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Decision No. 91992 JUL 2 1980

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of Application
of the City of Hanford, Kings
County, California, a Municipal
Corporation under the laws of
the State of California, for the
construction of a Railroad Grade
Crossing by a Public Street
Over the Atchison, Topeka and
Santa Fe Railway Company's
Railroad in the City of Hanford
(New Street Crossing No. 2-968.4)

ORIGINAL

Application No. 59484
(Filed February 29, 1980)

O P I N I O N

As part of the project to open a street between 11th Avenue and Greenfield Avenue, the City of Hanford requests authority to construct a new public street at grade across the tracks of The Atchison, Topeka and Santa Fe Railway Company's Main Line in the City of Hanford, Kings County.

The City of Hanford is the lead agency for this project pursuant to the California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources Code, Section 21000 et seq. After preparation and review of an Environmental Impact Report, the City of Hanford approved the project. On April 21, 1980, a Notice of Determination was filed with the Tulare County Clerk which found that "the project will have a significant effect on the environment."

The Commission is a responsible agency for this project under CEQA and has independently evaluated and assessed the lead agency's Environmental Impact Report. The site of the proposed project has also been inspected by the Commission staff.

The proposed street opening will provide a connection between Greenfield and 11th Avenues. It will help to relieve future traffic congestion on Lacey Boulevard and 11th Avenue in the expanding urban area west of the railroad tracks. The new street will pass through the existing little league baseball field east of the tracks and through fallow vacant land west of the tracks.

Major adverse effects of the project are the displacement of a city owned little league baseball park, increased noise, alteration of present traffic patterns, and generation of additional traffic.

Mitigation measures will include the rezoning of city owned property, architectural design, landscaping, construction controls, and preemption of traffic signals at the adjacent intersection with 11th Avenue to alleviate traffic congestion.

Notice of the application was published in the Commission's Daily Calendar on March 3, 1980. 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. Applicant should be authorized to construct a new public street at grade across the tracks of The Atchison, Topeka and Santa Fe Railway Company's Main Line in the City of Hanford, Kings County, at the location and substantially as shown by the plan attached to the application, to be identified as Crossing 2-968.4.
2. Construction of the crossing should be equal or superior to Standard No. 4-C of General Order 72-B.
3. Clearances should conform to General Order 26-D. Walkways should conform to General Order 118.
4. Protection at the crossing should be two Standard No. 9-A automatic gate-type signals with cantilevers (General Order 75-C).
5. Parking on the new street within 50 feet of the crossing should be prohibited.
6. Construction expense of the crossing should be borne by the applicant. Installation cost of the automatic protection should be shared equally by applicant and the railroad.
7. Maintenance of the crossing should conform to General Order 72-B. Maintenance cost of the automatic protection should be shared equally between 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 Atchison, Topeka and Santa Fe Railway 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. Applicant is the lead agency for this project pursuant to the California Environmental Quality Act of 1970, as amended.

10. The Commission is a responsible agency for this project and has independently evaluated and assessed the lead agency's Final Environmental Impact Report.

11. This project will have a significant impact on the environment; however, the adopted mitigation measures will either eliminate or reduce the severity of the adverse impacts.

C O N C L U S I O N

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 Hanford is authorized to construct a new public street at grade across the tracks of The Atchison, Topeka and Santa Fe Railway Company's Main Line in the City of Hanford, Kings County, 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 thirty days after the date hereof.

Dated JUL 2 1980, at San Francisco, California.

John E. Boyer
President

Veronica L. Strayhorn

Richard W. Lovell

Clara T. Hedrick

Arnold J. Quinn
Commissioners