

# Agenda Report

March 18, 2013

**TO:** Honorable Mayor and City Council

**FROM:** Department of Public Works

**SUBJECT: ADOPT RESOLUTION OF INTENTION TO CLOSE, WITHOUT VACATION, STATE STREET FROM FAIR OAKS AVENUE TO METROPOLITAN TRANSPORTATION AUTHORITY RIGHT-OF-WAY (APPROXIMATELY 320 FEET EAST)**

## **RECOMMENDATION:**

It is recommended that the City Council:

1. Adopt a Resolution of Intention to close, without vacation, State Street from Fair Oaks Avenue to the Metropolitan Transportation Authority Right-of-Way (MTA ROW), approximately 320 feet east;
2. Set a public hearing for Monday, April 8, 2013, at 7:00 p.m., to consider the proposed street closure without vacation prior to adoption of the Resolution of Ordering the Closing in accordance with the requirements and recommendations contained in this report and subject to conditions herein; and
3. Direct the City Clerk to publish, post, and mail a Notice of Hearing in accordance with the requirements of Pasadena Municipal Code Chapter 12.25.

## **EXECUTIVE SUMMARY:**

As part of the Glenarm Power Plant Repowering Project (the Project), Pasadena Water and Power (PWP) has applied for the closure of the subject portion of State Street without vacation. The proposed street closure is intended to improve internal circulation and to enhance security for the power facilities. Staff has determined that the proposed street closure will not cause any negative impacts to the City's transportation system and it is unnecessary for present public use for street purposes. It is therefore recommended that the subject street closure proceed in accordance with Chapter 12.25 of the Pasadena Municipal Code and the requirements and recommendations contained in this report and subject to the conditions herein.

**PLANNING COMMISSION REVIEW:**

On Wednesday, March 13, 2013, the Planning Commission reviewed and recommended that the City Council approve the proposed street closure without vacation as presented by staff. The Department of Public Works memorandum to the Planning and Community Development Department, dated October 22, 2012, is included in Attachment A.

**BACKGROUND:**

In 2009, the City of Pasadena adopted the Integrated Resources Plan (IRP), which provides a blueprint for the PWP for ensuring reliable, environmentally responsible electricity service, competitive rates, and energy independence through 2030. As part of the IRP, PWP is retrofitting the Glenarm Power Plant in compliance with current safety and environmental guidelines.

The Glenarm Power Plant property is bounded by Glenarm Street on the north, State Street and the MTA ROW on the south, State Route 110 (SR 110, the Arroyo Seco Parkway) to the east, and Fair Oaks Avenue to the west. The Plant consists of two groups of generating facilities separated by the MTA ROW: the Glenarm Plant to the west of the tracks and the Broadway Plant to the east.

The Project consists of the construction of a new combined cycle generating unit, the renovation of the existing administrative building and control room, and the improvement of an existing parking area. An application for the Project was filed with the Planning and Community Development Department as Conditional Use Permit No. 5804, and the closure of the subject portion of State Street is included as part of the application.

In 1998, a resolution was adopted by the City Council to close the portion of State Street intersecting the MTA ROW, without street vacation, as a safety measure to eliminate any potential conflicts between vehicular or pedestrian traffic and the light rail trains at the grade crossing. Said intersection at State Street was officially closed when the construction of Gold Line began in 2002. The area has been physically closed off with chain link fences on both sides of the railroad tracks. State Street from Fair Oaks Avenue to the MTA ROW, which is approximately 320 feet east, is an existing cul-de-sac and does not allow cut-through traffic. The location map of the proposed street closure is shown in Attachment B. The proposed street closure will not cause any negative impacts to the City's transportation system as it is unnecessary for present public use for street purposes.

PWP currently owns all land parcels along the north and south sides of State Street from Fair Oaks Avenue to the MTA ROW. The proposed street closure is intended to unify the Glenarm Power Plant site, improve internal circulation, enhance security for the power facilities, and protect public safety.

The proposed street closure will improve safety and provide protection for vehicles and pedestrians. As part of the Conditions of Approval, PWP will be required to either construct a standard drive approach or to reduce the street opening by means of curb bulb-outs or chokers. This will improve safety by eliminating an intersection on the east side of Fair Oaks Avenue. Drivers will no longer find themselves on a dead-end street, requiring them to make a U-turn to navigate to Fair Oaks Avenue. In addition, pedestrians will be further protected from vehicles with the additional sidewalk.

As part of the street closure process, it is proposed that a private security gate be installed in State Street east of Fair Oaks Avenue. The gate will be equipped with a continuous surveillance system and a call button to enable requests from the public who need to gain access to the proposed closed area. The gate will be able to be opened electronically 24 hours a day.

The proposed street closure is consistent with the City's title, interest or estate in the underlying public right-of-way. The proposed closure is legally described in Exhibit A and is shown on Exhibit B (Department of Public Works Drawing No. 6059); both are referenced and attached in the Resolution.

Since State Street from Fair Oaks Avenue to the MTA ROW has been permanently closed to through traffic since 2002, the Department of Public Works has determined that the proposed closure will have no adverse impact on traffic circulation in the area.

#### Neighborhood Meetings

A public scoping meeting for the development's draft environmental impact report (EIR) was conducted on October 6, 2011, and the document was released for public comments in November 2012. A public hearing was held at the Planning Commission meeting on March 13, 2013.

#### Authority and Future Processing

Authority for the Planning Commission to recommend and the City Council to close streets without vacation originates from Chapter 12.25 of the Pasadena Municipal Code and is different from street vacation which is governed by the California Streets and Highways Code. In a closure without vacation, the City does not vacate its public easement rights nor rescind its rights to the use of the street right-of-way, but only closes the designated portion of the street to vehicular and/or pedestrian traffic at a specific location, thus retaining its authority over the street right-of-way and the right to reopen the street as a public street at a later date.

The Pasadena Municipal Code establishes a two-step process before the City Council. The first step is the adoption of a Resolution of Intention and setting of a public hearing. The second step, if approved by the City Council, is the holding of a public hearing and adoption of a Resolution of Closing.

Conditions of Approval

In July 2012, a courtesy notice regarding the proposed street closure was forwarded to various utilities, other City departments, and County agencies. The following agencies have no specific comments or objections to the proposed street closure:

- A T & T
- Southern California Edison
- Southern California Gas Company
- California American Water Company
- County Sanitation Districts of Los Angeles County
- Metropolitan Water District
- Charter Communications
- Foothill Transit
- Level 3 Communications
- Verizon
- Qwest Network Construction Services
- City of Pasadena Departments:
  - Police Department
  - Fire Department
  - Department of Transportation
  - Department of Information Technology

The following comments and requirements have been received and will be incorporated as conditions of approval for the subject street closure without vacation:

Metropolitan Transportation Authority (MTA) Conditions of Approval

1. The proposed security gate installed by PWP shall be continuously monitored by PWP staff 24 hours a day and seven days a week. MTA staff with proper agency identification shall be able to access the MTA ROW without delay, through the control intercom or key pad on both sides of the security gate. In addition, Pasadena Fire Department shall be allowed emergency access to the MTA ROW without delay at all times.
2. MTA may install a locked pedestrian gate near the existing drive approach at the east end of current State Street cul-de-sac for emergency access purpose. The area fronting the vicinity of the pedestrian gate shall be kept clear for access at all times, by means of proper signage.
3. PWP shall remove all existing vines on the fence and other vegetation near its ground to ensure clear access to the pedestrian gate, as well as the area within ten feet on each side of the gate for the required visibility. The area shall be maintained free of said overgrowth by PWP on a regular and continuous basis.

Department of Public Works Conditions of Approval

1. The proposed security gate shall have a minimum 20 feet wide opening. The gate shall be equipped with continuous surveillance system and a call button to enable requests from any affected agencies that need to gain access to the closed area for maintenance purposes. The gate shall have the ability to be opened electronically upon immediate request at all times. In the case of power failure during disaster or emergency, the gate shall be switched to and remain in manual mode during the activation period of the City's Emergency Operation Center and/or until the restoration of power.
2. All private improvements in State Street, including the proposed security gate, shall be constructed with a minimum of 40 feet setback, measuring from the back of the existing sidewalk on Fair Oaks Avenue.
3. In order to comply with the Americans with Disabilities Act (ADA) standards, PWP shall reconstruct the intersection of State Street and Fair Oaks Avenue in one of the following ways:
  - a) Remove the existing curb returns at the northeast and the southeast corners, and reconstruct the intersection as a private drive approach in accordance with Standard Plan S-403 and to the satisfaction of the City Engineer. The improvements shall consist of the construction of concrete curb, gutter, sidewalk, standard drive approach, and other necessary work. Improvements shall also include the relocation and upgrading of affected street lights, signals and various utilities.
  - b) Extend the existing curbs by 5 or 6 feet on both sides of State Street to construct two new curb bulb-outs or chokers. Construct new curb ramps at the northeast and the southeast corners in accordance with Standard Plan S-414. Install proper traffic signage per requirements of Department of Transportation.

PWP is responsible for the design, preparation of plans and specifications, and construction of all the above required public improvements. The plans shall be prepared by a registered civil engineer and submitted to the Department of Public Works for review and approval.

4. PWP shall be responsible for the maintenance of all improvements within the proposed closure area in State Street. Said improvements include pavement, curbs, gutters, sidewalk, trees, landscaping, and all street light facilities. The street light facilities may either be removed and salvaged to the Department of Public Works or they may remain in place. If they remain, the street lights will be removed from the department inventory so that Public Works is not responsible for their energy consumption and PWP shall be responsible for all associated maintenance costs.

**COUNCIL POLICY CONSIDERATION:**

The proposed street closure on State Street from Fair Oaks Avenue to the MTA ROW without vacation is consistent with the following City Council goals and objectives: ensure public safety, support and promote the quality of life and local economy, improve mobility and accessibility throughout the City of Pasadena, and maintain fiscal responsibility and stability.

The proposed street closure is located within an area designated as the South Fair Oaks Specific Plan in the 2004 Land Use Element of the General Plan. The area is immediately east of Fair Oaks Avenue, which is designated as a multi-modal corridor according to the 2004 Mobility Element. The proposed closure will not detract from the intended function of Fair Oaks Avenue as a multi-modal corridor. In addition, the proposed street closure further complies with the following policies of the Mobility Element:

Policy 2.7 – Promote improvements for pedestrians to support vibrant and active streets and major places of activity.

Policy 4.5 – Ensure safe and efficient travel and traffic management throughout the City, while providing adequate access for all users.

Policy 4.15 – Limit the intrusion of commercial truck traffic on City streets by directing truck traffic to major arterials and enforcing related regulations on local streets.

Policy 4.16 – Recognize and accommodate the distinctive needs of the users of multi-modal corridors as well as the particular needs of major destinations.

**ENVIRONMENTAL ANALYSIS:**

The City of Pasadena is responsible for approving and implementing the Project, as the Lead Agency. The City and its consultants have prepared the documents required by CEQA. The City circulated a Notice of Preparation (NOP) for a Draft EIR in September 2011, based on an Initial Study, which determined that the proposed project could result in potentially significant impacts to the environment. A public Scoping Meeting was held on October 6, 2011.

The Initial Study included a traffic impact analysis of the Project and concluded that there would be no significant negative traffic impact resulting from proposed closure of State Street; therefore the street closure was not further analyzed in the Draft EIR. Based on the impact analysis outlined in Section 4.0 of the Draft EIR, the Project would result in significant and unavoidable environmental impacts in both the Greenhouse Gases and Land Use and Planning categories. These environmental impacts result from the construction and operation elements of the Project. There is no negative impact resulting specifically from the proposed street closure. The Draft EIR was released for public comments during the period November 5, 2012 to January 31,

was released for public comments during the period November 5, 2012 to January 31, 2013. Comments to the Draft EIR and the project entitlements were submitted for advisory recommendation to the Planning Commission on March 13, 2013.

**FISCAL IMPACT:**

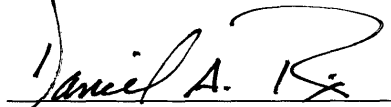
All costs for processing the subject street closure without vacation are at the applicant's expense. Sufficient funds from Account 8114-411-841200-0311-24130-04 were transferred internally from the Water and Power Department to cover the staff cost expended on the process. The applicant shall also be responsible for all costs associated with meeting all the conditions set forth in the street closure.

Respectfully submitted,



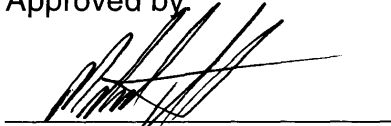
\_\_\_\_\_  
SIOBHAN FOSTER  
Director of Public Works

Prepared by:



\_\_\_\_\_  
Daniel A. Rix  
City Engineer

Approved by:



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MICHAEL J. BECK  
City Manager

Attachment A – Public Works memorandum to the Planning and Community  
Development Department

Attachment B – Location Map

**MEMORANDUM - CITY OF PASADENA**  
**Department of PUBLIC WORKS**

**DATE:** October 22, 2012

**TO:** Vince Bertoni, Director  
Planning Department

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

**RE:** Street Closure without Vacation - State Street from Fair Oaks Avenue to the Metropolitan Transportation Authority Right-of-Way (Approximately 320 feet east)

**RECOMMENDATION:**

In accordance with the authority conferred by Section 12.25.050(F) of the Pasadena Municipal Code, the Director of Public Works recommends that the Planning Commission recommends that the City Council:

1. Take the appropriate action and make the appropriate findings to close, without street vacation, the subject State Street from Fair Oaks Avenue to the Metropolitan Transportation Authority Right-of-Way (MTA ROW), in accordance with the requirements and recommendations contained in this report and subject to the conditions herein;
2. Find that the subject portion of State Street proposed for closure is consistent with the General Plan Mobility Element and is unnecessary for present public use for street purposes;
3. Adopt a resolution of intention to close, without street vacation, the subject portion of State Street in accordance with the requirements and recommendations contained in this report and subject to the conditions herein; and
4. After hearing and findings hereon, adopt a resolution to close, without street vacation, the subject portion of State Street.

**BACKGROUND:**

In 2009, the City of Pasadena adopted the Integrated Resources Plan (IRP), which provides a blueprint for the Pasadena Department of Water and Power (PWP) for



ensuring reliable, environmentally responsible electricity service, competitive rates, and energy independence through 2030. As part of the IRP, PWP is undertaking the retrofitting of the Glenarm Power Plant in compliance with current safety and environmental guidelines. The Glenarm Power Plant property is bounded by Glenarm Street on the north, State Street and the MTA ROW on the south, State Route 110 (SR 110, the Arroyo Seco Parkway) to the east, and Fair Oaks Avenue to the west. The Plant consists of two groups of generating facilities separated by the MTA ROW: the Glenarm Plant to the west of the tracks and the Broadway Plant to the east. The Glenarm Power Plant Repowering Project, "the Project," consists of the construction of a new combined cycle generating unit; the renovation of the existing administrative building and control room; and the improvement of an existing parking area. The Project was filed with the Planning Department as Conditional Use Permit No. 5804 and the closure of the subject portion of State Street is included as part of the application.

In 1998, a resolution was adopted by the City Council to close the portion of State Street intersecting the MTA ROW, without street vacation, as a safety measure to eliminate any potential conflicts between vehicular or pedestrian traffic and the light rail trains at the grade crossing. Said intersection at State Street was officially closed since the construction of Gold Line began in 2002. The area has been physically closed off with chain link fence on both sides of the railroad tracks. State Street from Fair Oaks Avenue to the MTA ROW, which is approximately 320 feet east, is an existing cul-de-sac and does not allow cut-through traffic. The proposed street closure will not cause any negative impacts to the City's transportation system.

PWP currently owns all land parcels along the north and south sides of State Street from Fair Oaks Avenue to the MTA ROW. The proposed street closure is intended to unify the Glenarm Power Plant site; improve internal circulation; enhance security for the power facilities; and protect public safety.

The proposed street closure will improve safety and provide protection for both vehicles and pedestrians. As part of the Conditions of Approval, PWP will be required to either construct a standard drive approach or to reduce the street opening by means of curb bulbouts or chokers. This will improve safety by eliminating an intersection on the east side of Fair Oaks Avenue. Drivers will no longer find themselves on a dead end street only to have to make a U-turn to navigate to Fair Oaks Avenue. In addition, pedestrians will be further protected from vehicles with the additional sidewalk.

As part of the street closure process, it is proposed that a private security gate be installed in State Street east of Fair Oaks Avenue. The gate will be equipped with continuous surveillance system and a call button to enable requests from the public who need to gain access to the proposed closed area. The gate can be opened electronically 24 hours a day at all times and upon immediate request.

In a closure of a street without vacation, the City does not rescind its rights to the use of the street right-of-way, but only permits the closure to vehicular and/or pedestrian traffic, at a specific location. This enables the City to retain access and the right to reopen the area as a public street in the future. The proposed street closure is consistent with the City's title, interest or estate in the underlying public right-of-way. The proposed closure is legally described in Exhibit "A" and is shown on Exhibit "B" (Department of Public Works Drawing No. 6059), both attached hereto.

Since State Street from Fair Oaks Avenue to the MTA ROW has been permanently closed to through traffic since 2002, the Department of Public Works has determined that the proposed closure will have no adverse impact on traffic circulation in the area.

#### **GENERAL PLAN CONSISTENCY:**

The proposed street closure on State Street from Fair Oaks Avenue to the MTA ROW is located within an area designated as the South Fair Oaks Specific Plan in the 2004 Land Use Element of the General Plan.

The area of State Street proposed to be closed is immediately to the east of Fair Oaks Avenue, which is designated as a multi-modal corridor according to the 2004 Mobility Element. The proposed closure will not detract from the intended function of Fair Oaks Avenue as a multi-modal corridor. In addition, the proposed street closure further complies with the following policies of the Mobility Element:

Policy 2.7 – Promote improvements for pedestrians to support vibrant and active streets and major places of activity.

Policy 4.5 – Ensure safe and efficient travel and traffic management throughout the City, while providing adequate access for all users.

Policy 4.15 – Limit the intrusion of commercial truck traffic on City streets by directing truck traffic to major arterials and enforcing related regulations on local streets.

Policy 4.16 – Recognize and accommodate the distinctive needs of the users of multi-modal corridors as well as the particular needs of major destinations.

#### **TRAFFIC AND ENVIRONMENTAL REVIEWS:**

An Initial Study was prepared for the Project and distributed to the State Clearinghouse (as Document No. 2011091056), Office of Planning and Research, responsible agencies, and other interested parties from September to October, 2011. The Initial Study provided a detailed discussion of the potential environmental topics and the reasons that each topic is or is not analyzed further in a future Draft Environmental

Vince Bertoni, Director  
Planning Department  
October 22, 2012  
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Impact Report (Draft EIR). A public scoping meeting for the Draft EIR was conducted on October 6, 2011.

The Initial Study included a traffic impact analysis of the Project and concluded that there would be no significant negative impact resulting from proposed closure of State Street; therefore the street closure was not further analyzed in the Draft EIR. Based on the Environmental Impact analysis outlined in Section 4.0 of the Draft EIR, the Project would result in significant and unavoidable environmental impacts in both the Greenhouse Gases and Land Use and Planning categories. These environmental impacts result from the construction and operation elements of the Project. There is no negative impact resulting specifically from the proposed street closure. The Draft EIR will be released for public comments in November 2012, and it will be recommended for approval by the Planning Commission in February 2013.

**CITY DEPARTMENTS, PUBLIC AGENCIES, AND OTHERS:**

In July 2012, a courtesy notice regarding the proposed street closure was forwarded to various utilities, other City departments, and County agencies. The following have no specific comments or objections to the proposed street closure:

A T & T  
Southern California Edison  
Southern California Gas Company  
California American Water Company  
County Sanitation Districts of Los Angeles County  
Metropolitan Water District  
Charter Communications  
Foothill Transit  
Level 3 Communications  
Verizon  
Qwest Network Construction Services  
City of Pasadena Departments and Divisions:  
    Police Department  
    Fire Department  
    Department of Transportation  
    Department of Information Technology

The following have comments and requirements:

**Metropolitan Transportation Authority (MTA)**

1. The proposed security gate installed by Pasadena Water and Power (PWP) shall be continuously monitored by PWP staff 24 hours a day and seven days a week. MTA staff with proper agency identification shall be able to access the MTA

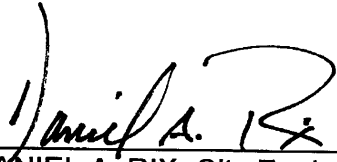
- ROW without delay, through the control intercom or key pad on both sides of the security gate. In addition, Pasadena Fire Department shall be allowed emergency access to the MTA ROW without delay at all times.
2. MTA may install a locked pedestrian gate near the existing drive approach at the east end of current State Street cul-de-sac for emergency access purpose. The area fronting the vicinity of the pedestrian gate shall be kept clear for access at all times, by means of proper signage.
  3. PWP shall remove all existing vines on the fence and other vegetation near its ground to ensure clear access to the pedestrian gate, as well as the area within ten feet on each side of the gate for the required visibility. The area shall be maintained free of said overgrowth by PWP on a regular and continuous basis.

#### Department of Public Works

1. The proposed security gate shall have a minimum of 20 feet wide opening. The gate shall be equipped with continuous surveillance system and a call button to enable requests from any affected agencies who need to gain access to the closed area for maintenance purposes. The gate shall have the ability get opened electronically upon immediate request at all times. In the case of power failure during disaster or emergency, the gate shall be switched to and remain in manual mode during the activation period of the City's Emergency Operation Center and/or until the restoration of power.
2. All private improvements in State Street, including the proposed security gate, shall be constructed with a minimum of 40 feet setback, measuring from the back of the existing sidewalk on Fair Oaks Avenue.
3. In order to comply with the Americans with Disabilities Act (ADA) standards, PWP shall reconstruct the intersection of State Street and Fair Oaks Avenue in one of the following ways:
  - a) Remove the existing curb returns at the northeast and the southeast corners, and reconstruct the intersection as a private drive approach in accordance with Standard Plan S-403 and to the satisfaction of the City Engineer. The improvements shall consist of the construction of concrete curb, gutter, sidewalk, standard drive approach, and other necessary work. Improvements shall also include the relocation and upgrading of affected street lights, signals and various utilities.
  - b) Extend the existing curbs by 5 or 6 feet on both sides of State Street to construct two new curb bulbouts or chokers. Construct new curb ramps at the northeast and the southeast corners in accordance with Standard Plan S-414. Install proper traffic signage per requirements of Department of Transportation.

PWP is responsible for the design, preparation of plans and specifications, and construction of all the above required public improvements. The plans shall be prepared by a registered civil engineer and submitted to the Department of Public Works for review and approval.

4. PWP shall be responsible for the maintenance of all improvements within the proposed closure area in State Street. Said improvements include pavement, sidewalk, trees, and all street light facilities. The street light facilities may either be removed and salvaged to the Department of Public Works or they may remain in place. If they remain, the street lights will be removed from the department inventory so that Public Works is not responsible for their energy consumption and PWP shall be responsible for all associated maintenance costs.



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DANIEL A. RIX, City Engineer  
Department of Public Works

DAR:yw

Attachments

**EXHIBIT A**  
**LEGAL DESCRIPTION**  
**STATE STREET CLOSURE**

THAT PORTION OF STATE STREET, 50.00 FEET IN WIDTH, AS SHOWN ON THE LOS ANGELES & SALT LAKE RAILROAD COMPANY'S TRACT UNIT NO. 1, IN THE CITY OF PASADENA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS FILED IN BOOK 1, PAGES 20 THROUGH 30 OF OFFICIAL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BOUNDED AS FOLLOWS:

**BOUNDED ON THE WEST** BY THE EASTERLY RIGHT-OF-WAY LINE OF FAIR OAKS AVENUE (82.00 FEET IN WIDTH) AS SHOWN ON SAID TRACT.

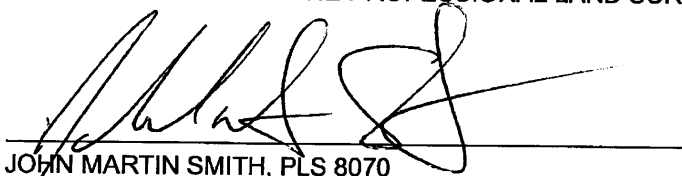
**BOUNDED ON THE SOUTHEAST** BY THE FOLLOWING LINE:

**BEGINNING** AT THE SOUTHERLY TERMINUS OF THE LINE SHOWN ON SAID TRACT AS "S46°37'W 129.83' "; THENCE SOUTH 55°14'48" WEST, 70.24 FEET TO THE NORTHERLY TERMINUS OF THE LINE SHOWN ON SAID TRACT AS "N45°10'30"E 62.63' ".

THE ABOVE DESCRIBED PARCEL CONTAINS 11,952 SQUARE FEET, MORE OF LESS.

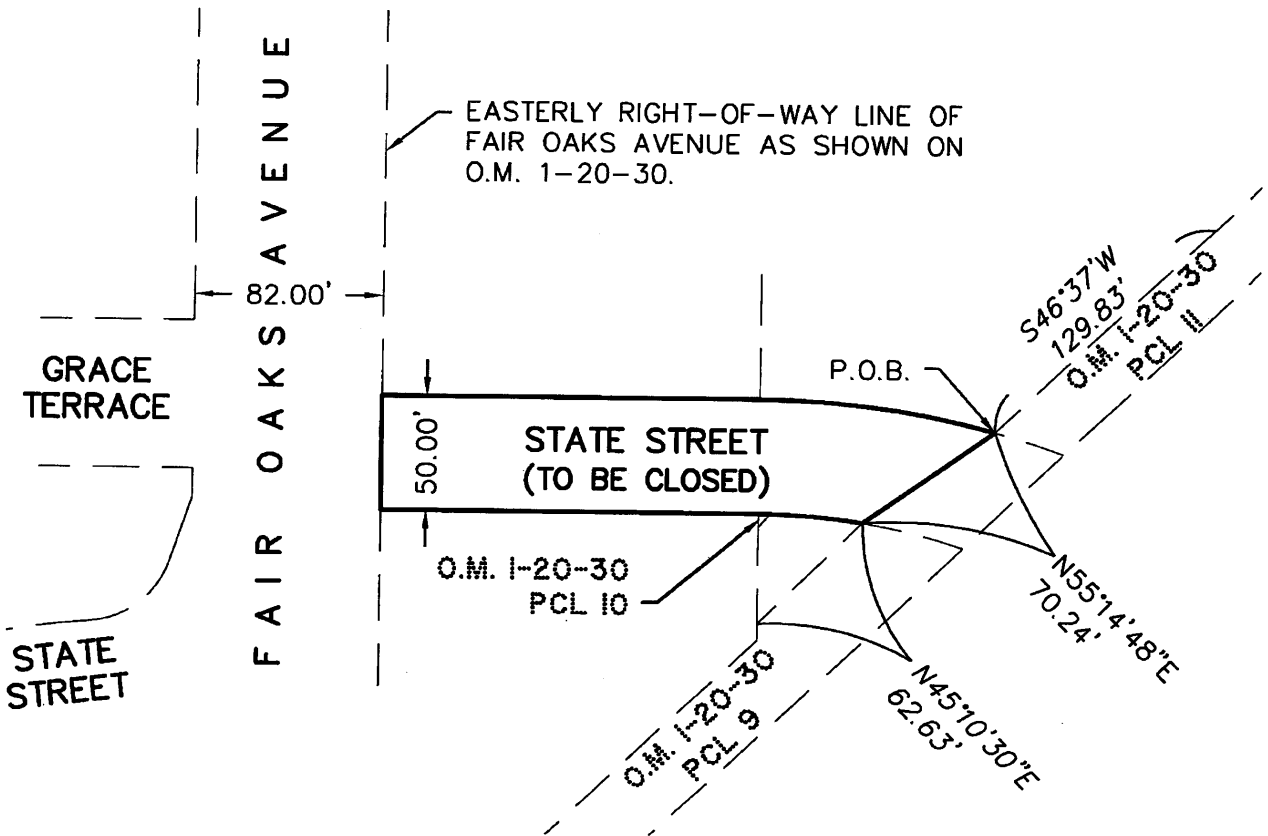
ALL AS SHOWN ON EXHIBIT "B" ATTACHED HEREWITH AND MADE A PART HEREOF.

THIS REAL PROPERTY DESCRIPTION HAS BEEN PREPARED BY ME, OR UNDER MY DIRECTION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYOR'S ACT.

  
\_\_\_\_\_  
JOHN MARTIN SMITH, PLS 8070  
DATE PREPARED: 06/12/2012



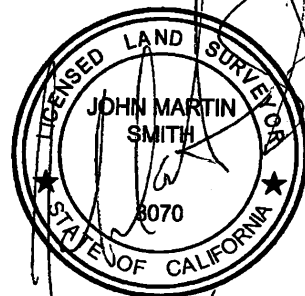
# EXHIBIT B



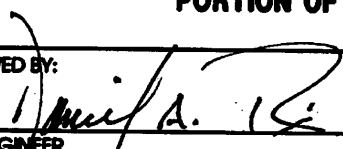
CLOSURE AREA = 11,952± SQUARE FEET.

### LEGEND

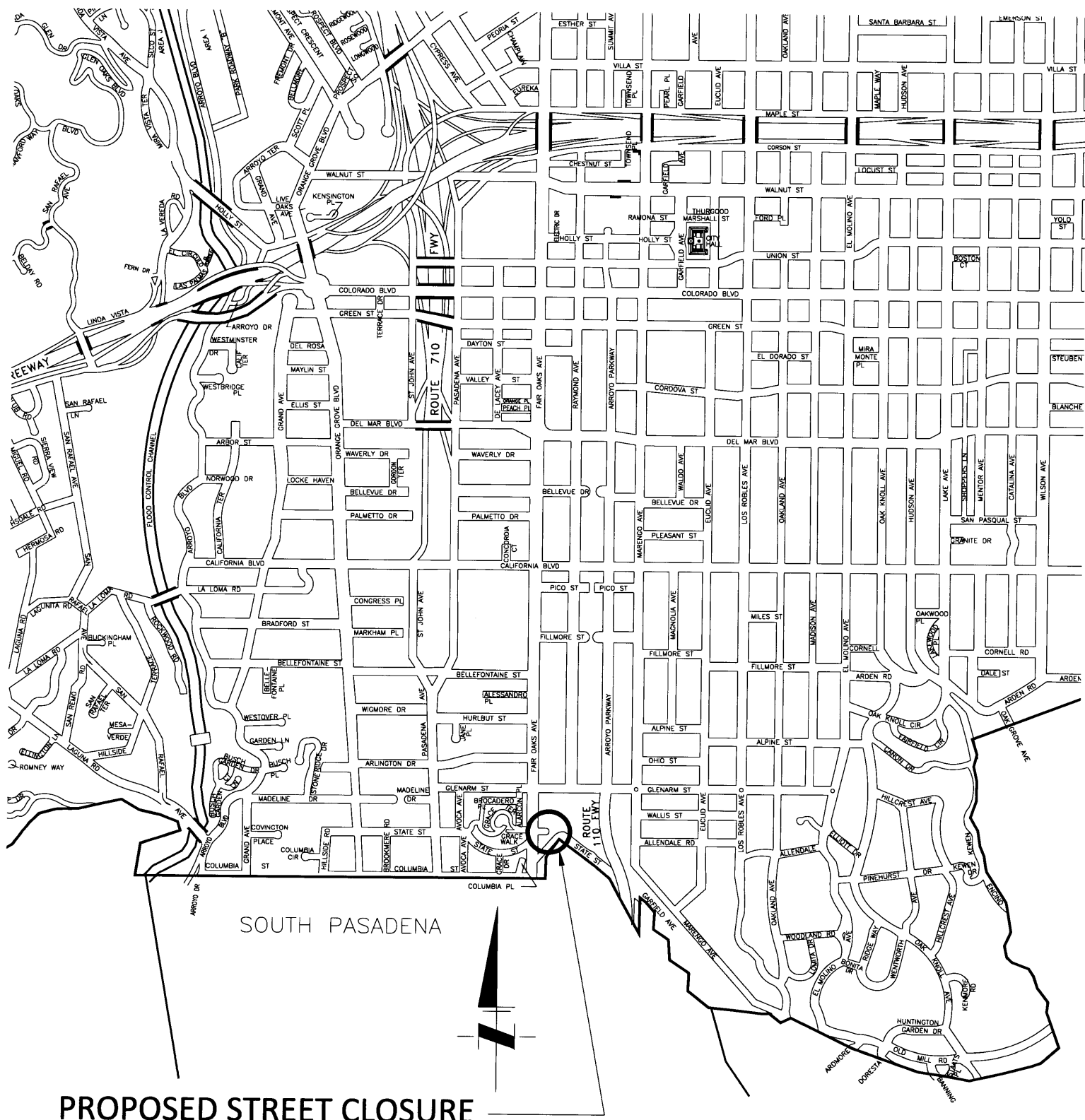
- AREA TO BE CLOSED
- ADJACENT PROPERTY LINES
- $N45^{\circ}10'30''E$   
 $62.63'$  RECORD DATA FROM L.A.&S.L.R.R. CO'S  
TRACT UNIT NO. 1 FILED AS O.M. 1-20-30



## CITY OF PASADENA - DEPARTMENT OF PUBLIC WORKS

DRAWN BY: <b>MXSM</b>	<h1>STREET CLOSURE</h1> <h3>PORTION OF STATE STREET</h3>	SCALE: <b>1"=80'</b>	DATE: <b>06/12/12</b>	
DESIGNED BY: <b>RA</b>	REVIEWED BY:  _____ CITY ENGINEER	PLAN NUMBER: <h1 style="font-size: 2em;">6059</h1>		
CHECKED BY: <b>RDV</b>		SHEET 1 OF 1		
SUBMITTED BY <b>RA</b>		<b>10/18/2012</b> DATE		

# Attachment B - Location Map



**PROPOSED STREET CLOSURE**



**RESOLUTION NO.**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASADENA DECLARING ITS INTENTION TO CLOSE, WITHOUT VACATION, STATE STREET FROM FAIR OAKS AVENUE TO THE METROPOLITAN TRANSPORTATION AUTHORITY RIGHT-OF-WAY (APPROXIMATELY 320 FEET EAST)**

WHEREAS, the City has received a request from the Pasadena Water and Power Department (PWP) to close, without vacation, State Street from Fair Oaks Avenue to the Metropolitan Transportation Authority Right-of-Way (MTA ROW) (approximately 320 feet east); and

WHEREAS, the closure without vacation proceeding for portion of said street is and will be conducted pursuant to the requirements of Chapter 12.25 of the Pasadena municipal Code; and

WHEREAS, the proposed closure area, is legally described in Exhibit "A" and is shown in Exhibit "B" (Department of Public Works Drawing No. 6059), and both are on file in the office of the Director of Public Works; and

WHEREAS, the street closure shall be in effect until the City Council takes action to reopen said street; and

WHEREAS, at the closure location, all improvements required in the Conditions of Approvals will be constructed by PWP; and

WHEREAS, the actual physical closure of said street, including the installation of a security gate, is to occur upon the construction of all improvements required in the Conditions of Approvals; and

WHEREAS, the proposed closure is not inconsistent with the City's title, interest or estate in the underlying public right-of-way; and

WHEREAS, the proposed closure does not destroy all potential egress from any parcel abutting the portion of street to be closed, or the owners of all such parcels consent thereto:

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Pasadena as follows:

1. The City Council of the City of Pasadena hereby declares its intention to close without vacation the above described portion of State Street; and
2. A hearing is hereby set for 7:00 p.m. on Monday, April 8, 2013, in the Council Chamber, Pasadena City Hall, 100 North Garfield Avenue, Room S249, Pasadena, to consider the proposed street closure. All persons interested in the street closure are invited to attend and give testimony if desired.

Adopted at the \_\_\_\_\_ meeting of the City Council on the \_\_\_\_ day of \_\_\_\_\_, 2013, by the following vote:

AYES:

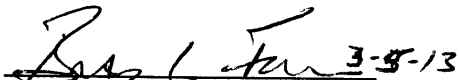
NOES:

ABSENT:

ABSTAIN:

\_\_\_\_\_  
MARK JOMSKY, City Clerk

Approved as to form:

  
Brad L. Fuller  
Assistant City Attorney

**EXHIBIT A**  
**LEGAL DESCRIPTION**  
**STATE STREET CLOSURE**

THAT PORTION OF STATE STREET, 50.00 FEET IN WIDTH, AS SHOWN ON THE LOS ANGELES & SALT LAKE RAILROAD COMPANY'S TRACT UNIT NO. 1, IN THE CITY OF PASADENA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS FILED IN BOOK 1, PAGES 20 THROUGH 30 OF OFFICIAL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BOUNDED AS FOLLOWS:

**BOUNDED ON THE WEST** BY THE EASTERLY RIGHT-OF-WAY LINE OF FAIR OAKS AVENUE (82.00 FEET IN WIDTH) AS SHOWN ON SAID TRACT.

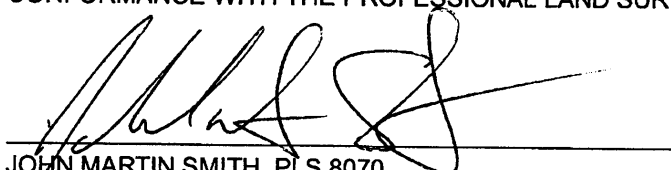
**BOUNDED ON THE SOUTHEAST** BY THE FOLLOWING LINE:

**BEGINNING** AT THE SOUTHERLY TERMINUS OF THE LINE SHOWN ON SAID TRACT AS "S46°37'W 129.83' "; THENCE SOUTH 55°14'48" WEST, 70.24 FEET TO THE NORTHERLY TERMINUS OF THE LINE SHOWN ON SAID TRACT AS "N45°10'30"E 62.63' ".

THE ABOVE DESCRIBED PARCEL CONTAINS 11,952 SQUARE FEET, MORE OF LESS.

ALL AS SHOWN ON EXHIBIT "B" ATTACHED HERewith AND MADE A PART HEREOF.

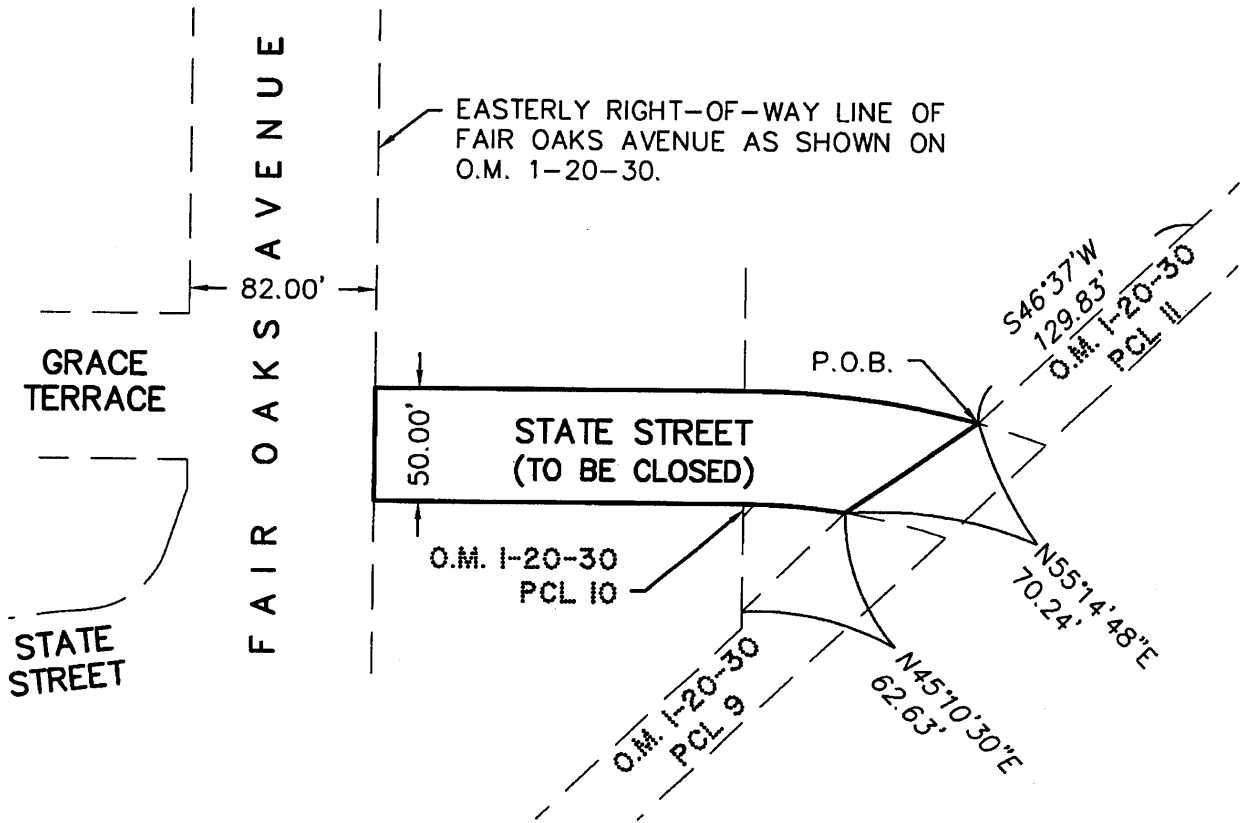
THIS REAL PROPERTY DESCRIPTION HAS BEEN PREPARED BY ME, OR UNDER MY DIRECTION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYOR'S ACT.

  
\_\_\_\_\_  
JOHN MARTIN SMITH, PLS 8070

DATE PREPARED: 06/12/2012



# EXHIBIT B

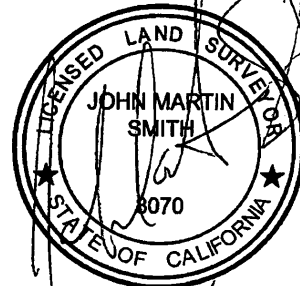


CLOSURE AREA = 11,952± SQUARE FEET.

### LEGEND

- AREA TO BE CLOSED
- ADJACENT PROPERTY LINES

N45°10'30"E  
62.63' RECORD DATA FROM L.A.&S.L.R.R. CO'S  
TRACT UNIT NO. 1 FILED AS O.M. 1-20-30



## CITY OF PASADENA - DEPARTMENT OF PUBLIC WORKS

DRAWN BY: <b>MXSM</b>	<h3>STREET CLOSURE</h3> <h4>PORTION OF STATE STREET</h4>	SCALE: <b>1"=80'</b>	DATE: <b>06/12/12</b>	
DESIGNED BY: <b>RA</b>		PLAN NUMBER: <b>6059</b>		
CHECKED BY: <b>RDV</b>		REVIEWED BY: 	DATE: <b>10/18/2012</b>	
SUBMITTED BY: <b>RA</b>		CITY ENGINEER	SHEET 1 OF 1	