

Outfall Sewer.

We further recommend that the authorization requested in the said report be also granted.

Referred to the Finance Committee.

No. 4920 (1923)

The Board of Public Works reported as follows:

We respectfully refer to your Honorable Body the accompanying Communication No. 27, 396, from John Burns, City Hall Guide, stating that, under the new salary ordinance, he is receiving \$5.00 per month less than the Watchmen employed in the City Hall.

We respectfully recommend that the Standardization Ordinance be revised in such a manner that the pay of the said Guide shall be on an equal basis with that of the said City Hall Watchmen.

Referred to the Finance Committee.

No. 3593 (1923)

The Board of Public Works reported as follows:

We respectfully refer to your Honorable Body the accompanying Communication No. 3593 from the Arcadia Bandini Baker Estate company, complaining of the condition of the city dump in East 26th Street, westerly from the Los Angeles River.

We wish to report to your Honorable Body that this Board has taken the necessary steps to prevent further encroachment of the said dump into the official bed of the Los Angeles River.

The President ordered said communication placed on file.

No. 4745 (1923)

The Board of Public Utilities reported as follows:

Returning herewith your Communication No. 4745, petition of A. Jud Shepard re traffic conditions:

This matter has been investigated and complainant notified as to the result of such investigation. We attach hereto copy of the letter in question, for your information and file.

The President ordered said communication placed on file.

No. 4921 (1923)

The Clerk read the following communication from E. E. Mix, Engineer for Frank Nelson:

"The undersigned petitions that you take the necessary steps to acquire an easement for highway purposes over the Southern Pacific Railroad Right of Way at its intersection with Motor Avenue in The Palms. This easement has now been in use for 25 years or more, but is not a deeded right of way to the public. This crossing is the only one existing in that area for one half mile in an easterly direction and a mile in a westerly direction and represents the only feasible method of getting into the area lying north of the above mentioned railroad right of way.

I am at present developing 127 acres lying just north of Hughes Avenue, to be known as Tract 7264 and upon which the City Planning Commission has acted and recommended that Motor Avenue be continued through this subdivision, being 80 feet in width. I would be pleased to have you refer this matter to them for recommendation.

In conjunction with the above I have also plans for the development of Winship's Vista Del Mar Subdivision, also bordering Motor Avenue, in which a deeded width of 80 feet is offered.

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Motor Avenue continued still further north through a subdivision being placed on the market by Mr. Ole Hansen will give a through connection from the National Boulevard to Pico Boulevard and as the topography at the crossing of the Southern Pacific Right of Way allows for sufficient head to develop same as an under crossing, the element of danger may be removed at any time that traffic may become heavy enough to warrant same. At the present time, the Pacific Electric operate this line for occasional freight trains only."

Referred to the City Engineer for attention.

No. 4922 (1923)

The Clerk read the following communication from the L. A. Harbor Chamber of Commerce:

"We, the undersigned property owners of Fries Street east side of street only, between J and K Streets, respectfully petition that a set back line be established at a uniform distance of 23 feet, from the property line facing Fries Avenue."

The President referred said communication to the City Planning Commission and Welfare Committee and instructed the Clerk to notify the Chief Inspector of Buildings of the filing of said petition.

No. 1212 (1923)

The Clerk read the following communication from the Board of Public Utilities:

Returning herewith your Communication No. 1212 being application of the Southern California Edison Company for a franchise covering certain transmission lines in the City of Los Angeles:

At an adjourned meeting of the Board of Public Utilities September 4, 1923, the Board approved the attached report of the Engineering Division dated July 19, 1923, and also, on recommendation of Chief Engineer Lorentz, approved the changes as recommended by the Department of Public Service, both of which are hereto attached for your information.

It is respectfully recommended to your Honorable Body that this franchise be granted in accordance with the recommendations contained in the original report and the amended provisions aforesaid.

The President referred said communication to the Public Utilities Committee.

No. 4923 (1923)

The Clerk read the following communication from the Los Angeles & Salt Lake RR Co:

The undersigned, Los Angeles & Salt Lake Railroad company, a corporation, hereby respectfully petitions your Honorable Body to grant to it and to its successors and assigns, Pursuant to the provisions of the Charter and the Ordinances of the City of Los Angeles applicable thereto, a franchise or permit to construct, and for a term of 21 years to operate and maintain, that certain steam railroad track at grade over and across 9th, Wilson and Lawrence Streets, respectively, within the City of Los Angeles, and in, through, along and across those certain east and west and north and south alleys (more particularly hereinafter described) a situate in the blocks bounded by Lemon, Hunter, 9th and Alameda Streets, in said City of Los Angeles, the location of said track being shown in yellow on the plat attached hereto and made a part hereof, the description of the location of the center line of said track where the same crosses or is located in said streets and alleys, being as follows:

1. Across 9th Street commencing at a point on the south line of 9th Street, 23.5 feet westerly from the west line of Lemon Street;
Thence northwesterly on a curve concave to the southwest, with a radius of 420.2 feet, a distance of 92.5 feet more or less to a point on the north line of 9th Street, 42 feet west of the west line of Lemon Street.