

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

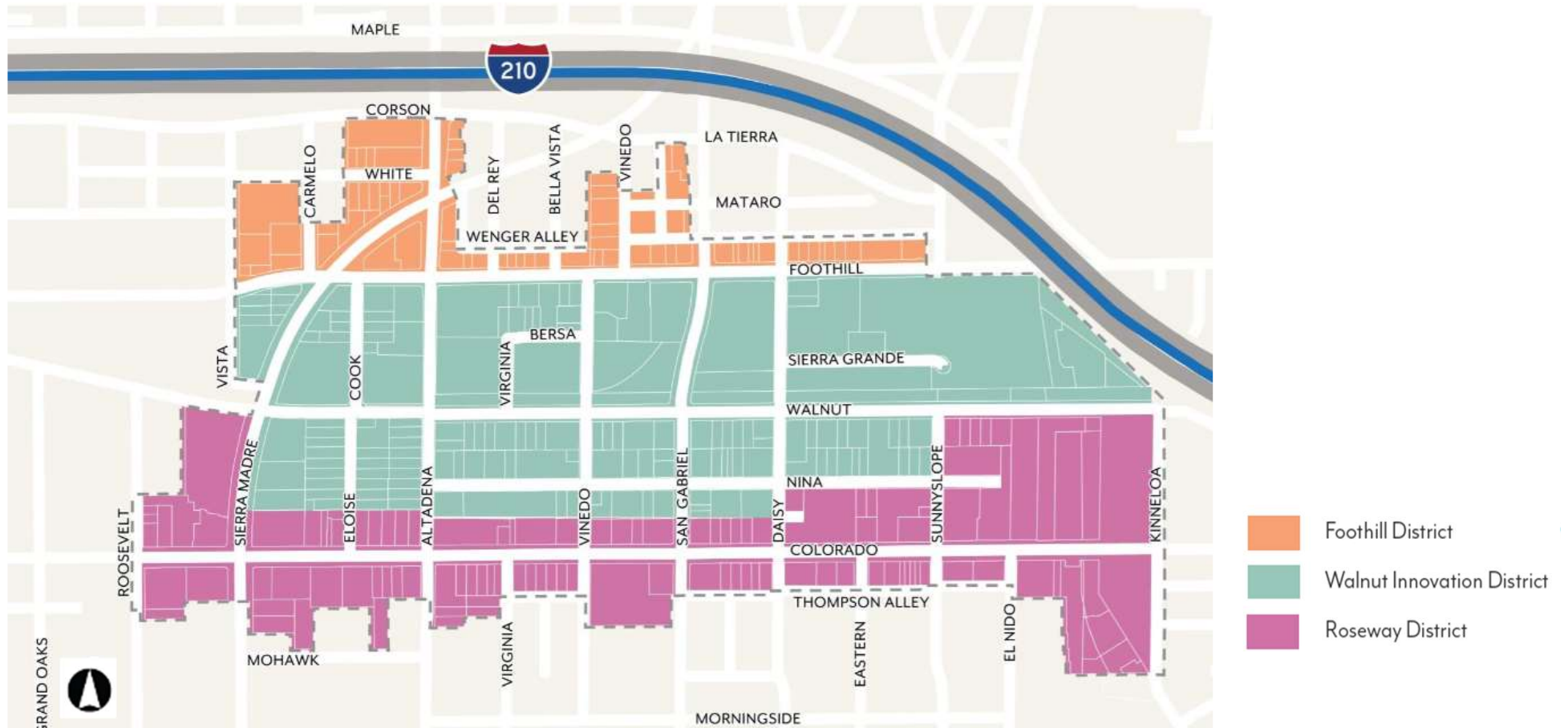
Plan Vision



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

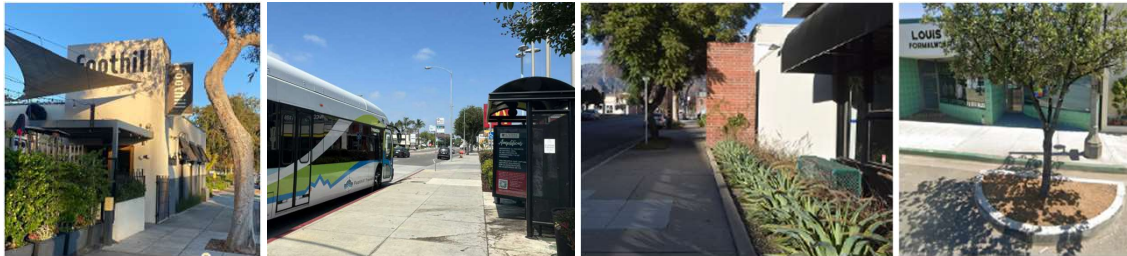


Foothill District Subarea



❑ 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



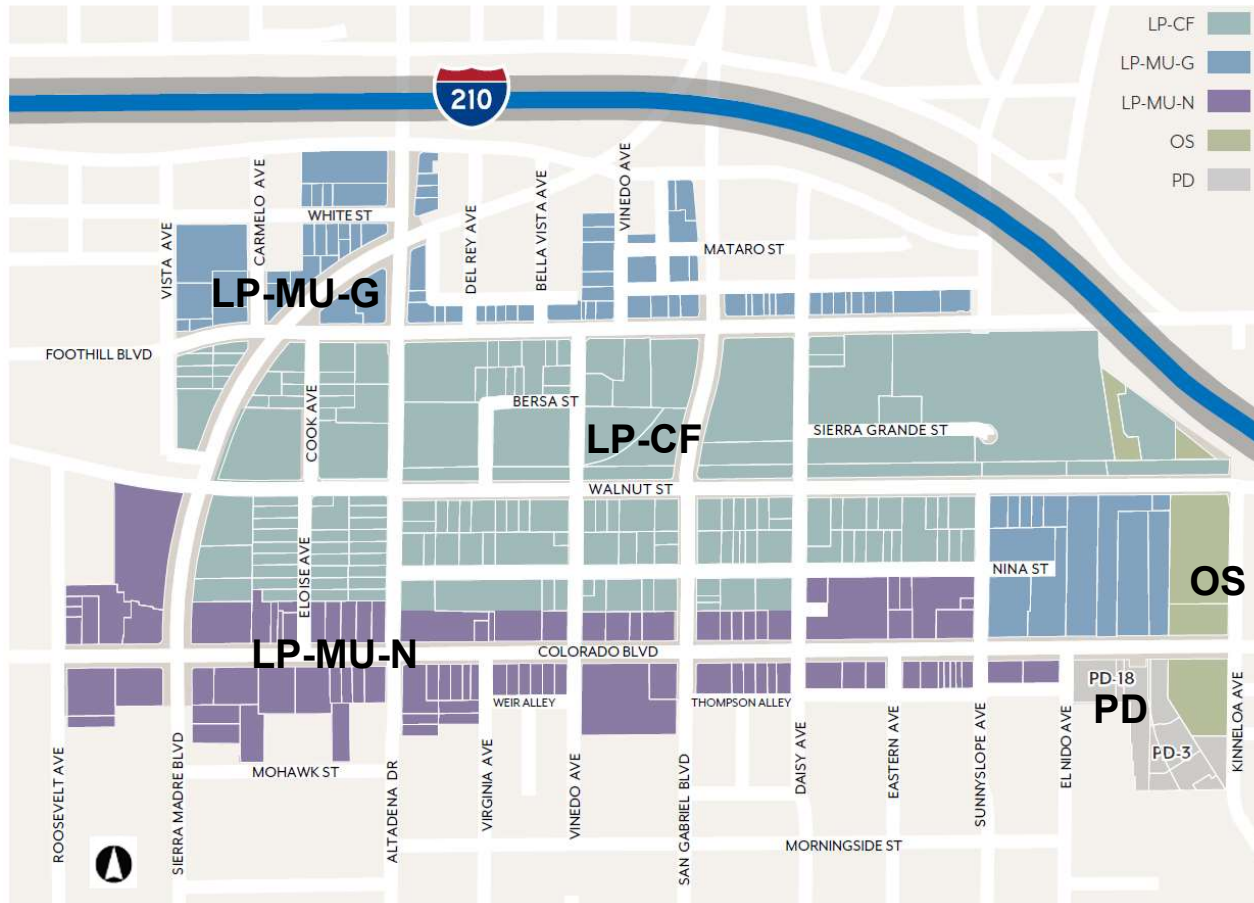
Subarea Goals:

- 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



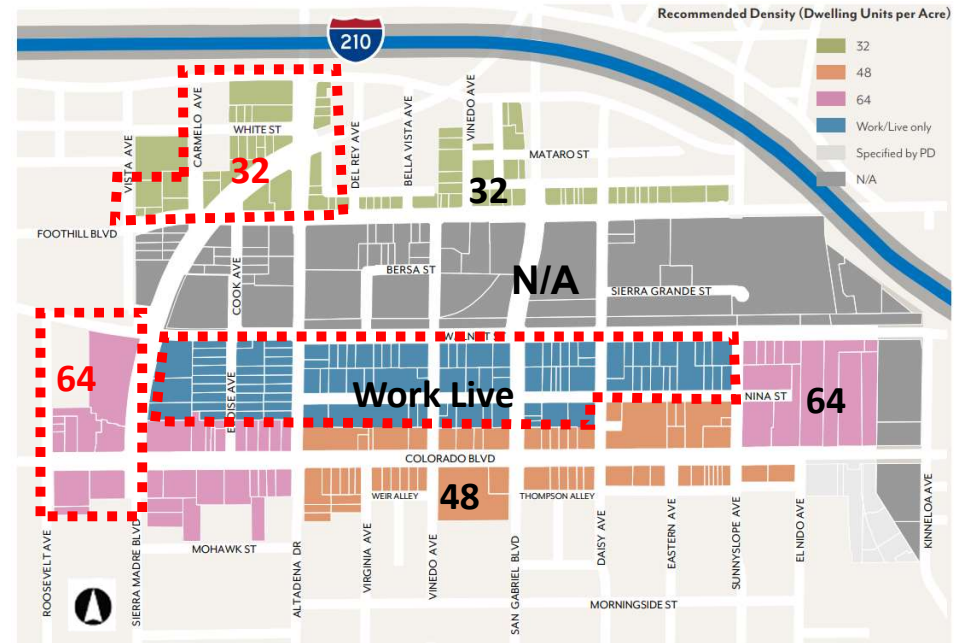
- **LP-CF** (shown in teal) allows a variety of commercial & industrial uses between Foothill Blvd & Nina St, with work/live south of Walnut St
- **LP-MU-G** (shown in blue) allows a mix of commercial & residential uses on the north side of Foothill Blvd
- **LP-MU-N** (shown in purple) also allows for 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:

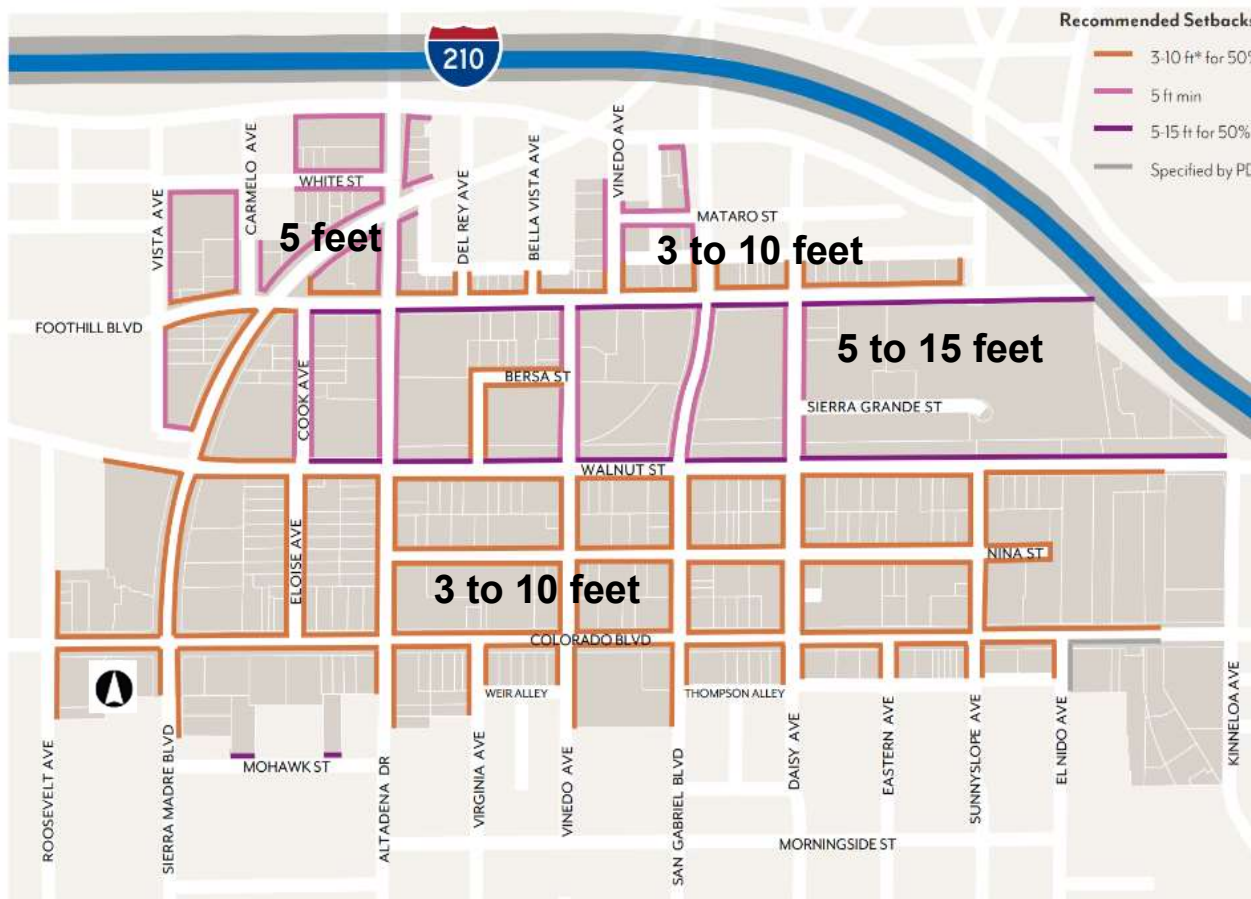
- Limits building height to 36 feet throughout the plan area (shown in brown)
- Taller buildings, up to 60 feet, are allowed in the core (shown in purple)



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



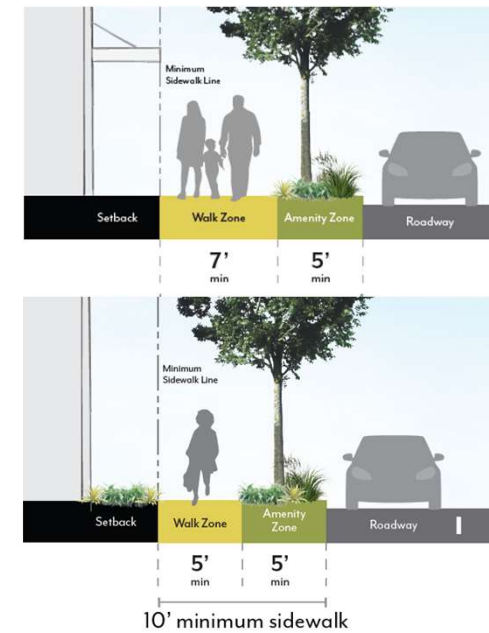
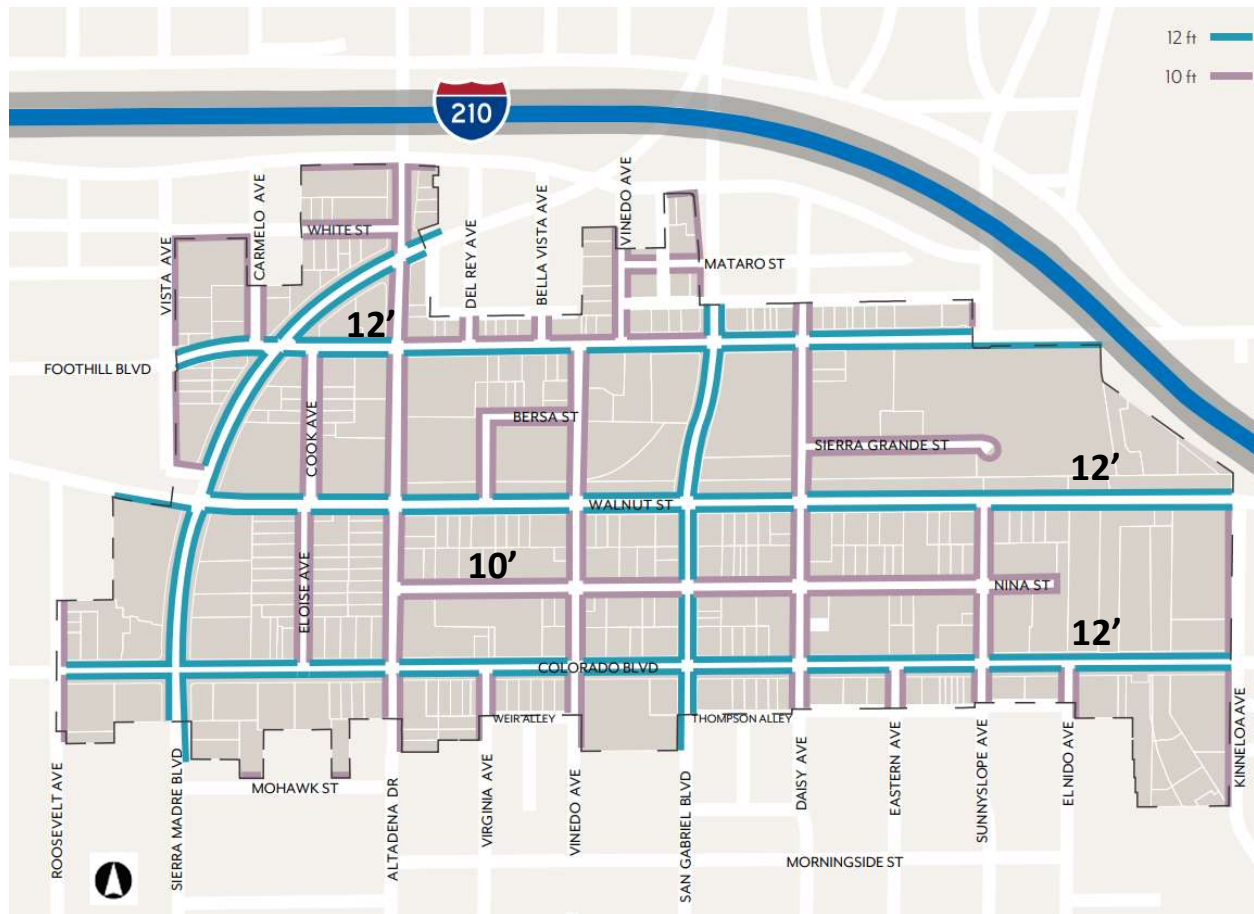
Recommended Regulations:

- 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. Parkways.** 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:

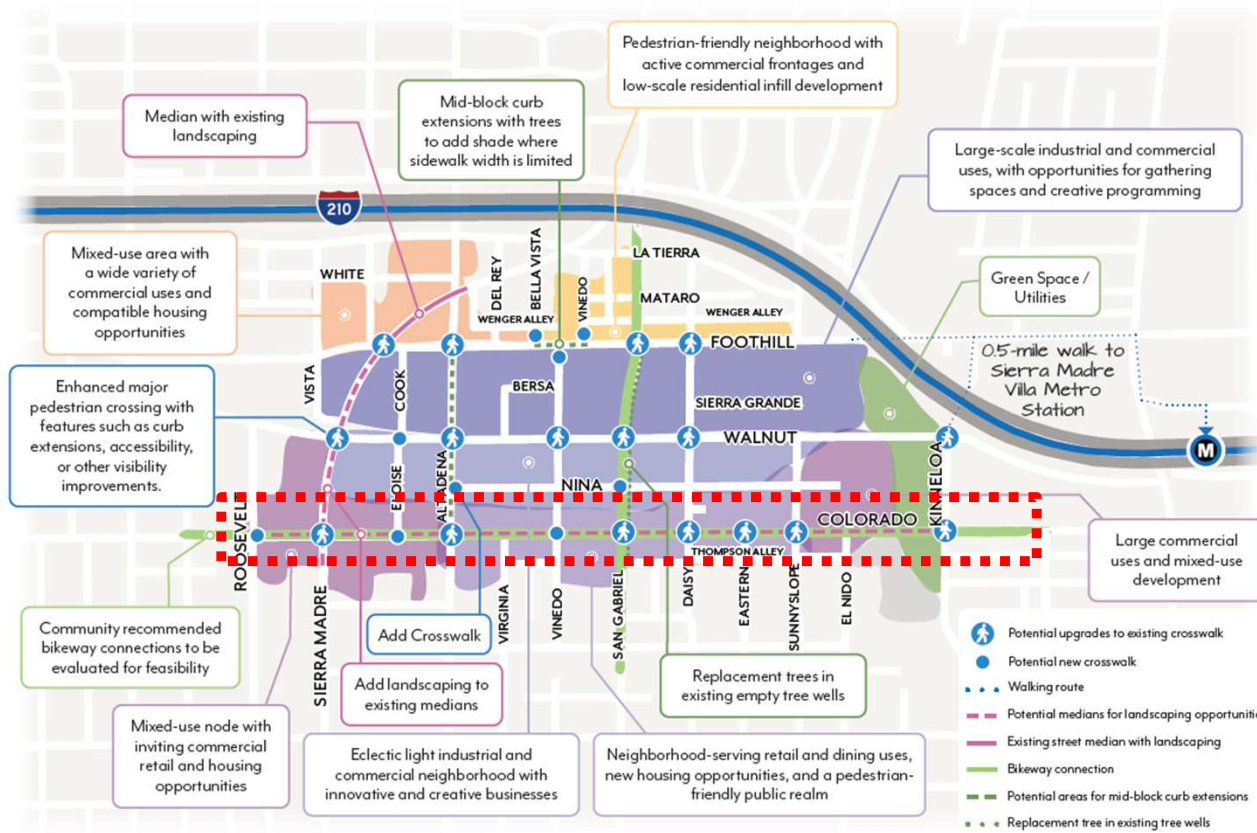
Require new and improved projects to include pedestrian walkways from arterial streets to main building entrances

- 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

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: • Citywide Complete Streets Program FY 2025-2029 ² • Curb Ramp ADA Improvements Program FY 2022-2026 (73937) ³ • Citywide Leading Pedestrian Interval/Accessible Pedestrian Signals Implementation Program FY 2025-2029 ⁴ • Pasadena Pedestrian Plan – Outreach and Conceptual Design (75511) ⁵ • 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 ATP Gas Tax Measure R Transportation Fund MTA Grant Private Capital Sewer Fund Surface Transportation Program TDA Article 3 Traffic Reduction Fee CIP: • Citywide Complete Streets Program FY 2025-2029 ²	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





Preliminary Cost for Implementation Action Items

Table 7.1-1: Lamanda Park Specific Plan Implementation Actions

Action	Description	Timeframe	Potential Funding Sources/ Relevant CIP Programs	Responsible Agencies	Preliminary Cost
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. 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 Street Tree Replacement Deposit CIP: <ul style="list-style-type: none"> Tree Replacement/Planting Citywide FY 2024-2028 (78959) 	PWD	\$75,000- \$100,000
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	Near-Term	Gas Tax Traffic Reduction Fee CIP: <ul style="list-style-type: none"> Citywide Complete Streets Program FY 2025-2029 Curb Ramp ADA Improvements Program FY 2022-2026 (73937) Citywide Leading Pedestrian Interval/Accessible Pedestrian Signals Implementation Program FY 2025-2029 	PWD, DOT, P&CDD	The recommended improvements will be further evaluated for future implementation as part of the CIP process. As grant funding becomes available, the projects will be further defined through design to develop cost estimates. Recommended intersections improvements that are included the Pedestrian Transportatio Action Plan through a high-priority corridor have been assessed for safety pedestrian improvements. Refer to IMS-3.

Responsible Agencies:

A&CAD: Arts & Cultural Affairs Division

DOT: Department of Transportation

EDD: Economic Development Division

P&CDD: Planning and Community Development Department

PR&CS: Parks, Recreation and Community Services

PWD: Public Works Department

Preliminary Cost for Implementation Action Items (Cont.)

Action	Description	Timeframe	Potential Funding Sources/ Relevant CIP Programs	Responsible Agencies	Preliminary Cost
(continued) IMS-2: Complete Street Program Improvements	<p>(continued)</p> <p>strategies like green infrastructure, cool pavements, shade trees, and other cooling amenities.</p> <p>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.</p> <p>Crosswalk upgrades for pedestrian safety and visibility are recommended for consideration on:</p> <ul style="list-style-type: none"> • Foothill Blvd. at Daisy Ave. • Walnut St. at Daisy Ave. and Kinneloa Ave. • Colorado Blvd. at Daisy Ave., Eastern Ave., Sunnyslope Ave., and Kinneloa Ave. <p>New crosswalks are recommended for consideration on:</p> <ul style="list-style-type: none"> • Foothill Blvd. at Bella Vista Ave. and Vinedo Ave. • Walnut St. at Eloise Ave./Cook Ave. • Nina St. at Altadena Dr. and San Gabriel Blvd. • Colorado Blvd. at Roosevelt Ave., Eloise Ave., and Vinedo Ave. 		<p>(continued)</p> <ul style="list-style-type: none"> • Citywide Continental Crosswalk Implementation (75917) 		

Preliminary Cost for Implementation Action Items (Cont.)

Action	Description	Timeframe	Potential Funding Sources/ Relevant CIP Programs	Responsible Agencies	Preliminary Cost
IMS-3: Pedestrian Transportation Action Plan (PTAP)	Support implementation of pedestrian infrastructure in alignment with the PTAP. Study Foothill Boulevard 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: <ul style="list-style-type: none"> Citywide Complete Streets Program FY 2025-2029 Curb Ramp ADA Improvements Program FY 2022-2026 (73937) Citywide Leading Pedestrian Interval/Accessible Pedestrian Signals Implementation Program FY 2025-2029 Pasadena Pedestrian Plan – Outreach and Conceptual Design (75511) Citywide Continental Crosswalk Implementation (75917) 	PWD, DOT	PTAP High Priority Corridors for Foothill Boulevard and San Gabriel Boulevard include street safety enhancements for pedestrians: <u>Foothill Boulevard (Walnut Street to east City Limit)</u> \$1,133,262 <u>San Gabriel Boulevard (Maple Street to California Boulevard)</u> \$1,476,739
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 ATP Gas Tax Measure R Transportation Fund MTA Grant Private Capital Sewer Fund Surface Transportation Program TDA Article 3 Traffic Reduction Fee CIP: <ul style="list-style-type: none"> Citywide Complete Streets Program FY 2025-2029 	DOT	Projects and cost estimates will be developed as part of the Citywide Active Transportation Plan which will update the City's bicycle network.

Glossary:
 AHSC: Affordable Housing and Sustainable Communities Program (CA State Funding)
 ARPA: American Rescue Plan Act of 2021 (Federal Funding)
 ATP: Active Transportation Program (CA State Funding)
 BID: Business Improvement District
 CIP: Pasadena Capital Improvement Program (adopted 2024-2028 and recommended 2024-2028 programs)
 MTA: Los Angeles County Metropolitan Transit Authority
 TDA: Transportation Development Act (CA State Funding)

Preliminary Cost for Implementation Action Items (Cont.)

Action	Description	Timeframe	Potential Funding Sources/ Relevant CIP Programs	Responsible Agencies	Preliminary Cost
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	Projects and cost estimates will be developed as part of the Citywide Active Transportation Plan
IMS-6: Streetscape Programs	<p>Explore opportunities to develop streetscape programs installing ADA compliant ramps where there are none at street corners and installing new sidewalk and replacing uplifted sidewalk, with improvements that address pedestrian safety, comfort, and amenities, including for:</p> <ul style="list-style-type: none"> Colorado Boulevard Sierra Madre Boulevard San Gabriel Boulevard Foothill Boulevard <p>Plans should complement surrounding areas and be cohesive with the East Colorado Specific Plan and East Pasadena Specific Plan, and priorities identified for the LPSP area in the PTAP, BTAP, and ATP. Review and update existing streetscape plans as need and opportunity arise.</p>	Medium-Term	<p>Commercial Development Fee Community Development Block Grant CIP:</p> <ul style="list-style-type: none"> Curb Ramp ADA Improvements Program FY 2022-2026 (73937) Annual ADA Sidewalk Improvement Program (73913) Pasadena Pedestrian Plan – Outreach and Conceptual Design (75511) 	DOT, PWD, P&CDD	<p><u>Curb Ramp ADA Improvements:</u></p> <p>\$700,000 to \$850,000</p> <p><u>Sidewalk Improvements:</u></p> <p>\$1,250,000 to \$1,500,000</p> <p><u>Colorado Blvd In-Fill Lighting:</u></p> <p>\$5,600,000 to \$6,000,000</p>

Preliminary Cost for Implementation Action Items (Cont.)

Action	Description	Timeframe	Potential Funding Sources/ Relevant CIP Programs	Responsible Agencies	Preliminary Cost
IMS-7: Median Enhancements	Explore opportunities to enhance medians with ornamental trees and/or low-maintenance, drought tolerant landscaping, prioritizing Altadena Dr., Sierra Madre Blvd., Foothill Blvd., San Gabriel Blvd., and Colorado Blvd.	Near-Term	CIP: <ul style="list-style-type: none"> Citywide Complete Streets Program FY 2025-2029 Sierra Madre Blvd. Median Enhancements FY 2025-2029 	PWD PR&CS	<p><u>Example of a median enhancement project:</u></p> <p>The Sierra Madre Blvd median project is between Washington Blvd and Michillinda Ave. Nine medians are within the project limits.</p> <p>\$8,500,000 to \$10,000,000</p>
Community Identity, Programming and Public Art (PA)					
PA-1: Pedestrian-Oriented Art in Public Realm	Explore opportunities for pedestrian-oriented art on commercial and mixed-use portions of streets in the plan area through artist-designed crosswalks, utility boxes and murals, as well as enhancements to blank facades, light poles, medians and parking strips.	Ongoing	Public Art Program	A&CAD	
PA-2: Temporary Art Installations in Empty Storefronts	Connect building owners with arts organizations to develop new temporary art installations in empty storefronts along streets in the plan area.	Ongoing	BID Membership Fees Cultural Affairs Annual Grant Program	A&CAD	
PA-3: Citywide Rotating Public Art Program	Consider placing temporary public art within the plan area as part of the Citywide Rotating Public Art Program.	Ongoing	Rotating Public Art Exhibition Program Cultural Affairs Annual Grant Program	A&CAD	<p>The Program includes installing eight public art projects: two site-specific and six loaned artworks throughout Pasadena on City-owned property. Artworks are placed in each City Council District for a minimum of three years.</p> <p>At the intersection of Foothill Blvd and Walnut St there is a new art installation coming soon.</p>

Preliminary Cost for Implementation Action Items (Cont.)

Action	Description	Timeframe	Potential Funding Sources/ Relevant CIP Programs	Responsible Agencies	Preliminary Cost
PA-4: Public Park	Explore potential siting opportunities for new parks north of Colorado Boulevard, particularly within the former rail right-of-way on the north side of Walnut Street. Work with Parks, Recreation, and Community Services and other relevant departments to implement the park as an appropriate site is identified.	Near-Term	Residential Impact Fee Development Agreements Community Development Block Grant	P&CDD PR&CS	
PA-5: Business Improvement Districts	Engage BIDs, including Pasadena Tourism Business Improvement District (PTBID) to strengthen opportunities for placemaking and community identity, potentially including the commissioning of public art as a suggested use of membership fees.	Ongoing	BID Membership Fees	EDD	EDD has met with property owners and businesses along Colorado Boulevard and a consultant to assess readiness to form a PTBID.
PA-6: Historic Resources Survey	Conduct a historic resources survey in the plan area to identify and evaluate potentially eligible historic resources, including buildings, districts, structures, objectives, and sites.	Near-Term	General Fund	P&CDD	The Historic Places Pasadena: Completing Our Story project is a Citywide Historic Resources Survey was initiated in November 2023. The project will identify what types of resources would be considered historically significant and eligible for historic designation, as well as a database/inventory of properties that have been determined to be eligible for historic designation at the local, state, or national level, including individual properties and districts, all of which will be accessible to the public. As this effort is Citywide, it will cover all Specific Plan areas.



Walnut St & Daisy Ave





Specific Plan Reference (Under Relationship to General Plan)

FY 2025 - 2029 Capital Improvement Program Streets and Streetscapes Sierra Madre Blvd. Median Enhancements - Design Phase

Priority	Project No.	Description	Total Estimated Costs	Appropriated Through FY 2024	Recommended FY 2025	Proposed FY 2026	Proposed FY 2027	Proposed FY 2028	Proposed FY 2029 and Beyond
2		Sierra Madre Blvd. Median Enhancements - Design Phase							
		Safe, Clean Water Program (Measure W) - Local Return	950,000	0	950,000	0	0	0	0
		Total	950,000	0	950,000	0	0	0	0



DESCRIPTION: This project provides for the design for developed median spaces along Sierra Madre Blvd., a long, heavily urbanized 1.27 mile corridor, between E. Washington Blvd and Michillina Ave. This City owned undeveloped median spaces will transform into a contiguous urban greening space. The project will provide critical community benefits including increased tree canopy, enhanced landscape aesthetics, create new habitat, and improve water quality through capture and infiltration. Additionally, the project will capture and infiltrate surface flows and "dry weather" flows from a large Los Angeles County owned storm drain located beneath the medians.

JUSTIFICATION: The National Pollutant Discharge Elimination System (NPDES) Permit issued by the Regional Water Quality Control Board requires municipalities to address critical water quality compliance and protect local waterways by reducing or eliminating pollution in storm water runoff and improve water quality. Pasadena is one of 88 permittees in Los Angeles County subject to these regulations and must take necessary steps to comply with state water quality mandates to avoid non-compliance status. This project will capture, treat, and infiltrate dry weather flows to address critical bacteria, trash and priority metals, that would otherwise flow, untreated, to the Eaton Wash, Rio Hondo River, and ocean. In addition, increased vegetation and urban greening will provide carbon sequestration and combat climate change, including heat island impacts, to improve the quality of life and aesthetics for the neighboring communities.

SCHEDULE: Design will begin in FY 2025.

RELATIONSHIP TO THE GENERAL PLAN: The project is consistent with Land Use Element Policy 16.2 (Service Adequacy) by periodically reviewing the impacts of major physical, environmental, economic and social changes and identifying their implications in meeting the service needs of Pasadena's residents; Policy 10.13 (Urban Forest) to maintain and plant additional trees along the City's sidewalks, civic places, parks, and in private developments to support the health and diversity of wildlife, sequester GHG emissions, and contribute to the reduction of the urban heat island; Policy 10.16 (Infrastructure) by improving Pasadena's infrastructure to conserve and reduce impacts to the natural environment; and Policy 10.18 (Water Quality) to encourage the use of natural processes to capture, treat and infiltrate urban runoff throughout the watershed.

SPECIAL CONSIDERATION: The City is pursuing funding opportunities. This project is a candidate for future funding under the Safe, Clean Water Infrastructure Program for construction costs. The total estimated cost will be finalized following the completion of design phase.

HISTORY: This project was created and fully funded in FY 2025.



Abutting Residential Densities





Floor Area Ratio

Map 6.1-2: Floor Area Ratio





Planning Process and Public Outreach

WHAT WE HEARD

Participants shared a wide range of input throughout the outreach process, much of which focused on prioritizing local jobs and services and enhancing the pedestrian-friendly nature of Colorado Boulevard.

Foster innovation and economic growth alongside enhancing local community amenities and services:

- » Preserve light industrial areas as a valuable source of neighborhood-serving businesses and employment opportunities, including local “mom and pop” stores and businesses
- » Ensure that industrial areas have a variety of both industrial and creative uses in addition to research and development
- » Support breweries, wineries, entertainment venues, and theaters
- » Support co-working/shared spaces
- » Support work/live and other similar housing options in the area, particularly along Nina Street

Beautify the area's landscape by introducing more greenery and accommodating creative designs:

- » More landscaping and vegetation, including fruit trees and vertical green walls
- » New green space and/or pocket park on the north side of Walnut Street that could be programmed and support activities such as food truck nights
- » Allow design flexibility but encourage masonry, concrete, and steel construction

Improve Colorado Boulevard to promote pedestrian activity:

- » General preference for low-scale mixed-use buildings
- » Support for housing options in the area, including street-level residential uses to activate the street
- » Support affordable housing and unhoused services in this area
- » Encourage reuse of motels/hotels to other residential or commercial uses
- » Encourage pedestrian-oriented site design with buildings fronting the sidewalk, particularly west of Sunnyslope Avenue
- » Consider better parking signage and access

Encourage streetscape and mobility enhancements:

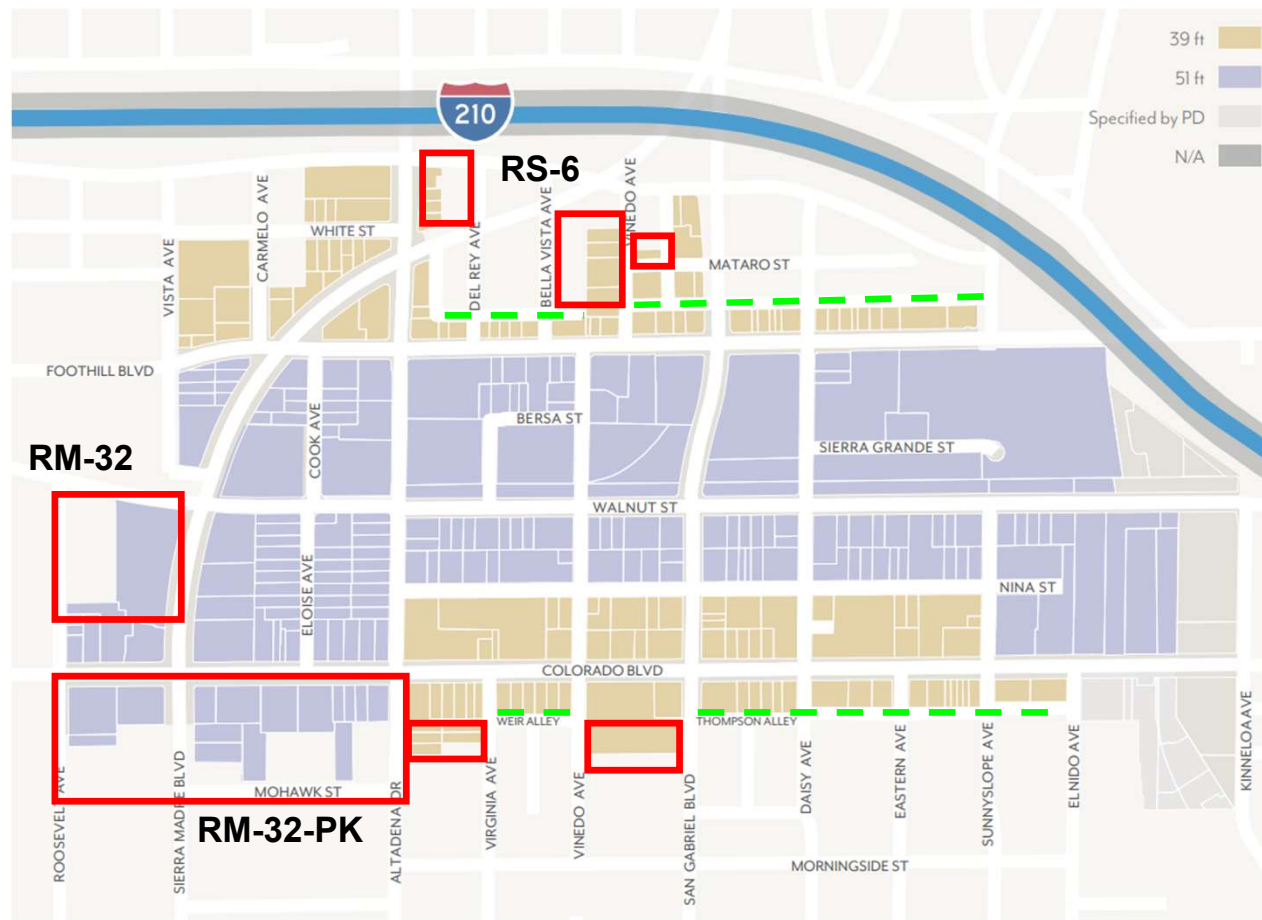
- » Support streetscape improvements including shade-providing trees, north/south pedestrian crossings, curb extensions, and parklets
- » Provide community spaces and places to walk to
- » Improve connections to public transportation in the area, especially to the nearby Allen and Sierra Madre Villa Metro A Line stations
- » Support improved bicycle connectivity and safety through addition of bicycle infrastructure and amenities

Round 1 & 2 Community Workshops



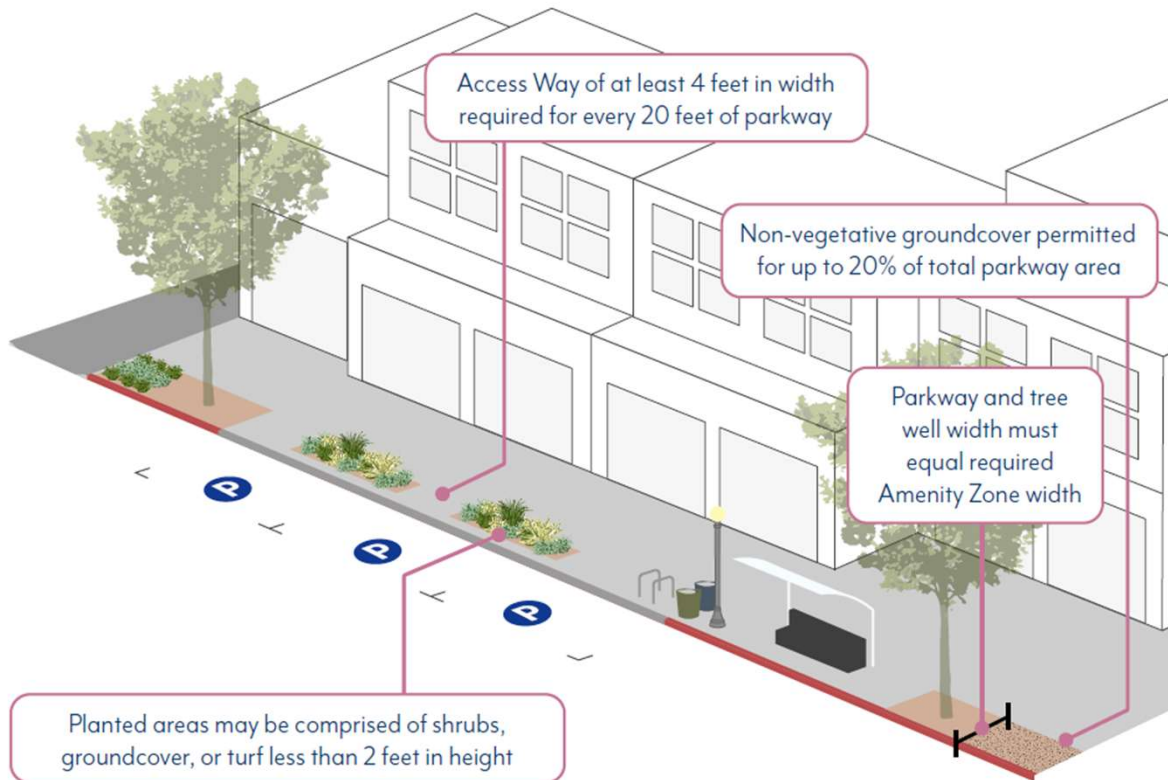
Refer to Attachment B of the Staff Report for additional information

Interior Building Stepback



--- Alley

Street Trees on Sidewalks [New]



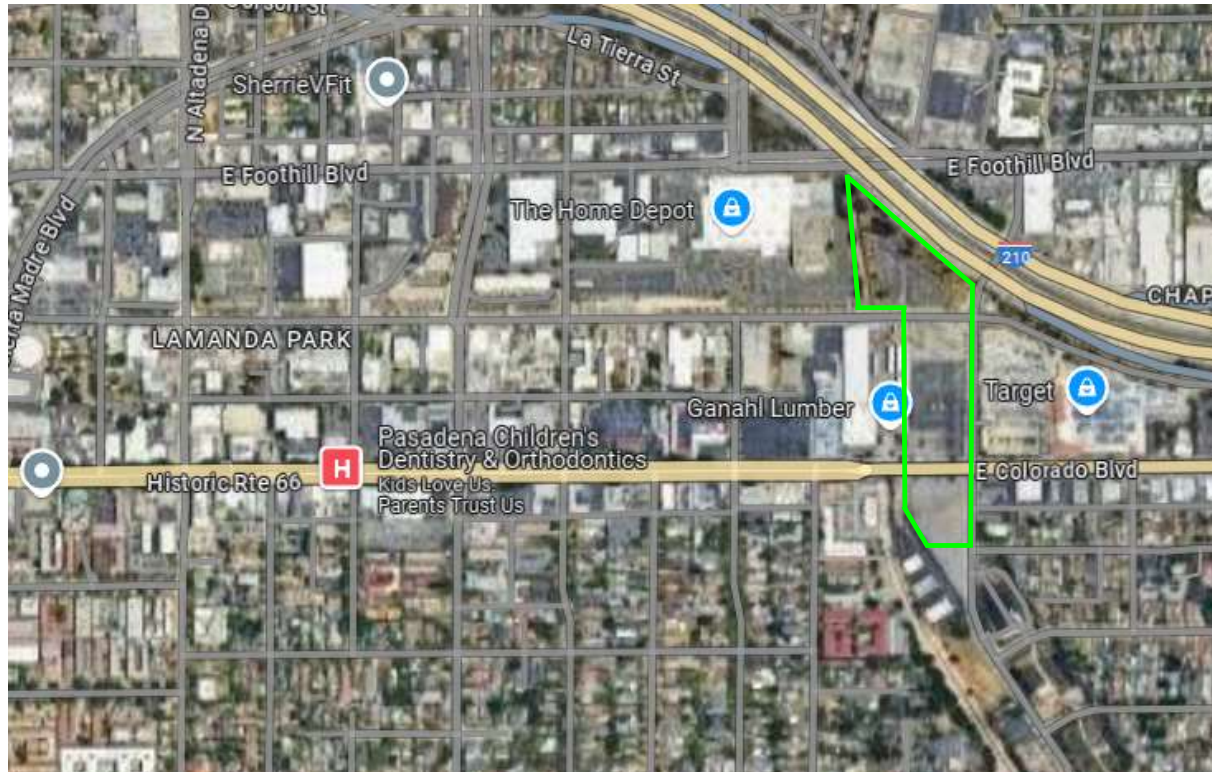
□ Standards:

- Requirements are based on guidance from Public Works & the City's Master Street Tree Plan
 - Trees planted at every 30'
 - Minimum tree well dimensions & frame
 - Expanded root zone cell

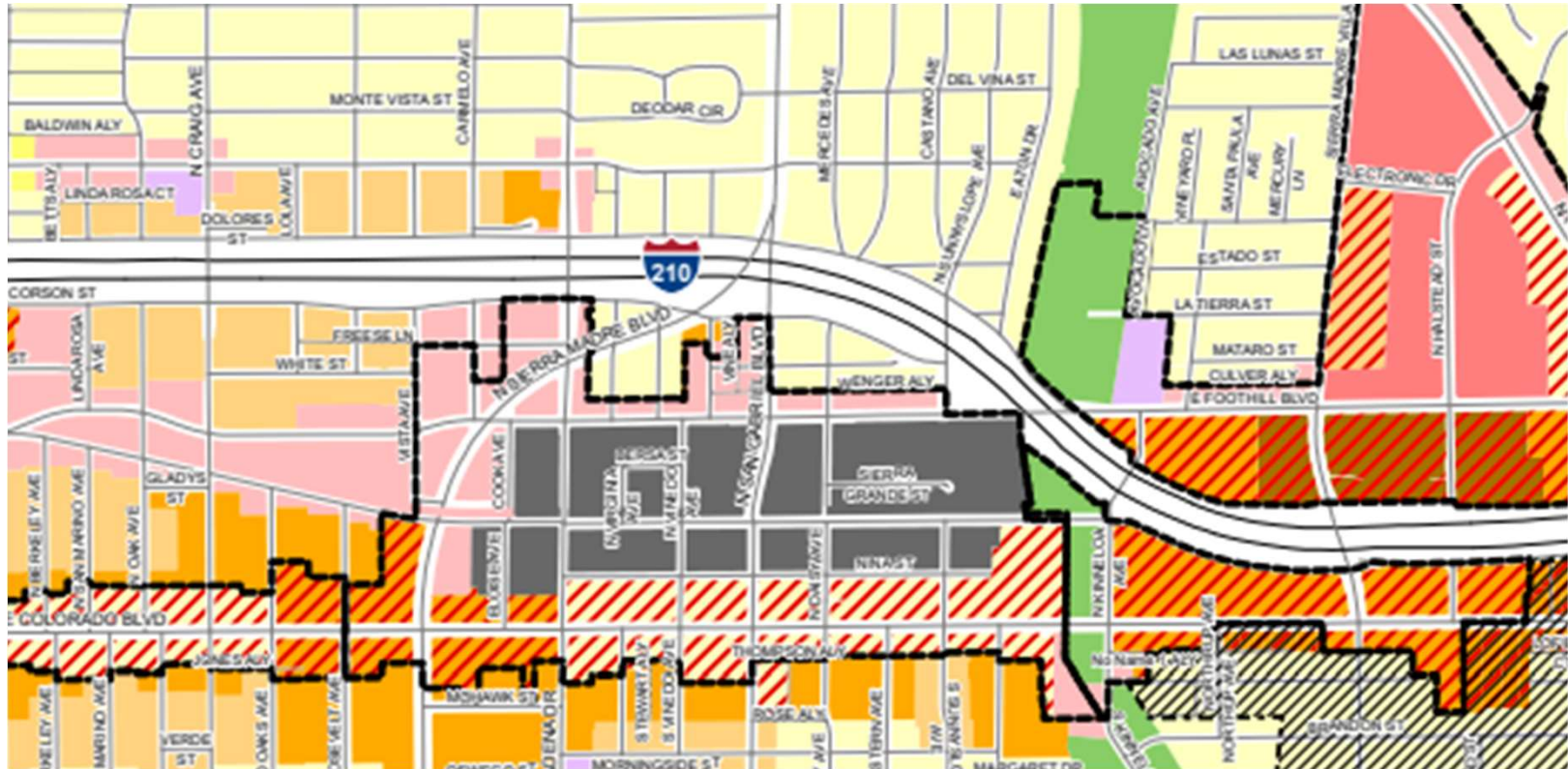
150 N. Vinedo St



Proposed OS Zoning District added to LPSP Area



— Open Space Land Use Category

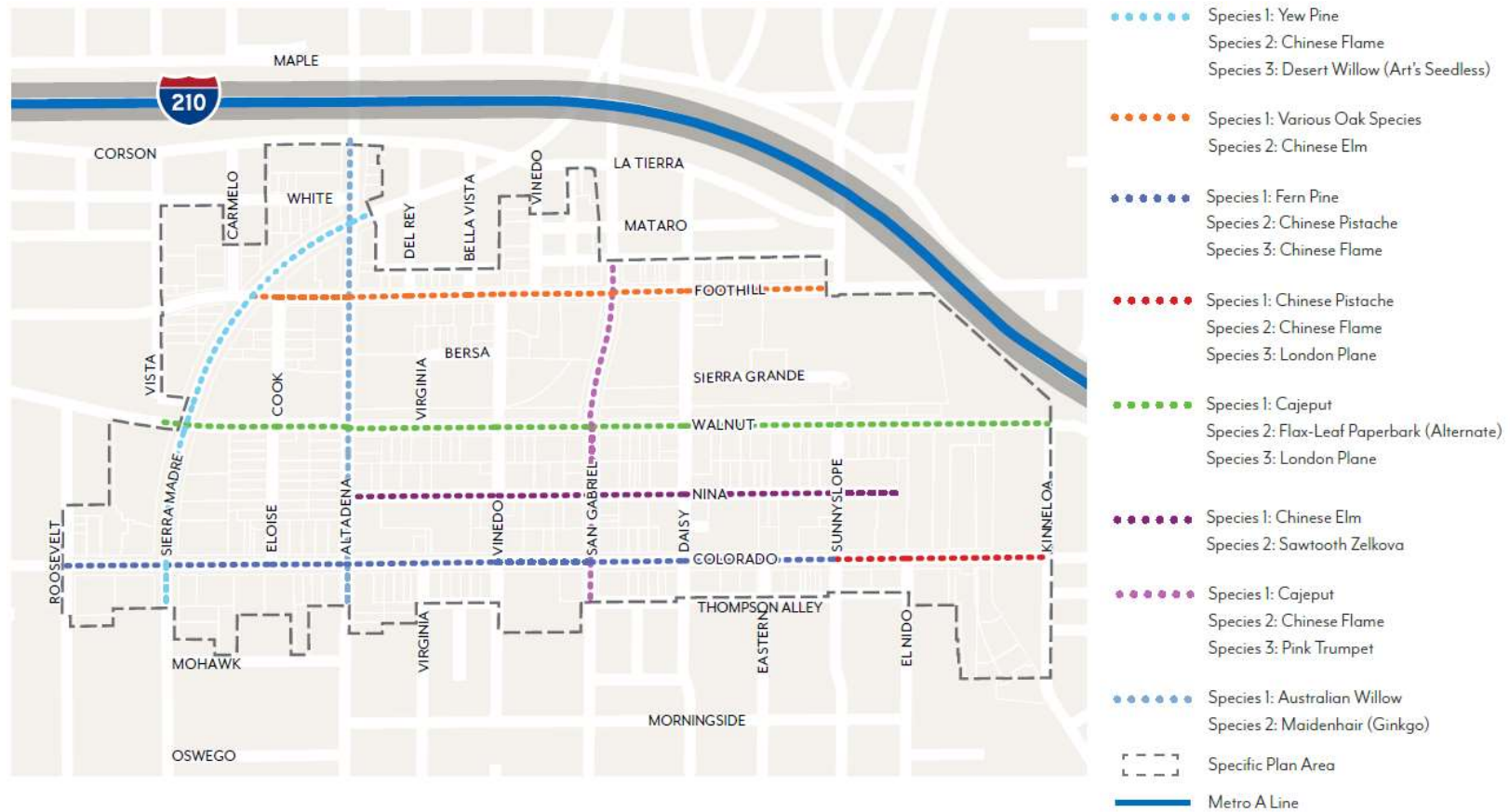


Economic Development Goals



- 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

Guidance on Street Tree Selection



Guidance on Tree Islands & Landscaped Medians



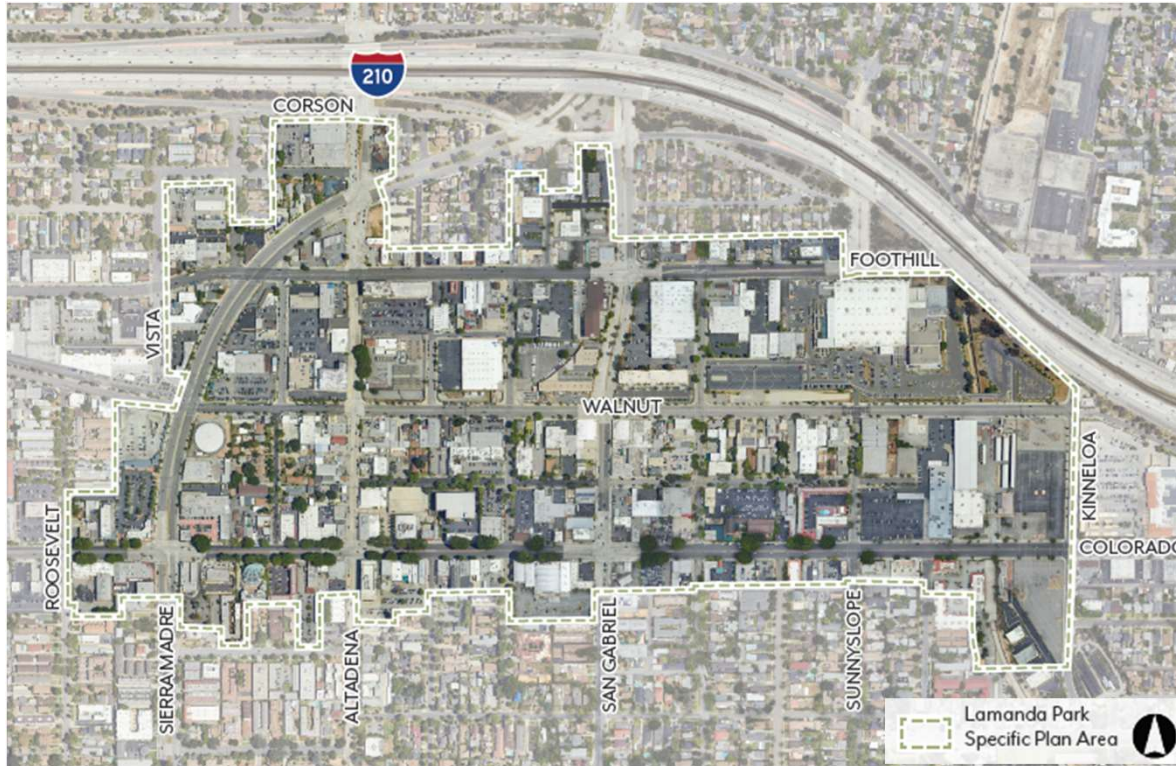
- Where sidewalk space is limited, tree islands may be used
- Curb extensions provide traffic calming & can enhance stormwater retention
- Additionally, street medians may be used to incorporate landscaping
- Flowering accent trees in street medians complement street tree recommendations, enhancing the streetscape's visual character

Brief Historic Context



- 1850s – Ranches were developed with orchards & vineyards
- 1880s – Pacific Electric Railway begins operating the Lamanda Park Line with a station at San Gabriel Blvd & Walnut St
- 1900s – Development continued with additional transportation infrastructure, including the construction of trolley service along Colorado Blvd
- 1920 – Territory of Lamanda Park is formally annexed by City of Pasadena
- 1950s/1960s – Industrial and commercial development boom
- 1976 – 210 freeway opens through Pasadena, rerouting the existing railroad tracks
- 2003 – Metro A Line runs along the 210 freeway

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