

ORIGINAL

Decision No. 66483

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	
the CITY OF LOS ANGELES, a municipi-)	
pal corporation, to construct CORBIN)	Application No. 44864
AVENUE at grade across the tracks of)	Filed October 16, 1962
Southern Pacific Railroad Company's)	
Coast Line.)	

Charles W. Sullivan, for applicant.
E. D. Yeomans, for Southern Pacific Company;
Walter A. Burke, for Industrial Association of the San Fernando Valley; Robert Lombardi, for Chatsworth Chamber of Commerce; Paul McCann, for Northridge Chamber of Commerce and Valleyside Better Government Committee, interested parties.
Elinore Charles and William F. Hibbard, for the Commission staff.

O P I N I O N

City of Los Angeles (City) requests an order authorizing the construction at grade of Corbin Avenue at Milepost No. E-448.3 across the tracks and right of way of Southern Pacific Company (Southern Pacific) in the city. The line involved is Southern Pacific's Coast Line between Los Angeles and San Francisco.

Public hearings on the application were held in Los Angeles, California, before Examiner Rogers on October 15 and 16, 1963. Evidence was presented and the matter was submitted.

Corbin Avenue is designated as a secondary highway, with an 80-foot right of way, on the City's Master Plan of Highways and Freeways, and will eventually extend from Ventura Boulevard, on the south, to the city limits, on the north, a distance of approximately six miles. Nordhoff Street is designated as a major highway, with

a 100-foot right of way. It is an east-west highway intended to extend from Topanga Canyon Boulevard, on the west, to a junction with Osborne Street, on the east. Nordhoff Street jogs where it meets Corbin Avenue; it is approximately 700 feet south of the Southern Pacific's right of way immediately west of Corbin Avenue, and approximately 500 feet north of the right of way immediately east of Corbin Avenue. If Corbin Avenue is opened across the right of way, Nordhoff Street will be a major east-west highway approximately $9\frac{1}{2}$ miles in length.

The existing public highway crossings of Southern Pacific nearest to Corbin Avenue, the proposed crossing, are DeSoto Avenue, Crossing No. E-446.8, which is 7,920 feet west, and Reseda Boulevard, Crossing No. E. 449.8, which is 7,920 feet east. The crossing will provide an additional access to a large industrial area consisting of approximately 1,540 acres in and around the proposed crossing. The City claims that this proposed crossing will effectuate the development of this industrial area, and a large residential area being developed north of the city limits. At present approximately 294 acres of this industrial area have been developed.

The City also contends that opening Corbin Avenue across the track of Southern Pacific will materially assist in law enforcement and fire protection both in and outside the industrial area.

The City had considered a separated grade crossing at Corbin Avenue, which would cost in the neighborhood of \$1,940,000. The proposed crossing would cost approximately \$190,000. It is the plan of the City to develop a crossing at Winnetka Avenue, the first street west of Corbin Avenue, but the time for this proposed crossing is not known at present.

The Coast Line is Southern Pacific's main line between Los Angeles and San Francisco. Southern Pacific operates 14 freight trains and six passenger trains daily thereon. The speed limit is 60 miles an hour on both types of movements. The stretch of rail line between DeSoto Avenue and Reseda Boulevard is the only place in the vicinity of the industrial area where Southern Pacific can furnish support tracks and switching tracks to serve it. Southern Pacific contends that only one additional crossing should be installed in this area and that Corbin Avenue is the proper place therefor.

The applicant and Southern Pacific have agreed that the crossing should be protected by No. 8 Flashing Light Signals supplemented by four automatic short-arm gates with 10-foot wide center curbs. The record further shows that the parties have agreed that certain costs should be divided between the City and Southern Pacific, and that in the event a final agreement cannot be reached for the division of all costs a further hearing could be had to determine the division.

Upon the record herein the Commission finds:

1. Corbin Avenue, between Parthenia Street and Plummer Street, is a public highway in the City of Los Angeles, California.

2. Corbin Avenue does not extend across Southern Pacific's right of way.

3. The area between Plummer Street and Parthenia Street and DeSoto Avenue and Reseda Boulevard, in the City of Los Angeles, is zoned for industrial usage, and the area to the north is being developed for residential purposes.

4. Public convenience and necessity require that an additional crossing of said Southern Pacific's right of way be opened between DeSoto Avenue and Reseda Boulevard at Corbin Avenue.

5. Corbin Avenue is midway between DeSoto Avenue and Reseda Boulevard, the two existing crossings, and is the logical place for an additional crossing.

6. Public safety will be adequately protected if the crossing is made at grade and is protected by automatic crossing gates and flashing light signals.

7. The division of costs should be determined jointly by the City and Southern Pacific and if an agreement cannot be reached within a reasonable time a further hearing should be held to determine the proper division of costs.

Upon the foregoing findings the Commission concludes that the application should be granted subject to the conditions set forth in the ensuing order.

O R D E R

IT IS ORDERED that:

1. The City of Los Angeles is authorized to construct Corbin Avenue at grade across the track and right of way of Southern Pacific Company, in the City of Los Angeles, at the location described in the application to be identified as Crossing No. E-448.3. The width of the highway portion of the crossing shall be not less than eighty feet, and grades of approach shall be not greater than 2.5 per cent. Construction shall be equal to or superior to Standard No. 2 of General Order No. 72. Protection shall be four Standard No. 8 Flashing Light Signals (General Order No. 75-B), supplemented by automatic crossinggates. Two of the signals shall be installed on raised center dividers, one on each side of the crossing.

2. Construction and maintenance expenses shall be borne in accordance with an agreement to be executed by the parties relative thereto, and a copy of said agreement together with plans of said crossing approved by Southern Pacific Company shall be filed with the Commission within 180 days from the date hereof. Should the parties fail to agree, the Commission will apportion the costs of construction and maintenance by further order.

3. Within thirty days after completion, pursuant to this order, applicant shall so advise the Commission in writing. This authority shall become void if not exercised within one year after the effective date of this decision, unless time be extended

or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience and necessity or safety so require.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 17th day of DECEMBER, 1963.

William B. Bennett
 President

John E. [unclear]

Carol W. [unclear]

George T. [unclear]

Frederic B. Halbach
 Commissioners