

Decision No. S2206

**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application }  
of the City of Alameda, Alameda }  
County, California, for a }  
Relocation of a Railroad Grade }  
Crossing over the Southern }  
Pacific Transportation Company's }  
Railroad in the City of Alameda. }

Application No. 54211  
(Filed July 31, 1973)

O P I N I O N

The City of Alameda through its Council has approved the abandonment of certain street rights-of-way and resale of certain properties in the vicinity of Broadway and Blanding Avenue in connection with the proposed redevelopment of the Loop Lumber Company-Cal Rock properties.

This development project, as described in the application, would necessitate that certain Southern Pacific Transportation Company tracks be relocated or abandoned; that a new crossing at grade be constructed; and that the existing crossing at Pearl Street, Crossing No. D-10.38-C, be abandoned and closed.

The City of Alameda, therefore, requests authority to construct a new crossing at grade, Blanding Avenue, and abandon and close an existing crossing at grade, Pearl Street, over the lands of the Southern Pacific Transportation Company. Notice of the application was published in the Commission's Daily Calendar on August 1, 1973. No protests have been received. A public hearing is not necessary.

FINDINGS AND CONCLUSIONS

The request of the City of Alameda is in the public interest and should be granted. The City of Alameda should be authorized to construct Blanding Avenue at grade across the Southern Pacific Transportation Company's tracks, at the location

shown in Exhibit E appended to said application, to be identified as Crossing No. D-10.50-C.

Width of the crossing should be not less than 48 feet and grades of approach not greater than two percent. Crossing construction should be equal or superior to Standard No. 2 of General Order 72-B. Protection should be three Standard No. 9 gate signals (General Order 75-C) installed as shown on Exhibit E. Clearances, including any curbs, should conform to General Order 26-D. Walkways adjacent to the crossing should conform to General Order 118.

Construction cost of the project should be borne by the applicant, with the exception of automatic protection which cost of installation should be divided equally between the applicant and the railroad. Maintenance cost of the crossing outside of lines two feet outside of rails should be borne by applicant and the railroad should bear the maintenance cost of the crossing between such lines. Maintenance cost of the automatic protection should be divided equally between the applicant and the railroad. Upon official abandonment of said Blanding Avenue grade crossing by the applicant, the City of Alameda should barricade and remove all physical signs of an existing crossing. When the track is abandoned or no longer in use the railroad should remove said trackage from Blanding Avenue and repave the crossing area to the standards and specifications of the public agency having jurisdiction.

The new crossing of Blanding Avenue, No. D-10.50-C, should not be opened to vehicular traffic until the construction is completed and the crossing protection is in operation. The crossing at the old location, Pearl Street, Crossing No. D-10.38-C, approximately 200 feet westerly of the new crossing, should be closed and all physical signs removed when the new crossing is opened to vehicular traffic.

The applicant is the lead agency for this project pursuant to the California Environmental Quality Act of 1970, as amended, and has caused to be prepared an environmental impact report in

connection with the above project which applicant adopted on November 22, 1972. The Commission has considered the Environmental Impact Report in rendering its decision on this project.

The Commission accepts the applicant's Environmental Impact Report which states that:

- a) The overall impact to the natural and cultural environments should be insignificant or limited.
- b) The planned construction should be beneficial to the neighborhood.

The applicant has received approval for this development project from the San Francisco Bay Conservation and Development Commission as witnessed by Exhibit C attached to the application.

O R D E R

IT IS ORDERED that:

1. The application is granted conditioned on the findings and conclusions set forth above.
2. Within thirty days after completion, pursuant to this order, applicant shall so advise the Commission in writing. This authorization shall expire if the project is not completed within two years or if the above conditions are not complied with. The time may be extended, or the authorization may be revoked or modified, if public convenience, necessity or safety so require.

The Secretary of the Commission shall file a Notice of Determination with the Secretary for Resources and with the planning agencies of any city and county which will be affected by the project.

A. 54211 FBC

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

Dated at San Francisco, California, this 4th  
day of DECEMBER, 1973.

Vernon L. Stenger  
President  
William J. ...  
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...  
Commissioners