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In the matter of the application)	
of the City of Venice for per-)	
mission to construct Horizon Avenue)	
at grade across the Trolleyway and)	Application No. 7022.
tracks of the Pacific Electric Rail-)	
way Company in the City of Venice.)	

Clay Robbins, for Applicant.

C.W. Cornell, for Pacific Electric
Railway Company.

By The Commission:

O P I N I O N

This is an application of the City of Venice for permission to construct Horizon Avenue at grade over the Trolleyway and tracks of the Pacific Electric Railway Company.

A public hearing in this application was held in the City of Venice before Examiner Williams.

The Trolleyway is a private right of way, fifty-five (55) feet wide, of the Pacific Electric on which are located two main tracks through the business section of Venice. This Trolleyway is not open to public travel except pedestrians.

The Speedway is the only street approximately parallel to the Trolleyway, located between the Trolleyway and the beach, which is open for public travel and, at its intersection with Horizon Avenue, is a narrow street only twenty (20) feet wide. The principal business street of Venice is Windward Avenue which is open from the beach to the Grand Canal, located to the Northeast of the Trolleyway. The available business locations on Windward Avenue have been utiliz-

ed and business buildings have been constructed on Zephyr Avenue, which lies midway between and parallel to Windward Avenue and Horizon Avenue. Zephyr Avenue is open from the waterfront across the Trolleyway to a short street known as Innes Place which lies parallel to the Trolleyway on the northeast, intersecting Horizon Avenue and extending to Westminister Avenue.

Westminister Avenue is constructed across the Trolleyway and is located one block northwesterly from Horizon Avenue. Windward Avenue, Zephyr Avenue, Horizon Avenue and Westminister Avenue are parallel streets lying approximately 200 feet apart and all of these streets except Horizon Avenue are now open across the Trolleyway but only Westminister Avenue and Horizon Avenue extend northwesterly as far as the Rialto, which is one of the main arteries of the residential section of Venice. Access from Zephyr Avenue to the Rialto may be had, however, over the short cross street known as Innes Place and Horizon Avenue. This outlet is complained of as being dangerous, due to the two right angle turns on Innes Place at Horizon Avenue and Zephyr Avenue.

If Horizon Avenue were constructed across the Trolleyway, one more reasonably direct route would be available between the Speedway and the Rialto. However, a portion of Horizon Avenue between the Trolleyway and the Rialto is narrow and it does not extend in a direct line. The testimony indicated that plans were under consideration for the widening and straightening of this portion of Horizon Avenue but no definite action has been taken. Horizon Avenue between the Trolleyway and the Speedway has not been improved and improvements of this portion of Horizon Avenue are awaiting permission to cross the Trolleyway and it was testified that if such permission were given, Horizon Avenue would become an important business street of the City, thus greatly increasing the value of property along this street. But little showing was made as to the general public necessity and convenience for the opening of Horizon Avenue across the Trolleyway. It is conceded by all that traffic conditions in Venice, particularly on Sundays and holidays

are very congested. It is also conceded that very heavy railroad traffic is also handled by the Railroad Company on the Trolleyway.

The opening of Horizon Avenue across the Trolleyway would only divide the travel which now crosses at Zephyr Avenue, as access to both of these streets from the northeast must pass over Horizon Avenue. It is, therefore, believed that the relief to the congested traffic conditions that would be afforded by the opening of Horizon Avenue across the Trolleyway would not be proportionate to the public hazard incurred by this additional dangerous crossing which at this point would be not only over the two main lines of the Pacific Electric and at a location where the trains do not stop, but also over the crossover track, over which there is a considerable amount of terminal switching of trains. This crossing would be particularly hazardous for the reason that three corners are now built up immediately adjacent to the proposed crossing and the remaining corner undoubtedly will be built up as business property soon after the street is opened across the railroad.

It seems apparent that ultimately the required relief to congested traffic conditions in the City of Venice can only be secured by providing additional arteries of traffic parallel to the beach. Under these circumstances it does not appear that there has been shown sufficient public necessity and convenience to justify the creation of the serious hazard incident to the construction of Horizon Avenue across the Trolleyway.

O R D E R

The City of Venice, having made application for permission to construct Horizon Avenue across the tracks and Trolleyway of the Pacific Electric Company, a public hearing having been held and the matter being under submission and ready for decision,

IT IS HEREBY ORDERED that the application be and it is hereby denied.

Dated at San Francisco, California, this 4th day of ~~October~~ ^{November},

1921.

H. P. Brundage
H. W. Loveland
Erving Martin
J. P. Smith
Commissioners.