18.1 (Development Mix and Densities). Accommodate the mix and density of land uses and urban form that induce walking, bicycling, and transit use as an alternative to the automobile, as specified by the Land Use Diagram.*
 - *Policy 18.2 (Mobility). Correlate land use development intensities with adequate infrastructure improvements and transportation strategies to ensure mobility in all areas of Pasadena.*
 - *Policy 18.3 (Modal Choices). Promote the development of infrastructure supporting walking, bicycling, and transit use and complete streets as specified by the Mobility Element.*
 - *Policy 18.4 (Transit-Pedestrian Coordination). Implement physical improvements facilitating pedestrian access from development projects to the street, bus stops, and/or transit stations.*

The proposed LASP introduces new mixed-use zoning and appropriate density increases compared to what is allowed under existing regulations, along with a variety of commercial uses along different segments of the corridor. The proposed LASP also introduces new development standards such as sidewalk minimums, parkway requirements, tree well size minimums, tree species recommendations, and ground floor use and design requirements. These changes would accommodate a mix of density and land uses that will promote walkability, complete streets and facilitate better access to bus stops along the corridor. The proposed LASP also includes policies that would support future improvements to the street right-of-way, consistent with goals and policies expressed in the General Plan Mobility Element.

- *Goal 19. Parking Availability. The supply of parking will reflect Pasadena's objective to protect residential neighborhoods; create a vital, healthy, and sustainable economy; establish Pasadena as a leader in environmental stewardship; encourage physical activity and a commitment to health and wellness; and encourage walking, biking, and transit. The supply of parking in an area will also reflect the type, mix, and density of uses; the availability of shared facilities; and the proximity to transit.*
 - *Policy 19.1 (Parking Standards). Establish, periodically review, and adjust as necessary parking standards to ensure an adequate supply of parking commensurate with the vision, uses, densities, availability of alternative modes, and proximity to transit stations in the area.*
 - *Policy 19.3 (Parking Management). Manage parking to reduce the amount of land devoted to frequently vacant parking lots through parking management tools.*

- *Policy 19.4 (Park Once). Provide the opportunity for residents, patrons and visitors to park once and visit many destinations in the Central District, Transit Villages, and Neighborhood Villages through centrally located shared parking while providing additional flexibility for businesses to provide parking off-site or participate in other alternative parking funding mechanisms.*
- *Policy 19.5 (Bicycle Parking). Accommodate the development of bicycle parking centers in the Central District, Transit Villages, and Neighborhood Villages and require larger development projects to incorporate secured and convenient bicycle parking facilities.*
- *Policy 19.6 (Unbundled Parking). Encourage practices that separate the cost of parking from commercial lease rates, the costs of housing, and – where feasible – the price of goods and services to ensure that non-car owners do not pay for parking they do not need and help people weigh the true cost of driving in lieu of transit.*

The proposed LASP includes key updates to parking requirements that are intended to ensure an adequate supply of parking commensurate with the goals and vision of the plan area. This includes reducing restaurant parking to a rate equal to that required for other retail sales, eliminating parking requirements for most commercial uses up to 5,000 square feet and for outdoor dining up to 500 square feet per tenant, and setting parking requirements for residential uses based on the number of bedrooms rather than size of units. Bicycle parking remains a requirement for new uses, and shared parking remains an option for multiple uses that meet zoning code requirements. Finally, the proposed LASP requires unbundling of parking for any building with new residential units.

- *Goal 20. Information and Participation. All Pasadena communities will be uniformly aware and participate in land use planning, entitlement processes, and decision-making processes through the communication of clear and understandable information and engagement opportunities.*
 - *Policy 20.1 (Neighborhood Meetings). Encourage broad representation and community participation at all steps of the planning process.*
 - *Policy 20.2 (Brochures and Notices). . Provide notices and information regarding the review and entitlement process for proposed development projects enabling the public to provide input in decision-making. Ensure supporting documents, such as staff reports dealing with land use matters, are easily accessible on the City website and are provided in a timely manner.*
 - *Policy 20.4 (Neighborhood Connections). Utilize the Neighborhood Connections office to send notices of neighborhood meetings and public hearings to neighborhood associations within a reasonable radius of a proposed project and to the Pasadena Neighborhood Coalition.*
 - *Policy 20.5 (Public Discussion). Increase public discussion through the use of new technology, providing multiple locations, times, communication avenues for public involvement and discussion of long range planning initiatives.*

The proposed LASP is the result of an extensive three-year planning and public outreach process. Throughout this process, the Planning Department solicited input from residents, business and property owners, community leaders, and other stakeholder groups through a variety of outreach events, public meetings, and online engagement tools. This included three rounds of community workshops, including a virtual workshop that was continuously available for several months, where iterations of the LASP update were made available for review, comment, and discussion. Publicly noticed meetings were also held with the Northwest Commission, Design Commission, and Planning Commission as well as a community meeting hosted by Council District 1 representative Tyron Hampton.

- *Goal 21. Desirable Neighborhoods. A City composed of neighborhoods with a variety of housing types that are desirable places to live, contribute to the quality of life, and are well maintained.*
 - *Policy 21.1 (Adequate and Affordable Housing). Provide a variety of housing types (i.e. small subdivisions, row housing, and condominiums), styles, densities, and affordability levels that are accessible to and meet preferences for different neighborhood types (e.g., mixed use pedestrian environments and traditional suburban neighborhoods), physical abilities and income levels, pursuant to the Housing Element.*
 - *Policy 21.3 (Neighborhood Character). Maintain elements of residential streets that unify and enhance the character of the neighborhood, including parkways, street trees, and compatible setbacks.*
 - *Policy 21.4 (New Residential Development). Attract new residential development that is well-conceived, constructed, and maintained in a variety of types, densities, locations and costs.*
 - *Policy 21.5 (Housing Character and Design). Encourage the renovation of existing housing stock in single- and multi-family neighborhoods. When additions or replacement housing is proposed, these should reflect the unique neighborhood character and qualities, including lot sizes; building form, scale, massing, and relationship to street frontages; architectural design and landscaped setbacks.*
 - *Policy 21.6 (Walkable Neighborhoods). Manage vehicle speeds and maintain sidewalks, parkways, street tree canopies, and landscaping throughout residential neighborhoods. Encourage walking as an enjoyable and healthy activity and alternative to automobile use.*
 - *Policy 21.7 (Safety). Require residential developments to facilitate and enhance neighborhood safety by including design features such as front porches or large front windows.*
- *Goal 23. Multi-Family Neighborhoods. Multi-family residential neighborhoods that provide ownership and rental opportunities, exhibit a high quality of architectural design, and incorporate amenities for their residents.*

- *Policy 23.1 (Character and Design). Design and modulate buildings to avoid the sense of “blocky” and undifferentiated building mass, incorporate well-defined entries, and use building materials, colors, and architectural details complementing the neighborhood, while allowing flexibility for distinguished design solutions.*
- *Policy 23.2 (Parking Areas and Garages). Minimize the visibility of parking areas and garages.*
- *Policy 23.3 (Landscaped Setbacks and Walkways). Provide appropriate setbacks, consistent with the surrounding neighborhood, along the street frontage and, where there are setbacks, ensure adequate landscaping is provided.*
- *Policy 23.4 (Development Transitions). Ensure sensitive transitions in building scale between buildings in multi-family residential areas and lower-scale buildings in adjoining residential areas.*
- *Policy 23.5 (Streetscapes). Provide ample public spaces and tree-lined sidewalks furnished with pedestrian amenities that contribute to comfortable and attractive settings for pedestrian activity.*
- *Policy 23.6 (Open Space Amenities). Require that open space is provided on-site, is accessible, and of sufficient size to be usable by residents, in common areas and/or with individual units pursuant to the Zoning Code.*

The proposed LASP introduces a mixed-use zoning district along the Lincoln Avenue corridor, which, by allowing housing as well as commercial and other uses, creates new housing options that are not available today. The proposed LASP also maintains an existing lower density multi-family residential district, which in turn maintains opportunities for lower density housing options. The proposed LASP includes updated and more robust open space requirements, including private and common open space requirements for multi-family residential developments. The proposed LASP also introduces new development standards such as setback ranges, modulation requirements, façade articulation, sidewalk minimums, parkway requirements, tree well size minimums, tree species recommendations, and ground floor design requirements. Other new design standards address the appearance of parking entrances from the street and transitions between new development and adjacent properties that are of lower scale or that contain historic resources,

- *Goal 25. Vital Districts and Corridors. Diverse, active, prosperous, and well-designed commercial corridors and districts that provide a diversity of goods, services, and entertainment and contribute to a positive experience for residents and visitors.*
 - *Policy 25.1 (Diversity of Uses). Encourage the development of a broad range of commercial uses that reduce the need to travel to adjoining communities, while capturing a greater share of local spending.*

- *Policy 25.2 (Compact Infill Development). Encourage commercial uses along major corridors, in Neighborhood Villages, and as infill development adjacent to existing commercial uses and on surface parking lots to improve commercial services, maximize revenue generation, and leverage concentrating commercial uses.*
- *Policy 25.3 (Cohesive Development). Encourage the cohesive development and/or master planning of large commercial sites and corridors.*
- *Policy 25.4 (Architecture and Site Design). Require that new development protect community character by providing architecture, landscaping, and urban design of equal or greater quality than existing and by respecting the architectural character and scale of adjacent buildings.*
- *Policy 25.5 (Connectivity to Neighborhoods). Link commercial areas to adjoining residential neighborhoods and other districts by well-designed and attractive streetscapes with pedestrian sidewalks and street amenities.*
- *Policy 25.7 (Buffering Adjoining Residential Areas). Ensure commercial uses adjoining residential neighborhoods or mixed residential and commercial uses are designed to be compatible with each other.*
- *Policy 25.8 (Pedestrian, Bicycle, and Transit Access). Require commercial projects to be designed to promote convenient pedestrian and bicycle access to and from nearby neighborhoods, transit facilities, bikeways, and other amenities.*
- *Policy 25.10 (Retail). Designate land and develop guidelines for the development of pedestrian friendly commercial areas, each with their own unique identity.*
- *Policy 25.11 (Retail Streetscapes). Maintain and, where deficient, increase street trees, planting.*
- *Policy 25.12 (Retail Parking). Develop alternative parking management strategies for businesses in areas with limited parking (such as East Washington Boulevard) while protecting nearby residential neighborhoods implementing such techniques as park once and shared lots and structures.*

The proposed LASP encourages infill commercial development by expanding the types of land uses that are allowed in commercial zoning districts within the plan area. This flexibility is intended to attract new private investment in formerly industrial areas. Parking requirements for certain commercial uses up to a certain size, such as restaurants and outdoor dining uses, have been reduced or eliminated to promote new dining experiences and economic vitality while relying on existing parking supply to accommodate demand. This also reduces costs and barriers to entry for small and locally-owned businesses looking to locate in the plan area, and helps reduce the negative impacts of displacement and gentrification. New development standards for nonresidential uses address ground floor design elements such as transparency, blank walls, shade structures, recessed entrances, and arcades/galleries to support a more

attractive retail environment. Sidewalk width, parkway, ground floor transparency, and street tree requirements have also been included in the plan to beautify the street and help establish a more welcoming pedestrian environment.

- *Goal 26. Offices. A diversity of professional, creative, medical, research, and other offices offering attractive job opportunities for residents, and serving as a centerpiece of Pasadena's economy.*
 - *Policy 26.1 (Office). Encourage the orderly development and expansion of office uses based upon current conditions and future projects to improve the relationship of jobs and housing in certain areas of the City.*
 - *Policy 26.2 (Creative Office). Allow additional flexibility for creative office spaces to locate and grow in non-traditional areas and areas with desirable amenities for employees.*
- *Goal 27. R&D Flex Space. A wide range of moderate to low-intensity industrial uses such as light manufacturing, research and development, creative office and incubator industries encouraging the development of new industries induced by the presence of Pasadena's educational institutions and medical facilities.*
 - *Policy 27.1 (Diversity of Uses). Provide for a variety of industrial and commercial-industrial uses that offer job opportunities for Pasadena's residents and revenues to the City without compromising environmental quality.*
 - *Policy 27.2 (Business Attraction). Allow sufficient densities that enable development of technology, digital, research and development, and creative industries offering new job opportunities for residence.*
 - *Policy 27.3 (Supporting Uses). Maintain a predominant industrial character, while allowing the integration of compatible uses in industrial areas that serve the needs of employees and reduce the need to travel off-site during the workday, including such uses as financial services, business services, restaurants, and health and recreational facilities.*
 - *Policy 27.4 (Buffering from Adjacent Properties). Ensure that industrial developments incorporate adequate landscape buffers to minimize any negative impacts to surrounding neighborhoods and development, and controlling on-site lighting, noise, odors, vibrations, toxic materials, truck access, and other elements that may impact adjoining uses.*
 - *Policy 27.6 (Adaptive Reuse). Encourage the adaptive reuse of buildings (especially mid-century structures) for research and development and flex space by providing additional flexibility in parking standards.*

The proposed LASP provides new flexibility in the types of commercial land uses allowed, which is intended to reduce barriers to new businesses and job opportunities from locating in the plan

area. Allowable floor area ratios have been calibrated to implement the General Plan Land Use Diagram and allow adequate building area relative to lot sizes, and parking requirements have been reduced for certain commercial land uses up to a certain size, reducing development costs and making it easier for new businesses to be established that can provide job opportunities and amenities for nearby residents. The Commercial Flex zoning district in the plan maintains the commercially-oriented land uses in this key area that has already attracted start-up businesses in places such as The Business Park. The proposed LASP encourages similar types of businesses to expand and grow, capitalizing on a desirable location for spinoff businesses from the nearby Jet Propulsion Laboratory and Caltech. These land use regulations support and encourage a burgeoning cluster of creative, research, and incubator industries that would offer new employment opportunities for residents in and around the plan area, as well as attract businesses to surrounding areas that may support such industries such as restaurants, retail, and services.

- *Goal 28. Places to Live, Work, Shop, and Recreate. A diversity of well-designed corridors and villages containing an integrated mix of commercial uses and/or housing that enable Pasadena's residents to live close to businesses, services, and employment, reduce automobile use, and actively engage and enhance pedestrian activity.*
 - *Policy 28.1 (Land Use Mix). Allow for the development of properties and buildings in areas designated as "Mixed Use" for a mix of compatible commercial and residential uses.*
 - *Policy 28.2 (Development Scale). Establish standards to assure that an adequate scale and footprint of any single use is achieved in mixed-use areas to establish a cohesive environment that minimizes impacts attributable to the adjacency of different uses. This may define minimum parcel and building size, number of housing units, and/or nonresidential square footage, as well as relationships and setbacks.*
 - *Policy 28.3 (On-site Amenities). Require that residential/nonresidential mixed-use projects provide on-site amenities that contribute to the living environment of residents such as courtyards, outdoor barbecues, and recreation facilities.*
 - *Policy 28.4 (Design Integration). Require residential and nonresidential portions of mixed-use buildings and sites to be integrated through architectural design, development of pedestrian walkways and landscaping.*

The proposed LASP introduces mixed-use zoning to the Lincoln Avenue corridor, allowing for a mix of compatible commercial and residential uses with densities and intensities that are appropriate to the scale of adjacent neighborhoods. To further address issues of development scale, new standards such as building modulation, façade articulation, setbacks, and setback ranges would be required for new developments. Private, common, and public open space would also be required to be incorporated into new developments, including mixed-use buildings, which would contribute to the living environment of future residents.

- *Goal 35. Lincoln Avenue. 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.

- *Policy 35.1 (Neighborhood Core). Create a neighborhood “main street” that will serve as the focal point for the neighborhoods surrounding Lincoln Avenue.*
- *Policy 35.2 (Residential Neighborhoods). Preserve and enhance existing residential areas.*
- *Policy 35.3 (New Housing). Provide new opportunities for all types of housing along the corridor including multi-family housing and mixed-use residential-commercial developments in its core that are located, scaled, and designed to assure compatibility with and preserve neighboring single-family residential uses.*
- *Policy 35.4 (Catalytic Projects). Facilitate opportunities for catalytic developments that provide desired neighborhood-oriented retail and service businesses, local employment opportunities, and a link to the community.*
- *Policy 35.5 (Re-Use of Industrial Properties). Provide for the gradual phasing out of industrial uses that create conflicts with surrounding neighborhoods.*
- *Policy 35.6 (Quality Design). Support design that contributes to the enhanced character of the City and Northwest Pasadena in particular.*
- *Policy 35.7 (Pedestrian Environment). Enrich the pedestrian environment along Lincoln Avenue through well designed and appropriately scaled projects and pleasing streetscapes with wide sidewalks, street trees and signage that helps to establish the Lincoln Avenue identity.*
- *Policy 35.8 (Investment). Encourage investment, maintenance, and pride in the Lincoln Avenue Specific Plan area.*
- *Policy 35.9 (A Safe Neighborhood). Enhance public safety.*
- *Policy 35.10 (Mobility Choices). Redesign Lincoln Avenue to accommodate a mix of mobility choices including walking, bicycling, and transit in addition to the automobile.*

The proposed LASP establishes a Lincoln “main street” with the intent of serving as a focal point for the neighborhoods surrounding Lincoln Avenue. This area will be a small-scale, neighborhood-serving commercial main street with a vibrant pedestrian atmosphere and historic charm by encouraging adaptive reuse of existing buildings, allowing neighborhood businesses that provide everyday shops and services within walking distance for residents, and quality ground floor designs.

Existing residential neighborhoods will be preserved in the Multi-Family Neighborhood zone, which will continue to allow for a variety of low- to medium-density housing options ranging from

duplex to townhomes to apartments at various price points. Courtyard-style building forms will continue to be encouraged, with large setback requirements that are consistent with single-family homes and older multi-family buildings within the district.

New housing opportunities would be provided within the Mixed-Use zone, which focuses new housing construction in low intensity, commercial infill areas that help address the City's housing needs while protecting existing housing and replacing incompatible uses.

The Commercial Flex zone is intended to be a hub for commercial, research and development, and light industrial uses, providing flexible spaces for businesses and new employment opportunities. Policies in this subarea aim to phase out incompatible uses that conflict with nearby residential areas and the general vision for a lively, neighborhood serving corridor; providing flexibility for new buildings that can accommodate a wide range of established industries; and allow commercial uses to act as a buffer between the I-210 freeway and the residential uses to the west. Sites in this area serve as opportunities for catalytic development and re-use of industrial sites.

The proposed LASP includes updated and more robust open space requirements, including private and common open space requirements for multi-family residential developments. The proposed LASP also introduces new development standards such as setback ranges, modulation requirements, façade articulation, sidewalk minimums, parkway requirements, tree well size minimums, tree species recommendations, and ground floor design requirements that are intended to work together to create a vibrant and welcoming pedestrian environment, encouraging walking as a viable alternative to driving.

Housing Element

- *Goal HE-1. Sustainable neighborhoods of quality housing, parks and community services, infrastructure, and other associated services that maintain and enhance neighborhood quality, character, and the health of residents.*
 - *Policy HE-1.1. (Neighborhood Character). Encourage, foster, and protect a balanced mix, density, and form of residential and mixed-use districts and neighborhoods. Preserve the character, scale, and quality of established residential neighborhoods.*
 - *Policy HE-1.3. (Housing Design). Require excellence in design of housing through use of materials and colors, building treatments, landscaping, open space, parking, and environmentally sensitive and sustainable building design.*
 - *Policy HE-1.4. (Neighborhood Involvement). Encourage residents and neighborhood organizations to be proactive in identifying and addressing housing and neighborhood needs and seeking solutions in partnership with the City.*
 - *Policy HE-1.5. (Historic Preservation). Promote the preservation of historically and architecturally significant buildings and the quality of historic*

neighborhoods through the appropriate land use, design, and housing policies and practices.

- *Policy HE-1.6. (Community Services). Integrate and maintain the provision of schools, public safety, community centers, infrastructure, green spaces and parks, and other public amenities with the planning and development of housing.*
- *Policy HE-1.7 (Natural Environment). Preserve the neighborhood and community parks, street trees, open spaces and recreational areas, hillsides, and other landscape amenities that support, define, and lend character to residential neighborhoods.*
- *Goal HE-2. An adequate supply and diversity of quality rental and ownership housing opportunities suited to residents of varying lifestyle needs and income levels.*
 - *Policy HE-2.1. (Housing Diversity). Facilitate and encourage diversity in types, prices, ownership, and size of single-family homes, apartments, town homes, mixed-uses, transit-oriented developments, and work/live housing, among others.*
 - *Policy HE-2.2. (Strategic Growth). Direct new residential development into the Central District, neighborhood, and transit villages to create neighborhoods where people can live and work, shop, and benefit from access to a Gold Line station or public transit.*
 - *Policy HE-2.3. (Environmental Sustainability). Encourage sustainable patterns of residential growth and preservation with respect to land use, building and site design, resource conservation, open space, and health considerations.*
 - *Policy HE-2.4 (Affordable Housing). Facilitate a mix of household income and affordability levels in residential projects and the appropriate dispersal of such units to achieve greater integration of affordable housing throughout the City.*
 - *Policy HE-2.5 (Adaptive Reuse). Support innovative strategies for the adaptive reuse of residential, commercial, and industrial structures to provide for a wide range of housing types and residential uses that respect the historic integrity of the structure.*
 - *Policy HE-2.6 (Housing Incentives). Facilitate the development of affordable housing through regulatory concessions, financial assistance, density bonuses, the inclusionary housing program, and other City and outside agency programs.*
 - *Policy HE-2.8 (Community Involvement). Continue and support dialogue with builders, advocates, nonprofits, residents, finance industry, and other*

stakeholders in addressing the housing needs of residents and workforce in Pasadena.

The proposed LASP implements the land uses, densities, and intensities established in the General Plan Land Use map, which represents community values and the anticipated scale and character of Pasadena's neighborhoods. By introducing new land uses such as housing and more flexibility of commercial uses, the plan targets growth and new construction along the Lincoln Avenue corridor, which contains underutilized and industrial properties that can serve as infill sites.

The proposed LASP includes numerous new development standards, including minimum sidewalk widths, setbacks, building stepbacks, massing, ground floor design, and façade modulation are intended to support walkable, mixed-use neighborhoods that reduce the need to drive, enhance urban design, and achieve appropriate transitions in scale to ensure that new development is compatible. In addition to minimum sidewalk widths, the proposed LASP includes minimum tree well sizes and a selection of street tree species that emphasize a robust shade canopy that will provide both aesthetic value as well as reduce urban heat to encourage walkability. The proposed LASP includes updated and more robust open space requirements, including requirements for public open space for larger development projects, which would create equitably distributed open space amenities for the surrounding neighborhoods. The Proposed LASP also incorporates detailed new standards with extensive diagrams that define an appropriate building envelope for new development that is adjacent to historic resources. These standards are intended to allow redevelopment that respect and enhance historic resources in the vicinity. Reductions in parking requirements for certain commercial uses up to a certain size also encourage adaptive reuse by not requiring the construction of new parking.

The proposed LASP is the result of an extensive three-year planning and public outreach process. Throughout this process, the Planning Department solicited input from residents, business and property owners, community leaders, and other stakeholder groups through a variety of outreach events, public meetings, and online engagement tools. This included three rounds of community workshops, including a virtual workshop that was continuously available for several months, where iterations of the LASP update were made available for review, comment, and discussion. Publicly noticed meetings were also held with the Northwest Commission, Design Commission, and Planning Commission as well as a community meeting hosted by Council District 1 representative Tyron Hampton.

Mobility Element

- *Objective 1. Enhance Livability*
 - *Policy 1.1. Encourage connectivity and accessibility to a mix of land uses that meet residents' daily needs within walking distance.*
 - *Policy 1.7 Design streets to achieve safe interaction for all modes of travel particularly for pedestrians and bicycle users*
 - *Policy 1.17 Design streets to improve access to destinations by transit, bicycle and walking.*

- *Policy 1.20 Develop measures that would reduce conflicts between bicyclists and pedestrians on sidewalks especially in commercial areas*
- *Policy 1.23 Improve public health by supporting walking and bicycling throughout the city*

New development standards for nonresidential uses address ground floor design elements such as transparency, blank walls, shade structures, recessed entrances, and arcades/galleries to support a more attractive retail environment. These uses are intended to serve the daily needs of residents within walking distance of existing neighborhoods and in new housing developed as part of the proposed LASP. Sidewalk width, parkway, ground floor transparency, and street tree requirements have also been included in the proposed LASP to beautify the street and help establish a more welcoming pedestrian environment.

According to the Mobility Element, Lincoln Avenue is classified as a street with a Connector-City function, and is not within walking distance of a Metro L (Gold) Line station, hence making it a distinctly neighborhood-oriented corridor compared to those that are more transit-oriented. The proposed land uses, development intensity, and density are intended to align with this classification by balancing new development with maintaining appropriate traffic flows and mitigating impacts to nearby neighborhoods due to potential spillover traffic.

The proposed amendments to the Zoning Code and Zoning Map would implement a robust set of updated and carefully calibrated development standards that have been designed to achieve the vision, goals, and policies for the proposed LASP area. The proposed Zoning Map designations are intended to allow land uses that are consistent with the General Plan Land Use Element. The accompanying Zoning Code provisions regulate the intensity and design of new development in a way that is economically viable yet sensitive to the needs and desires of the community based on the established General Plan vision and public input received over the course of the development of the Lincoln Avenue Specific Plan update. Finally, the proposed amendments have been studied for environmental impacts pursuant to the California Environmental Quality Act, and no new or substantially increased impacts were found. Therefore, the amendments would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.

FINDINGS FOR ADOPTION OF A SPECIFIC PLAN

The City Council may adopt a Specific Plan only if it finds that the proposed plan is in conformance with the goals, policies, and objectives of the General Plan and other adopted goals and policies of the City.

The proposed Lincoln Avenue Specific Plan Update is consistent with the goals, policies, and objectives of the General Plan as outlined in the section above titled “Findings for Approval of Zoning Code/Zoning Map Amendments.” Additionally, the proposed LASP is also consistent with the following other adopted goals and policies of the City:

Climate Action Plan

- Measure T-5.1 B: Efficient Land Use: Through the development review process, evaluate new development projects based on consistency with the General Plan’s Land Use Element and encourage high density, mixed-use, transit-oriented, and infill development
- Measure T-5.1 D: Reduce Parking Requirements: Consider amending the Zoning Code to reduce parking requirements in targeted areas as a means of minimizing single-occupancy vehicle travel, and present to City Council for consideration
- Measure E-1.2 B Natural Light: Encourage new projects to provide ample daylight in the structure through the use of lighting shelves, exterior fins, skylights, atriums, courtyards, or other features to enhance natural light penetration
- Measure WC-3.1 F Cut Curbs and Bioswales: Develop a policy requiring the use of cut curbs and bioswales in new development and redevelopment projects and present the policy to City Council for consideration
- Measure UG-1.1 D Green Space Policies: Through the development and permit review process, ensure new development and redevelopment projects include planting trees and providing green space where possible
- Measure UG-2.1 A Sidewalk Trees: Continue to work with the Pasadena Beautiful Foundation to plant trees in all existing sidewalk sites that do not currently contain trees

Street Design Guide

The Pasadena Street Design Guide establishes guidelines for various zones within the street and public right of way. The proposed Lincoln Avenue Specific Plan furthers these goals by referencing and building upon the Street Design Guide and defining appropriately-sized sidewalks for pedestrian comfort and accessibility, along with standards and guidelines for amenity zones and building frontage zones.

The proposed LASP is consistent with the adopted Climate Action Plan (CAP) by providing updated standards and design guidelines that implement key measures within the CAP, including measures related to transportation, energy efficiency, water conservation, and

urban greening. The proposed LASP is additionally consistent with the goals outlined in the Pasadena Street Design Guide and implements that document by providing standards designed to enhance pedestrian comfort and accessibility, specifically related to the pedestrian zone, amenity zone, and building frontage zones.

**ATTACHMENT B
PROPOSED LINCOLN AVENUE SPECIFIC PLAN**

Can be viewed at:

<https://www.ourpasadena.org/LASP-PC-HR-060921>

Lincoln Avenue Specific Plan

Proposed Specific Plan

June 9, 2021



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Revised and new text is highlighted in blue. Photos and illustrations have been updated. Certain sections have been reorganized.

Compared to draft plan dated April 28, 2021

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Ch. 1

Introduction

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Introduction

Since serving some of Pasadena's earliest subdivisions in the late nineteenth century, Lincoln Avenue has remained one of the City's important corridors, providing retail, housing, industrial services, and cultural and educational institutions to the residents of Pasadena. However, Lincoln Avenue's rich history is not without struggle; discriminatory housing policy, freeway construction, and a presence of some heavy industry stifled the area's recovery from the Great Depression, and contributed to the corridor's fragmentation and isolation from the city center throughout the mid-twentieth century. Despite these challenges, Lincoln Avenue's diverse and resilient community has steadfastly supported local businesses and institutions, and initiated various plans, programs, and improvements which continue today. This Specific Plan presents an opportunity for these efforts to be grounded in policy and practice, and for the City and community to work together in confronting planning challenges and envisioning the future of Lincoln Avenue. The Specific Plan establishes the following vision statement for Lincoln Avenue, which reflects ideas and feedback from a multi-phase community engagement effort between 2018 and 2021:

Lincoln Avenue will be the heart of the greater residential neighborhood where commercial and multifamily uses co-exist in a walkable, vibrant environment with public realm improvements that create a cohesive and well-connected corridor.

In addition to an extensive public outreach and visioning process, the Specific Plan represents the outcome of a robust technical planning and design effort, directly informed by the perspectives and expertise of community members, City staff, the Planning Commission, Design Commission, Northwest Commission, and the City Council. This chapter introduces the Lincoln Avenue Specific Plan project area and purpose, the Specific Plan's relationship to other City planning documents, an overview of the planning and outreach process, and the organization of the Specific Plan document.

CHAPTER OVERVIEW

This chapter is organized into the following sections:

- » **1.1 Specific Plan Area**
- » **1.2 Purpose**
- » **1.3 Our Pasadena Program**
- » **1.4 Relationship to Other Planning Documents**
- » **1.5 Planning Process and Outreach**
- » **1.6 Specific Plan Organization**

WHAT IS A SPECIFIC PLAN?

In the State of California, a Specific Plan is a regulatory tool that local governments use to implement their General Plan and to guide development in a localized area. While the General Plan is the primary guide for growth and development in a community, a Specific Plan is able to focus on the unique characteristics of a special area by customizing the land use regulations and development standards for that area. A Specific Plan establishes a link between the policies and implementation programs in the General Plan and individual development proposals in a defined area within the city.





Palm Plaza and public realm with sculptural marker on Lincoln Ave. near Montana St.

1.1 Specific Plan Area

Map 1.1-1: Lincoln Avenue Specific Plan Area



-  Parcel Lines
-  Proposed Specific Plan Boundary

Lincoln Avenue is an important corridor in Pasadena, with a backdrop of the San Gabriel Mountains to the north. The Specific Plan area generally consists of properties fronting the 1.1-mile section of Lincoln Avenue between Hammond Street on the south and the northern City boundary, just north of Montana Street.

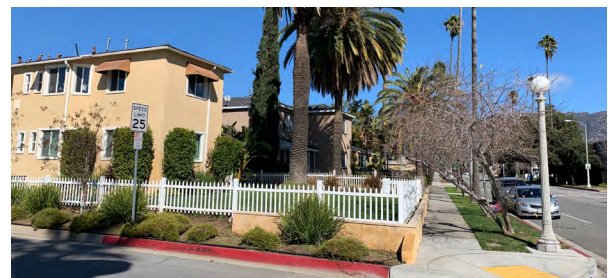
As shown in Map 1.1-1, the Lincoln Avenue Specific Plan area includes the following parcels:

- » All parcels with frontage on Lincoln Avenue, between Hammond Street and the northern City boundary, just north of Montana Street.
- » Select parcels adjacent to those fronting Lincoln Avenue between Hammond Street, the I-210 Freeway and the northern City boundary, excluding John Muir High School.

While surrounding neighborhoods to the east, west, and south are outside the Plan area, these adjacent communities help to inform policies and standards in the plan and are intended to benefit from the Specific Plan's implementation. For example, John Muir High School, while located outside of the Specific Plan area, functions as a visual anchor and focal point within the corridor, and influences the surrounding environment.



Retail and services businesses on the east side of Lincoln Ave. between Montana St. and Wyoming St.



Multi-family housing with setback and parkway on the northwest corner of Lincoln Ave. and Zanja St.

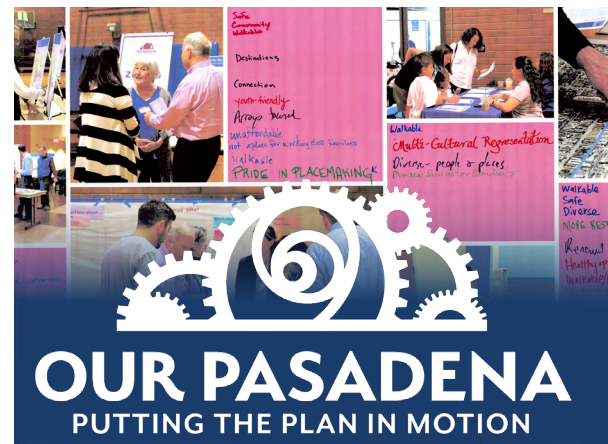
1.2 Purpose

The purpose of the Lincoln Avenue Specific Plan is to facilitate and encourage development and improvements that help realize the community's vision for Lincoln Avenue. The Plan optimizes land uses to increase opportunities for financially feasible commercial and residential developments, and helps ensure that new buildings, sidewalk improvements, and added amenities contribute positively to the pedestrian experience. The Plan includes standards to protect historic resources and existing elements of the area that provide a sense of place and distinct character, and to prevent and mend disjointed development, which can occur in the absence of a comprehensive planning effort.

All of the parcels in the Plan area are developed with commercial, residential, or industrial uses, so future redevelopment opportunities will focus on infill development and making incremental changes to the district's built environment and land use mix. This document will be used by property and business owners, grant-seeking nonprofits, developers, decision makers, and City staff as the regulations that will guide private and public development projects. While the Specific Plan introduces a framework and toolkit for designing and implementing future developments, it does not mandate or accelerate any specific projects or immediate changes to the built environment.

1.3 Our Pasadena Program

The General Plan is a document that outlines the community's vision for Pasadena over the next 20 years. As an overall visioning document, the General Plan's goals and policies are implemented in various ways, including Specific Plans. *Our Pasadena – Putting the Plan in Motion* is the City's General Plan implementation program, focused on updating Pasadena's Zoning Code and establishing neighborhood-specific design and land-use goals for the City's eight Specific Plans: Central District, East Colorado, East Pasadena, Fair Oaks/Orange Grove, Lamanda Park, Lincoln Avenue, North Lake, and South Fair Oaks.



SUMMARY OF 2015 GENERAL PLAN GUIDING PRINCIPLES

1. Growth will be targeted to serve community needs and enhance the quality of life.
2. Pasadena's historic resources will be preserved.
3. Pasadena will be an economically vital city by providing jobs, services, revenues, and opportunities.
4. Pasadena will be a socially, economically, and environmentally sustainable community.
5. Pasadena will be a city where people can circulate without cars.
6. Pasadena will be a cultural, scientific, corporate, entertainment and education center for the region.
7. Community participation will be a permanent part of achieving a greater city.
8. Pasadena is committed to public education and a diverse educational system responsive to the broad needs of the community.

Pasadena General Plan Land Use Element, 2015

1.4 Relationship to Other Planning Documents

GENERAL PLAN

The Lincoln Avenue Specific Plan is one of eight Specific Plans that serve to implement the goals and policies of the City's 2015 General Plan Land Use and Mobility Elements. The General Plan contains eight Guiding Principles and a series of goals and policies that demonstrate the relationship between land use and high quality design, the arts and culture, sustainable infrastructure, a vital economy, exemplary public services, and public involvement and participation.

The Specific Plan mirrors and builds upon the General Plan's policies to achieve consistency with the General Plan's vision and guidance. The Specific Plan seeks to stimulate economic development, support pedestrian mobility, target housing and employment opportunities 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 that are consistent with the Specific Plan policies and development standards will in turn be consistent with the General Plan policies and Guiding Principles.

While the Specific Plan establishes an overall vision for Lincoln Avenue, the standards and guidelines herein apply specifically to private development and adjacent sidewalk. The Specific Plan serves as one of many complementary tools the City uses to implement the General Plan and Specific Plan visions, and to meet larger sustainability goals through prioritization and guidance for private and public investments. The goals and primary areas of focus for these various tools are briefly summarized in this section.

ZONING CODE

The Specific Plan will provide the policy and guidance for all development, public and private, that occurs within the Specific Plan area. An ordinance will be codified into the Zoning Code that will regulate allowable land uses, development standards, and all other elements of the Specific Plan that are geared toward regulation of private development.

PREVIOUS LINCOLN AVENUE SPECIFIC PLAN (2013)

As the 2013 Lincoln Avenue Specific Plan was adopted to implement the 1994 General Plan update, the 2015 General Plan requires an updated implementation document for each of Pasadena's eight Specific Plan areas. While the new Specific Plan builds on many of the objectives from the 2013 Specific Plan, this document replaces and supersedes the previous Specific Plan, introducing updated policies and standards that address current and future community needs, opportunities, and challenges.

GENERAL PLAN GOAL 35: LINCOLN AVENUE

"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."

GENERAL PLAN POLICIES

- » **35.1 Neighborhood Core.** Create a neighborhood "main street" that will serve as the focal point for the neighborhoods surrounding Lincoln Avenue.
- » **35.2 Residential Neighborhoods.** Preserve and enhance existing residential areas.
- » **35.3 New Housing.** Provide new opportunities for all types of housing along the corridor including multi-family housing and mixed-use residential-commercial developments in its core that are located, scaled, and designed to assure compatibility with and preserve neighboring single-family residential uses.
- » **35.4 Catalytic Projects.** Facilitate opportunities for catalytic developments that provide desired neighborhood-oriented retail and service businesses, local employment opportunities, and a link to the community.
- » **35.5 Re-Use of Industrial Properties.** Provide for the gradual phasing out of industrial uses that create conflicts with surrounding neighborhoods.
- » **35.6 Quality Design.** Support design that contributes to the enhanced character of the City and Northwest Pasadena in particular.
- » **35.7 Pedestrian Environment.** Enrich the pedestrian environment along Lincoln Avenue through well designed and appropriately scaled projects and pleasing streetscapes with wide sidewalks, street trees and signage that helps to establish the Lincoln Avenue identity.
- » **35.8 Investment.** Encourage investment, maintenance, and pride in the Lincoln Avenue Specific Plan area.
- » **35.9 A Safe Neighborhood.** Enhance public safety.
- » **35.10 Mobility Choices.** Redesign Lincoln Avenue to accommodate a mix of mobility choices including walking, bicycling, and transit in addition to the automobile.

Pasadena General Plan Land Use Element, 2015

DESIGN GUIDELINES FOR NEIGHBORHOOD COMMERCIAL & MULTIFAMILY DISTRICTS

The Design Guidelines for Neighborhood Commercial & Multi-Family Districts (October 2009) supplement the General Plan Land Use Element design related goals and policies, and offer more direction for proceeding with the design of a project. The guidelines illustrate options, solutions, and techniques to achieve the goal of excellence in new design specifically for commercial, residential, and mixed use buildings that are subject to design review. The guidelines are not zoning regulations or development standards, but rather performance goals that apply to areas within the City that do not have detailed guidelines or supplement existing guidelines, including those included in this Specific Plan.

SIGN DESIGN GUIDELINES

The Sign Design Guidelines provide guidance in the way signs are designed, constructed, and placed in order to further implement the purposes of Chapter 17.72 (Sign Regulations) of the City of Pasadena's Municipal Code. The guidelines are intended to provide good examples of techniques that should be used in order to meet the City's expectations for quality business signage to be applied during the City's design review process or the approval of a discretionary land use permit.

PASADENA PEDESTRIAN PLAN

The Department of Transportation's Pasadena Pedestrian Plan (July 2006) provides guidance to preserve the walkability of pedestrian areas, better design and develop pedestrian-friendly projects, better integrate pedestrian improvements into street maintenance and traffic management programs, and implement public education and enforcement programs that improve pedestrian safety and increase levels of walking. An update to the Pasadena Pedestrian Plan is currently under development at the time of writing this Specific Plan through the *Pasadena Walks!* project, designed to inform the plan development through identifying barriers to walking, potential improvements, and locations to prioritize based on analyses, public input, and focus groups. This Specific Plan reinforces pedestrian-friendly design and development in new projects through land use, development standards, and design guidelines.

BICYCLE TRANSPORTATION ACTION PLAN

The Department of Transportation's Bicycle Transportation Action Plan (BTAP) (August 2015) provides specific goals, objectives, actions, and timelines for creating an environment (1) where people circulate without a car, (2) that significantly increases the number of people who commute by bike, (3) that increases the number of people who use a bike for utilitarian trips, fitness and recreation,

and (4) that provides business and economic benefits for the City. The plan provides details for a network of bikeways so that every neighborhood is within 1/4 mile of an effective bicycle route and funding strategies to implement the plan. This Specific Plan supports the BTAP through promoting enhanced sidewalks that allocate space for bicycle parking and supporting bicycle infrastructure within the plan area. While none of the bike improvements currently prioritized in the BTAP are located within the Lincoln Avenue Specific Plan area, this plan suggests and prioritizes the need to connect Lincoln to the larger Pasadena community.

PASADENA STREET DESIGN GUIDE

The Department of Transportation's Pasadena Street Design Guide (March 2017) implements the 2015 General Plan Mobility Element complete streets policy, including the following goals and objectives:

- » Streets should reflect neighborhood character and accommodate all users.
- » Complete Streets: Streets should accommodate all users such as pedestrians, bicyclists, public transit, skateboarders and scooters.
- » Streets should reflect individual neighborhood character and needs, and support healthy activities such as walking and bicycling.

This Specific Plan references the Street Design Guide as it applies to sidewalks, parkways, and street trees, which fall under Chapter 5 (Public Realm Standards and Design Guidelines) of the Specific Plan.

MASTER STREET TREE PLAN

The Department of Public Works' Master Street Tree Plan serves as the guiding document that designates the official tree species to be planted on a block-by-block basis throughout the City. This Specific Plan references the Master Street Tree Plan in Appendix A.2 (Design Guidance for Tree Selection) to guide discussions between the City and community when updating the Master Street Tree Plan for the area. The appendix includes a description of the existing street trees along Lincoln Avenue within the Specific Plan area, followed by recommendations for potential new species.

PASADENA CLIMATE ACTION PLAN

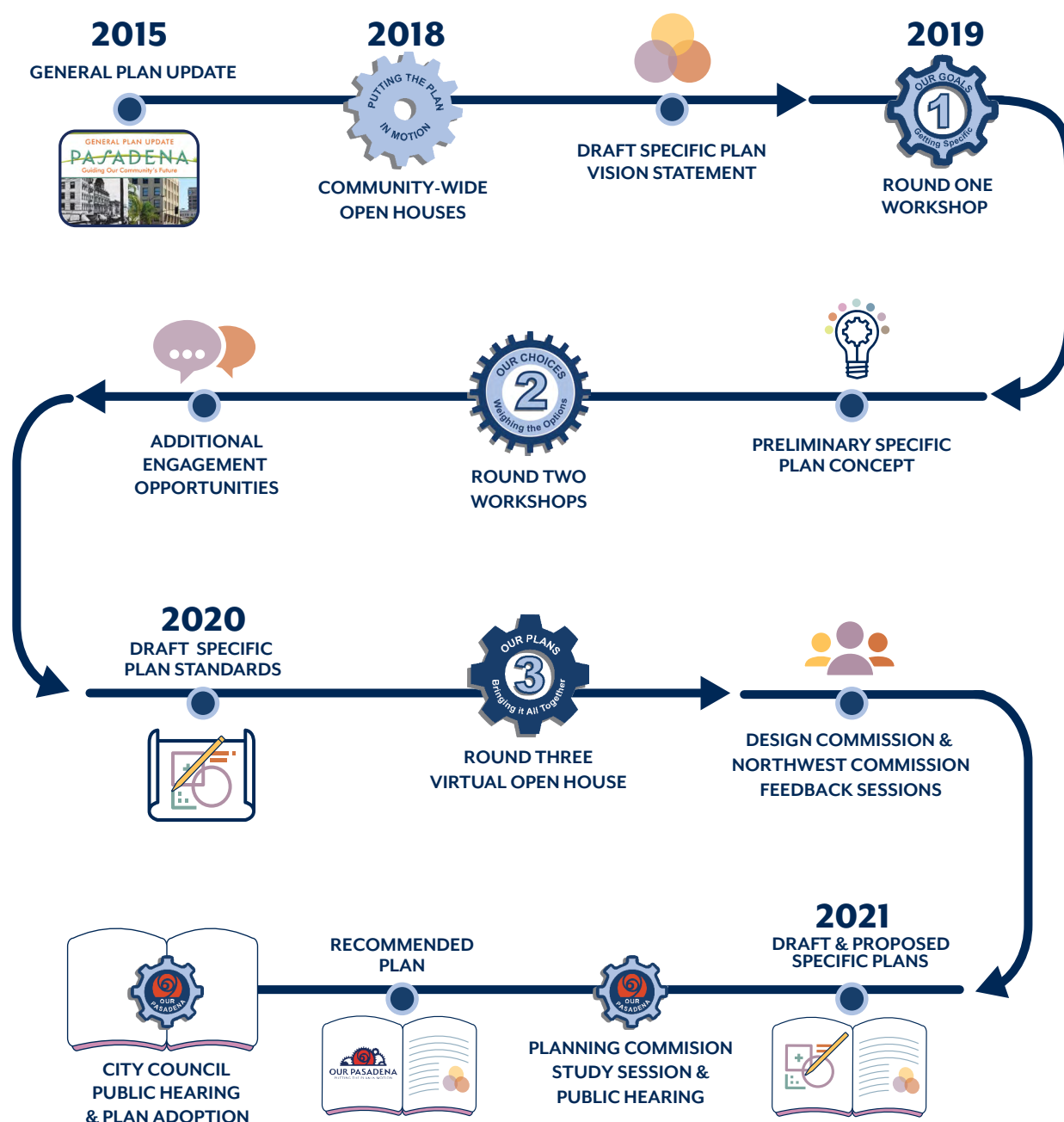
The Pasadena Climate Action Plan (CAP) (March 2018) provides a strategic framework for measuring, planning, and reducing the City's share of greenhouse gas (GHG) emissions with the goal of reducing emissions by more than half by the year 2035. This Specific Plan supports the CAP and the identified strategies to reduce GHG through sustainable land use and pedestrian infrastructure as well as urban greening, which are addressed in Chapter 4 (Land Use), Chapter 5 (Public Realm), and Appendix A.2 (Design Guidance for Tree Selection).

1.5 Planning Process and Outreach

The Lincoln Avenue Specific Plan is informed by a thorough planning and public outreach process led by the City's Planning & Community Development Department, and supported by a consultant team of urban planners, urban designers, outreach specialists, economists, architects, and landscape architects. The planning process also involved coordination with staff from Pasadena's departments of Public Works, Transportation, Economic Development, Northwest Programs, and Accessibility Coordinator.

1.5.1 PUBLIC OUTREACH

Throughout the planning process, the City solicited input from residents, property owners, businesses, community leaders, and other stakeholder groups through a variety of outreach events, public meetings, and online engagement tools. The following list provides a summary of public outreach methods, workshops, meetings, and hearings, and an overview of key recurring feedback themes from the outreach process.



Online Survey

As the first public outreach activity, this online survey provided an initial opportunity to gather thoughts about Lincoln Avenue from community members and others familiar with the area, including positive and negative elements of building design and development, the pedestrian environment, and other community planning issues. The City used the survey responses to begin identifying places of interest and topics for discussion in the Round 1 Workshop. The online survey also served as a way to introduce the community to the Specific Plan process and spread awareness of the Our Pasadena General Plan implementation program.

Round 1 Workshop

June 14, 2018

In the Round 1 Workshop, the Planning & Community Development Department facilitated a listening and learning session to find out more about participants' experience living and/or working in, or visiting the Lincoln Avenue area, and their ideas for how the Specific Plan could improve the area. The workshop began with a brief interactive visioning activity, and an introductory presentation on the Specific Plan Update program, the General Plan vision for the plan area, and background information. For the majority of the workshop, participants were divided into small groups with facilitated discussions on specific topics such as appropriate land uses and housing types, streetscape and public amenities, and mobility and parking. The main objective of the workshop was to solicit feedback from the community, rather than reach consensus on any particular topic. This workshop was followed by a second online survey.



Round 1 Workshop



Virtual Walking Tour

Virtual Walking Tour

February 2, 2019

Though originally scheduled as an outside walking tour of the area, due to heavy rains, City staff and community members did a virtual walking tour at John Muir High School. The virtual tour helped to gather participants' observations and experiences throughout the intended route of the walking tour. Participants wrote comments on walking tour worksheets/guides as staff navigated through portions of Lincoln Avenue, beginning at the intersection of Wyoming and Lincoln and ending at John Muir High School. At the end of the tour, participants identified specific locations on large maps with image cards depicting desired uses.



Round 2 Workshop

Round 2 Workshop

February 28, 2019

The Planning & Community Development Department hosted a second community workshop to present preliminary land use and urban form concepts that considered a number of factors, including community feedback received since the first workshop. Input received helped to refine these concepts and guide the drafting of goals, policies, and development standards. In an opening icebreaker activity, participants were able to reaffirm what we heard so far from the community by placing stickers next to those comments. Next, City staff gave a PowerPoint presentation covering background information on the program, an overview of the existing Specific Plan area, emerging themes and draft vision, and preliminary concepts. Lastly, participants broke out into small groups to discuss the preliminary concepts. Each table reported back to the larger group with a summary of main points.

Youth Summit

October 19, 2019

The Planning & Community Development Department hosted an OurPasadena Youth Summit for Pasadena High School students at the Robinson Recreation Center. Through the use of multi-media tools and interactive activities, the event introduced city planning to youth and allowed participants to share their unique perspective on what they think will make Pasadena a better place now and in the future.



Youth Summit

WHAT WE HEARD

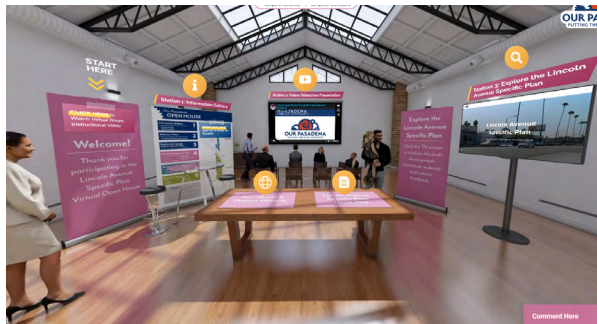
Participants shared a wide range of input throughout the outreach process, including the following recurring themes:

- » Strengthen community identity through placemaking and cohesive design
- » Address the lack of open space by providing more walkable gathering spaces suitable for families and pets
- » Create a more pleasant environment to stroll around the neighborhood and to the Arroyo Seco
- » Provide more landscaping and street trees that provide shade and relief from harsh weather
- » Strengthen the connection between the northern and south parts of the plan area through public art and wayfinding signage
- » Maintain low-density character with 2- to 3-story scale
- » Support a business environment in which “mom and pop” shops and local retailers can thrive
- » Create opportunities for affordable, family-sized homes
- » Support clean industry, but beautify buildings with landscaped setbacks
- » Continue to limit liquor stores and alcohol sales
- » Make the Lincoln Avenue corridor safer and more friendly for bicyclists

Round 3 Virtual Open House

August - April 2021

For the third and final round of community workshops, the Planning & Community Development Department hosted an interactive virtual open house website and live webinar on August 27, 2020. Through an introductory presentation and a series of informational materials, staff presented the refined Lincoln Avenue Specific Plan vision and concept, along with full draft standards for the Land Use, Public Realm, and Development & Design chapters of the plan. Participants were encouraged to provide detailed input through an online survey, and to submit questions in the Q&A portion of the live webinar event. While the community was unable to gather in person due to the COVID-19 pandemic, the virtual platform was available 24/7 for an extended period of time, allowing participants to visit and provide feedback at their pace and convenience, as well as download materials and share the open house site with family, friends, and neighbors.



Round 3 Workshop - Virtual Open House Website

Northwest Commission & Design Commission Meetings

November 10 & December 22, 2020

Following the Round 3 Webinar, the Planning & Community Development Department presented at the Northwest Commission and Design Commission meetings in Winter of 2020 to solicit feedback on the draft Lincoln Avenue Specific Plan, respond to clarifying questions from commissioners, and discuss various issues to be considered in the development of standards, policies, and implementation strategies for the next draft of the plan.

Council District 1 Community Meeting

March 10, 2021

The Planning & Community Development Department presented to community members from Council District 1 about the Lincoln Avenue Specific Plan process and draft development standards. Following the presentation, staff facilitated a Q&A session with attendees and fielded comments on the draft plan.

Summary of Mailings & Promotional Materials

In addition to these public outreach events and workshops, the Planning & Community Development Department has advertised the Lincoln Avenue Specific Plan and provided program updates through the following platforms and publications:

- » Mailers to property owners, occupants, and renters within the plan area and within 500 feet of the plan area
- » E-mailing list for program newsletter subscribers
- » OurPasadena Program website
- » OurPasadena and Citywide social media accounts
- » Council District Newsletters
- » City of Pasadena InFocus
- » Local press coverage

Planning Commission Meetings

Section to be completed after Planning Commission meetings

City Council Meeting

Section to be completed after City Council meeting

1.5.2 ENVIRONMENTAL CLEARANCE

In the 2015 Pasadena General Plan update, the City prepared a programmatic General Plan Environmental Impact Report (GP EIR) to analyze potential citywide impacts, broad policy alternatives, and programmatic mitigation measures associated with the update of the General Plan and specific plan amendments. An Addendum to the GP EIR was prepared for this Specific Plan to address potential site-specific environmental impacts associated with the update to the Lincoln Avenue Specific Plan.

Per the GP EIR, future discretionary review may rely on analysis provided in the GP EIR for the purpose of tiering and/or streamlining. The purpose of tiering is to use the analysis of general matters contained in a broader EIR (such as the GP EIR) with later California Environmental Quality Act (CEQA) documents on narrower or more site specific projects. Tiering serves to reduce repetitive analysis and provide subsequent site specific analysis at a time when it is meaningful. Tiering is common and appropriate when the sequence of analysis is from a General Plan EIR to a program of lesser scope, such as a specific plan. Therefore, CEQA review required for this Specific Plan may tier from the GP EIR pursuant to CEQA Guidelines Section 15152.

1.6 Specific Plan Organization

The Specific Plan contains seven chapters, which are organized in the following manner:

CH. 1 - INTRODUCTION

This chapter presents the Specific Plan's purpose, and outlines the planning and outreach process. This chapter also discusses the plan's relationship to other planning documents, and introduces the 2015 General Plan principles, goals, and policies that inform the Lincoln Avenue Specific Plan.

CH. 2 - BACKGROUND & CONTEXT

This chapter provides additional historical context for the plan area and identifies challenges and opportunities within Lincoln Avenue's existing conditions.

CH. 3 - VISION, GOALS & POLICIES

This chapter establishes the overall vision for the Lincoln Avenue Specific Plan area, and specific visions for the sub-areas north and south of the I-210 Freeway. The vision is followed by goals and policies organized by subarea and topic.

CH. 4 - LAND USE

This chapter introduces the Specific Plan's updated zoning districts, and establishes the types of land uses allowed for potential new development within each zoning district.

CH. 5 - PUBLIC REALM STANDARDS

This chapter presents standards and guidelines for the public realm adjacent to new development, including sidewalks, parkways, street trees, and paseos.

CH. 6 - DEVELOPMENT STANDARDS & DESIGN GUIDELINES

This chapter presents standards and guidelines for development of private property. Standards in this chapter are organized into five sections, including Intensity & Density, Massing, Ground Floor, Open Space, and Access & Parking.

CH. 7 - IMPLEMENTATION & ADMINISTRATION

This chapter presents implementation actions and responsibilities, and potential programming and funding opportunities to bring the Specific Plan vision to life.



Lincoln Avenue Specific Plan area
 Imagery ©2021 Google, Imagery ©2021 Maxar
 Technologies, U.S. Geological Survey, USDA Farm Service
 Agency, Map data ©2021 Google

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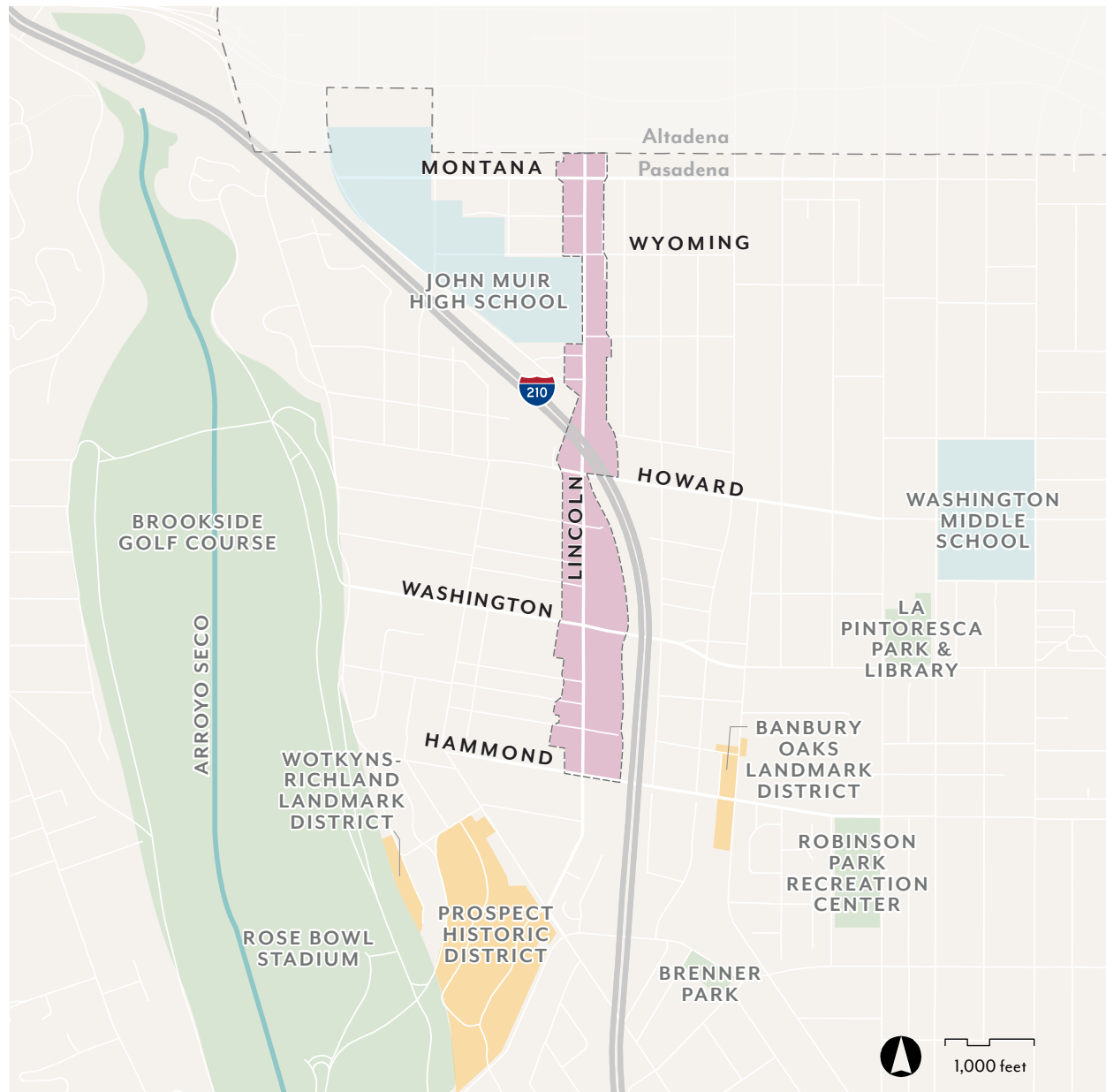
Ch. 2

Background and Context

2.1	Community and Historic Context	17
2.2	Existing Land Uses, Urban Form, and Public Realm	20



Map 2.1-1: Lincoln Avenue Specific Plan Area and Regional Context



Lincoln Avenue Specific Plan area

East-west streets south of the I-210 crossing provide convenient access between the Arroyo Seco and Lincoln Avenue. John Muir High School faces Lincoln Avenue abutting the Plan area, and serves as an important historic institution and center of activity in Pasadena. The I-210 bisects the Plan area just north of Howard St., connecting to La Cañada Flintridge to the northwest, and Central Pasadena to the south.

2.1 Community and Historic Context

Lincoln Avenue is a mixed-use corridor running north/south through north Pasadena, a half-mile east of the Arroyo Seco. The street is bisected by the I-210 Freeway, and surrounded by low density, primarily single-family housing. While originally a residential neighborhood serving the early subdivisions of Pasadena, many residential and commercial parcels transitioned to industrial use throughout the 20th Century, due to a stifled economic recovery from the Great Depression and permissive industrial zoning policies.

Much of the Lincoln Avenue corridor and surrounding residential neighborhood was included in one of Pasadena's few historically "redlined" communities, meaning residents were systematically blocked from mortgage or home improvement loans between 1939 and 1968 due to the Home Owners' Loan Corporation (HOLC) investment risk-grading documents. The explicitly racist and discriminatory HOLC documents, which referred to the Lincoln neighborhood as a "blighted" area with "subversive racial elements," are now infamous for their long-term influence on housing policy and access to services including banking, insurance, and healthcare within racially and economically marginalized communities throughout the United States. The construction of the I-210 in 1966 contributed further to the area's fragmentation and isolation from the City's economic center.

After decades of permissive zoning, a growing number of industrial uses such as the cement plant and auto repair shops detracted from the residential character of the area. In an effort to prevent the development of additional industrial uses and their associated impacts on the surrounding community, 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 to General Commercial to reduce industrial conflicts with surrounding neighborhoods and limit industrial activity. The Lincoln Avenue Redevelopment Project Area, adopted in 1986, contributed to the development of several office buildings and townhome complexes throughout the late 1980s and 1990s, some of which successfully replaced heavy industrial uses. However, as redevelopment projects were scattered throughout the area and lacked neighborhood-serving uses, they did not lead to a cohesive revitalization of the corridor. As development slowed and industrial uses continued to operate throughout the 2000s, the City identified Lincoln Avenue as the location for an eighth Specific Plan area.

In 2013, City Council approved the first Lincoln Avenue Specific Plan as a tool to catalyze a shift in land use patterns and guide development along the Lincoln Avenue corridor. The 2013 plan focused on repurposing the industrial and limited commercial corridor into a vibrant district offering more retail storefronts and neighborhood services, and increasing opportunities for housing and mixed-use development. In addition to new zoning designations and development standards, the plan included a revitalization strategy that focused on identifying and facilitating development of specific catalytic sites for growth. The 2015 General Plan reaffirmed the 2013 Specific Plan's vision for Lincoln Avenue to develop as a neighborhood-oriented district, and established Land Use designations consistent with the Specific Plan's zoning districts.



Muir High School ca. 1930; Source: Water & Power Associates

LINCOLN AVENUE TIMELINE

1900-1940

- » Early residential homes are constructed along and surrounding Lincoln Ave.
- » Early commercial development at the intersection of Lincoln Ave. and Montana St.
- » John Muir High School is constructed in 1926
- » Early development of industrial properties along Lincoln Ave.



Early residential property at 1826 Lincoln Ave.



John Muir High School



Dental Center building at 2030 Lincoln Ave.



Futaba Building at 1507 Lincoln Ave

1940-1970

- » Due to Redlining (1939-1968), the Lincoln Avenue community serves as one of Pasadena's only neighborhoods where Black, Latino, and Asian-American families could find housing throughout these decades
- » Further development of primarily commercial and industrial uses along the corridor
- » Kettle's Nursery building is constructed in 1948 as Foster's Old Fashioned Freeze ice cream shop
- » I-210 is constructed in 1966



Kettle's Nursery building at 1960 Lincoln Ave.



I-210 Freeway over Lincoln Ave. at Howard St.



Pasadena Lumber and Supplies property

LINCOLN AVENUE TIMELINE

1970-2000

- » Additional auto-oriented industrial uses are built throughout the corridor in early 1980s
- » Industrial areas are rezoned to commercial in 1985
- » Lincoln Avenue Redevelopment Project Area is adopted in 1986, leading to scattered development of office and residential uses between 1988 and 2000



Bakery at Lincoln Ave. and Del Monte St.



Public Storage between Claremont St. and Washington Blvd.



Business Park of Pasadena

2000-present

- » Slow pace of development, with some commercial space and residential townhomes added
- » First Lincoln Avenue Specific Plan is adopted in 2013
- » Our Pasadena Specific Plan Update process begins in 2018



Retail use in adaptively re-purposed building at Lincoln Ave. and Toolen St.



Multifamily residential on Lincoln Ave. between Idaho St. and the I-210 Freeway



Palm Plaza at Lincoln Ave. and Montana St.

2.2 Existing Land Uses, Urban Form, and Public Realm

The Specific Plan is organized into the following two Subareas distinguished by their existing conditions, General Plan Land Use designations, and the Plan's vision for the future:

- » Lincoln North
- » Lincoln South

This section describes existing land uses, urban form, and public realm conditions by Subareas, shown in Map 2.2-1. In Chapter 3, future-oriented goals and policies are introduced for each Subarea.

LAND USE

Land use is a characterization of how a property or building is used and describes the general activity occurring on a site, such as commercial retail, office, residential, industrial, or open space. Land uses influence the surrounding environment in a variety of ways; for example, some uses, like retail stores and restaurants, may draw pedestrians to an area and create a more active sidewalk environment, while other uses, like industrial, are generally more auto-oriented in nature.

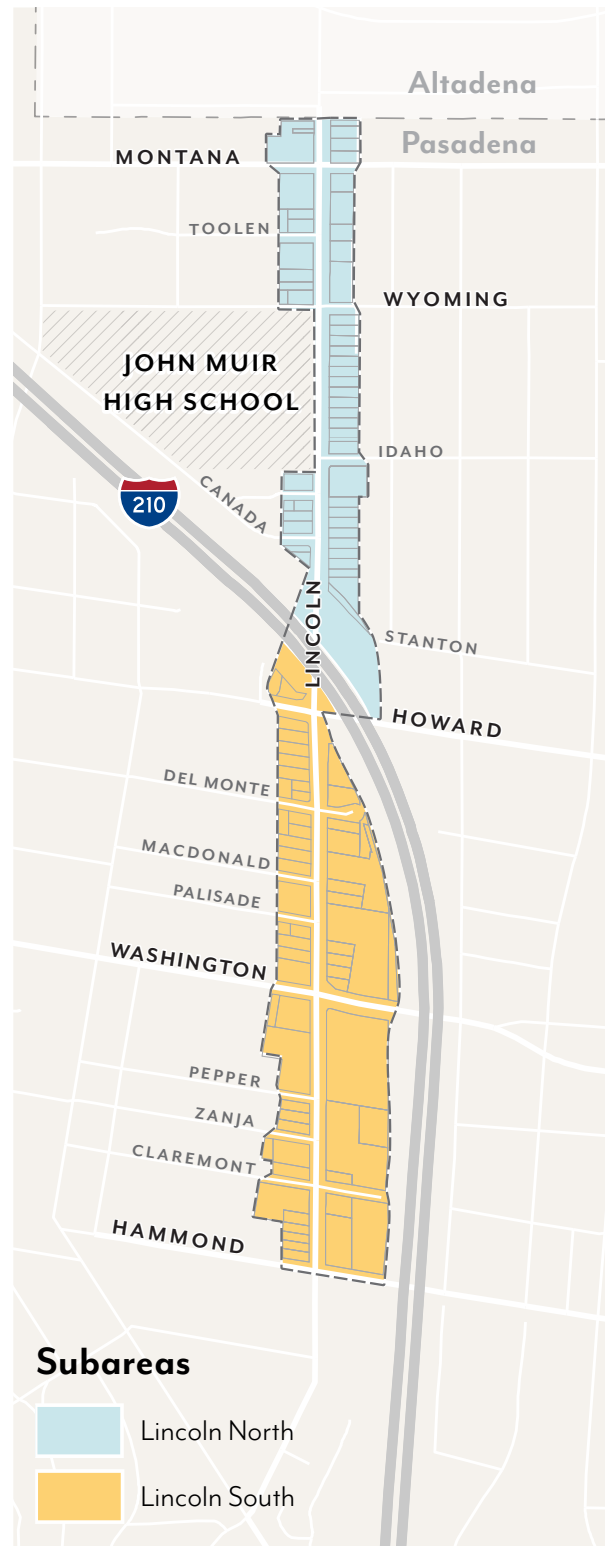
URBAN FORM

Urban form refers to the physical form of a building, both individually and collectively within a district, and its placement within a specific site. Elements of urban form such as a building's scale and height help to determine the overall character of an area. Urban form is influenced by a combination of planning regulations and development standards, architectural design, and site-specific factors such as lot size.

PUBLIC REALM

The public realm refers to spaces that are publicly owned and/or publicly accessible. This Specific Plan regulates the portion of the public realm between private development and the roadway, typically comprised of sidewalks, parkways, street trees, and other amenities such as seating, bicycle parking, bus shelters, and trash receptacles. Other portions of the public realm such as the roadway are designed, regulated, and maintained by various other City departments and planning documents.

Map 2.2-1: Lincoln Avenue Specific Plan Subareas



Section 2.2 is reorganized.

LINCOLN NORTH

The Lincoln North subarea spans from the Specific Plan boundary near Montana Avenue to the north and the I-210 Freeway to the south. Lincoln Avenue north of Wyoming Street serves as a “main street” for the community and is characterized by a mix of retail and neighborhood services, such as coffee shops, gyms, a restaurant, a health center, and a plant nursery, which provide amenities within walking distance for the surrounding residential neighborhoods. Ground floor office uses and a manufacturing business are also present on the corridor, though these uses are not contributing to the type of active pedestrian environment characteristic of a main street area.

Urban form and lot sizes are fairly consistent in the subarea. Block lengths are small, at 200 to 300 feet, which are conducive to a walkable, main street character. Older single-story buildings on similar sized lots with primarily 60-foot frontages are the dominant form, several with alley access in the rear. While the majority of lots are individually owned, several have been consolidated through redevelopment. Traditional storefronts built to the property line, building entries open to the sidewalk, small block lengths, and parking in the rear contribute to a pedestrian-oriented character. Many buildings incorporate individual and frequent storefronts, large expanses of windows that face the street, and articulation that creates visually interesting facades. However, some buildings, while pedestrian-oriented in use, have blank walls or facades facing the street that detract from the pedestrian-friendly environment. For example, Palm Plaza at the northwest corner of Lincoln and Montana acts as a community anchor with a local café, church, and health center, but tall fencing and the siting of the building away from the street detract somewhat from the existing urban form of the district. While the office and industrial uses in this area are in buildings with traditional storefronts, many include window shades or screens which block visual access and inhibit active, pedestrian-friendly frontages.

Public realm conditions in the Lincoln North subarea are inconsistent and generally do not support the main street character of the area. Ample shade is not present as existing street trees do not provide shade or have not yet matured. Existing sidewalk widths along this portion of Lincoln Avenue are generally 10 to 12 feet, which is insufficiently wide for a main street environment with higher levels of pedestrian activity and the need for street trees, bus shelters, and other amenities.

South of Wyoming Street includes a mix of single- and multi-family homes along the two blocks that extend south to the I-210 Freeway. Residences include a combination of one- and two-story homes, townhomes, and apartments



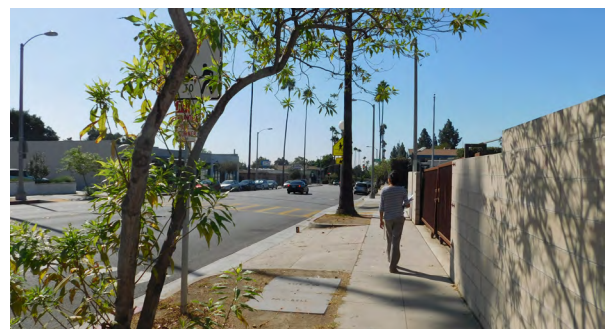
Traditional commercial uses on Lincoln Ave. across from Toolen Pl. with storefronts built to the property line



Office use in traditional storefront with inactive frontage



Palm Plaza at Lincoln Ave. and Montana St., completed in 2007



Sidewalk with insufficient tree canopy and blank walls along Lincoln Ave. at Toolen Pl.

that vary in shape and style. Lot sizes are consistent with approximately 45 feet in frontage and 140 feet in depth. Setbacks are consistently landscaped and generally between 15 to 20 feet along Lincoln Avenue. Many residences have retained their historic character, with some homes dating to the 1920s and 1930s. No properties have been designated as historic resources as of 2021 within the Specific Plan area; however, a recent historic resources survey concluded that several could be eligible for future designation. The most recent new construction, completed in 2002, is a series of townhomes in the Craftsman style at the corner of Idaho Street built on a Pasadena Community Development Commission redevelopment site.

Existing sidewalk widths in this portion of Lincoln Avenue are generally 12 to 15 feet. Sidewalks include consistent street trees and continuous parkways; however, the existing street trees provide minimal shade apart from periodic oak trees planted north of Idaho Street. This area abuts John Muir High School which serves as a significant community anchor and contributes to the public realm of the corridor with a landscaped front lawn and large shade trees. The presence of the high school has enabled east/west pedestrian crossings along this portion of Lincoln Avenue, including signal protection and high-visibility paint treatments to improve safety. Within the residential area south of the I-210 Freeway, existing sidewalk widths are 12 feet with consistent parkway trees and landscaping; however, shade from existing street trees is minimal.

The I-210 Freeway bisects the Specific Plan area contributing to the lack of a cohesive identity for the corridor. The freeway underpass' poor lighting and lack of buffer between the sidewalk and roadway inhibits pedestrian comfort and safety, discouraging travel by foot between the areas north and south of the freeway.



John Muir High School is a significant community anchor and contributes to the public realm



Townhomes at Lincoln and Idaho, constructed in 2002



Sidewalk with landscaped parkway and bus stop with bench along Lincoln Ave. at Idaho St.



I-210 Freeway overpass creates a barrier for pedestrians between the areas north and south of the freeway

LINCOLN SOUTH

The Lincoln South Subarea spans from the I-210 Freeway in the north to Hammond Street in the south. This portion of Lincoln Avenue is characterized by an eclectic combination of commercial, industrial, and institutional land uses, with a cluster of single- and multi-family residential along the west side of the corridor south of Pepper Street. Commercial and industrial uses include auto repair, construction supply and fabrication, cement batching, public storage, retail, office, a bakery, and a motel. The Business Park of Pasadena at Lincoln Avenue and Washington Boulevard is largely comprised of incubator businesses, including a robotics research and development company that benefits from close proximity to the NASA Jet Propulsion Laboratory a few miles to the north. Institutional uses consist of four churches, which are scattered throughout the Lincoln South subarea.

Urban form and lot sizes vary significantly within the subarea, though the scale is consistently one-story on both sides of Lincoln Avenue. On the west side of the street, the block lengths reflect the single-family neighborhood to the west and are generally walkable lengths between 200 to 400 feet. However, the street grid ends at Lincoln Avenue due to the I-210 Freeway to the east; therefore, the east side of the street consists of long blocks between roughly 400 and 1,300 feet in length, creating a more monotonous pedestrian environment.

On the east side of Lincoln Avenue, many lots are large, approximately 2 acres in size, reflecting uses like the business park, cement plant, public storage, and churches. On the west side of the street, though some lots have consolidated, most tend to be smaller with approximately 60-foot frontages and shallow depths of approximately 150 feet without alley access, which can make redevelopment more challenging.

The urban form is not currently pedestrian-oriented due to uneven building setbacks, frequent breaks in the street wall, and a prevalence of blank facades or fences. While several buildings are built at or near the sidewalk, many buildings are setback with parking lots at the side or front of the building, creating an auto-oriented character. Several of the sites are underdeveloped or underutilized. In the residential area in the southwest corner of the subarea, the one-story single and multifamily homes are consistently setback from the street with large front yards of at least 20 feet.



Industrial Use along Lincoln Ave. near Washington Blvd.



Church with large surface parking lot along Lincoln Ave. at Claremont St.



Public Storage with blank wall and lack of tree canopy along Lincoln Ave. at Claremont St.

Public realm conditions in the Lincoln South subarea are inconsistent and generally do not support a comfortable pedestrian experience or provide a sense of place for the community. Existing sidewalk widths are approximately 12 feet and include street trees and parkways; however, existing trees do not have large canopies or have not yet matured, creating limited shade for pedestrians and lack of a cohesive streetscape appearance. Parkway are mostly turf and inconsistent; therefore, do not significantly contribute to stormwater capture or greening of the corridor. The most consistent and well-maintained parkway condition is located along the frontage of the Business Park of Pasadena. East-west pedestrian crossings are infrequent, and most lack signal protection or other features like bulb-outs, which make crossing the street easier and safer. The lack of crossing opportunities can negatively impact the economic and physical cohesion of the subarea.

Despite these challenges, improvements have been made to the Lincoln Avenue streetscape over time including the implementation of the Department of Public Works' 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. Continued investments can help to unify Lincoln North and South through a high-quality public realm that includes consistent street trees and amenities, as well as draw together various land uses through a consistent urban form and pedestrian experience. These opportunities are addressed in this Specific Plan within Chapter 5 (Public Realm Standards and Design Guidelines) and Chapter 7 (Implementation and Administration), as well as Appendix A.2 (Design Guidance for Tree Selection).



Multi-family homes along Lincoln Ave. at Pepper St. feature large front yard setbacks



Sidewalk with limited street tree canopy along Lincoln Ave. at Del Monte St.



Sidewalk with landscaped parkway at the Business Park of Pasadena along Lincoln Ave. at Washington Blvd.

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Ch. 3

Vision, Goals & Policies

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Vision, Goals & Policies

CHAPTER OVERVIEW

The Lincoln Avenue Specific Plan Vision, Goals, and Policies establish the desired outcomes of the Plan and provide general direction for achieving these outcomes.

VISION

- » The vision characterizes the intended future of the Lincoln Avenue corridor, as shaped by both the General Plan and extensive community input during the Plan update process. This Plan's Vision contains an overarching vision statement and six supporting vision objectives.

GOALS

- » A goal is a statement that describes a desired future condition or “end” state. Goals are change and outcome oriented, achievable over time, though not driven by funding.

POLICIES

- » A policy is a clear statement that guides a specific course of action for decision-makers to achieve the associated goal.

The vision, goals, and policies in this chapter are presented in the following sections:

» 3.1 Vision.

- » 3.1.1 Vision Statement
- » 3.1.2 Vision Objectives

» 3.2 Goals & Policies.

- » 3.2.1 Plan Area Goals & Policies
- » 3.2.2 Subarea Goals & Policies

3.1 Vision

Section 3.1 and 3.2 are reorganized.

3.1.1 VISION STATEMENT

Lincoln Avenue will be the heart of the greater residential neighborhood where commercial and multi-family uses co-exist in a walkable, vibrant environment with public realm improvements that create a cohesive and well-connected corridor.

3.1.2 VISION OBJECTIVES

1. Neighborhood Character

Compatible development that adds to the rich cultural history of the community

4. Connected Neighborhood

Enhanced sidewalks that support pedestrian comfort and safety, and create a cohesive sense of place

2. Commercial Core

A strong spine of retail and services north of Wyoming Street, supported by reuse of existing buildings and targeted infill development

5. Greening & Open Space

A more livable and sustainable community with rich landscaping and open space

3. Housing Choices

A variety of new housing options that complement existing neighborhoods

6. Innovation Hub

Clean industrial and commercial uses that provide future-friendly jobs

3.2 Goals & Policies

The Goals and Policies in this section provide policy direction for implementing the Plan's vision and achieving the desired outcomes based on community input and General Plan guidance. Goals and policies also provide guidance to decision makers such as City staff, City Commissions, or City Council when reviewing development projects, and they can also help support grant funding efforts to supplement the City budget for public improvement projects.

The Plan includes goals and policies that are applicable to specific subareas, as well as the entire plan area. Goals and policies for the entire plan area are organized by topic:

- » Public realm & Community Cohesion
- » Development & Design
- » Economic Development
- » Multi-family Housing



Shaded outdoor seating and street trees enhance storefronts and contribute to neighborhood identity.

3.2.1 PLAN AREA GOALS & POLICIES

PUBLIC REALM & COMMUNITY COHESION

Goal 1. Sidewalks and other spaces that are accessible to the general public, and contribute to Lincoln Avenue's overall identity and sense of place.

Policies:

- 1.a. Walkability.** Provide an unobstructed path of travel for users of all abilities that can reasonably accommodate pedestrian volumes along the corridor.
- 1.b. Public Amenities.** Provide a designated portion of the sidewalk adjacent to the street right-of-way for public amenities such as seating, bicycle parking, trash receptacles, bus shelters, and parkways, tree wells, or other forms of landscaping.
- 1.c. Enhanced Storefronts.** If amenities and walk space are provided by property owners, allow a designated area adjacent to private property that allows for door openings from buildings, sidewalk seating, planters, and other enhancements to a building's entrance and ground floor exterior.

Goal 2. A comfortable and well-connected corridor that encourages sustainable modes of travel such as walking, biking, rolling, and bus riding.

Policies:

- 2.a. Multi-Modal Environment.** Encourage non-driving modes of travel by providing sufficient space for installations including bus shelters and bicycle racks.
- 2.b. I-210 Freeway Underpass.** Improve visual and physical conditions under the I-210 Freeway to better connect the north and south of the Plan area and promote walking within the district.
- 2.c. East/West Mobility.** Support the addition of signalized crossings across Lincoln Avenue, as well as bulb-outs, crosswalk treatments, landscaped medians, lighting, and other improvements that promote safe, comfortable east-west connections.
- 2.d. Bicycle Connections.** Support a more bicycle-friendly corridor by enhancing safety within the current shared roadway, providing signage to nearby bicycle facilities, and exploring the potential for enhanced bicycle infrastructure along Lincoln Avenue.



Landscaping and street trees in the public realm help to enhance storefronts and contribute to neighborhood identity.



Seating, bicycle parking, trash and recycling receptacles, and shade trees provide a comfortable and amenity-rich pedestrian experience

PUBLIC REALM & COMMUNITY COHESION

Goal 3. A safe, socially and culturally connected corridor supported by public art and community events.

Policies:

- 3.a. Activated Open Space.** Collaborate with local institutions and property owners to activate open spaces such as the John Muir High School lawn for community events.
- 3.b. Public Art.** Encourage collaboration between City departments and the Public Art Commission, Northwest Commission, and local businesses to identify locations for public art installations and other aesthetic improvements that reflect and build upon the Lincoln Avenue community identity.
- 3.c. Wayfinding and Signage.** Incorporate signage that helps to build a sense of place and community while also providing direction to nearby places of interest.

Goal 4. A green corridor with sufficient landscaping and shade coverage to encourage pedestrian mobility and support sustainability objectives such as carbon sequestration, mitigating the urban heat island effect and enhancing stormwater capture.

Policies:

- 4.a. Parkways.** Incorporate parkways into the public sidewalk, providing opportunities for street tree planting, improving permeability for rain and stormwater capture, and cooling the sidewalk environment.
- 4.b. Street Tree Distribution.** Increase the frequency and consistency of canopy trees to improve air quality and allow pedestrians to walk the length of the corridor in a shaded environment.
- 4.c. Street Trees.** Encourage street tree planting that supports the aesthetic objectives of local commercial businesses within a walkable retail- and services-oriented environment, and that have tree canopies appropriate to the scale and setbacks along the corridor.
- 4.d. Landscaped Setbacks.** Incorporate thoughtful landscaping with sustainable and native plant materials in areas where wider, buffered setbacks are appropriate.

DEVELOPMENT & DESIGN

Goal 5. Complementary building forms that fit the scale of the neighborhood and support a vibrant, walkable district.

Policies:

- 5.a. Architectural Diversity.** Allow for a range of architectural styles and forms that provide visual interest and quality design through massing and façade standards.
- 5.b. Scaled Transitions.** Provide appropriate upper floor stepbacks where new development may be adjacent lower density districts such as single-family residential.
- 5.c. Transparency.** Require facade transparency, particularly on the ground floor, that improves architectural design and provides visual interest to pedestrians.
- 5.d. Blank Walls.** Reduce the prevalence of blank walls and facades along the corridor.

Goal 6. Ample access to open space for both passive and active enjoyment.

Policies:

- 6.a. Residential Open Space.** Incorporate private and common open space areas that correlate to a building's size and number of residents.
- 6.b. Commercial Open Space.** Require large non-residential or mixed-use projects to provide open space for employees, visitors, and the public.
- 6.c. Quality Design.** Introduce open space design standards meant to create usable and functional open space for residents, employees, and visitors alike.
- 6.d. Urban Greening.** Use open space areas to further environmental goals – such as carbon sequestration and reducing the urban heat island effect – through tree planting, stormwater capture, and native landscaping.

ECONOMIC DEVELOPMENT

Goal 7. A supportive environment for new development and businesses that are compatible with surrounding residential uses.

Policies:

- 7.a. Small Business Support.** Leverage the Northwest Programs and Economic Development and Planning Offices to assist with new business siting, facilitate permitting, provide training for entrepreneurs, and coordinate with City departments.
- 7.b. Balanced Requirements.** Elevate quality of design while maintaining a reasonable level of flexibility to increase market feasibility for new developments.
- 7.c. Lower Barriers to Entry.** Exempt small businesses from costly parking requirements and simplify parking requirements among different uses, to make it easier to fill vacant spaces with new tenants.
- 7.d. Arroyo Seco Activity.** Leverage proximity to events at the Arroyo Seco and Rose Bowl to create economic benefits for local businesses.
- 7.e. Unbundled Parking.** Separate the cost of parking from the costs of housing to ensure that non-car owners do not pay for parking they do not need.



Highlight Coffee, a new small business in the Lincoln North subarea

MULTI-FAMILY HOUSING

Goal 8. Attractive, welcoming multi-family districts that positively contribute to the neighborhood's sense of place.

Policies:

- 8.a. Reinvestment.** Encourage investment in maintenance of existing properties and construction of new buildings with similar forms.
- 8.b. Range of Opportunity.** Allow for a variety of low-to-medium densities, from duplex to townhomes to apartments at various price points.
- 8.c. Courtyard-Style Housing.** Continue to encourage courtyard-style building forms across densities and housing types, providing centralized open space for residents.
- 8.d. Large Setbacks.** Setbacks that are consistent with single-family homes and older multi-family buildings within the district.
- 8.e. Greening.** Contribute to overall greening along the corridor through large front yards and well-maintained parkways within the sidewalk.



New multi-family housing at the corner of Lincoln Ave. and Idaho St.

3.2.2 SUBAREA GOALS & POLICIES

LINCOLN NORTH SUBAREA

Goal 9. A small-scale, neighborhood-serving commercial main street with a vibrant pedestrian atmosphere and historic charm, within walking distance of courtyard style multi-family housing and John Muir High School.

Policies:

- 9.a. Neighborhood Core.** Foster a two-block commercial main street between Wyoming and Montana Streets with diverse commercial uses that will serve as a focal point for surrounding neighborhoods.
- 9.b. Lincoln/Wyoming Intersection.** Establish the Lincoln Avenue and Wyoming Street intersection as a prominent gateway to the neighborhood commercial core with public open space opportunities at John Muir High School and the Kettle's Nursery property.
- 9.c. Adaptive Reuse.** Encourage sensitive reuse of existing buildings to achieve the preservation and rehabilitation of both designated and undesignated historic properties.
- 9.d. Multi-family Housing.** Support multi-family housing that reflects the neighborhood's historic residential and commercial character, and complements John Muir High School.
- 9.e. Proximity to Services.** Allow for neighborhood businesses that provide everyday shops and services within walking distance for residents.
- 9.f. Ground Floor Uses.** Balance the desire for active ground floor uses with changing market demand by allowing use flexibility while restricting uses that do not meet the overall vision for the subarea.
- 9.g. Ground Floor Design.** Incorporate design standards and guidelines relating to entrances, transparency, and other elements that help activate the ground floor and create a connection between the public and private realms.
- 9.h. Historic Resources.** Preserve architecturally and culturally significant structures, and encourage future alterations or repairs to maintain the resource's character-defining features.
- 9.i. Setbacks.** Minimize building setbacks to reinforce the historic streetwall, and use any setback area to provide additional sidewalk, amenities or aesthetic enhancements to activate the public realm.
- 9.j. Shade.** Ensure that areas adjacent to local businesses are comfortably shaded through the provision of awnings, street trees, and/or shade umbrellas as appropriate.
- 9.k. Kettle's Nursery Building.** Create site-specific guidelines for the appropriate rehabilitation of the building that acknowledges its importance and celebrates its history.
- 9.l. Freeway Adjacent Parcels.** Limit development of PS zoned sites and new parcels abutting the I-210 freeway to non-residential uses consistent with the LASP-CL Zoning District.

LINCOLN SOUTH SUBAREA

Goal 10. A livable employment hub with new multi-family housing options and flexible commercial spaces for research and development and other new businesses, coupled with shopping, amenities, and services within walking distance of residents and employees.

Policies:

10.a. Targeted Growth. Focus new housing construction in low intensity, commercial infill areas, helping to address the City's housing needs while protecting existing housing and replacing incompatible uses.

10.b. New Amenities. Allow for commercial uses on the ground floor to encourage new amenities within walking distance of local residents.

10.c. Mix of Uses. Allow full flexibility for properties on the west side of Lincoln Avenue north of Pepper Street to develop as a mixed-use, residential, and/or commercial project, but limit upper floor commercial to maintain residential character for nearby neighbors.

10.d. Multi-family Housing. Support multi-family housing on the west side of Lincoln Avenue in close proximity to jobs and amenities within the adjacent commercial flex and mixed-use areas.

10.e. Lincoln / Washington Intersection. Establish the Lincoln Avenue and Washington Boulevard intersection as a key community node with public open space, pedestrian improvements, accent street trees, landscaping, and complementary new development.

10.f. Incompatible Uses. Phase out heavy industrial and auto repair uses that are incompatible with nearby residential uses.

10.g. Flexible Spaces. Replace old industrial uses on the east side of Lincoln Avenue with new buildings that can accommodate a wide range of established industries, start-up incubators, and creative businesses as part of Pasadena's broader economic strategy.

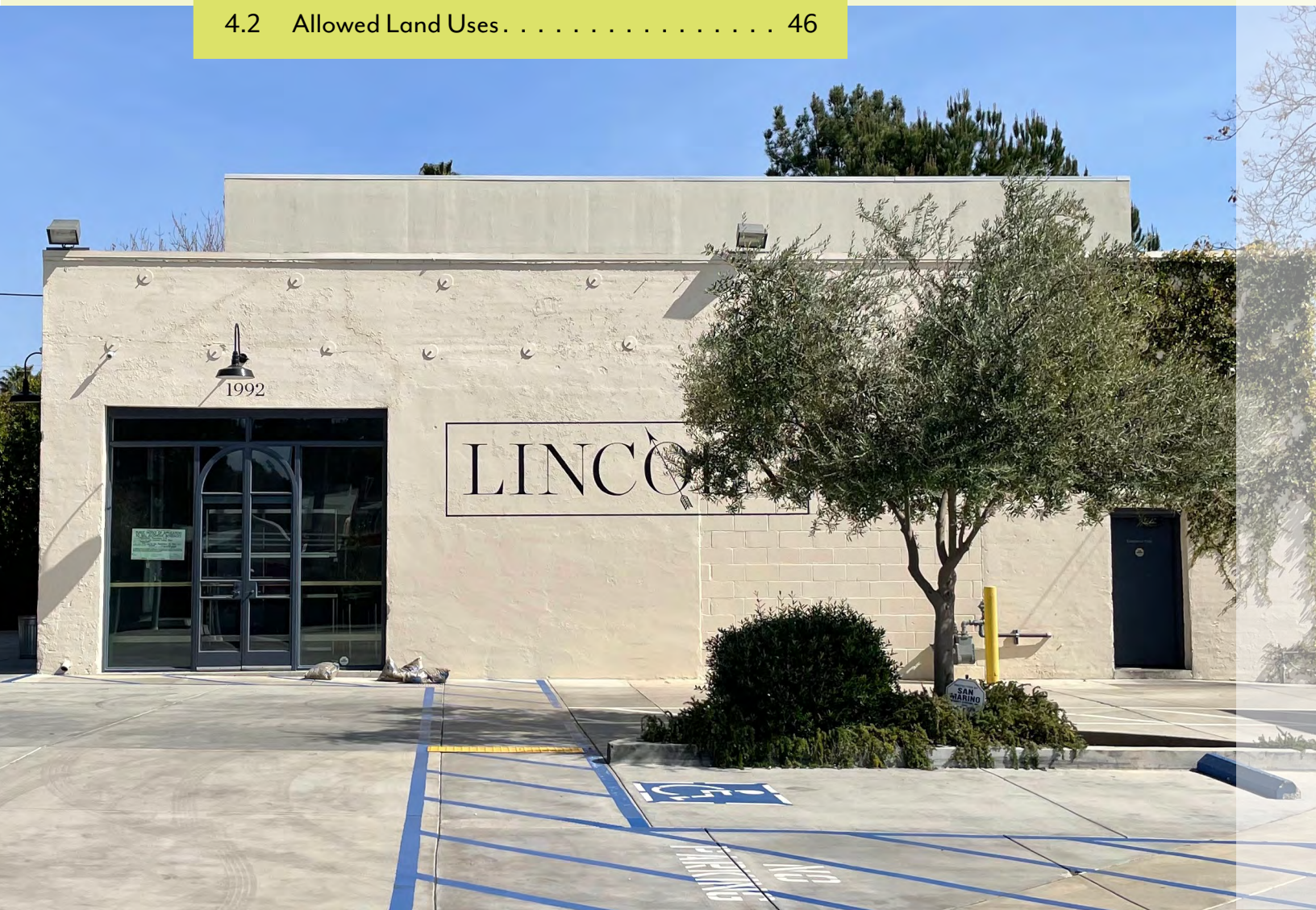
10.h. Freeway Buffer. Allow commercial uses on the east side of Lincoln Avenue to act as a buffer between the I-210 freeway and the residential uses to the west.

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Ch. 4

Zoning and Land Use

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SILVERLAKE



Zoning and Land Use

CHAPTER OVERVIEW

The zoning and land use regulations in this chapter are intended to guide development and decision making to achieve the vision of the Lincoln Avenue Specific Plan.

While broad land use categories are assigned in the General Plan, the Specific Plan establishes a detailed list of allowed land uses and permit requirements for each zoning district within the plan area.

This chapter is organized into the following sections:

- » **4.1 Zoning Districts.**
- » **4.2 Allowed Land Uses.**



4.1 Zoning Districts

4.1.1 PURPOSE

The purpose of the Lincoln Avenue Specific Plan zoning districts is to implement the Plan vision for each of the districts, described below.

LASP-CG

Commercial General

- » Foster a pedestrian-oriented neighborhood core
- » Accommodate a diverse range of retail and office businesses that people can walk to for shopping, dining, personal and community services, and social activities

LASP-MU

Mixed-Use

- » Allow pedestrian-oriented ground floor commercial uses
- » Support projects that are entirely commercial, entirely residential, or a mix of the two, integrated either horizontally or vertically

LASP-CL

Commercial Limited

- » Allow existing commercial uses to remain in place
- » Ensure that future uses are compatible with neighboring homes

LASP-RM-16

Residential Multi-family

- » Allow a variety of multi-family and compatible residential uses of an appropriate scale

LASP-CF

Commercial Flex

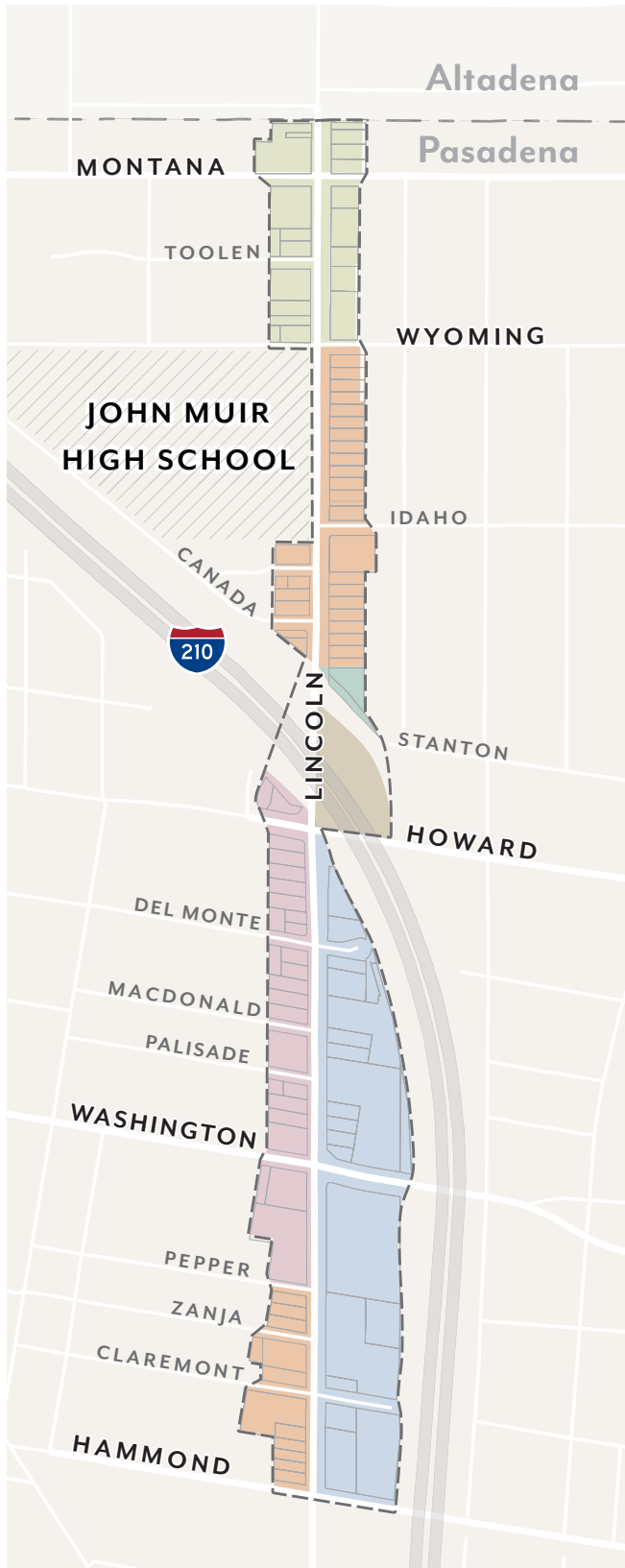
- » Allow a wide range of commercial and research & development uses
- » Provide flexibility for the city's burgeoning innovation and production industries
- » Restrict industrial uses that are inappropriate next to residential uses

PS

Public-Semipublic

- » Provide for institutional uses that may not be appropriate in other base zoning districts

Map 4.1-1: Zoning Districts



4.1.2 APPLICABILITY

The standards of this Specific Plan apply to proposed development and new land uses in all zones except PS. In PS, development shall be subject to a Conditional Use Permit or Master Plan per Pasadena Municipal Code (PMC) 17.26.

In LASP-RM-16, development shall follow all standards of RM-16 zoning in PMC 17.22 unless modified by this Specific Plan.

- LASP-CG
- LASP-CL
- LASP-CF
- LASP-MU
- LASP-RM-16
- PS

4.2 Allowed Land Uses

4.2.1 LAND USES AND PERMIT REQUIREMENTS

- A. **Permit Requirements.** Table 4.2-1 identifies the uses of land allowed by this Specific Plan, the land use permit required to establish each use, and limitations that may apply for a particular use.
 - 1. Definitions of specific land uses are found in PMC 17.80.020.
 - 2. Additional standards for specific land uses may apply; refer to the PMC Section noted in the table.
- B. **Upper Floors.** In MU-48, stories above the ground floor are limited to residential uses; nonresidential uses are prohibited.
- C. **Alcohol Sales.** The sale of alcohol is conditionally permitted only as an accessory to the following uses where permitted.
 - » On-site consumption: A restaurant or alcohol beverage manufacturing (i.e. brewery, distillery tasting room).
 - » Off-site consumption: Retail food sales in commercial spaces $\geq 15,000$ square feet; floor space for alcohol shall be no more than 5% of the store's total floor area, including both sales and storage.
- D. **Prohibited Uses.** Those uses not listed in Table 4.2-1 are prohibited by this Specific Plan, except as otherwise provided by PMC 17.21.030.A.
 - 1. Drive-throughs associated with any use are prohibited.
- E. **Nonconforming Uses.** Existing uses which are made nonconforming by this Specific Plan shall not be expanded and are further subject to the provisions of PMC 17.71.

Table 4.2-1: Allowed Uses, Permit Requirements & Specific Limitations

Symbol	Description	PMC Section
P	Permitted use, Code Compliance Certificate required.	17.61.020
MC	Conditional use, Minor Conditional Use Permit required.	17.61.050
C	Conditional use, Conditional Use Permit required.	
E	Conditional use, Expressive Use Permit required.	17.61.060
TUP	Temporary use, Temporary Use Permit required.	17.61.040
—	Use not allowed.	

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENT						
Land Use ¹	Permit Requirement					PMC Section / Notes
	LASP- CG	LASP- CL	LASP- CF	LASP- MU	LASP- RM-16	
RESIDENTIAL USES						
Accessory Dwelling Unit	—	—	—	P	P	17.50.275
Home Occupations	—	—	—	P	P	17.50.110
Multi-family Residential	—	—	—	P	P	
Residential Accessory Uses and Structures	—	—	—	P	P	17.50.250
Residential Care, Limited	—	—	—	P	P	
Transitional Housing	—	—	—	P ²	P ²	Maximum
RECREATION, EDUCATION & PUBLIC ASSEMBLY USES						
Clubs, Lodges, Private Meeting Halls	C	C	C	C	C	17.50.230
Colleges, Nontraditional Campus Setting	P	P	P	P	—	
Commercial Entertainment	E	—	E	E	—	17.50.130
Commercial Recreation, Indoor	P	—	P	P	—	17.50.130
Commercial Recreation, Outdoor	C	—	C	—	—	17.50.130
Cultural Institutions	P	P	P	P	C	
Electronic Game Centers	C	—	C	C	—	17.50.100
Park and Recreation Facilities	P	P	P	P	P	
Religious Facilities	C	C	C	C	C	17.50.230
with Columbarium	MC	MC	MC	MC	—	17.50.230
with Temporary Homeless Shelter	C	C	C	C	—	17.50.230
Schools, Public and Private	C	C	C	C	C	17.50.270
Schools, Specialized Education and Training	P	P	P	P	—	17.61.050.J

¹ See PMC 17.80.020 for definition of the listed land uses, except those listed in footnotes 2 and 3.² The maximum interior or exterior area in which support services are offered or located shall not exceed 250 square feet.

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENT						
Land Use ¹	Permit Requirement					PMC Section / Notes
	LASP- CG	LASP- CL	LASP- CF	LASP- MU	LASP- RM-16	
OFFICE, PROFESSIONAL & BUSINESS SUPPORT USES						
Automated Teller Machines (ATMs)	P	P	P	P	—	17.50.060
Banks and Financial Services	P	P	P	P	P	17.61.050.J
with Walk-Up Services	P	P	P	P	—	17.50.060
Business Support Services	P	P	P	P	—	17.61.050.J
Offices, Accessory	P	P	P	P	—	17.61.050.J
Offices, Administrative Business Professional	P	P	P	P	—	
Offices, Government	P	P	P	P	—	
Offices, Medical	P	P	P	P	—	
Offices, Research and Development	P	P	P	P	—	17.50.240, 17.61.050.J
Work/Live Units	—	—	P	P	—	17.50.370
RETAIL SALES						
Accessory Tasting Rooms ³	—	—	C	—	—	Refer to Section 4.2.1.C, 17.50.040
Alcohol Sales, Beer and Wine	C	C	C	C	—	
Alcohol Sales, Full Alcohol	C	C	C	C	—	
Animal Retail Sales	P	—	—	—	—	
Commercial Nurseries	C	C	C	C	—	17.50.180
Convenience Stores	C	C	C	C	—	
Food Sales	P	—	P	P	—	
Restaurants, Fast Food	P	—	P	P	—	17.50.260
Restaurants, Formula Fast Food	P	—	P	P	—	17.50.260
Restaurants	P	P	P	P	—	17.50.260, 17.61.050.J
with Limited Live Entertainment	P	—	P	P	—	
with Walk-Up Window	C	C	C	C	—	
Retail Sales	P	P	P	P	—	Retail stores may not exceed 40,000 square feet in size.
Service Stations	C	—	—	—	—	17.40.070; 17.61.050.J

¹ See PMC 17.80.020 for definition of the listed land uses, except those listed in footnotes.

³ **Accessory Tasting Rooms** is defined as uses accessory to an alcohol manufacturing plant that offer on-site tastings and sell beverages manufactured on the premises for on-site or off-site consumption. The subcategory includes establishments such as breweries, wineries, and distilleries that offer tastings and sales of alcohol beverages in accordance with a license issued by the California Department of Alcoholic Beverage Control.

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENT						
Land Use ¹	Permit Requirement					PMC Section / Notes
	LASP- CG	LASP- CL	LASP- CF	LASP- MU	LASP- RM-16	
SERVICES						
Adult Day Care, Limited	P	P	P	P	P	
Animal Services, Grooming	P	P	P	P	—	
Catering Services	P	P	P	P	—	17.61.050.J
Charitable Institutions	P	P	P	P	—	17.61.050.J
Child Day Care Centers	C	C	C	C	C	17.50.080
Child Day Care, Large	—	P	—	P	P	17.50.080
Child Day Care, Small	—	P	—	P	P	
Laboratories	P	MC	P	MC	—	
Maintenance and Repair Services	P	—	P	P	—	
Massage Establishments	C	—	—	C	—	17.50.155, 17.61.050.J
Mortuaries/Funeral Homes	C	—	C	—	—	
Neighborhood/Community Gardens	P	P	P	P	P	
Personal Improvement Services	P	P	P	P	—	17.61.050.J
Personal Services	P	P	P	P	—	
Printing and Publishing, Limited	P	P	P	P	—	17.61.050.J
Public Safety Facilities	C	C	C	C	C	
INDUSTRY, MANUFACTURING & PROCESSING						
Alcohol Beverage Manufacturing ⁴	—	—	C	—	—	Refer to Section 4.2.1.C
Custom Manufacturing / Artisan Production ⁵	—	—	P	—	—	
Recycling Centers, Small	—	—	MC	—	—	17.50.220
Research and Development, Non-offices	C	C	P	—	—	17.50.240

¹ See PMC 17.80.020 for definition of the listed land uses, except those listed in footnotes.

⁴ **Alcohol Beverage Manufacturing** is defined as a use where manufacturing of beer, wine, or other alcohol beverages are processed or prepared for consumption.

⁵ **Custom Manufacturing / Artisan Production** is defined as an artisanal, independent, or small-scale use limited to a maximum gross floor area of 15,000 square feet that involves the assembly, compounding, design, development, evaluation, manufacturing, processing, packaging, or treatment of components into products and conducted within enclosed buildings. These uses do not produce noise and vibration beyond the property line. Uses requiring State or Federal emissions permits are excluded from this use category to protect neighboring properties. Truck trips are limited to maximum of 10 per day. Small-scale food production including commercial bakeries, but excluding catering, are included in this use category. Accessory uses that support the primary use of the establishment may comprise up to 25% of the gross floor area of the establishment. Accessory uses may include those such as, but not limited to, outdoor dining, on-site food and beverage tastings, and retail.

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENT						
Land Use ¹	Permit Requirement					PMC Section / Notes
	LASP- CG	LASP- CL	LASP- CF	LASP- MU	LASP- RM-16	
TRANSPORTATION, COMMUNICATIONS, AND UTILITY USES						
Accessory Antenna Arrays	P	P	P	P	—	17.40.070
Commercial Off-Street Parking	C	C	C	—	—	
Communications Facilities	C	C	C	C	—	
Transportation Terminals	C	C	C	C	—	
Wireless Telecom Facilities, Major	C	C	C	C	—	17.50.310
Wireless Telecom Facilities, Minor	MC	MC	MC	MC	—	
Wireless Telecom Facilities, SCL	P	P	P	P	—	
Utilities, Major	C	C	C	C	C	
Utilities, Minor	P	P	P	P	P	
TEMPORARY USES						
Filming, Long-term	C	C	C	C	C	
Filming, Short-term	P	P	P	P	P	
Street Fairs	P	P	P	P	P	
Tents	TUP	TUP	TUP	TUP	TUP	17.50.320
Personal Property Sales	—	—	—	P	P	17.50.190
Seasonal Merchandise Sales	P	P	P	P	—	17.50.180; 17.61.050.J
Other Temporary Uses	TUP	TUP	TUP	TUP	TUP	

¹ See PMC 17.80.020 for definition of the listed land uses, except those listed in footnotes.

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Ch. 5

Public Realm

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Public Realm

CHAPTER OVERVIEW

The public realm standards and guidelines in this chapter serve to implement the General Plan vision for Lincoln Avenue Specific Plan area and achieve objectives of the Pasadena Street Design Guide and Pasadena Master Street Tree Plan. To improve the public realm for users of all abilities, and to provide enough space for simultaneous uses of the sidewalk, these standards and guidelines ensure that new developments contribute to the safety, accessibility, and connectivity of their surrounding streetscape network. Many features that are critical to walkability depend on the width and organization of the sidewalk. For example, consistent street trees provide shade and other aesthetic and environmental benefits, and sidewalk seating for restaurants and cafés activate the public realm and boost business. However, the success of both relies on the sidewalk offering ample and well-organized space to prevent conflicts with pedestrians.

The public realm standards and guidelines in this chapter address and regulate pedestrian infrastructure and amenities to support a safe, accessible, and comfortable pedestrian experience. The standards and guidelines are presented in the following sections:

- » **5.1 Sidewalks.** Addresses minimum sidewalk widths and sidewalk zones.
- » **5.2 Parkways and Street Trees.** Addresses parkway dimensions, amenities, and materials, and street tree placement and preferred species.

Each section includes rationale for the standard followed by sub-sections for individual standards, if applicable. Each standard is introduced in text and/or table format with diagrams and images to illustrate regulations. Supplementary text boxes are provided for additional context on most standards and diagrams. Note that diagrams are provided for the purposes of communicating measurements and images are included to illustrate potential outcomes of the standards; neither are suggestive of regulated architectural styles.



Sidewalks with sufficient width can support pedestrian travel as well as space for various amenities.



A well-designed public realm provides comfortable and accessible space for people of all abilities.

PASADENA STREET DESIGN GUIDE

Pasadena's Street Design Guide provides a framework for understanding the way sidewalks are used, and organizes sidewalks into zones to avoid conflict between various uses and amenities. Requirements vary based on the level of activity, land uses, intensities, and densities, as well as special conditions. Through designating specific zones, the Lincoln Avenue Specific Plan can help enhance the pedestrian experience by increasing sidewalk widths, enabling more shade coverage and opportunities for amenities such as seating and landscaping.

The Street Design Guide organizes sidewalks into the following three zones, which provide a basis for standards in the Specific Plan:

- » The **Amenity / Curb Zone (Amenity Zone)** is the portion of the sidewalk directly adjacent to the street right-of-way. This zone typically includes street trees, street lights, parkways, street furniture, bicycle parking, bus shelters, and other utility facilities.
- » The **Walk Zone** is the portion of the sidewalk dedicated to pedestrian travel and shall be free of obstruction.
- » The **Building Frontage Zone** is adjacent to private property and allows for door openings from buildings, outdoor furniture and shade structures.

Figure 5.1-1: Sidewalk Zones



5.1 Sidewalks

Standards in sections 5.1 shall apply to all Projects as defined in PMC 17.80.020. These standards are intended to:

- » Ensure a minimum sidewalk width is achieved, appropriate to support future densities, intensities, uses, and pedestrian volumes;
- » Provide sufficient space to support dedicated amenity and walk zones; and
- » Increase shade, carbon sequestration, and stormwater capture by allowing adequate space for street trees and parkways.

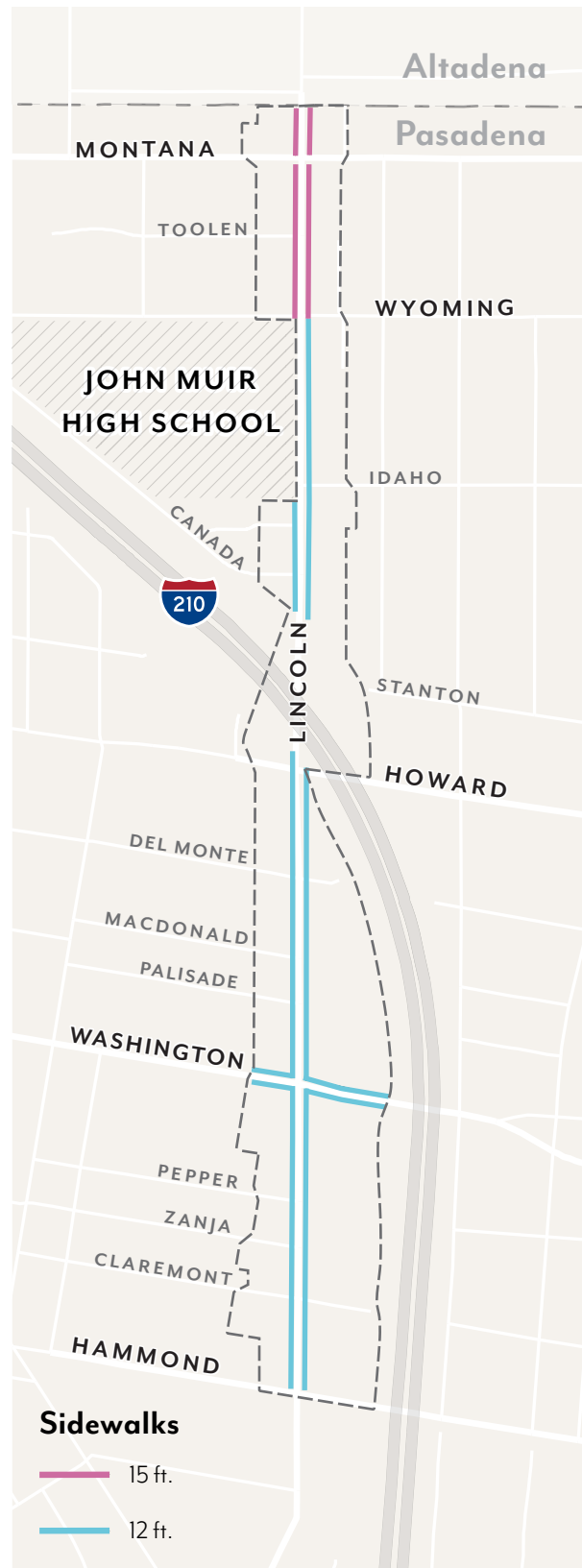
5.1.1 SIDEWALK WIDTH

- A. **Dimension.** Projects shall provide sidewalks that meet the required widths per Map 5.1-1. Where the existing sidewalk right-of-way is less than the required width, the difference shall be provided through a dedication.
1. Sidewalks are measured from the Primary Curb Line of each block to the sidewalk line, as illustrated in Figure 5.1-2.
 2. This area shall be paved for general use to the standards specified by Public Works, except for landscaped parkways per Section 5.2.
 3. Within the sidewalk width, sidewalk zones shall be provided to the dimensions set in Figures 5.1-3 through 5.1-6.
 4. Where the curb deviates (i.e. bulb-outs), exceptions in zone width are allowed and shall be determined by Public Works.
 5. Driveways are allowed per Section 6.6.1.
- B. **Maintenance.** Sidewalk improvements shall be installed and maintained by the abutting property owner(s).

SIDEWALK WIDTHS

Sidewalk widths of at least 12' are required throughout the Specific Plan area to provide space for a clear walk zone and basic amenities such as landscaping, lighting, signage, and bicycle parking. Sidewalks of 15' are required in commercial areas with more pedestrian activity and greater need for amenities.

Map 5.1-1: Sidewalk Widths



5.1.2 SIDEWALK ZONES

- A. **Amenity Zone.** Sidewalks shall provide an amenity zone at the width illustrated in Figures 5.1-3 through 5.1-6, including the curb.
1. Projects shall meet minimum parkway and street tree requirements per Section 5.2.
 2. The following elements are permitted in the Amenity Zone at the discretion of Public Works:
 - a. Paved area for pedestrian mobility,
 - b. Parkway and street trees,
 - c. Seating/furniture,
 - d. Outdoor dining (with a Public Works permit),
 - e. Planters,
 - f. Bicycle parking,
 - g. Bus shelters, and/or
 - h. Other utility facilities including streetlights, signals, meter and sign poles, and pullboxes, etc.
- B. **Walk Zone.** Sidewalks shall maintain a minimum continuous path of travel for pedestrians at the width illustrated in Figures 5.1-3 through 5.1-6. This area shall be free of all furnishings, landscaping, or obstructions.

IMPORTANCE OF SIDEWALKS

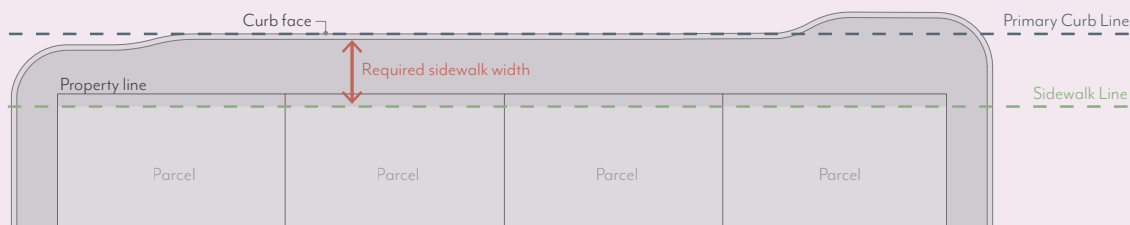
Sidewalks play a multi-faceted role in the built environment, serving as spaces for pedestrian travel, entryways, outdoor dining, landscaping and trees, as well as containing a variety of amenities, such as benches, bus shelters, bicycle racks and trash receptacles. Sidewalk standards correlate to the level of surrounding densities, intensities, and uses. Having sufficient widths and establishing distinct zones ensure that the sidewalk can support activities of all kinds.

- C. **Frontage Zone.** Sidewalks may include a building frontage zone between the Walk Zone and the Sidewalk Line. A maximum width is illustrated in Figures 5.1-3 through 5.1-6.
1. The following elements are permitted within the Frontage Zone and may not encroach on the Walk Zone:
 - a. Seating/furniture,
 - b. Outdoor dining (with a Public Works permit),
 - c. Planters, and/or
 - d. Shade structures and galleries.

Figure 5.1-2: Sidewalk Width Measurement

The sidewalk line is the line created by measuring the required sidewalk width (as shown in Figure 5.1-2) from the Primary Curb Line. The Primary Curb Line is the predominant face of curb line of a given block at the discretion of Public Works, and shall not include “bulb-outs” or reductions in sidewalk width at intersections.

As illustrated here, some parcels may not currently provide sufficient width to meet the sidewalk requirement. In these cases, the property owner must provide additional paved area through a dedication.



SIDEWALK ZONES

The images below reflect examples of appropriate conditions for the three sidewalk zones. These examples are illustrative and may not reflect all applicable development standards.

BUILDING FRONTAGE ZONE



Frontage zones may be used to accommodate outdoor dining



Frontage zones may include planters to add greenery

WALK ZONE

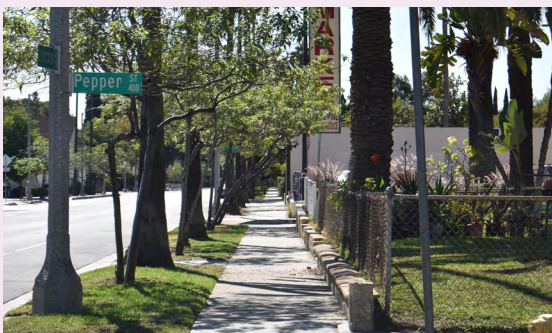


Walk zones of 5 feet allow two people to walk together comfortably



Wider walk zones of 7 feet or more are appropriate for commercial retail areas

AMENITY ZONE



Amenity zones often include landscaped parkways, especially on residential blocks



Amenity zones may include street furniture and landscaping

SIDEWALK DIMENSIONS | CROSS-SECTIONS BY STREET AND ZONING DISTRICT

Figure 5.1-3: CG Sidewalks

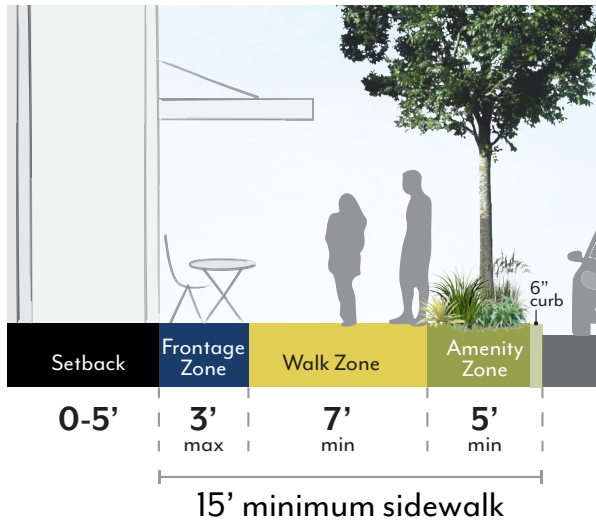


Figure 5.1-4: RM Sidewalks

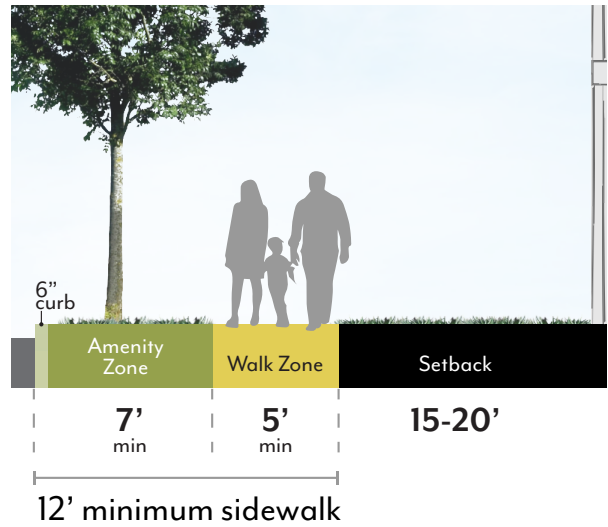


Figure 5.1-5: MU Sidewalks

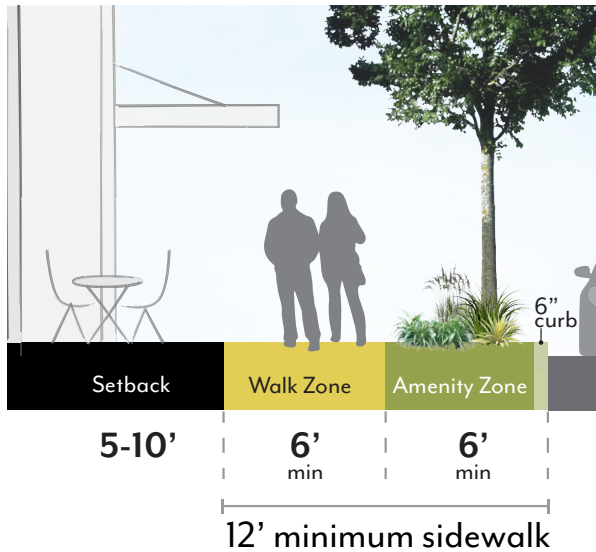
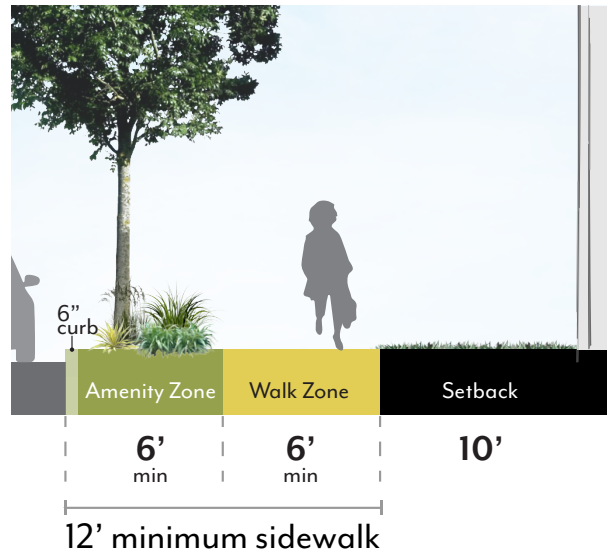


Figure 5.1-6: CF Sidewalks



5.2 Parkways and Street Trees

Standards in sections 5.2 shall apply to all Projects as defined in PMC 17.80.020. These standards are intended to:

- » Enhance pedestrian conditions through increased landscaping at sidewalk level;
- » Provide a visual buffer between parking lane and sidewalk;
- » Improve stormwater capture and increase permeability of sidewalk zone; and
- » Improve street tree health and support the process of carbon sequestration.

5.2.1 PARKWAYS

- A. **Required parkways.** Projects shall provide parkways within the amenity zone for between 20 to 30% of parcel frontage. Tree wells shall be counted towards the parkway frontage.
1. Where parkways currently exist, they are permitted to maintain the current parkway frontage even if it is more than 30% of the parcel; however, planted areas shall be updated to meet the requirements in 5.2.1.C.
- B. **Dimensions.** Parkway shall be constructed at the same width as the Amenity Zones illustrated in Figures 5.1-3 to 5.1-6, minus the 6-inch width required for the curb. When street parking is adjacent to the curb, an 18-inch paved buffer is required, in addition to the 6-inch curb.
2. The length of individual parkways shall be at least 3 feet and no more than 15 feet. When street trees are planted within a parkway, the minimum parkway length shall be 5 feet.

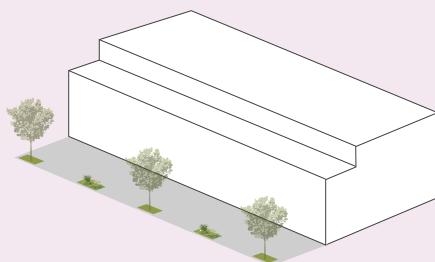
IMPORTANCE OF PARKWAYS

Parkways are landscaped or permeable areas within the sidewalk that play an important role in today's urban landscape by improving pedestrian comfort, increasing sustainability, and enhancing the aesthetic character of the public realm. By expanding the permeable area around street trees, parkways increase rain and stormwater capture, leading to improved street tree health and larger tree canopies, which creates cooler temperatures for pedestrians, helps to sequester carbon from the atmosphere, and reduces pollution in our nearby waterways.

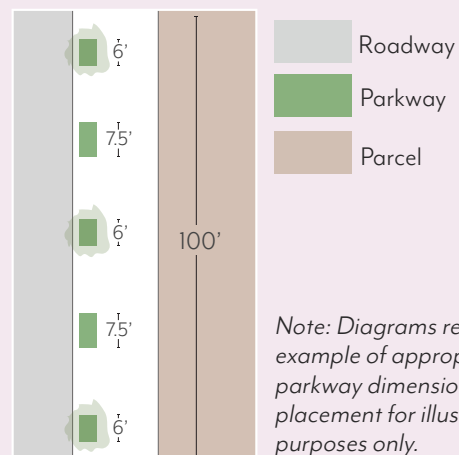
Parkways also provide a visual buffer between the pedestrian and moving or parked vehicles, which further improves pedestrian comfort and creates a more attractive sidewalk environment. Typically residential neighborhoods can accommodate long, uninterrupted areas of parkways within the sidewalk. In commercial and mixed use areas, available space for parkways may be constrained by bus shelters, street lights, and the need to accommodate higher levels of pedestrian traffic; however, significant parkway opportunities still exist on these corridors.

3. Barriers up to 2.5 feet high, such as low walls or fences, are permitted to be constructed at the edge of the parkways but are not required.

Figure 5.2-1: Parkway Requirements



A 20-30% parkway frontage provides room for landscaping and street trees while allowing for other amenities or utilities that may be found in a commercial or mixed-use environment, including seating, waste receptacles, bicycle parking, bus shelters, and driveways.



Note: Diagrams reflect example of appropriate parkway dimensions and placement for illustrative purposes only.

- C. **Planted area.** At least 50% of the total parkway area required for a given project must be comprised of plant material.
1. **Materials.** Permitted materials include groundcovers, turf or turf substitutes, and shrubs or low perennials that are lower than 2.5 feet in height at full maturity.
 - a. Plant material shall not exceed a height of two 2 feet within 5 feet of a driveway/curb cut.
 - b. All plant material shall be native or climate appropriate and have a water use rating of Moderate, Low or Very-Low as defined by Water Use Classification of Landscape Species (WUCOLS) for the region. Plant water use requirements may be relaxed to maximize the efficiency of parkway stormwater capture systems per approval by the Director of Public Works.
 - c. Plants with spines or thorns shall not be planted adjacent to any walkways or curbs.
 - d. Edible plants are not permitted in parkways.
 - e. Artificial turf is not permitted in parkways.
 2. **Material removal.** When removing existing plant material like turf grass from a parkway, there shall be no damage to the street tree roots. Parkway improvements involving excavation within an existing tree's root zone must be consistent with the City's Tree Protection Guidelines. Root pruning, if required and approved by Public Works, must be overseen by a Certified Arborist. Excavation within a tree's root zone must be replanted immediately to prevent the tree roots from exposure and undo harm.
- D. **Non-vegetative area.** Up to 50% of the parkway area may be organic or inorganic cover.
1. **Materials.** Permitted materials include permeable pavers, decomposed granite, gravel, rocks, or mulch.
 - a. Plant Material shall not be placed within 24 inches of tree trunks and shall not run off into the street.
 - b. Pavers are not allowed within three (3) feet of any public streetlight pole or pull box or other utility facilities.



Parkway with street trees and low perennial plantings

MATERIALS & ACCESS GUIDELINES

- » In areas with high pedestrian traffic, plant material should have a minimum height of 18 inches to discourage pedestrians from stepping on the parkway. Groundcover is discouraged unless it can withstand heavy foot traffic.
- » Plants which require little or no irrigation are preferred.
- » Plants are not recommended to be planted within 4 feet from a tree trunk.

- E. **Stormwater management.** Parkway shall either meet the following basic stormwater standards, or propose a biofiltration planter or swale design based on local conditions per the approval of the Director of Public Works.
1. **Grade.** The parkway shall be at the same grade as the adjacent hardscape surface at the outer edge of the parkway and slope at a minimum of 1% towards the center of the parkway.
 2. **Required shallow swale.** For parkways with a width greater than 5 feet, the center two feet of the parkway should be depressed 3 to 4 inches to form a shallow swale to collect sidewalk stormwater. Alternative means of storing runoff, such as gravel sumps within the parkway, may be provided.
- F. **Irrigation.** Irrigation systems in parkways must be designed and constructed in a manner that will eliminate surface runoff onto any impermeable surface, public or private, under any condition. Design of irrigation systems in parkways shall be in accordance with all local, state, and federal laws and regulations for water conservation. Street tree roots shall not be damaged during the irrigation installation process.
- G. **Maintenance.** Abutting property owner shall ensure and maintain the parkway in a condition so as not to endanger persons or property, and not to interfere with the public convenience.

STORMWATER & IRRIGATION GUIDELINES

- » Parkway should be designed to treat and/or capture stormwater run-off from the adjacent to the greatest extent feasible given soil conditions.
- » Suspended pavement systems are encouraged as a means of controlling runoff volume and should be implemented under and adjacent to large pedestrian walkways.
- » If impermeable surfaces are used within parkways, they shall be constructed to drain to permeable areas.
- » Low-volume, sub-surface/drip irrigation or other non-spray irrigation systems or hand-watering is preferred where irrigation is needed.

5.2.2 STREET TREES

- A. **Tree species.**¹ Street tree species shall be selected according to the Master Street Tree Plan at the discretion of the Director of Public Works. Trees may be planted within parkways or tree wells.
- B. **Tree spacing.** Street trees shall be planted at a spacing no greater than one per every 30 feet. Exceptions can be made by the Director of Public Works due to conflicts with street lights, bus shelters, utility boxes, or other street amenities. Closer spacing is encouraged when feasible and when appropriate for the particular tree type.
- C. **Tree well dimension.** Tree well width must be equivalent to the required Amenity Zone, minus the 6-inch width required for the curb. If a paved buffer zone is required due to adjacent street parking, the tree well width may be reduced to accommodate this buffer strip. The minimum length of a tree well shall be 6 feet. Street trees planted within tree wells must be installed according to the Department of Public Works Tree Planting in Tree Well Standard Plan.
- D. **Tree well frames.** Tree well frames, or tree grates, may be installed according to the Department of Public Works Tree Well Frame Installation Standard.
- E. **Expanded Root Zone Cell.** Each street tree shall be provided with an uncompacted root zone volume of at least 800 cubic feet. The root zone volume depth shall be 2 feet minimum and 3 feet maximum. Where this root zone volume cannot be provided within the parkway area, an expanded root zone cell volume shall be provided below adjacent pavement using a strategy such as structural soil or a suspended pavement system to provide an uncompacted soil area suitable for tree root growth. The root zone volume per tree requirement may be reduced by 10% where two or more trees share a contiguous root zone cell.
- F. **Maintenance.** All street trees shall be maintained by the Department of Public Works.



Young Oak tree on Lincoln Ave.

¹ See **Appendix A.2 Design Guidance for Tree Selection** for detailed recommendations to better align Lincoln Avenue's street tree species with the vision, goals, and policies in this Specific Plan related to shade, climate resilience, stormwater capture, and supporting a vibrant public realm.

IMPORTANCE OF STREET TREES

Street trees play an important role in keeping cities livable, sustainable and resilient. Trees improve air quality, increase urban biodiversity, and help reduce carbon emissions. In addition to environmental benefits, trees provide health, social, economic, and aesthetic benefits to communities. Requirements based on guidance from the City's Master Street Tree Plan will increase street tree coverage and require the preservation or introduction of certain tree species. In adherence with these street tree standards and guidelines, new development will contribute to an enhanced shade canopy that helps to reduce the urban heat island effect, decrease sidewalk temperatures, enhance pedestrian comfort, and improve the visual experience of the street.



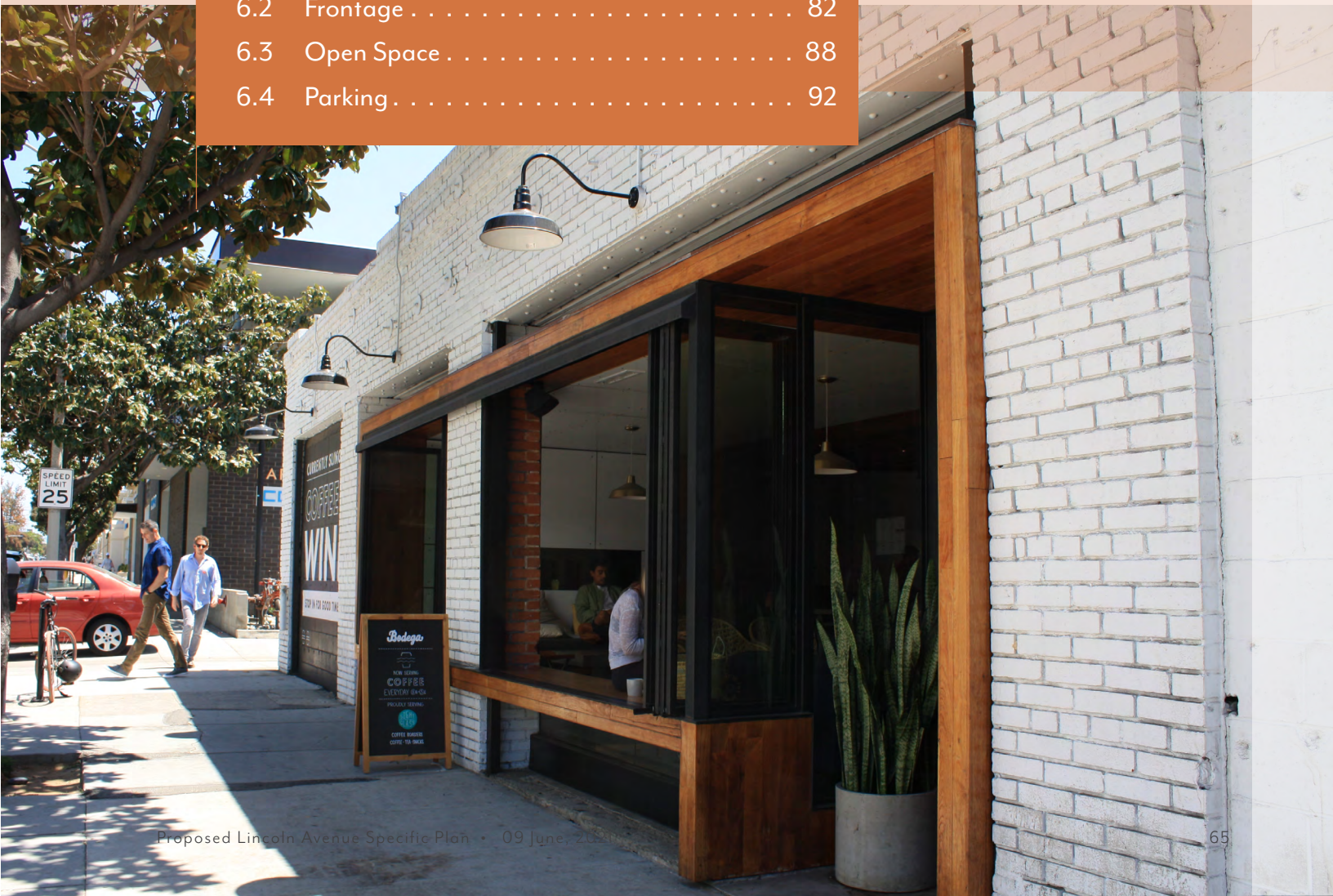
Mature Oak tree on Lincoln Ave.

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Ch. 6

Development Standards

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Development Standards

CHAPTER OVERVIEW

The development and design standards in this chapter serve to implement the vision, goals, and policies for the Lincoln Avenue Specific Plan area, described in Chapter 3.

This chapter is organized into the following sections:

» 6.1 Scale.

- » 6.1.1 Density (du/ac)
- » 6.1.2 Intensity (FAR)
- » 6.1.3 Height*
- » 6.1.4 Setbacks*
- » 6.1.5 Stepbacks*
- » 6.1.6 Historic Adjacency*
- » 6.1.7 Modulation

» 6.2 Frontage.

- » 6.2.1 Ground Floor
- » 6.2.2 Entrances
- » 6.2.3 Transparency
- » 6.2.4 Shade Structures
- » 6.2.5 Arcades & Galleries
- » 6.2.6 Lighting
- » 6.2.7 Walls & Fences*
- » 6.2.8 Balconies & Roof Decks*

» 6.3 Open Space.

- » 6.3.1 Minimum Area
- » 6.3.2 Private Open Space
- » 6.3.3 Common Open Space
- » 6.3.4 Public Open Space

» 6.4 Parking.

- » 6.4.1 Minimum Parking*
- » 6.4.2 Vehicle Access
- » 6.4.3 Layout & Design

*Applicable RM-16 standards modified by this Specific Plan.

In addition to the requirements of this Specific Plan, all projects shall comply with the Pasadena Municipal Code (PMC) requirements below. In the event of conflict between the Zoning Code and this Specific Plan, the requirements of this Specific Plan shall control (PMC 17.12.020.D).

- » PMC 17.40 General Development
- » PMC 17.42 Inclusionary Housing
- » PMC 17.43 Density Bonus
- » PMC 17.44 Landscaping
- » PMC 17.46 Parking & Loading
- » PMC 17.48 Signs
- » PMC 17.50 Specific Land Uses

In LASP RM-16, development shall follow all RM-16 standards in PMC 17.22 except where modified by this Specific Plan.

Per Section 4.1.2, standards for PS zoning are not included in this Specific Plan. In PS, development shall be subject to a Conditional Use Permit or Master Plan (PMC 17.26).

Guidelines, incorporated as part of this plan in shaded text boxes, are intended to encourage quality architecture that enhances the community's unique character. Projects should also consult Pasadena's *Design Guidelines for Neighborhood Commercial and Multi-Family Districts* for further guidance on building form and relationship to the surrounding neighborhood. Projects required to go through Design Review will be assessed based its contents.

Table 6-1: Summary of Development and Design Standards

Table 6-1 provides abbreviated development and design standards by zoning district for the Lincoln Avenue Specific Plan. Where the Plan defers to the Pasadena Municipal Code (PMC) for a particular standard, the relevant code section is provided; however, the city's code is updated

periodically and exact code references may change. Checkmarks (✓) indicate where a Specific Plan standard applies, but the standard is text-based and cannot be condensed into the table. **Complete standards shall be referenced within the relevant sections of Chapter 6.**

Standard	LASP-CG	LASP-CL	LASP-CF	LASP-MU	LASP-RM-16
Scale					
Maximum Density					
Dwelling Units per Acre	0	0	0	48	16
Maximum Intensity					
Floor Area Ratio	1.0	1.0	1.0	1.5	N/A
Maximum Height					
Height (stories)	39'	36'	39'	39' (3)	36'
Required Setbacks					
Lincoln Avenue	0-5' for 75% of frontage	15'	5-10' for 75% of frontage	5-10' for 75% of frontage	15-20' for 50% of frontage
Other streets	0-5' for 75% of frontage	None required	5-10' for 50% of frontage	5-10' for 50% of frontage	10'
Adjacent RM/RS	15'	15'	N/A	15' (5' if Res.)	5'
Other interiors	None required				5'
Required Stepbacks					
All streets	None required			10' deep at 39'	None required
Adjacent RS	Figure 6.1-5	Figure 6.1-3	None required	Figure 6.1-3	Figure 6.1-4
Historic Adjacency	✓	✓	✓	✓	✓
Setbacks & Stepbacks	Modified standards apply to Projects adjacent designated resources				
Required Modulation					PMC17.22.070
Length	100'	75'	150'	150'	
Area	25%	25%	25%	25%	
Frontage					
Minimum Ground Floor Dimensions					PMC17.22.070
Height	15'	15'	15'	15'	
Non-residential Depth	35'	35'	35'	35'	
Entrances	✓	✓	✓	✓	
Minimum Transparency					
Ground Floor	70%	30%	30%	70%	N/A
Overall Façade	30%	15%	15%	30%	15%
Residential Units	N/A	N/A	N/A	15%	15%

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Standard	LASP-CG	LASP-CL	LASP-CF	LASP-MU	LASP-RM-16
Arcades/Galleries	✓	✓	✓	✓	N/A
Required Shade Structures	✓	N/A	N/A	N/A	
Required Lighting	✓	N/A	N/A	N/A	
Walls & Fences	✓	✓	✓	✓	✓
Balconies & Roof Decks	✓	✓	✓	✓	✓
Open Space					
Minimum Area	✓	✓	✓	✓	PMCI7.22.080
Private Open Space	✓	✓	✓	✓	
Common Open Space	✓	✓	✓	✓	
Public Open Space	✓	N/A	✓	N/A	
Parking					
Minimum Parking	✓	✓	✓	✓	✓
Vehicle Access	✓	✓	✓	✓	PMCI7.22.070
Layout & Design	✓	✓	✓	✓	
Other Applicable Standards ¹					
City of Gardens	N/A	N/A	N/A	N/A	PMCI7.22.070
General Development	PMCI7.40				
Inclusionary Housing	PMCI7.42				
Density Bonus	PMCI7.43				
Landscaping	PMCI7.44				
Parking & Loading	PMCI7.46				
Signs	PMCI7.48				
Specific Land Uses	PMCI7.50				

¹ Projects shall follow all requirements below except where modified by this Specific Plan. In the event of conflict between the Zoning Code and this Specific Plan, the requirements of this Specific Plan shall control, per PMC 17.12.020.D.

6.1 Scale

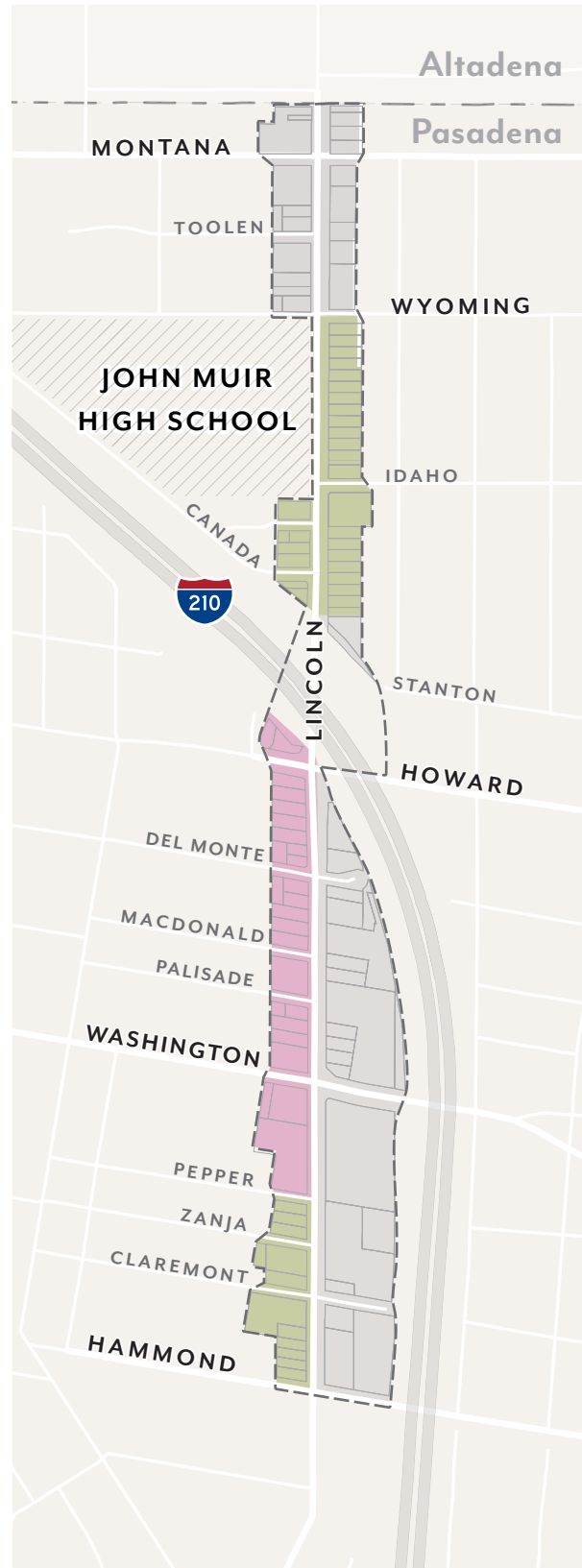
These standards are intended to:

- » Implement the General Plan density (du/ac) and floor area ratio (FAR) values;
- » Shape development in a manner that creates a defined public realm and appropriate scale of buildings for a visually appealing community;
- » Reduce building massing through setback and stepback requirements that create appropriate transitions to residential neighborhoods;
- » Support high-quality architecture and urban design through modulation requirements and variation in façade length; and
- » Require appropriate transitions to designated historic resources.

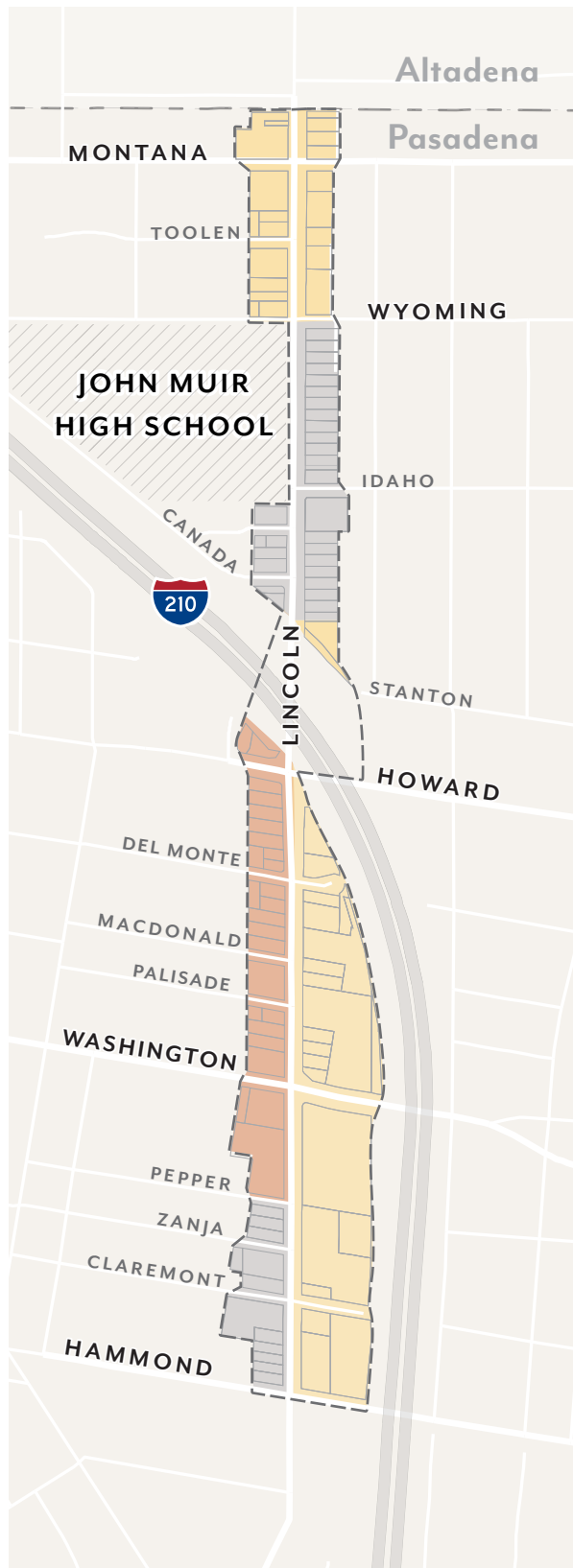
6.1.1 DENSITY

- A. **Residential Density.** Projects that include residential dwelling units shall not exceed the allowable dwelling units per acre (du/ac) set in Map 6.1-1.
1. Fractions shall be rounded to the nearest whole number; those at 0.50 may be rounded up. For projects utilizing state density bonus, refer to Government Code 69515.
 2. This maximum is based on gross site area; a reduction in buildable area due to dedications/easements shall not reduce allowable maximums.

Map 6.1-1: Maximum Density

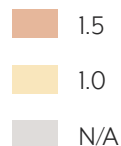


Map 6.1-2: Maximum Floor Area Ratio

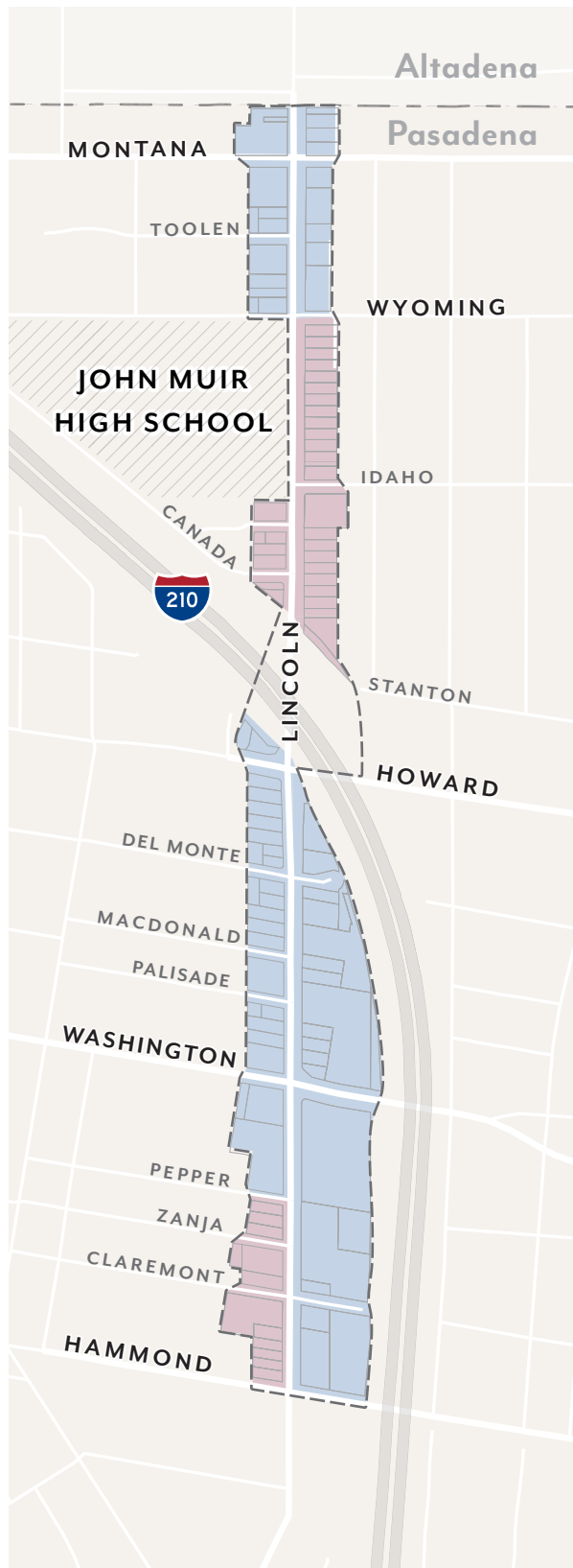


6.1.2 INTENSITY

- A. **Floor Area Ratio.** Projects that include non-residential space, including mixed-use, shall not exceed the allowable floor area ratio (FAR) set in Map 6.1-2.
1. In mixed-use projects, residential floor area is included in FAR.
 2. Areas used exclusively for vehicle and bicycle parking and loading are excluded from FAR.
 3. This maximum is based on gross site area; a reduction in buildable area due to dedications/easements shall not reduce allowable maximums.



Map 6.1-3: Maximum Building Height



6.1.3 HEIGHT

- A. **Building Height.** Projects shall not exceed the height limits set in Map 6.1-3.
1. Exceptions allowed for projecting features such as appurtenances and railings per PMC 17.40.060.

39'

36'

SAMPLE HEIGHTS

Maximum heights of 36' and 39' allow for up to 3 stories in building height. Architectural features such as roof shape, stepbacks, and modulation can add variation to the roof line and reduce visual impact of building height. These examples are illustrative and may not reflect all applicable development standards.



Example of approximately 36' building



Example of approximately 39' building

SAMPLE SETBACKS

Street setbacks refer to the space between the public sidewalk and a building. Setback standards create a consistent streetwall and help achieve an appropriate level of interaction between the public realm and private properties. These examples are illustrative and may not reflect all applicable development standards.



Example of approximately 5' setback

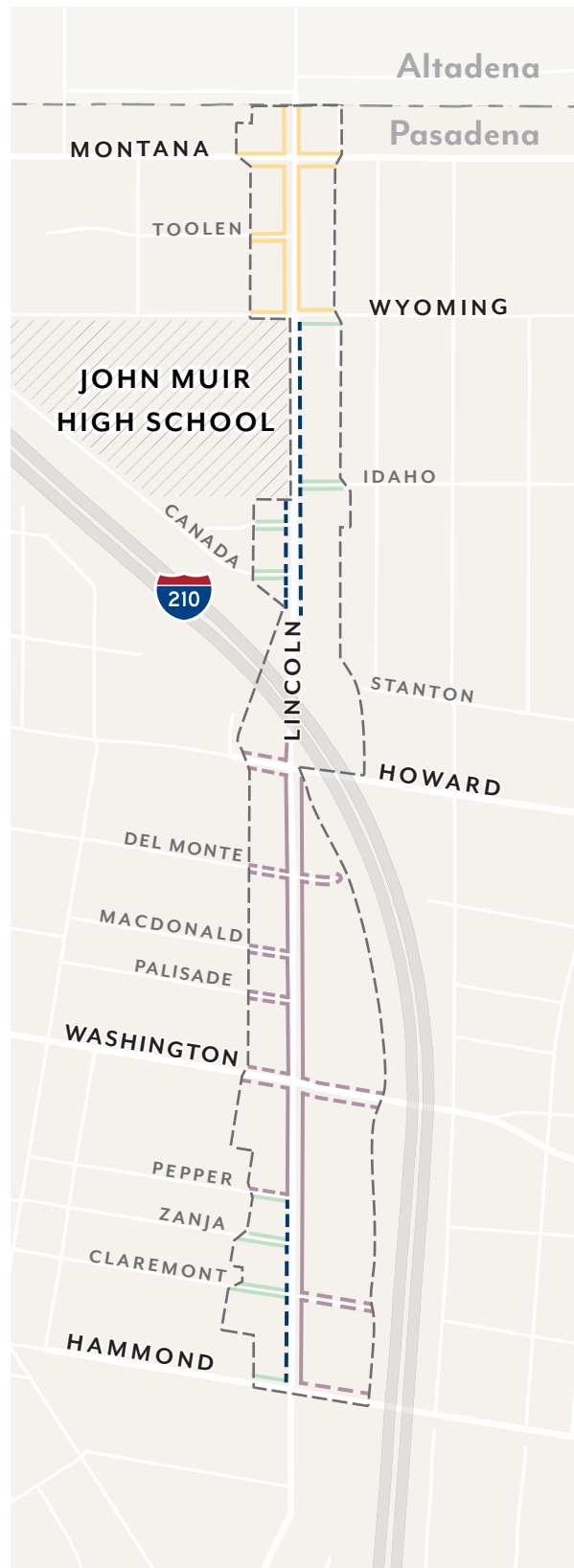


Example of 5-10' setback



Example of 15 - 20' setback

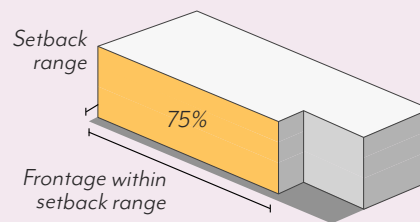
Map 6.1-4: Street Setbacks



6.1.4 SETBACKS

- A. **Street Setbacks.** Projects shall comply with the street setback ranges set in Map 6.1-4. Ranges establish a minimum and maximum for the specified percentage of frontage; see Figure 6.1-1. While the remaining frontage may exceed the maximum, setbacks less than the minimum are prohibited.
1. Street setbacks are measured from the sidewalk line; see Figure 5.1-2.
 2. Exceptions allowed per PMC 17.40.160 (Table 4-1).
 3. Arcades and recessed ground floors up to 15 feet in depth are allowed when a second story meets the specified setback.
 4. Other features allowed within the street setback include:
 - a. Landscaping and planters;
 - b. Hardscape (e.g. stoops, patios);
 - c. Shade structures per Section 6.2.4;
 - d. Arcades and galleries per Section 6.2.5;
 - e. Walls and fences per Section 6.2.6;
 - f. Seating and furniture; and
 - g. Other open space amenities per review authority approval.

Figure 6.1-1: Setback Range



Up to 25% of building can be set back further than the range (percentage varies by street)

Note: Diagram used for illustrative purposes only.

- | | |
|-----------------|------------------|
| — 0-5' for 75% | — 15-20' for 50% |
| — 5-10' for 75% | — 5' minimum |
| — 5-10' for 50% | |

- B. **Interior Setbacks.** Projects shall comply with the interior setbacks set in Table 6.1-1 based on project type when adjacent to residential zoning. Interior setbacks are not required along other property lines.
1. Interior setbacks are those abutting other parcels (non-street side and rear) and are measured from the shared property line.
 2. Exceptions allowed per PMC 17.40.160 (Table 4-1).

Table 6.1-1: Interior Setbacks Adjacent to RM/RS

Project type	CG, CL, CF	MU	RM-16
Mixed-use	15' min.		N/A
Nonresidential	15' min.		N/A
Residential	N/A	5' min.	

6.1.5 STEPBCKS

- A. **Street Stepbacks.** Projects utilizing a height concession per PMC 17.43.055 shall provide a stepback depth of at least 10 feet at a height of 39 feet or less along street frontages; see Figure 6.1-2.
1. Street stepbacks are those abutting public right-of-way and are measured from the sidewalk line.
 2. Uses allowed within the street stepback include:
 - a. Open Space (e.g. balconies, terraces);
 - b. Shade structures, trellises, and similar;
 - c. Green roofs and photovoltaic panels; and
 - d. Other open space features per review authority approval.
- B. **Interior Stepbacks.** Adjacent to RS zoning districts, projects shall comply with the stepbacks below. Interior stepbacks are not required along other property lines.
1. In all zones except LASP-RM-16, projects shall not be located within the encroachment plane sloping upward and inward at a 45-degree angle measured from the vertical, commencing 15 feet above the existing grade along the shared property line; see Figures 6.1-3 and 6.1-5.
 2. In LASP-RM-16, projects shall step back 15 feet at the second story and 50 feet at the third story, measured from the shared property line; see Figure 6.1-4.
 3. Exceptions allowed per PMC 17.40.160 (Table 4-2.1).

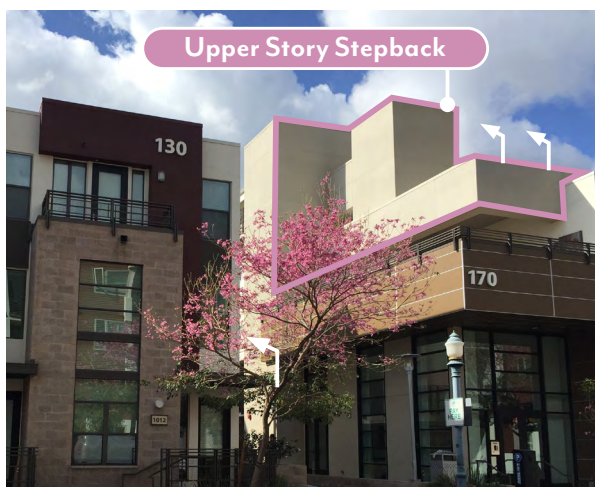
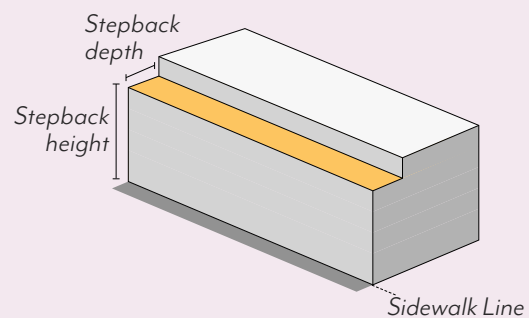
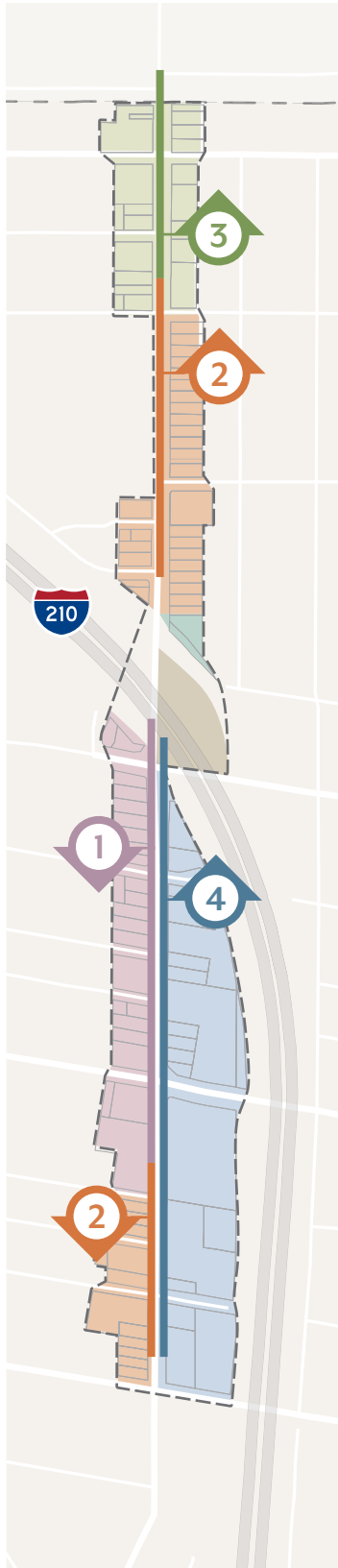


Figure 6.1-2: Street Stepbacks



Note: Diagrams used for illustrative purposes only.

Map 6.1-5: Sections Key



BUILDING ENVELOPES | CROSS-SECTIONS BY ZONING DISTRICT

The colored bars and numbered labels correspond to the sections in Figures 6.1-3 through 6.1-6. The arrows indicate the direction of the views represented.

Figure 6.1-3: LASP-MU Buildings

1

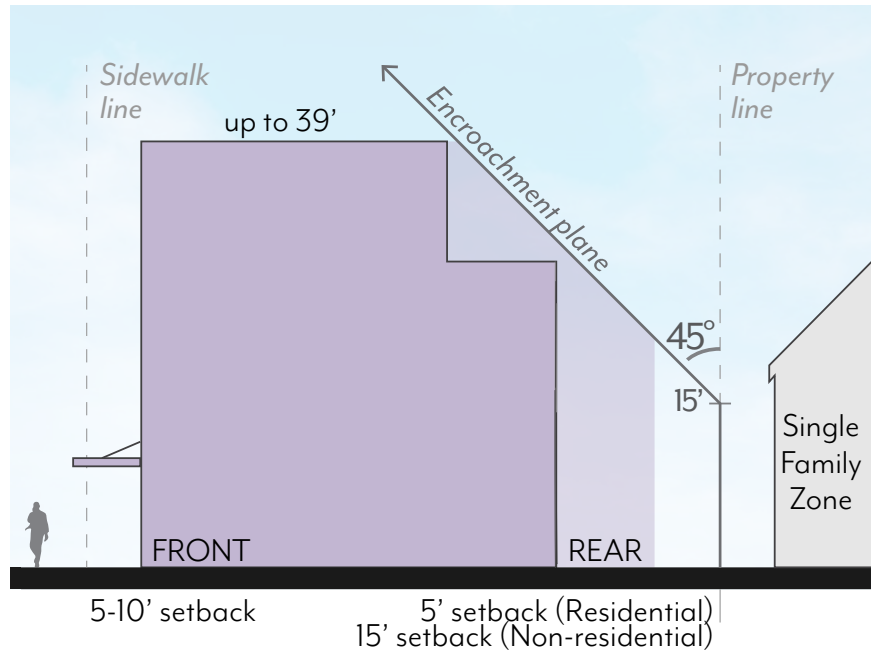


Figure 6.1-4: LASP-RM-16 Buildings

2

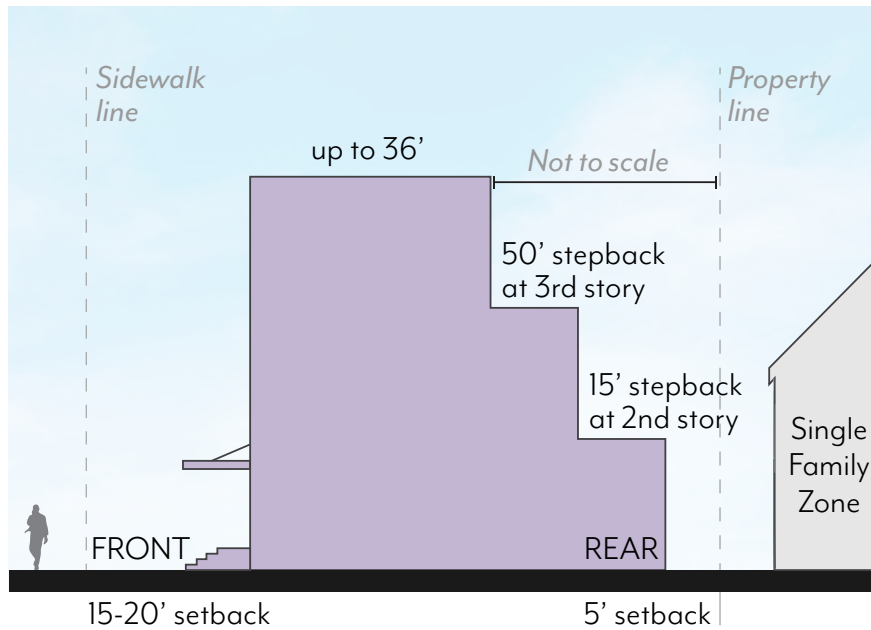


Figure 6.1-5: LASP-CG Buildings

3

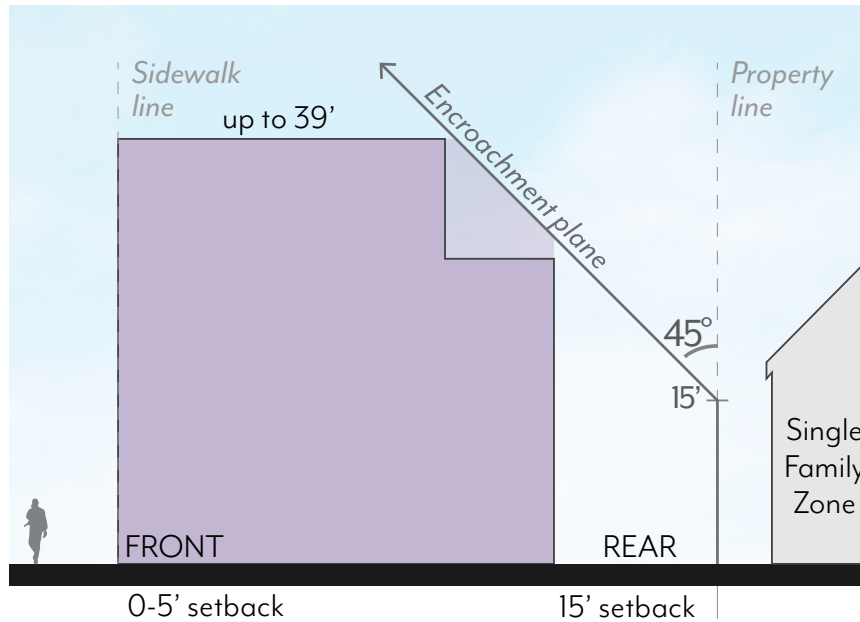
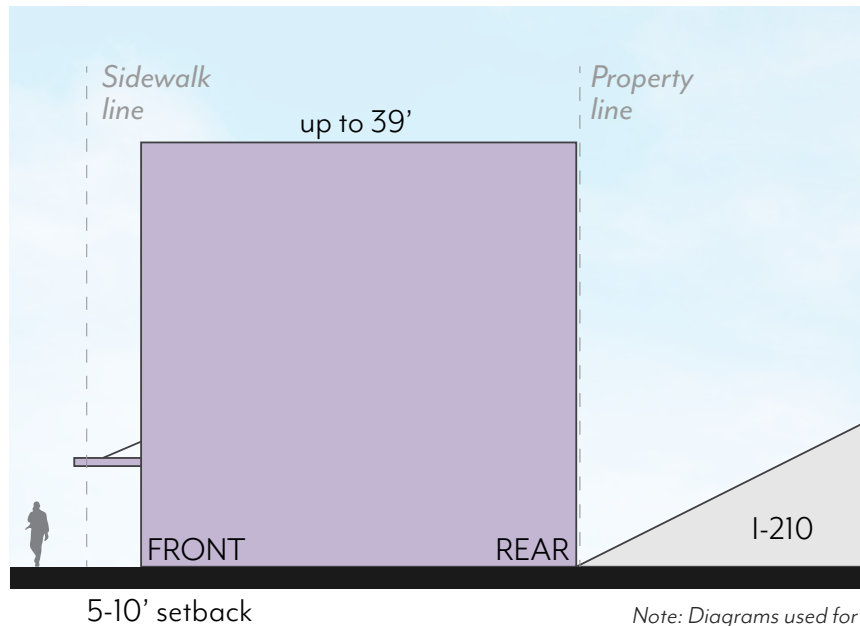


Figure 6.1-6: LASP-CF Buildings

4





Dental Center Building at 2030 Lincoln Ave.



Kettle's Nursery Building at 1960 Lincoln Ave.

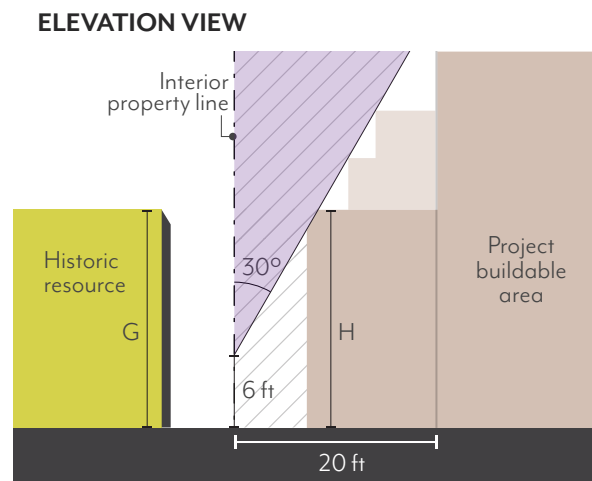
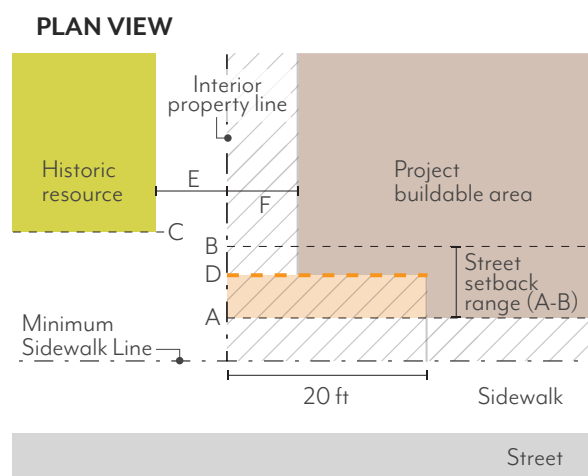
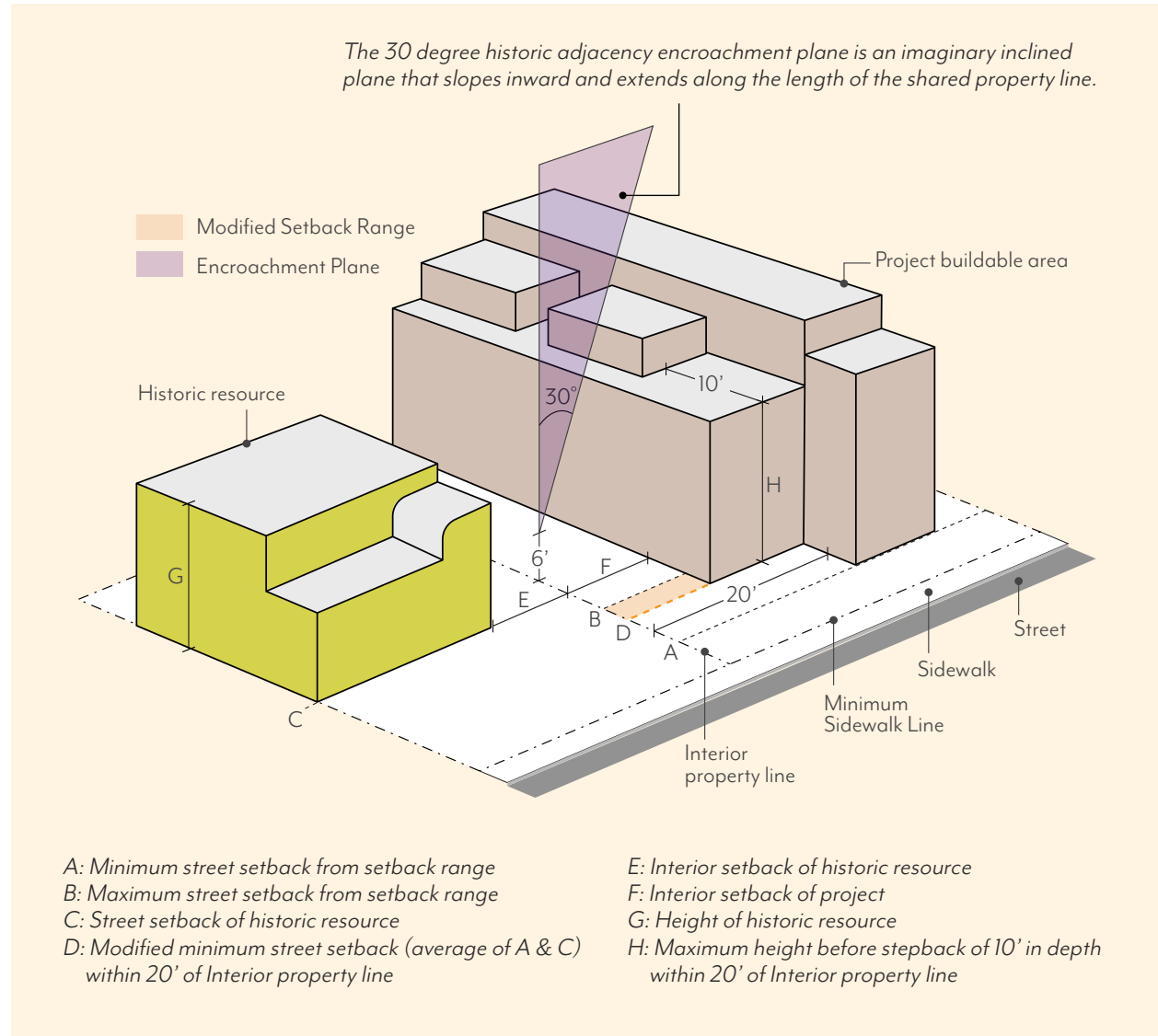


California Bungalow style house at 1826 Lincoln Ave.

6.1.6 HISTORIC ADJACENCY

- A. **Landmark Properties.** Projects on parcels with a designated historic resource shall be subject to review for consistency with the Secretary of the Interior's Standards and approval by the Design Commission.
- B. **Transition Massing.** Projects sharing a property line with a designated historic resource (resource) are subject to the following modified standards, illustrated in Figure 6.1-7.
 1. **Street Setbacks:** The minimum street setback shall be an average of the minimum setback set in Map 6.1-4 and the established setback of the resource for at least 20 feet from the shared property line. If between two resources, the street setback shall be an average of the setbacks of the two resources for the full street frontage.
 2. **Interior Setbacks:** The minimum interior setback shall be equal to that of the historic resource. No setback is required where the resource is built to the shared property line.
 3. **Interior Stepbacks:** Projects shall not be located within an encroachment plane sloping upward and inward at a 30-degree angle measured from the vertical, commencing 6 feet above the existing grade at the property line; see Figure 6.1-7. This plane is not applicable if the resource is built to the shared property line.

Figure 6.1-7: Historic Adjacency Transition Massing



Note: Diagrams used for illustrative purposes only.

Historic Legacy: 1960 Lincoln Avenue

The building at **1960 Lincoln Avenue** represents early Googie-style architecture that became popular after World War II as America was transformed by futurism and car culture. Typical roadside architecture evolved with bright colors, oversized signage, and exaggerated forms.

The former **Foster's Old Fashion Freeze** served up "California's Original" soft-serve ice cream from about 1948 to 1968. In the late 1960s when plans for Interstate 210 displaced businesses further south on Lincoln Avenue, **Kettle's Nursery** relocated and took over the property. A family-owned Pasadena business from the late 1940s, it's operated on the site since 1970.

The style was widely used on coffee shops, gas stations, motels, and restaurants through the 1950s and 1960s. However, the commercial nature of these buildings generally involves frequent tenant changes and remodels, which have made intact examples rarer. The building retains primary features of the original design that convey its mid-century style and feeling, including its wide-overhanging roof with round corners, rooftop metal sheet signage (modified), slanted plate glass walls, and stone siding.

DESIGN GUIDELINES

- » **Access.** The streetscape at the primary façade on Lincoln Avenue should maintain a pedestrian-oriented walkway for at least the appearance of access to the walk-up service windows in the primary façade.
- » **Alterations.** Changes to the building should repair and maintain its primary features to perpetuate its early Googie-style feeling. Restoration of signage, walk-up windows, or other removed features should be based on historic examples so as not to create a false sense of history for the building. Interior changes to the building should avoid blocking the transparency of the storefront.
- » **Architecture.** New development should consider the Modernist style and materials of the building for a complementary aesthetic.
- » **Site.** A larger project on the site may incorporate the building into a larger floorplan but should respect the standalone nature of the building by implementing a 15-foot buffer of open space around the extent of the roofline perimeter at the front (west) and side (north and south) elevations. Any new connections to the structure itself should be restricted to the rear.



6.1.7 MODULATION

- A. **Façade Length.** Buildings that exceed the length set in Table 6.1-2 along any street frontage shall include a break of at least 10% of the façade length or 20 feet, whichever is more. This break shall be at least 10 feet deep, open to the sky; see Figure 6.1-8.

Table 6.1-2: Modulation

Façade	CG	CL	CF	MU
Length	100'	75'	150'	150'
Area	25%	25%	25%	25%

- B. **Façade Area.** Street-facing façades over 50 feet in length shall modulate a minimum of 25% of the area above the ground floor between 2 feet and 12 feet in depth from the primary façade plane; see Figure 6.1-9. Buildings with 2 stories or less are exempt.
1. The primary façade plane is defined as the vertical plane with the greatest surface area above the ground floor.
 2. Modulation is not required to be continuous or open to the sky, and may be recessed or projected, but not past the property line.
 3. Required stepbacks (6.1.5.A), façade breaks (6.1.7.A), and projected balconies (6.2.8.A) shall not count toward the modulation requirement; balconies that are recessed at least 2 feet shall count.

CREATING VISUAL INTEREST AND BREAKING UP MASS

Façade modulation refers to variations in depth of a building's façade. Modulation can be achieved through architectural elements such as fenestration patterns and window bays, stepbacks, balconies, and full façade breaks. Modulation breaks up building massing, creates visual interest, and provides opportunities for open space.

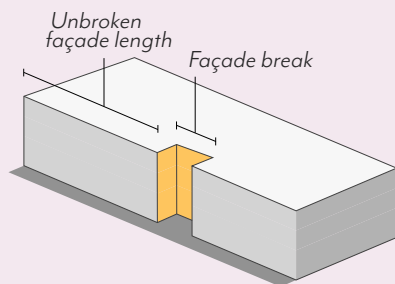


Façade plane breaks help to prevent monolithic building forms



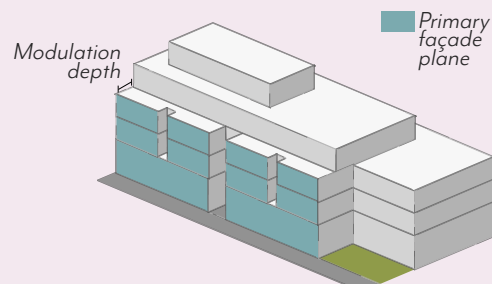
Balconies and other variations in wall plane depth create visual interest

Figure 6.1-8: Façade Length



Façades over the specified length shall include a break at least 20 feet wide and 10 feet deep, open to the sky.

Figure 6.1-9: Façade Area



Façades shall modulate at least 25% of the area above the ground floor between 2 and 12 feet in depth.

Note: Diagrams used for illustrative purposes only.

6.2 Frontage

These standards are intended to:

- » Prioritize pedestrian access by ensuring doorways are open to a public sidewalk or public open space;
- » Increase visibility into ground floor uses to create visual interest for pedestrians;
- » Promote shade through arcades and shade structures;
- » Support a consistent character when different uses are allowed on the ground floor within the same block; and
- » Limit blank walls on the ground floor to enhance visual interest and pedestrian comfort.

CREATING A VIBRANT STREET ENVIRONMENT

Successful ground floor design contributes to a vibrant built environment to create an inviting, visually engaging, shaded sidewalk and pedestrian environment that supports commercial activity. Altogether, ground floor treatments increase visual interest and physical access across all building uses to create active frontages.

6.2.1 GROUND FLOOR

- A. **Height.** Buildings shall have a minimum ground floor height of 15 feet, measured from sidewalk elevation to second story floor.
1. For residential units, floors may be elevated up to 6 feet above the sidewalk elevation. Where elevated between 4 and 6 feet, a minimum setback of 8 feet is required.
- B. **Depth.** Commercial uses facing the street shall have a minimum depth of 35 feet for at least 80% of the commercial frontage.

Figure 6.2-1: Ground Floor Height

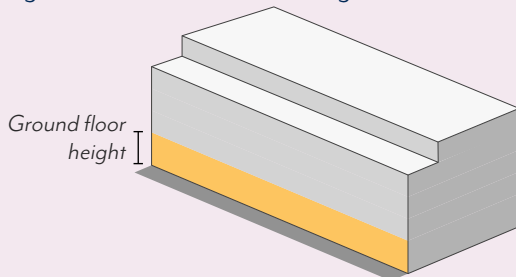
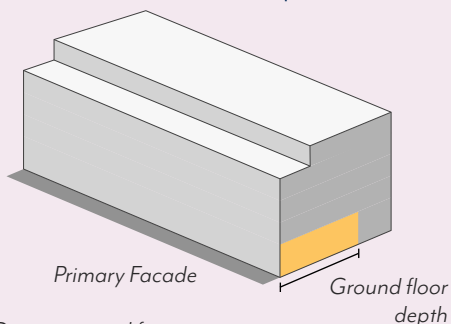


Figure 6.2-2: Ground Floor Depth



Note: Diagrams used for illustrative purposes only.



A commercial ground floor of at least 15 feet in height



A residential ground floor elevated above the sidewalk

6.2.2 ENTRANCES

- A. **Location.** At least one primary entrance shall be on the primary frontage of each building and open into the public realm (e.g. a sidewalk or public open space).
1. In LASP-CG, entrances shall be recessed at least 30 inches from the building façade along Lincoln Avenue. On other streets, all entrances shall be recessed at least 30 inches from the sidewalk line.
 2. Primary entrances shall be distinguished by architectural features such as overhead projections (e.g. an awning or canopy).
 3. For non-residential uses, primary entrances shall be located at sidewalk elevation.



Recessed entrance with overhead awnings

6.2.3 TRANSPARENCY

- A. **Windows & Doors.** Minimum transparency for street-facing façades is set in Tables 6.2-1 and 6.2-2 based on use.
1. For non-residential and residential common space uses, ground floor transparency is measured as the percentage of building frontage that consists of transparent openings between a height of 2 feet and 10 feet above sidewalk elevation.
 2. All other transparency is measured as the percentage of building frontage area, viewed in elevation.
 3. Windows shall be recessed by at least 2 inches from the façade; flush windows may be allowed per review authority approval.
 4. The use of tinted, mirrored or highly reflective glazing is prohibited.
 5. Blinds, drapes, posters, and shelving for product displays visible to the public right-of-way shall obscure no more than 10 percent of the transparent areas of each respective storefront.
- B. **Blank Walls.** Windowless expanses of street-facing walls shall not exceed 20 feet in length.
- C. **Security Bars.** Any exterior or interior security bars shall be designed to be fully hidden from view during business hours with devices such as concealed side pockets and ceiling cavities.



Recessed entrance with ground floor transparency

Table 6.2-1: Transparency for Non-residential Uses and Residential Common Space

Non-residential	CG	CL	CF	MU
Ground Floor	70%	30%	30%	70%
Overall Façade	30%	15%	15%	30%

Table 6.2-2: Transparency for Residential Units

Residential units	CG	CL	CF	MU
Ground Floor		N/A		15%
Overall Façade		N/A		15%

DESIGN GUIDELINES FOR COMMERCIAL BUILDINGS

New development along Lincoln Avenue should complement and respond to the immediate area, reflecting the scale and proportion of existing commercial buildings in the corridor.

These are predominantly one-story buildings with rows of typical early to mid-20th century storefronts composed of plate glass windows and recessed glazed doors that have minimal setbacks from the sidewalk.

- » **Access.** The streetscape should maintain pedestrian-oriented views of the storefronts/primary façades. No fencing should obscure the façades, which should remain approachable.
- » **Alterations.** Changes to an existing building should repair and maintain its primary features, including traditional materials, such as brick and stucco, and storefront configurations, including large expanses of windows and main entrances oriented towards the sidewalk. Upper story additions should respond to the existing cornice or roofline facing the sidewalk and use complementary fenestration patterns and materials.
- » **Articulation.** New building design within the commercial corridor should implement façade patterns that modulate the appearance of a traditional storefront (approximately 25 to 50 feet wide) to promote the sense of a variety of small establishments.

Refer to Pasadena's *Design Guidelines for Neighborhood Commercial and Multi-Family Residential Districts* for further detail.



Commercial building on Lincoln Avenue with recessed entrance and transparency



Commercial building on Lincoln Avenue using traditional materials and facade patterns.



Facade transparency adds to the public realm by creating a visual interaction between businesses and the adjacent sidewalk

DESIGN GUIDELINES FOR COMMERCIAL BUILDINGS

- » **Storefront.** Ground floor treatments should be pedestrian in scale, character, and design detail. Building elements such as lighting, signage, and awnings should be coordinated to contribute to the continuity of pedestrian scale, storefront character, and street activity.
- » **Lighting.** Exterior light fixtures should be designed to illuminate the sidewalk, building entrances, storefront signage, and architectural features of the building. Fixtures should be simple and unobtrusive in appearance and size. Do not over-light the building with high intensity lighting or project light into the sky.
- » **Signage.** Signs should be oriented toward the pedestrian and designed to be read from a distance of 15 to 20 feet. Signs should be mounted in locations that respect the design of a building and be sized to fit; they should not cover windows or architectural features. Projecting blade signs are highly encouraged.
- » **Awnings.** Awnings should be mounted over individual bays of a storefront; those that extend over masonry piers and transom windows are strongly discouraged. Shed awnings, with no end panels and simple horizontal valances, are the preferred awning style.

Refer to Pasadena's *Sign Design Guidelines* for further detail.



Commercial building with gooseneck lighting at a pedestrian height



Pedestrian-oriented commercial storefront with awning



Blade signs are oriented to the pedestrian for easy visibility and recognition

6.2.4 SHADE STRUCTURES

- A. **Shading.** In LASP-CG along Lincoln Avenue, shade structures (e.g. awnings and canopies) are required and shall project at least 5 feet and no more than 10 feet into the public right-of-way for at least 50% of the building frontage. For all other frontages, shade structures may project up to two-thirds of the sidewalk width.
1. Shade structures shall allow at least 8 feet of vertical clearance from sidewalk elevation and shall not conflict with existing trees.
 2. Where an arcade or recessed ground floor provides at least 5 feet of unobstructed pedestrian clearance, shade structures are not required.

6.2.5 ARCADES & GALLERIES

- A. **Arcades.** Arcades may be located in street setback ranges, but shall not encroach past the sidewalk line.
1. Any arcades shall be at least 8 feet from back of column to building façade. The distance between columns shall be at least the same dimension as arcade depth, as measured from the column center.
 2. The façade shall still meet the ground floor transparency set in Section 6.2.3.
 3. Uses allowed within arcades include:
 - a. Pedestrian travel,
 - b. Seating/street furniture,
 - c. Outdoor dining,
 - d. Landscape planters, and/or
 - e. Bicycle parking.
- B. **Galleries.** Galleries may be located in street setbacks, and those up to 50 feet in length may project over public right-of-way with approval from Design Commission and Public Works.
1. Galleries shall allow at least 8 feet of vertical clearance from sidewalk elevation
 2. Columns shall not be located in the Amenity Zone. The minimum Walk Zone dimension shall be maintained between columns and the sidewalk line.
 3. Sidewalks shall still meet parkway requirements set in Section 5.2.

TRANSITIONAL OUTDOOR SPACES

Arcades create a shaded outdoor space between the public realm and ground floor interior. Shade structures contribute to a comfortable pedestrian experience and serve as inviting design features for ground floor uses.



Arcades provide shaded space for pedestrians



Shade structures help to make the sidewalk more comfortable for pedestrians.

6.2.6 LIGHTING

- A. **Fixtures.** In LASP-CG, pedestrian-scale lighting, such as sconces and goose-neck fixtures, shall be located on the building frontage at least every 25 feet along Lincoln Avenue.
1. Fixtures shall be placed between 8 and 15 feet above sidewalk elevation, and shall not project more than 30 inches from the façade.
 2. Lighting shall be static; flashing, pulsating or other dynamic lighting is not permitted.

6.2.7 WALLS & FENCES

- A. **Walls and Fences.** Walls, fences, and similar structures are permitted within the street setback up to a maximum height of 42 inches.
1. Walls and fences taller than 30 inches shall be at least 50% transparent and shall be set back 24 inches from the sidewalk line, separated by planted area.
 2. In LASP-RM-16, all walls and fences shall be set back 24 inches from the sidewalk line, separated by planted area.
 3. Exceptions to height allowed for guardrails, which may exceed the maximum height to the extent required by the Building Code. The guardrail shall be at least 50% transparent.
 4. Exceptions to setback allowed for outdoor dining, which may be enclosed by a wall, fence, or similar structure up to 42 inches in height located at the sidewalk line.
- B. **Stoops and Patios.** Walls along the side of a stoop, patio or entry to a residential dwelling unit shall be set back at least 24 inches from the sidewalk line, separated by planted area.



Appropriate residential fence height and placement

6.2.8 BALCONIES & ROOF DECKS

- A. **Balconies.** Balconies may project up to 4 feet into a street setback but not past the sidewalk line, and no closer than 6 feet to an interior property line. Balconies shall not project from a building façade within 50 feet of an RS zoning district.
- B. **Roof Decks.** Roof decks shall be set back 5 feet from the building edge on all sides, and shall not be located within 50 feet of an RS zoning district. The sum of all roof decks shall cover no more than one-third of the roof area.

6.3 Open Space

These standards are intended to:

- » Provide a variety of open space types for gathering, recreation and respite that contribute to enhanced livability within an urban setting;
- » Give residents access to natural light and fresh air in and around their living spaces;
- » Improve building design and site planning through the integration of open space throughout the development; and
- » Correlate open space requirements with number of residents and size of buildings.



Private Open Space (Patio and Balconies)

IMPORTANCE OF OPEN SPACE

A variety of high quality, usable and accessible open space contributes to an active public realm and successful building design. A combination of **Private**, **Common**, and **Public Open Space** serves a range of purposes, including spaces for relaxation and community gathering for residents, employees, and visitors within an urban setting. Open spaces either on the ground floor or on upper level stories, correlated to the building use and size, can also help to break up building massing creating effective site and building design.

TYPES OF OPEN SPACE

- » **Private.** Private Open Spaces (e.g. patios and balconies) are not freely open to the public and are only accessible from individual units.
- » **Common.** Common Open Spaces are shared among tenants of a building and often take the form of courtyards and pool areas. Common Open Space can also include shared indoor spaces, such as lounges, community kitchens, and gyms.
- » **Public.** Public Open Spaces, e.g. plazas, pocket parks, and paseos, are freely available to the public to use and typically include amenities such as seating, landscaping, fountains, and public art.

6.3.1 MINIMUM AREA

- A. **Private and Common Open Space.** Projects shall provide the minimum area of Open Space based on use and size per Table 6.3-1. Areas used regularly for parking, loading or storage do not count towards minimum Open Space requirements.
1. **Residential.** Projects with dwelling units shall provide the minimum area of Open Space per Table 6.3-1 as Private and/or Common Open Space.
 2. **Non-residential.** Projects with more than 40,000 square feet of non-residential uses shall provide at least 5% of the gross non-residential floor area as Common Open Space, which may be open to the public; see Section 6.3.3.
 3. **Mixed-use.** Projects shall comply with requirements applicable to each type of use.
- B. **Public Open Space.** In LASP-CG, projects with more than 15,000 square feet of building floor area shall provide 5% of building floor area as Public Open Space. In LASP-CF, projects with more than 80,000 square feet of building floor area shall provide a percentage of building floor area as Public Open Space, as set in Table 6.3-2.

Table 6.3-1: Residential Open Space by Unit Type

Number of Bedrooms	0	1	2	3+
Per Unit, sq ft	200	225	250	275

6.3.2 PRIVATE OPEN SPACE

- A. **Dimensions.** A minimum area of 40 square feet with a dimension of at least 5 feet in each direction is required for Private Open Space.
- B. **Distribution.** No more than 40% of the required residential Open Space shall be private to individual tenants.
1. All Private Open Space shall be outdoors.
 2. Private Open Space may be located within a required setback.



Common Open Space (Courtyard)



Private Open Space (Patio)

6.3.3 COMMON OPEN SPACE

- A. **Dimensions.** A minimum area of 400 square feet with a dimension of at least 15 feet in each direction is required for Common Open Space.
- B. **Distribution.** At least 60% of the required residential Open Space shall be common or shared among tenants.
 - 1. At least 70% of Common Open Space shall be outdoors, and at least 80% of outdoor Common Open Space shall be open to the sky.
 - 2. No more than 50% of Common Open Space may be on a building's rooftop, defined as any roof area on the highest two floors of the structure.
 - 3. No more than 30% of Common Open Space may be indoors. Indoor Common Open Space shall not include spaces used primarily for circulation.
- C. **Landscaping.** A minimum of 25% of Common Open Space shall be planted area at least 30 inches in each direction. Plant materials shall be selected in compliance with PMC 17.44.050.
- D. **Trees.** A minimum of one 24-inch box tree per project or for every 500 square feet of outdoor Common Open Space, whichever is greater, shall be planted within Common Open Space. For projects with 2 or more trees, at least 50% of trees planted shall be shade trees.
- E. **Hardscape.** A maximum of 25% of Common Open Space may be paved in standard concrete. Remaining areas shall use one of the following enhanced paving techniques: brick, natural stone, unit concrete pavers, textured and colored concrete, concrete with exposed or special aggregate. Alternative paving may be allowed per review authority approval.
- F. **Water Features.** A maximum of 5% of Common Open Space shall be fountains, reflecting pools, or other decorative water features. Swimming pools are not considered water features for the purposes of this standard.
- G. **Access.** Common Open Spaces may be accessible to the public if desired; see 6.3.4.B.

CREATING COMMUNITY GATHERING SPACES

Common open spaces provide areas for gathering, recreation, and respite within a development.



Communal picnic area with moveable seating options



Enhanced paving, seating, and landscaping

6.3.4 PUBLIC OPEN SPACE

Minimum area requirements set in 6.3.1.B.

- A. **Dimensions.** A minimum area of 400 square feet with a dimension of at least 15 feet in each direction is required for Public Open Space.
- B. **Access.** At least 50% of Public Open Space shall be accessible to the general public and shall not be restricted to patrons of a particular business.
- C. **Signage.** Public Open Space shall have signage visible from the adjacent sidewalk identifying the space as a publicly-accessible amenity and listing accessible hours.
- D. **Hours.** At a minimum, Public Open Space shall be open to the general public from 8am to 8pm.
- E. **Elevation.** A minimum of 3,000 square feet of Public Open Space shall be at sidewalk elevation. If less square footage is required, then all required Public Open Space shall be at sidewalk elevation.
- F. **Hardscape.** A maximum of 25% of Public Open Space shall be paved in standard concrete. Remaining areas shall use one of the following enhanced paving techniques: brick, natural stone, unit concrete pavers, textured and colored concrete, concrete with exposed or special aggregate. Alternative paving may be allowed per review authority approval.

Table 6.3-2: LASP-CF Public Open Space by Project Size

80,000-119,999 ft ²	120,000+ ft ²
2%	3%

- G. **Seating.** Seating accessible to the general public shall be provided at a minimum of 1 seat per 250 square feet of required space. Fractions shall be rounded down to the nearest whole number.
- H. **Landscape.** A minimum of 10% of Public Open Space shall be planted area at least 30 inches in length, width, and depth. Plant materials shall be selected in compliance with PMCI7.44.
- I. **Trees.** A minimum of one 24-inch box tree per project or per each 750 of Public Open Space, whichever is greater, shall be planted. For projects with 2 or more trees, a minimum 50% of trees planted shall be shade trees.
- J. **Common Open Space Credit.** Public Open Space may count towards up to 30% of the Common Open Space requirement at a 1:1 ratio.



Public Open Space (Plaza)

6.4 Parking

These standards are intended to:

- » Reduce the visual impacts of parking;
- » Regulate appropriate parking supply and location in a manner that prioritizes pedestrian access and multi-modal activity;
- » Encourage change of use and adaptive reuse of existing buildings through parking reductions and exemptions;
- » Promote a more efficient use of space through shared parking among multiple uses; and
- » Increase design standards for parking structures by ensuring habitable floor area and screening between parking and street frontage.

6.4.1 MINIMUM PARKING

- A. **Number of Spaces.** Projects shall provide off-street automobile parking spaces per Table 6.4-1 based on general use classifications.
1. Bicycle parking shall be required per PMC 17.46.320.
- B. **Shared Parking.** Parking may be shared among multiple uses per PMC 17.46.050.

IMPORTANCE OF PARKING

Vehicle parking access, location and supply influences the street environment, multi-modal travel and overall development. Managing the location of vehicular access, such as entries and driveways, can help to promote continuous sidewalk activity and safer travel across modes. Similarly, minimizing surface parking lot size and locations (such as placing lots behind buildings or a landscaped open space), supports the success of street-fronting activity, such as pedestrian travel and commercial frontages. The number of required parking spots is another defining factor that shapes urban travel and development. By establishing an appropriate number of parking spots by land use and size of development, residential and commercial activity can be supported while also attracting a variety of new development. Through tailored standards as well as parking reductions and exemptions for certain uses and conditions, space efficiency and cost savings are promoted.

Table 6.4-1: Minimum Parking by Land Use

Use Classification ¹	Number of Spaces	Exceptions
Residential	≤1-bed: 1 per unit ≥2-bed: 1.5 per unit Guest: 1 per 10 units	Guest parking may be shared with commercial parking in mixed-use projects
Recreation, Education & Public Assembly	PMC 17.46.040	
Office, Professional & Business Support	2 per 1,000 sq ft in LASP-CG; 3 per 1,000 sq ft elsewhere	No parking required for: • First 5,000 sq ft of a project • First 500 sq ft of outdoor dining (per tenant)
Retail Sales (including Restaurants)		
Services		
Industry, Manufacturing & Processing	PMC 17.46.040	
Transportation, Communications & Utility	PMC 17.46.040	
Other Exceptions		
No new parking required for: • Projects within designated historic resources (excluding additions) • Changes of use in structures built prior to 1970		
¹ Use classifications correspond to general use categories in PMC 17.46.040. The number of spaces listed above shall apply to all uses listed under these general categories, with the exception of specific uses where the parking requirement is lower per PMC 17.46.040.		

- C. **Unbundled Parking.** For any building with new residential units, automobile parking spaces shall be leased or sold separately from the rental or purchase fees, such that renters or buyers have the option of renting or buying the residential unit at a lower price than if the parking was included.
1. For deed-restricted affordable units, one parking space shall be included in the base rent of each unit. The tenant may choose to receive the parking space or receive a rent discount equivalent to half the amount charged for monthly lease of a parking space. Tenants of affordable units shall not sublease their parking spaces.
 2. Renters or buyers have the right of first refusal to parking built for their unit. Any remaining spaces may be leased to other users on a month-to-month basis. New occupants shall have the opportunity to lease or purchase parking built for their unit.

6.4.2 VEHICLE ACCESS

- A. **Driveways.** For Projects with less than 200 feet of primary street frontage, a maximum of one two-way driveway shall be permitted. For Projects with more than 200 feet of primary street frontage, a maximum of two two-lane driveways shall be permitted.
1. Driveways shall not be not permitted on primary frontages of 200 feet or less where there is access from a secondary street or alley.

6.4.3 LAYOUT & DESIGN

- A. **Surface Parking.** Parking lots shall be set back at least 30 feet from the primary frontage, 10 feet from any secondary frontage, and 5 feet from RS zoning. Parking shall be buffered by habitable floor area or landscaped open space, except for access and driveways.
1. Landscaping shall include hedges or shrubs at least 3 feet in height at the time of planting that form a continuous visual screen.
- B. **Podium Parking.** No more than one story of above-grade parking is permitted within habitable buildings. Multiple stories of above ground parking are permitted within wrap-style developments or parking structures if the project meets the parking structure standards below.
- C. **Parking Structures.** Structures shall be buffered with habitable floor area between the parking and Lincoln Avenue, except for access and driveways.
1. Parking structures shall not be permitted in the LASP-MU.
 2. Elevators and stairs shall be located adjacent sidewalks or public spaces.
 3. Parking areas shall be screened from the public realm using heavy-gauge metal, precast concrete panels, laminated glass, green walls, photovoltaic panels or other material per review authority approval.
- D. **Underground Parking.** Fully subterranean parking shall be set back at least 5 feet from RS zoning. Otherwise, it may extend up to the property line.

DESIGN GUIDELINES



Entrances to structured parking should be integrated into façade design and shall screen upper portions of the entrance not required for vehicle clearance.



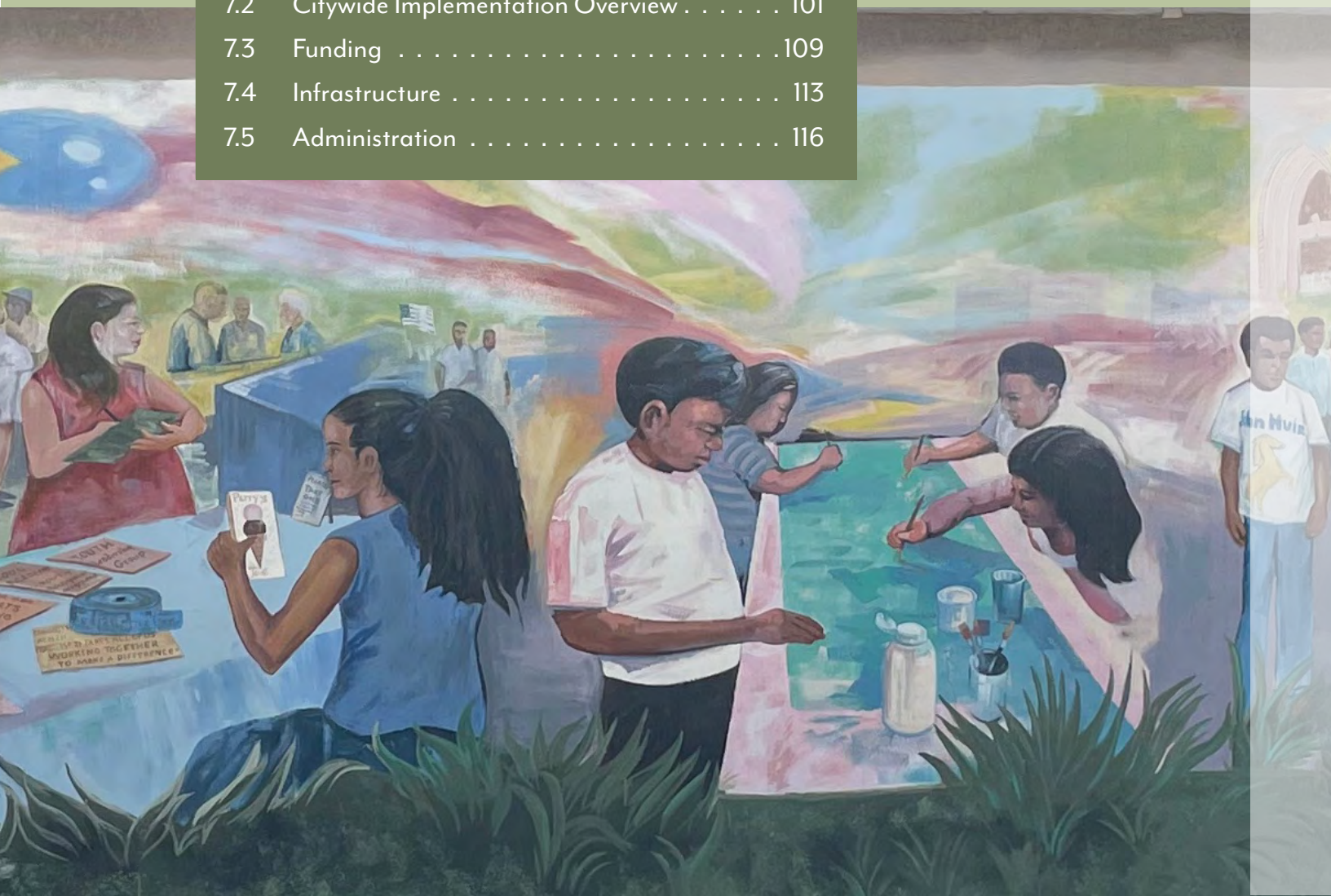
Example of parking entrance design without screening or façade integration.

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Ch. 7

Implementation & Administration

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John Muir High School
April 7, 2021
1:54 PM

Implementation & Administration

CHAPTER OVERVIEW

The Lincoln Avenue Specific Plan will be primarily implemented through the adoption of the Plan's new Land Use, Public Realm, and Development regulations, which align private sector investment with the Plan's vision, goals, and policies. In addition, public sector improvements and programs funded through the City and outside sources, can further implement the Plan, particularly where redevelopment is less likely to occur.

This chapter includes targeted implementation actions intended to help guide and prioritize the implementation of the Plan. It also provides an overview of existing services, plans, and programs, all of which can be leveraged to help implement the Plan. A summary of funding sources is also included to guide the City in understanding and selecting available funding sources to implement the improvements and programs identified in this Specific Plan. This chapter concludes with Specific Plan administration.

This chapter is organized into the following sections:

- » **7.1. Implementation Actions**
- » **7.2. Citywide Implementation Overview**
- » **7.3. Funding**
- » **7.4. Infrastructure**
- » **7.5 Administration**



7.1 Implementation Actions

Specific Plans are used by various City departments when reviewing projects, seeking funding, and to understand the vision, goals, and policies of specified geographic areas to guide improvements and programming. Implementing specific plans requires collaboration across City departments and coordination with existing citywide implementation programs, plans, and efforts.

The following implementation actions are intended to guide the City in implementing the Lincoln Avenue Specific Plan over time with generalized timeframes as follows:

- » **Ongoing:** Periodic or on a continuing basis
- » **Immediate:** Upon adoption of the Specific Plan
- » **Near-Term:** 0-5 years
- » **Medium-Term:** 5-10 years

As changes in City priorities, economic conditions, and market trends occur over time, the City may need to revisit and reprioritize the implementation actions. Table 7.1-1 and the following sections outline implementation actions for the Lincoln Avenue Specific Plan, including description, timeframe, and responsible parties for each action. Information included for each action is intended to help guide the City in taking next steps, which will include additional planning, coordination, community input, and public processes.

Table 7.1-1: Lincoln Avenue Specific Plan Implementation Actions

Action	Description	Timeframe	Responsible Parties
Amendments (A)			
A-1: General Plan Map and Text Amendment	Amend General Plan Land Use Diagram to adjust Lincoln Avenue Specific Plan boundary and update land use designations per Chapter 4 (Land Use).	Immediate	P&CDD
A-2: Zoning Code Map and Text Amendment	Amend the Zoning Code to replace existing development standards with the development standards provided in Chapters 4-6 of this Specific Plan. Amend Zoning Map to replace zoning district designations indicated on the Zoning Map with the new Lincoln Avenue Specific Plan zoning districts.	Immediate	P&CDD
A-3: Specific Plan Amendment	Amend the Lincoln Avenue Specific Plan including new goals and policies, as well as land use and development standards.	Immediate	P&CDD

Action	Description	Timeframe	Responsible Parties
Infrastructure, Mobility, and Sustainability (IMS)			
IMS-1: Master Street Tree Plan	Review street tree palette from the Master Street Tree Plan to consider tree designations that better address Specific Plan and Climate Action Plan objectives for climate resilience, shading, urban cooling, and carbon sequestration and which are complementary to adjacent development and uses.	Near-Term	PWD
IMS-2: Complete Streets Program Improvements	Work with DOT to identify opportunities for pedestrian signalized crossings to improve east-west pedestrian safety and mobility across Lincoln Avenue and bulb-outs with sustainable elements, like bioswales, as part of DOT's Complete Streets Program.	Near-Term	DOT PWD P&CDD
IMS-3: Streetscape Program	Explore opportunities to develop a Streetscape Program for Lincoln Avenue, including improvements that address pedestrian amenities, such as seating, in alignment with DOT's Pedestrian Plan.	Medium-Term	DOT PWD P&CDD
IMS-4: Bicycle Transportation Action Plan Facilities	Consider Lincoln Avenue as a potential corridor for a future bicycle facility to provide north-south connections to greenway along Villa Street and buffered bicycle lane along Washington Boulevard proposed by DOT's BTAP.	Medium-Term	DOT
IMS-5: Parking Management Program	Explore a parking management program for the Lincoln Main Street zoning district that reduces or eliminates parking requirements for individual properties and identifies other parking supply opportunities.	Medium-Term	DOT P&CDD
IMS-6: Planning Study for I-210 Freeway Underpass	Conduct a planning study to improve the I-210 Freeway underpass for pedestrians and the connection between north and south Lincoln Avenue, including investigating feasibility of widening the sidewalk into northbound parking lane as part of DOT's Complete Streets Program. If determined to be feasible, consider developing conceptual design and cost estimates to support the next step of identifying potential funding sources for implementation.	Medium-Term	PWD DOT P&CDD

Action	Description	Timeframe	Responsible Parties
Community Identity, Programming and Public Art (PA)			
PA-1: Citywide Rotating Public Art Program	Consider placing temporary public art along Lincoln Avenue as part of the Citywide Rotating Public Art Program.	Ongoing, Medium-Term	P&CDD
PA-2: Temporary Art Installations in Empty Storefronts	Connect building owners with arts organizations to develop new temporary art installations in empty storefronts along Lincoln Avenue.	Medium-Term	P&CDD
PA-3: Pedestrian-Oriented Art in Public Realm	Explore opportunities for pedestrian-oriented art on commercial and mixed-use portions of Lincoln Avenue through artist-designed crosswalks, utility boxes, and murals, as well as enhancements to blank facades, light poles, medians, and parking strips.	Medium-Term	P&CDD
PA-4: Public Artwork in I-210 Freeway Underpass	Explore opportunities to integrate public art and gateway concepts as part of I-210 Freeway underpass planning study (see IMS-2) in coordination with Caltrans.	Medium-Term	PWD P&CDD
PA-5: Muir High School Front Lawn Programming	Explore opportunities to utilize the John Muir High School front lawn for outdoor community programming.	Medium-Term	EDD PR&CS PWD PUSD P&CDD
PA-6: Business Association Formation	Consider formation of a business and/or property-owner association to strengthen opportunities for placemaking and community identity, in addition to marketing along Lincoln Avenue.	Medium-Term	EDD NW

RESPONSIBLE AGENCIES:

- » **P&CDD:** Planning & Community Development Department
- » **DOT:** Department of Transportation
- » **PWD:** Public Works Department
- » **PUSD:** Pasadena Unified School District
- » **NW:** Northwest Programs Office
- » **EDD:** Economic Development Department
- » **PR&CS:** Parks, Recreation and Community Services

7.2 Citywide Implementation Overview

The City of Pasadena currently provides a wide variety of services and programs either directly or through partnerships with local non-profits, many of which can support the implementation of specific plans. Services and programs relevant to the Lincoln Avenue Specific Plan that are implemented through citywide efforts are listed below. Learn more about the organization of the City of Pasadena, including how various city departments are structured and connected in Figure 7.2-1.

1. General Fund

WHO: Mayor & City Council

WHAT: Primary fund of the City that is used to account for all general revenues of the City not specifically levied or collected for other City funds and for expenditures related to the rendering of general services by the City. Operating and capital budgets are created using guiding principles to determine budget priorities.

WHEN: Every year the City Council adopts an Operating Budget allocating resources to fund vital public services and programs for everyone who lives, works and plays in the City of Pasadena.

LEARN MORE HERE:

<https://www.cityofpasadena.net/finance/general-fund/>

2. Capital Improvement Program

WHO: Department of Public Works

WHAT: The City appropriates annual capital funds by department and project category through the Capital Improvement Program (CIP). The CIP budget consists of projects aimed at improving the city's public infrastructure such as streets, transportation issues, street lights, traffic signals, parks, public buildings, sewer and storm drains, the Rose Bowl, the Pasadena Center, technology and water and power projects. Projects can be short, medium or long-term.

WHEN: The CIP Budget is submitted annually to the City Council as a separate budget document in order to provide more detailed descriptions of City Capital Improvement Projects scheduled to take place over the course of the 5-year lifetime of the document.

LEARN MORE HERE:

<https://www.cityofpasadena.net/public-works/engineering-and-construction/capital-improvement-program/>

3. Master Street Tree Plan

WHO: Urban Forestry Program, Department of Public Works

WHAT: Serves as the guiding document that designates the official tree species to be planted on a block-by-block basis throughout the City. The goal of the Master Street Tree Plan (MSTP) is to promote a uniform urban design on a neighborhood scale, while also promoting species diversity city-wide. With the development and expansion of the City, and with changes in arboricultural practices, the MSTP has been revised and amended accordingly.

WHEN: Periodically



LEARN MORE HERE:

<https://www.cityofpasadena.net/public-works/urban-forestry/#master-street-tree-plan>

4. Tree Protection Ordinance

WHO: Urban Forestry Program, Department of Public Works

WHAT: The City Trees and Tree Protection Ordinance was adopted as Chapter 8.52 of the City's Municipal Code in 2002. The Tree Protection Ordinance includes measures to protect four categories of trees including (1) public trees, (2) landmark trees, (3) native trees, and (4) specimen trees in certain areas of the City. The process for designating landmark trees is included in the ordinance, in addition to requirements for removal and pruning of protected trees. The ordinance also includes Tree Protection Guidelines that seek to avoid negative impacts to protected trees that may occur during construction. If provisions are violated, the ordinance outlines penalties and administrative proceedings.

WHEN: Ongoing

LEARN MORE HERE:

<https://www.cityofpasadena.net/public-works/urban-forestry/#pasadena-tree-ordinance>

5. Complete Streets Program

WHO: Department of Transportation

WHAT: Implements Assembly Bill 1358, known as the Complete Streets Act, enacted in 2008, to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health through shifting short trips from automobiles to biking, walking and use of public transit. The Mobility Element (2015) of the City's General Plan guides the Department of Transportation (DOT) through goals and objectives that address complete streets. DOT implements Complete Streets through the Pasadena Street Design Guide (2017), the Bicycle Transportation Action Plan (2015), and Pasadena Pedestrian Plan (2006).



WHEN: Ongoing

LEARN MORE HERE:

<https://www.cityofpasadena.net/transportation/>

6. Water Conservation, Recycling, Stormwater Management

WHO: Department of Water and Power

WHAT: Pasadena Water and Power (PWP) is a community enterprise that provides electricity and water to the Pasadena community. The PWP General Manager reports to the City Manager and is governed by the City Council. The Urban Water Management Plan (2015) provides an analysis of long-term water supply and demand planning for PWP, including system analysis, reliability assessment, water-use targets, water shortage contingency planning, demand management and climate change impact.

WHEN: Prepared every five years in compliance with the Urban Water Management Planning Act (California Water Code Sections 10610 through 10656).

LEARN MORE HERE:

<https://www5.cityofpasadena.net/water-and-power/uwmp/>

7. Energy and Energy Efficiency

WHO: Department of Water and Power

WHAT: Through the Power Integrated Resource Plan (IRP), Pasadena Water and Power (PWP) sets steps for upholding local, state and federal mandates and internal power supply goals, including having a balanced and sustainable mix of sources towards a green portfolio in the future. Renewal energy sources include solar, wind, geothermal, landfill gas, and hydropower. As part of energy efficiency and sustainability, PWP also has several programs and initiatives including electric vehicles, solar, green power, greywater, drought-tolerant landscapes and enhancing Pasadena's watershed.

WHEN: Ongoing

LEARN MORE HERE:

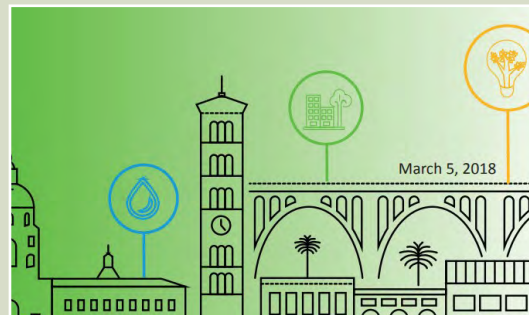
<https://ww5.cityofpasadena.net/water-and-power/power/>

<https://ww5.cityofpasadena.net/water-and-power/sustainability/>

8. Climate Action Plan

WHO: Planning & Community Development Department, Department of Public Works, Department of Transportation and Department of Water and Power

WHAT: The Climate Action Plan (2018) is a strategic framework for measuring, planning, and reducing the City's share of greenhouse gas emissions by more than half by the year 2035. The CAP includes measures that are regulatory, incentive-based, or voluntary and are implemented by multiple City departments, including PWP, PW, DOT, and Planning. An annual report is prepared to track the CAP's progress and its implementation.



WHEN: Ongoing

LEARN MORE HERE:

<https://www.cityofpasadena.net/planning/planning-division/community-planning/climate-action-plan/>

9. Development Impact Fees

WHO: Department of Public Works

WHAT: The City charges development impact fees on new development to offset the cost of public facilities related to the development, in turn helping to fund implementation actions, such as improvement projects. While impact fees associated with new development are updated periodically, current fees include residential impact fees to fund affordable housing, traffic reduction and transportation improvement fees, sewer facility charges fees, and fees for funding public art. Pasadena's development impact fees are calculated based on the number of bedrooms

or gross built area (for the residential and transportation fees) for estimated project value (for public art fees). Impact fees are directed to the General Fund, which funds initiatives in the associated fee categories.

WHEN: Ongoing

LEARN MORE HERE:

<https://www.cityofpasadena.net/planning/permit-center/fee-schedules/>

10. Parks, Recreation and Community Services

WHO: Parks, Recreation and Community Services

WHAT: Provides the City with recreational and human service programs focused on preserving and improving the physical, social, and economic health of Pasadena neighborhoods. The parks and recreation portion of the Department is guided by the City's General Plan Green Space, Parks and Recreation Element and Master Plan (2007), which work together to assess existing facilities and programs, identify additional needed parking facilities or recreation programs, and recommend best methods to meet needs. New parks projects, including planning and design studies for new parks and the construction of green spaces, facilities, and community centers are funded in part through the CIP, in addition to other funding sources. Community services are also provided through the Department, including assistance with landlord/tenant issues and other housing rights topics.



WHEN: Ongoing

LEARN MORE HERE:

<https://www.cityofpasadena.net/parks-and-rec/>

11. Public Art Program

WHO: Arts and Cultural Affairs Division

What: The Public Art Program focuses on building a publicly available collection of contemporary art. The Cultural Nexus Plan (2004) and the Public Art Master Plan (2014) guide the Public Art Program through established cultural policies and a vision for new public art development in Pasadena, supported by goals and objectives with strategies for implementation. The City's Public Art Program includes Public Art Requirements that focus on two areas: new private development and City construction (CIP) projects. The Requirements may be satisfied by the creation of a site-specific public art or by payment in-lieu of artwork. In addition, the Public Art Program includes a Rotating Public Art Exhibition Program that complements the permanent artworks commissioned by the City's Public Art Requirements by temporarily installing contemporary sculptures in each of Pasadena's seven Council Districts.



WHEN: Ongoing

LEARN MORE HERE:

<https://www.cityofpasadena.net/planning/permit-center/fee-schedules/>

12. Northwest Programs Office

WHO: Northwest Programs Office

WHAT: Serves as a liaison between the community and the City Manager's Office to identify and address the needs of Northwest Pasadena, maintain a healthy business environment, and facilitate development projects through the entitlement process in coordination with other departments. One of several commissions/committees included in the CIP budget process for review and support, the Northwest Commission reviews all projects located in Northwest Pasadena.

WHEN: Ongoing

LEARN MORE HERE:

<https://www.cityofpasadena.net/northwest/>

13. Economic Development Division

WHO: Economic Development Division

WHAT: Responsible for encouraging business investment opportunities and supporting business retention and attraction activities in Pasadena. As part of the City Manager's Office, the Economic Development Division provides resources to help businesses, including assistance locating a site for a new business, training for new and small businesses, intel on consumers, and networking. Business Improvement Districts (BIDs) can be created through the Economic Development Division to establish defined areas within which businesses are typically required to pay an additional tax to help fund improvements and projects, such as sidewalk cleaning, trash pick-up, and programming.

WHEN: Ongoing

LEARN MORE HERE:

<https://www.cityofpasadena.net/economicdevelopment/>

14. Pasadena Unified School District

WHO: Pasadena Unified School District

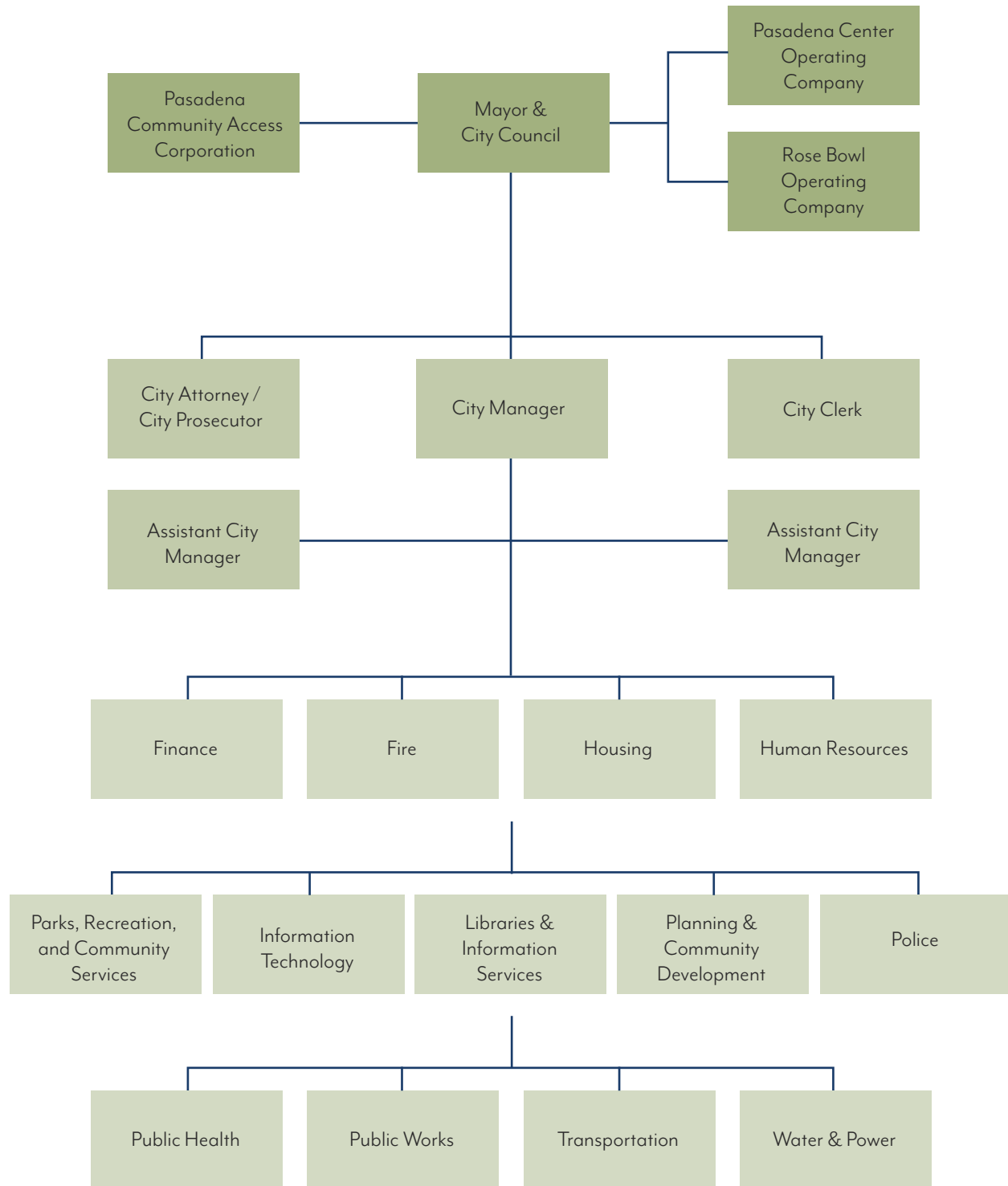
WHAT: Provides education for more than 17,000 students in transitional kindergarten-12th grade across a 76-square mile area. PUSD's school campuses include buildings and facilities that provide classrooms, libraries, laboratories, playing fields, open space and others. Through an existing partnership with PUSD, the City of Pasadena utilizes school campus buildings and facilities for city-sponsored community events, meetings, and programs. John Muir High School is located directly adjacent to the Lincoln Avenue Specific Plan area, between Idaho Street and Wyoming Street along Lincoln Avenue.

WHEN: Ongoing

LEARN MORE HERE:

<https://www.pusd.us/>

Figure 7.2-1: Pasadena City Organization Chart



7.3 Funding

This section summarizes a variety of potential funding sources that may help the City and community to implement the actions outlined in Table 7.1-1 and support the Specific Plan vision, goals, and policies. While some implementation actions can be implemented incrementally, others occur with development projects, and some others will require capital funding from a variety of sources. It is beneficial to have outside funding to expedite implementation of the Lincoln Avenue Specific Plan improvements as City revenues and fees summarized in the previous section are limited.

Typical outside sources of funding for pedestrian enhancements, streetscape improvements, public art, and affordable housing applicable to Lincoln Avenue Specific Plan are summarized in Table 7.3-1 and described in further detail in the following section. This list of sources is not exhaustive but is intended to provide a starting point for developing a funding strategy for Lincoln Avenue improvements and programs. Funding programs are subject to change; the programs listed in this chapter are relevant as of the time of Plan adoption. As noted in the following section, grant applications for projects in the Lincoln Avenue Specific Plan may be more successful if “bundled” with projects in other parts of the city.

Funding Source Category	Funding Source	Improvement Category			
		Pedestrian Enhancements	Streetscape	Public Art	Affordable Housing
Regional, State, and Federal Programs	Affordable Housing and Sustainable Communities Program	✓	✓		✓
	Sustainable Communities Competitive Grants	✓	✓		
	Active Transportation Program (ATP)	✓	✓		
	Urban Greening Program	✓	✓		
	Environmental Enhancement and Mitigation (EEM) Program	✓	✓		
	California Infrastructure and Economic Development Bank (I-Bank)	✓	✓		✓
	Community Development Block Grant (CDBG) Program	✓	✓		✓
	Metropolitan Transportation Authority (Metro) Call for Projects	✓	✓		✓
	New Markets Tax Credit (NMTC)	✓	✓	✓	✓

7.3.1 REGIONAL, STATE, AND FEDERAL PROGRAMS

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

The Affordable Housing and Sustainable Communities Program (AHSC) funds land use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas emissions. Administered through the California Department of Housing and Community Development (HCD), funding for the AHSC Program is provided from the Greenhouse Gas Reduction Fund, an account established to receive Cap-and-Trade auction proceeds. 50 percent of the available funds are set aside for Affordable Housing Developments, and 50 percent of the available funds are set aside for projects benefitting Disadvantaged Communities. The majority of Lincoln Avenue Specific Plan is currently designated as a Disadvantaged Community (DAC) per CalEnviroScreen (version 3.0) which enables the Plan Area to benefit from the set aside funds for DACs, focusing on increasing accessibility of affordable housing, employment centers, and key destinations via low-carbon transportation, such as transit, bicycling, or walking.

A contiguous area with at least one transit station/stop must be established for eligibility, including a flexible transit service route which applies to Lincoln Avenue Specific Plan.

SUSTAINABLE COMMUNITIES COMPETITIVE GRANTS

The Sustainable Communities Competitive Grants fund transportation planning activities such as planning for active transportation, safe routes to schools, transit services, vision zero, complete streets, freight corridors, social equity, integrated land use and transportation planning. Grants are available on an annual basis and through a competitive application process managed by Caltrans.

ACTIVE TRANSPORTATION PROGRAM (ATP)

The Active Transportation Program (ATP) funds projects that encourage increased use of active modes of transportation to increase the proportion of trips accomplished by biking and walking, increase safety and mobility for non-motorized users, advance the active transportation efforts of regional agencies to achieve Greenhouse Gas (GHG) reduction goals, enhance public health, ensure that disadvantaged communities fully share in the benefits of the program, and provide a broad spectrum of projects to benefit many types of active transportation users. ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SRTS), into a single program.

The students at John Muir High School, as well as other nearby schools, could benefit from SRTS funds to improve active transportation and access to school campuses.

URBAN GREENING PROGRAM

The Urban Greening Program funds a variety of improvement projects, including urban heat island mitigation and energy conservation efforts, green streets and alleyways, non-motorized urban trails that provide safe routes for travel between residences, workplaces, commercial centers and schools, and others. The program is part of California Climate Investments, a statewide initiative that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy, and improving public health and the environment — particularly in disadvantaged communities.

If several improvement projects were bundled together, there is potential for Urban Greening program to fund some Lincoln Avenue SPA improvements if the project can demonstrate improved safety or quality of life.

ENVIRONMENTAL ENHANCEMENT AND MITIGATION (EEM) PROGRAM

The Environmental Enhancement and Mitigation (EEM) Program was established by the Legislature in 1989 to fund environmental enhancement and mitigation projects directly or indirectly related to transportation projects. EEM Program projects must fall within one of three categories: highway landscape and urban forestry; resource lands; or roadside recreation. Projects funded under this program must provide environmental enhancement and mitigation over and above that otherwise called for under the California Environmental Quality Act (CEQA).

CALIFORNIA INFRASTRUCTURE AND ECONOMIC DEVELOPMENT BANK (I-BANK)

The California Infrastructure and Economic Development Bank (I-Bank) finances public infrastructure and private development through issuing tax-exempt and taxable revenue bonds, providing financing to public agencies, providing credit enhancements, acquiring or leasing facilities, and leveraging State and federal funds.

The Infrastructure State Revolving Fund (ISRF) Program provides financing to public agencies and non-profit corporations for 18 categories of infrastructure and economic development projects. ISRF Program funding is available in amounts ranging from \$50,000 to \$25,000,000, with loan terms of up to 30 years.

CAP-AND-TRADE PROGRAMS

The State administers a growing number of grant and loan programs, collectively known as the California Climate Investments Program (CCIP), that provide funding for projects and programs that reduce greenhouse gases (GHGs) and provide health, mobility, economic, and other co-benefits to communities throughout the state. Most Cap-and-Trade programs target a substantial portion of their funding to Disadvantaged Communities (DAC) classified in accordance with the CalEnviroScreen tool. The majority of the Lincoln Avenue Specific Plan area currently qualifies as a DAC per CalEnviroScreen (version 3.0), defined as the top 25% scoring areas based on ranking each of the State's 8,000 census tracts using national and state data sources on 20 indicators of pollution, environmental quality, and socioeconomic and public health conditions. This designation establishes priority and a competitive advantage for projects that would benefit the local community in seeking Cap-and-Trade funding. Cap-and-Trade provides funding in three primary areas:

1. Transportation and Sustainable Communities
2. Clean Energy and Energy Efficiency Funding
3. Natural Resources and Waste Diversion Funding

Under each of these funding areas are numerous programs that have funding available for projects and programs that would either be contained within Lincoln Avenue Specific Area or benefit the SPA and the City as a whole. Programs with high applicability to Lincoln Avenue Specific Plan are summarized in this section.

COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM

The Community Development Block Grant (CDBG) Program funds revitalization of neighborhoods, expansion of affordable housing and economic opportunities, and/or improvements of community facilities and services, principally to benefit low- and moderate-income persons or neighborhoods. Also eligible are the building of public facilities and improvements, such as streets, sidewalks, sewers, water systems, community and senior citizen centers and recreational facilities.

Operated by the U.S. Department of Housing and Urban Development (HUD), the Community Development Block Grant (CDBG) Program is a federal program that provides grants for economic development, public facilities, and housing rehabilitation. 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 those related to a natural disaster. CDBG funds can be used for development purposes within low- or moderate-income census tracts, which applies to the current conditions in Lincoln Specific Plan area, 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.

METROPOLITAN TRANSPORTATION AUTHORITY (METRO) CALL FOR PROJECTS

Every other year, the Metro Call for Projects funds projects across seven modal categories, including pedestrian improvements, which is applicable for Lincoln Avenue Specific Plan. 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. Local jurisdictions, transit operators, and other public agencies are eligible to submit applications proposing projects for funding.

NEW MARKETS TAX CREDIT (NMTC)

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.

NEW AND FUTURE RESOURCES

As funding opportunities are realized and new funding become available, the City can continue to identify, monitor, and apply for other governmental funding sources that meet the City's and respective agencies' objectives over time. For example, future funding sources might include the Cap-and-Trade Transformative Climate Communities Local Partnership Program, forecasted for 2022, to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements and the HCD Infill Infrastructure Program (draft grant guidelines September/October 2020) to provide grant funding for infrastructure improvements for new infill housing in residential and/or mixed-use projects.

7.4 Infrastructure

The City's existing infrastructure systems and facilities are owned and operated by different departments and other public agencies such as the City's Departments of Public Works and Transportation, Pasadena Water and Power, the Los Angeles County Sanitation Districts and Metropolitan Water District of Southern California. These City departments and other public agencies have processes in place to evaluate existing resources, service area needs, and plan for system upgrades to support growth throughout the City, including the Plan area. The following section identifies how infrastructure facilities for transportation and traffic, wastewater, water supply, solid waste, storm water, and electricity will be provided to meet the anticipated growth.

The 2015 General Plan Update Environmental Impact Report anticipated residential and commercial growth for the entire City through 2035, including the eight Specific Plan areas. Specific information on the analysis and environmental determinations associated with the buildout of the General Plan within the Plan area can be found in the Lincoln Avenue Specific Plan Update Addendum to the General Plan.

7.4.1 TRANSPORTATION

The City has a well-developed transportation network of streets, sidewalks, bicycle facilities, and transit services such as the Metro Light Rail Transit and Bus Service, Pasadena Transit, and Foothill Transit. Three freeways provide regional access to and through the City: the Foothill Freeway (I-210), the Ventura Freeway (SR 134) and the Arroyo Seco Parkway (SR 110). The City's public transportation system includes local bus services, regional bus routes, and light rail. Service is provided by Pasadena Transit, the Metropolitan Transportation Authority (Metro), the Los Angeles Department of Transportation (LADOT) Commuter Express, Foothill Transit and numerous other local transit providers. The City also has Class II bikeways, Class III bike routes, and enhanced bike routes. Additionally, the City has a connected network of pedestrian facilities, designated pedestrian-friendly zones, and upgraded traffic signal technology.

Pasadena DOT helps to implement the Mobility Element of the General Plan through the Bicycle Transportation Action Plan (2015), the Pedestrian Plan (2021), and other projects and programs to enhance the safety and mobility of all modes of transportation. Land use as defined in the General Plan is included in the City's travel demand model which is used to determine the potential impact of new projects and the City monitors traffic operations to identify areas of concerns and address safety and mobility needs.

7.4.2 WASTEWATER SYSTEM

The wastewater system in the Plan area is owned and operated by the City of Pasadena's Department of Public Works and Pasadena Water and Power (PWP), which consists of approximately 328 miles of gravity pipelines and conveys an annual average flow of approximately 14 million gallons per day (MGD).¹ Wastewater from individual services flows into the City's collection system. The City's wastewater collection system conveys untreated wastewater to the Los Angeles County Sanitation District's (LACSD) trunk sewer system for treatment via 92 separate connections.

The Water System and Resources Plan (WSRP) is PWP's 25-year strategy, updated every five years, which includes planning related to the treatment of wastewater, primarily residential. LACSD is responsible for the treatment of wastewater, primarily commercial, from the City. LACSD prepares an annual report that speaks to their mission, core values and major projects for the year. The 2019 annual report notes LACSD is working to turn waste into electricity, compost and other recycling commodities. LACSD works closely with cities to support them in compliance with state and federal regulations for solid waste, green energy, and wastewater.

The City updates the Sewer System Management Plan (SSMP) annually to identify a list of Capital Improvement Program (CIP) projects that take into consideration the age of facilities, construction materials use, current use, capacity, and its condition. The City has undertaken several major projects to ensure sustained reliability of the sanitary collection system. Projects include sewer system improvements and capacity upgrades as well as modernization of pump stations, such as the Busch Garden and Rosemont Sewer Pump Stations.

Developments in the Plan area are subject to wastewater-related requirements and standard conditions of approval, such as payment of development fees and implementation of site-specific Storm Water Pollution Prevention Plan for construction. Development projects are required to comply with all applicable solid waste regulations, including the California Integrated Waste Management Act and the City's Zoning Code Section 17.40.120 (Refuse Storage Facilities).

¹ City of Pasadena Sewer System Management Plan (2018) <https://www.cityofpasadena.net/wp-content/uploads/sites/29/Sewer-System-Management-Plan-SSMP-Final-Report.pdf>

7.4.3 WATER SYSTEM

PWP, a community-owned utility and a not-for-profit public service owned and operated by the City, serves as the water service provider in the Plan area. The PWP water system includes 14 reservoirs with total storage capacity of 110 million gallons, 17 active wells, 19 booster stations, and 1 treatment plant (Monk Hill Water Treatment Plant).² PWP obtains a portion of its water from the local Raymond Basin and purchases imported water from the Metropolitan Water District of Southern California (MWD).

PWP is responsible for evaluating the current and projected needs of customers for potable and non-potable water in the City. The WSRP provides screening of alternatives to meet future demands with necessary infrastructure within operational and financial constraints. PWP's WSRP includes considerations for water quality, greater dependency on local water, groundwater basin stability, reliability of the distribution system, affordability, climate change uncertainties, and legislative and regulatory requirements as well as the treatment of wastewater, primarily residential.

In addition, every five years the City updates its Urban Water Management Plan (UWMP) as required by the California State water code, which includes an analysis of long-term water supply and demand planning for PWP. The 2015 UWMP update included the population projections and land use changes based on the most recent General Plan Update and identified that supplies will exceed demands under all hydrologic scenarios with implementation of additional supplies, such as recycled water and potable reuse, as well as with conservation measures. The 2020 UWMP is currently in development by the City.

7.4.4 SOLID WASTE SYSTEM

Department of Public Works collects solid waste from residences in Pasadena and competes with private haulers for commercial collection. Refuse hauling companies providing commercial solid waste collection are listed on the Department of Public Work Franchise List. Solid waste is disposed of at the following facilities: Calabasas Sanitary Landfill, Scholl Canyon Landfill, Puente Hills Material Recovery Facility, Southeast Resource Recovery Facility, Commerce Refuse-to-Energy Facility, Olinda Alpha Sanitary Landfill, and Frank Bowerman Landfill. All landfills are required to comply with numerous landfill regulations from federal, state, and local regulatory agencies and are subject to regular inspections from CalRecycle and the local enforcement agency, the California Regional Water Quality Control Board, and the South Coast Air Quality Management District.

² City of Pasadena – PWP 'Where our Water Comes From' Webpage <https://ww5.cityofpasadena.net/water-and-power/water/>

The Department of Public Works (DPW) Operations Sections oversee waste management in the City. The DPW is responsible for the solid waste collection and disposal of all residential properties within the City and private haulers compete for commercial collection services in the City in conformance with the City's Municipal Code Chapter 8.61. The Zero Waste Pasadena 2040 (Zero Waste Plan) is DPW's 26-year strategic plan, to be reviewed and updated every three years, that seeks to reduce waste at the source and maximize diversion from landfills with the overall goal of striving for zero waste in the year 2040. The Zero Waste Plan identifies diversion potential, greenhouse gas reduction potential, and materials management.

Developments within the Plan area would continue to be accommodated by existing solid waste service providers and facilities. Future development projects would be subject to the California Green Building Code and solid waste reduction strategies under General Plan policies that continue to encourage the reduction of solid waste through sustainable building practices. Additionally, the City seeks to reduce its solid waste and landfill greenhouse gas emissions in accordance with their Climate Action Plan (CAP) that establishes a goal of reaching an 87% diversion rate by 2035. CAP implementation actions include the Zero Waste Plan, reporting annually on zero waste progress and optimizing waste diversion.

7.4.5 STORMWATER SYSTEM

The City provides storm drainage collection in the Plan area and is responsible for operation and maintenance of the collection system. The system includes open channels, closed conduits, catch basins, laterals, manholes, and other associated facilities. The City has approximately 34 miles of storm drain pipes, over 13000 basins and hundreds of culverts.

The City provides for the repair and replacement of the City's storm drain system and improvements to the storm drain facilities throughout the City on an ongoing basis. However, the City is proposing as part of the 2021-2025 CIP to develop a Storm Drain Master Plan (SDMP) that would include a comprehensive analysis for stormwater capture infrastructure, drainage areas, soil characteristics, and wellhead protection zones. Presently, the City relies on a complaint-driven process for storm drain repairs instead of a systematic program of preventative maintenance. The SDMP would serve as a planning guide for locating and sizing stormwater and drainage facilities. Adoption of a SDMP will assist in the self-reliance on the City's water supply and the NPDES compliance.

Developments within the project area would be required to adhere to applicable local, state, and federal regulations and standards, as well as implement site design measures, low-impact development, and best management practices

(BMPs), including infiltration features that contribute to groundwater recharge and minimize stormwater runoff, erosion, siltation, and/or flooding. The City is one of the permittees under the Los Angeles National Pollution Discharge Elimination System (NPDES) municipal storm water permit which means that any new development in the Plan area is subject to the Los Angeles Standard Urban Storm Water Mitigation Plan (SUSMP). The SUSMP addresses post-construction storm water pollution from new development projects.

7.4.6 ELECTRIC SYSTEM

PWP provides electric services in the Plan area with an energy system consisting of 1658 linear miles of overhead and underground power line, 11,163 poles, and 11 substations.³ The City owns and operates the Glenarm Power Plant that includes two power generating facilities. The system meets the City's power demand with 10 percent coming from PWP-owned generating facilities and the rest purchased from varied sources, both conventional and renewable, or through the wholesale energy market.⁴ Electrical infrastructure in the Plan area is located above ground on utility poles as well as below ground.

The Power Integrated Resources Plan (PIRP) is the PWP's guiding document for achieving internal power supply goals while upholding local, state, and federal mandates. The state requires that the PIRP be updated on a regular basis in conformance with the California Energy Commission regulations. The PIRP speaks to the City's commitment to shift the energy supply portfolio to low-carbon and renewable resources as well as exceeding state mandates for Renewable Portfolio Standard increase and greenhouse gas emissions reduction targets.⁵ The City also has an adopted Climate Action Plan that continues efforts to promote energy efficiency and reduce the City's dependency on traditional energy sources.

New developments in the Plan area would be required to comply with the California Energy Code, Part 6 of the California Building Standards Code (Title 24), CALGreen standards, the City's Green Action Plan, and the City's Green Building Standards Code, which collectively would increase efficiency and decrease consumption levels. Any new developments in the Plan area would require lateral connections to mainlines in coordination with existing utility service providers.

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³ City of Pasadena – CIP Electric System (2021) <https://www.cityofpasadena.net/public-works/wp-content/uploads/sites/29/14-Electric-Section.pdf>

⁴ City of Pasadena – PWP 'Where Our Power Comes From' Webpage <https://ww5.cityofpasadena.net/water-and-power/power/>

⁵ City of Pasadena – Power Integrated Resources Plan (2018) <https://ww5.cityofpasadena.net/water-and-power/wp-content/uploads/sites/54/2018/12/Pasadena-Water-and-Power-2018-IRP-Final.pdf>

7.5 Administration

7.5.1 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 will not become effective until the Zoning Code 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.

7.5.2 AUTHORITY

The City of Pasadena initiated and prepared the Lincoln Avenue Specific Plan pursuant to the provisions of California Government Code, Title 7, Division 1, Chapter 3, Article 8 (Sections 65450 through 65457). The law allows the preparation of specific plans as required for the implementation of the General Plan. Specific plans act as a bridge between the general plan and individual development proposals. They combine development standards and guidelines, capital improvement programs, and financing methods into a single document that is tailored to meet the needs of a specific area. Jurisdictions may adopt specific plans by resolution or ordinance.

The Lincoln Avenue Specific Plan is the regulatory document guiding land use and development within the boundaries identified in this Specific Plan. Upon adoption by ordinance, this Specific Plan will serve as zoning for the properties involved. It establishes the necessary plans, development standards, regulations, infrastructure requirements, design guidelines, and implementation programs on which subsequent project-related development activities are to be based. It is intended that local public works projects, design review plans, detailed site plans, grading and building permits, or any other action requiring ministerial or discretionary approval applicable to this area be consistent with this Specific Plan.

7.5.3 APPLICABILITY

All development proposals within the Specific Plan area are subject to those procedures identified in Chapters 17.10 and 17.40 of the Zoning Code.

7.5.4 INTERPRETATION, CONFLICT AND SEVERABILITY

A. Interpretation

In case of uncertainty or ambiguity to the meaning or intent of any provision of this Specific Plan, the Director of Planning and Community Development and/ or the Zoning Administrator have the authority to interpret the intent of the provision 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.

The Director may, at his/her discretion, refer interpretations to the Planning Commission for consideration and action. Such a referral shall be accompanied by a written analysis of issues related to the interpretation. All interpretations made by the Director may be appealed to the Planning Commission in accordance with the appeal procedures in the Municipal Code.

B. Conflict

In the event of a conflict between the provisions of the Specific Plan and the provisions identified in the Municipal Code, the Specific Plan shall prevail. For any other topical issue, development standard or design guideline, and/ or regulation not addressed or otherwise specified in the Specific Plan, regulation and approval shall be carried out in accordance with the provisions of the Municipal Code, particularly Zoning Code Chapters 17.12 and 17.60. The particular section of code shall be based on the most appropriate or closely matching land use type or procedure, as determined by the Zoning Administrator.

C. 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.

7.5.5 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.

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A.1 Definitions

Amenity / curb zone: the portion of the sidewalk directly adjacent to the right-of-way, typically for street trees, parkways, street lights, street furniture, and bus shelters.

Blank wall: A windowless expanse of wall facing the street of 20 feet or greater.

Buildable area: The portion of parcel or development site which can be devoted to buildings and structures. This excludes slopes in excess of 50%, dedications, easements and other similar physical or legal constraints.

Building floor area: See 'gross floor area'

Building frontage: The elevation of a building, measured horizontally at grade, that faces a street and includes the building wall which incorporates the main entrance(s) facing a parking area on the same premises. The main entrance to the building may include entrances to individual uses.

Building frontage zone: The portion of the sidewalk adjacent to a building (may be located in private property or within the right-of-way) that allows for door opening from buildings, outdoor seating, bicycle parking, and sidewalk seating.

Curb zone: See 'Amenity / curb zone'

Façade: Any exterior wall plane of a building, ground level to top of roof

Fixed seating: Any seating that is permanently anchored to the ground or structure that cannot be relocated by an individual. Fixed seating may swivel or swing without being relocatable.

Floor area ratio: Numerical value obtained by dividing the above-ground area of a building or buildings located on a lot by the total area of the lot.

Footprint: The total ground floor area of the combined structures on a site or project area defined by the perimeter of the building(s). Includes parking structures; excludes parking lots and non-occupancy structures.

Frontage zone: See 'building frontage zone'

Ground floor: The floor of a building or structure that is accessible from the finished grade or sidewalk

Gross floor area: Total enclosed area of all floors of a building measured to the inside face of the exterior walls including halls, stairways, elevator shafts at each floor level, service and mechanical equipment rooms and basement or attic areas having a height of more than seven feet, but excluding area used exclusively for parking or loading of vehicles or bicycles.

Ground floor space: An occupiable space on the ground level that can be directly accessed from the sidewalk within three feet of the sidewalk grade.

Height: Height is measured from the finished sidewalk existing grade of the site to an imaginary plane located above but parallel to the grade; projections and features such as appurtenances and railings per PMC 17.40.060.

Sidewalk line: A line parallel the property line accommodating the required sidewalk width as measured from the curb face.

Mixed-Use Project: Any building or project that combines more than one use type or housing type within a district, block, or parcel. It may also include housing built above commercial or commercial combined with light industrial uses.

Moveable seating: Any seating that is not permanently anchored to the ground or structure and can be relocated by an individual.

New construction: Completely new improvement of a property, or construction occurring on a property where the existing structures were complete razed. Does not apply to expansion of existing on-site improvements.

Open space: (Outdoor) space that serves a recreational function or provides visual relief from the building mass

Common open space: a usable open space shared among residents within a building or development; includes shared indoor and outdoor spaces unless otherwise defined. Subject to minimum dimension requirements established by the Specific Plan.

Public open space: a usable open space freely available to the public to use. Subject to minimum dimension requirements established by the Specific Plan.

Private open space: a usable open space adjoining and directly accessible to a dwelling unit, reserved for the exclusive use of residents of the dwelling unit and their guests. Subject to minimum dimension requirements established by the Specific Plan.

Usable open space: Unobstructed outdoor space that is landscaped and developed for active or passive recreational and leisure use, and is conveniently located and accessible; excludes required front yards not used for balconies or patios.

Parkway: (or landscaped parkway) landscaped or permeable areas located within or fully comprising the “Amenity / curb zone” between the building and the primary curb line.

Paseo: predominantly pedestrian-only open space at the ground level that is accessible to the public, that connects a right-of-way to another right-of-way, alley, or usable open space interior to a block; emergency vehicular access and commercial loading with limited hours are permitted. Subject to minimum dimension and design requirements established by the Specific Plan.

Plaza: usable open space at ground level accessible to the public. Subject to minimum dimension and design requirements established by the Specific Plan.

Primary curb line: the face of the predominant curb of an individual block forming the edge of the street.

Street frontage: the sidewalk line adjacent to the street.

Project: Refer to PMC 17.80.020

Projection: Anything attached to and extended outside the outer face of the exterior wall of a structure and not intended for shelter or occupancy. Examples include but are not limited to exterior stairs, fireplace, balconies, bay windows, lighting fixtures, parapets, shade structures, mechanical features, energy production panels or structures, etc.

Public realm: The publicly-accessible space between the street curb face and the building. This area includes the sidewalk zones and the required street setback, if applicable.

Residential Common Services: Those portions of a residential use building not dedicated to residential units that provide common services for residents. This may include spaces such as, but is not limited to, lobby or common building entry, leasing center, gyms/exercise space, shared kitchen, recreation center, screening or living room, business center, mail room, or library. These spaces/ portions of the building are permitted on the ground floor where residential units are not permitted.

Setback: The horizontal distance by which a development feature is required to be separated from the minimum sidewalk line. In some cases superseded by Setback range.

Street setback: The required setback from the minimum sidewalk line to the development feature. Not applicable to interior or rear property lines.

Setback range: minimum and maximum horizontal distances by which a development feature must be separated from the minimum sidewalk line or other property line. This measurement is similar to a “build-to” line.

Sidewalk zones: The three portions of a sidewalk that together comprise the public realm between a building and the street. Sidewalk zones are defined by the Pasadena Street Design Guide and regulated by the Specific Plan.

Shared property line: Any property line that exists to separate adjacent parcels or properties.

Stepback: Measurement of the required upper-story horizontal distance by which a development feature must be separated from the minimum sidewalk. Regulated as a horizontal distance above a defined vertical distance.

Streetwall: Any building façade that faces a street within 10 feet of the minimum sidewalk line.

Streetwall height: The portion of the street-facing building façade that rises from the sidewalk level to the required height without an additional setback or stepback. Required streetwall height is set by the Specific Plan for Zoning districts or specific locations.

Subterranean: The level of a building, inclusive of parking or habitable space, located primarily below the ground level with a top plate of two feet or less above sidewalk grade.

Transparent openings: Building openings (windows or doors) or transparent glazing that provide visual access into the structure.

Transparency: Provision of openings or surfaces that allow visual access into a structure.

Unbundled parking: Parking spaces, in any permitted configuration, rented or sold separately from a residential unit or non-residential square footage.

Walk zone: The portion of the sidewalk dedicated to pedestrian travel and free of obstruction.

Wrap-style development: Residential or commercial uses, at least 25 feet in depth, that wrap around an above-grade parking structure to screen structure from view from the street.

A.2 Design Guidance for Tree Selection

While the City of Pasadena Department of Public Works' Master Street Tree Plan ultimately determines what tree species is planted in public right-of-way, this appendix to the Lincoln Avenue Specific Plan is intended to guide discussions between the City and community when updating the Master Street Tree Plan for the area. During the Specific Plan update process, opportunities were identified to better align Lincoln Avenue's street trees with the vision, goals, and policies in the Plan related to shade, climate resilience, stormwater capture, and improved visual cohesion of the corridor. This appendix includes a description of the existing street trees along Lincoln Avenue within the Specific Plan area, followed by recommendations for potential new species.



Coast Live Oak at 1478 Lincoln Avenue



Holly Oak at 1270 Lincoln Avenue

A.2.1 EXISTING STREET TREES

The City's Master Street Tree Plan designates the following four street trees for the Lincoln Avenue Specific Plan area:

- » Coast Live Oak (*Quercus agrifolia*)
- » Chitalpa (*Chitalpa tashkentensis*)
- » Mexican Fan Palms (*Washingtonia robusta*)
- » Cassia Tree (*Cassia fistula*)

Estimations of current street tree inventory in this section are based on data from March 2021.

A. Coast Live, Holly, and Mesa Oaks (*Quercus spp.*)

There are currently approximately 31 oak trees in the Plan area, with roughly an even mix of Coast Live Oaks (*Q. agrifolia*) and Holly Oaks (*Q. ilex*), in addition to one Mesa Oak (*Q. engelmannii*). Coast Live Oaks and Mesa Oaks are both native to Southern California, while the Holly Oak is native to the western Mediterranean. These oak species feature dense, spreading evergreen canopies. Tree heights within the Plan area range from 11 to 45 feet but are most commonly between 25 and 35 feet along the corridor. Tree crown spread, often referred to as tree canopy, ranges from 20 to 65 feet and is most commonly about 30 feet. As native species, the Live Oak and Mesa Oak are well adapted to Pasadena's climate conditions and once established need minimal supplemental water. Historically, oaks have held significance throughout the development of Pasadena, and the Mesa Oak is sometimes referred as the Pasadena Oak.

Coast Live Oaks and other similar oak species are preferable for blocks with large front yard setbacks or single-story buildings which provide space to accommodate their wide canopy. Evergreen oak species are ideal for creating shaded pedestrian corridors.

B. Chitalpa (*Chitalpa tashkentensis*)

There are currently approximately 84 Chitalpa trees planted within the Specific Plan area. The Chitalpa tree is a hybrid of the Catalpa (*Catalpa bignonioides*) and Desert Willow (*Chilopsis linearis*) species and are characterized by long narrow leaves and abundant pink-white blooms during late spring and early summer. Tree heights range from 10 to 20 feet within the Plan area but are most commonly between 12 and 15 feet. Tree crown spread ranges between 5 and 20 feet and is most commonly about 15 feet. As a hybrid of two desert-adapted species, Chitalpas are incredibly drought tolerant and well adapted to streetscape conditions with minimal irrigation.

Chitalpa trees may have either a single trunk or multiple trunks, and both standard and multi-trunk forms can be found within the Plan area. The varied form, along with the low-branching habit, results in an informal character, which may not be considered desirable for street tree planting along a major street where a more formal structure is appropriate. The low-branching habitat produces limited shade compared to larger, more broad-canopy tree selections, and the deciduous foliage results in bare trees in the late fall and winter.



Chitalpa tree at 2016 Lincoln Boulevard illustrating a typical winter condition without leaves. This tree has a larger canopy relative to others along the corridor, though is still not ideal for producing shade.

C. Mexican Fan Palms (*Washingtonia robusta*)

There are currently approximately 82 Mexican fan palms planted within the Specific Plan area. Mexican fan palms are characterized by tall, narrow trunks topped with shiny, light green fronds. Tree heights range from 60 to 80 feet in the Plan area, with an average of 75 feet, and crown spread is consistently 15 feet. Mexican fan palms are well adapted to climate conditions in Southern California and require no supplemental irrigation once established. However, fan palms require frequent pruning to remove old fronds that are susceptible to being blown off by high winds, a risk to pedestrians and property below.

Mexican fan palms create a unified, vertical design element along Lincoln which can contribute to a sense of place and create visual landmarks for the avenue. However, the limited canopy span and immense height casts little meaningful shade and does not mitigate urban heat island effects.



Mexican fan palms along Lincoln Avenue

D. Crown of Gold (*Cassia fistula*)

Crown of Gold trees are designated for Lincoln Avenue, but have not been planted on the corridor to date. These trees have a dome-like canopy shape with deep green foliage and profuse yellow blooms in late spring. In street tree environments, tree heights are typically 20 to 30 feet and crown spread is typically about 25 to 30 feet. Crown of Gold trees are winter deciduous. Native to Southeast Asia, the Crown of Gold tree has a slightly tropical appearance but is tolerant of semi-arid conditions and once established needs minimal supplemental water.

When used as a street tree, they can create a stunning effect when blooming. As a deciduous tree, their use as a consistent street trees may not be appropriate for maximizing pedestrian shade objectives; however, limited use as seasonal accent trees may be appropriate for place-making purposes.



Crown of Gold Tree (none currently planted on corridor)

A.2.2 GUIDANCE FOR FUTURE TREE SELECTION

Trees play an important role in the experience of a streetscape. Through physical character, type of shade, and seasonal variety in the form of flowers or changing foliage, trees have a significant influence on our perception of a streetscape corridor. In addition to functional and placemaking selection criteria, tree species selection should follow urban forestry best practices and take into consideration resilience and future climate change impacts. The planting environment for street trees is harsh, with trees often being subjected to limited root zone volumes, minimal supplemental irrigation, pollution from car exhaust, pet waste, and high temperatures from urban heat island effect as well as light reflected from nearby glazing. As climate change continues, we can anticipate generally warmer temperatures and more extreme heat days; therefore, the role of shade trees in urban environments will become increasingly valuable and tree species should be suitable to warmer environments and extreme heat.

Table A.2-1 summarizes recommendations for tree species along Lincoln Avenue, which include both shade and accent trees:

- » **Dominant Shade Trees** provide shade for pedestrians and buildings, and would be planted consistently along the corridor.
- » **Seasonal Accent Trees** add seasonal interest and a splash of color to the streetscape experience, and would be planted at gateway intersections.

Accent trees are recommended to be planted in key gateway locations illustrated in Map A.2-1, which include the intersections of Lincoln Avenue and Montana, Wyoming, and Hammond Streets, Washington Boulevard, and adjacent to the 210 Freeway on- and off-ramps. In time, these trees will be a recognizable arrival point for pedestrians and drivers entering the Plan Area. The gateway tree should have a well-defined form and canopy shape, and a seasonal splash of color is strongly encouraged.

Although Mexican Fan Palms are well-adapted to local conditions and provide vertical character to the Lincoln Avenue streetscape, they are not recommended for planting as a street tree within the Specific Plan area moving forward because they do not meet the shade, stormwater capture, or climate objectives in the Plan or other citywide policy documents. As these palms reach the end of their lifespan, it is recommended that they be replaced by other species permitted by the Street Tree Master Plan.

Chitalpa trees are also not recommended for the Lincoln Avenue Specific Plan area moving forward because their informal character and limited shade potential do not meet the Plan objectives of creating an attractive, pedestrian-friendly streetscape environment that supports local business. Because of the prevalence of Chitalpa trees along the corridor, as funding becomes available the City may consider replacement of some of these trees in order to more quickly achieve consistent shade along the corridor, particularly when existing Chitalpa trees are adjacent to parcels that are unlikely to redevelop in the near future.

Table A.2-1: Tree Species Recommendations by Zoning district

Zoning District	Dominant Shade Tree Species	Seasonal Accent Tree Species
<ul style="list-style-type: none"> » Commercial General » Mixed-Use » Commercial Flex » Residential Multi-Family (south of the I-210 Freeway only) 	<ul style="list-style-type: none"> » Mesa Oak (<i>Quercus engelmannii</i>) » Chilean Mesquite - thornless variety (<i>Prosopis chilensis</i>) 	<ul style="list-style-type: none"> » Crown of Gold (<i>Cassia fistula</i>) » Golden Trumpet Tree (<i>Handroanthus chrysotrichus</i>) » Tipu Tree (<i>Tipuana tipu</i>)
<ul style="list-style-type: none"> » Residential Multi-Family (north of the I-210 Freeway only) 	<ul style="list-style-type: none"> » Coast Live Oak (<i>Quercus agrifolia</i>) » Mesa Oak (<i>Quercus engelmannii</i>) 	<ul style="list-style-type: none"> » Gold Medallion Tree (<i>Cassia leptophylla</i>)

A. Commercial General, Mixed-Use, Commercial Flex, and Residential Multi-family (south of the I-210 Freeway only) Zoning Districts

As the neighborhood develops, the Commercial General, Mixed-Use, and Commercial Flex zoning districts will share similar urban form characteristics in which buildings are placed within 0 to 10 feet of the sidewalk and building heights may be up to three stories. The area will be primarily comprised of commercial uses on the ground floor, including small retail, restaurant, and neighborhood services business that benefit from a cohesive sense of place and attractive streetscape environment. Therefore, it is recommended that street trees are retail-friendly and formal in their trunk and branch structure, and have canopies that can grow appropriately next to buildings with minimal setbacks.

Although the Residential Multi-family zoning district south of the I-210 Freeway does not share these urban form and use characteristics, it is directly across the street from the Commercial Flex zoning district, and therefore is recommended to be consistent in streetscape approach.

It is not recommended to require alternating tree species in these zoning districts given the infill nature of new street trees on Lincoln Avenue. Existing trees are not planted in a formal alternating pattern and therefore creating an alternative rhythm would be difficult to achieve. It would also not allow developers to choose a tree option that is most appropriate with their particular building frontage.

Dominant Shade Trees

- » Mesa Oak (*Quercus engelmannii*)
- » Chilean Mesquite - thornless variety (*Prosopis chilensis*)



Mesa Oak

For the dominant shade tree options, the use of native oaks is a consistent feature throughout the zoning districts and acts as the backbone tree type along Lincoln Avenue. Moving forward, the Mesa Oak may be more appropriate than the Coast Live Oak in these zoning districts due to their more columnar character that is less likely to conflict with facades at the property line. The more open canopy character is also more conducive to selective pruning if needed.

A second shade tree option, the Chilean Mesquite, is suggested within this area for variation in canopy color and texture, as well as the more dappled shade quality. This tree is more appropriate than oak varieties adjacent to 3+ story structures with little or no setback, as the tree canopy is less likely to conflict with building facades. This desert species is able to withstand extreme heat and is being used increasingly in southern California.

Seasonal Accent Trees (Gateway locations)

- » Crown of Gold (*Cassia fistula*)
- » Golden Trumpet Tree (*Handroanthus chrysotrichus*)
- » Tipu Tree (*Tipuana tipu*)
- » Gold Medallion Tree (*Cassia leptophylla*)

Accent trees options include the Crown of Gold tree, already designated for the Plan area, and other yellow-flower species such as the Golden Trumpet, Tipu, and Golden Medallion trees, which all have notable yellow flowers and a similar dome shape. The accent tree recommendations allow for some variety in species, but with an emphasis on a consistent flowering color to contribute to placemaking and the Plan area identity.



Chilean Mesquite

B. Residential Multi-family Zoning District (north of the I-210 Freeway only)

The Residential Multi-family zoning district north of the I-210 Freeway includes two blocks of multi-family buildings characterized by large front yards that can accommodate street trees with large canopies. John Muir High School, on the west side of Lincoln Avenue, though outside the Plan area, has a large front yard with mature canopy trees, including oak species. For these reasons, the continued use of oaks, particularly the Coast Live Oak is recommended. The Mesa Oak is included here as an alternative shade tree where there may be spatial constraints, as the Mesa Oak tends to have a more columnar character. Consistent use of the oak species would have a striking visual effect and maximize shade for pedestrians and adjacent property owners.

Dominant Shade Trees

- » Coast Live Oak (*Quercus agrifolia*)
- » Mesa Oak (*Quercus engelmannii*)

Seasonal Accent Trees (Gateway locations)

- » Crown of Gold (*Cassia fistula*)
- » Golden Trumpet Tree (*Handroanthus chrysotrichus*)
- » Tipu Tree (*Tipuana tipu*)
- » Gold Medallion Tree (*Cassia leptophylla*)

Accent trees for this area are recommended to be the same species as those chosen for the remainder of the Plan in order to establish a consistent streetscape character along the corridor.



Crown of Gold



Golden Trumpet Tree

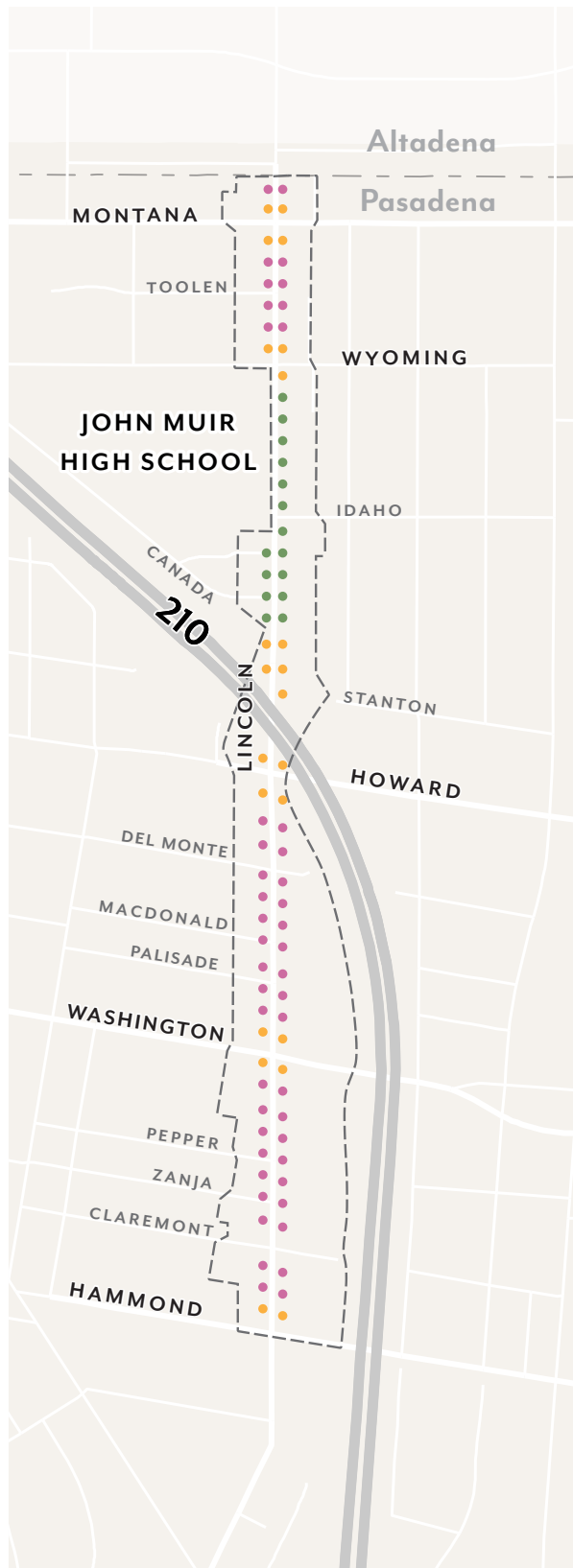


Tipu Tree



Gold Medallion Tree

Map A.2-1: Recommended Street Trees



- Specific Plan Area**
- ● ●
Commercial General, Mixed-Use, Commercial Flex, Residential Multi-Family (South of I-210 freeway) Zoning Districts
 Mesa Oak
 Chilean Mesquite
- ● ●
Residential Multi-Family (North of I-210 freeway) Zoning District
 Coast Live Oak
 Mesa Oak
- ● ●
Gateway Intersections
 Crown of Gold Tree
 Golden Trumpet Tree
 Tipu Tree
 Gold Medallion Tree

Note: Dots indicate recommended tree species, but are diagrammatic and do not reflect actual recommended tree spacing.

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ATTACHMENT C
COMPARISON TABLE OF CURRENT AND PROPOSED STANDARDS

Can be viewed at:

<https://www.ourpasadena.org/LASP-PC-HR-060921>

ATTACHMENT C
COMPARISON TABLE: CURRENT AND PROPOSED

Summary of Standards and Changes from Existing Plan by Zoning District

LASP-CF Zone

Standard	Current Zoning LASP-CG2 (General Commercial)	Proposed Zoning LASP-CF (Flex Commercial)	Change
Sidewalks	No requirement	12 ft	Minimal change from existing sidewalk
Parkways	30% of street frontage	30% of street frontage	No change
Density	0 du/ac	0 du/ac	No change
Intensity	1.0 FAR	1.0 FAR	No change
Height	36 ft	39 ft	Slightly increased
Street Setbacks	12 ft	5-10 ft	Decreased
Interior Setbacks	Side: none required Rear: none required	Side: none required Rear: none required	No change
Façade Length	No requirement	Maximum 150 ft	New standard
Façade Modulation	Minimum 18 in, every 60 ft	Minimum 2 ft, 20% of façade area on buildings over 2 stories	Different way of measurement, change from 2D standard (length & depth) to 3D (area & depth)
Transparency	50% ground floor non-residential 30% upper floors non-residential 20% residential	30% ground floor non-residential 20% overall façades	Different way of measurement, negligible change
Ground Floor Height	15 ft non-residential	15 ft	No change
Ground Floor Elevation	+/- 2 ft around sidewalk grade	Primary entrances at sidewalk elevation	Slight change
Primary Entrances	Facing Lincoln, at least every 150 ft	Facing Lincoln	Removal of frequency (see façade length)
Commercial Depth	At least 40 ft along 60% of building frontage; 20 ft absolute minimum	Minimum 35 ft for 80% of commercial frontage	Similar, different way of measurement
Blank Walls	No requirement	Maximum 20 ft	New standard
Open Space	No requirement	Common: 5% of non-residential projects over 40,000 sq ft Public: 5% of non-residential projects over 15,000 sq ft	New standards
Parking	Per Pasadena Municipal Code (Varies)—3-10+ per 1k sf	Per Pasadena Municipal Code except: Retail, Services, Office— 3 per 1k sf plus exemptions	Decrease in parking overall

LASP-CG Zone

Standard	Current Zoning LASP-CG1 (General Commercial)	Proposed Zoning LASP-CG (General Commercial)	Change
Sidewalks	No requirement	15 ft	~1.5 ft increase from existing sidewalk
Parkways	30% of street frontage	30% of street frontage	No change
Density	0 du/ac	0 du/ac	Tripled
Intensity	0.8 FAR	1.0 FAR	More than doubled
Height	36 ft	39 ft	Slightly increased
Street Setbacks	1.5-5 ft	0-5 ft	Negligible change because previous setback is assumed to go to sidewalk
Interior Setbacks	Side: none required Rear: 5 ft + encroachment plane	Side: none required Rear: 15 ft + encroachment plane	Increased rear setback
Façade Length	No requirement	Maximum 150 ft	New standard
Façade Modulation	Minimum 18 in, every 60 ft	Minimum 2 ft, 20% of façade area on buildings over 2 stories	Different way of measurement, change from 2D standard (length & depth) to 3D (area & depth)
Transparency	50% ground floor non-residential 30% upper floors non-residential 20% residential	70% ground floor non-residential 20% overall façades	Different way of measurement, negligible change
Ground Floor Height	15 ft	15 ft	No change
Ground Floor Elevation	+/- 2 ft around sidewalk grade	Primary entrances at sidewalk elevation	Slight change
Primary Entrances	Facing Lincoln, at least every 150 ft	Facing Lincoln	Removal of frequency (see façade length)
Commercial Depth	At least 40 ft along 60% of building frontage; 20 ft absolute minimum	Minimum 35 ft for 80% of commercial frontage	Similar, different way of measurement
Blank Walls	No requirement	Maximum 20 ft	New standard
Open Space	No requirement	Common: 5% of non-residential projects over 40,000 sq ft Public: A percentage of non-residential projects over 80,000 sq ft	New standards
Parking	Per Pasadena Municipal Code (Varies)—3-10+ per 1k sf	Per Pasadena Municipal Code except: Retail, Services, Office— 2 per 1k sf plus exemptions	Decrease in parking overall

LASP-MU Zone

Standard	Current Zoning LASP-CL (Limited Commercial)	Proposed Zoning LASP-MU (Mixed-Use)	Change
Sidewalks	No requirement	12 ft	Minimal change from existing sidewalk
Parkways	30% of street frontage	30% of street frontage	No change
Density	16 du/ac	48 du/ac	Tripled
Intensity	0.7 FAR	1.5 FAR	More than doubled
Height	36 ft	39 ft	Slightly increased
Street Setbacks	1.5-5 ft	5-10 ft	Increased
Interior Setbacks	Side: none required Rear: 5 ft + encroachment plane	Side: none required Rear: 15 ft + encroachment plane	Increased rear setback
Façade Length	No requirement	Maximum 150 ft	New standard
Façade Modulation	Minimum 18 in, every 60 ft	Minimum 2 ft, 20% of façade area on buildings over 2 stories	Different way of measurement, change from 2D standard (length & depth) to 3D (area & depth)
Transparency	50% ground floor non-residential 30% upper floors non-residential 20% residential	70% ground floor non-residential 20% overall façades	Different way of measurement, negligible change
Ground Floor Height	15 ft	15 ft	No change
Ground Floor Elevation	+/- 2 ft around sidewalk grade	Primary entrances at sidewalk elevation	Slight change
Primary Entrances	Facing Lincoln, at least every 150 ft	Facing Lincoln	Removal of frequency (see façade length)
Commercial Depth	At least 40 ft along 60% of building frontage; 20 ft absolute minimum	Minimum 35 ft for 80% of commercial frontage	Similar, different way of measurement
Blank Walls	No requirement	Maximum 20 ft	New standard
Open Space	150 sq ft per unit	200 sq ft per studio 225 sq ft per 1-bed 250 sq ft per 2-bed 275 sq ft per 3+bed Common: 5% of non-residential projects over 40,000 sq ft	Increase in overall amount of OS of at least 25%
Open Space Distribution	Maximum 30% private Minimum 70% common	Maximum 40% private Minimum 60% common	Increase in proportion of private
Parking	Per Pasadena Municipal Code Commercial: (Varies)—3-10+ per 1k sf Residential: <650 sq ft: 1 /unit ≥650 sq ft: 2 /unit	Per Pasadena Municipal Code except: Retail, Services, Office— 3 per 1k sf plus exemptions Residential: ≤1-bed:1/unit; ≥2-bed: 1.5/unit	Decrease in parking overall

LASP-RM Zone

Standard	Current Zoning LASP-RM (Multifamily Residential)	Proposed Zoning LASP-RM (Multifamily Residential)	Change
Sidewalks	No requirement	12 ft	No change from existing sidewalk
Parkways	60% of street frontage	60% of street frontage	No change
Density	16 du/ac	16 du/ac	No change
Intensity	N/A	N/A	No change
Height	36 ft (2 stories in rear 40% of lot)	36 ft (2 stories in rear 50 ft of lot)	Slightly more area for 3 rd story
Street Setbacks	10-20 ft	15-20 ft	Slightly increased
Interior Setbacks	Side: 5 ft + encroachment plane Rear: 5 ft + encroachment plane	Side: 5 ft + encroachment plane Rear: 5 ft + encroachment plane	No change
Other standards	Per Pasadena Municipal Code	Per Pasadena Municipal Code	No change

**ATTACHMENT D
COMMUNITY ENGAGEMENT PROCESS AND PUBLIC FEEDBACK**

Can be viewed at:

<https://www.ourpasadena.org/LASP-PC-HR-060921>

ATTACHMENT D

COMMUNITY ENGAGEMENT AND PUBLIC FEEDBACK

Prior to the preparation of the proposed Lincoln Avenue Specific Plan (LASP), the City held the following community meetings/events:

- Three citywide open houses to introduce and solicit feedback on the Specific Plan Update Program and the General Plan vision on each of the eight planning areas
 - Open House 1 (March 8, 2018 – Jackie Robinson Community Center)
 - Open House 2 (March 15, 2018 – Pasadena Senior Center)
 - Open House 3 (March 29, 2018 – Victory Park Recreation Center)



- Seven plan-specific events to present and solicit community feedback on the LASP update
 - Plan Workshop (June 14, 2018) – The objective of the workshop was to solicit community feedback on the general plan vision, desired land uses, and urban form for the area. Participants were able to share their experiences living, working, and/or visiting the area, as well provide feedback on specific facilitated topics such as housing types, streetscape and public amenities, mobility, and parking. Workshop materials and summary of community feedback can be found on the program’s website, <https://www.ourpasadena.org/Lincoln-Round1-Materials>.



- Virtual Walking Tour (February 2, 2019) – Scheduled as an outside walking tour of the area, due to heavy rains participants took part in a virtual walking tour at John Muir High School. The virtual tour helped gather participants' observations and experiences throughout the intended route along Lincoln Avenue. Participants wrote comments on walking tour worksheets/guides as staff navigated through portions of the corridor, beginning at the intersection of Wyoming and Lincoln and ending at John Muir High School. At the end of the tour, participants identified specific locations on large maps with image cards depicting desired uses. Materials of the walking tour and summary of community feedback can be found on the program's website, <https://www.ourpasadena.org/Lincoln-Walking-Tour-Summary>.



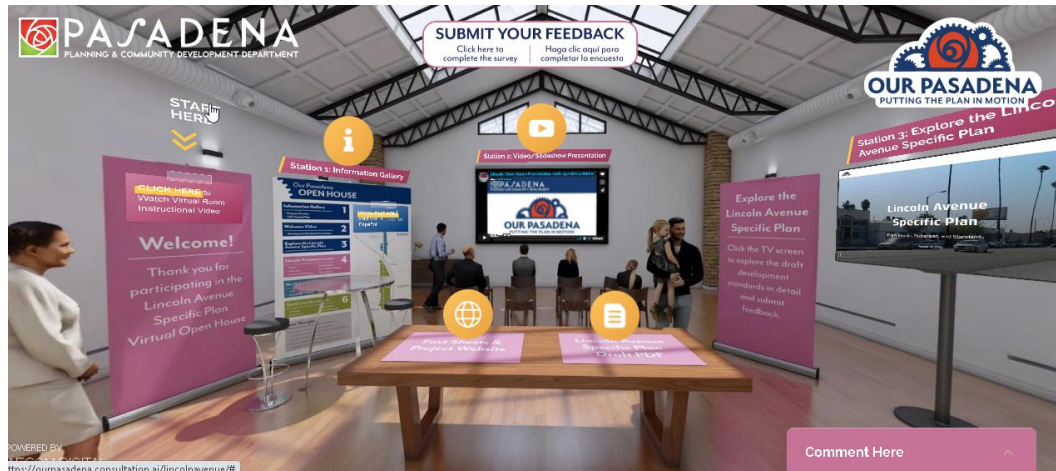
- Plan Workshop (February 28, 2019) – The objective of the workshop was to solicit community feedback on emerging themes, refined plan vision, and preliminary land uses, urban form concepts, and development standards. Participants were able to share feedback through an opening icebreaker activity, small group discussions, and larger report back session. Materials and summary of community feedback can be found on the program's website, <https://www.ourpasadena.org/Lincoln-Round-2-Materials>.



- Youth Summit (October 19, 2019) - Through the use of multimedia tools and interactive activities including a virtual reality station, large floor map activity, and video, the youth summit was designed to educate students about city planning and allow participants to share their unique perspective on what they think will make Pasadena a better place now and in the future. The summit format was designed to inform participants about the eight Specific Plan updates, including Lincoln Avenue, and illustrate the types of development and improvements being discussed. Participants were encouraged to provide input through an interactive mapping activity and storytelling station where they could record their stories and experiences on video.



- Virtual Open House (June 2020 through March 2021) – The objective of the open house was to solicit community feedback on the refined plan vision and preliminary draft development, design, and public realm standards and guidelines. Through an introductory presentation and a series of informational boards, participants were able to navigate the virtual room and review the materials and provide feedback during the pandemic. Materials can be found on the program’s website, <https://ourpasadena.consultation.ai/lincolnavenue/>.



- Live Webinar (August 27, 2020) – As part of the Round 3 outreach, a live webinar was held where participants could learn about the LASP update and have questions answered live by staff in a Q&A format. Approximately 12 participants joined the webinar, discussing issues such as increasing the amount of green/open space, historic preservation of existing buildings, development standards such as façade modulation, and safety enhancements such as improved lighting, fence requirements, and bike lanes. Presentation can be found on the program’s website, <https://vimeo.com/454465278>.

Participants shared a wide range of input throughout the outreach process, which has been summarized in the following recurring themes:

- Maintain low-density character with two- to three-story scale with appropriate transitions to adjacent residential neighborhoods;
- Create opportunities for affordable, family-sized homes;
- Help “mom and pop” shops and local retailers and restaurants, especially those that cater to youth and families;
- Encourage walking with development standards that contribute to a more pleasant and safer street environment including wider sidewalks;
- Provide more places to walk to and a variety of public spaces, incorporating seating, outdoor dining and parklets;
- Create a more pleasant environment to stroll around the neighborhood and to the Arroyo Seco with native or drought tolerant landscaped parkways and additional shade trees;
- Provide additional pedestrian crosswalks and bike racks at key intersections;
- Reconnect the north and south portions of the plan area through streetscape improvements such as trees, benches, lighting, bike lanes, crosswalks, wayfinding

- signage, and public art;
- Provide underground parking and more on-street parking or shared parking solutions;
- Support clean, creative industry for future employment opportunities, but beautify building facades and require setbacks for landscaping; and
- Continue to limit liquor stores and alcohol sales.

Additional meetings were held to solicit feedback from the Northwest and Design Commissions and Council District One, as follows:

- Northwest Commission (November 10, 2020) – The Northwest Commission held an information item on the LASP update to review and provide feedback on the refined plan vision and preliminary development, design, and public realm standards that were presented during the Round 3 outreach. The Northwest Commission provided the following feedback:
 - Interest in strengthening the connection between the northern and southern parts of the plan area;
 - Noted the lack of easily-accessible open space and support for increasing park/open space throughout the plan area; and
 - Interest in murals and public art within the freeway underpass.
- Design Commission (December 22, 2020) – The Design Commission held an information item on the LASP update to review and provide feedback on the refined plan vision and preliminary development, design, and public realm standards that were presented during the Round 3 outreach. The Design Commission provided the following feedback:
 - Interest in connecting the northern and southern portions of the plan area, which is bisected by the I-210 freeway, such as through art and wayfinding signage;
 - Support for making the corridor more friendly to bicyclists;
 - Support for outdoor dining and other amenities;
 - Support for incentivizing new businesses rather than limiting business opportunities; and
 - Commissioners noted that the area currently lacks a design identity.
- Community Meeting (March 10, 2021) – Councilmember Tyron Hampton hosted a community meeting for District 1 residents and property owners to discuss the LASP update and solicit input on the refined plan vision and preliminary development, design, and public realm standards and guidelines. Participants at the Council District 1 Community meeting expressed interest in the following topics:
 - Increased safety throughout the area;
 - Information on specific properties such as Chan's Market and Kettle's Nursery;
 - Building heights and the preservation of mountain views;
 - Limitations on certain uses such as liquor stores;
 - Interest in eateries and restaurant malls; and
 - Support for a more walkable area with spaces for families and pets.
- Planning Commission Study Session (April 28, 2021) – The study session focused on the update to the LASP, including plan boundary, vision, goals, policies, standards, and guidelines to regulate future development, as well as background information on the Lincoln Avenue corridor and the planning and community engagement process that informed the preparation of the draft plan. The discussion also included a comparison of

the existing 2013 LASP with the draft plan. The staff report and presentation can be found on the program's website, <https://www.ourpasadena.org/LASP-PC-SS-042821>. The Planning Commission received public comments, discussed the draft plan, and provided feedback to staff. A summary of the comments and feedback received is provided below:

- Public comments focused on façade standards and appropriate building modulation requirements.
- Commissioner comments included the following, organized by topic.
 - Outreach – General support for the outreach conducted for the LASP update and acknowledgement that the draft plan generally responds to community input and concerns received thus far;
 - Plan Vision – Recommendation that additional visuals be shown, such as digital models and examples of public art that could be encouraged, such as murals;
 - Development Standards (Housing) – Discussion on ensuring that the plan provides appropriate residential density and unit types; varied opinions on the concept of mixed uses on the west side of Lincoln Avenue, south of the I-210 freeway. Some commissioners felt that as proposed, the draft plan would not sufficiently increase density and promote “eyes on the street”. Other commissioners noted that the community responses indicated a preference for a lower density area. Additionally, there was some discussion about changing the Commercial Flex subarea to mixed-use to promote a more cohesive area in terms of uses and building forms;
 - Development Standards (Parking) – Support the concept of parking reductions for businesses but also discussed the potential for shared parking garages;
 - Development Standards (Plan Cohesion) – Acknowledged that the I-210 freeway creates a barrier within the plan area and expressed interest in further developing the standards and guidelines to encourage a greater sense of cohesion within the plan area; and
 - Public Realm Standards – Supported objectives related to streetscape improvements and noted that a robust streetscape plan, combined with development and design standards related to the private realm, would provide the corridor with a greater sense of identity.

Residents, property owners, and other interested parties were notified of upcoming events, community meetings and hearings via postcard mailers sent to all properties within the current Lincoln Avenue Plan Area boundaries as well as within a 500 foot radius of the boundaries to ensure that the greater community surrounding Lincoln Avenue was notified. Residents were also informed of upcoming events by signing up for email notifications and by interacting with the OurPasadena webpage and social media. Additionally, information about the Specific Plan Update program was provided through Council District newsletters, flyers sent through the Pasadena Unified School District, Pasadena Education Network, and articles in Pasadena Now. Staff also spoke directly with property owners and residents in and around the Lincoln Avenue area, and engaged with the Pasadena Youth Ambassador program to bring awareness of the Specific Plan Update and urban planning in general to the City's youth. In total, approximately 1,000 participants interacted with the program, whether by attending community workshops or

walking tours virtually or in person, providing written comments at workshops or via email, providing verbal comments by phone or in person, and by interacting with the OurPasadena webpage and social media.

ATTACHMENT E
ADDENDUM TO THE GENERAL PLAN ENVIRONMENTAL IMPACT REPORT

Can be viewed at:

<https://www.ourpasadena.org/LASP-PC-HR-060921>

Our Pasadena – Putting the Plan in Motion
Lincoln Avenue Specific Plan Update

**Addendum
to the
Pasadena General Plan
Environmental Impact Report**

Prepared for:

The City of Pasadena
Planning & Community Development Department
175 N. Garfield Avenue
Pasadena, CA 91101

Prepared by:



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June 2021

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Acronyms and Abbreviations

AB	Assembly Bill
BMP	Best Management Practice
CAAQS	California Ambient Air Quality Standards
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CF	Flex Commercial
CG	General Commercial
City	City of Pasadena
CL	Limited Commercial
CMP	Congestion Management Program
du/ac	density unit per acre
EIR	Environmental Impact Report
FAR	floor area ratio
FTA	Federal Transit Administration
GHG	greenhouse gas
GP EIR	2015 Pasadena General Plan Environmental Impact Report
HRA	health risk assessment
I-210	Interstate 210
IS	Initial Study
LACSD	Sanitation Districts of Los Angeles County
LASP	Lincoln Avenue Specific Plan
LEED	Leadership in Energy and Environmental Design
LTS	Less than Significant Impact
LTS-M	Less than Significant Impact with Mitigation
MERV	Maximum efficiency rating value
MMRP	Mitigation Monitoring and Reporting Program
MU	Mixed Use
NAAQS	National Ambient Air Quality Standards
NI	No Impact
O ₃	ozone
OEHHA	Office of Environmental Health Hazard Assessment
OSHA	Occupational Safety and Health Administration
PFD	Pasadena Fire Department
PM _{2.5}	fine particulate matter 2.5 microns or less in diameter
PM ₁₀	respirable particulate matter ten microns or less in diameter
PPD	Pasadena Police Department
PPL	Pasadena Public Library
PUSD	Pasadena Unified School District
PWP	Pasadena Department of Water and Power
RCRA	Resource Conservation and Recovery Act
RM	Multifamily Residential
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SOC	Statement of Overriding Considerations

S-U	significant and unavoidable impact
T-BACTs	best available control technologies for toxics
TACs	toxic air contaminants
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compound
VT	vehicles traveled

CHAPTER 1

PURPOSE AND BACKGROUND

The City of Pasadena (City) has prepared this Addendum to the 2015 Pasadena General Plan Environmental Impact Report (GP EIR) (State Clearinghouse No. 2013091009) to address the potential site-specific environmental impacts associated with the update to the Lincoln Avenue Specific Plan (proposed project or project). This Addendum is prepared in accordance with the California Environmental Quality Act of 1970 (CEQA) (Cal. Public Resources Code Section 21000, *et. seq.*, as amended) and its implementing guidelines (Cal. Code Regs., Title 14, Section 15000 *et. seq.*, 2016). This Addendum has been prepared and will be processed consistent with CEQA Guidelines (Cal. Code Regs., Title 14, Section 15162 and Section 15164).

In 2015, the City updated the Pasadena General Plan and prepared the GP EIR to analyze potential citywide impacts, broad policy alternatives, and programmatic mitigation measures associated with the update of the Pasadena General Plan and specific plan amendments, which updated development caps within each specific plan area. The changes focused on the Land Use and Mobility Elements and the Land Use Diagram. The update also included the consolidation of optional elements into required elements of the General Plan. The Land Use and Mobility Elements, together with the other General Plan elements, guide the overall physical development of the City through horizon year 2035. The GP EIR is a Program EIR as defined by CEQA Guidelines Section 15161, California Code of Regulations, Title 14, Division 6, Chapter 3 and prepared in compliance with CEQA Guidelines Section 15168. The Final GP EIR was certified and the findings, Statement of Overriding Considerations (SOC), and Mitigation Monitoring and Reporting Program (MMRP) adopted by the City Council on August 17, 2015 (Resolution No. 9451).

Following the adoption of the General Plan Update and certification of the GP EIR, future discretionary actions include specific plan updates and amendments and zone changes to provide consistency with the General Plan. Therefore, the City is updating seven existing specific plans and creating one new specific plan to align with and implement the updated General Plan. The specific plan updates focus on establishing neighborhood-specific design and land-use goals resulting in new development standards and guidelines that will help shape the City's major commercial and mixed-use areas. The Lincoln Avenue Specific Plan (LASP) is the first specific plan to be updated as part of the General Plan Implementation Program.

Per the GP EIR, future discretionary review may rely on analysis provided in the GP EIR for the purpose of tiering and/or streamlining. The purpose of tiering is to use the analysis of general matters contained in a broader EIR (such as the GP EIR) with later CEQA documents on narrower or more site specific projects (CEQA Guidelines Section 15152). Tiering serves to reduce repetitive analysis and provide subsequent site specific analysis at a time when it is meaningful. Tiering is common and appropriate when the sequence of analysis is from a General Plan EIR to a program of lesser scope, such as a specific plan (CEQA Guidelines Section 15152[b]). Therefore, CEQA review required for the City's eight specific plan areas may tier from the GP EIR pursuant to CEQA Guidelines Section 15152.

1.1 Applicability and Use of an Addendum

Per the GP EIR, CEQA review required for the City's specific plan areas may tier from the GP EIR pursuant to CEQA Guidelines Section 15152. In addition, per CEQA Guidelines Section 15152(h), other methods to streamline the environmental review process also exist. These methods include the use of a Program EIR (i.e., GP EIR) for later activities (CEQA Guidelines Section 15168) and preparing an addendum (CEQA Guidelines Section 15164). Lead agencies have discretion regarding which method may apply and should be used.

Under the process described in CEQA Guidelines Section 15168(c), later activities in the program must be examined in the light of the Program EIR to determine whether an additional environmental document must be prepared. No additional documentation is required for subsequent proposed actions (e.g., updating of the City's specific plans to implement the General Plan) if the examination determines that the potential impacts were within the scope of the GP EIR, and subsequent proposed actions implement appropriate feasible mitigation measures identified in the MMRP that accompanies the Final EIR. Whether a later activity is within the scope of a Program EIR is a factual question that the lead agency determines based on substantial evidence in the record. Factors that a legal agency may consider in making that determination include, but are not limited to, consistency of the later activity with the type of allowable land use, overall planned density and building intensity, geographic area analyzed for environmental impacts and covered infrastructure as described in the Program EIR. If the agency finds that pursuant to CEQA Guidelines Section 15162, no subsequent EIR would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.

The conditions in CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR are:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant

effects of the project, but the project proponents decline to adopt the mitigation measures or alternative; or

- d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Pursuant to CEQA Guidelines Section 15164, the City, as the lead agency, has prepared this Addendum to confirm that none of the conditions identified in CEQA Guidelines Section 15162 and Public Resources Code Section 21166(c) have been triggered. For a proposed modified project or implementing activity, CEQA Guidelines Section 15164 provides that an Addendum to a previously certified Final EIR may be prepared if only minor technical changes or additions are necessary, or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred. The City must consider the whole of the data presented in the GP EIR with the information provided in this Addendum and the previously adopted MMRP.

1.2 Format of This Addendum

The previously certified GP EIR serves as the primary environmental compliance document for the project, and this Addendum provides minor changes and additions to the GP EIR. This Addendum should be considered with the full text of the previously certified 2015 GP EIR. All applicable mitigation measures from the GP EIR would be applicable to the proposed project and, therefore, are incorporated by reference into this Addendum. This Addendum relies on the use of an Environmental Checklist Form (Checklist), as suggested in Section 15063(d)(3) of the CEQA Guidelines. Per the CEQA Guidelines, an addendum does not need to be circulated for public review but can be included in or attached to the Final EIR prior to making a decision on the project.

1.3 Summary of Findings

Based upon the Checklist prepared for the proposed project and supporting responses (see Chapter 3), adoption of the update to the LASP would not result in substantial changes requiring major revisions to the previously certified GP EIR. Further, the proposed project would not result in any new significant environmental impacts that were not discussed in the GP EIR or a substantial increase in the severity of previously identified significant impacts. No new mitigation measures are required for the proposed project. Since only minor changes and additions are required to the GP EIR, and none of the conditions described in Public Resources Code Section 21166 or CEQA Guidelines Section 15162(a-b) or Section 15163 requiring preparation of a subsequent or supplemental EIR have occurred, the City finds that the preparation of an addendum to the GP EIR is the appropriate CEQA documentation for the proposed project and that the proposed project is within the scope of the GP EIR.

1.4 Lead Agency and Discretionary Approvals

This Addendum and the previously certified GP EIR are intended to serve as the environmental documentation for the changes being proposed under the LASP Update. The City of Pasadena is the lead agency under CEQA and maintains authority to approve the Addendum for the adoption of the LASP Update.

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CHAPTER 2 PROJECT DESCRIPTION

2.1 Introduction

On August 18, 2015, the City certified the Pasadena General Plan (GP) Final Environmental Impact Report (GP EIR). The GP EIR analyzed potential citywide impacts, broad policy alternatives, and programmatic mitigation measures. The GP EIR analyzed the update of the GP and specific plan amendments, which were limited to specific plan boundary changes and updated development caps within each of the City's eight specific plan areas. The changes focused on the Land Use and Mobility Elements and the Land Use Diagram. The update also included the consolidation of optional elements into required elements of the General Plan. The Land Use and Mobility Elements, together with the other General Plan elements, guide the overall physical development of the City through horizon year 2035.

The City is updating seven existing specific plans and creating one new specific plan to align with the recently updated General Plan. The specific plan updates focus on establishing neighborhood-specific design and land-use goals resulting in new development standards and guidelines that will help shape the City's major commercial and mixed-use areas. The Lincoln Avenue Specific Plan (LASP) is the first specific plan to be updated as part of the General Plan Implementation Program.

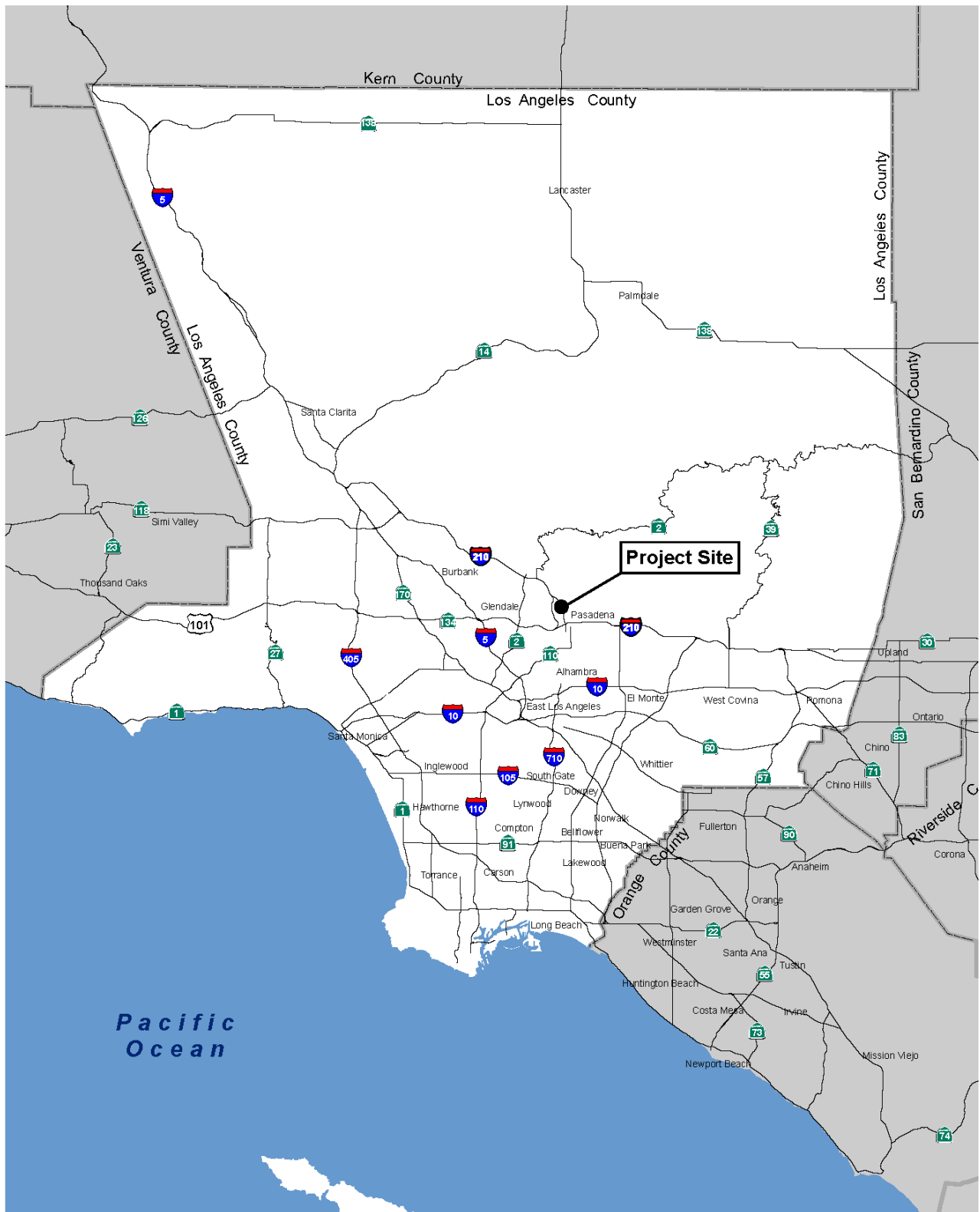
The purpose of this Addendum to the GP EIR is to evaluate the environmental effects associated with the proposed LASP Update and to determine whether these impacts are consistent with the evaluation presented in the GP EIR in compliance with CEQA (Public Resources Code Sections 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.).

2.2 Project Location

The LASP area is located in the City of Pasadena. The existing LASP boundary extends along a 1.3-mile segment of Lincoln Avenue between Forest Avenue on the south and the northern City boundary just north of Montana Street on the north. The LASP area is bisected by Interstate 210 (I-210). Figure 1 shows the general location of the LASP area within the region.

*Specific Plan Boundaries are Subject to Change Figure 2 shows the general locations of the City's eight Specific Plans that make up the General Plan Implementation Program.

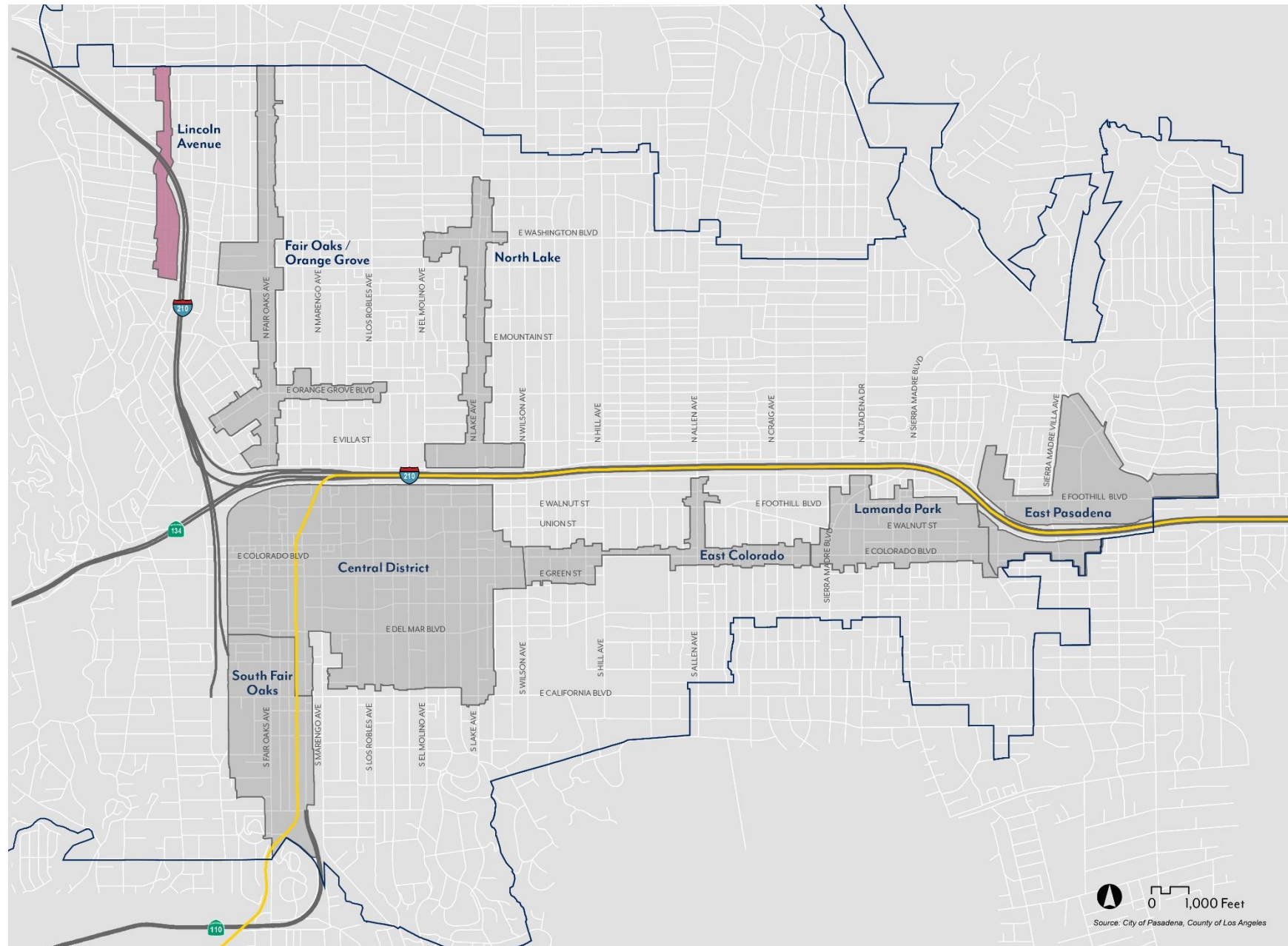
Error! Reference source not found. shows the location of the existing LASP boundary and the LASP Update boundary. The LASP Update would modify the LASP boundary by removing two areas from the existing boundary, including one on the west side of the LASP area north of the I-210 and one in the southern portion of the LASP area between Hammond Street and Forest Avenue, which are currently regulated by the municipal code. The area to be removed on the west side of the LASP area includes a single-family residential neighborhood. The area to be removed from the southern portion of the LASP area includes a single-family residential neighborhood, a planned development (PD-4), and a commercial (CG) property. The two areas to be removed from the specific plan boundary are shown within the red dashed lines on Figure 3.



0 3 6 12 Miles

Source: City of Pasadena, County of Los Angeles

Figure 1 - Regional Location Map



*Specific Plan Boundaries are Subject to Change

Figure 2 - Pasadena's Eight Specific Plan Update Areas

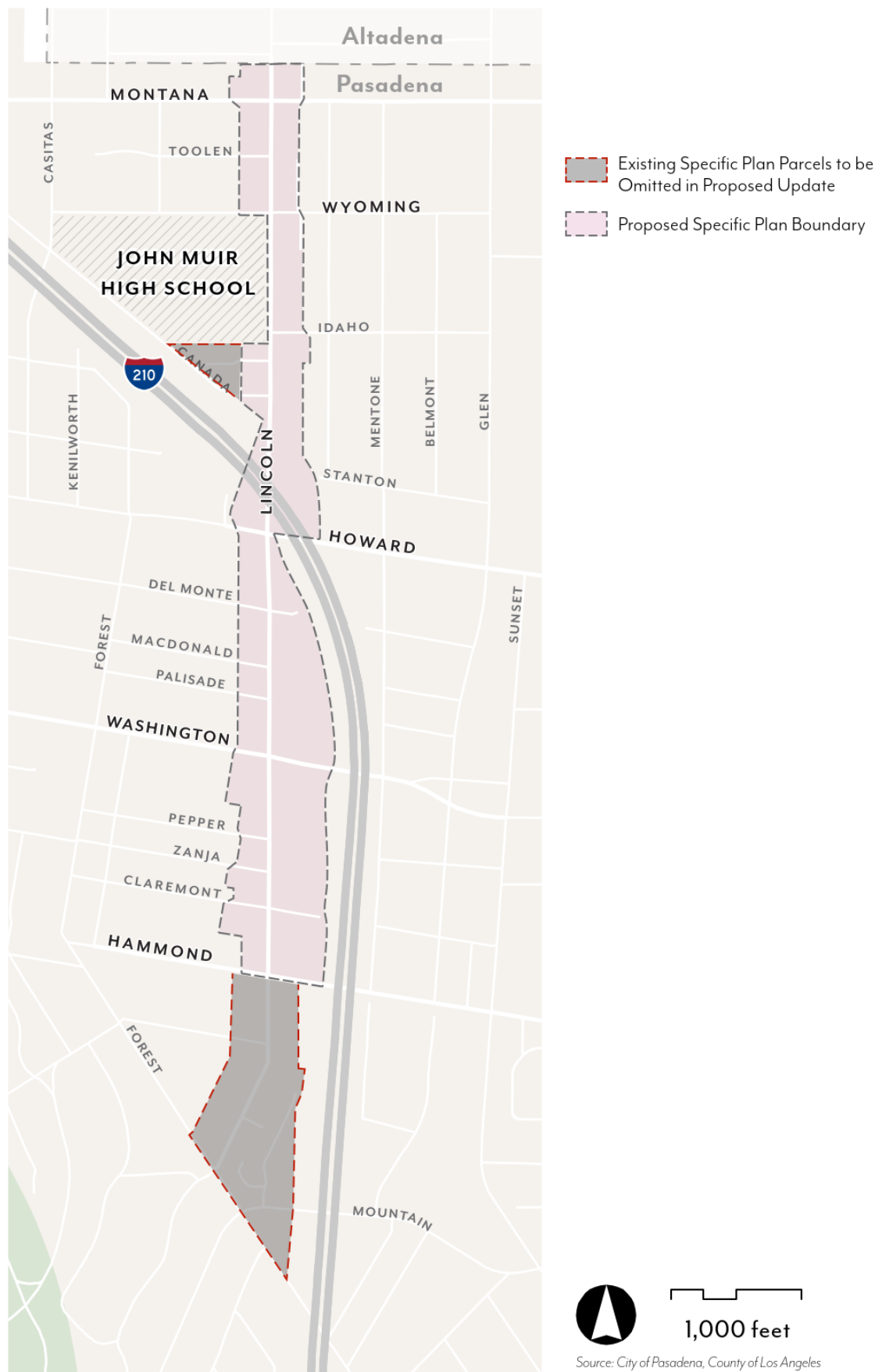


Figure 3 - Project Location – LASP

2.3 Project Objectives

The primary goals and objectives identified in the 2015 GP EIR include:

- **Objective 1:** Provide a new Land Use Element that targets growth to serve community needs and enhance the quality of life. Direct higher density development away from residential neighborhoods and into the Central District, Transit Villages, and Neighborhood Villages.
- **Objective 2:** Reduce vehicle miles traveled for the City and the region by providing a diverse housing stock, job opportunities, and exciting districts with commercial and recreational uses, and transit opportunities in the Central District, Transit Villages, and Neighborhood Villages.
- **Objective 3:** Ensure new development builds upon Pasadena's tradition of strong sense of place, great neighborhoods, gardens, plazas, parks, and trees.
- **Objective 4:** Preserve Pasadena's historic resources by ensuring that new development is compatible with and differentiated from existing historic resources.
- **Objective 5:** Achieve economic vitality and fiscal responsibility by providing jobs, services, revenues, and opportunities with a diverse economic base.
- **Objective 6:** Provide a General Plan that establishes the goals and policies to create a socially, economically, and environmentally sustainable community. Provide safe, well-designed, accessible, and human-scale residential and commercial areas where people of all ages can live, work, and play, including neighborhood parks, urban open spaces, and the equitable distribution of public and private recreational facilities.
- **Objective 7:** Create a cultural, scientific, corporate, entertainment, and educational center for the region. Provide long-term growth opportunities for existing institutions and foster a healthy economy to attract new cultural, scientific, corporate, entertainment, and educational institutions.
- **Objective 8:** Create mobility guidelines and multimodal metrics consistent with Senate Bill (SB) 743. Incorporate new goals, policies, and programs that balance multiple modes of transportation and meet the requirements of the Complete Streets Act.
- **Objective 9:** Reduce greenhouse gas emissions and encourage walking, biking, transit, and other alternatives to motor vehicles by creating strategies to encourage nonautomotive travel and protect residential neighborhoods consistent with Assembly Bill (AB) 32, SB 375, and SB 743.
- **Objective 10:** Reconcile General Plan buildout projections with regional and subregional estimates for growth creating consistency with the Southern California Association of Governments (SCAG).
- **Objective 11:** Incorporate housing sites identified in the adopted Housing Element with the Land Use Element.

In accordance with the GP EIR goals and objectives, the proposed LASP Update includes the following vision:

Vision Statement: Lincoln Avenue will be the heart of the greater residential neighborhood where commercial and multi-family uses co-exist in a walkable, vibrant environment with public realm improvements that create a cohesive and well-connected corridor.

Vision Objectives:

- Neighborhood Character. Compatible development that adds to the rich cultural history of the community.
- Commercial Core. A strong spine of retail and services north of Wyoming Street, supported by reuse of existing buildings and targeted infill development.
- Housing Choices. A variety of new housing options that complement existing neighborhoods.
- Connected Neighborhood. Enhanced sidewalks that support pedestrian comfort and safety, and create a cohesive sense of place.
- Greening & Open Space. A more livable and sustainable community with rich landscaping and open space.
- Innovation Hub. Clean industrial and commercial uses that provide future-friendly jobs.

2.4 Description of the Proposed Project

The proposed project would update the LASP to implement the General Plan. The purpose of this Addendum to the GP EIR is to evaluate the environmental effects associated with the proposed LASP Update as compared to the evaluation presented in the GP EIR.

This project proposes to update the following components of the LASP to bring it into alignment with the General Plan:

- Specific Plan Area boundary
- Vision, objectives, goals and policies
- Zoning districts regulating allowed land uses
- Density and intensity of development
- Height and/or overall scale of buildings and structures
- Distance of buildings and structures to the property line (setbacks/stepbacks)
- Urban design standards
- Vehicle access and parking standards
- Types and amount of open space and landscaping requirements
- Public realm standards (sidewalks, street trees, parkways)
- Implementation programs

Updates to the LASP primarily focus on refining and/or establishing objective development standards to achieve the goals and vision of the General Plan, thereby enabling a vibrant neighborhood-oriented district, with potential for new housing options and a complement of

local serving retail and service businesses, offices, research and development spaces, and community uses, that would be supported by public improvements that enable an enjoyable pedestrian environment. It includes design standards, such as modulation and stepbacks, to help refine building mass and scale, reinforce existing urban character, and improve the aesthetic and design quality of new development; as well as, public realm standards, such as the regulation of sidewalk zones to ensure space for pedestrian movement, parkways, street trees, and other amenities. Finally, the LASP Update includes implementation programs, such as streetscape and pedestrian safety improvements, and potential funding sources to assist the City with associated capital costs.

2.4.1 Relationship to 2015 General Plan

The 2015 General Plan represented an update to the City General Plan Elements, including the Mobility Element and the Land Use Element, which guides the overall physical development of the City. The 2015 General Plan also established new development caps for each of the Specific Plan areas, including the LASP. However, the General Plan leaves the more detailed development and design standards to be identified in the Specific Plan. The proposed LASP Update establishes the regulatory tools needed to implement the General Plan through the identification of development and design standards suited to the LASP area. As this document compares the environmental impacts of the proposed LASP Update to those analyzed in the GP EIR, it is important to note the following:

- The proposed LASP Update does not modify or change the intent of the adopted General Plan. Rather, the updates to the LASP are being proposed to achieve the goals and vision of the General Plan by adding the necessary regulatory tools for implementation. Additionally, minor technical corrections are recommended to align the General Plan Land Use Diagram with proposed zoning districts and land use designations.
- The General Plan established land uses and corresponding density and intensity standards but did not establish development and/design standards (e.g., height limits, setbacks, etc.). The LASP Update does not change or modify the land use designations established in the General Plan Land Use Diagram, but rather adds more specific restrictions to the General Plan Land Use categories for the LASP area.
 - The proposed LASP Update provides development and design standards through zoning districts and land use regulations, thereby, further regulating the land uses studied in the GP EIR.
 - In the Mixed-Use zone, the LASP Update provides more restrictive density and intensity limitations than the General Plan. The General Plan permits a maximum of 87 dwelling units per acre (du/ac) and a 2.25 floor area ratio (FAR), whereas the LASP Update would limit the LASP area to a maximum of 48 du/ac and a 1.5 FAR.
 - A General Plan Map Amendment would be required to update the permitted density in the Mixed-Use zone.

2.4.2 Relationship to 2013 Lincoln Avenue Specific Plan

The existing Lincoln Avenue Specific Plan was adopted by the City Council in October 2013. The 2015 GP and corresponding GP EIR included some policies carried over from the 2013 Lincoln Avenue Specific Plan (2013 SP). The purpose of the 2013 SP was to redevelop heavy industrial uses and create a more neighborhood-forward Specific Plan area. Changes to specific plans are implemented through updates to the specific plan since, as discussed above, it is the specific plan that establishes development and design standards for that area. As such, the development and design standards listed in the 2013 SP are applicable to the parcels in the LASP area until the LASP Update being analyzed in this Addendum is adopted. The proposed updates to the LASP would build on the progress of that redevelopment initiated by the 2013 SP by refining zoning districts for an even more cohesive neighborhood. The specific plan land uses organize land use types by category within the Specific Plan area, while the zoning districts establish the development standards for land use types, such as height restrictions, density limitations, parking requirements, public realm, etc. The primary changes from the 2013 SP included in the LASP Update include the following:

- Updated vision objectives, policies and standards that align with the General Plan and address current and future community needs, opportunities, and challenges.
- Whereas the permitted land uses of the 2013 SP resulted in rezoning and introduced new residential and commercial development, the proposed updates to the LASP would refine design standards and neighborhood-serving uses within the updated zoning districts.
- The 2013 SP separated the specific plan area into seven zoning districts: Single-Family Residential (RS-6), Multi-Family Residential (RM-16), Commercial Limited (CL), Commercial General 1 (CG-1), Commercial General (CG-2), Planned Development (PD), and Public/Semi-Public (PS) uses. The LASP Update would remove the RS, PS, and PD zoning districts, update the existing CG-2 zoning district to Flex Commercial (CF), and define one new Mixed Use (MU-48) zoning district to implement the vision of the General Plan.
- Whereas the 2013 SP limited residential and commercial zones by generally requiring separation of uses and encouraging single- and multi-family dwellings, the proposed updates to the LASP would reimagine the neighborhood as a mixed-use corridor of more integrated uses.

2.4.3 Proposed LASP Updates

The vision and goals of the proposed LASP Update are implemented through three sets of tools set forth in the LASP. These tools include land use regulations, design and development standards, and public realm standards. The specific plan regulates land uses and development standards primarily by the creation of new zoning districts. These districts regulate permitted land use types and associated development standards for land use types, such as height restrictions, density limitations, parking requirements, public realm, etc. By assigning more focused uses and design policies to each zoning district within the Specific Plan area, the proposed updates to the LASP would include standards that improve building design and require site design that complements existing defining features of the neighborhood's built form, such as consistent setbacks, parking location requirements, and landscaping. General discussions on the development and design standards to be

implemented under the LASP Update are included below. Appendix A includes a list of the specific development and design standards proposed.

The zoning district naming conventions reflect their location within a specific plan (LASP is used as the zone prefix) as well as the land uses allowed within that zone. Figure 4 shows these zoning districts and Figure 5 shows the proposed land uses. The proposed zoning districts would become effective once codified following Council adoption of the proposed LASP Update. Upon adoption of the new LASP, the City's Zoning Code text would be amended to replace existing permitted uses and development standards with the uses and development standards provided in the adopted specific plan. The Zoning Code map would be amended to replace zoning district designations indicated on the Zoning Map with the new LASP zoning districts. Other immediate actions include a General Plan amendment to the Land Use Diagram which establishes the type of land uses that are allowed on a particular site in the City.

Specific Plan Boundary

As discussed in Section 2.2, the existing LASP boundary extends along a 1.3-mile segment of Lincoln Avenue between Forest Avenue on the south and the northern City boundary just north of Montana Street on the north. As shown in Figure 3, the LASP Update would modify the LASP boundary by removing two areas from the existing boundary, including one on the west side of the LASP area north of the I-210 and one in the southern portion of the LASP area between Hammond Street and Forest Avenue, which are currently regulated by the municipal code. The area to be removed on the west side of the LASP area includes a single-family residential neighborhood. The area to be removed from the southern portion of the LASP area includes a single-family residential neighborhood, a planned development (PD-4), and a commercial (CG) property. The removal of the area in the southern portion of the LASP area would bring the southern boundary of the LASP area further north to Hammond Avenue, reducing the length of the LASP area from 1.3 miles to 1.1 miles.

Land Use

The proposed updates to the LASP would update zoning districts tailored to current community needs. The focus of the LASP Update is to allow higher density residential development or mixed-use development along a six-block portion of Lincoln Avenue south of the I-210 freeway, and maintain and complement most of the current land uses and building stock to provide additional commercial storefronts and multifamily housing. This updated approach to land use regulation would support improved pedestrian conditions and provide opportunities for additional neighborhood-serving amenities. The LASP Update would contain the following zones and corresponding objectives:

- General Commercial (CG) – would foster a commercial center for the community and North Pasadena. Uses will focus on retail, restaurant, and services with additional flexibility towards offices and other complementary businesses.
- Multifamily Residential (RM-16) – would protect current multifamily uses with modified design standards. Low-to-medium density housing, including duplexes, townhomes, and apartments, would be allowed.
- Limited Commercial (CL) – would continue the existing commercial use to serve as a buffer from the adjacent freeway.

- **Mixed-Use (MU)** – would provide multifamily housing opportunities at a higher density along the corridor while also encouraging ground floor commercial uses, such as neighborhood shops and services.
- **Flex Commercial (CF)** – would support existing and new research and development uses and provide space for new and growing local startups. This zone would allow for most commercial uses including retail and offices as well as uses like artisan production and custom manufacturing.

The LASP Update regulates land use consistent with the City's existing list of land use types and introduces three new land use types within the refined LASP area. These new land use types address uses that were not previously regulated by the City based on evolution of uses over time. The proposed definitions for the new land use types are included below, and would apply to future development following adoption of the proposed LASP Update.

- **Accessory Tasting Rooms** is defined as uses accessory to an alcohol manufacturing plant that offer on-site tastings and sell beverages manufactured on the premises for on-site or off-site consumption. The subcategory includes establishments such as breweries, wineries, and distilleries that offer tastings and sales of alcohol beverages in accordance with a license issued by the California Department of Alcoholic Beverage Control.
- **Alcohol Beverage Manufacturing** is defined as a use where manufacturing of beer, wine, or other alcohol beverages are processed or prepared for consumption.
- **Custom Manufacturing/Artisan Production** is defined as an artisanal, independent, or small-scale use limited to a maximum gross floor area of 15,000 square feet that involves the assembly, compounding, design, development, evaluation, manufacturing, processing, packaging, or treatment of components into products and conducted within enclosed buildings. These uses do not produce noise and vibration beyond the property line. Uses requiring State or Federal emissions permits are excluded from this use category to protect neighboring properties. Truck trips are limited to maximum of 10 per day. Small scale food production including commercial bakeries, but excluding catering, are included in this use category. Accessory uses that support the primary use of the establishment may comprise up to 25 percent of the gross floor area of the establishment. Accessory uses may include those such as, but not limited to, outdoor dining, on-site food and beverage tastings, and retail.

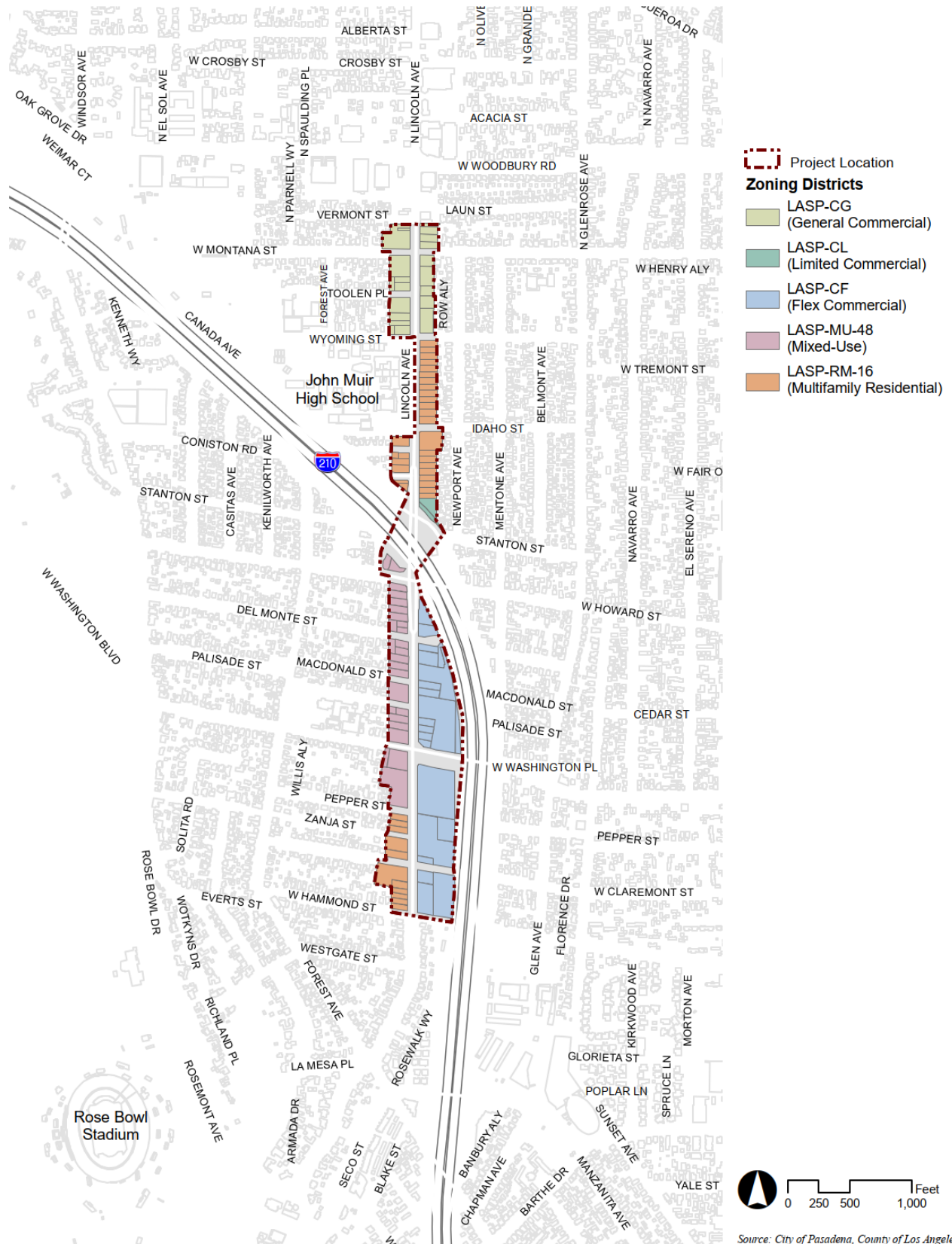


Figure 4 - Proposed Zoning Districts

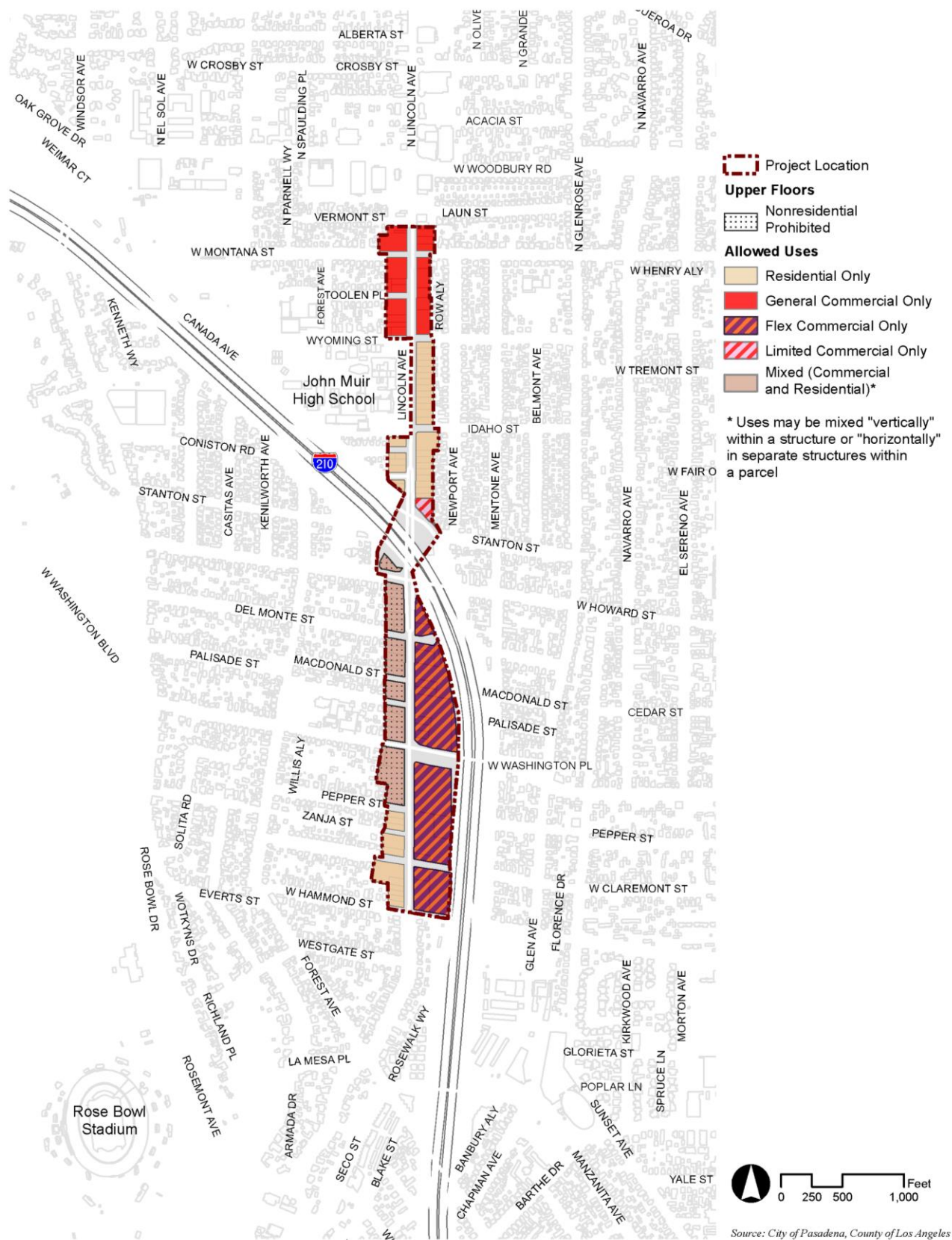


Figure 5 - Proposed Generalized Land Uses

Intensity, Density, Mass and Scale

The General Plan 2015 Land Use Element designates a range of intensities and densities in the LASP area to support the gradual transition of Lincoln Avenue from an industrial and limited commercial area to a vibrant neighborhood-oriented district, with new housing options, retail and service businesses, office spaces, and community uses that complement the surrounding neighborhoods. Updates included in the LASP are intended to:

- Implement the General Plan densities, measured as dwelling units per acre (du/ac), and floor area ratios (FAR)
- Encourage new commercial uses in existing commercial buildings, 3-story mixed-use,¹ 2- to 3-story multifamily residential, and flexible light industrial/creative office development
- Refine allowed heights and height transitions to address mass and scale compatible with surrounding single-family neighborhoods

As shown in **Error! Not a valid bookmark self-reference.**, FAR maximums in the non-residential zoning districts (CG, CL, and CF) would maintain a low-scale commercial and office character. FAR and density maximums in the MU zoning district allow for increased residential capacity from the existing LASP in order to provide new housing opportunities in the area and support local businesses. The density maximum in the RM zoning district aims to maintain a mid-scale multifamily residential character. Height standards would ensure that developments are built in relationship to their surrounding context, creating overall scale cohesion throughout a neighborhood or corridor.

Table 1 – Current and Proposed Mass and Scale

Draft Zoning	Density (du/ac)			Intensity (FAR)			Height (ft) ^a	
	GP EIR	2013 SP	LASP	GP EIR	2013 SP	LASP	2013 SP	LASP
CG	0	0	0	1.0	0.8	1.0	36 ^b	39
CL	0	0	0	1.0	0.7	1.0	36	36
CF	0	0	0	1.0	1.0	1.0	36 ^b	39
MU	87	16	48	2.25	0.7	1.5	36	39
RM	16	n/a	16	n/a	n/a	n/a	36 ^c	36

^{a.} The General Plan does not include height standards

^{b.} 2 stories

^{c.} 28 to top plate

Urban Design

Design standards proposed by the LASP Update, such as modulation and setbacks, would help refine building mass and scale, reinforce existing neighborhood character, and improve the aesthetic and design quality of new development. The setback ranges would reinforce existing setback conditions and/or provide a more consistent street wall on blocks that currently lack a well-defined character, while allowing some flexibility for visual interest to

¹ Up to 4 stories with City's density bonus for affordable housing height concession.

address community desire for additional outdoor space for amenities. The proposed standards would maintain the existing height limits of two to three stories maximum. The proposed standards would also encourage new housing opportunities in the MU zoning district with required transitions to the surrounding neighborhood and reinforce setback conditions while adding requirements for parkways and landscaping. Proposed ground floor standards would reflect community interest to improve the pedestrian experience at the street-level based on the following parameters:

- Minimum Ground Floor Height (not changing from 2013 SP)
- Location of Primary Entrances
- Amount of Street-Facing Transparency
- Minimization of Blank Walls

Open Space

The proposed updates to the LASP would include open space requirements that would support high quality, accessible and usable open space across a variety of types that contribute to an active public realm and successful building design. Residential open space would be required according to the number of bedrooms, with larger units having a larger open space requirement. Required open space may be private to individual units or common among tenants. Non-residential open space would be required for the largest commercial developments (those over 40,000 square feet). A new public open space requirement would allow for additional community gathering places for certain projects in the CG zone over 15,000 square feet and those in the CF zone over 80,000 square feet. These changes are intended to expand the amount of open space available to residents and employees along the corridor.

Parking

Vehicle parking requirements proposed by the updates to the LASP would lower the parking requirement for many commercial uses to allow more flexibility for business owners as uses change over time; these modified standards are designed to support economic stability and reduce vacancies through simplified regulation. The Specific Plan standardizes most commercial uses at 3 spaces per 1,000 square feet (2 spaces per 1,000 square feet in LASP-CG) to allow flexibility for changes of use in existing structures, aiding new business openings and promoting the reuse of existing buildings when possible. Projects are exempted from being required to provide parking for the first 5,000 square feet of a new or existing commercial use; this is intended to lower the cost of opening a small business and to incentivize commercial uses being included within mixed use buildings. Residential parking requirements would also be slightly reduced from existing requirement for some unit sizes; new residential units would be required to sell or rent parking spaces separately from the unit itself to reduce the cost of housing in the area and encourage use of alternative forms of transportation.

Public Realm

Public realm requirements proposed by the updates to the LASP would improve sidewalk conditions and the pedestrian experience through slight increases in sidewalk widths where new development occurs. The LASP Update builds on the Pasadena Street Design Guide to ensure sufficient widths create a sidewalk environment that supports functional activities.

The sidewalk width requirements would correlate with the level of activity and surrounding densities, intensities, and uses identified in the LASP area and address community desire for wider sidewalks. New width requirements for sidewalk zones will support adequate space for street trees, parkways, pedestrian movement, and other amenities. The LASP Update would require parkways to be provided by new development, including planting between 20 and 30 percent of street frontage, with additional requirements to increase stormwater retention. Street trees would be required to be planted in larger tree wells and follow new planting requirements to better support tree health.

CHAPTER 3

EVALUATION OF ENVIRONMENTAL IMPACTS

The following evaluation assesses the environmental impacts of the proposed LASP Update in relation to the analysis provided in the 2015 GP EIR. Determinations are made as to whether the proposed project would result in new significant impacts or substantially more severe effects, which would trigger the need for a Subsequent or Supplemental EIR.

For each threshold identified below, the following questions are addressed and discussed in the narrative for each issue:

What is the LASP Update's impact conclusion?

For each impact identified below, a level of significance of the impact is provided. While criteria for determining significant impacts are unique to each issue area, the environmental analysis applies a uniform classification of the impacts based on the following definitions consistent with CEQA and its implementing CEQA Guidelines:

- **No Impact (NI)** – A designation of no impact is given when no changes in the environment would occur.
- **Less than Significant Impact (LTS)** – A less than significant impact would cause no substantial adverse change in the environment.
- **Less than Significant Impact with Mitigation (LTS-M)** – A less than significant impact with mitigation incorporated avoids substantial adverse impacts on the environment with adherence to identified mitigation measures. For those issue areas where the impact of the LASP Update would be less than significant with the incorporation of the same mitigation measure(s) identified in the GP EIR, the impact is identified as **LTS-M(GP)**. The number of the mitigation measure from the MMRP will be referenced and summarized in Chapter 4.
- **Significant and Unavoidable Impact (S-U)** – A significant unavoidable impact would cause a substantial adverse effect on the environment, and no feasible mitigation measures would be available to reduce the impact to a less than significant level.

What is the GP EIR impact conclusion? The issues that were found to be either less than significant or were found to have no impact in the Initial Study prepared for the GP Update, and were therefore excluded from further analysis in the GP EIR, are identified with (IS) after the impact conclusion.

Does the LASP Update involve new significant impacts or substantially more severe impacts than those analyzed in the GP EIR?

Are there any new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the GP EIR?

Is there any new information of substantial importance that was not and could not have been known at the time of certification of the GP EIR that rises to the level of requiring new analysis or verification?

Are any new mitigation measures required for the LASP Update?

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
I. AESTHETICS. <i>Would the project:</i>						
a) Have a substantial adverse effect on a scenic vista?	LTS	LTS	No	No	No	No
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	LTS	LTS (IS)	No	No	No	No
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	LTS	LTS	No	No	No	No
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	LTS	LTS	No	No	No	No
Discussion: The GP EIR concluded that implementation of the approved General Plan Update, specifically including buildout of the LASP area, would result in less than significant environmental impacts to aesthetics. While buildout of the General Plan would visibly alter the neighborhood						

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
<p>by allowing new residential and commercial uses on industrial and vacant parcels, thus introducing new structures, the GP EIR found that this increased development would aesthetically benefit the area as it would create a more neighborhood-serving, walkable community. The GP EIR found that buildout in accordance with the General Plan Land Use Element would not significantly impact views of the San Gabriel Mountains and would help achieve the vision of the specific plan areas by activating street frontages while maintaining the existing visual character of the community. Additionally, as discussed in the GP EIR, there are no designated state scenic highways located within the LASP area. Although permitted development under the approved General Plan Update could result in increased light and glare, the LASP area is primarily developed already and any new development would be required to adhere to the Municipal Code and other regulations related to light and glare. Thus, the GP EIR found this issue to be less than significant. Overall, the GP EIR concluded that proposed land use changes in the General Plan Update, and specifically as they pertain to the LASP area, would not adversely impact visual and scenic quality, but would instead improve the aesthetic quality of the neighborhood.</p> <p>As detailed in Section 2.4, proposed updates to the LASP would further restrict the land uses from those analyzed in the GP EIR and establish additional development/design standards to create an even more consistent yet integrated pedestrian-friendly neighborhood. The LASP Update proposes five zoning districts compared to the previous seven, which would remove single-family housing areas, planned development, and public-semi/public uses to provide more opportunities for mixed-uses, multifamily residential uses, and local-serving business and innovation. Updates included in the proposed LASP are intended to implement the densities and FARs analyzed in the GP EIR, encourage new commercial uses in existing commercial buildings, permit 3- to 4-story mixed-use, permit 2- to 3-story multifamily residential and flexible light industrial/creative office development, and establish height transitions to surrounding single family neighborhoods. To accomplish this, the proposed LASP Update would primarily be consistent with the density and intensity limitations presented in the GP EIR and include a more restrictive density and intensity limitation for the Mixed-Use zone as compared to those standards in the GP EIR. The General Plan allows for a maximum of 87 dwelling units per acre (du/ac) and a 2.25 floor area ratio (FAR), whereas the LASP Update would further limit the LASP area to a maximum of 48 du/ac and a 1.5 FAR. As the proposed LASP Update would align with and implement the General Plan, buildout of the LASP Update would not significantly impact visual character or</p>						

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
<p>quality. Additionally, as indicated in the GP EIR, there are no designated state scenic highways located within the LASP area. Therefore, the updates to the LASP would result in no impact to state scenic highways.</p> <p>Furthermore, the current CEQA Guidelines Appendix G checklist also recommends considering a project's potential to conflict with applicable zoning and other regulations governing scenic quality if the project is located in an urbanized area. As discussed, the proposed LASP updates include additional land use restrictions and establishing development/design standards. Similar to the General Plan Update, these LASP updates would not significantly impact views of the San Gabriel Mountains, and would improve the aesthetic quality of new development within the LASP. Therefore, impacts related to scenic quality would be less than significant with implementation of the LASP Update.</p> <p>No new significant impacts and no substantial increase in the severity of previously identified impacts associated with the proposed project would occur. Likewise, there is no new information of substantial importance requiring new analysis or verification. The project does not propose substantial changes that require major revisions to the GP EIR, and no new mitigation measures are required.</p>						

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
II. AGRICULTURAL RESOURCES. <i>Would the project:</i>						
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	NI	NI (IS)	No	No	No	No
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	NI	NI (IS)	No	No	No	No
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned for Timberland Production (as defined by Government Code Section 51104[g])?	NI	NI (IS)	No	No	No	No

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
d) Result in the loss of forest land or conversion of forest land to non-forest use?	NI	NI (IS)	No	No	No	No
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	NI	NI (IS)	No	No	No	No
<p>Discussion:</p> <p>Agriculture and forestry resources were addressed in the Initial Study (IS) prepared for the GP EIR, which found that impacts to this topic would be less than significant following the implementation of the General Plan Update. The Zoning Code permits commercial growing in designated zoning districts; however, the IS stated that the General Plan Update did not alter uses permitted by the Zoning Code, and the objectives of the General Plan Update did not relate to or conflict with commercial growing.² The IS also stated that there are no Williamson Act contracts in the City, nor is any part of the City designated as timberland, forest land, or farmland; as such these types of lands would not be converted to another use.³ The General Plan Update did not have any impacts on agriculture and forestry resources.</p> <p>Similar to the General Plan Update, the proposed LASP Update would not alter zoning districts or permitted land uses in a way that conflicts with the Zoning Code regarding the conversion of farmland, timberland, or forest land. While the proposed LASP Update includes additional land use restrictions and establishing development/design standards, the objectives of the LASP Update do not</p>						

² City of Pasadena, Initial Study/Notice of Preparation, 2013.

³ City of Pasadena, Initial Study/Notice of Preparation, 2013.

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
<p>include land use provisions or regulations around commercial growing. Slight modifications from the General Plan Update would not alter the specific plan area boundaries within the City of Pasadena; therefore, the proposed LASP, as stated in the GP EIR, would not include any land designated as timberland, forest land, or farmland.</p> <p>No new significant impacts and no substantial increase in the severity of previously identified impacts associated with the proposed project would occur. Likewise, there is no new information of substantial importance requiring new analysis or verification. The project does not propose substantial changes that require major revisions to the GP EIR, and no new mitigation measures are required.</p>						

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
III. AIR QUALITY. <i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>						
a) Conflict with or obstruct implementation of the applicable air quality plan?	S-U	S-U	No	No	No	No
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	S-U	S-U	No	No	No	No
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	S-U	S-U	No	No	No	No
d) Expose sensitive receptors to substantial pollutant concentrations?	LTS-M(GP)	LTS-M	No	No	No	No
e) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	LTS-M(GP)	LTS-M	No	No	No	No

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
<p>Discussion:</p> <p>The GP EIR found that potentially significant impacts to air quality would occur if mitigation measures were not incorporated; in some instances the GP EIR found impacts to air quality to be significant and unavoidable because no feasible mitigation measures would be available to reduce impacts to a less than significant level. The City of Pasadena is entirely within the South Coast Air Basin (SCAB) and therefore must comply with the rules and regulations imposed by the South Coast Air Quality Management District (SCAQMD). The SCAB is also subject to the California Ambient Air Quality Standards (CAAQS) adopted by the California Air Resources Board (CARB) and the National Ambient Air Quality Standards (NAAQS) adopted by the federal government. The SCAB is designated a nonattainment area (i.e., an area that does not meet the ambient air quality standards) for ozone (O₃), fine inhalable particulate matter (PM_{2.5}), and coarse inhalable particulate matter (PM₁₀) under the CAAQS, and a nonattainment area for O₃, PM_{2.5}, and lead (Los Angeles County only) under the NAAQS.⁴ The GP EIR concluded that buildout of the General Plan Update would increase employment and population beyond current SCAG forecasts and contribute to cumulative SCAB nonattainment designations. While certain aspects of the General Plan Update Land Use Plan would lead to improvements in transportation and thus decrease emissions from that source, the GP EIR found that even with implementation of Mitigation Measure 2-1, requiring the preparation of a technical assessment evaluating potential project construction-related air quality impacts to the City Planning Division prior to issuance of construction permits, and Mitigation Measure 2-2, requiring the preparation of a technical assessment evaluating potential project operation-related air quality impacts to the City Planning Division prior to project approval, construction and operation impacts would not be reduced below the required SCAQMD thresholds, and that future impacts could be significant and unavoidable. The GP EIR stated that although submission of a technical assessment for possible construction related impacts required by Mitigation Measure 2-1 could reduce criteria air pollutant impacts for individual projects, the cumulative impact of all future construction emissions would result in significant and unavoidable impacts. In relation to the operation of buildout, the GP EIR stated that future activity would exceed SCAQMD thresholds</p>						

⁴ California Air Resources Board (CARB). 2014a, April 17. Area Designations Maps/State and National. <http://www.arb.ca.gov/design/adm/adm.htm>

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
<p>as well, and that while Mitigation Measure 2-2 requiring the submission of an emissions assessment for operation-related impacts for individual future development projects, could reduce individual project impacts, the cumulative impacts of the General Plan Update buildout would be significant and unavoidable. The GP EIR found that implementation of the General Plan Update could expose existing or planned sensitive receptors to criteria air pollutants and toxic air contaminants (TACs), but that Mitigation Measure 2-3, requiring the submittal of a Health Risk Assessment for certain new industrial or warehousing land uses requiring use of diesel trucks within 1,000 feet of a sensitive land use prior to project approval, would ensure that mobile sources of TACs not covered under SCAQMD permits would be considered during subsequent project-level environmental review. The HRA prepared for those projects identified under Mitigation Measure 2-3 would identify project-specific measures to minimize health risk and individual projects would be required to achieve the incremental risk thresholds established by SCAQMD, thus reducing impacts to less than significant. This, however, would only reduce the impact on a project-by-project basis, and the GP EIR concluded that the future buildout of the General Plan Update would result in cumulative impacts to sensitive receptors that are significant and unavoidable. The GP EIR found that Mitigation Measures 2-4 and 2-5 would require that major sources of air pollutants achieve incremental risk thresholds when placed near a sensitive receptor, as well as practice measures to minimize odors, reducing both impacts to a less than significant level.</p> <p>The proposed LASP falls within the City of Pasadena and thus within the bounds of the area analyzed by the GP EIR; however, the LASP area only accounts for a small portion of the area analyzed under the GP EIR. The LASP includes parcels generally fronting Lincoln Avenue between Forest Avenue on the south and the northern City boundary, just north of Montana Street. The LASP area is primarily built out, and the proposed LASP Update would govern land uses and improvements to integrate the parcels in a more cohesive, walkable pattern. Buildout of the proposed LASP Update would address Goal 35, Policies LU 35.5 and LU 35.10 that the General Plan Update proposed for the City's Land Use Element for Lincoln Avenue: (1) provide for the gradual phasing out of industrial uses that create conflicts with surrounding neighborhoods, and (2) redesign Lincoln Avenue to accommodate a mix of mobility choices including walking, bicycling, and transit in addition to the automobile. It is likely that, similar to the impacts addressed in the GP EIR, impacts to air quality from the buildout of the proposed LASP Update would be less than significant for each individual project (and will</p>						

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
<p>be analyzed on a project-by-project basis), but that the magnitude of future buildout could result in cumulative impacts that are significant and unavoidable. GP EIR Mitigation Measures 2-1 through 2-5 would be applicable to the proposed LASP Update. Implementation of these mitigation measures would not result in increased impacts from those identified in the GP EIR, and given that the LASP area is pointedly smaller and with a smaller built out capacity than the area analyzed under the GP EIR, the LASP would be anticipated to result in less impacts compared to those identified in the GP EIR.</p> <p>No new significant impacts and no substantial increase in the severity of previously identified impacts associated with the proposed project would occur, nor would the significant unavoidable impacts identified in the GP EIR be worsened. Likewise, there is no new information of substantial importance requiring new analysis or verification. The project does not propose substantial changes that require major revisions to the GP EIR, and no new mitigation measures are required.</p>						

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
IV. BIOLOGICAL RESOURCES <i>Would the project:</i>						
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	LTS	LTS-M	No	No	No	No
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	LTS	LTS-M	No	No	No	No
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling,	LTS	LTS-M	No	No	No	No

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
hydrological interruption, or other means?						
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	LTS	LTS (IS)	No	No	No	No
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	NI	NI (IS)	No	No	No	No
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	NI	NI (IS)	No	No	No	No
Discussion: The GP EIR identified four areas within the boundaries of the General Plan Update area where sensitive natural habitats occur to varying degrees, including Arroyo Seco, Eaton Canyon Corridor, Hastings Canyon, and the San Rafael Hills; however, the land use changes included within the General Plan Update would be confined to the eight specific plan areas within the City, none of which						

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<p>contain sensitive natural habitats and all of which are urbanized or suburban in character. Yet, because Arroyo Seco, Eaton Canyon Corridor, Hastings Canyon, and the San Rafael Hills all contain sensitive natural habitats, the GP EIR concluded that buildout of the General Plan Update could cause potentially significant impacts to biological resources. The GP EIR found that Arroyo Seco, Eaton Canyon, and Hastings Canyon all contain jurisdictional waters, and that the San Rafael Hills contain riparian and/or wetland habitat. No land use changes were proposed in these areas, however, the GP EIR states that buildout of the General Plan Update could have potentially significant impacts to sensitive species, sensitive natural communities, and jurisdictional waters and/or wetlands. Mitigation Measures 3-1 through 3-6 would ensure that a qualified biologist would be involved in the assessment, mitigation, and monitoring of all projects occurring on land where impacts to biological resources could be potentially significant; impacts would then be reduced to a less than significant level following implementation of the mitigation measures. The IS prepared for the GP EIR found that development projects approved under the GP Update, including within the City's eight specific plan areas, would be required to comply with the City's Master Street Tree Plan, Chapter 17.44 (Landscaping) of the City's Zoning Code, and the Migratory Bird Treaty Act (MBTA), as applicable. As such, the General Plan Update's impact on overland wildlife movement and migration would be less than significant and the General Plan Update would not conflict with the City's tree protection ordinance. Additionally, the IS prepared for the GP EIR indicated that there are no adopted habitat conservation or natural community conservation plans within the City and, as such, concluded that no impacts to such plans would result from the General Plan Update.</p> <p>As stated in the GP EIR, all proposed land use changes would be confined to the eight specific plan areas in the City, including the proposed LASP area. The proposed LASP area is designated as urban and suburban developed land containing some developed open space.⁵ The GP EIR concluded that the specific plan areas, inclusive of the proposed LASP area, did not contain any sensitive natural habitats, jurisdictional waters, or wetlands. As such, there are no Mitigation Measures applicable to the proposed LASP Update. Similar to the General Plan Update, development under the LASP Update would be required to comply with the City's Master Street Tree Plan, Chapter 17.44 (Landscaping) of the City's Zoning Code, and the Migratory Bird Treaty Act (MBTA), as applicable. Therefore,</p>						

⁵ City of Pasadena. 2015 General Plan EIR: Figure 5.3-1, *Vegetation Zones*.

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
<p>development under the LASP Update would not conflict with the City's tree protection ordinance and impacts to wildlife movement and migration would be less than significant. Additionally, as indicated in the IS prepared for the GP, that there are no adopted habitat conservation or natural community conservation plans within the City. Therefore, the proposed LASP Update would not result in impacts to any such plans.</p> <p>No new significant impacts and no substantial increase in the severity of previously identified impacts associated with the proposed project would occur. Likewise, there is no new information of substantial importance requiring new analysis or verification. The project does not propose substantial changes that require major revisions to the GP EIR, and no new mitigation measures are required.</p>						

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
V. CULTURAL RESOURCES <i>Would the project:</i>						
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	LTS	LTS-M	No	No	No	No
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	LTS-M(GP)	LTS-M	No	No	No	No
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	LTS	LTS-M	No	No	No	No
d) Disturb any human remains, including those interred outside of formal cemeteries?	LTS	LTS	No	No	No	No
Discussion: The GP EIR found that, while the General Plan Update did not propose the alteration or demolition of any historic landmarks, any development under buildout of the General Plan Update could potentially impact a historic resource, as the GP EIR lists 7,440 historical resources throughout the City which meet at least one state or national criteria. The GP EIR states that the likelihood of encountering						

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
<p>and impacting a historical resource is greater within a historic district, and that any specific plan area that is within or adjacent to a historic district has a greater likelihood for impacting historical resources. The Central District, North Lake, and Fair Oaks/Orange Grove Specific Plan Areas contain and/or are adjacent to historic landmarks and/or historic districts. The GP EIR states that future projects under the buildout of the General Plan Update can avoid significantly impacting historical resources by adhering to the Pasadena Municipal Code 17.61.030 design review, to state and federal regulations, and to the policies of the City's Land Use Element, including Policy LU 8.5, Scale and Character of New Construction in Designated Landmark and Historic Districts. Additionally, Mitigation Measure 9-4, which is discussed in Section XIII, would ensure that vibrations from construction activity would not impact architectural structures of historical significance. Impacts to archaeological resources can be reduced to a less than significant level upon implementation of Mitigation Measure 4-1, which would halt construction upon discovery of an archaeological resource and require consultation with a registered archaeologist before proceeding with development. The GP EIR lists the Topanga Formation as an area sensitive to paleontological resources and states that implementation of Mitigation Measure 4-2, which would enlist the service of a registered paleontologist prior to any grading activity in the vicinity of this area, as a sufficient measure to reduce the impact to a less than significant level. The GP EIR concluded that grading activities within the General Plan Update area are not expected to disturb human remains.</p> <p>The proposed LASP is within the area analyzed by the GP EIR, however it is not listed as a specific plan area that contains or is adjacent to a landmark or historic district within the City. Therefore, buildout of the LASP Update is not expected to significantly impact any historical resources. If archaeological resources are discovered during construction of any project under the buildout of the proposed LASP Update, GP EIR Mitigation Measure 4-1 would be implemented, and the impact level would be less than significant. As the LASP area is not listed as a sensitive paleontological area, projects under buildout of the proposed LASP Update would have not significantly impact these resources.⁶ As the LASP area is within the area analyzed by the GP EIR and found not likely to contain</p>						

⁶ City of Pasadena. 2015 General Plan EIR. Figure 5.4-2: *Paleontological Sensitivity*.

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
<p>unknown human remains, with the required compliance with the Health and Safety Code the proposed LASP Update would not significantly impact human remains.</p> <p>The current CEQA Guidelines Appendix G checklist also includes assessment criteria for potential impacts to tribal cultural resources. Tribal cultural resources are defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe. These types of resources were analyzed in the GP EIR and Native American consultation was conducted. No sacred lands were identified in the LASP area during consultation. The GP EIR concluded that the results of the Native American consultation did not result in new information or unknown impacts, but that while there are no known sacred lands within the City, the potential to uncover archaeological resources during grading remains. Buildout of the LASP Update would incorporate GP EIR Mitigation Measure 4-1 if any archaeological resources, including tribal cultural resources, are discovered during construction, reducing the impact level to less than significant.</p> <p>No new significant impacts and no substantial increase in the severity of previously identified impacts associated with the proposed project would occur. Likewise, there is no new information of substantial importance requiring new analysis or verification. The project does not propose substantial changes that require major revisions to the GP EIR, and no new mitigation measures are required.</p>						

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
VI. ENERGY <i>Would the project:</i>						
a) Conflict with adopted energy conservation plans?	LTS	LTS (IS)	No	No	No	No
b) Use non-renewable resources in a wasteful and inefficient manner?	LTS	LTS (IS)	No	No	No	No
<p>Discussion:</p> <p>Energy was not addressed in the GP EIR, as the IS prepared for the GP EIR found that impacts to this topic from buildout of the General Plan would be less than significant. The IS stated that Pasadena's Department of Water and Power (PWP) had the capacity to service the projected buildout of the General Plan Update.⁷ Additionally, the IS stated that the City of Pasadena is wholly within the bounds of a Southern California Gas Company service area. Forecasted use from the buildout of the General Plan Update – which would be an increase in energy use - was found to be within the capacity of existing facilities.⁸ All new development and tenant improvements would be required to comply with the California Energy Code, Part 6 of the California Building Standards Code (Title 24), CALGreen standards, Leadership in Energy and Environmental Design (LEED) standards, the City's Green Action Plan, the City's Green Building Standards Code (14.04.504), and the Open Space and Conservation Element of the General Plan, which together would increase efficiency and decrease consumption levels compared to existing structures built under the 2008 Building and Energy Efficiency Standards or targets established prior to those standards.⁹ As such, the intensification of energy use resulting from buildout of the General Plan Update would result in a less than significant impact.</p>						

⁷ City of Pasadena, Initial Study/Notice of Preparation, 2013.

⁸ City of Pasadena, Initial Study/Notice of Preparation, 2013.

⁹ City of Pasadena, Initial Study/Notice of Preparation, 2013.

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
<p>The proposed LASP Update is located within the boundaries of the LASP area that was captured under the IS and GP EIR. While the land use types under the proposed LASP Update would encourage multifamily residential and mixed-use zoning, and thereby potentially increase demand in energy over existing conditions, the proposed LASP area is largely developed and urbanized under existing conditions, and this increase in development is not expected to exceed forecasted use captured under the IS and GP EIR.</p> <p>No new significant impacts and no substantial increase in the severity of previously identified impacts associated with the proposed project would occur. Likewise, there is no new information of substantial importance requiring new analysis or verification. The project does not propose substantial changes that require major revisions to the GP EIR, and no new mitigation measures are required.</p>						

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
VII. GEOLOGY AND SOILS						
<i>Would the project:</i>						
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:						
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to California Geological Survey Special Publication 42.	LTS	LTS (IS)	No	No	No	No
ii. Strong seismic ground shaking?	LTS	LTS (IS)	No	No	No	No
iii. Seismic-related ground failure, including liquefaction as delineated on the most recent Seismic Hazards Zones Map issued by the State Geologist for the area or based on other	LTS	LTS (IS)	No	No	No	No

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substantial evidence of known areas of liquefaction?						
iv. Landslides as delineated on the most recent Seismic Hazards Zones Map issued by the State Geologist for the area or based on other substantial evidence of known areas of landslides?	LTS	LTS (IS)	No	No	No	No
b) Result in substantial soil erosion or the loss of topsoil?	LTS	LTS (IS)	No	No	No	No
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	LTS	LTS (IS)	No	No	No	No
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	LTS	LTS (IS)	No	No	No	No

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	NI	NI (IS)	No	No	No	No

Discussion:

Geology and soils were addressed in the IS prepared for the GP EIR, which found that impacts to this topic would be less than significant following the implementation of the General Plan Update. According to the Safety Element of the General Plan and, as was concluded in the IS, one Alquist-Priolo earthquake fault zone along the Raymond Fault, an active strand of the Sierra Madre Fault, and a possibly active strand of the Sierra Madre Fault pass through the City, and the San Fernando and Whittier Faults are located within 10.5 and 15.5 miles from the City, respectively. All active faults could experience a surface rupture in the lifetimes of development resulting from buildout of the General Plan Update. The Safety Element, California Building Code, the City's Building and Safety Division, and the City Building Code would require all new development to comply with policies and regulations surrounding surface ruptures and would be required to conduct and submit engineering geology and soils reports prior to permit approval. Policies within the above stated regulatory setting would also enforce specific building standards related to seismic ground shaking, as the soil in the City is either sandy, stony, or gravelly loam formed on the alluvial fan adjacent to the San Gabriel Mountains, which are soil types characterized as loose and porous and thus susceptible to seismic ground shaking. Geotechnical investigations would be required for all new development approval as the City contains zones where liquefaction could occur near Arroyo Seco, in the San Rafael Hills, and near Eaton Canyon and Hastings Canyon. State and City building codes contain standards that new development must comply with pertaining to liquefaction as well, which the General Plan Update would be subject to. The geotechnical investigations would also need to cover the potential for landslides and building designs would be required to comply with slope standards, as the City is susceptible to earthquake-induced

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<p>landslides originating in the San Gabriel Mountains and San Rafael Hills. The IS concluded that natural water soil erosion potential in the City is low, that future construction has the possibility to expose soil to erosion, and that all construction activity would be required to practice soil erosion mitigation practices and adhere to a transport and grading control plan as required by the Los Angeles County Stormwater Program. The above-mentioned threats of landslides and liquefaction in addition to the threat of lateral spreading and/or collapse due to the project location and quality of the soil would need to be included in each geotechnical investigation. Groundwater extraction would be monitored by the Raymond Basin Management Board to ensure the continued prevention of regional subsidence.¹⁰ Finally, each geotechnical investigation would be required to address soil expansion and each project would be required to comply with the associated standards of the Building and Safety Division and California Building Code. As the project area is urbanized, septic tanks would not be utilized during buildout of the General Plan Update. Development would include sewer lateral lines and would not rely on septic tanks or alternative wastewater disposal systems. With adherence to all regulations and policies, submission of a geotechnical report, and implementation of appropriate practices during construction, the IS concluded that buildout of the General Plan Update would have a less than significant impact to geology and soils.</p> <p>The proposed LASP falls within the same City boundaries as were analyzed in the IS, and therefore is subject to similar risks and associated potential impacts related to geology and soils. Therefore, the LASP Update would not cause significant impacts beyond those analyzed in the IS for the GP EIR. Additionally, buildout of the proposed LASP Update would be required to adhere to the same regulations, policies, and standards pertaining to geology and soils impacts, both during construction and operation, as any new development in the City would, including the preparation of project-specific geotechnical investigations for individual development projects.</p>						

¹⁰ City of Pasadena, Initial Study/Notice of Preparation, 2013.

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
No new significant impacts and no substantial increase in the severity of previously identified impacts associated with the proposed project would occur. Likewise, there is no new information of substantial importance requiring new analysis or verification. The project does not propose substantial changes that require major revisions to the GP EIR, and no new mitigation measures are required.						

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
VIII. GREENHOUSE GAS EMISSIONS <i>Would the project:</i>						
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	S-U	S-U	No	No	No	No
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	LTS	LTS	No	No	No	No
Discussion: The GP EIR concluded that while certain improvements under the buildout of the General Plan Update would reduce Greenhouse Gas (GHG) emissions per service population, the buildout would still create more GHG emissions than existing conditions and would not achieve long-term GHG reduction goals under Executive Order S-03-05 and target levels of AB 32; after implementing Mitigation Measure 5-1, which required the City to prepare a community climate action plan/greenhouse gas reduction plan, the impacts related to GHG emissions would remain significant and unavoidable. Forecasting tools to measure future emissions from transportation, energy, waste, water/wastewater, and other sources (landscaping equipment, light commercial equipment, and construction equipment) provided a short-term projection for future levels; however, these projections were found to be insufficient given the uncertainty of how the General Plan Update buildout would be phased. The GP EIR found that without implementation of a community climate action/GHG reduction plan and under current state and federal regulations, the population growth that would result from buildout of the General Plan Update would prevent the City from meeting AB 32 targets for emissions. While buildout would improve						

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
<p>transportation by creating a live/work environment, offering options for alternative and multi-modal mobility, and utilizing energy efficient design and technology, the GP EIR stated that the population growth would still create more emissions than existing conditions. The community climate action plan/greenhouse gas reduction plan would establish community-wide targets, monitoring, and inventory reporting standards. The GP EIR established that the community-wide GHG emissions inventory would be updated every five years, and additional programs would be established to work in conjunction with the initial community climate action plan/greenhouse gas reduction plan (programs specific for building energy, transportation, waste, water, wastewater, agriculture, etc.). The GP EIR concluded that it is uncertain whether buildout would create significant and unavoidable GHG related impacts without knowing the phasing of buildout or what future federal, state, and local programs will exist at the time. The GP EIR found that the General Plan Update would not conflict with the CARB Scoping Plan or the Southern California Association of Governments' (SCAG) 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).</p> <p>The proposed LASP Update would further restrict the land uses from those analyzed in the GP EIR and establish additional development/design standards. The proposed LASP Update would allow for increased density and intensity within the LASP area compared to existing conditions; however, the GP EIR analyzed the updated development caps within each of the City's eight specific plan areas, including the LASP area, and buildout of the LASP Update would not exceed the development caps analyzed in the GP EIR. Additionally, the LASP Update would not convert non-residential uses to residential uses. Furthermore, the improvements included in the proposed LASP Update would create a neighborhood where residents can live, work, and shop, and utilize multi-modal mobility, which would minimize emissions from transportation. Buildout of the proposed LASP Update would address Goal 35, Policy LU 35.10 proposed by the General Plan Update for the City's Land Use Element for Lincoln Avenue: redesign Lincoln Avenue to accommodate a mix of mobility choices including walking, bicycling, and transit in addition to the automobile. Any new development under buildout of the proposed LASP Update would be subject to the policies of the City's current Climate Action Plan, which was adopted in 2018 to fulfill the requirements under GP EIR Mitigation Measure 5-1, as well as any additional climate action/GHG reduction plans established locally, state-wide, or federally at the time.</p>						

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No new significant impacts and no substantial increase in the severity of previously identified impacts associated with the proposed project would occur, nor would the significant unavoidable impacts identified in the GP EIR be worsened. Likewise, there is no new information of substantial importance requiring new analysis or verification. The project does not propose substantial changes that require major revisions to the GP EIR, and no new mitigation measures are required.						

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
IX. HAZARDS AND HAZARDOUS MATERIALS						
<i>Would the project:</i>						
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	LTS	LTS	No	No	No	No
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	LTS	LTS	No	No	No	No
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	LTS	LTS	No	No	No	No
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	LTS	LTS	No	No	No	No

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e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	NI	NI (IS)	No	No	No	No
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	LTS	LTS (IS)	No	No	No	No
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	LTS	LTS	No	No	No	No
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	LTS	LTS	No	No	No	No

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
<p>Discussion:</p> <p>The GP EIR found that buildout in accordance with the General Plan Update would involve the transport, use, and/or disposal of hazardous materials; however, impacts would be less than significant as construction would be short-term and in compliance with all California Health and Safety Code, Occupational Safety and Health Administration (OSHA), and SCAQMD regulations; project operations would reduce industrial uses compared to existing conditions and all new development would comply with the City's Safety Element. The GP EIR found that 844 hazardous material sites fall within the City or within a 0.25-mile radius thereof; however, compliance with the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), Resource Conservation and Recovery Act (RCRA), California Code of Regulations, Title 22, and related requirements, as well as adherence to the City's Land Use Element Policy LU 3.5 Hazardous Uses would bring the impact level to less than significant. The GP EIR concluded that project development could affect the implementation of an emergency response or evacuation plan due to population growth, development intensity, and road closures during construction; however, coordination with the Pasadena Fire Department (PFD) and compliance with the Los Angeles County Operational Area Emergency Response Plan and the City's Emergency Operation Plan would ensure each project and buildout of the General Plan Update has a less than significant impact related to this topic. Finally, the GP EIR found that areas of the city near very high fire hazard severity zones could expose structures and/or residences to fire hazards during buildout of the General Plan Update. However, compliance with the International Fire Code, California Fire Code, and the City's Safety Element would ensure that future development under the General Plan Update would not expose people or structures to substantial wildfire hazards, and impacts would be less than significant. The IS prepared for the GP EIR found that no portion of the City is located within an airport land use plan or within two miles of an airport, and no related impact would occur. Furthermore, the IS prepared for the GP EIR concluded that the General Plan Update would not allow development of buildings with increased height that affect flight patterns or pose a safety hazard, and any related impacts would be less than significant.</p>						

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
<p>Similar to the buildout analyzed in the GP EIR, construction under the proposed LASP Update could potentially involve the transport, use, and/or disposal of hazardous materials. However, the further restriction of land uses under the proposed LASP Update would reduce industrial uses compared to existing conditions. Additionally, construction associated with individual development projects under buildout of the LASP Update would be temporary in nature, and all development would comply with the California Health and Safety Code, OSHA, and SCAQMD regulations. The LASP Update is not expected to result in significant impacts related to the transport, use, and/or disposal of hazardous materials. Similar to the GP Update analyzed in the GP EIR, impacts resulting from buildout of the LASP Update would be less than significant as construction would be short-term and in compliance with all California Health and Safety Code, Occupational Safety and Health Administration (OSHA), and SCAQMD regulations; project operations would reduce industrial uses compared to existing conditions. The GP EIR did not list any hazardous material sites on Lincoln Avenue; if a site were to be located within a 0.25-mile radius of the LASP area, future development would be required to comply with CERCLA, RCRA, California Code of Regulations, Title 22, and related requirements, as well as adherence to the City's Land Use Element Policy LU 3.5: Hazardous Uses, and as a result any related impacts would be less than significant. Future development under buildout of the LASP Update could result in temporary road closures. Similar to the GP Update analyzed in the GP EIR, all future development under buildout of the LASP Update would be required to coordinate with the PFD. Additionally, buildout of the LASP Update would not interfere with the Los Angeles County Operational Area Emergency Response Plan or the City's Emergency Operation Plan. Furthermore, no future development project would be permitted to block any designated evacuation routes. Therefore, similar to the GP EIR, the LASP Update is not expected to significantly affect the implementation of an emergency response or evacuation plan.</p> <p>The current CEQA Guidelines Appendix G checklist also includes assessment criteria for potential impacts to wildfire for those areas located within or near a state responsibility area or on lands classified as Very High Fire Hazard Severity Zones. The proposed LASP Update is not located within a Very High Fire Hazard Severity Zone for local and state responsibility areas, and no impact would occur.¹¹</p>						

¹¹ City of Pasadena. 2015 General Plan EIR. Figure 5.6-1, Fire Hazard Severity Zones.

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
No new significant impacts and no substantial increase in the severity of previously identified impacts associated with the proposed project would occur. Likewise, there is no new information of substantial importance requiring new analysis or verification. The project does not propose substantial changes that require major revisions to the GP EIR, and no new mitigation measures are required.						

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
X. HYDROLOGY AND WATER QUALITY <i>Would the project:</i>						
a) Violate any water quality standards or waste discharge requirements?	LTS	LTS	No	No	No	No
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	LTS	LTS	No	No	No	No
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	LTS	LTS	No	No	No	No

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or offsite?	LTS	LTS	No	No	No	No
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	LTS	LTS	No	No	No	No
f) Otherwise substantially degrade water quality?	LTS	LTS	No	No	No	No
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or dam inundation area as shown in the City of Pasadena adopted Safety Element of the General Plan or other flood or inundation delineation map?	LTS	LTS	No	No	No	No

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	NI	NI (IS)	No	No	No	No
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	LTS	LTS	No	No	No	No
j) Inundation by seiche, tsunami, or mudflow?	LTS	LTS	No	No	No	No
<p>Discussion:</p> <p>The GP EIR found that buildout of the General Plan Update could increase the amount of impervious surfaces in the City of Pasadena resulting in an increase in surface water flows into drainage systems within the watershed, potentially resulting in erosion, siltation, and/or flooding. However, the city is primarily developed and urbanized and all development would be required to adhere to applicable local, state, and federal regulations and standards, as well as implement site design measures, low-impact development, and best management practices (BMPs), including infiltration features that contribute to groundwater recharge and minimize stormwater runoff, erosion, siltation, and/or flooding. As such, these impacts would be less than significant. The GP EIR stated that General Plan Update buildout would involve some increase in residential density in the East Pasadena Specific Plan area within the dam inundation zone for Eaton Wash Dam; however, the limited water supply behind the Dam combined with the implementation of evacuation plans as required by the City's Safety Element would make the impact to risk of loss, injury, or death in the case of dam failure less than significant. The GP EIR found that during the construction phases of projects developed under to the General Plan Update, there is the potential for</p>						

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<p>short-term unquantifiable increases in storm water pollutant concentrations; and during operation of such projects, the quality of storm runoff (sediment, nutrients, metals, pesticides, pathogens, and hydrocarbons) may be altered. Full compliance with applicable local, state, and federal regulations would reduce water quality impacts associated with construction and operational impacts related to stormwater pollution and water quality to less than significant levels. While the GP EIR found that portions of the City are susceptible to inundation by mudflows, none of the proposed development under the General Plan Update fell within these susceptible areas, and the impact was found to be less than significant. The IS prepared for the GP EIR found that no portions of the City of Pasadena are located within a 100-year floodplain and, therefore, no impact related to floodplains would occur.</p> <p>The proposed LASP Update would further restrict land uses from those analyzed in the LASP area in the GP EIR and would establish additional development/design standards. The LASP area is currently developed and urbanized. All new development under the buildout of the proposed LASP Update would be subject to applicable local, state, and federal regulations and standards pertaining to water quality, wastewater, and hydraulic hazard risk reduction. Impacts to hydrology and water quality would be less than significant. Furthermore, as indicated in the IS prepared for the GP, no portion of the City, including the LASP area, is located within a 100-year floodplain. Therefore, the proposed LASP Update would not place structures within the flow of a 100-year flood and no impact would occur.</p> <p>The current CEQA Guidelines Appendix G checklist also recommends considering a project's potential to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. As previously discussed, all new development under the buildout of the proposed LASP Update would be subject to all applicable water quality regulations. Additionally, no development in the LASP area would include the extraction of groundwater. Therefore, the proposed LASP Update would not conflict with the implementation of a water quality control plan or sustainable groundwater management plan, and the impact would be less than significant.</p>						

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No new significant impacts and no substantial increase in the severity of previously identified impacts associated with the proposed project would occur. Likewise, there is no new information of substantial importance requiring new analysis or verification. The project does not propose substantial changes that require major revisions to the GP EIR, and no new mitigation measures are required.						

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
XI. LAND USE AND PLANNING						
<i>Would the project:</i>						
a) Physically divide an established community?	LTS	LTS (IS)	No	No	No	No
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	LTS	LTS	No	No	No	No
c) Conflict with any applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP)?	NI	NI (IS)	No	No	No	No
Discussion: The IS prepared for the GP EIR found that land use changes proposed within the specific plan areas are intended to tie into the existing uses and surrounding neighborhoods. As such, the General Plan update would not physically divide an existing community and the impact would be less than significant. The GP EIR compared the General Plan Update's proposed land use changes - including proposed net increases in development and new policies pertaining to building intensity and urban design - to existing land uses in the City and concluded that possible direct impacts to land use and planning would be less than significant. As found by the GP EIR and						

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<p>in accordance with California Government Code Section 65302, the General Plan Update would address two of the seven required Elements: Land Use and Mobility. The GP EIR also found that the General Plan Update would be consistent with the SCAG RTP/SCS, as is required. It was concluded that implementation of the General Plan Update would result in a net increase of 12,312 additional residential dwelling units and 10,988,959 square feet of nonresidential uses; this net increase would be framed and regulated by the goals and policies of the City's Land Use and Mobility Elements, which support growth through 2035. Changes to prior land use designations proposed by the General Plan Update primarily allowed for more mixed-use and redevelopment of existing industrial uses for more integrated non-residential land uses that would foster local goods and services and business in the City. Buildout capacity would be limited by the following standards for density (du/ac) and Floor Area Ratio (FAR): commercial uses with FARs between 0.0 and 3.0; Research and Development designations (which would replace Industrial designation) with FARs of 0.9 and 0.0-1.25, respectively; Low Mixed Use (0.0–1.0 FAR, 0–32 du/ac), Low Medium Mixed Use (0.0– 1.75 FAR, 0–48 du/ac), Medium Mixed Use (0.0–2.25 FAR, 0–87 du/ac), and High Mixed Use (0.0–3.0 FAR, 0–87 du/ac). The GP EIR concluded that modifying land use designations and the corresponding buildout would create a positive live/work environment, which would enhance quality of life while reducing environmental impacts related to consumption, pollution, and emissions due to transit orientation, reduced commutes, and improved multi-modal options. Moreover, the GP EIR found that additional goals and policies added to the Land Use and Mobility Elements by the General Plan Update would ensure new development would be compatible with the existing character of the City while enhancing urban design and regulating sustainable growth. The GP EIR stated that in addition to the goals and policies of the Land Use and Mobility Elements, all new development would also be required to comply with Title 17 of the City's Municipal Code and applicable design guidelines. The GP EIR stated that additional environmental impacts from changes to land use patterns and building intensity and design, such as impacts to air quality, hazards, flooding, and traffic, would be addressed individually in each corresponding section. As such, the GP EIR found that the proposed updates would not conflict with any existing applicable policies or regulations and would be implemented in such a way that creates compatibility within the plan area; impacts to land use and planning were determined to be less than significant in the GP EIR. Additionally, the IS prepared for the GP EIR found that there are no adopted</p>						

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<p>habitat conservation or natural community conservation plans within the City and, as such, concluded that no impacts to such plans would result from the General Plan Update.</p> <p>The proposed LASP Update would have similar land use objectives as the GP EIR, and includes further restrictions to land uses and establishment of additional development/design standards to reflect development patterns within the LASP area that has occurred since adoption of the General Plan Update. Similar to the General Plan Update, the LASP Update is intended to tie into the existing uses and surrounding neighborhoods, and would not physically divide an established community. Five zoning districts would organize land uses within the plan area: General Commercial (CG), Multifamily Residential (RM), Limited Commercial (CL), Mixed-Use (MU), and Flex Commercial (CF). The intention of these more restrictive land uses would be to maintain and complement the current land uses and building stock, both commercial storefronts and multifamily housing, and fulfill the vision of a mixed-use corridor that is a walkable, neighborhood-serving street allowing residents the opportunity to live, work, and shop. The removal of a single-family residential zone from the proposed new LASP area boundary and the addition of a mixed-use zone exemplify how the proposed LASP Update would include more housing opportunities. The distinction between general, flex, and limited commercial zones would encourage services that cater to community needs and invite innovation at the local level. The LASP Update would also further restrict certain uses to maintain neighborhood character. The City's General Plan Land Use Element designates a range of intensities and densities in the LASP area to support the gradual transition of Lincoln Avenue from an industrial and limited commercial area to a vibrant neighborhood-oriented district, with new housing options, retail and service businesses, office spaces, and community uses. Updates included in the proposed LASP are intended to implement the densities and FAR's analyzed in the GP EIR, incentivize adaptive reuse, permit 3- to 4-story mixed-use, permit 2- to 3-story multifamily residential and flexible light industrial/creative office development, and establish height transitions to surrounding single family neighborhoods. To accomplish this, the proposed LASP Update is primarily consistent with density and intensity limitations in the GP EIR and would include a more restrictive density and intensity limitation for the Mixed-Use zone as compared to those standards in the GP EIR. The General Plan allows for a maximum of 87 dwelling units per acre (du/ac) and a 2.25 floor area ratio (FAR) for Mixed-Use areas, whereas the LASP Update would further limit Mixed-Use in the LASP area to a maximum of 48 du/ac and a 1.5 FAR. The additional development/design standards would further</p>						

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<p>the goals set forth in the Land Use and Mobility Elements as well as the objectives presented in the GP EIR. The LASP Update would not exceed the development caps analyzed in the GP EIR, nor would it conflict with Title 17 of the City's Municipal Code, California Government Code Section 65302, or SCAG's RTP/SCS. Furthermore, as indicated in the IS prepared for the GP, that there are no adopted habitat conservation or natural community conservation plans within the City. Therefore, the proposed LASP would not result in impacts to any such plans.</p> <p>As discussed in Chapter 2, Project Description, the LASP Update would refine the LASP boundary by removing two areas from the existing boundary, including one on the west side of the LASP area north of the I-210 and one in the southern portion of the LASP area between Hammond Street and Forest Avenue, which are currently regulated by the Pasadena Municipal Code. The LASP Update also includes three new land use types, including Accessory Tasting Rooms, Alcohol Beverage Manufacturing, and Custom Manufacturing/Artisan Production. No development of such uses is proposed under the LASP Update, rather, the LASP Update defines these uses and future development of these new land use types would occur in compliance with policies and regulations set forth under the updated LASP, once adopted, and the Pasadena Municipal Code. Furthermore, as previously discussed, the LASP Update would not exceed the development caps analyzed in the GP EIR. Therefore, the updated LASP boundary and the three new land use types proposed under the LASP Update would not result in significant land use and planning impacts.</p> <p>No new significant impacts and no substantial increase in the severity of previously identified impacts associated with the proposed project would occur. Likewise, there is no new information of substantial importance requiring new analysis or verification. The project does not propose substantial changes that require major revisions to the GP EIR, and no new mitigation measures are required.</p>						

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XII. MINERAL RESOURCES <i>Would the project:</i>						
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	NI	NI (IS)	No	No	No	No
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	NI	NI (IS)	No	No	No	No
Discussion: Mineral resources were addressed in the IS prepared for the GP EIR, which found that impacts in this topic would be less than significant following the implementation of the General Plan Update. The IS states that there is no active mining in the City. Based on the California Geological Survey and as stated in the IS, the Eaton Wash and Arroyo Seco Wash are classified as Mineral Resource Sectors and may contain mineral resources within the City, but neither contain active mines or reserves, and buildout of the General Plan Update would not result in development in either area. Additionally, there are no mineral resource recovery sites in the City. The IS concluded that there would be no impact to mineral resources following implementation of the General Plan Update. ¹² As the proposed LASP Update would occur within the same boundaries as those analyzed in the GP EIR and it is not located within any of the identified Mineral Resource Sectors, the proposed LASP area would not contain mineral resources or develop on Mineral Resource Sectors.						

¹² City of Pasadena, Initial Study/Notice of Preparation, 2013.

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No new significant impacts and no substantial increase in the severity of previously identified impacts associated with the proposed project would occur. Likewise, there is no new information of substantial importance requiring new analysis or verification. The project does not propose substantial changes that require major revisions to the GP EIR, and no new mitigation measures are required.						

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XIII. NOISE						
<i>Would the project result in:</i>						
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	LTS	LTS	No	No	No	No
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	S-U	S-U	No	No	No	No
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	LTS	LTS	No	No	No	No
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	S-U	S-U	No	No	No	No
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport	NI	NI (IS)	No	No	No	No

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or public use airport, would the project expose people residing or working in the project area to excessive noise levels?						
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	LTS	LTS (IS)	No	No	No	No

Discussion:

The GP EIR analyzed impacts to noise from construction and operation of buildout of the General Plan Update, including stationary noise, traffic noise, rail noise, industrial noise, and all affiliated levels of vibration. The GP EIR assessed the updates for compatibility with the City's Land Use and Noise Elements. The GP EIR concluded that increased stationary and traffic noises from buildout would have a less than significant impact; if residential and sensitive land uses continue to be developed in compatible areas, and those uses that are compatible with transportation noises are developed in compliance with the Noise and Land Use Elements, as well as other state and local regulations pertaining to noise, then this impact would be less than significant as well. Regarding exposure to long-term groundborne vibration, the GP EIR found that both rail and industrial uses could cause a potentially significant impact. Portions of the City are designated for and operated as industrial uses. Mitigation Measure 9-1 requires all industrial projects to submit a vibration study providing evidence that vibration-causing activity would not exceed levels set forth by the Federal Transit Administration (FTA). The City of Pasadena is served by the Metro L (Gold) Line. The portion of this line in the City runs north-south parallel to Arroyo Parkway and then turns to an east-west orientation along I-210, with its current terminus in the City of Azusa. Mitigation Measure 9-2 requires all new development within screening distance of the L (Gold) Line to submit a study conducted by an acoustical engineer to the City's Planning Division that demonstrates vibration impacts and possible reduction measures. Implementation of Mitigation Measures 9-1

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<p>and 9-2 would reduce groundborne vibration impacts to a less than significant level. The GP EIR concluded that short-term impacts from construction vibration would be significant and unavoidable for buildout of the General Plan Update; Mitigation Measure 9-3 would reduce impacts to sensitive receptors within 25 feet of activity by substituting less intensive equipment when possible and utilizing vibration reduction techniques; however, because each new development involved in the buildout is project-specific, the GP EIR determined it is not possible to mitigate this impact below a significant and unavoidable level. Mitigation Measure 9-4 further addresses vibrations from construction on sensitive architectural structures within 25 feet of activity; yet, similar to construction vibration impacts to sensitive receptors, this impact would remain significant and unavoidable in the context of total buildout as each project would present individual circumstances. Mitigation Measure 9-5 requires all construction permits be issued only after submission of a plan for noise and vibration reducing BMPs for all development within 500 feet of a noise-sensitive receptor; still, the GP EIR concluded that this mitigation measure would not reduce the impacts of construction activities to a less than significant level as the phasing, location, and magnitude of future development under buildout is unknown. Therefore, the GP EIR concluded that construction related noise impacts are significant and unavoidable. The IS prepared for the GP EIR found that no portion of the City is located within an airport land use plan or within two miles of an airport, and no impact would occur. Furthermore, the IS prepared for the GP EIR concluded that noise from helicopter flights would be periodic and, thus, the impact resulting from noise from private use heliports would be less than significant.</p> <p>Buildout of the proposed LASP Update could have potentially significant noise impacts due to construction-related noise and vibration, as the phasing and location of future projects are currently unknown. However, similar to the updates analyzed under the GP EIR, the proposed LASP Update would implement GP EIR Mitigation Measures 9-3 through 9-5 to ensure activity within the vicinity of sensitive land uses, receptors, and architectural structures is compliant with FTA criteria and that BMPs are utilized throughout the construction phase of each future development project. As the proposed LASP Update would further restrict the development of industrial uses within the LASP area, the proposed LASP Update would not create impacts to vibration from this use. Additionally, the proposed LASP area is not adjacent to the L (Gold) Line and therefore would be subject to noise and vibration levels from rail use. As indicated in the IS prepared for the GP, there are no airports within two miles of the City. Therefore, the proposed LASP Update would not result in</p>						

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<p>noise impacts related to an airport land use plan or public airport. Furthermore, similar to the General Plan Update, helicopter flights within the LASP area would be periodic and, as the proposed LASP Update would have no effect on helicopter usage or flight patterns, it would cause no new helicopter noise impacts.</p> <p>No new significant impacts and no substantial increase in the severity of previously identified impacts associated with the proposed project would occur, nor would the significant unavoidable impacts identified in the GP EIR be worsened. Likewise, there is no new information of substantial importance requiring new analysis or verification. The project does not propose substantial changes that require major revisions to the GP EIR, and no new mitigation measures are required.</p>						

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XIV. POPULATION AND HOUSING						
<i>Would the project:</i>						
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	LTS	LTS	No	No	No	No
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	LTS	LTS (IS)	No	No	No	No
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	LTS	LTS (IS)	No	No	No	No
Discussion: The GP EIR concluded that, while population, housing, and employment growth induced by buildout of the General Plan update would likely surpass SCAG's forecast, the impact of buildout would be less than significant. The General Plan Update accommodates growth in all sectors; it permits new housing opportunities and it opens more opportunities for employment. The GP EIR found that the City-wide utilities and infrastructure required to service the projected buildout population would be sufficient, and each service is discussed in more detail within its individual section of this document (i.e. Hydrology and Water Quality, Public Services, Transportation and						

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
<p>Traffic, Utilities and Service Systems). One of the central objectives of the General Plan Update is to create a housing/job balance within a more work/live environment; the GP EIR found that buildout would achieve this goal, which would offset the detrimental impacts that growth would have. The IS prepared for the GP EIR found that the General Plan Update would increase the number of dwelling units by allowing higher intensity residential uses and mixed-use development and that growth in accordance with the proposed General Plan Update was not expected to displace existing housing or people, as the General Plan Update would increase the number of dwelling units by allowing higher intensity residential uses and mixed-use development. Therefore, the IS concluded that the impacts related to displacement of housing and people would be less than significant.</p> <p>The LASP area previously analyzed by the GP EIR shares the same objective of creating a more balanced housing/job ratio. Since the GP EIR was certified, changes in development patterns within the LASP have resulted in more opportunities for multifamily residential uses and mixed-use development, further achieving this goal. The LASP area is primarily built out under existing conditions and buildout of the proposed LASP Update would not exceed the projected growth analyzed in the GP EIR. Additionally, the GP EIR analyzed the updated development caps within each of the City's eight specific plan areas, including the LASP area, and buildout of the LASP Update would not exceed the development caps analyzed in the GP EIR. Therefore, similar to the GP EIR, the LASP Update would not displace substantial numbers of housing or people, and the impacts would be less than significant.</p> <p>No new significant impacts and no substantial increase in the severity of previously identified impacts associated with the proposed project would occur. Likewise, there is no new information of substantial importance requiring new analysis or verification. The project does not propose substantial changes that require major revisions to the GP EIR, and no new mitigation measures are required.</p>						

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XV. PUBLIC SERVICES <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>						
a) Fire protection?	LTS	LTS	No	No	No	No
b) Police Protection?	LTS	LTS	No	No	No	No
c) Schools?	LTS	LTS	No	No	No	No
d) Libraries?	LTS	LTS	No	No	No	No
Discussion: <p>The General Plan Update area is within the City of Pasadena and is serviced by the PFD, Pasadena Police Department (PPD), Pasadena Unified School District (PUSD), and the Pasadena Public Library (PPL). The PFD operates eight stations throughout the City, with an average daily staff of 51. The GP EIR found that, while population growth and increased infrastructure from buildout of the General Plan Update would result in higher demand for service from the PFD and possibly require new or expanded facilities, compliance with existing regulations and coordination during road closures related to future construction would ensure impacts remain less than significant. The PPD aims to employ 1.63 officers per capita and 0.72 officers per 1,000 residents. The GP EIR found that, while population growth and increased infrastructure from buildout of the General Plan Update would result in higher demand for service from the PPD and possibly require new or expanded facilities, compliance with existing regulations would ensure impacts remain less than significant impact. The GP EIR concluded that while population growth from buildout of the General Plan Update would create new students in the population, it is unlikely that forecasted growth would exceed the capacity of existing facilities; additionally, per SB 50, all new development in the City is subject to a School Impact Fee to ensure that school services continue to meet the needs of the population. The PPL operates 10 facilities, all within 1 mile or walking distance of each residence. The GP EIR</p>						

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
<p>found that while buildout of the General Plan update would induce population growth, the estimated growth would not exceed the PPL's capacity to serve the community; additionally, all new development is subject to fees and taxes that fund public services, including a Library Special Tax, to ensure continued funding for the PPL. The GP EIR concluded that all impacts to public services would be less than significant.</p> <p>The proposed LASP Update would further restrict land uses from those analyzed in the GP EIR and establish additional development/design standards. The LASP area is primarily built out under existing conditions and buildout of the proposed LASP Update would not exceed the projected growth analyzed in the GP EIR. Additionally, the GP EIR analyzed the updated development caps within each of the City's eight specific plan areas, including the LASP area, and buildout of the LASP Update would not exceed the development caps analyzed in the GP EIR. Therefore, the proposed LASP Update is not anticipated to increase demand for public services beyond the level analyzed in the GP EIR and found to have less than significant impacts.</p> <p>No new significant impacts and no substantial increase in the severity of previously identified impacts associated with the proposed project would occur. Likewise, there is no new information of substantial importance requiring new analysis or verification. The project does not propose substantial changes that require major revisions to the GP EIR, and no new mitigation measures are required.</p>						

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
XVI. RECREATION						
<i>Would the project:</i>						
a) Would the project result in a substantial adverse physical impact associated with the provisions of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?	LTS	LTS	No	No	No	No
b) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	LTS	LTS	No	No	No	No
c) Does the project include recreational facilities or require the construction or expansion of	LTS	LTS	No	No	No	No

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
recreational facilities, which might have an adverse physical effect on the environment?						
<p>Discussion:</p> <p>The City's Municipal Code does not dictate a resident/acreage ratio for parkland and open space. While buildout of the General Plan Update would induce population growth and likely increase demand for parkland and open space and potentially result in the deterioration of existing facilities, the GP EIR found that improvements to existing and development of new open space and recreation amenities included in buildout, in conjunction with the Residential Impact Fee that each new development would be subject to as well as other in-lieu fees, impacts would be less than significant. The GP EIR concluded that the increase in population projected by buildout of the General Plan Update would increase demand for parkland, open space, and recreational facilities; increased use could deteriorate existing facilities or require the development of additional facilities. The GP EIR found that land uses permitting parkland, open space, and recreational activities would not be converted and that there would be opportunities for additional facilities to be built. All residential development under the buildout of the GP Update would be required to pay a Residential Impact Fee; any type of project that acquires open space would also be subject to in-lieu fees. As such, the GP EIR found that impacts to recreation would be less than significant with adherence to existing regulations, including payment of applicable fees.</p> <p>The proposed LASP Update would include open space requirements that would support high quality, accessible, and usable open space across a variety of types that contribute to an active public realm. The proposed LASP Update would require a percentage of future residential and certain nonresidential development projects be dedicated to open space uses. Similar to future development projects under the GP EIR, new development under the proposed LASP Update would comply with the City's Municipal Code, Residential Impact Fees, and any other in-lieu and/or acquisition fees to ensure a less than significant impact to parks and recreation.</p>						

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
No new significant impacts and no substantial increase in the severity of previously identified impacts associated with the proposed project would occur. Likewise, there is no new information of substantial importance requiring new analysis or verification. The project does not propose substantial changes that require major revisions to the GP EIR, and no new mitigation measures are required.						

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
XVII. TRANSPORTATION/TRAFFIC						
<i>Would the project:</i>						
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	LTS-M(GP)	LTS-M	No	No	No	No
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	LTS	S-U	No	No	No	No

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c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	NI	NI (IS)	No	No	No	No
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	LTS	LTS	No	No	No	No
e) Result in inadequate emergency access?	LTS	LTS	No	No	No	No
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	LTS-M(GP)	LTS-M	No	No	No	No
Discussion: The GP EIR analyzed the General Plan Updates for impacts to traffic and transportation based on calculations for vehicle miles traveled (VMT) per capita, vehicle trips (VT) per capita, proximity and quality of bicycle networks, proximity and quality of transit networks, and pedestrian accessibility, as well as compatibility with the City's Mobility Element. The GP EIR concluded that implementation of the						

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
<p>General Plan Update would not conflict with the City's plans, ordinances, or policies establishing measures of effectiveness for the performance of the complete circulation system, and complies with adopted policies, plans, and programs for alternative transportation. It found that transportation performance would improve, and pedestrian and bicycle accessibility would increase from buildout of the General Plan Update, which would satisfy Mobility Plan goals around livability, non-motorized transit, and economic viability. The GP EIR stated that all improvements within the City are funded through the City's transportation fee program with the exception of bicycle and pedestrian improvements. The proposed General Plan Update included Policy 2.10, requiring the City to amend the existing transportation impact fee to include pedestrian and bicycle improvements. The GP EIR concluded that without full funding of circulation improvements, the General Plan Update would result in a significant impact. As such, Mitigation Measure 13-1 was identified in the GP EIR, which required the City to update the transportation impact fee program in place at the time the GP EIR was prepared by 2020 to ensure that impacts to traffic and transportation resulting from buildout of the General Plan Update remain less than significant. The City implemented Mitigation Measure 13-1 and updated the transportation impact free program, as mandated by AB 1600 legislation, as codified by California Code Government Section 66000 et seq. The GP EIR found that buildout traffic conditions would result in designated road and/or highways exceeding county congestion management program thresholds, resulting in a significant project impact at the intersection of Pasadena Avenue at California Boulevard during the AM peak hour; impacts at all other intersections under Metro's Congestion Management Program (CMP) would be less than significant. The GP EIR also identified significant impacts at two CMP Freeway Mainline Segments on Route 210. The GP EIR concluded that there was no feasible mitigation to reduce CMP impacts to a less than significant level, as improvements to road capacity would require changes to road infrastructure, which would have secondary impacts such as loss of bicycle lanes, parking, sidewalk space, etc. that would conflict with General Plan goals and policies and would cause other impacts to traffic and transportation. As such, this impact was determined to be significant and unavoidable. Finally, the GP EIR found that under buildout, project circulation improvements would be designed to adequately address potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access. The IS prepared for the GP EIR found that no portion of the City is located within an airport land use plan or within two miles of an airport. As such, the General Plan Update would not affect air traffic patterns and no impact would occur.</p>						

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
<p>Roadways and mobility within the proposed LASP area were analyzed within the GP EIR; the proposed LASP Update does not include modifications to roadways and infrastructure outside of the project area analyzed in the GP EIR. While the modifications within the proposed LASP would permit more residential units and uses, thus accommodating population growth, like the GP EIR concluded, the circulation improvements to which the proposed LASP would contribute – improved sidewalk zones, bicycle and pedestrian accessibility, parking, proximity to live/work/shop for residents – would be beneficial for the community and City as a whole. Further, each project developed under buildout of the proposed LASP Update would be subject to whatever transportation impact fee is in effect at the time of permitting, per GP EIR Mitigation Measure 13-1, which would ensure improvements continue. Additionally, buildout of the proposed LASP Update would address Goal 35, Policy LU 35.10 proposed by the General Plan Update for the City’s Land Use Element for Lincoln Avenue: redesign Lincoln Avenue to accommodate a mix of mobility choices including walking, bicycling, and transit in addition to the automobile. As such, and considering the availability of transit, bicycle, and pedestrian facilities in the LASP area, impacts from the LASP Update related to proximity and quality of bicycle networks, proximity and quality of transit networks, and pedestrian accessibility would be less than significant. According to the GP EIR, the proposed LASP area does not include CMP intersections where traffic impacts would occur. Regardless, the Los Angeles County CMP has been dissolved. Additionally, as indicated in the IS prepared for the GP EIR, there are no airports within two miles of the City. Therefore, the proposed LASP Update would not affect air traffic patterns and no impact would occur.</p> <p>The current CEQA Guidelines Appendix G checklist also recommends considering a project’s potential to conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), which requires the use of vehicle mile traveled (VMT) as the updated measurement of traffic impacts, replacing the level of service (LOS) method previously used. As discussed, the GP EIR included a City-wide VMT analysis for impacts to traffic and transportation based on calculations for VMT per capita and VT per capita. The analysis used the City of Pasadena Travel Demand Forecasting (TDF) Model, which was validated to 2013 traffic conditions and later updated to reflect 2017 conditions. Both the 2013 and 2017 models assumed that the I-710 extension would be construction by 2035, which is no longer a valid assumption. As such, an assessment was conducted to update the model to reflect the 2035 horizon year</p>						

Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
<p>without the I-710 extension.¹³ This assessment concluded that there were no substantial deviations from the VMT and VT analyses with the removal of the I-710 from the model. Thus, both versions of the Pasadena TDF Model are consistent with the changes to the CEQA metrics establishing VMT as the measurement of traffic impacts. Additionally, the GP EIR analyzed the updated development caps within each of the City's eight specific plan area, including the LASP area. As buildout of the LASP Update would not exceed the development caps analyzed in the GP EIR, the VMT analysis previously prepared for the GP EIR would also be applicable to the LASP Update. Further, it should be noted that there is no development project identified under the proposed LASP Update. Rather, future development projects would implement the land use and design modifications proposed in the LASP Update. Future residential development projects consisting of 50 or more dwelling units and non-residential development projects greater than 50,000 square feet in size would be required to include a VMT assessment as part the environmental documentation prepared for that project. As such, the proposed LASP Update would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), and the impact would be less than significant.</p> <p>No new significant impacts and no substantial increase in the severity of previously identified impacts associated with the proposed project would occur, nor would the significant unavoidable impacts identified in the GP EIR be worsened. Likewise, there is no new information of substantial importance requiring new analysis or verification. The project does not propose substantial changes that require major revisions to the GP EIR, and no new mitigation measures are required.</p>						

¹³ Pasadena Future Year TDF Model Update and New VMT/VT Metrics Memorandum, Fehr & Peers, October 2020.

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XVIII. UTILITIES AND SERVICE SYSTEMS						
<i>Would the project:</i>						
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	LTS	LTS	No	No	No	No
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	LTS	LTS	No	No	No	No
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	LTS	LTS	No	No	No	No
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	LTS	LTS	No	No	No	No

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e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	LTS	LTS	No	No	No	No
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	LTS	LTS	No	No	No	No
g) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	NI	NI (IS)	No	No	No	No
<p>Discussion:</p> <p>The GP EIR found that regarding wastewater treatment and collection, services provided by the Sanitation Districts of Los Angeles County, Los Angeles County Public Works Department, and PWP would adequately manage wastewater generated by buildout of the General Plan Update. Upon implementation of regulatory requirements and standard conditions of approval, such as payment of development fees and implementation of a site-specific Storm Water Pollution Prevention Plan for construction, the impact would be less than significant. Regarding water supply and distribution, the GP EIR found that buildout of the General Plan Update would fall within projections for PWP's capacity; project requirements would be met by current services provided by PWP. Upon implementation</p>						

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<p>of regulatory requirements and standard conditions of approval, such as implementation of mandatory conservation measures, requiring the preparation of a Water Supply Assessment for development projects meeting certain size criteria, and requiring affirmative verification of sufficient water supply for certain residential subdivisions pursuant to SB 221, the impact would be less than significant. Regarding solid waste, the GP EIR found that project buildout would be accommodated by existing service providers and facilities. Upon implementation of regulatory requirements and standard conditions of approval, such as the inclusion of storage areas for recyclable materials at future nonresidential and multifamily residential development projects pursuant to AB 341, recycling at least 50 percent of construction and demolition waste pursuant to the California Green Building Code, and solid waste reduction strategies under General Plan Policies 10.2 and 10.4, the impact would be less than significant. Regarding other utilities, including electricity, natural gas, and communications, the GP EIR concluded that future development under the General Plan Update would be accommodated by existing service providers, and the impact would be less than significant. The GP EIR found that the project satisfied and complied with the City's adopted General Plan Open Space and Conservation Element pertaining to water conservation, General Plan Safety Element pertaining to continued earthquake strengthening for utilities and protection of water supply, and state codes and regulations pertaining to utility services, and that the proposed updates to the General Plan Land Use Element regarding energy and water efficiency and conservation and solid waste reduction would create more sustainable standards for the future of the City. The IS prepared for the GP EIR found that buildout of the General Plan Update would be required to comply with all applicable solid waste regulations, including the California Integrated Waste Management Act and the City of Pasadena Zoning Code Section 17.40.120 (Refuse Storage Facilities and, as such, no impact related to compliance with solid waste regulations would occur.</p> <p>The proposed LASP area is within the area analyzed by the GP EIR, and the same service providers would manage utility services for future development projects under the proposed LASP Update. The proposed LASP Update would further restrict land uses from those analyzed in the GP EIR and establish additional development/design standards. The LASP area is primarily built out under existing conditions and buildout of the proposed LASP Update would not exceed the projected growth analyzed in the GP EIR. Additionally, the GP EIR analyzed the updated development caps within each of the City's eight specific plan areas, including the LASP area, and buildout of the LASP Update would not exceed the development caps analyzed in the GP EIR. Therefore, the proposed LASP Update</p>						


Issues and Supporting Data Sources:	LASP Update Impact Conclusion	GP EIR Impact Conclusion	Does the LASP Update Involve New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts than those analyzed in the GP EIR?	Any New Information of Substantial Importance That Was Not and Could Not Have Been Known at the Time of Certification of the GP EIR that Rises to the Level of Requiring New Analysis or Verification?	Are Any New Mitigation Measures Required for the LASP Update?
<p>is not anticipated to exceed the capacity of existing utility facilities and no new or expanded facilities are anticipated to be needed to service build out of the LASP. Similar to the General Plan Update, future projects implemented under the LASP Update would be required to adhere to all applicable solid waste regulations. Therefore, implementation of the proposed LASP Update would have no impact related to compliance with solid waste regulations.</p> <p>The current CEQA Guidelines Appendix G checklist also includes assessment criteria for potential impacts related to the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities. Similar to water, wastewater, and solid waste facilities, existing service providers would manage electricity, natural gas, and telecommunications services for projects under the proposed LASP Update. As discussed, the LASP area is primarily built out under existing conditions. Thus, it is anticipated that any new development in the LASP area would require lateral connections to mainlines in coordination with utility service providers, similar to what occurs under existing conditions. Therefore, the LASP Update would result in less than significant impacts related to the relocation or construction of new or expanded electric power, natural gas, and telecommunications facilities.</p> <p>No new significant impacts and no substantial increase in the severity of previously identified impacts associated with the proposed project would occur. Likewise, there is no new information of substantial importance requiring new analysis or verification. The project does not propose substantial changes that require major revisions to the GP EIR, and no new mitigation measures are required.</p>						

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Environmental Determination

Based upon the evidence in light of the whole record documented in the attached environmental checklist explanation, cited incorporations and attachments, it has been found that the Project:

- ☐ **Has previously been analyzed** as part of an earlier CEQA document (which either mitigated the project or adopted impacts pursuant to findings) adopted/certified pursuant to State and City CEQA Guidelines. The proposed project is a component of the whole action analyzed in the previously adopted/certified CEQA document.
- ☒ **Has previously been analyzed** as part of an earlier CEQA document (which either mitigated the project or adopted impacts pursuant to findings) adopted/certified pursuant to State and City CEQA Guidelines. Changes and additions to the earlier CEQA document are needed to make the previous documentation adequate to cover the project which are documented in this Addendum (CEQA Guidelines §15164). However, none of the conditions described in CEQA Guidelines Section 15162 that would require the preparation of a subsequent EIR have occurred.
- ☐ **Has previously been analyzed** as part of an earlier CEQA document (which either mitigated the project or adopted impacts pursuant to findings) adopted/certified pursuant to State and City CEQA Guidelines. However, there is important new information and/or **substantial changes have occurred** requiring the preparation of an additional CEQA document (ND or EIR) pursuant to CEQA Guidelines Sections 15162 through 15163.


 Prepared By _____
 Date 6/1/2021


 Reviewed By _____
 Date 6/1/2021

Cristina Lowery
 Printed Name

David Sanchez
 Printed Name

Addendum approved on: _____

Approval attested to by: _____
 Signature Date

 Printed Name

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CHAPTER 4 MITIGATION MEASURES

A listing of applicable mitigation measures from the Pasadena General Plan Final Environmental Impact Report is presented below. The mitigation measures listed are the same as the measures in the Final EIR and would be applicable to the proposed project. No new mitigation measures are required as a result of implementing the proposed project. The City, as the CEQA lead agency, is responsible for monitoring the implementation of the adopted mitigation measures.

Air Quality

- 2-1** Prior to issuance of any construction permits, development project applicants shall prepare and submit to the City of Pasadena Planning Division a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the SCAQMD-adopted thresholds of significance, the City of Pasadena Planning Division shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during construction activities. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Planning Division. Mitigation measures to reduce construction-related emissions include, but are not limited to:
- Requiring fugitive-dust control measures that exceed SCAQMD's Rule 403, such as:
 - Use of nontoxic soil stabilizers to reduce wind erosion.
 - Applying water every four hours to active soil-disturbing activities.
 - Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.
 - Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 (model year 2006 or newer) or Tier 4 (model year 2008 or newer) emission limits, applicable for engines between 50 and 750 horsepower.
 - Ensuring that construction equipment is properly serviced and maintained to the manufacturer's standards.
 - Limiting nonessential idling of construction equipment to no more than five consecutive minutes.
 - Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the SCAQMD's website at http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf.

2-2 Prior to future discretionary project approval, development project applicants shall prepare and submit to the City of Pasadena Planning Division a technical assessment evaluating potential project operation phase-related air quality impacts. The evaluation shall be prepared in conformance with SCAQMD methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the SCAQMD-adopted thresholds of significance, the City of Pasadena Planning Division shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the Standard Conditions of Approval. Below are possible mitigation measures to reduce long-term emissions:

- For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions.
- Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use.
- Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 California Code of Regulations Chapter 10 § 2485).
- Site-specific development shall demonstrate that an adequate number of electrical vehicle Level 2 charging stations are provided onsite. The location of the electrical outlets shall be specified on building plans, and proper installation shall be verified by the Building Division prior to issuance of a Certificate of Occupancy.
- Applicant-provided appliances shall be Energy Star appliances (e.g., dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star appliances shall be verified by the Building & Safety Division during plan check.
- Applicants for future development projects along existing and planned transit routes shall coordinate with the City of Pasadena, Metro, and Foothill Transit to ensure that bus pads and shelters are incorporated, as appropriate.

2-3 Prior to future discretionary project approval, applicants for new industrial or warehousing land uses that 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered transport refrigeration units, and 2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, or nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City of Pasadena Planning Division. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment and the South Coast Air Quality Management District. If the HRA shows that the incremental cancer risk and/or noncancer hazard index exceeds the respective thresholds, as established by the SCAQMD at the time a project is considered, the applicant will be required to identify and demonstrate that best available control technologies for toxics (T-BACTs), including appropriate enforcement mechanisms, are capable of reducing potential cancer and noncancer risks to an acceptable level. T-BACTs may include, but are not

limited to, restricting idling onsite or electrifying warehousing docks to reduce diesel particulate matter, or requiring use of newer equipment and/or vehicles. T-BACTs identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.

- 2-4** Prior to future discretionary approval, the City of Pasadena Planning Division shall evaluate new development proposals for sensitive land uses (e.g., residences, schools, and day care centers) within the City for potential incompatibilities with regard to the California Air Resources Board's Air Quality and Land Use Handbook: A Community Health Perspective (April 2005). In addition, applicants for siting or expanding sensitive land uses that are within the recommended buffer distances listed in Table 1-1 of the California Air Resources Board (CARB) Handbook shall submit a HRA to the City of Pasadena. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHHA) and the SCAQMD. The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children. If the HRA shows that the incremental cancer risk and/or noncancer hazard index exceeds the respective thresholds, as established by the SCAQMD at the time a project is considered, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and noncancer risks to an acceptable level (i.e., below the aforementioned thresholds as established by the SCAQMD), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to:

- Air intakes oriented away from high-volume roadways and/or truck loading zones.
- Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters.
- Heating, ventilation, and air conditioning systems for units that are installed with MERV filters shall maintain positive pressure within the building's filtered ventilation system to reduce infiltration of unfiltered outdoor air.

Mitigation measures identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the proposed project. The air intake design and MERV filter requirements shall be noted and/or reflected on all building plans submitted to the City and shall be verified by the City's Planning Division. The intent of this mitigation measure is to reflect current CARB and SCAQMD Guidance/Standards as well as CEQA legislation and case law, and the City implementation of the measure shall adhere to current standards/law at the time such analyses are undertaken.

- 2-5** Prior to future discretionary approval, if it is determined that a project has the potential to emit nuisance odors beyond the property line, an odor management plan shall be prepared by the project applicant, subject to review and approval by the Planning & Community Development Director or their designee. Facilities that have the potential to generate nuisance odors include but are not limited to:

- Wastewater treatment plants
- Composting, green waste, or recycling facilities
- Fiberglass manufacturing facilities
- Painting/coating operations
- Large-capacity coffee roasters
- Food-processing facilities

The odor management plan shall show compliance with the South Coast Air Quality Management District's Rule 402 for nuisance odors. The Odor Management Plan shall identify the T-BACTs that will be utilized to reduce potential odors to acceptable levels, including appropriate enforcement mechanisms. T-BACTs may include but are not limited to scrubbers (i.e., air pollution control devices) at the industrial facility. T-BACTs identified in the odor management plan shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.

Biological Resources

- 3-1** The City of Pasadena shall require applicants of future development projects that disturb undeveloped land in the San Rafael Hills and tract of land at the northwest intersection of Crestford Drive and Florecita Drive, shown on Figure 5.3-2, to prepare a biological resources survey. The survey shall be conducted by a qualified biologist and shall be a reconnaissance level field survey of the project site for the presence and quality of biological resources potentially affected by project development. These resources include, but are not limited to, special status species or their habitat, sensitive habitats such as wetlands or riparian areas, and jurisdictional waters. If sensitive or protected biological resources are absent from the project site and adjacent lands potentially affected by the project, the biologist shall submit a written report substantiating such to the City of Pasadena before issuance of a grading permit by the City, and the project may proceed without any further biological investigation. If sensitive or protected biological resources are present on the project site or may be potentially affected by the project, implementation of Mitigation Measure 3-2 shall be required.
- 3-2** A qualified biologist shall evaluate impacts to sensitive or protected biological resources from development. The impact assessment may require focused surveys that determine absence or presence and distribution of biological resources on the site. These surveys may include, but are not limited to: 1) focused special status animal surveys if suitable habitat is present; 2) appropriately timed focused special status plant surveys that will maximize detection and accurate identification of target plant species; and 3) a delineation of jurisdictional boundaries around potential wetlands, riparian habitat, and waters of the United States or State. The results of these surveys will assist in assessing actual project impacts, and with the development of project-specific mitigation measures. Alternatively, the project applicant may forgo focused plant and animal surveys and assume presence of special status species in all suitable habitats on the project site. The qualified biologist shall substantiate the impact evaluation or the assumed presence of special-status species in all suitable habitats onsite in a written report submitted to the City of Pasadena before issuance of a grading permit by the City.

- 3-3** The City of Pasadena shall require applicants of development project to avoid potential impacts to sensitive or protected biological resources to the greatest extent feasible. Depending on the resources potentially present on the project site, avoidance may include: 1) establishing appropriate no-disturbance buffers around onsite or adjacent resources, and/or 2) initiating construction at a time when special status or protected animal species will not be vulnerable to project-related mortality (e.g., outside the avian nesting season or bat maternal or wintering roosting season). Consultation with relevant regulatory agencies may be required in order to establish suitable buffer areas. If the project avoids all sensitive or protected biological resources, no further action is required. If avoidance of all significant impacts to sensitive or protected biological resources is not feasible, the project shall implement Mitigation Measure 3-4.
- 3-4** The City of Pasadena shall require applicants to design development projects to minimize potential impacts to sensitive or protected biological resources to the greatest extent feasible, in consultation with a qualified biologist and/or appropriate regulatory agency staff. Minimization measures may include 1) exclusion and/or silt fencing, 2) relocation of impacted resources, 3) construction monitoring by a qualified biologist, and 4) an informative training program conducted by a qualified biologist for construction personnel on sensitive biological resources that may be impacted by project construction. If minimization of all significant impacts to sensitive or protected biological resources is infeasible, the project shall implement Mitigation Measure 3-5.
- 3-5** A qualified biologist will develop appropriate mitigations that will reduce project impacts to sensitive or protected biological resources to a less than significant level, if feasible. The type and amount of mitigation will depend on the resources impacted, the extent of the impacts, and the quality of habitats to be impacted. Mitigations may include, but are not limited to: 1) compensation for lost habitat or waters in the form of preservation or creation of in-kind habitat or waters, either onsite or offsite, protected by conservation easement; 2) purchase of appropriate credits from an approved mitigation bank servicing the Pasadena area; and 3) payment of in-lieu fees.
- 3-6** Applicants of projects developed pursuant to the General Plan Update shall obtain appropriate permit authorization(s) for impacts to jurisdictional waters, wetlands, and/or riparian habitats. The types of permits potentially required for impacts to jurisdictional waters are a Clean Water Act (Section 404) permit issued by the US Army Corps of Engineers, a California Water Certificate or Waste Discharge Order issued by the Regional Water Quality Control Board, and a Stream Alteration Agreement issued by the California Department of Fish and Wildlife.

Cultural Resources

- 4-1** If cultural resources are discovered during construction of land development projects in Pasadena that may be eligible for listing in the California Register for Historic Resources, all ground disturbing activities in the immediate vicinity of the find shall be halted until the find is evaluated by a Registered Professional Archaeologist. If testing determines that significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; and provide a comprehensive final report including site record to the City and the South Central Coastal Information Center at California State

University Fullerton. No further grading shall occur in the area of the discovery until Planning Department approves the report.

- 4-2** The City shall require applicants for development permits that involve grading in areas within the paleontologically sensitive Topanga formation (see Figure 5.4-2 of the Draft EIR) to provide studies by a qualified paleontologist assessing the sensitivity of the project for buried paleontological resources. On properties determined to be moderately to highly sensitive for paleontological resources, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified paleontologist. The mitigation plan shall include the following requirements:

- A paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities more than six feet below the ground surface.
- Should any potentially significant fossil resources be discovered, no further grading shall occur in the area of the discovery until the Planning and Community Development Director concurs in writing that adequate provisions are in place to protect any significant resources. Work may continue outside a minimum radius of 25 feet from the discovery pending review by the Director.
- Unanticipated discoveries shall be evaluated for significance by a qualified paleontologist. If evaluation determines that significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; and provide a comprehensive final report, including catalog with museum numbers.

Greenhouse Gas Emissions

- 5-1** Within approximately 18 months of adoption of the proposed General Plan Update, the City of Pasadena shall prepare and present to the City Council for adoption a community climate action plan/greenhouse gas reduction plan. The Plan shall identify strategies to be implemented to reduce GHG emissions associated with the City and shall include as one alternative a program that achieves the AB 32 targets. In addition, the City shall monitor GHG emissions by updating its community-wide GHG emissions inventory every five years upon adoption of the initial Plan. Upon the next update to the community climate action plan/greenhouse gas reduction plan, the inventory, GHG reduction measures, and GHG reductions shall be forecast to year 2035 to ensure progress toward achieving the interim target that aligns with the long-term GHG reduction goals of Executive Order S-03-04. The Plan update shall take into account the reductions achievable from federal and state actions and measures as well as ongoing work by the City and the private sector. The 2035 Plan update shall be completed by January 1, 2021, with a plan to achieve GHG reductions for 2035 or 2040, provided the state has an actual plan to achieve reductions for 2035 or 2040. New reduction programs in similar sectors as the proposed Plan (building energy, transportation, waste, water, wastewater, agriculture, and others) will likely be necessary. Future targets shall be considered in alignment with state reduction targets, to the maximum extent feasible, but it is premature at this time to determine whether or not such targets can be feasibly met through the combination of federal, state, and local action given technical, logistical and financial constraints. Future updates to the community climate action plan/greenhouse gas reduction plan shall

account for the horizon beyond 2035 as the state adopts actual plans to meet post-2035 targets. In all instances, the community climate action plan/greenhouse gas reduction plan and any updates shall be consistent with state and federal law.

Noise

- 9-1** Prior to issuance of building and occupancy permits, applicants of industrial projects that involve vibration-intensive machinery or activities adjacent to sensitive receptors shall prepare a study to evaluate potential vibration impacts. The study shall be prepared by an acoustical engineer and be submitted to the City of Pasadena Planning Division. The study shall evaluate the vibration levels associated with operation of project-related equipment and activities experienced by nearby sensitive receptors. If it is determined that vibration impacts to nearby receptors exceed the Federal Transit Administration (FTA) vibration-annoyance criterion, the study shall recommend, and the applicant shall implement the identified measures with the purpose of reducing vibration impacts to a less than significant level. The City of Pasadena shall verify implementation of all identified measures.
- 9-2** Prior to issuance of building permits for the new construction of habitable area, applicants for development projects shall adhere to the appropriate Vibration Category 2 and Vibration Category 3 screening distances for light rail transit as recommended in Table 9-2 of FTA's Transit Noise and Vibration Impact Assessment (FTA 2006) in evaluating vibration impacts related to trains on the Metro Gold Line. Applicants for development projects that fall within the screening distances shall prepare and submit to the City of Pasadena Planning Division a study evaluating vibration impacts to the proposed development from train operations. The study shall be prepared by an acoustical engineer who shall identify measures to reduce impacts to habitable structures to below the FTA vibration annoyance criterion. The identified measures shall be incorporated into all design plans submitted to the City of Pasadena.
- 9-3** Prior to issuance of any grading and construction permits, applicants for individual projects that involve vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers, within 25 feet of sensitive receptors (e.g., residences and historic structures) shall prepare and submit to the City of Pasadena Planning Division a study to evaluate potential construction-related vibration impacts. The study shall be prepared by an acoustical engineer and shall identify measures to reduce impacts to habitable structures to below the FTA vibration annoyance criterion. If construction-related vibration is determined to be perceptible at vibration-sensitive uses, additional requirements, such as use of less-vibration-intensive equipment or construction technique, shall be implemented during construction (e.g., drilled piles, static rollers, and nonexplosive rock blasting). Identified measures shall be included on all construction and building documents and submitted for verification to the City of Pasadena Planning Division.
- 9-4** Prior to issuance of any construction permits, applicants for individual projects that involve vibration-intensive construction activities, such as pile drivers, jack hammers, bulldozers, and vibratory rollers, within 25 feet of sensitive receptors (e.g., residences) or 50 feet of historic structures, shall prepare and submit to the City of Pasadena Planning Division a study to evaluate potential construction-related vibration impacts. The vibration assessment shall be prepared by an acoustical engineer and be based on the FTA vibration-induced architectural damage criterion. If the study determines a

potential exceedance of the FTA thresholds, measures shall be identified that ensure vibration levels are reduced to below the thresholds. Measures to reduce vibration levels can include use of less-vibration-intensive equipment (e.g., drilled piles and static rollers) and/or construction techniques (e.g., nonexplosive rock blasting and use of hand tools) and preparation of a preconstruction survey report to assess the condition of the affected sensitive structure. Notwithstanding the above, pile drivers shall not be allowed within 150 feet of any historic structures. Identified measures shall be included on all construction and building documents and submitted for verification to the City of Pasadena Planning Division.

9-5 Prior to issuance of construction permits, applicants for new development projects within 500 feet of noise-sensitive receptors shall implement the following best management practices to reduce construction noise levels:

- Consider the installation of temporary sound barriers for construction activities immediately adjacent to occupied noise-sensitive structures.
- Equip construction equipment with mufflers.
- Restrict haul routes and construction-related traffic.
- Reduce nonessential idling of construction equipment to no more than five minutes.

The identified best management practices shall be noted on all site plans and/or construction management plans and submitted for verification to the City of Pasadena Planning Division.

Transportation and Traffic

13-1 The City of Pasadena shall update its existing transportation impact fee program by 2020. The City shall prepare a “Nexus” Study that will serve as the basis for requiring development impact fees under AB 1600 legislation, as codified by California Code Government Section 66000 et seq. The established procedures under AB 1600 require that a “reasonable relationship” or nexus exist between the traffic improvements and facilities required to mitigate the traffic impacts of new development pursuant to the proposed project. After approval of the Nexus Study, the City shall update the transportation impact fee program to fund all citywide circulation improvements, including the pedestrian and bicycle network. The fee program shall stipulate that fees are assessed when there is new construction or when there is an increase in square footage within an existing building or the conversion of existing square footage to a more intensive use. Fees are calculated by multiplying the proposed square footage or dwelling unit by the rate identified. The fees are included with any other applicable fees payable at the time the building permit is issued. The City will use the development fees to fund construction (or to recoup fees advanced to fund construction).

CHAPTER 5 LIST OF PREPARERS

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**ATTACHMENT F
GENERAL PLAN ENVIRONMENTAL IMPACT REPORT**

Can be viewed at:

<https://www.cityofpasadena.net/planning/2015-final-documents/>