

Decision No. 85830**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the City of Campbell)
 for an order authorizing the alter-)
 ation and relocation of PUC Crossing)
 No. L-50.7 by the construction of) Application No. 56115
 Project 75-1, Loop Street Improve-) (Filed December 10, 1975)
 ments - Phase One, across the Southern)
 Pacific Transportation Company's Vasona)
 Branch track, in the City of Campbell,)
 County of Santa Clara.)

O P I N I O N

As part of its street improvement plan, the City of Campbell requests authority to close the existing at-grade crossing of the Southern Pacific Transportation Company's tracks at Central Avenue, Crossing L-50.7, and construct a new one-way street at grade across the Southern Pacific Transportation Company's tracks approximately 180 feet northerly to be known as Orchard City Drive in the City of Campbell, Santa Clara County.

The City of Campbell is the lead agency for the street improvement plan, pursuant to the Environmental Quality Act of 1970, as amended. After review of an Environmental Impact Report for the proposed downtown loop system, the Campbell Planning Commission approved the project and, on February 18, 1975, filed a Notice of Determination with the Santa Clara County Clerk which found that "The project will not have a significant adverse effect on the environment."

Notice of the application was published in the Commission's Daily Calendar on December 11, 1975. No protests have been received. A public hearing is not necessary.

F I N D I N G S

After consideration the Commission finds:

1. The City of Campbell should be authorized to construct Orchard City Drive at grade across the tracks of the Southern Pacific Transportation Company's Vasona Branch Line in the City of

Campbell, Santa Clara County, at the location and substantially as shown by the plan attached to the application, to be identified as Crossing L-50.73.

2. Construction of the crossing should be equal or superior to Standard No. 2 (General Order 72-B).

3. Protection at the crossing should be one Standard No. 9-A signal, one Standard No. 9 signal, and two Standard No. 10 Pedestrian signals (General Order 75-C).

4. Clearances should conform to General Order 26-D. Walkways should conform to General Order 118.

5. Construction expense of the crossing should be borne by the applicant.

6. Installation cost of the automatic crossing protection should be shared equally between the applicant and the railroad.

7. Maintenance of the crossing should be in accordance with General Order 72-B. Maintenance costs of the automatic protection should be shared equally between the applicant and the railroad, pursuant to the provisions of Section 1202.2 of the Public Utilities Code.

8. Construction plans of the crossing, approved by the Southern Pacific Transportation Company, together with a copy of the agreement entered into between the parties involved, should be filed with the Commission prior to commencing construction.

9. Upon completion of the new Orchard City Drive crossing the existing Central Avenue grade crossing (Crossing L-50.7) should be abandoned and physically closed.

10. Applicant is the lead agency for this project pursuant to the California Environmental Quality Act of 1970, as amended, and on February 11, 1975 approved its final Environmental Impact Report for the "Downtown Campbell Street System" which has been filed with the Commission. The Commission has considered the final EIR and Notice of Determination in rendering its decision on this project and finds that:

- a. The environmental impact of the proposed action is insignificant.

- b. The planned construction is the most feasible and economical that will avoid any possible environmental impact.
- c. There are no known irreversible environmental changes involved in this project.

C O N C L U S I O N S

On the basis of the foregoing findings, we conclude that the application should be granted as set forth in the following order:

O R D E R

IT IS ORDERED that:

1. The City of Campbell is authorized to construct Orchard City Drive at grade across the tracks of the Southern Pacific Transportation Company as set forth in the findings of this decision.

2. Within thirty days after completion pursuant to this order, applicant shall so advise the Commission in writing.

This authorization shall expire if not exercised within two years unless time be extended or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience, 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 18th day of MAY, 1976.

William J. Lyons President
Verdell L. Sturgeon
Doris
Robert Bateman Commissioners