

ATTACHMENT "A"

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City of Pasadena
Planning Division
175 N. Garfield Avenue
Pasadena, California 91101-1704

NEGATIVE DECLARATION

PROJECT TITLE: Bellevue Drive Street Vacation

PROJECT APPLICANT: Union Station Foundation
412 South Raymond Avenue, Pasadena, CA 91101
and
Plati German Car Service and Repair, Inc.
442 South Raymond Avenue, Pasadena, CA 91101

PROJECT CONTACT PERSON: Annabella Atendido, Associate Planner

ADDRESS: City of Pasadena, Planning Division
175 North Garfield Avenue
Pasadena, CA 91101-1710

TELEPHONE: (626)744-4009

PROJECT LOCATION: Bellevue Drive between South Raymond Avenue and
the MTA right-of-way
City of Pasadena
County of Los Angeles
State of California

PROJECT DESCRIPTION:

Union Station Foundation and Plati German Car Service & Repair, Inc., two property owners on the north and south sides, respectively, requested the vacation of Bellevue Drive between Raymond Avenue and the MTA right-of-way used by the Metro Gold Line. Prior to 1998 Bellevue Drive was a through street from Raymond Avenue to Arroyo Parkway.

The proposed street vacation would provide additional area for the Union Station Foundation (located on the north side of Bellevue Drive) for the additional on-site parking needed for its proposed expansion, which was approved through a Conditional Use Permit #4435 on August 24, 2004. The vacated portion of Bellevue Drive would also provide Plati German Car (located on the south side of Bellevue Drive) additional land area for parking.

The only properties with access from the proposed portion of Bellevue Drive are Union Station Foundation, Plati German Car Service and Repair, Inc. and the MTA.

FINDING

On the basis of the initial study on file in the Current Planning Office:

X The proposed project COULD NOT have a significant effect on the environment.

The proposed project COULD have a significant effect on the environment, however there will not be a significant effect in this case because the mitigation measures described in the Mitigation Monitoring Program on file in the Planning Division Office were adopted to reduce the potential impacts to a level of insignificance.

The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Completed by: Annabella Atendido Determination Approved: Jennifer Paige-Saeki
 Title: Associate Planner Title: Senior Planner, Environmental
 Date: 5/18/05 Date: 5/18/05

PUBLIC REVIEW PERIOD: May 20, 2005 – July 11, 2005
 COMMENTS RECEIVED ON DRAFT: X Yes No
 INITIAL STUDY REVISED: X Yes No

**CITY OF PASADENA
PLANNING DIVISION
HALE BUILDING
175 NORTH GARFIELD AVENUE
PASADENA, CA 91109-7215**

INITIAL STUDY

In accordance with the Environmental Policy Guidelines of the City of Pasadena, this analysis, the associated "Master Application Form," and/or Environmental Assessment Form (EAF) and supporting data constitute the Initial Study for the subject project. This Initial Study provides the assessment for a determination whether the project may have a significant effect on the environment.

SECTION I – PROJECT INFORMATION

1. Project Title: Bellevue Drive Street Vacation
2. Lead Agency Name and Address: City of Pasadena
3. Contact Person and Phone Number: Annabella Atendido, Community Planning
Phone #(626)744-6707
4. Project Location: Bellevue Drive from Raymond Avenue to the Metropolitan
Transportation Authority Right-of-Way (Gold Line track)
5. Project Sponsor's Name and Address: Union Station Foundation
412 South Raymond Avenue, Pasadena, CA 91101

and

Plati German Car Service and Repair, Inc.
442 South Raymond Avenue, Pasadena, CA 91101
6. General Plan Designation: Central District Specific Plan
7. Zoning: CD-6 (Central District, sub-district 6)
8. Description of the Project:

Union Station Foundation and Plati German Car Service & Repair, Inc., two property owners on the north side and south side of Bellevue Drive, respectively, requested the vacation of Bellevue Drive between Raymond Avenue and the MTA right-of-way used by the Metro Gold Line. These are the only properties with access from the subject portion of Bellevue Drive. Union Station Foundation, located at 412 South Raymond Avenue (on the north side of Bellevue Drive), obtained Board of Zoning Appeals' approval of its proposed two-story, 3956-square-foot expansion on August 24, 2004 through Conditional Use Permit #4335. The approved expansion does not involve vacation of the subject portion of Bellevue Drive. Vacating this portion of Bellevue Drive will provide additional land area for Union Station Foundation's need for additional on-site parking. CUP#4335 requires the applicant to provide four additional parking spaces either on-site, or off-site with a parking lease agreement with a property within a 1,000-foot distance from the project site.

The proposed street vacation would also benefit Plati German Car Service & Repair, Inc., located at 442 South Raymond Avenue (on the south side of Bellevue Drive) by the additional land area that they could use for parking. At the present time, there are no plans for further expansion of the businesses as a result of the street vacation. If the two businesses propose any future expansion, they must receive approval from the City. This review will be conducted under a separate process.

9. Surrounding Land Uses and Setting:

- North: Child Day Care Center
- South: Auto Repair
- East: Metro Gold Line
- West: Manufacturing/Self-Storage

10. Other public agencies whose approval is required (e.g. permits, financing approval, or participation agreement):

The proposed street vacation has been reviewed by other City departments, County agencies, various utilities, and the California Department of Transportation (Caltrans). The following have no specific comments or objections to the proposed street vacation:

- Caltrans
- Southern California Gas Company
- SBC
- Southern California Edison
- California American Water Company
- County Sanitation Districts of Los Angeles County
- Metropolitan Water District
- Altrio/Champion
- Charter Communications
- City of Pasadena Departments and Divisions:
 - Police Department
 - Fire Department

The following agencies have comments and requirements, which are included in the staff reports to the Planning Commission and City Council:

- Metropolitan Transportation Authority
- Water and Power Department – Water Division
- Water and Power Department – Power Division
- Department of Public Works
- Department of Transportation

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

	Aesthetics		Geology and Soils		Population and Housing
	Agricultural Resources		Hazards and Hazardous Materials		Public Services
	Air Quality		Hydrology and Water Quality		Recreation
	Biological Resources		Land Use and Planning		Transportation/Traffic
	Cultural Resources		Mineral Resources		Utilities and Service Systems
	Energy		Noise		Mandatory Findings of Significance

DETERMINATION: (to be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project DOES NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	X
I find that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.	
I find that the proposed project MAY have a significant effect(s) on the environment. -Analysis in the Initial Study shows that one or more impact areas will have a "Potentially Significant Impact" An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that were not analyzed in a previously approved EIR or Negative Declaration for the project at hand.	
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	

Prepared by:

Signature

6/1/05
Date

Annabella Atendido
Printed Name

Reviewed by / Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
 - 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
 - 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
 - 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 20, "Earlier Analysis," may be cross-referenced).
 - 5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. See CEQA Guidelines Section 15063(c)(3)(D). Earlier analyses are discussed in Section 20 at the end of the checklist.
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier documents and the extent to which address site-specific conditions for the project.
 - 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
 - 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
 - 8) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significant
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Less Than
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No Impact

SECTION II - ENVIRONMENTAL CHECKLIST FORM

1. BACKGROUND.

Date checklist submitted: May 10, 2005
Department requiring checklist: Planning and Development Department
Planner assigned: Annabella Atendido

2. ENVIRONMENTAL IMPACTS. (explanations of all answers are required):

Potentially
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Significant
Impact

No Impact

3. AESTHETICS. Would the project:

a. *Have a substantial adverse effect on a scenic vista?* ()

X

WHY? The proposed street vacation is in an area, which does not have views of the mountains, City Hall, ridgelines, the Arroyo etc. The project is a street vacation and does not involve or propose any physical developments, changes, or new square footage. Therefore, the project does not *substantially* impact any scenic vista as defined in the 1994 final EIR for the Land Use and Mobility Elements of the City of Pasadena General Plan.

b. *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?* ()

X

WHY? The project does not substantially impact any Official State Scenic Highway, L.A. County Recommended Scenic Highway or unofficial City Designated Scenic corridor. The project is a street vacation and does not involve or propose any physical developments, changes, or new square footage. Therefore, the project does not *substantially* impact any scenic vista as defined in the 1994 final EIR for the Land Use and Mobility Elements of the City of Pasadena General Plan.

c. *Substantially degrade the existing visual character or quality of the site and its surroundings?* ()

X

WHY? The proposed street vacation does not involve construction of any structures above ground, and will not have any effect on the existing visual character or quality of the site and its surroundings.

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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d. *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The proposed street vacation does not involve any construction, thus, it will not have a significant impact on light and glare.

4. AGRICULTURAL RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project.

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?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The City of Pasadena is a developed urban area surrounded by hillsides to the north and northwest. The western portion of the City contains the Arroyo Seco, which runs from north to south through the City. It has commercial recreation, park, natural and open space. There is no prime farmland, unique farmland, or farmland of statewide importance, as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency.

b. *Conflict with existing zoning for agricultural use, or a Williamson Act contract?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The City of Pasadena has no land zoned for agricultural use other than commercial nurseries being allowed by right in the CG (General Commercial) and IG (General Industrial) zones and conditionally in the CO (Office Commercial), CL (Limited Commercial), OS (Open Space) and PS (Public-Semi Public) Zoning Districts.

c. *Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? There is no known farmland in the City of Pasadena; therefore the proposed project would not result in the conversion of farmland to a non-agricultural use.

5. AIR QUALITY. 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:

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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a. *Conflict with or obstruct implementation of the applicable air quality plan? ()*

 X

WHY? The proposed street vacation does not involve construction of any building or facility on the site, nor result in a change of its current use as parking primarily by the adjacent properties, and to a limited extent by the public. After vacation, this portion of Bellevue drive will be incorporated into the properties to the north and south, and will provide an area for private parking and vehicle storage. Therefore, the project will not generate any activity that may conflict with or obstruct implementation of any air quality plan.

b. *Violate any air quality standard or contribute to an existing or projected air quality violation? ()*

 X

WHY? Due to its geographical location and the prevailing off shore daytime winds, Pasadena receives smog from downtown Los Angeles and other areas in the Los Angeles basin. The prevailing winds, from the southwest, carry smog from wide areas of Los Angeles and adjacent cities, to the San Fernando Valley and to Pasadena in the San Gabriel Valley where it is trapped against the foothills. For these reasons the potential for adverse air quality in Pasadena is high.

Pasadena is located in a non-attainment area, an area that frequently exceeds national ambient air quality standards. However, the project itself meets the South Coast Air Quality Management District's (SCAQMD) land use threshold for significant air emissions, according to the 1993 updated SCAQMD's CEQA Air Quality Handbook.

The proposed street vacation will not result in any change in the volume of trips to the area, and will not violate any air quality standard or contribute to an existing or projected air quality violation.

Prior to 1998, Bellevue Drive was a through street from Raymond Avenue to Arroyo Parkway. On November 2, 1998, the City Council adopted a resolution to close certain streets without vacation for the purpose of ensuring public safety and protection during the time the Gold Line is in operation and crossing city streets. Bellevue Drive was not officially closed to through traffic until construction of the Gold Line began in this area. The street has been permanently closed to through traffic for approximately three years, and the Department of Public Works and Department of Transportation have determined that the proposed street vacation will not have an adverse impact on traffic circulation in the area.

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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)? ()*

 X

WHY? The City of Pasadena is within the South Coast Air Basin (SCAB). This basin is a non-attainment area for Nitrogen Dioxide (NO₂) and fine particulates matter (PM₁₀). Projects that contribute to a significant cumulative increase in NO₂ or PM₁₀ will be considered to be significant and require the consideration of mitigation measures. However, the proposed street vacation will not result in any change in the way the site is currently used, except that as a public right-of-way, it provides on-street parking available to the public. After

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vacation, the site will become private property and will be used for parking by private entities. The project will not cause a cumulatively considerable increase in NO₂ and/or PM₁₀ after the street vacation.

d. *Expose sensitive receptors to substantial pollutant concentrations?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The proposed street vacation will not change the usage of the site as parking. According to Figure 5-1 and Table 5-1 of the 1993 updated SCAQMD's CEQA Air Quality Handbook the project is not located near sensitive receptors and is not likely to generate any significant toxic air emissions.

e. *Create objectionable odors affecting a substantial number of people?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? This type of use (parking) is not shown on the 1993 updated SCAQMD's CEQA Air Quality Handbook Figure 5-5 "Land Uses Associated with Odor Complaints."

6. BIOLOGICAL RESOURCES. Would the project:

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 Game or U.S. Fish and Wildlife Service?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The project is in a non-hillside, developed urban area. There are no known unique, rare or endangered plant or animal species or habitats on or near the site. Moreover, the proposed street vacation does not involve any construction of buildings or facilities, nor change in land use (parking).

b. *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The Final Environmental Impact Report for the adopted 1994 Land Use and Mobility Elements maps the natural communities within the City's boundaries. The project is not located near any of these communities.

c. *Have a substantial adverse effect of federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The project is located in a non-hillside, developed urban area. There is no known naturally occurring wetland habitat. There are no existing trees on the project site.

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?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The project is located in a non-hillside, developed urban area and does not involve the dispersal of wildlife nor will it result in a barrier to migration or movement of wildlife.

e. *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The site is a paved street and contains no street trees or any trees protected by Ordinance No. 6896 "City Trees and Tree Protection Ordinance" or trees designated as landmarks.

f. *Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? There are no adopted Habitat Conservation or Natural Community Conservation Plans within the City of Pasadena. There are also no approved local, regional or state habitat conservation plans.

7. CULTURAL RESOURCES. Would the project:

a. *Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? There are no known buildings, structures, natural features, works of art or similar objects on the site having a significant historic value to the City which are to be demolished, relocated, removed, or significantly altered by the project. The proposed street vacation does not involve grading or construction.

b. *Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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No Impact

WHY? There are no known prehistoric or historic archeological sites on the project site. The proposed street vacation does not involve grading or construction.

- c. *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?* ()

X

WHY? There are no records of any significant paleontological resources in the City of Pasadena. Therefore, there are no known paleontological resources affected by the project. The proposed street vacation does not involve grading or construction.

- d. *Disturb any human remains, including those interred outside of formal ceremonies?* ()

X

WHY? There are no known human remains on the site. The proposed street vacation does not involve grading or construction.

8. ENERGY. Would the proposal:

- a. *Conflict with adopted energy conservation plans?* ()

X

WHY? The proposed street vacation does not involve grading or construction that will consume energy.

- b. *Use non-renewable resources in a wasteful and inefficient manner?* ()

X

Why? (Oil-based products.) The proposed street vacation does not involve grading or construction and would not create a high enough demand for energy to require development of new energy sources, natural gas sources or new water supplies.

9. GEOLOGY AND SOILS. Would the project:

- 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 Division of Mines and Geology Special Publication 42.* ()

X

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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WHY? The proposed street vacation does not involve grading or the construction of any structures that could be affected by any earthquake fault.

ii. *Strong seismic ground shaking?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? See 9.a.i. The proposed street vacation does not involve grading or construction that might expose people or structures to strong seismic ground shaking.

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 substantial evidence of known areas of liquefaction?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The proposed street vacation does not involve grading or construction that might expose people or structures to seismic-related ground failure or 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?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? According to seismic hazard maps, the project site is not located in an area with a high risk of liquefaction. Further, the proposed street vacation does not involve grading or construction that might expose people or structures to landslides.

b. *Result in substantial soil erosion or the loss of topsoil?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The proposed street vacation does not involve grading or construction that could result in soil erosion or loss of topsoil.

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?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The project site is not located on a geologic unit or on soil that is unstable, or could become unstable. The proposed street vacation does not involve any grading or construction that could result in on-site or off-site landslides, lateral spreading, subsidence, liquefaction or collapse.

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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? ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? According to the 2002 adopted Safety Element of the City's General Plan the project site is underlain by alluvial material from the San Gabriel Mountains. This soil consists primarily of sand and gravel and is in the low to moderate range for expansion potential. The proposed street vacation does not involve any grading or construction, and there will be no risks to life or property due to expansive soil.

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? ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The proposed street vacation project does not involve any grading or construction that requires a conventional or alternative wastewater disposal system.

10. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The proposed street vacation project does not involve any grading or construction that will would require the use or storage of hazardous substances. Further, there is no evidence that the site has been used for underground storage of hazardous materials.

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? ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The proposed street vacation does not involve the use of hazardous materials. Therefore, there is no significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving hazardous material.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The proposed street vacation does not involve any use or activity that would emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste and is not within one-quarter mile of an existing or proposed school.

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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d. *Be located on a site which 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? ()*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The project site is not located on the State of California Hazardous Waste and Substances Sites List of sites published by California Environmental Protection Agency (CAL/EPA).

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? ()*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The proposed street vacation site is not within an airport land use plan or within two miles of a public airport or public use airport.

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? ()*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The project site is not within the vicinity of a private airstrip. There are no private air strips within the City.

g. *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ()*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The proposed street vacation has been reviewed by the Police Department and Fire Department, who have no comments or objections to the project. The street vacation site is located within an urban area and will not change the logistical nature of the area. The City of Pasadena maintains a citywide emergency response plan, which goes into effect at the onset of a major disaster (e.g., a major earthquake). The Fire Marshall maintains the disaster plan. In case of a disaster, the Fire Marshall is responsible for implementing the plan, and the Pasadena Police Department devises evacuation routes based on the specific circumstance of the emergency. Based on review by the Police and Fire departments the proposed street vacation does not affect the disaster plan.

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? ()*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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WHY? The proposed street vacation project does not involve any grading or construction that could expose people to significant risk of loss, injury or death involving wildland fires. According to the 2002 adopted Safety Element as shown on Plate P-2, Wildfire Hazard Map, the project site is in an area outside of any fire hazard zone.

11. HYDROLOGY AND WATER QUALITY. Would the project:

a. *Violate any water quality standards or waste discharge requirements?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The proposed street vacation does not involve any construction of new structures. The project does not meet a standard for review of drainage plans for compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) Ordinance since it will be generally additional on-site parking for the two property owners and will be less than 25 spaces.

Further, there are no bodies of water near the project, whose surface waters would receive any discharge from the project. However, if there is water runoff from the site, this runoff may be discharged via Los County Flood Control Channels into the San Pedro Bay. No changes are proposed to the paving area or location of parking, therefore, future runoff conditions will not change.

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)?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The proposed street vacation does not involve the construction of any new structure, which would require new water supply.

c. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The proposed street vacation does not involve the construction of any new structures. The project will not change the existing paving that affects water percolating into the soil, and the quantity of storm and irrigation water flowing into storm drain facilities.

The drainage of surface water from the project will continue to be controlled by building regulations and directed towards the City's existing streets, flood control channels, storm drains and catch basins.

d. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?* ()

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The City of Pasadena contains two streams the Arroyo Seco and Eaton Creek, the project is not located near either stream. The project will not have any effect on the course of these streams.

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? ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The project site is adequately served by existing stormwater drainage systems.

f. Otherwise substantially degrade water quality? ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The proposed street vacation does not involve the construction of any new structures, and will not affect water quality. The project site currently contains underground utilities that are connected to the existing water, sewer and storm drain systems and there will be no direct impact on groundwater quality.

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? ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The project site is located outside of any dam inundation area as shown in Plate P-2 of the adopted 2002 Safety Element of the City's adopted General Plan.

h. Place within a 100-year flood hazard area structures, which would impede or redirect flood flows? ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The proposed street vacation does not involve construction of any new structure, which would impede or redirect flood flows. Further, the entire City of Pasadena is in Zone D on the Federal Emergency Management Agency (FEMA) map Community Number 065050. In Zone D the City is not required to implement any flood plain management regulations.

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? ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The project site is not located in a dam inundation area according to the Dam Failure Inundation Map, Plate P-2, of the adopted 2002 Safety Element of the City's adopted General Plan.

Potentially Significant Impact

Significant Unless Mitigation is Incorporated

Less Than Significant Impact

No Impact

There are no significant bodies of water either in or near the City of Pasadena, which could subject the City to tidal waves. An on-site drainage system will convey storm water runoff to designated flood control facilities.

j. Inundation by seiche, tsunami, or mudflow? ()

WHY? The City of Pasadena is not located near enough to any inland bodies of water or the Pacific Ocean to be inundated by either a seiche or tsunami. For mudflow see responses to 9. Geology and Soils a. iii and iv regarding seismic hazards such as liquefaction and landslides.

12. LAND USE AND PLANNING. Would the project:

a. Physically divide an existing community? ()

WHY? The project will not physically divide an existing community. Bellevue Drive from Raymond Avenue to Arroyo Parkway was closed to through traffic by a resolution adopted by the City Council in 1998 to ensure safety and protection of the general public during the times the Gold Line is in operation and crossing City streets. The physical closure of Bellevue took place about three years ago with the onset of construction for the Gold Line. Since then, this segment of Bellevue Drive has primarily served as access to the adjacent property owners, and has not disrupted movement or access to other properties in the vicinity.

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? ()

WHY? The proposed street vacation does not conflict with any of the Land Use Element's policies and objectives. The project site is located in the Central District, Sub-district 6 zoning district, which is consistent with the Central District Specific Plan General Plan Land Use Designation in the adopted 2004 Land Use Element. The proposed street vacation also furthers the Mobility Element Policy 2.7, which states: "Promote improvements for pedestrians to support vibrant and active streets and major places of activity." The proposed street vacation will improve safety and provide protection for both vehicles and pedestrians because the property owners will be required to close the street and construct a standard drive approach. This will eliminate an intersection on the east side of Raymond Avenue, wherein motorists will no longer find themselves on a dead end that requires a u-turn to get back to Raymond Avenue. By requiring a drive approach, pedestrians will be provided protection from vehicles with the installation of sidewalk across the entire 80 feet of Bellevue Drive.

c. Conflict with any applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP)? ()

WHY? There are no Habitat Conservation or Natural Community Conservation Plans in Pasadena.

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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13. MINERAL RESOURCES. Would the project:

- 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?* ()

WHY? The Final Environmental Impact Report for the adopted 1994 Land Use and Mobility Elements of the City's General Plan states that there are two areas in Pasadena, which may contain mineral resources of sand, gravel and stone, Eaton Wash and Devils Gate Reservoir. The project is not near these areas.

- 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?* ()

WHY? There are no locally important mineral-resource recovery sites delineated by the City of Pasadena Land Use Element of the Comprehensive General Plan. The 1994 certified final EIR for this element states that there are two areas within Pasadena which contain aggregate for making Portland cement, one in the Arroyo Seco, the other in Eaton Canyon. These areas are zoned for Open Space uses and are not currently being mined. There are no mineral-resource recovery sites shown in the Hahamongna Watershed Park Master Plan. The 1999 "Aggregate Resources in the Los Angeles Metropolitan Area" map published by the California Department of Conservation, Division of Mines and Geology shows no aggregate resources with the City of Pasadena.

14. NOISE. Will the project result in:

- 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?* ()

WHY? The project will not lead to a significant increase in ambient noise. The proposed street vacation does not involve construction of any new structure, and, will not generate any noise related to construction activities, or to operations at the abutting properties.

- b. *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?* ()

WHY? The proposed street vacation is located next to the Gold Line right-of-way, however, this vacated portion of Bellevue Drive will be used (as it currently is) as parking by the abutting properties. Therefore, the vacation will not result in exposure of persons to or result in generation of excessive vibration or noise levels.

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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c. *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? ()*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The project will not increase ambient noise levels because the street vacation does not involve the construction of any new structures or change of use at the site. The site is currently used as on-street parking and will become private parking serving the two abutting properties that have requested the street vacation.

d. *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? ()*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The project will not cause a substantial temporary or periodic increase in ambient noise levels because the street vacation does not involve the construction of any new structures or change of use at the site. The site is currently used as on-street parking and will become private parking serving the two abutting properties that have requested the street vacation.

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 expose people residing or working in the project area to excessive noise levels? ()*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? There are no airports or airport land use plans within the City of Pasadena. Pasadena is part of the Burbank, Glendale Pasadena Airport Authority, but the airport is in the City of Burbank.

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? ()*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The project is not within the vicinity of the Police Heliport or the Fire Camp in the Arroyo Seco.

15. POPULATION AND HOUSING. Would the project:

a. *Induce substantial 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)? ()*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The proposed street vacation does not involve the construction of any new structures, and it will not change the use of the site as parking. The subject portion of Bellevue Drive that is proposed to be vacated is currently used as on-street parking, in that it is a public right-of-way. After vacation, it will become part of the abutting properties, and will become private parking for the same abutting properties. The project will not result in the potential net gain (or loss) of residential population, any number of dwelling units or number of square feet of structure(s).

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The project does not involve the demolition or construction of any housing units.

c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The proposed street vacation would not displace people because it does not involve the demolition or construction of any housing units.

16. PUBLIC SERVICES. Will 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:

a. Fire Protection? ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The proposed street vacation does not involve the construction of any new structure or facility that would need fire protection. The project site is located outside any wildfire hazard area according to the Wildfire Hazard Map (Plate P-2) of the adopted 2002 Safety Element of the City's General Plan. The project site is located approximately less than half a mile from the nearest fire station, Station #31 at 135 South Fair Oaks Avenue. The Fire Department has reviewed the proposed project and has no objection or conditions for the street vacation.

b. Libraries? ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The proposed street vacation does not involve construction and will not result in the need for library services.

c. Parks? ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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WHY? The project is located approximately 850 feet from Central Park. The street vacation of Bellevue Drive between Raymond Avenue and the MTA right-of-way does not include the construction of any structures. The project will be used for private parking and will not have any impact on the City's existing parks.

d. *Police Protection?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The subject portion of Bellevue Drive has been closed to traffic for approximately two or more years, during which time both the Union Station and Plati German Car Service have been using the site for additional parking. The street closure has had no impact on police services. The proposed street vacation will not change the need for police protection. The Police Department has reviewed the project and has no objection to or conditions of approval for the street vacation.

e. *Schools?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The proposed street vacation does not involve construction or change of use and will not increase the need for school services.

f. *Other public facilities?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The proposed street vacation will not result in additional maintenance of public facilities because the project does not involve construction of any new structures or facilities and the site will continue to be used as parking by the abutting properties. The public right-of-way will become private property and therefore, the vacation will decrease the need for maintenance of public facilities.

17. RECREATION.

a. *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?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The street vacation of Bellevue Drive between Raymond Avenue and the MTA right-of-way is located approximately 850 feet from Central Park. The purpose of the street vacation is to accommodate a request by the adjacent property owners to provide for private parking in the proposed vacation area that is currently used by these property owners. No parkland is being altered or reduced as a result of the project and there is no evidence that the demand for neighborhood or regional parks will increase as a result of this project.

b. *Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?* ()

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

WHY? The purpose of the street vacation of Bellevue Drive is to accommodate a request by the adjacent property owners for private parking in the proposed vacation area that is currently used by these property owners. The existing street contains no recreational facilities and none are proposed with the vacation. Recreational opportunities in the vicinity have already been established and this project will not impact their quality or quantity.

18. TRANSPORTATION/TRAFFIC. Would the project:

- a. *Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? ()*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? Bellevue Drive from Raymond Avenue to Arroyo Parkway was closed to through traffic by a resolution adopted by the City Council in 1998 to ensure safety and protection of the general public during the times the Gold Line is in operation and crossing City streets. The physical closure of Bellevue took place about three years ago with the onset of construction for the Gold Line. Since then, this segment of Bellevue Drive has primarily served as access to the adjacent properties. The project will decrease vehicle trips on Bellevue Drive and will eliminate an intersection on the east side of Raymond Avenue. The Department of Transportation has reviewed the project and has no objection to the vacation.

- b. *Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? ()*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The adopted 2002 Congestion Management Plan (CMP) prepared by the Metropolitan Transportation Agency lists level of service (LOS) E as acceptable for the highway and road system. The CMP defines the 2002 Highway and Roadway System in Exhibit 2-3. Thresholds from the 1995 CMP are 50 peak hour trips added to a freeway on or off ramp or 150 trips added to a mainline freeway or ramp monitoring location. The street vacation will not alter any traffic patterns or generate additional traffic. The project will not impact this roadway system.

- 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? ()*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The project site is not within an airport land use plan or within two miles of a public airport or public use airport. The nearest public use airport is in Burbank, which is operated by a Joint Powers Authority with representatives from the Cities of Burbank, Glendale and Pasadena. Helipads are required on many high-rise buildings for evacuating occupants in case of an emergency. The police heliport is located at the eastern edge of the Arroyo Seco near the City's border with Altadena. This heliport is not open for public use.

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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d. *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ()*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The Department of Transportation has evaluated the potential effects of the street vacation. The segment of Bellevue Drive is located between Raymond Avenue and the MTA right-of-way. The segment provides access to adjacent properties, the Gold Line, and underground utilities, but does not affect circulation in the area. The street vacation and the design of the vacation will not be hazardous to traffic circulation either within the project or in the vicinity of the project.

e. *Result in inadequate emergency access? ()*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The ingress and egress for the site have been evaluated by the Transportation Department and found to be adequate for emergency access or access to nearby uses. The project must comply with all Building, Fire and Safety Codes and plans are subject to review and approval by the Public Works and the Transportation Departments, and the Building Division and Fire Department.

f. *Result in inadequate parking capacity? ()*

<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
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WHY? The proposed street vacation will not have any impact on the parking capacity of existing development in the vicinity. Future development projects will comply with the parking and loading requirements of the Zoning Code in effect at the time of review.

There are 17 on-street parking spaces with no time limit on the subject portion of Bellevue Drive proposed for vacation. When Bellevue Drive between Raymond Avenue and Arroyo Parkway was closed to through traffic for the MTA Gold Line project, the abutting property owners located on the north and south sides of Bellevue Drive between Raymond Avenue and the MTA right-of-way requested that the city re-stripe this portion of Bellevue Drive to allow additional parking. The City accommodated this request since Bellevue Drive was no longer a through street and installed 17 parking spaces with no time limit. These spaces have been primarily used by the abutting properties. The project will result in losing access to these 17 on-street parking spaces by the general public; however, the spaces will remain and continue to primarily serve the properties that are acquiring the street segment as a result of the street vacation.

A survey by the Department of Transportation of on-street parking spaces in the area indicates that there are approximately 76 on-street parking spaces along both sides of Raymond Avenue between Del Mar Boulevard and California Boulevard, with a two-hour limit. The two-hour limit ensures a turn-over of users during the hours that the limit is in effect, and affords availability of these spaces to the general public. The continuous availability of these on-street parking spaces to the general public offsets the loss of the 17 spaces on Bellevue Drive. Therefore, there will be a less than significant impact relating to parking capacity.

g. *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)? ()*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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WHY? The project is adjacent to the Gold Line which provides transportation from Downtown Los Angeles to Pasadena. Bellevue Drive was closed to through traffic for the construction of the Gold Line and has not been used for circulation purposes for approximately three years. The Gold Line project was a component of the Mobility Element of the General Plan, adopted on April 18, 1994. The project will not impact access to the Gold Line since there is no existing public access to the Gold Line from Bellevue Drive, and there will be no conflict with adopted policies supporting transportation.

19. UTILITIES AND SERVICE SYSTEMS. Would the project:

a. *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The proposed street vacation does not involve the construction of any new structures, or change of use of the site as parking and will not generate any new wastewater.

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?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? See response above, 19a. The project will not result in the construction of new water or wastewater treatment facilities or expansion of existing facilities.

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?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY? The project does not involve construction of any new structures. The project is located in a developed urban area where storm drainage is provided by existing streets, storm drains, and catch basins. The project will not result in the need for a new or substantial alteration to the existing drainage system. The project will provide an easement for the existing storm drain facility located in Bellevue Drive. Further, the project must have an on-site drainage plan approved by the Building Official and the Public Works Department prior to the issuance of any building permits. Any on-site improvements needed to provide drainage or to connect the project with the existing City drainage system are the responsibility of the applicant.

The project does not meet a standard for review of drainage plans for compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) Ordinance since it will be a parking area with less than 25 spaces.

d. *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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Potentially Significant Impact

Significant Unless Mitigation is Incorporated

Less Than Significant Impact

No Impact

WHY? The proposed street vacation does not involve the construction of any new structures or the change of use of the site as parking, and will not require any water supply. The project does not affect any of the local groundwater recharge spreading grounds.

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? ()

X

WHY? See responses to 19 a. and b. The proposed street vacation does not involve the construction of any new structures, or the change of use as parking, and will not generate any new wastewater. There will be no effect on the capacity of any wastewater treatment provider.

f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? ()

X

WHY? The purpose of the street vacation is to accommodate a request by the adjacent property owners to provide for private parking in an area that is currently used primarily by these property owners. This project does not include the construction of any structures. The project is located in a developed urban area and is within the City's refuse collection area. The project will not result in the need for a new or substantial alteration to the existing system of solid waste collection and disposal. Further, the City has an active solid waste recycling program and in 1993, the City adopted the "Source Reduction and Recycling Element" to comply with the California Integrated Waste Management Act.

g. Comply with federal, state, and local statutes and regulations related to solid waste? ()

X

WHY? See response to 19f above.

20. EARLEIR ANALYSIS.

Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. See CEQA Guidelines Section 15063(c)(3)(D). Earlier analyses are discussed in Section 18 at the end of the checklist.

a) Earlier Analysis Used. Identify and state where they are available for review.

Bellevue Drive is one of four streets that were closed without vacation in 1998 as a measure to reduce at-grade crossing conflict between vehicular/pedestrian traffic and the light rail trains, thereby improving the overall safety of the light rail's operation. The Pasadena City Council adopted a Mitigated Negative Declaration and a resolution implementing the street closures. The street closures occurred at portions of Bellevue Drive, Pico, Fillmore and State street, which intersect with the MTA Blue Line (subsequently designated as Gold Line) right-of-way. The Gold Line ROW runs parallel and is located between South Raymond Avenue and Arroyo Parkway. A copy of the adopted Mitigated Negative Declaration and Initial Study is available for review in the Permit Center located at 175 North Garfield Avenue, Pasadena, CA 91101-1704.

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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- b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

The closure of Bellevue Drive at its intersection with the MTA railroad right-of-way was analyzed in the earlier Initial Study, and was determined to have no impact on the environment. The Initial Study prepared herein analyzes the potential impact of vacating only the portion of Bellevue Drive between South Raymond Avenue and the MTA railroad right-of-way, and determines that the proposed street vacation will not have any significant impact on the environment, resulting in a determination of a Negative Declaration.

- c) Mitigation Measures. For effects that are “less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures, which were incorporated or refined from the earlier documents and the extent to which address site-specific conditions for the project.

There are no mitigation measures required for the closure of Bellevue Drive at its intersection with the MTA railroad right-of-way. A mitigation measure was required for the closure of Fillmore Street; however, that was analyzed under the previous Initial Study and is not part of this proposed Bellevue vacation.

21. MANDATORY FINDINGS OF SIGNIFICANCE.

- a. *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?* ()

 X

WHY? The proposed street vacation of Bellevue Drive between South Raymond Avenue and the MTA Gold Line right-of-way is located in a developed urban area, and there are no natural biological resources that could be impacted by the project. The project does not involve construction of any new structures, and it will not change the use of the site as parking. There will be no impact on any structures or sites that could constitute cultural resources. Since the project does not include construction or change in the use of the site, it will not have any impact on the city's hydrology and water quality.

- b. *Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future project?)* ()

 X

WHY? The proposed street vacation of Bellevue Drive between South Raymond Avenue and the MTA Gold Line right-of-way does not involve demolition or construction of any new structures or change in use of the site as parking, and will not conflict or obstruct any air quality plans, or contribute to any existing or projected air quality violations. Bellevue Drive has been closed to pedestrian and vehicular traffic since the start of construction of the Gold Line (approximately three years) and has since provided access only to the abutting

**Potentially
Significant
Impact**

**Significant
Unless
Mitigation is
Incorporated**

**Less Than
Significant
Impact**

No Impact

properties. The street vacation will not cause an increase in traffic, nor alter circulation pattern. The subject portion of Bellevue Drive currently provides 17 on-street parking spaces at 90-degree angle parking. The City re-striped the street parking to accommodate the abutting property owners' request for unlimited (whole day) parking since Bellevue was no longer a through street. With the street vacation, these parking spaces will become private parking spaces for the same users.

There are approximately 76 on-street parking spaces along both sides of Raymond Avenue between Del Mar Boulevard and California Boulevard, with a two-hour limit. The two-hour limit ensures a turn-over of users during the hours that the limit is in effect, and affords availability of these spaces to the general public. The continuous availability of these on-street parking spaces to the general public offsets the loss of the 17 spaces on Bellevue Drive. Therefore, there will be a less than significant impact related to parking capacity.

c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? ()*

WHY? The proposed vacation of Bellevue Drive between South Raymond Avenue and the MTA Gold Line right-of-way does not involve construction of any new structure, and will not change the use of the site as parking. The project will not have any impact on air quality, will not expose structures or people to risks of earthquake or seismic activity, will not divide any community, or conflict with any land use plan. The vacation will not generate noise, affect population and housing, public services (fire, police, parks, libraries and schools), recreation (recreation facilities), transportation and traffic, utilities and service systems (water supply, wastewater treatment facilities, storm water drainage, solid waste disposal). Bellevue Drive is located in an urban area and outside any unstable areas, or flooding and inundation hazard areas, or fire hazard zones.

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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INITIAL STUDY REFERENCE DOCUMENTS

- | # | Document |
|----|--|
| 1 | Alquist-Priolo Earthquake Fault Zoning Act, California Public Resources Code, revised January 1, 1994 official Mt. Wilson, Los Angeles and Pasadena quadrant maps were released March 25, 1999. |
| 2 | Alquist-Priolo Earthquake Fault Maps- the official Los Angeles and Mt. Wilson, quadrant maps were released in 1977. |
| 3 | CEQA Air Quality Handbook, South Coast Air Quality Management District, revised 1993 |
| 4 | East Pasadena Specific Plan Overlay District, City of Pasadena Planning and Development Department, codified 2001 |
| 5 | Energy Element of the General Plan, City of Pasadena, adopted 1983 |
| 6 | Fair Oaks/Orange Grove Specific Plan Overlay District, City of Pasadena Planning and Development Department codified 2002 |
| 7 | Final Environmental Impact Report (FEIR) Land Use and Mobility Elements of the General Plan, City of Pasadena, certified 1994 |
| 8 | 2000-2005 Housing Element of the General Plan, City of Pasadena, adopted 2002. |
| 9 | Inclusionary Housing Ordinance Pasadena Municipal Code Chapter 17.71 Ordinance #6868 |
| 10 | Land Use Element of the General Plan, City of Pasadena, adopted 1994 |
| 11 | Mobility Element of the General Plan, City of Pasadena, adopted 1994 |
| 12 | Noise Element of the General Plan, City of Pasadena, adopted 2002 |
| 13 | Noise Protection Ordinance Pasadena Municipal Code Chapter 9.36 Ordinances # 5118, 6132, 6227, 6594 and 6854 |
| 14 | North Lake Specific Plan Overlay District, City of Pasadena Planning and Development Department, Codified 1997 |
| 15 | Regional Comprehensive Plan and Guide, "Growth Management Chapter," Southern California Association of Governments, June 1994 |
| 16 | Safety Element of the General Plan, City of Pasadena, adopted 2002 |
| 17 | Scenic Highways Element of the General Plan, City of Pasadena, adopted 1975 |
| 18 | Seismic Hazard Maps, California Department of Conservation, official Mt. Wilson, Los Angeles and Pasadena quadrant maps were released March 25, 1999. The preliminary map for Condor Peak was released in 2002. |
| 19 | South Fair Oaks Specific Plan Overlay District Planning and Development, codified 1998 |
| 20 | State of California "Aggregate Resource in the Los Angeles Metropolitan Area" by David J. Beeby, Russell V. Miller, Robert L. Hill, and Robert E. Grunwald, Miscellaneous map no. .010, copyright 1999, California Department of Conservation, Division of Mines and Geology |
| 21 | Storm Water and Urban Runoff Control Regulations n Pasadena Municipal Code Chapter 8.70 Ordinance #6837 |
| 22 | Transportation, Housing, and Child Care Survey: A Report Describing the Results and Findings of a Survey of Employees in the City of Pasadena, Child Care Planning Associates for the City of Pasadena, April 11, 1990 |
| 23 | Tree Protection Ordinance Pasadena Municipal Code Chapter 8.52 Ordinance # 6896 |
| 24 | West Gateway Specific Plan Overlay District, City of Pasadena Planning and Development Department codified 2001 |
| 25 | Zoning Code, Chapter 17 of the Pasadena Municipal Code |

Bellvue Drive Street Vacation

Exhibit "A" Legal Description

That portion of Bellvue Drive bounded on the west by the east line of Raymond Avenue as shown on a map of the Julia E. Ward Homestead Tract as recorded in Book 7, page 54, of Miscellaneous Records in the office of the County Recorder of Los Angeles County and bounded on the east by the west line of the LA & SGV RR as shown on said map of the Julia E. Ward Homestead Tract.

Prepared by:



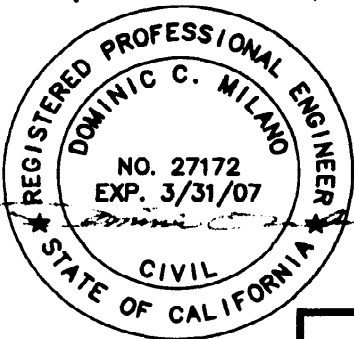
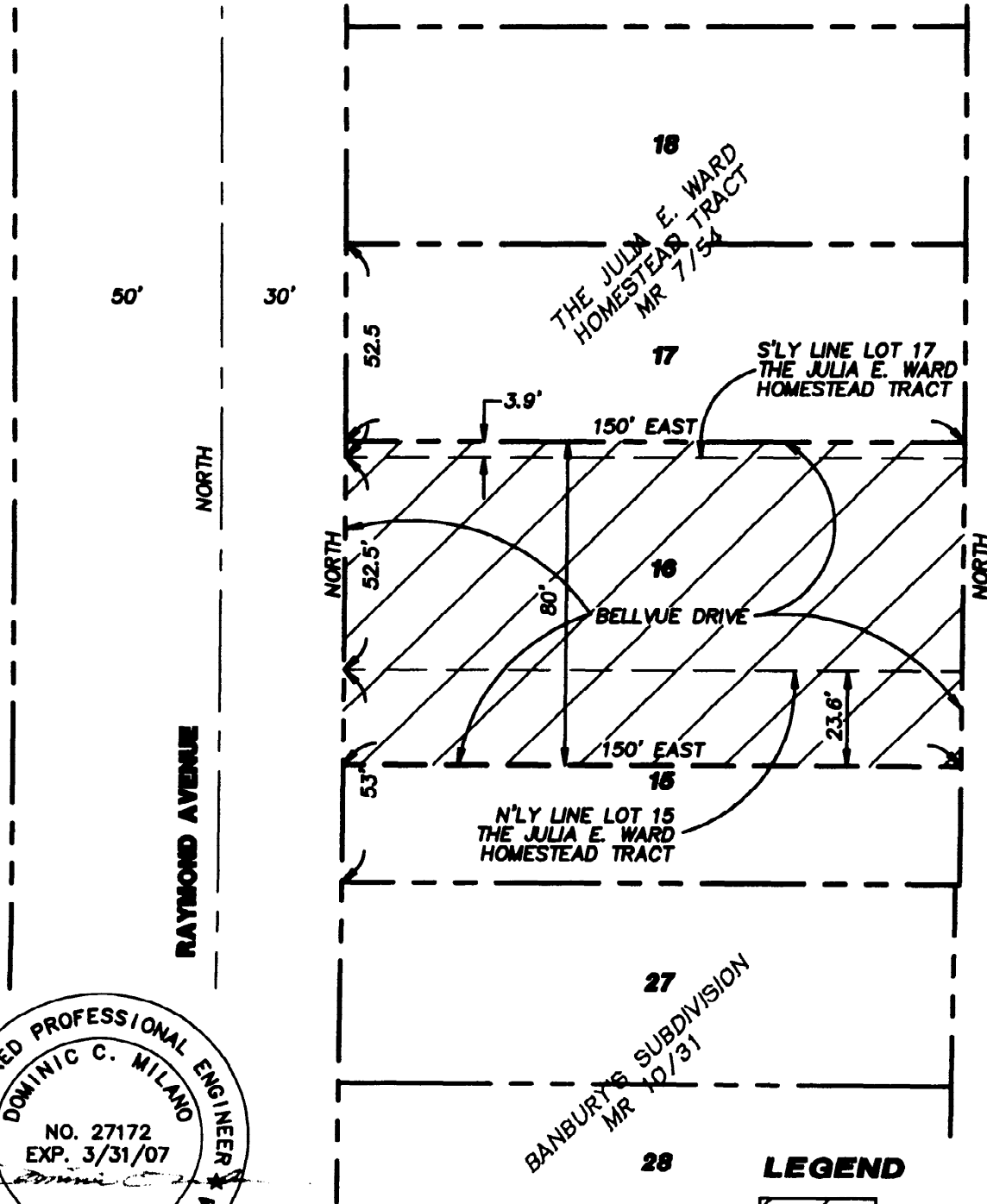
398 South Lemon Creek Drive, Suite E
Walnut, California 91789
Tel (909) 594-9702 • Fax (909) 594-2658



Dominic C. Milano, RCE 27172

*** NOTE:**

THIS PLAT COMPILED FROM L.A. COUNTY ASSESSOR MAPS NOT A SURVEY. EXACT LOCATION OF BELLVUE DRIVE IS UNKNOWN.



LEGEND

 AREA OF VACATION



EXHIBIT 'B'
BELLVUE DRIVE
PASADENA, CA

DATE: 05/12/2005 SCALE: 1"=40' DRAWN BY: J.C.W. SHEET: 1 OF 1

EXHIBIT "C"

MEMORANDUM - CITY OF PASADENA
Department of PUBLIC WORKS

DATE: April 25, 2005

TO: Richard Bruckner, Director
Department of Planning and Permitting

FROM: Daniel A. Rix, City Engineer
Department of Public Works

RE: **Vacation of Bellevue Drive from Raymond Avenue to the Metropolitan Transportation Authority Right-of-Way**

RECOMMENDATION:

In accordance with the authority conferred upon the Planning Commission by Section 2.105.110(B)(4)(a) of the Pasadena Municipal Code, the Department of Public Works recommends that the Planning Commission recommend that the City Council:

1. Take the appropriate action and make the appropriate findings to vacate the subject portion of Bellevue Drive from Raymond Avenue to the MTA right-of-way, in accordance with the requirements and recommendations contained in this report and subject to the conditions herein;
2. Find that the subject portion of Bellevue Drive proposed for vacation is consistent with the General Plan Mobility Element and is unnecessary for present or prospective public use for traffic purposes;
3. Declare that the City's interest in the proposed vacated portion of Bellevue Drive is an easement only with a market value of less than \$1,000. Therefore, the City's interest in the property is not subject to the provisions of Chapter 4.02 of the Pasadena Municipal Code as indicated in Section 4.02.040(A) of this chapter;
4. Adopt a resolution vacating the subject portion of Bellevue Drive in accordance with the requirements and recommendations contained in this report and subject to the conditions described herein;

Richard Bruckner, Director
Department of Planning and Development
April 25, 2005
Page 2

BACKGROUND:

Union Station Foundation, the property owners of the property on the north side of Bellevue Drive, and Plati German Car Service & Repair, Inc., the property owners of the property on the south side of Bellevue Drive, have requested the vacation of Bellevue Drive between Raymond Avenue and the MTA right-of-way.

Prior to 1998, Bellevue Drive was a through street from Raymond Avenue to Arroyo Parkway. In November 2, 1998, a resolution was adopted by the City Council to close certain streets without vacation for the purpose of the Gold Line to ensue safety and protection of the general public during the times the Gold Line is in operation and crossing City streets. Bellevue Drive was not officially closed to through traffic until construction of the Gold Line began in this area. Now that the street has been permanently closed to through traffic for approximately three years, the Departments of Public Works and Transportation have determined that the proposed vacation of Bellevue Drive, which is 149 feet in length and 80 feet in width, will not have an adverse impact on traffic circulation in the area.

The proposed vacation will improve safety and provide protection for both vehicles and pedestrians. With the vacation of the Bellevue Drive, the property owners will be required to close the street and construct a standard drive approach. This will improve safety by eliminating an intersection on the east side of Raymond Avenue. Drivers will no longer find themselves on a dead end street only to have to make a u-turn to get back to Raymond Avenue. By the requiring a drive approach, pedestrians will be given protection from vehicles with the installation of sidewalk across the entire 80 feet of Bellevue Drive. Finally, maintenance costs will be reduced in that the city will no longer need to maintain a dead end street that only serves three properties.

The only properties with access from the proposed portion of Bellevue Drive are Union Station Foundation, Plati German Car Service and Repair, and the MTA. Union Station Foundation, located at 412 South Raymond Avenue, proposes to expand their existing two-story building to include an expanded dining room, an elevator, conference rooms, a 20-bed women's dormitory, laundry room, rest rooms and showers. The proposed vacation would increase on-site parking for Union Station Foundation. The proposed vacation would also benefit Plati German Car Service and Repair, located at 422 South Raymond Avenue, by providing them with parking and storage area for their vehicles. MTA has requested that an ingress/egress easement be granted for them to have access to their property.

Richard Bruckner, Director
Department of Planning and Development
April 25, 2005
Page 3

The City's interest in the subject portion of Bellevue Drive is in easement, only, for public purposes. The vacation will convey all rights to the abutting property owners except for public utility easements required as described below and private ingress/egress easements. As a result, no structures will be allowed on the subject portion that is reserved for easements and ingress/egress. The property owners are not proposing any changes in usage of the subject portion of Bellevue Drive which is currently being used for parking and/or storage of vehicles which is consistent with the adjacent uses of the abutting properties owned by Union Station Foundation and Plati German Car Service and Repair.

The subject portion of the Bellevue Drive to be vacated is shown on the attached Los Angeles County Assessor's Drawing No. 5722-009 as "Proposed Vacation." Exhibits legally describing the vacation area and a Department of Public Works Drawing are being finalized and will be forwarded prior to the Planning Commission Public Hearing.

OTHER CITY DEPARTMENTS, PUBLIC AGENCIES, AND OTHERS:

The street vacation has been reviewed by other City departments, County Agencies, various utilities, and the California Department of Transportation (Caltrans). The following have no specific comments or objections to the proposed street vacation:

Caltrans
Southern California Gas Company
SBC
Southern California Edison
California American Water Company
County Sanitation Districts of Los Angeles County
Metropolitan Water District
Altrio/Champion
Charter Communications
City of Pasadena Departments and Divisions:
 Police Department
 Fire Department

The following have comments and requirements:

1. **Metropolitan Transportation Authority:**

The Metropolitan Transportation Authority (MTA) has right-of-way adjacent to the proposed vacation of Bellevue Drive. As a result, the applicant shall retain an easement for ingress/egress to allow MTA access to their property.

2. **Water and Power Department – Water Division:**

The Water Division has facilities, including a fire hydrant, within the proposed vacation of Bellevue Drive. An easement will be required to maintain their facility and the applicant may be required to relocate the fire hydrant. The existing 6-inch water main is located 18 feet north of the south property line of Bellevue Drive.

3. **Water and Power Department – Power Division:**

The applicant shall retain an easement for the existing power vault and main line located approximately 26 feet north of the south property line of Bellevue Drive and any power connections to the vault.

4. **Department of Public Works:**

A. **Street:**

(1) The installation of new PCC curb, gutter and sidewalk and required AC paving along the east side of Raymond Avenue shall be constructed to close Bellevue Drive, unless otherwise approved by the City Engineer. In addition, only standard driveway approaches may be installed along the east side of Raymond Avenue, unless otherwise approved by the City Engineer.

(2) The applicant shall retain an ingress/egress easement for all adjacent properties, including the MTA property.

B. Storm Drain:

- (1) There is an existing 24 inch to 27 inch storm drain located along the north side of Bellevue Drive. A 12 foot easement is required to maintain the storm drain.
- (2) The existing catch basins on the north side and the south side of Bellevue Drive, and the connector pipes to the storm drain, will no longer be City facilities. If the applicant chooses to use these catch basins as private facilities, they will be responsible for maintenance associated with the catch basins and connector pipes. If the applicant chooses not to use these as private facilities, they must remove the catch basins and seal the connector pipes.

C. Drainage: The applicant will not be allowed to discharge water from the vacated street to Raymond Avenue.

D. Sewer: There are no sewer facilities within the proposed vacation area.

E. Plans, Design, Review, and Construction Costs: The applicant is responsible for design, preparation of plans, specifications, and any supporting documents and reports. The applicant is also responsible for construction of all required public improvements that arise as a result of all conditions noted in this report. Plans, supporting documents, reports, and specifications for the above improvements shall be prepared by an engineer registered with the State of California and shall be approved by the Department of Public Works. Plans must be submitted in AutoCAD format with the City standard borders.

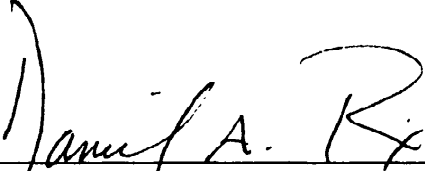
Upon submission of improvement plans, specifications, reports, and supporting documents to the Department of Public Works for review and checking, the applicant shall be required to place a deposit with the Department to cover these costs. Prior to construction of the improvements, the applicant shall be required to place a deposit with the Department to cover construction inspection.

Richard Bruckner, Director
Department of Planning and Development
April 25, 2005
Page 6

- F. Condition Satisfaction Contract between the City and the Applicant: A condition satisfaction contract ("contract") between the City and the applicant will be reviewed, approved and executed by both parties. The contract shall outline the applicant's obligations to provide security for performance of the conditions listed in this report. The request for approval of the City entering into a contract with the applicant will be included with the recommendations to the City Council to vacate the subject portion of Bellevue Drive.

Recordation of the vacation resolution will occur only after the conditions of the contract and all conditions in this report have been met to the satisfaction of the Department of Public Works.

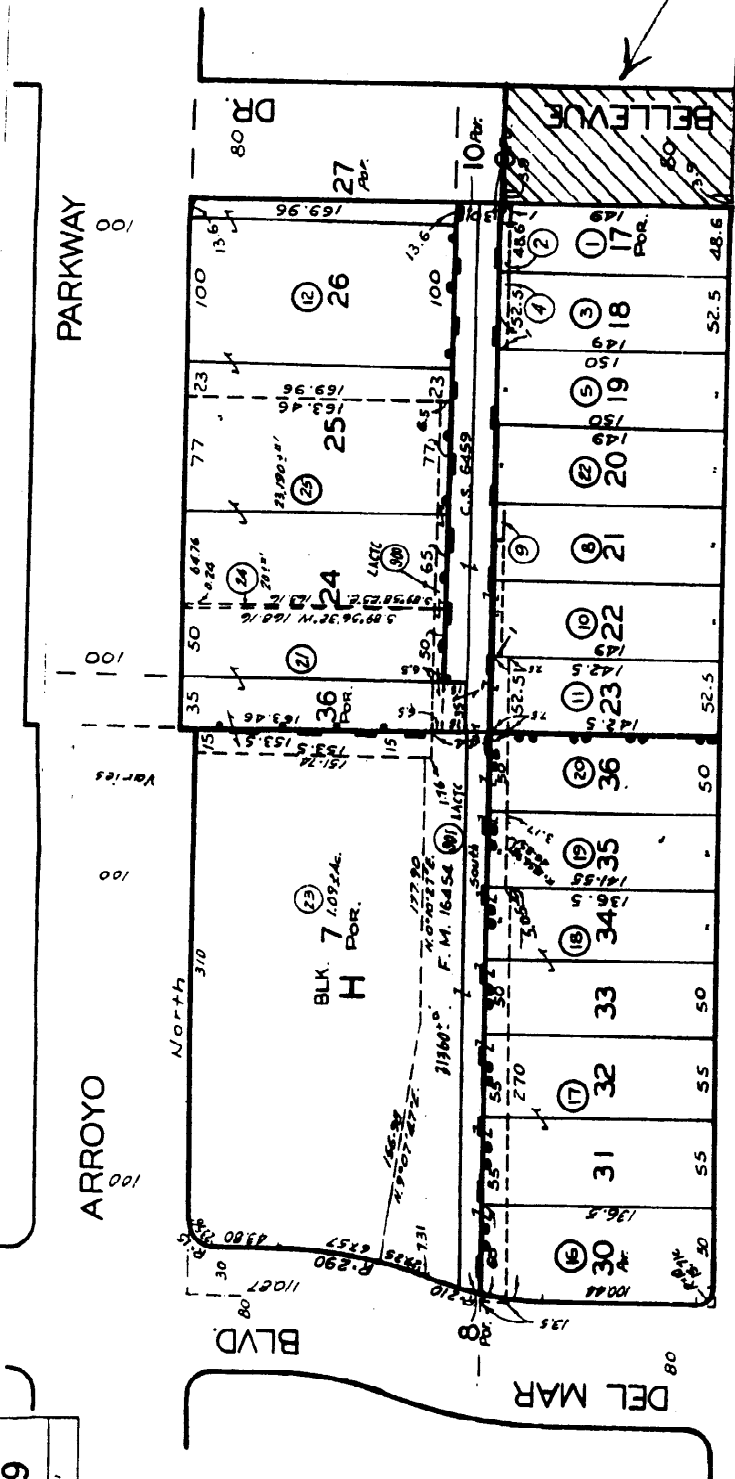
- G. The applicant shall be responsible for all costs associated with these conditions. Unless otherwise noted in this memo, all costs will be determined when submissions are received and will be based upon the estimated cost to the Department for the work and on the General Fee Schedule that is in affect at the time these conditions are met.



DANIEL A. RIX, City Engineer
Department of Public Works

DAR:BH
Attachments

APR 1964
2-26-58
1-29-59
8-24-59
11-3-61
74028302
74097212
9741805405001-85
S. 11-3673-106001-09



PROPOSED LOCATION

RAYMOND AVE.

SAN PASQUAL TRACT
M.R. 3-315
M.R. 32-81

WEBSTER & STRATTON'S SUBDIVISION
OF THE G.T. STAMM PROPERTY
M.R. 11-83

GLENDALE TRACT
M.R. 11-36

JULIA E. WARD HOMESTEAD TRACT
M.R. 7-54



FOR PREV. ASSM'T. SEE: 1812-9

ASSESSOR'S MAP
COUNTY OF LOS ANGELES, CALIF.