

# LAMANDA PARK

## NEW SPECIFIC PLAN

*Planning Commission Hearing  
August 28, 2024*



**OUR PASADENA**  
PUTTING THE PLAN IN MOTION

# Lamanda Park Specific Plan Area



# Historic Context



- 1858 - L.J. Rose purchased Sunny Slope Ranch
- 1887 - Sunny Slope Ranch is sold. Santa Fe Railroad passenger trains begin running
- 1900 (ca.) - Community of Titleyville-Chihuahita is established
- 1904 - Pacific Electric Railway begins operating the Lamanda Park Line
- 1920 - The territory of Lamanda Park is formally annexed by Pasadena
- 1941 - The Lamanda Park line of the Pacific Electric Railway closes
- 1976 - The Foothill freeway (I-210) opens through Pasadena, rerouting the existing railroad tracks.

# **PLANNING PROCESS & COMMUNITY ENGAGEMENT**





# August 23, 2023 Study Session



## ❑ Planning Commission Comments:

- Allow for the area to grow & change organically
- Plan for the future while respecting the past
- Encourage more housing in the area including work/live
- Colorado Blvd should have continuity with the western portions of the street
- Exploration of pocket parks or linear pathways

# PROPOSED PLAN



# Lamanda Park Specific Plan Vision



***Lamanda Park is envisioned as a hub of research and development, light industrial and creative businesses, supported by flexible spaces and diverse housing opportunities near jobs, shops and services, all connected by a vibrant public realm.***





# Important Economic Hub for the City



- Area has over 750 businesses
- Employs close to 5,500 people
- Over 100 businesses operating for more than 20 years
- Low vacancies
- Types of businesses include advertising agencies, autobody, auto sales, hardware stores, cafes and restaurants, pet grooming services, pharmacies, sheet metal work and manufacturing



# Economic Development Goals



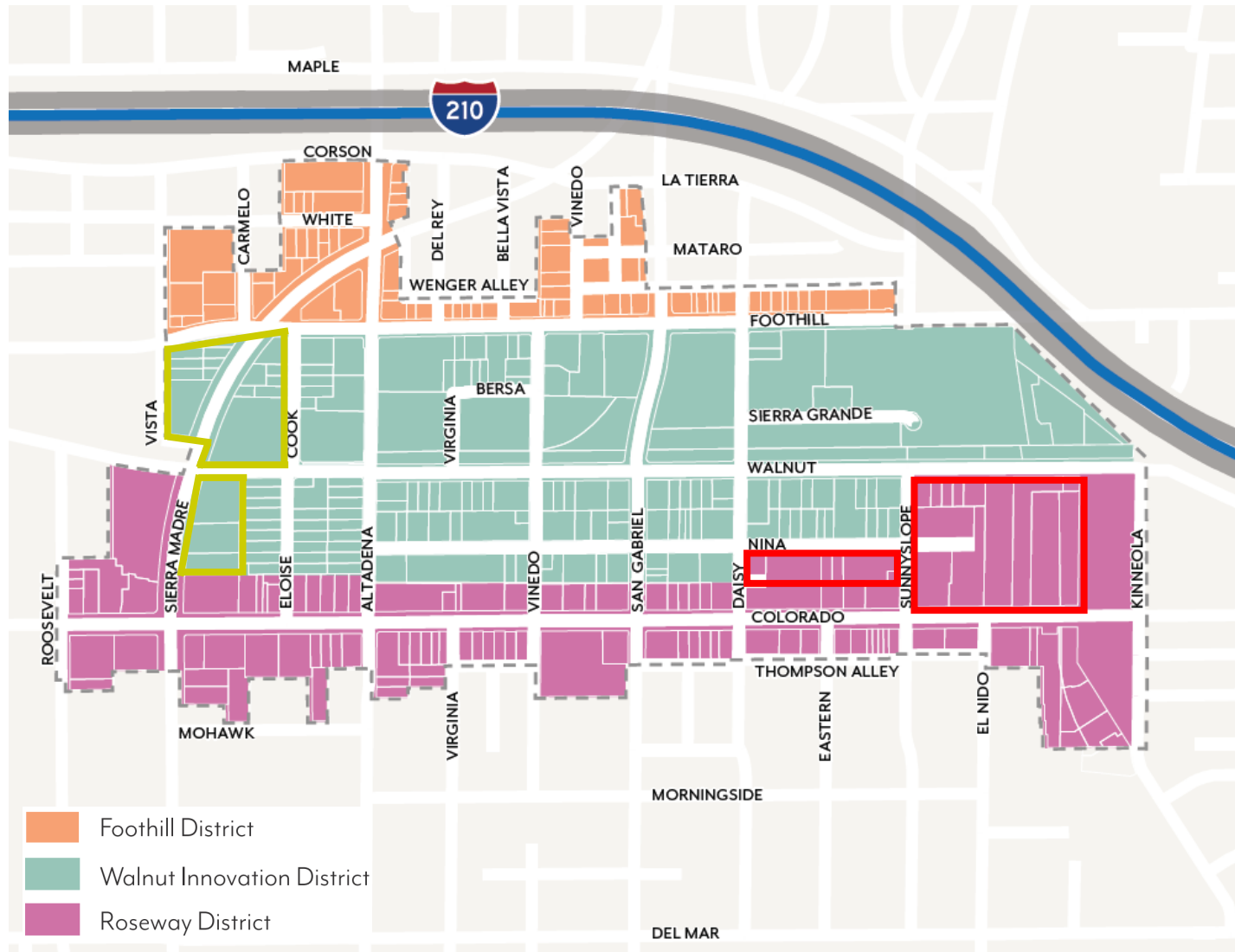
- Support environment for new development & businesses reinforcing surrounding creative / R&D uses
- Support light industry
- Encourage adaptive reuse
- Create low barriers to entry for R&D projects
- Preserve local-servicing businesses & employment opportunities

# Lamanda Park Specific Plan Boundary





- The area's boundary has changed since last presented
- A small portion of the western part of the Plan has been removed (area outlined in purple on the map)
- Plan now extends east to Kinneboa Ave (area outlined in orange on the map)

# Lamanda Park Specific Plan Subareas

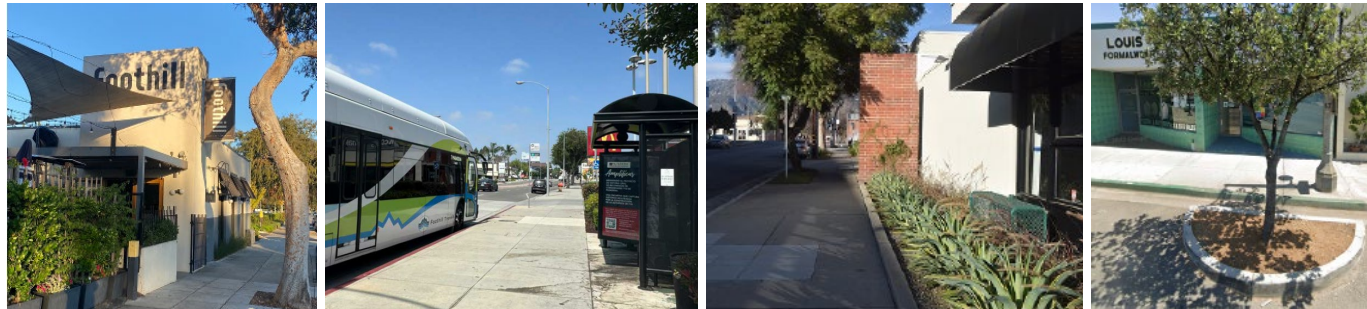


## □ Key Changes from Study Session:

- New subarea names
  - Foothill District
  - Walnut Innovation District
  - Roseway District
- Western area of Walnut St was incorporated into the Walnut Innovation District, which was previously in the Foothill/Sierra Madre Corridors 
- East of Daisy Ave was incorporated into Roseway District which was previously in the R&D Flex 



# Foothill District Subarea Vision



## □ Subarea Goals:

- A variety-use district with local shops, services & employment opportunities
- Neighborhood services & commercial variety
- Lower-density mixed-use housing
- Enhanced intersections, such as continental crosswalks & pedestrian bulb-outs, to encourage pedestrian activity
- Encourage more landscaping and vegetation throughout the area, such as landscaped setbacks & tree islands
- Flexible and compatible development with enhanced storefronts

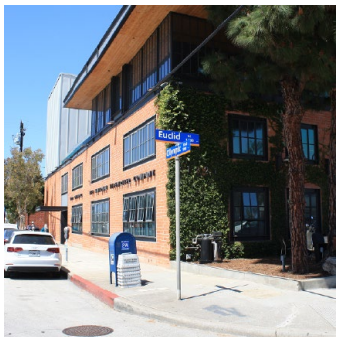


# Walnut Innovation District Subarea Vision



## ❑ Subarea Goals:

- A modernized industrial employment hub
- Retain & attract new creative employment sectors, such as artisan manufacturing, by allowing flexible typologies such as work/live and accessory uses to provide cafes & dining options
- Foster creativity & innovative building design
- Encourage screening & landscaping
- Enable programming in the former rail right-of-way along the north side of Walnut St, such as a food truck court





# Roseway District Vision



## ❑ Subarea Goals:

- A vibrant corridor with an improved public realm (e.g., landscaped medians & enhanced pedestrian crossings)
- Eclectic neighborhood with medium-scale mixed-use commercial & residential uses
- Support auto-oriented businesses, including car dealerships, east of Sunnyslope Ave
- Pedestrian-focused design throughout the corridor
- Enhance and complement mature Ficus canopy along Colorado Blvd

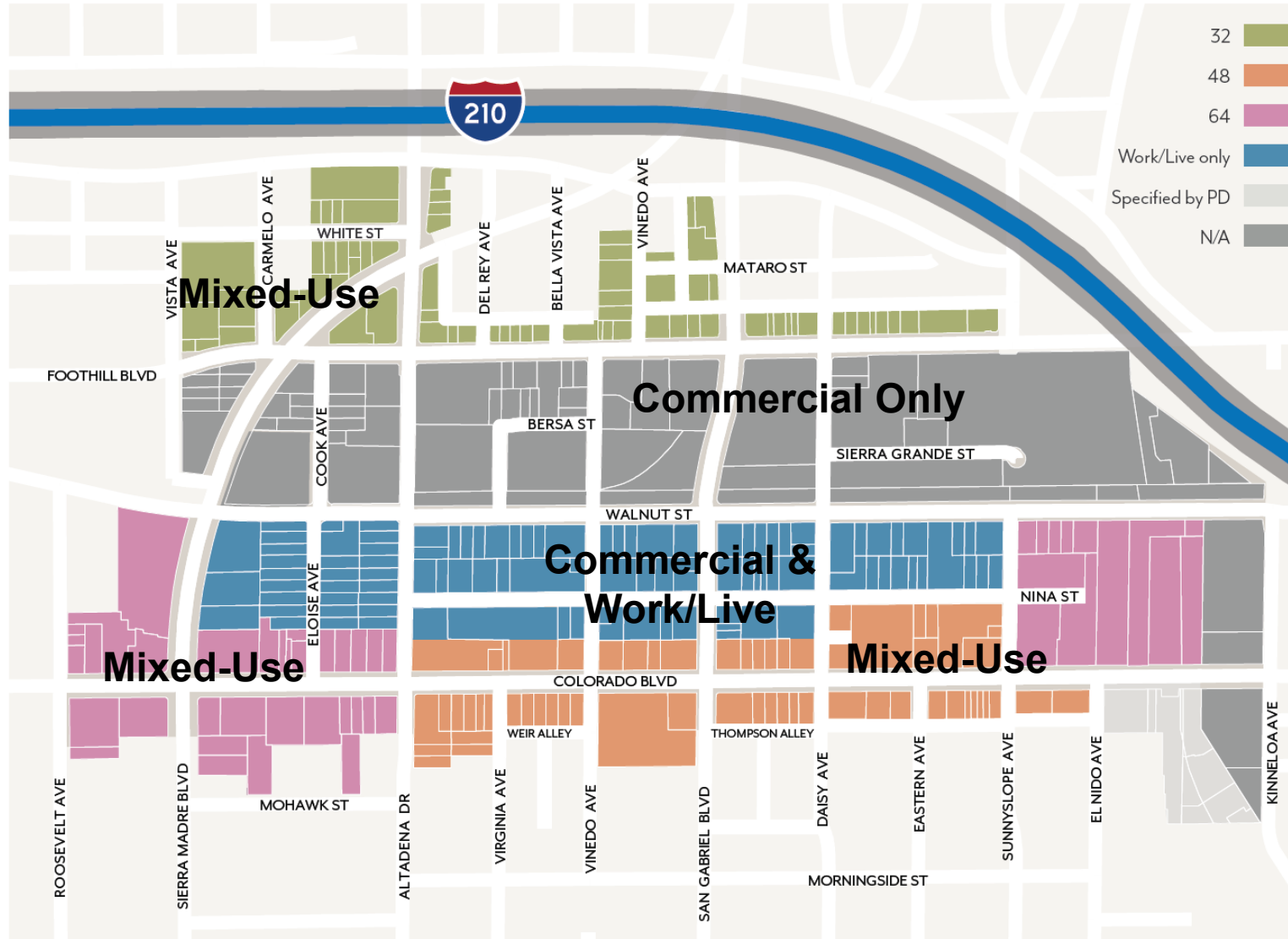




# **PRIVATE REALM STANDARDS & GUIDELINES**



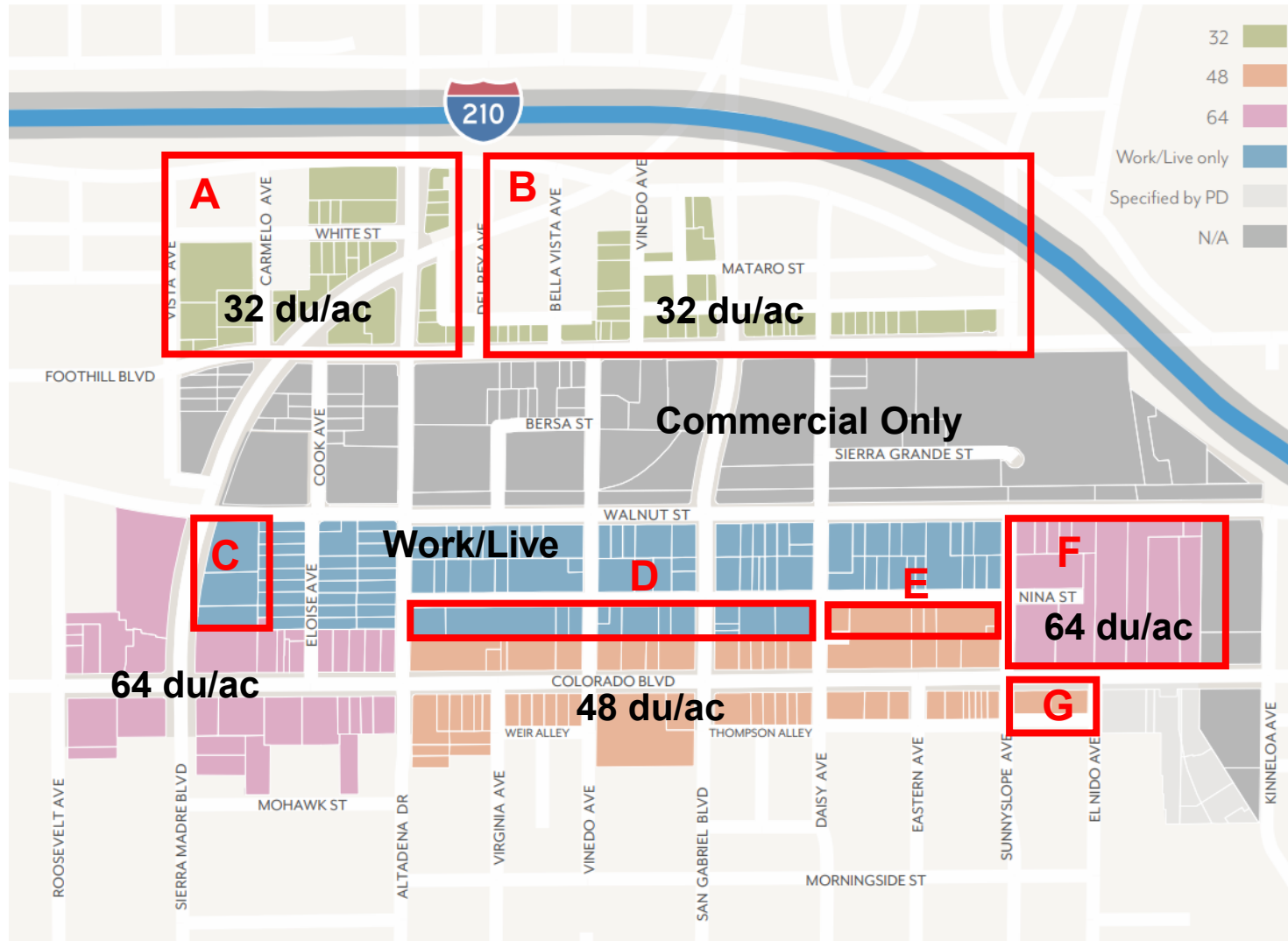
# Job & Housing Balance



## Plan Goals & Policies:

- Create multi-use districts with employment & housing opportunities that complement one another
- Encourage residential infill where appropriate while allowing for higher densities that are aligned with the General Plan & Housing Element
- Create work/live opportunities

# Housing Opportunities & Residential Density

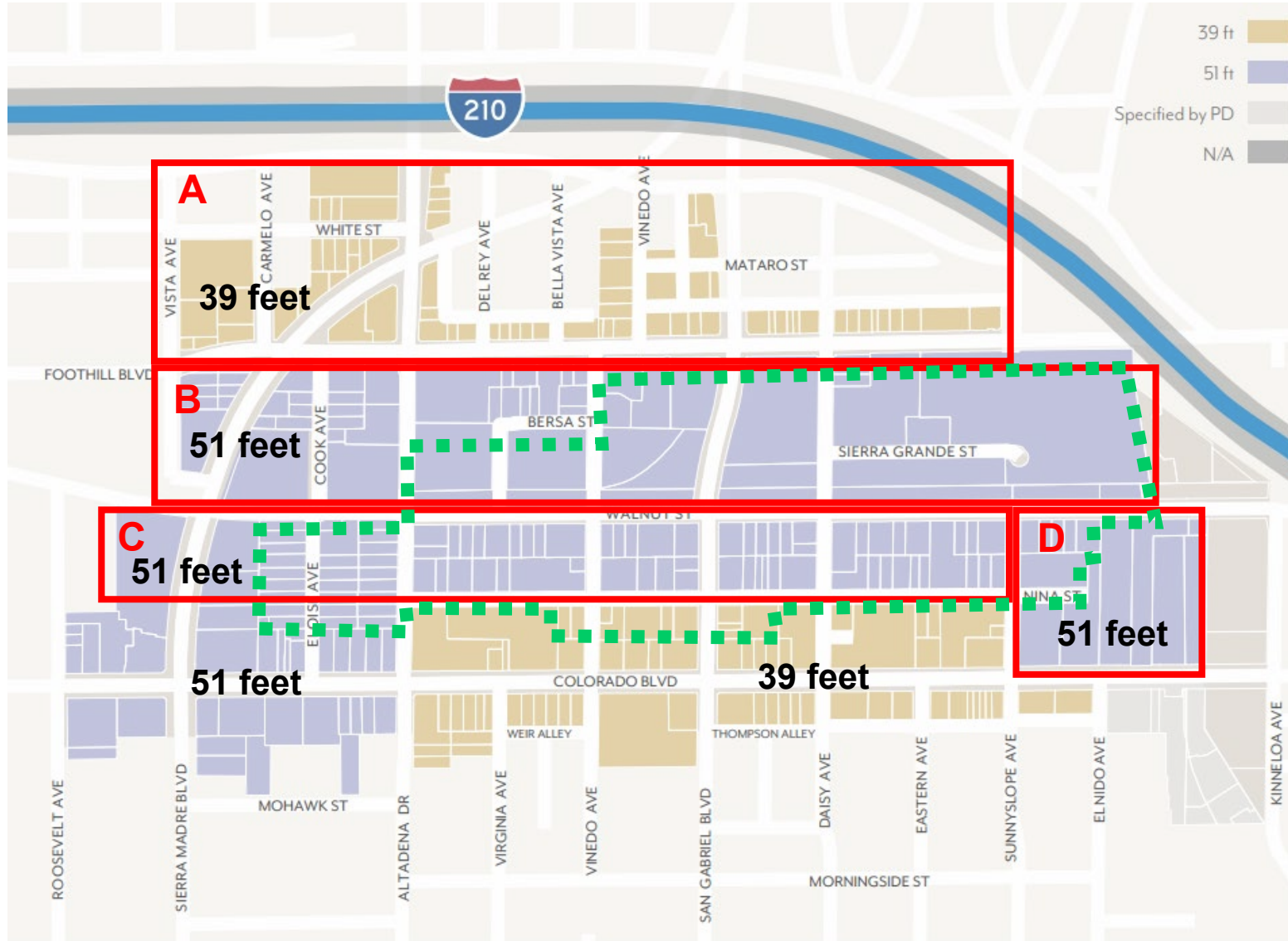


## Key Changes from Study Session:

- (A) Foothill Blvd – no housing to 32 du/ac
- (B) Foothill Blvd – no housing to 32 du/ac [current zoning allows 32 du/ac]
- (C) Walnut/Sierra Madre – no housing to Work/Live
- (D) Nina St – 32 du/ac to work/live [current zoning allows 48 du/ac at Altadena Dr & Daisy Ave]
- (E) Nina St – 32 to 48 du/ac [current zoning allows 48 du/ac]
- (F) Colorado Blvd – no housing to 64 du/ac [current zoning allows 60 du/ac]
- (G) Colorado Blvd – 32 to 48 du/ac [current zoning allows 60 du/ac]



# Complementary Building Heights



## Key Changes from Study Session:

- (A) Foothill Blvd – 36 to 39 feet
- (B) Foothill/Walnut – 45 to 51 feet
- (C) Walnut/Nina – 35 to 51 feet
- (D) Colorado Blvd – 39 to 51 feet near Nina & Sunnyslope

*Current zoning allows 60 feet within the green dashed area; everywhere else height is limited to 45 feet except on the north side of Foothill Blvd, east of Del Rey Ave, height is limited to 36 feet*

# Upper Story Building Stepback & Ficus Trees

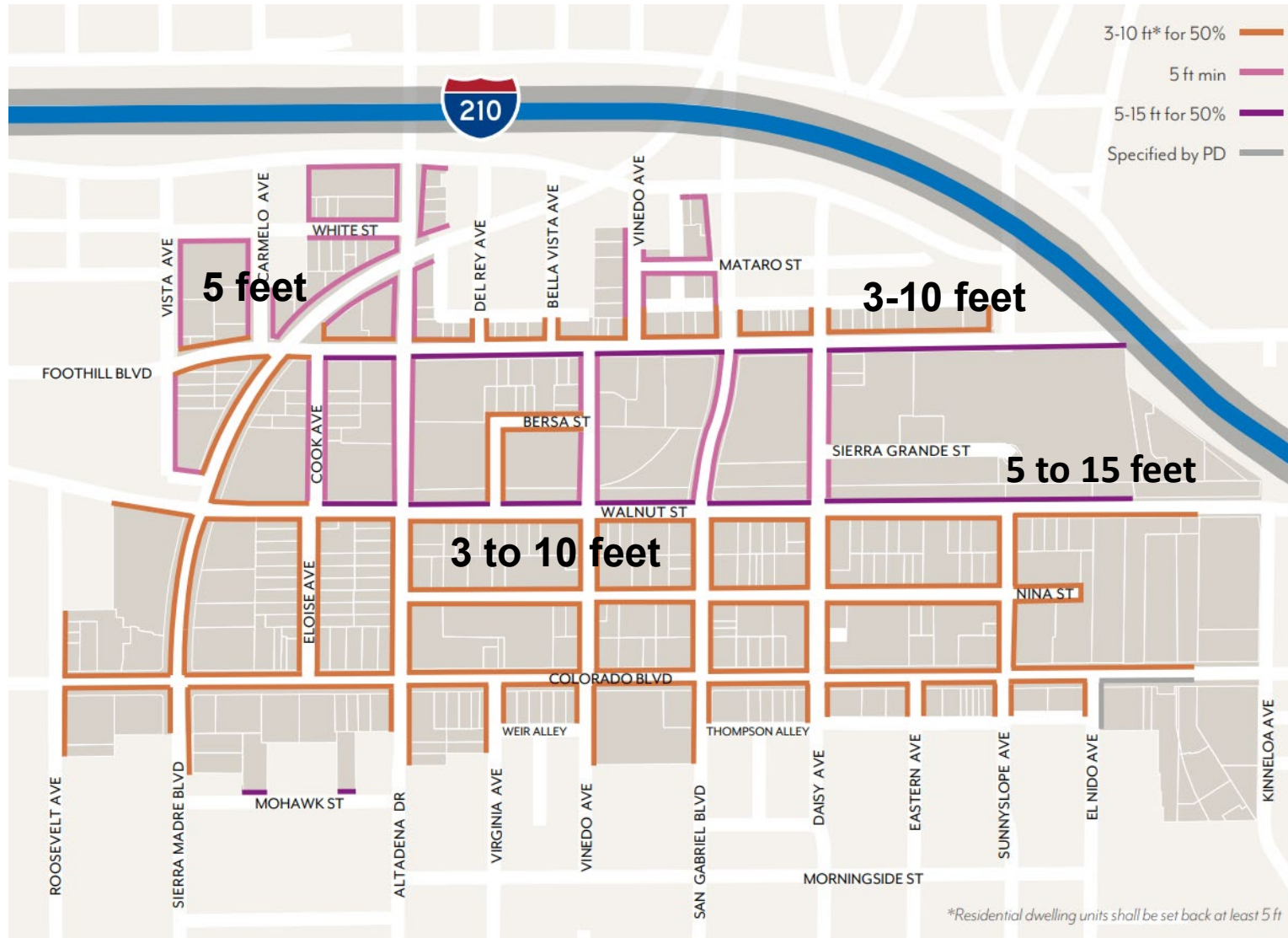


## ❑ Key Changes from Draft Plan:

- Colorado Blvd – increase upper story stepback to accommodate Ficus tree canopy to 10 feet stepback at 20 feet building height instead of 8 feet stepback at 15 feet
- Sierra Madre Blvd – no stepback requirement since there are no Ficus trees



# Flexible Building Setback Ranges



## □ Key Changes from Study Session:

- North side of Foothill Blvd – previously 0 feet
- South side of Foothill Blvd – previously 5 to 10 feet for a % of street frontage
- Walnut St – previously 0 feet
- Nina St – previously 2 to 5 feet for a % of street frontage
- Colorado Blvd – previously 2 to 7 feet for a % of street frontage

\* Most of the area currently requires a fixed 5-foot setback



# **GUIDELINES FOR INDUSTRIAL / R&D BUILDING DESIGN**



# Guidelines for Industrial / R&D Building Design [New]

## GUIDELINES FOR INDUSTRIAL/R&D BUILDING DESIGN



New construction oriented towards the sidewalk creates a streetwall.



Adaptive reuse of existing building with high level of transparency.

### Orientation

- » **Streetwall.** Create a streetwall to help define the public realm by locating buildings near the sidewalk.
- » **Continuity.** Use decorative gates and fences in combination with landscaping to provide continuity at the street where openings occur due to driveways or other breaks in the sidewalk or building wall.
- » **Human scale.** Maintain a comfortable human scale near the sidewalk using ground floor design treatments and architectural features such as canopies, awnings, upper-level overhangs, datum lines, etc.
- » **Entrances.** Provide pedestrian pathways that are direct and easily visible; multiple entries should be placed around larger developments.
- » **Transparency.** Incorporate windows to the extent feasible, especially at ground level, and avoid large, monotonous walls. Place active uses such as lobbies and offices at the street edge to facilitate creation of openings along the streetwall.
- » **Variation.** Differentiate the ground floor from upper floors.



Metal shading provides a human-scale to this industrial building.



Functional open space can be used by tenants.

### Building Form

- » **Reuse.** Adapt old buildings for new uses whenever possible to extend their lifespan and take advantage of their embodied energy.
- » **Rhythm.** Vary building form and facades to create a rhythm and reduce impacts of blank walls.
- » **Articulation.** Where the building mass cannot be broken up due to unique use constraints, such as manufacturing or warehouse space, building walls should be articulated through the use of texture, color, material changes, shadow lines, windows, and other façade treatments.
- » **Transitions.** Step down portions of buildings near adjacent uses to be more compatible with the existing scale of the neighborhood.
- » **Rooflines.** On larger buildings, create varied roof lines through the use of sloping roofs, modulated building heights, or other innovative architectural solutions.

### Materials & Landscaping

- » **Materials.** Employ durable, quality materials such as brick and stone to construct a sense of permanence and/or relate to older, adjacent industrial buildings.
- » **Artistic enhancements.** Integrate artwork or design elements into building and site design where publicly visible blank walls cannot be avoided; for example, use murals or other creative treatments to transform these spaces into visually engaging features.
- » **Greenery.** Use landscaping to add natural texture to building setbacks and visual interest to open spaces within the site. Climbing vegetation and green walls are encouraged on fences, walls, and facades.
- » **Open space.** Incorporate shaded open space, such as plazas, courtyards, pocket parks, and terraces, in new large-scale industrial developments.
- » **Parking and loading.** Position parking, loading, and utility zones away from the public realm wherever possible.



Colorful murals enliven the streetscape.



Landscaping softens facades of industrial and office buildings.

# **PUBLIC REALM VISION & STANDARDS**



# Public Realm Vision [New]

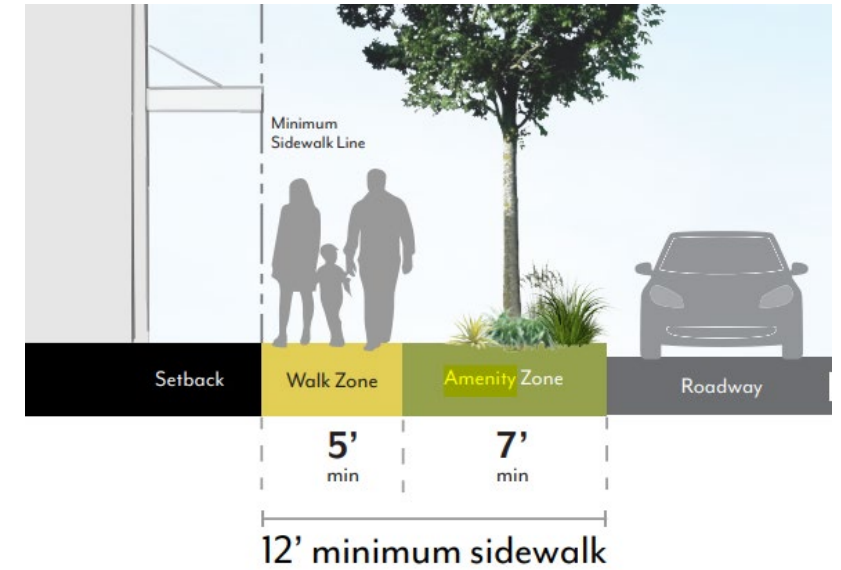
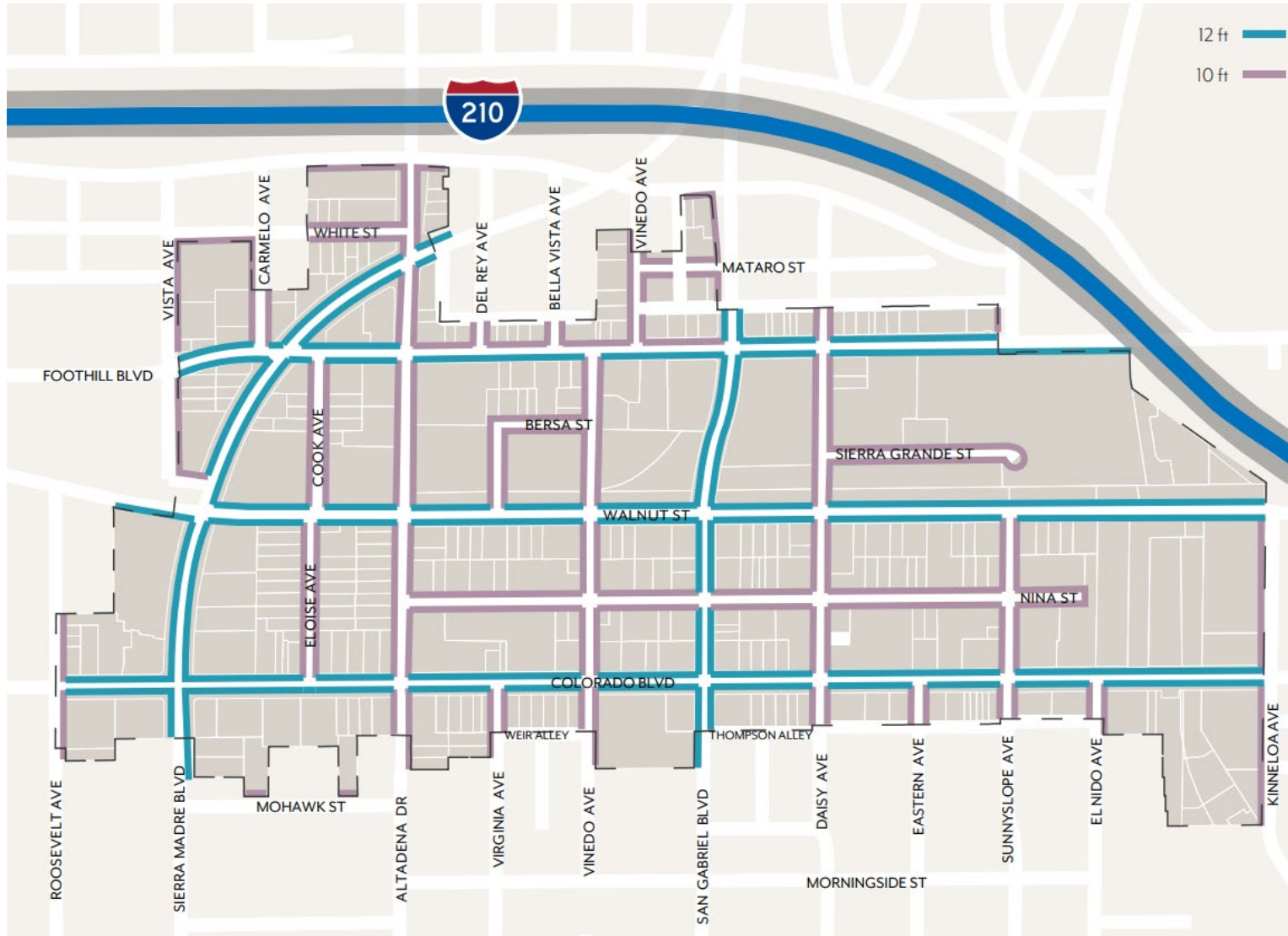


## Plan Goals & Policies:

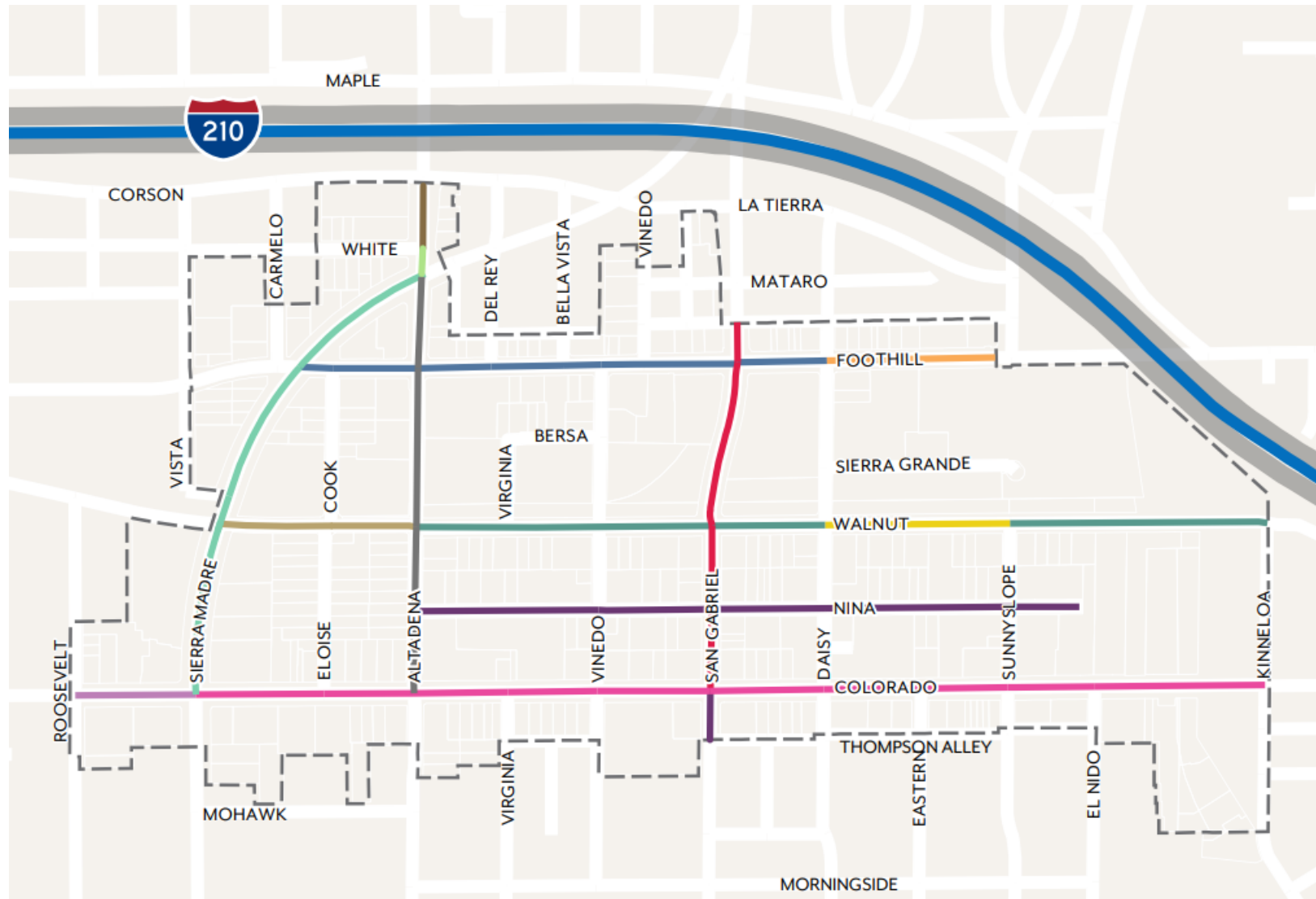
- Enhance major pedestrian crossings, such as curb extensions, accessibility & visibility features
- Add landscaping to existing medians, such as Colorado & Sierra Madre Blvd
- Replacement trees in existing empty tree wells, such as San Gabriel Blvd



# Appropriate Sidewalk Widths for Pedestrians & Amenities [New]



# Guidance on Street Tree Selection [New]



Pasadena Master Street Tree Plan

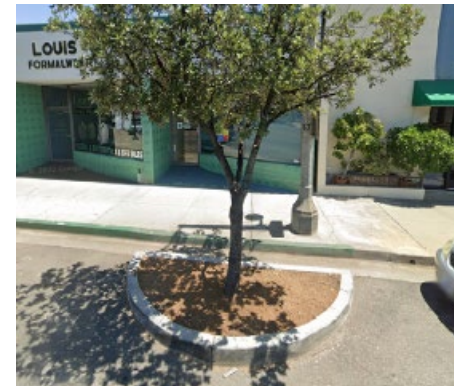
- Yew Pine
- Species 1: King Palm
- Species 2: Gold Medallion Tree
- Species 3: Lavender Bloom
- Species 1: Chinese Flame Tree
- Species 2: Date Palm
- Species 3: Chinese Pistache
- Species 1: Live Oak
- Species 2: Cork Oak
- Live Oak
- Cork Oak
- Cajuput Tree
- Species 1: Bronze Loquat
- Species 2: Cajuput Tree
- Species 1: Mexican Palo Verde
- Species 2: Cajuput Tree
- Chinese Elm
- Bronze Loquat
- No room for replant
- No designated species at this site
- Specific Plan Area
- Metro A Line

\* Refer to Appendix A2 for details

# Guidance on Tree Islands and Landscaped Medians [New]



- Where sidewalk space is limited, parking lane space may be used for mid-block curb extensions or “pinchpoints” with planting areas for trees & other landscaping
- Curb extensions provide traffic calming & can enhance stormwater retention
- Additionally, street medians may be used to incorporate landscaping
- Flowering accent trees in street medians complement street tree recommendations, enhancing the streetscape’s visual character





# PLAN IMPLEMENTATION



# Implementation [New]

Action	Description	Timeframe	Potential Funding Sources / Relevant CIP Programs	Responsible Agencies
<b>Infrastructure, Mobility, and Sustainability (IMS)</b>				
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. Community discussions, including organizations that are experts in this field, should be involved in the review process. Refer to the LPSP Appendix 2 (Design Guidance for Tree Selection) for additional information.	Near-Term	General Fund	PWD
			Street Tree Replacement Deposit	
			CIP: • Tree Replacement/Planting Citywide FY 2024-2028 (78959) <sup>1</sup>	
IMS-2: Complete Street Program Improvements	Identify opportunities for safety and mobility improvements consistent with DOT's Complete Streets program, such as signalized and scrambled crosswalks, curb extensions (bulb-outs), medians, bus shelters and bicycle racks. Projects should incorporate best practices in universal design and sustainable elements like bioswales, and cooling strategies like green infrastructure, cool pavements, shade trees, and other cooling amenities.  Enhanced major pedestrian crossing treatments are recommended for consideration at the intersections of Foothill Blvd., Walnut St., and Colorado Blvd. with Sierra Madre Blvd., Altadena Dr., and San Gabriel Blvd.  Crosswalk upgrades for pedestrian safety and visibility are recommended for consideration on: <ul style="list-style-type: none"> <li>• Foothill Blvd. at Daisy Ave.</li> <li>• Walnut St. at Daisy Ave. and Kinneloa Ave.</li> <li>• Colorado Blvd. at Daisy Ave., Eastern Ave., Sunnyslope Ave., and Kinneloa Ave.</li> </ul> New crosswalks are recommended for consideration on: <ul style="list-style-type: none"> <li>• Foothill Blvd. at Bella Vista Ave. and Vinedo Ave.</li> <li>• Walnut St. at Eloise Ave./Cook Ave.</li> <li>• Nina St. at Altadena Dr. and San Gabriel Blvd.</li> <li>• Colorado Blvd. at Roosevelt Ave., Eloise Ave., and Vinedo Ave.</li> </ul>	Near-Term	Gas Tax	PWD, DOT, P&CDD
			Traffic Reduction Fee	
			CIP: • Citywide Complete Streets Program FY 2021-2025 (75114) <sup>2</sup> • Curb Ramp ADA Improvements Program FY 2022-2026 (73937) <sup>3</sup> • Installation of Leading Pedestrian Interval and Audible Signals and Signalized Intersections (75125) <sup>4</sup> • Citywide Continental Crosswalk Implementation	

Implementation chapter identifies actions by category, timeframe, and responsible parties

## Example:

### IMS-1: Master Street Tree Plan

❑ Timeframe: Near-Term

❑ Funding Source: General Fund, Street Tree Replacement Deposit, CIP Tree Replacement/Planting Citywide FY 2024-2028

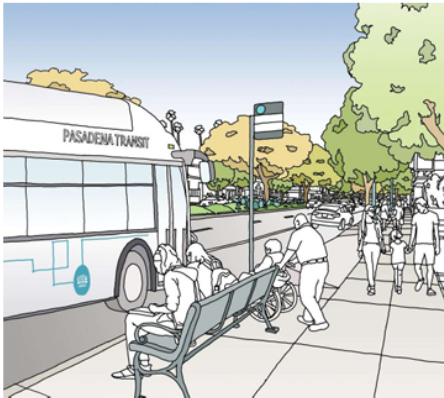
❑ Responsible Parties: PWD

# Capital Improvement Programs [New]

## FY 2024 - 2028 Capital Improvement Program Transportation Pasadena Pedestrian Plan - Outreach and Conceptual Design 75511

Priority	Project No.	Description	Total Estimated Costs	Appropriated Through FY 2023	Adopted FY 2024	Proposed FY 2025	Proposed FY 2026	Proposed FY 2027	Proposed FY 2028 and Beyond
14	75511	Pasadena Pedestrian Plan - Outreach and Conceptual Design							
		Commercial Dev. Fee	150,000	150,000	0	0	0	0	0
		Unfunded	2,050,000	0	0	0	0	0	2,050,000
		<b>Total</b>	2,200,000	150,000	0	0	0	0	2,050,000

Santa Barbara St. - Bus Stop Concept



**DESCRIPTION:** This project provides for the implementation of the Pasadena Pedestrian Plan. The plan has identified ten opportunity corridors with suggestions on pedestrian safety enhancements throughout the City. The ten corridors are Fair Oaks Ave., Washington Blvd., Los Robles Ave., Allen Ave., Lake Ave., Raymond Ave., Del Mar Blvd., Lincoln Ave., Foothill Blvd., and San Gabriel Blvd. This project will allow for a conceptual design and public outreach for each of the corridors identified in the plan.

**JUSTIFICATION:** In 2021, the Pasadena Pedestrian Plan identified barriers to walking and options for improving them. Over the course of the project, the project team conducted a review of citywide pedestrian collision data; collected public input and feedback via a survey, focus groups, and outreach; conducted presentations to update stakeholders and the public on the project's progress; and collected counts of pedestrians currently walking on City streets. The outcome of the study was a set of ten opportunity corridors that present opportunities for pedestrian enhancements.

**SCHEDULE:** Outreach and concept design is anticipated to begin in FY 2024.

**RELATIONSHIP TO THE GENERAL PLAN:** This project is consistent with the following Mobility Element Policies: 1.4 (develop system management strategies that elevate accessibility, livability and a healthy community); 1.10 (continuously evaluate the operation of the City's transportation system to manage the speed of travel at or below the speed limit, manage queues at intersections and develop improvements to increase safety of all transportation services); 1.11 (design streets to reflect the mobility needs of the adjacent land use context to support healthy activities such as walking and bicycling); and 1.12 (apply traffic management measures to manage vehicular speeds as a function of designated street type to ensure safe and orderly movement of all modes of travel). This project is also consistent with the Land Use Element Policy 10.19 (Sustainable Transportation Network) by implementing an integrated network of transit, bike facilities, and pedestrian improvements as specified by the Mobility Element to reduce automobile trips and commute lengths, with corresponding reductions in energy consumption, pollution, and GHG emissions.

**IMPACT ON THE NORTHWEST:** Portions of this project are located in Northwest Pasadena, which is an area that has been targeted for revitalization.

**HISTORY:** This project was created and initially funded in FY 2023.

## Example:

- ☐ Foothill & San Gabriel are identified as pedestrian priority corridors
- ☐ Pedestrian priority corridors represent street segments that can have the greatest impact on equity, safety connectivity & access factors if improved
- ☐ Funding Source: Unfunded
- ☐ Responsible Parties: DOT



# STAFF RECOMMENDATION



# Staff 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 Amendment, Specific Plan Adoption, and Zoning Code Map and Text Amendments and approve the proposed Lamanda Park Specific Plan. Amendments to the Zoning Code Text also include technical changes in the previously adopted Specific Plans for internal consistency.

**THANK YOU**

