

# LAMANDA PARK

## SPECIFIC PLAN

*City Council Hearing  
November 18, 2024*



**OUR PASADENA**  
PUTTING THE PLAN IN MOTION

# PLANNING COMMISSION RECOMMENDATION



# Planning Commission Recommendation

*Planning Commission Public Hearing - August 28, 2024*

**Recommended approval of the proposed LPSP as presented by Staff with changes outlined in Attachment A of the Staff Report**

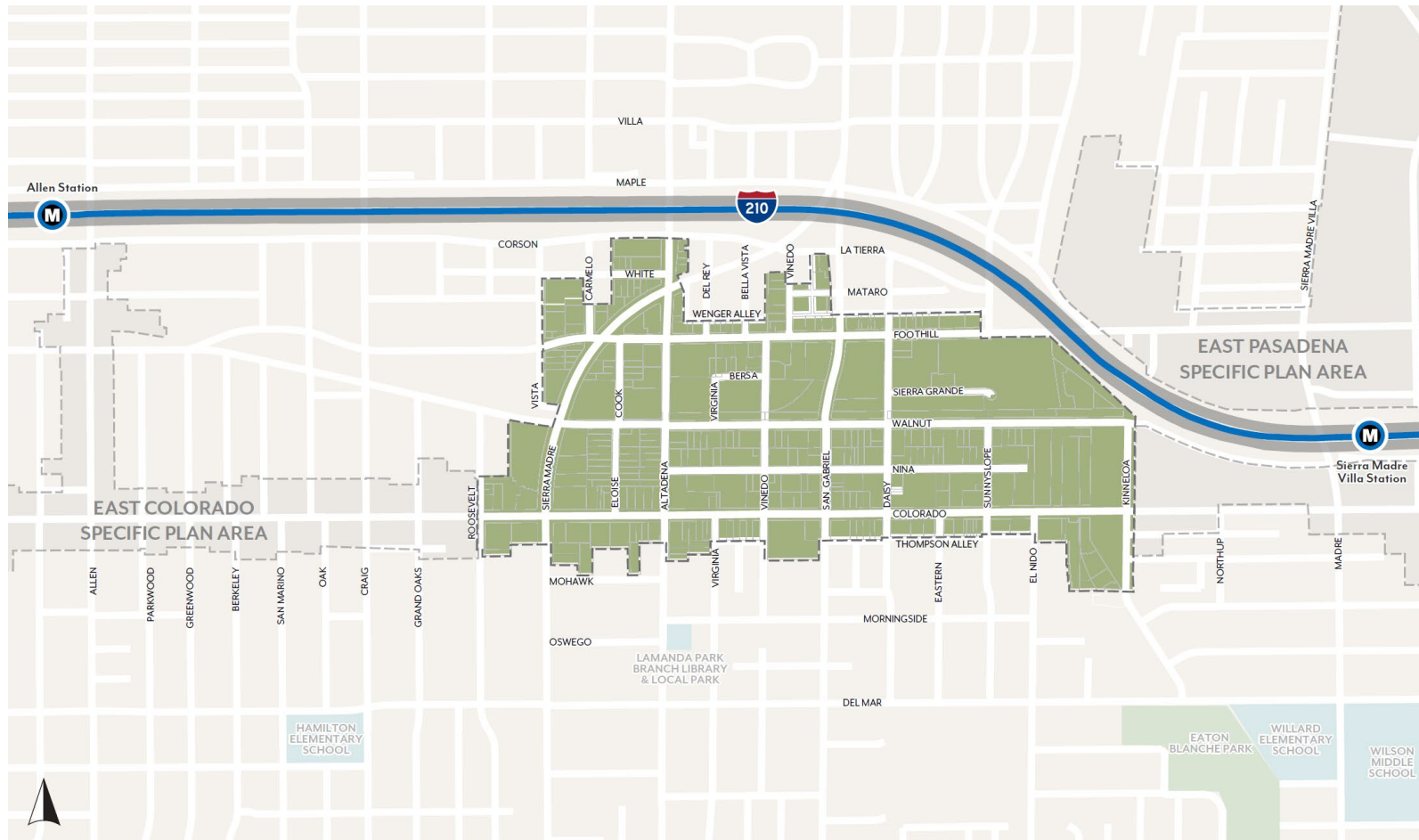
Key Changes Recommended by the Planning Commission:

1. Insert specific language to protect existing street trees throughout Lamanda Park (included in plan).
2. Require new and improved projects to include pedestrian walkways from arterial streets to main building entrances (included in plan).
3. Incorporate additional pedestrian crosswalks along Colorado Blvd (included in plan).
4. Incorporate a potential linear park along the former railroad right-of-way (included in plan).
5. Initiate pilot investments to be implemented and funded by the City within the first year of the Specific Plan's adoption with a minimum budget allocation of \$50,000 (not part of the specific plan document).

# **RECOMMENDED SPECIFIC PLAN**



# Lamanda Park Specific Plan Area



- Located in southeast Pasadena between 210 freeway, Roosevelt Ave, Colorado Blvd & Kinneloa Ave
- Incorporates areas in the former East Colorado & East Pasadena Specific Plans
- Major streets include Foothill Blvd, Walnut St, Sierra Madre Blvd & San Gabriel Blvd
- Eastern portion of the LPSP is within ½ mile of the Sierra Madre Villa Metro Station



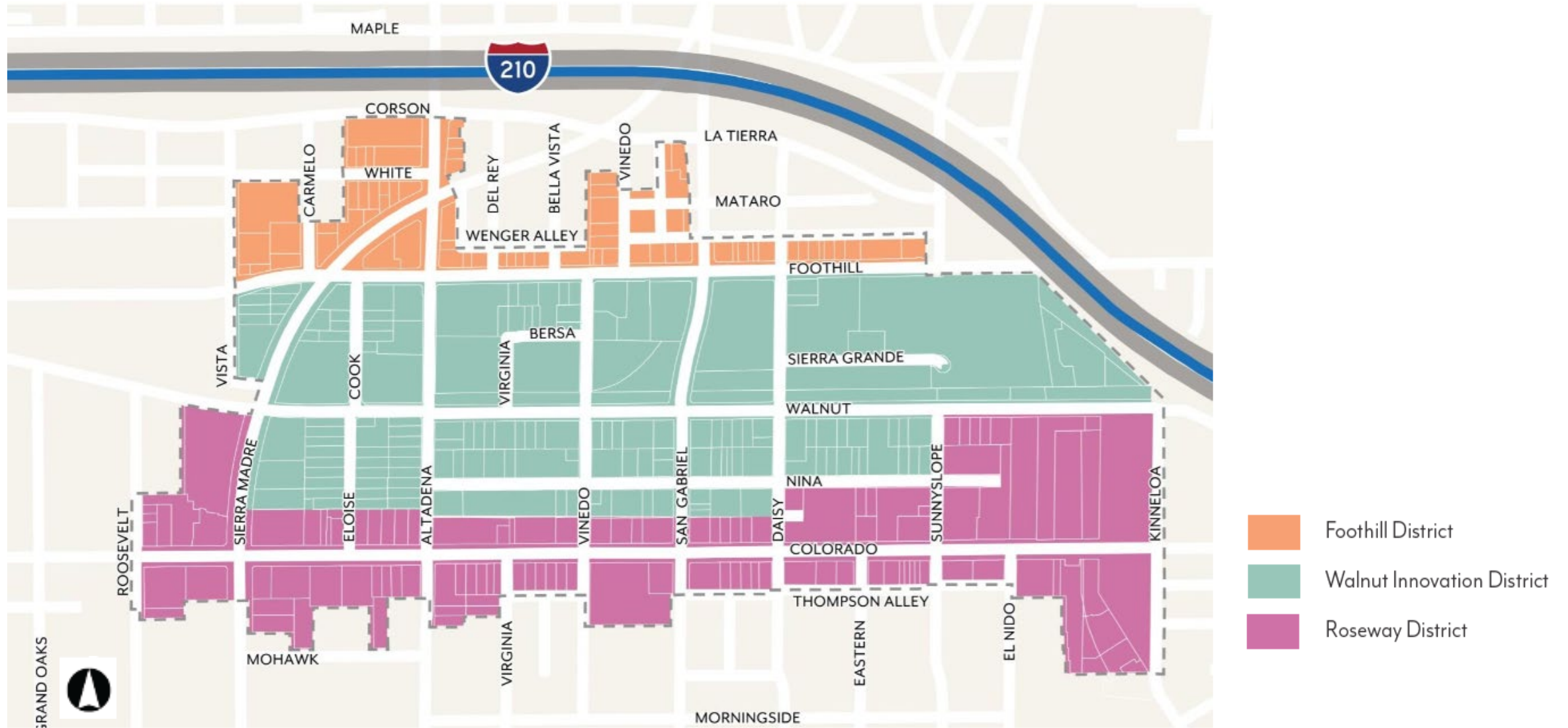
# Plan Vision



***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.***



# Specific Plan Subareas





# Foothill District Subarea



## ❑ Subarea Goals:

- A variety of neighborhood services & smaller scale commercial uses
- Lower-density housing
- Flexible and compatible development with enhanced storefronts
- 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



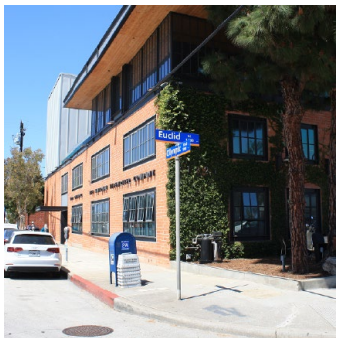


# Walnut Innovation District Subarea



## □ 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 & accessory uses to provide cafes & dining options
- Foster creativity & innovative building design
- Encourage screening & landscaping
- Encourage programming in the former rail right-of-way along the north side of Walnut St, such as a food truck court





# Roseway District Subarea



## ❑ Subarea Goals:

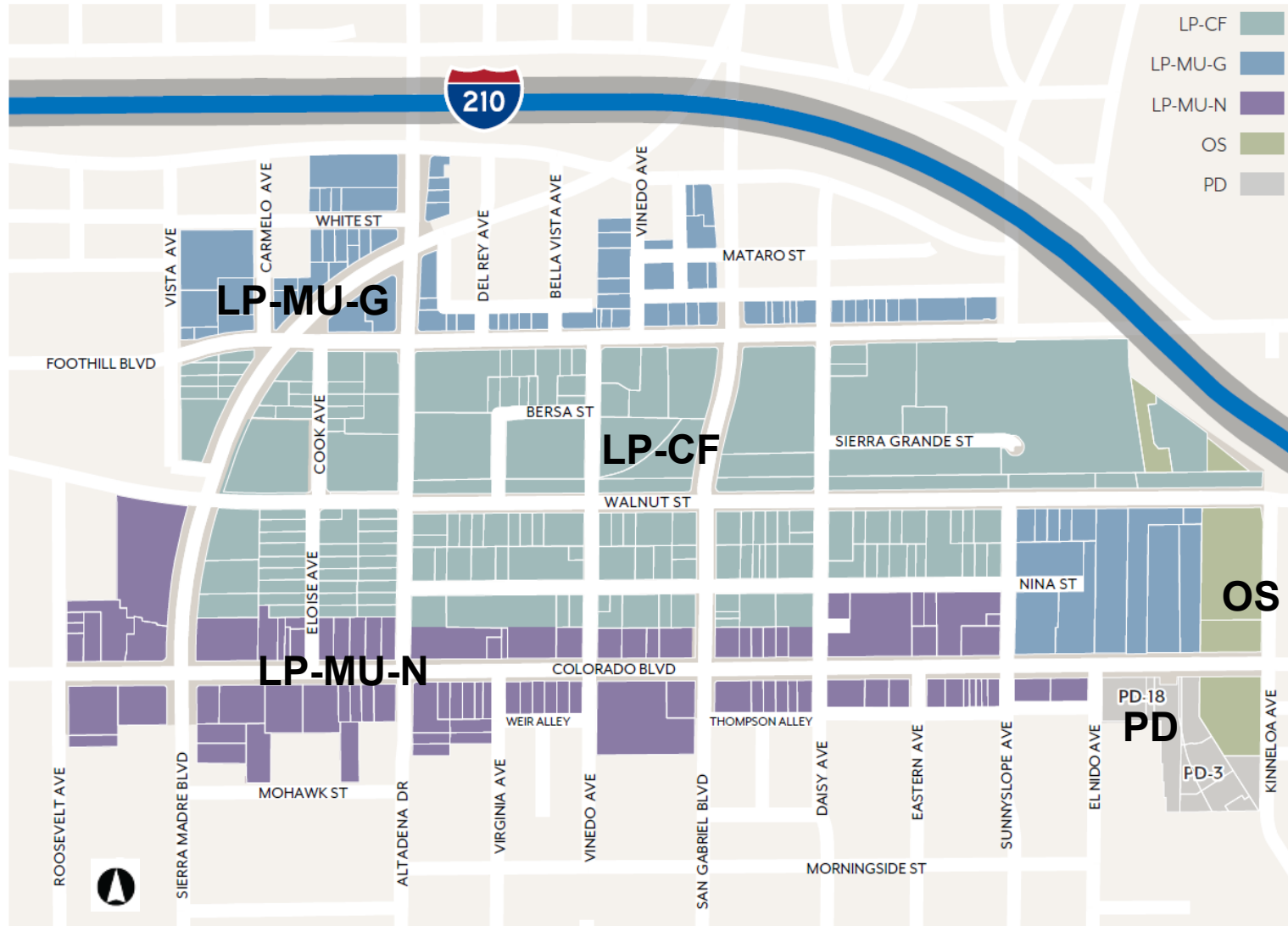
- A vibrant corridor with an improved public realm (e.g., landscaped medians & enhanced pedestrian crossings)
- Eclectic neighborhood with medium-scale mixed-use commercial & residential uses
- Support auto-oriented businesses, including car dealerships, east of Sunnyslope Ave
- Pedestrian-focused design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



# **KEY PROVISIONS IN THE RECOMMENDED SPECIFIC PLAN**



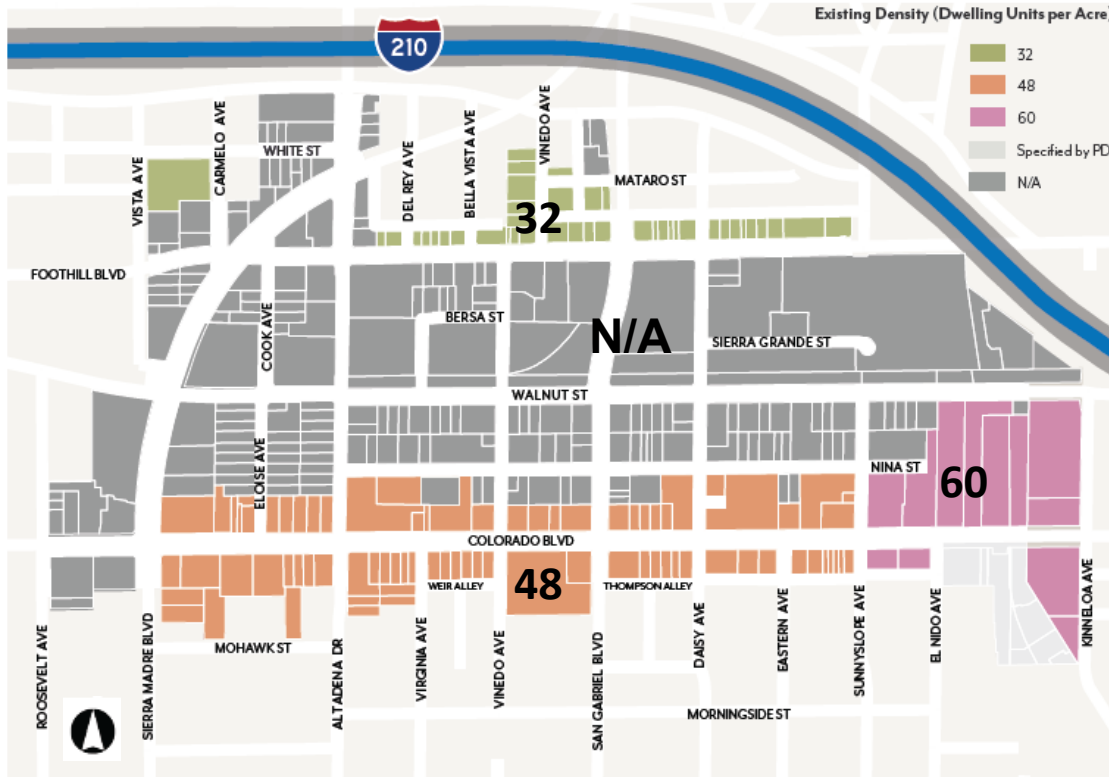
# Zoning Districts



- **LP-CF** (shown in teal) allows a variety of commercial & industrial uses between Foothill Blvd & Nina St, with work/live south of Walnut St
- **LP-MU-G** (shown in blue) allows a mix of commercial & residential uses on the north side of Foothill Blvd
- **LP-MU-N** (shown in purple) also allows for a mix of commercial & residential uses but focuses more on pedestrian-oriented uses along Colorado Blvd
- **OS** (shown in green) is open space; it also allows utilities
- **PD** (shown in gray) is planned development

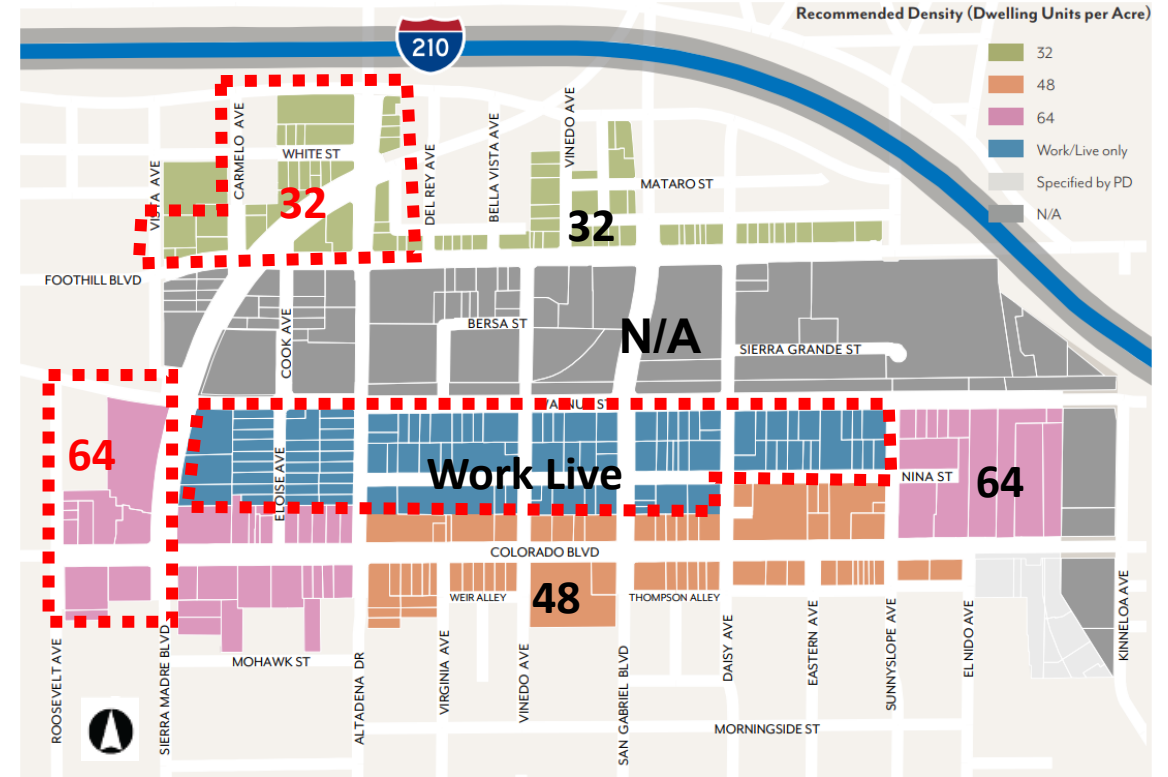


# Residential Density



## Existing Regulation:

- Housing is permitted along the perimeter of the plan
- Most of the area is reserved for commercial and industrial uses (shown in gray)



## Recommendation:

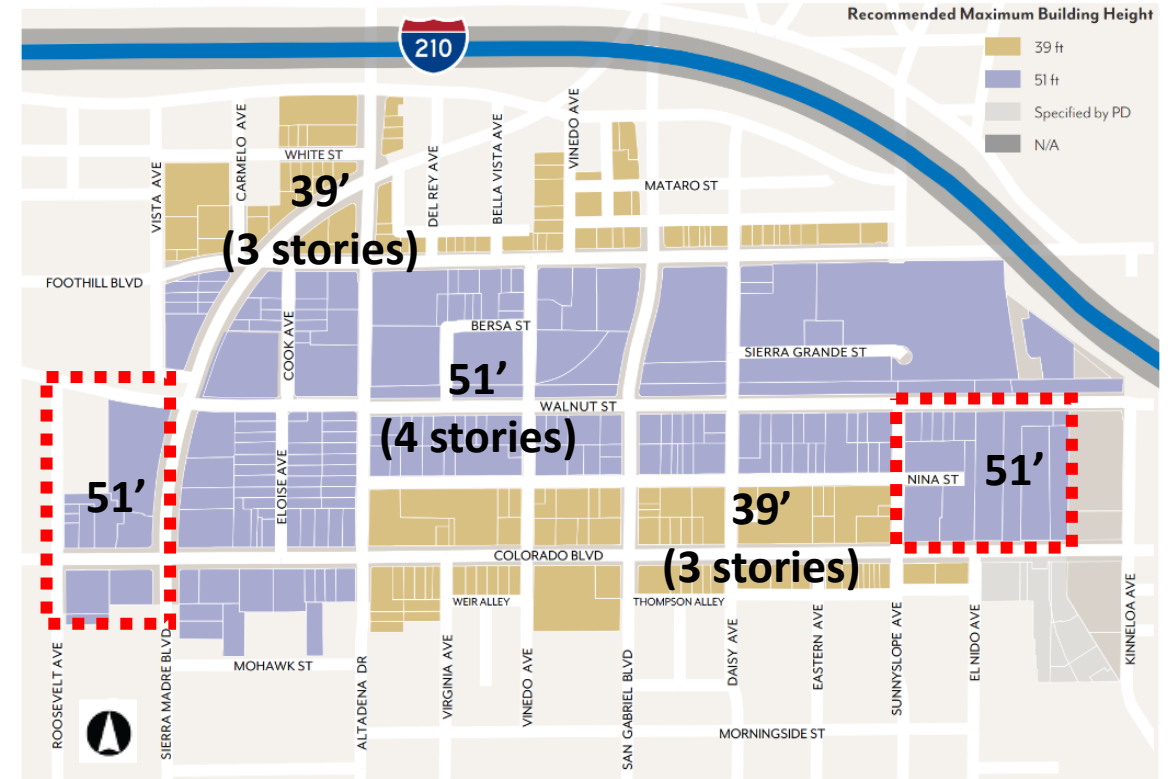
- Expand housing opportunities on the perimeter of the plan with highest densities located on Colorado Blvd at Sierra Madre Blvd & Sunnyslope Ave (shown in pink)
- Support work/live between Walnut & Nina St (shown in blue)

# Building Height



## Existing Regulation:

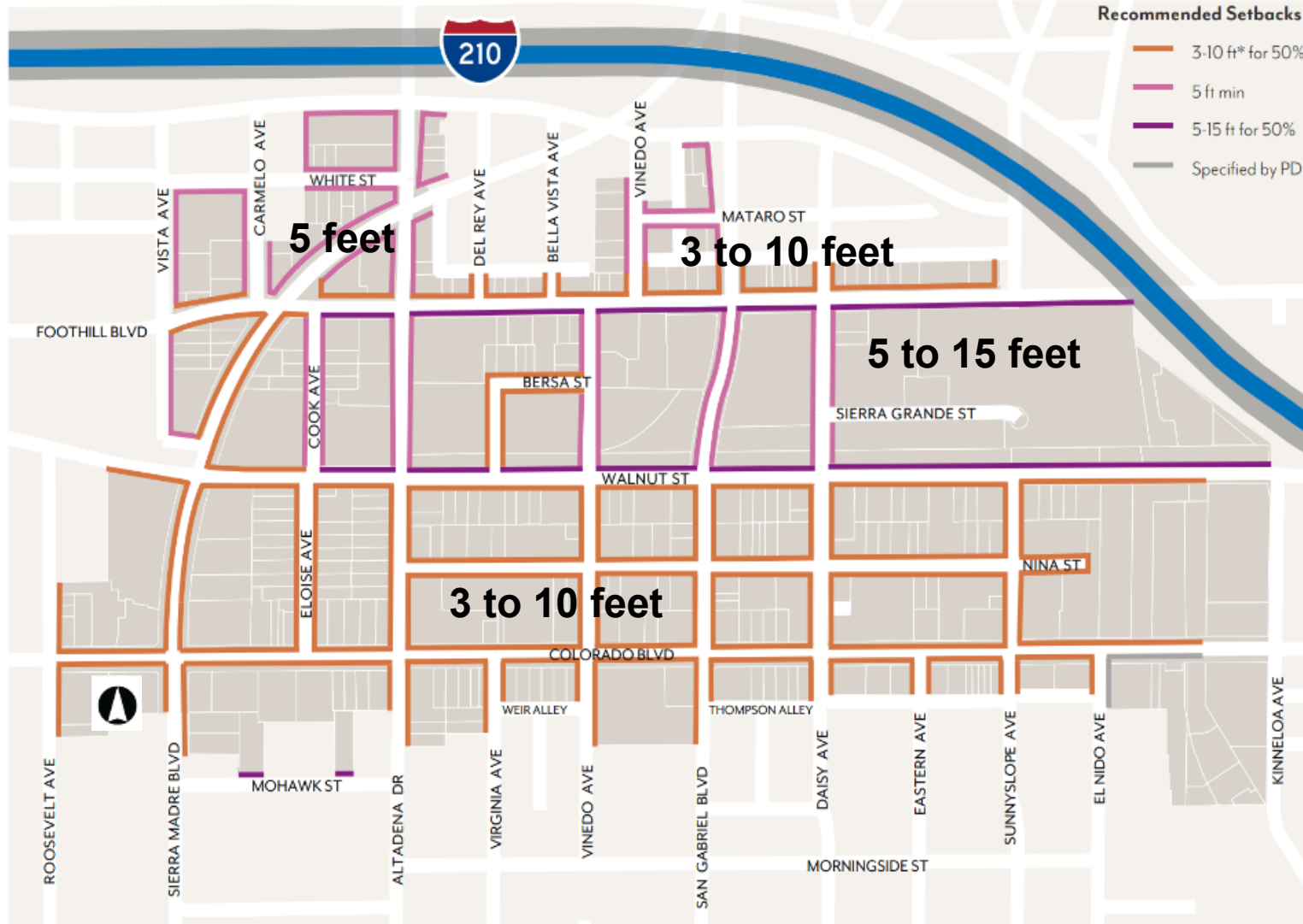
- Limits building height to 36 feet throughout the plan area (shown in brown)
- Taller buildings, up to 60 feet, are allowed in the core (shown in purple)



## Recommendation:

- Some heights were increased and some decreased
- Building height remains relatively the same north of Foothill Blvd and at the center of Colorado Blvd at 39' (shown in yellow)
- Increased building height to 51' at key nodes along Colorado Blvd (shown in purple)

# Building Setbacks



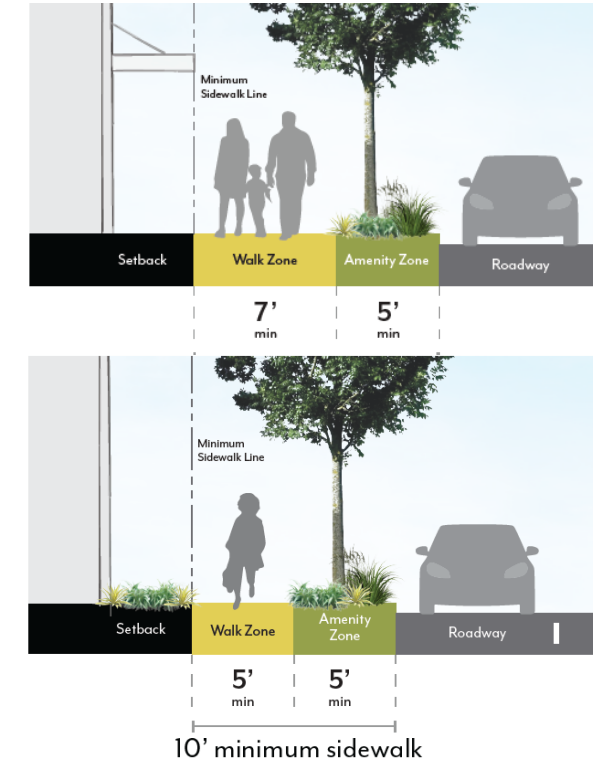
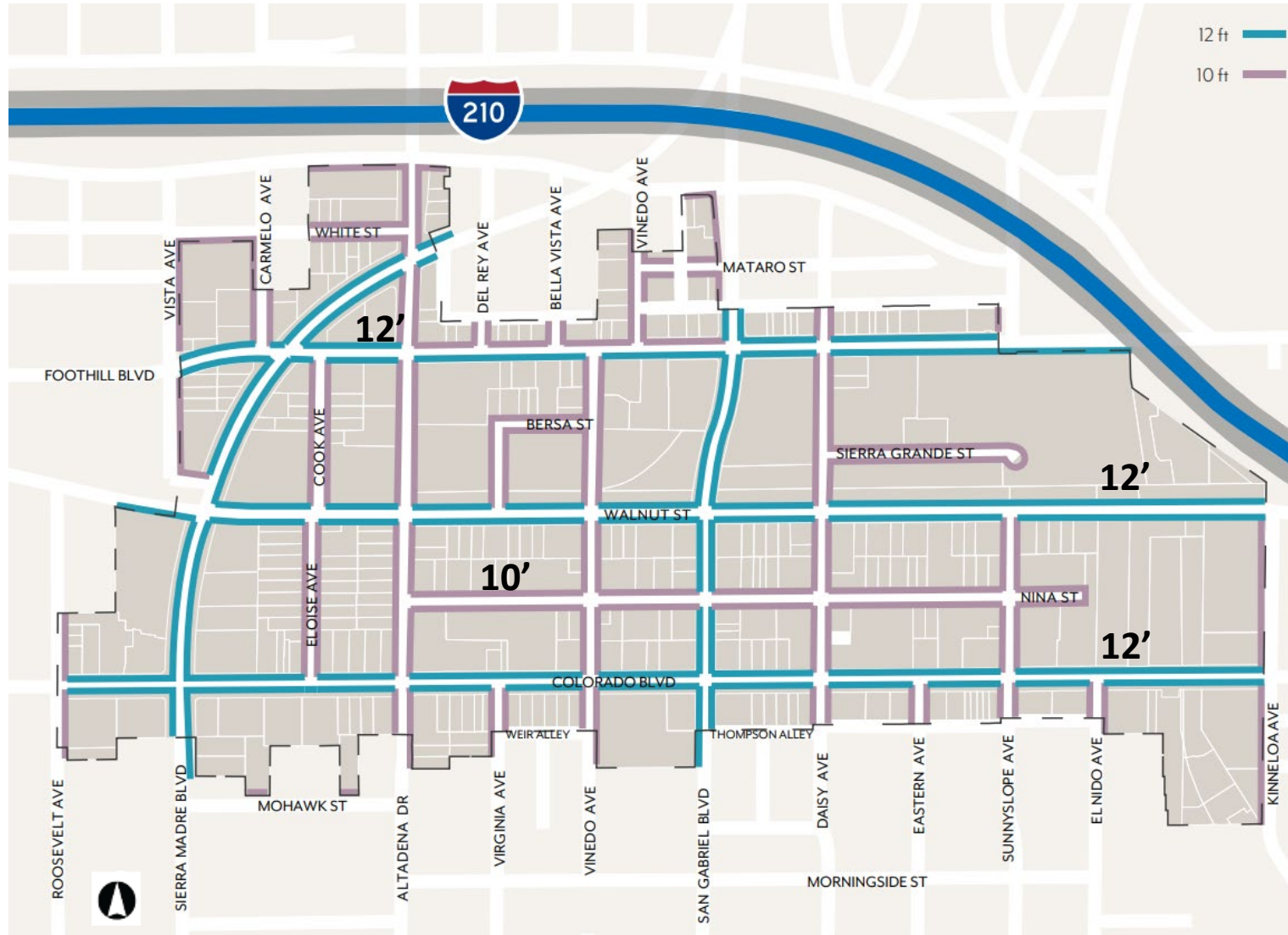
## Recommended Regulations:

- Establish a setback range to allow greater flexibility and space for landscaping with minimum 3 or 5 feet
- Plan also proposes to require an upper story setback to accommodate Ficus tree canopy (10' stepback at 20' building height)



- Existing setbacks vary throughout the plan as many buildings predate the current Specific Plan rules.
- Current setback is 5 feet minimum.

# Sidewalks



## Recommended Regulations:

- Plan establishes minimum sidewalk widths, including space for trees & other amenities



# Street Trees

## PUBLIC REALM & COMMUNITY COHESION

**Goal 3.** A green district 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.



Landscaped medians improve streetscape visual quality and safety through traffic calming.

### Policies:

- 3.a. Parkway.** Incorporate parkways into the public sidewalk where feasible, providing opportunities for street tree planting, improving permeability for rain and stormwater capture, and cooling the sidewalk environment. Where sidewalk space is insufficient to accommodate a parkway, curb extensions or tree islands should be considered.
- 3.b. Enhanced Medians.** Enhance existing medians with ornamental trees and/or low-maintenance, drought tolerant landscaping, prioritizing Altadena Drive, Sierra Madre Boulevard, Foothill Boulevard, San Gabriel Boulevard, and Colorado Boulevard. *Refer to recommendations in Figure 3.1-1.*
- 3.c. Urban Greening.** Encourage more landscaping and vegetation throughout the area, including the possibility for vertical green walls and “green” gathering spaces to support permeability, sustainability, and the Pasadena Climate Action Plan (CAP).
- 3.d. Street Trees.** Encourage street tree plantings that provide canopies appropriate to the scale and setbacks of each corridor while maintaining adequate visibility for businesses.
- 3.e. Street Tree Distribution.** Increase the frequency and consistency of canopy trees to improve air quality and allow pedestrians to walk the neighborhood in a shaded environment.
- 3.f. Tree Protection.** Require the protection and maintenance of mature and healthy trees, including the Ficus canopy along East Colorado Boulevard, which bring aesthetic, environmental, and economic benefits to the plan area through the Citywide Tree Protection Ordinance.

## Planning Commission Recommendation #1:

Include specific language to protect existing street trees

- No proposed changes to existing street trees
- Plan includes specific language to protect existing street trees

# Connections to Building Entrances (Pedestrian Pathways)



## Planning Commission Recommendation #2:

Require new and improved projects to include pedestrian walkways from arterial streets to main building entrances

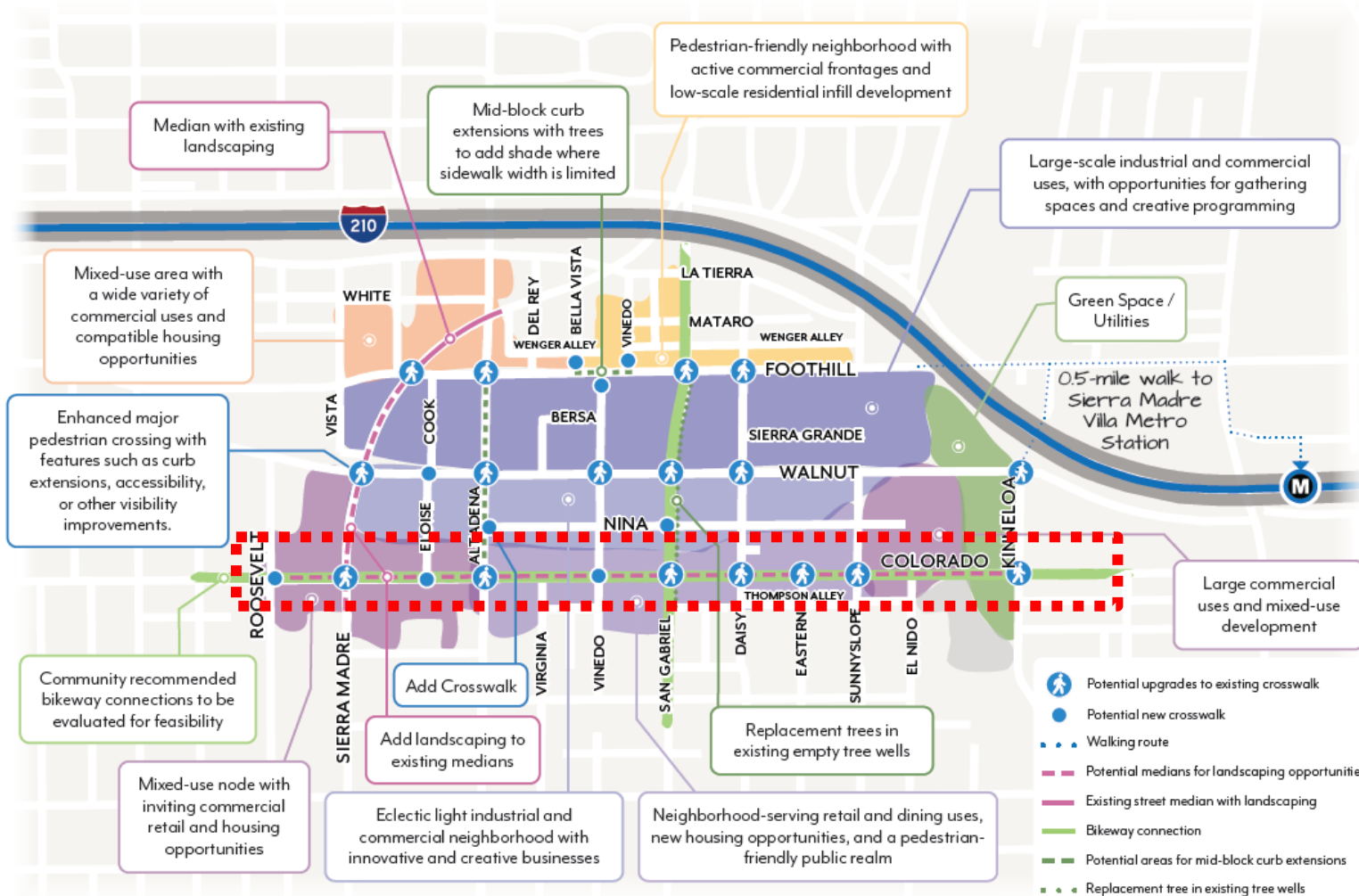
- Staff revised the standard to require a project located on a site with frontages on both Foothill Blvd & Walnut St to provide pedestrian pathways from both streets instead of only one

# **SPECIFIC PLAN IMPLEMENTATION**





# Pedestrian Crosswalks



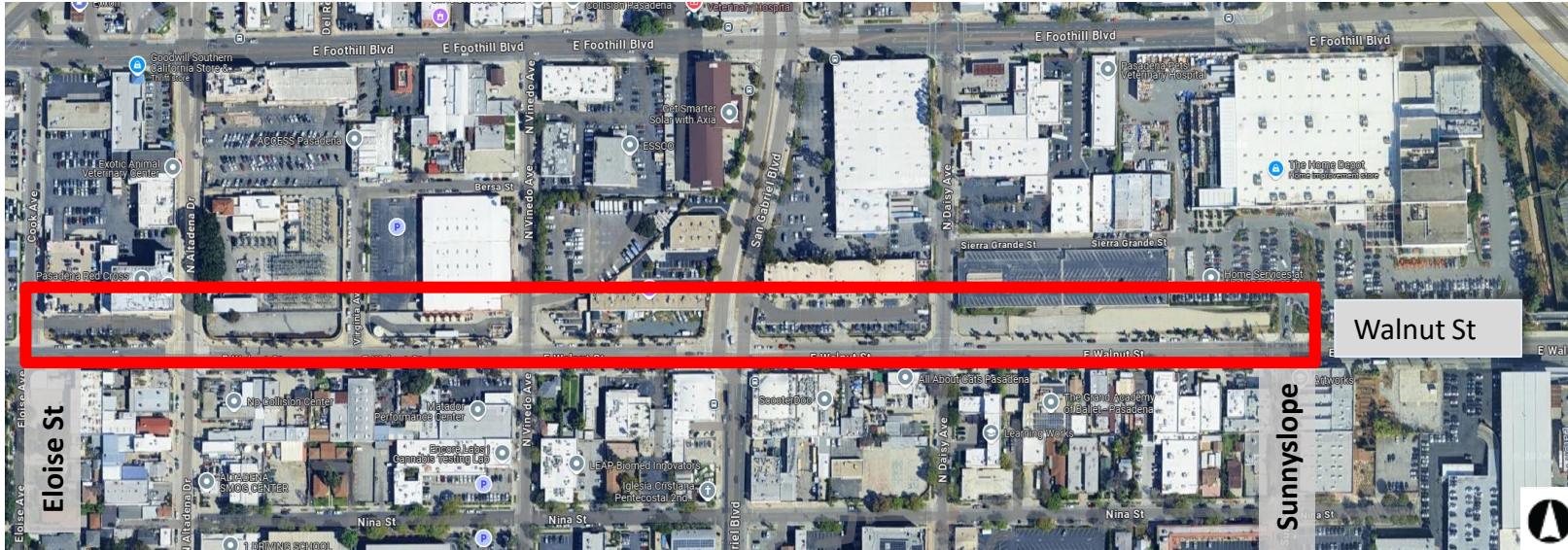
## Planning Commission Recommendation #3:

Incorporate additional pedestrian crosswalks along Colorado Blvd

- Plan includes a map with potential safety enhancements, including signalized crosswalk opportunities along Colorado Blvd



# Linear Park Along Former Railroad Right-of-Way



## Planning Commission Recommendation #4:

Incorporate a potential linear park along the former railroad right-of-way

- Plan includes Goal 9.d (Linear Park) and Action PA-4 (Pocket Park)

**9.d. Linear Park.** Explore the possibility of developing pocket parks or linear open spaces within the former rail-of-way.

### PA-4: Pocket Park

Explore potential siting opportunities for new parks north of Colorado Blvd., particularly within the former rail right-of-way on the north side of Walnut St. Work with Parks, Recreation, and Community Services and other relevant departments to implement the park as an appropriate site is identified.

# Preliminary Cost for Implementation Action Items (Attachment G)

## Example:

**IMS-3: Pedestrian Transportation Action Plan (PTAP)** – Support implementation of pedestrian infrastructure in alignment with the PTAP. Study Foothill & San Gabriel Blvd as priority corridors identified in the PTAP for pedestrian safety & accessibility improvements, & develop concept corridor improvement plans specifying types & locations of improvements in coordination with the community. When funding becomes available, use concept corridor plans to develop design packages for construction bidding to implement the improvements.

- ❑ **Timeframe:** Near-Term (0 to 5 years from adoption of Specific Plan)
- ❑ **Potential Funding Sources:** CIP – Complete Streets Program (FY25-29), Curb Ramp ADA Improvements Program (FY 22-26), Citywide Leading Pedestrian Interval/Accessible Pedestrian Signals Implementation Program (FY25-29), Pasadena Pedestrian Plan Outreach & Conceptual Design (#75511), & Citywide Continental Crosswalk Implementation (#75917)
- ❑ **Responsible Parties:** Transportation & Public Works
- ❑ **Approximate Cost Estimates:**
  - \$1,133,262 (Foothill Blvd between Walnut St to east City limit)
  - \$1,476,739 (San Gabriel Blvd between Maple St to California Blvd)

# Implementation Actions in the Specific Plan

## Example:

| Action  | Description   | Timeframe   | Potential Funding Sources / Relevant CIP Programs   | Responsible Agencies |
|---|---|-------------|---|----------------------|
| IMS-3: Pedestrian Transportation Action Plan (PTAP) | Support implementation of pedestrian infrastructure in alignment with the PTAP. Study Foothill Blvd. and San Gabriel Boulevard as priority corridors identified in the PTAP for pedestrian safety and accessibility improvements, and develop concept corridor improvement plans specifying types and locations of improvements in coordination with the community. When funding becomes available, use concept corridor plans to develop design packages for construction bidding to implement the improvements. | Near-Term   | CIP:<br>• Citywide Complete Streets Program FY 2025-2029 <sup>2</sup><br>• Curb Ramp ADA Improvements Program FY 2022-2026 (73937) <sup>3</sup><br>• Citywide Leading Pedestrian Interval/Accessible Pedestrian Signals Implementation Program FY 2025-2029 <sup>4</sup><br>• Pasadena Pedestrian Plan – Outreach and Conceptual Design (75511) <sup>5</sup><br>• Citywide Continental Crosswalk Implementation (75917) | PWD, DOT             |
| IMS-4: Bicycle Transportation Action Plan (BTAP)    | Support implementation of bicycle infrastructure in alignment with the BTAP. Evaluate community recommended bikeway connections in the LPSP area for feasibility, with a preference toward protected bicycle lanes, and develop concept corridor improvement plans specifying types and locations of improvements in coordination with the community. When funding becomes available, use concept corridor plans to develop design packages for construction bidding to implement the improvements.               | Near-Term   | ARPA<br>ATP<br>Gas Tax<br>Measure R Transportation Fund<br>MTA Grant<br>Private Capital<br>Sewer Fund<br>Surface Transportation Program<br>TDA Article 3<br>Traffic Reduction Fee<br>CIP:<br>• Citywide Complete Streets Program FY 2025-2029 <sup>2</sup>  | DOT                  |
| IMS-5: Citywide Active Transportation Plan (ATP)    | Develop the Citywide ATP consistent with the future vision and development standards established in the LPSP. Identify, evaluate, and prioritize walking and biking routes and improvements to major transit stops including the Metro A Line Sierra Madre Villa Station.   | Medium-Term | ATP   | DOT                  |

## Planning Commission Recommendation #5:

Initiate pilot investments to be implemented and funded by the City within the first year of the Specific Plan's adoption with a minimum budget allocation of \$50,000

- Not included in the specific plan
- Funding part of CIP and Budget process

# STAFF RECOMMENDATION





# Staff Recommendation

It is recommended that the City Council:

1. Adopt the Addendum to the 2015 Pasadena General Plan Environmental Impact Report (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;
2. Make the Findings for Approval for the General Plan Land Use Map Amendment, Specific Plan Adoption, Zoning Map Amendment, and Zoning Text Amendment to adopt the recommended Lamanda Park Specific Plan. The Zoning Text Amendment also includes technical changes in the previously adopted Lincoln Avenue, East Colorado, South Fair Oaks, and Central District Specific Plans for internal consistency;
3. Adopt a resolution approving the General Plan Map Amendment;
4. Adopt a resolution approving the recommended Lamanda Park Specific Plan; and
5. Direct the City Attorney to prepare an ordinance for the Zoning Map and Text Amendments within 120 days consistent with the provisions set forth herein.

**THANK YOU**

