

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT
LOS ANGELES, CALIFORNIA

H. E. HEDGER
CHIEF ENGINEER

December 16, 1940

751 S. FIGUEROA ST.
ROOM 410

FILE NO.
SUBJECT Miscellaneous -
Right of Way report on
Tract No. 949.

Mr. Alfred Jones
County Engineer
Hall of Records
Los Angeles, California.


Dear Sir: Attention Mr. McGowan

In response to recent verbal request,
herewith photostatic copy of report on Tract No.
949 prepared by Mr. Bowen in our Right of Way
Department.

Yours truly

H. E. Hedger, Chief Engineer

By


M. E. Salsbury
Junior Assistant Chief Engineer

NBH:HKH
Encl.

ADDRESS ALL COMMUNICATIONS TO THE CHIEF ENGINEER

NOTE:

THESE PHOTOSTATS ARE DUPLICATES
OF THE L.A.C.F.C.D. COPY

DECEMBER, 1959

F.D. No. 9420

RIGHT OF WAY DEPARTMENT
LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

SIERRA MADRE ARCADIA DRAINAGE AREA
ARCADIA WASH

REPORT
ON

TRACT NO. 949

ESTABLISHMENT OF TRACT LINES
ESTABLISHMENT OF STREETS
RECTIFICATION OF FIELD ERRORS

PREPARED BY

HERMAN L. BOWEN

CHIEF DRAFTSMAN
RIGHT OF WAY DEPARTMENT

OCTOBER 21, 1940.

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LOS ANGELES COUNTY
FLOOD CONTROL DISTRICT

OCT. 21, 1940.

RIGHT OF WAY DEPARTMENT

ATTENTION: Mr. G. J. Burnham
Right of Way Engineer

Dear Sir:

During the course of our studies within the limits of Tract No. 949 we have discovered that some very faulty assumptions have been made in the interpretation of the records. These assumptions, made by others outside of this organization, have led to the erroneous monumenting of streets within the tract.

Upon discovery of these conditions we stopped the advance work on the project and started an investigation of what had been done within the area in the past. Our investigation led to consultations with the City Engineer of Arcadia and other Engineers interested in this area. We have learned that these men were unaware of the conditions existing but were anxious to have the errors rectified and willing to accept our recommendations for doing it. These men have materially assisted us in our studies.

We have made a complete study within the area of Tract No. 949 and the subdivisions thereof. The two maps used in this report are the results of this study. These maps have been checked and all mathematical errors eliminated.

In the following pages a discussion of the engineering procedure employed in the establishment of the lines is given for your study and approval.

The City Engineer of Arcadia has asked that we make a recommendation in writing. It is our suggestion that this report be submitted to the City Engineer as the recommendation of this department for the rectification of errors and establishment of lines of Tract No. 949 and the subdivisions thereof.

Respectfully submitted,



Chief Draftsman
R/W Department

TRACT NO. 949

(See Plate I)

Tract No. 949 was surveyed by D.S. Unruh in June 1910. It is bounded on the north, south and east by Railroads and Streets. These might be termed "Permanent Natural Monuments". Such boundaries are usually very substantial and it might be assumed that Mr. Unruh took full advantage of them in the establishment of the limits of this tract. The permanence of these boundaries is borne out in the remarkable agreement between the field and record as we find it.

Mr. Hopen, of Chalmers and Barnette, has consulted Mr. Unruh and advises that he had certain intentions in the layout of the subdivision. It is of interest to know these intentions as they cast some light on the discrepancies found and their apparent justification. We have not been influenced by these intentions in our establishment and they are listed here for information only; they are

1. Lots 1, 2, 5 and 6 would have been "one" except that the County Surveyor desired the cut up.
2. No monuments were set upon the lot corners as the layout was entirely one on paper and never surveyed.
3. Falling Leaf Avenue, on the north side of Lot 4, was intended to be the westerly prolongation of the street to the east, shown on map of Arcadia Tract. This can be verified by the tie given to the southeast corner of Lot 4 and the south line of Bonita Street.
4. The west line of Lot 2 was intended to be parallel with the line of Santa Anita Avenue.
5. The east line of Lot 6 was intended to join the center lines of the two portions of Baldwin Avenue shown on the north and south sides of the Tract. This was to enable the granting of uniform strips from the lots when and if the street were extended.

6. The line between Lots 1 and 5 was intended to be on the prolongation of the center line of Falling Leaf Avenue. This was thought desirable because any future extension of the street could be accomplished by deeding strips from each lot. This line is NOT on the prolongation of this center line but by calculations based on record proves to be approximately 2 feet north. This assumption of lying on the prolongation has been the cause of much of the trouble encountered in the relating of records and field positions.
7. The Taper Curves shown on the Pacific Electric Railway Right of Way were intended to be in agreement with the tables currently in use. The Railway is still using the same tables and we have copies in our office. By use of these tables we find that the Radii shown on all the Taper Curves are in error.
8. The Radii on the curve in the Right of Way of the Southern California Railway, now the Atcheson, Topeka and Santa Fe, do not agree but it is evident that a 2 Degree Curve was intended and the proper Radii may be obtained from regular Railroad Curve Tables.

We are not concerned with the westerly limits of the tract and have no surveys in that area so no attempt has been made to establish the west line.

There have been several pieces of property deeded within the limits of the tract but the majority of the land is owned by one party. Any establishment of the lines of the tract, in conformity with record and accepted practice, will create no hardship on anyone as no permanent construction has been done which would tend to establish the lines in any other position than that of record.

Easements for street purposes have been granted over portions of Lots 1, 2, 5 and 6. These have unfortunately been described one way and calculated or intended to be another way. This has come about in a perfectly evident and natural manner as all parties concerned thought that the line between Lots 1 and 5 was on the prolongation of the center line of Falling Leaf Avenue. No one took the trouble to do a little calculating to prove this and as a consequence all the descriptions tie to a POB that is 2.47 feet from where they thought it was.

There is no question as to establishment of these rights of way on the ground as they will fit in very nicely; however, the lines of establishment as now existing are too far off to be considered as satisfactory.

The County Surveyor has made two surveys in this area that can be considered as original and authoritative. These have been placed on record in the County Surveyor's office by the Filing of County Surveyor's Maps B-1080 Sheet 1 and B-111 Sheets 1 to 5.

We have made use of these surveys as well as the surveys made by private engineers where they met up with our standard of accuracy.

In the following pages the establishment of the lines of this tract will be discussed with the aid of the photo reductions of the maps made in this study.

PLATE II

ESTABLISHMENT OF THE PACIFIC ELECTRIC RAILWAY RIGHT OF WAY

The County Surveyor has made a retracement of the center line of the Pacific Electric R/W and shown his conclusions on C.S. Map B-1080 Sheet 1. In this retracement he has made an effort to recover all points establishing the tangents. The Taper Curves adopted between these tangents were calculated, using the same Taper Tables that are in use by the Railway Co.

By actual survey we have traversed this line, recovering enough of the County Surveyor's points to assure us that we were on the same line as shown on C.S.B-1080-1. Although our central angles differ slightly from those of the County Surveyor, we have adopted his line and calculated Taper Curves by use of the same Taper Tables.

Referring to tangent bearing N.37°28'47"E. The Taper on the N. end of this tangent was held as beginning at the 4" I.P. This pipe is accepted as the B.C. by local engineers and is record position with respect to Santa Anita Ave. This tangent was found to have a total length that closely agreed with record:

Field	3,793.31
Tract No. 949	<u>3,798.60</u>

Field Excess	0.71'
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ESTABLISHMENT OF THE EAST LINE OF LOT 6.

Private surveyors, Roberts and Rowan, made an establishment of this line several years ago. Points were set at the north and south extremities and at the corner of Lots 1-5. An examination of their work indicates that it was done thoughtfully and with a high degree of accuracy and is worthy of acceptance.

PLATE II

ESTABLISHMENT OF THE EAST LINE OF LOT 6 Cont'd.

The County Surveyor made a recovery of this line in making his proposed location for Baldwin Avenue Extension. This is shown on C.S. Map B-111 Sheet 4.

We have made a recovery of this line and find it to agree with the original location.

ESTABLISHMENT OF THE LINE BETWEEN LOTS 1 & 5.

WESTERLY TERMINUS The 2" I.P. set for the corner of Lots 1 & 5 was recovered by the County Surveyor. Although our surveys never touched this point, we recovered many others that have enabled us to make an accurate establishment of this position.

EASTERLY TERMINUS As mentioned before, the tangent distance along the center line of the Pacific Electric has an excess of 0.71 feet. Transferring this to the side lines and by prorating this excess against the record, we established the N.E. Corner of Lot 5 at 943.87 feet southwesterly from the beginning of taper marked by a 4" I.P. on the center line.

The resulting line between these two points was found to have a length of 5,635.23' as against a record distance of 5,634.75'. The difference of 0.48' is within any limits of error necessary. (See Plate I for record data.)

PLATE II

ESTABLISHMENT OF HUNTINGTON DRIVE

PARCEL I ; D:OR 9396 - 145

This portion of the street was established strictly in conformity with the record of the deed.

PARCEL II; D:OR 9396 - 145

Beginning at the N.E. Corner of Lot 5, the first P.I. was located at record distance along the north line of Lot 5 from the N.E. Corner.

From this P.I. the next tangent course was calculated to be parallel with the center line of the Pacific Electric as we have previously set this center line.

The curve between these two tangents was calculated by holding the deflection angle as found and the record tangent.

The next P.I. was determined by intersection with the forward tangent which is parallel with and 70 feet from the center line of the P.E. The curve between these two tangents was calculated by holding the deflection angle as found and record semi-tangent.

The remaining portion of this parcel was established as parallel and concentric with and 70 feet from the center line of the Pacific Electric Railway Right of Way.

The Southern Pacific Railroad Right of Way was established by recovery of the center line as shown on C.S. Map S-1080-1.

PLATE III

ESTABLISHMENT OF THE CENTER LINE OF THE A. T. & S. F. RY. R/W

The center line of Colorado Street, lying along the north side of Lot 1 and contiguous to the south line of the Santa Fe R/W, was originally staked 65 feet south of and parallel to the center line of the Santa Fe. The City Engineer made this original survey and it has been used for authority by the County Surveyor and private engineers for some time. We have made a retracement of this line and can find no reason why it cannot be used to relocate the center line of the Santa Fe. The tangent of the Santa Fe was thus located at 65 feet north of and parallel with the City Engineers center line of Colorado Street.

The tangent of the Santa Fe extending northwesterly from Santa Anita Avenue, was calculated to be on the split of the rails of the track as we located it by survey. This seems to be the accepted center line used by others in this area.

The curve established between these two tangents was calculated by using the proper radius for a 2 Degree curve and the deflection angle found by the intersection of the tangents.

ESTABLISHMENT OF THE WEST LINE OF LOT 2.

The southerly line of this lot is the Taper Curve of the R/W of the Pacific Electric Railway. The location of the beginning of this Taper, on the center line, has been previously dealt with.

The southerly corner of this lot has been established by the private engineers, Chalmers and Barnette. By inspection of their notes and method we find that the corner is in true record position with respect to the 4" I.P. at the B.C. on center line and therefore is acceptable.

The direction of the line was established as parallel with the

PLATE III

ESTABLISHMENT OF THE WEST LINE OF LOT 2. Cont'd.

center line of Santa Anita Avenue.

The N.W. Corner of the Lot was calculated by intersection of this west line with the previously mentioned south line of the Santa Fe Railway R/W.

ESTABLISHMENT OF COLORADO PLACE AND COLORADO STREET

PARCEL III D:OR 9396 - 145

By "Record" calculation it was found that the P.I. of the first curve in this parcel is identical with that of the first curve in parcel II. We elected to hold these in the same calculated position.

The next tangent was established by holding the Record angle of deflection with respect to the back tangent or North Line of Lot 5. The curve was calculated holding record radius, semi-tangent and length.

The P.I. for the next curve was calculated by intersecting this tangent with the center line of Colorado Street as previously established under the establishment of the center line of the A. T. & S. F. RY. R/W.

The curve between these tangents was calculated by holding the record semi-tangent and calculating the radius and length.

PARCEL IV D:OR 9396 - 145 COLORADO BOULEVARD

Beginning at the N.W. Corner of Lot 2, the POB for this parcel was located at record distance south easterly along the southerly line of the A. T. & S. F. RY. R/W.

Passing through this point and at record angle with the Santa Fe, the

PLATE III

PARCEL IV D:OR 9396 - 145 COLORADO BOULEVARD Cont'd.

tangent for the center line was established extending westerly to intersect the center line of parcel III as located by previous discussion. The curve between these two tangents was established by using the angle as calculated, the record semi-tangent and calculation of radius and length.

It will be noted that there is a jog of 2.47 feet in the R/W of Huntington Drive at the west line of the Pacific Electric R/W.

This was not originally intended but cannot be helped unless a change is made in the descriptions granting the right of way.

There is also a jog in the right of way of Colorado Boulevard at the Santa Fe but this is slight and inasmuch as there is no right of way across the Santa Fe it is of little importance. It would be wise to straighten this up if a crossing is ever acquired over the Railway Right of Way.

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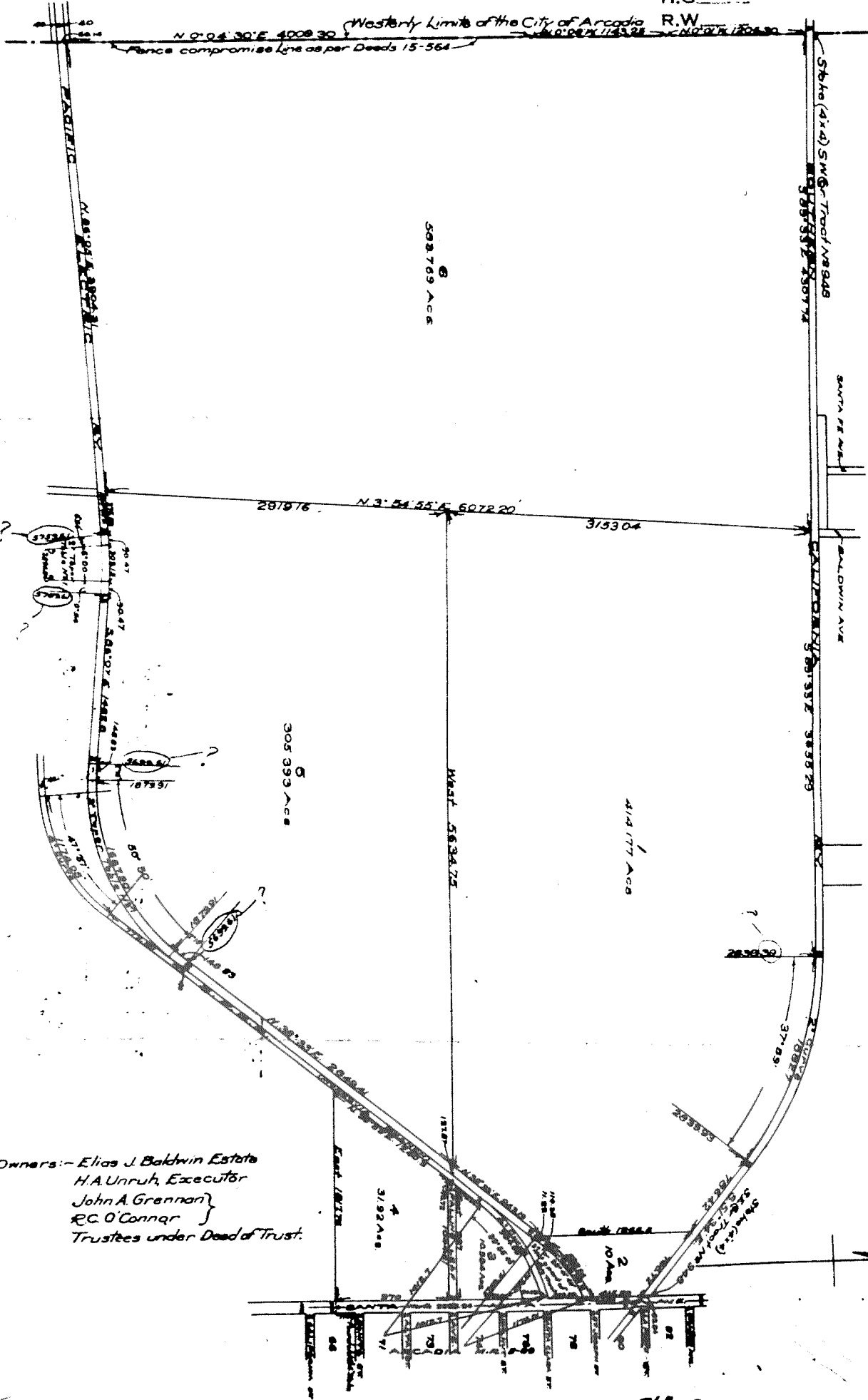
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Map of **TRACT No. 949,**

in the City of Arcadia.
Being a Subdivision of a portion of Santa Anita Rancho,
as per Map recorded in Patents Book 1, Page 97,
records of Los Angeles Co., Cal.
Surveyed June, 1910, By D.S. Unruh.
Scale 1 inch = 600 feet.

RETURNING DAYTON
Right of Way Dept

SIERRA MADRE WASH
Cl. 45
H.C. _____
R.W. _____



Lot 4 to L.A. Co. D. 32-110 R. 535-301

Lot 4 to U.S.A. D. 32-110 R. 535-301

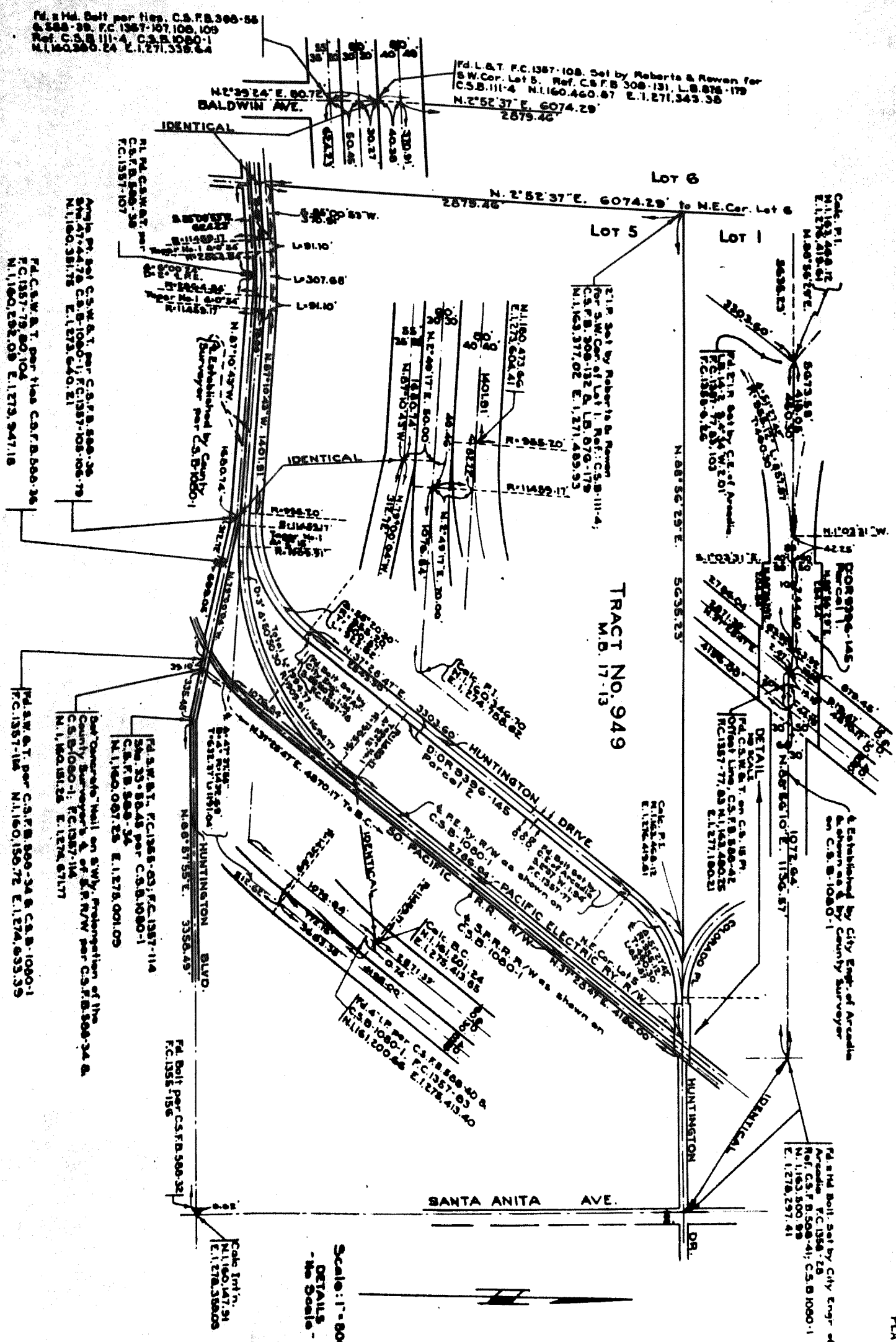
Falling Leaf Ave. changed to Huntington Dr. D. 25-297

Owners: - Elias J. Baldwin Estate
H.A. Unruh, Executor
John A. Grennan }
R.C. O'Connor }
Trustees under Deed of Trust.

Recorded Sep. 27, 1910.
(scale reduced to 1" = 600') A-64 STA. 13

PLATE I





Scale: 1"=800'
DETAILS
- No Scale -