

Two lots, pieces or parcels of land situate in the City of Glendale, County of Los Angeles, State of California, and being all those portions of that certain strip of land sixty (60) feet in width conveyed by L.C. Brand et ux to Los Angeles Inter-Urban Railway Company by deed recorded on page 73 in Book 2645 of Deeds, Records of said County of Los Angeles, described as follows, to-wit:

First: Beginning at the intersection of the easterly line of the said strip of land sixty (60) feet in width with the northeasterly line of San Fernando Road as said road is shown upon the map of Santa Eulalia Tract recorded on page 78 and 79 in Book 16 of Maps, Records of said County of Los Angeles; thence North $40^{\circ} 46' 30''$ West along the northeasterly line of said San Fernando Road to a point South $40^{\circ} 46' 30''$ East, three and twenty-seven hundredths (3.27) feet distant from the westerly line of said strip of land sixty (60) feet in width; thence easterly along a curve concave northerly and having a radius of 45 feet (said northeasterly line of San Fernando Road being tangent to said curve at the beginning of said curve), a distance of forty-four and twenty-six hundredths (44.26) feet to the point of beginning of a curve concave northerly and having a radius of 23.87 feet; thence easterly and northeasterly along said last mentioned curve, twenty-eight and eighty hundredths (28.80) feet to a point in the easterly line of said strip of land sixty (60) feet in width, said point being northerly measured along the easterly line of said strip of land sixty (60) feet in width, fifty-seven and twenty-one hundredths (57.21) feet distant from the northeasterly line of said San Fernando Road; thence southerly along the easterly line of said strip of land sixty (60) feet in width, fifty-seven and twenty-one hundredths (57.21) feet to the point of beginning.

Second: Beginning at the intersection of the westerly line of said strip of land sixty (60) feet in width with the southwesterly line of San Fernando Road, as said San Fernando Road is shown upon the said map of Santa Eulalia Tract; thence from said point of beginning, southeasterly along the southwesterly line of said San Fernando Road, nine (9.00) feet; thence southwesterly along a curve concave southeasterly and having a radius of 20 feet, a distance of twenty and thirty-eight hundredths (20.38) feet to a point in the westerly line of said strip of land sixty (60) feet in width, said point being southerly, measured along the westerly line of said strip of land sixty (60) feet in width, a distance of twenty and twenty-three hundredths (20.23) feet from the southwesterly line of said San Fernando Road; thence northerly along the westerly line of said strip of land sixty (60) feet in width, twenty and twenty-three hundredths (20.23) feet to the point of beginning.

all of the above as shown by the map attached to the application, being in addition to that portion of San Fernando Road now open across the Railroad in said City of Glendale, said crossing to be constructed and altered subject to the following conditions, viz:

(1) The expense of constructing, altering and maintaining the crossing shall be borne as set forth in the agreement between the Railroad and the applicant, dated September 23, 1921, copy of which is attached to the application.

(2) The crossing shall be constructed of a width and at an angle to conform to those portions of Forest Avenue, and San Fernando Road now improved and with grades of approach not greater than four (4) per cent; shall be protected by a suitable crossing sign and shall in every way be made safe for the passage thereon of vehicles and other road traffic.

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

(4) The authorization herein granted for the installation of said crossing shall lapse and become void one year from the date of this order unless further time is granted by subsequent order.

(5) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossing 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.

Dated at San Francisco, California, this 8th day of November 1921.

W. P. ...
H. D. Loveland
James Martin
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Commissioners.