

**TORRANCE BOULEVARD:** The old Redondo-Torrance boulevard, renamed Torrance Boulevard throughout its length, has been another project which the highway committee of the local chamber has sought for several years to have widened. The section affected is west of Madrona Avenue to the city limits of Redondo where only a fifty foot right-of-way exists. Title search and deeds were also secured through this bureau, saving property owners several hundred dollars, resulting just recently in a commitment from the Del Amo interests that a deed for the widening of this important artery to 100 feet will be issued to this city in consideration of a cash improvement for the proposed additional thoroughfare. This is a signal victory, rewarding many months of effort, and which will ultimately mean a saving to tax payers of this city of at least \$100,000.

**EL PRADO EXPANSION:** More familiarly known under the above name, but now forming a link in the above described Torrance Boulevard, the diagonal extension of El Prado northeasterly from Delanco Junction at Normandie Avenue, is probably one of the most important artery connections which this community has pursued. As the result of this bureau's efforts the Regional County Planning Commission has completed surveys for the alignment of this highway approximately one mile from Normandie Avenue, intersecting Vermont and Figueroa Streets. The following quotation is taken from a report of the Planning Commission on this subject, "El Prado is the gateway to the City of Torrance. A great deal of study has been given to the extension of El Prado northeasterly to cross Normandie Avenue, Vermont Avenue and Figueroa Street. This will make the City of Torrance directly accessible from the central portion of Ios Angeles".

**WESTERN AVENUE CROSSING:** Through the Highway Committee's activities the county was induced to make a cash improvement of the crossing of El Prado and Western Avenue. This improvement alone saved the City of Torrance \$2,200 and paves the way for the necessary grade approach to the El Prado extension above quoted. The ultimate desire for this intersection will be a grade separation structure, and it was recommended in the County Planning Commission's report for this district. The infrequency of train movements at this time, however, does not justify the large cost involved for such treatment when many very dangerous crossings due to frequent train movements on double track in various parts of the county remain unseparated. The development at this intersection, however, has made a decided benefit for the facility of ingress and egress and will serve admirably for the through travel that the Cabrillo-Eshelman Avenue project will ultimately bring.

**PARKWAY PROJECT:** Several years have elapsed since the introduction of the Hollywood-Palos Verdes Parkway, resulting in thorough studies by this community. The city engineer has developed a compromise alignment and plans, which are now pending before county authorities. Laudatory comment has been received from the various major property owners and interests vitally affected by the proposed improvement, and it is hoped ultimately that the revised plans may be accepted by the several municipalities and the county, which will necessarily have to join in proceedings to make this improvement possible. The present plans contemplate that the undertaking would cost no more than an ordinary hundred foot major highway, due to the extraordinary assessment voluntarily agreed to be borne by the Palos Verdes Estates. The local engineer's plans contemplate a two-barreled highway treatment with a thirty-eight foot central parkway, which would, undoubtedly, give this community and the district the most outstanding and beautiful parkway treatment in the county. The value of the project to this entire district cannot be overestimated, and it is hoped the plan will become a reality.

**PRAIRIE AVENUE OPENING:** Incorporated in the County Regional plan for major highways is the extension of Prairie Avenue from its present terminus at 190th Street south to Torrance Boulevard, using the alignment of Madrona Avenue. Over half of this distance is through the holdings of the General Petroleum Corporation, which interest does not concede the right-of-way for this artery, although it has existed by right of travel for over forty years. Through the cooperative suggestion of this bureau and property owners to the north, the administration has started a quiet title suit which will seek the dedication of this thoroughfare for public use. The success of this action would add another important traffic artery to serve Torrance from the metropolitan district on our north.

**TORRANCE BOULEVARD PARKWAY IMPROVEMENT:** As a result of studies by the local highway committee, resolutions were presented by this bureau to the city administration, in 1930, requesting the latter agency to undertake the improvement of the parkway strips on Torrance Boulevard. These unused portions of railroad right-of-way have always been a depreciating factor to property fronting there-