

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

LOS ANGELES, CALIFORNIA

December 16, 1970

H. E. HEDGER  
CHIEF ENGINEER

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. Salisbury

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

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OCTOBER 21, 1940.

RIGHT OF WAY DEPARTMENT

CHIEF DRAFTSMAN

HERMAN L. BOWEN

PREPARED BY

RECEPTION OF FIELD ERRORS

ESTABLISHMENT OF STREETS

ESTABLISHMENT OF TRACT LINES

TRACT NO. 949

ON

REPORT

ARCADIA WASH

SIERRA MADRE ARCADIA DRAINAGE AREA

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

RIGHT OF WAY DEPARTMENT

OCT. 21, 1940.

LOS ANGELES COUNTY  
FLOOD CONTROL DISTRICT

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. Urn in June 1910. It is bounded on the north, south and east by Railroad and Streets. These might be termed "Permanent Natural Monuments". Such boundaries are usually very substantial and it might be assumed that Mr. Urn 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 Barrette, has consulted Mr. Urn 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 out 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 6 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 dead-end 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 Radial shown on all the Taper Curves are in error. 8. The Radial on the curve in the Right of Way of the Southern California Railway, now the Atcherson, Topoka and Santa Fe, do not agree but it is evident that a 2 Degree Curve was intended and the proper Radial 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.

Elements for street purposes have been granted over portions of Lots 1, 2, 5 and 6. These have unfortunately been described one way and delineated 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-1111 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.