

Decision No. 20029

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application
of the County of Los Angeles for an
order authorizing the alteration and
construction of certain alterations
in grade crossings over the right of
way of the Pacific Electric Railway
Company on Santa Monica Boulevard in
said County at Almont Street, La Peer
Street, Robertson Boulevard, Doheny
Drive and Westbourne Drive, and for
an order authorizing the construction
of a grade crossing over the right of
way of the Pacific Electric Railway
Company on Santa Monica Boulevard in
said County at San Vicente Boulevard
and Clark Street.

ORIGINAL

Application No. 14749

BY THE COMMISSION:

ORDER

The Board of Supervisors of the County of Los Angeles, State of California, filed the above entitled application with this Commission on the 29th day of May, 1928, asking for authority to alter the construction of public streets known as Almont Street, La Peer Street, Robertson Boulevard, Doheny Drive and Westbourne Drive and to construct a public street known as Clark Street at grade across the tracks of Pacific Electric Railway Company in the vicinity of the City of Beverly Hills as hereinafter set forth. Said Pacific Electric Railway Company has signified by letter that it has no objection to the construction of said crossings at grade, and it appears to this Commission that the present proceeding is not one in which a public hearing is necessary; that it is neither reasonable nor practicable at this time to provide grade separations or to avoid grade crossings with said tracks at the points mentioned in this application, and that this application should be

granted, subject to the conditions hereinafter specified, therefore

IT IS HEREBY ORDERED that permission and authority be and it is hereby granted to the Board of Supervisors of the County of Los Angeles, State of California, to alter the construction of Almont Street, La Peer Street, Robertson Boulevard, Doheny Drive and Westbourne Drive and to construct Clark Street at grade across the tracks of Pacific Electric Railway Company at the locations hereinafter particularly described and as shown by the map attached to the application.

Description of Crossings

Almont Street

Beginning at the intersection of the southeasterly line of said right of way with the northerly prolongation of the westerly line of Almont Street as shown on said map; thence southwesterly along said southeasterly line 34.82 feet; thence northwesterly in a direct line 35 feet to a point in the northwesterly line of said right of way which is southwesterly thereon 63.49 feet from said northerly prolongation; thence northeasterly along said northwesterly line 63.49 feet to said northerly prolongation; thence southerly in a direct line 45.24 feet to the point of beginning. The above crossing shall be identified as Crossing No. 6H-11.11.

La Peer Street

Beginning at the intersection of the southeasterly line of said right of way with the northerly prolongation of the westerly line of La Peer Street as shown on said map; thence southwesterly along said southeasterly line 34.78 feet; thence northwesterly in a direct line 35 feet to a point in the northwesterly line of said right of way which is southwesterly thereon 63.41 feet from said northerly prolongation; thence northeasterly along said northwesterly line 63.41 feet to said northerly prolongation; thence southerly in a direct line 45.22 feet to the point of beginning. The above crossing shall be identified as Crossing No. 6H-11.02.

Robertson Boulevard

Beginning at the intersection of the southeasterly line of said right of way with the northerly prolongation of the westerly line of Robertson Boulevard (formerly Swall Avenue), as shown on said map; thence southwesterly along said southeasterly line 60.69 feet; thence northwesterly in a direct line 35 feet to a point in the northwesterly line of said right of way which is southwesterly thereon 89.37 feet from said northerly prolongation; thence northeasterly along said northwesterly line 89.37 feet to said northerly prolongation; thence southerly in a direct line 45.25 feet to the point of beginning. The above crossing shall be identified as Crossing No. 6H-10.94.

Doheny Drive

That portion of the Pacific Electric Railway Company's right of way, as shown on map of Tract No. 5125, recorded in Book 62, pages 39 and 40 of Maps, records of Los Angeles County, within the following described boundaries:

Beginning at the intersection of the southeasterly line of said right of way with the easterly line of Doheny Drive (60 feet wide), as shown on said map; thence northerly along said easterly

line 45.25 feet to the northwesterly line of said right of way; thence southeasterly, at right angles to said last mentioned line, to aforesaid southeasterly line; thence southwesterly in a direct line to the point of beginning. The above crossing shall be identified as Crossing No. 6H-11.26.

Westbourne Drive

That portion of the Pacific Electric Railway Company's right of way, as shown on map of West Knoll recorded in Book 50, pages 67 & 68 of Maps, records of Los Angeles County, within the following described boundaries:

Beginning at the intersection of the northwesterly line of said right of way with a line that is parallel with and 8.17 feet southwesterly, measured at right angles, from the center line of Westbourne Drive, as shown on said map; thence northeasterly along said northwesterly right of way line, 20 feet; thence southeasterly, at right angles to said last mentioned line, to the southeasterly line of said right of way; thence southwesterly along said last mentioned line 20 feet; thence northwesterly in a direct line to the point of beginning. The above crossing shall be identified as Crossing No. 6H-10.55.

Clark Street

Beginning at a point on the southeasterly line of said right of way which is northeasterly thereon 125.20 feet from the southwesterly line of the Rancho La Brea, as shown on said map, thence northwesterly parallel with said southwesterly line a distance of 40.97 feet to the northwesterly line of said right of way; thence northeasterly along said northwesterly line 51.21 feet; thence southwesterly parallel with said southwesterly line of the Rancho La Brea 40.97 feet to the southeasterly line of said right of way; thence southwesterly in a direct line 51.21 feet to the point of beginning. The above crossing shall be identified as Crossing No. 6H-10.84.

All of the above described portions and parcels of land are to be known as Santa Monica Boulevard.

Said crossings shall be constructed subject to the following conditions and not otherwise:

(1) The entire expense of constructing the crossings shall be borne by applicant. The cost of maintenance of those portions of said crossings outside of lines two (2) feet outside of the outside rails shall be borne by applicant. The maintenance of those portions of the crossings between lines two (2) feet outside of the outside rails shall be borne by Pacific Electric Railway Company.

(2) The crossings shall be constructed of a width not less than forty (40) feet and at an angle of ninety (90) degrees to the railroad, except that the Clark crossing, No. 6H-10.84, shall be constructed at an angle of seventy-eight (78) degrees to the railroad, and with grades of approach not greater than four

(4) per cent; shall be constructed substantially in accordance with Standard No. 3, as specified in General Order No. 72 of this Commission; shall be protected by Standard No. 1 crossing signs, as specified in General Order No. 75 of this Commission, and shall in every way be made suitable for the passage thereon of vehicles and other road traffic.

(3) Standard No. 3 wigwag, as specified in General Order No. 75 of this Commission, shall be installed and maintained for the protection of each of said crossings, Nos. 6H-10.84, 6H-10.94, 6H-11.26. The cost of installation of the wigwag at crossing No. 6H-10.84 shall be borne by applicant. The cost of maintenance shall be borne by Pacific Electric Railway Company.

(4) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossings.

(5) If said crossings shall not have been installed within one year from the date of this order, the authorization herein granted shall then lapse and become void, unless further time is granted by subsequent order.

(6) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossings, as to it may seem right and proper, and to revoke its permission if, in its judgment, the public convenience and necessity demand such action.

The authority herein granted shall become effective

on the date hereof.

Dated at San Francisco, California, this 11th day of
July, 1928.

C. J. Deane

Emmett C. At

Thos. J. Lott

M. J. Linn
Commissioners.