

# Agenda Report

TO: CITY COUNCIL

Date: September 14, 1998

FROM: Acting City Manager

SUBJECT: The Street Closure Without Vacation of Portions of  
Bellevue Drive, Pico Street, Fillmore Street, and State  
Street for the Pasadena Blue Line Light Rail Project

## **RECOMMENDATION:**

It is recommended that the City Council take the following actions:

1. Approve the Environmental Initial Study and adopt the Mitigated Negative Declaration and incorporate by reference the Mitigation Measure prescribed for the traffic impact due to the closure of Fillmore Street.
2. Approve the De Minimis Impact Finding on the State Fish and Wildlife Habitat.
3. Adopt the attached Resolution of Intention to close, without vacation, the designated portions of Bellevue Drive, Pico Street, Fillmore Street, and State Street.
4. Set a public hearing for Monday, October 19, 1998, at 8:00 p.m., to consider the proposed street closure without vacation prior to the adoption of the Resolution of Closing.
5. 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.

## **BACKGROUND:**

The Public Works and Transportation Department is requesting that the City Council adopt a Resolution of Intention to close without vacation certain portions of Bellevue Drive, Pico Street, Fillmore Street and State Street at their intersections with the Metropolitan Transportation Authority (MTA) railroad right-of-way. The actual physical closure of Bellevue Drive, Fillmore Street, and State Street will not precede construction of the Pasadena Blue Line light rail project. Pico Street is already closed off with barrier railings, curb and gutter. These closures are described in Exhibits "A-1", "B-1", "C-1", and "D-1" and are shown on Exhibits "A-2", "B-2", "C-2", and "D-2" attached hereto and on file in the office of the Director of Public Works and Transportation. This right-of-way was formerly owned by the Atchison, Topeka and Santa Fe

**BACKGROUND:**, Continued

Railroad and runs north-south between Raymond Avenue and Arroyo Parkway. The objective of the proposed street closures is safety related and will minimize potential conflicts between vehicular/pedestrian traffic and the light rail trains at these grade crossings. This action enhances the safe operation of the Pasadena Blue Line project, which is a component of the Mobility Element of the City's Revised General Plan. While the Blue Line project is the responsibility of the MTA, these street closures are consistent with the objectives and strategies of said Mobility Element and facilitate safe implementation of the Pasadena Blue Line project.

**PLANNING COMMISSION REVIEW:**

On June 10, 1998, the Planning Commission reviewed the proposed closure without vacation of said streets. The conditions in the resolution are consistent with those of the Planning Commission, and the Planning Commission recommends that the City Council approve the proposed closures provided the closures do not precede the construction of the light rail line.

**ENVIRONMENTAL CLEARANCE:**

In accordance with the California Environmental Quality Act (CEQA), an Environmental Initial Study (EIS) has found that the closure of said streets is consistent with the Mobility Element of the General Plan and found to have no impacts on the environment after mitigation. The mitigation measure originates from earlier MTA documentation ("Traffic and Transportation Task 10 Report" adopted by the MTA on January 27, 1993).

**AUTHORITY AND FUTURE PROCESSING:**

Authority for the Planning Commission to recommend and the City Council to close streets without vacation comes from Chapter 12.25 of the Pasadena Municipal Code and is different from street vacations which fall under 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 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. Staff will be preparing a report and set of recommendations for the hearing on October 19, 1998. Staff has forwarded courtesy notices to all utilities and City departments specifying the proposed closure of each street mentioned herein. A Master Cooperative Agreement for the Pasadena Blue Line Project (Agreement) exists between the MTA and the City. The Agreement ensures that the MTA will be responsible for costs associated with the Blue Line. This includes adjustments to water and power facilities and other utilities, as well as the design and public improvement components of the street closures.


**FISCAL IMPACT:**

As indicated herein, the MTA Budget for the Pasadena Blue Line includes the construction of all improvements associated with the street closures.

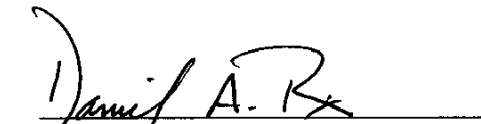
Respectfully submitted,

  
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