

COMMUNITY FACTS AND FACTORS

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Communities Are Realizing That Future Largely Depends On Their Present Foresight

All Municipalities Are Affected Directly by Work of County Regional Planning Commission and Only by Co-ordination With It Can Best Results Be Accomplished

EDITOR'S NOTE.—This is the fourth of a series of articles, graphically illustrated, on various phases of the community's growth, development and condition. Data and charts are compiled and prepared from authentic records by Secretary Carl L. Hyde of the Torrance Chamber of Commerce. We suggest that these articles be clipped and preserved as they appear from time to time, furnishing in the end a comprehensive analysis of the community.

The Los Angeles County Regional Planning Commission, while in existence only a very short time, measured as cities grow, has worked out one of the most comprehensive regional plans for highway development that has ever been contemplated in the United States. Mr. Hugh R. Pomeroy, who has served as Managing Secretary of this commission since its inception, has proved himself to be an official of the striking combination of ability, vision and impartiality, which thoroughly qualifies him for the high position he holds.

As the benefits of the regional highway plan become more apparent, the people of Los Angeles County will further appreciate what the wisdom of proper planning means as an economic benefactor by which not only the present generation will profit, but which will pay substantial dividends in every practical sense of the word for posterity.

Frequently the layman, not thoroughly conversant with the fundamental principles of proper planning, becomes alarmed at the suggestion of so many major highway projects, because he is apt to consider that they are all subject to the immediate development stage, with a consequent reflection of burdensome assessments and taxes to meet the cost. This is far from the actual truth of the matter, and while certain projects embraced in the regional plan and as related to the various municipalities of the county are necessary and desirable, at the present time a very vast majority of the entire scheme and the supplements to be developed will in all likelihood not be realized for many years to come.

It may be well to picture figuratively one of the reasons of first importance why proper planning becomes an economic factor. The control of proper continuity of major and sub-major thoroughfares in the development of new subdivisions is most significant. For instance, in times past various units or subdivisions have been marketed with the subdivider giving no thought whatsoever to the ultimate requirement of traffic arteries through his property, and but a casual survey of such properties

put on the market prior to the last five or six years is needed to demonstrate that most of such properties have been cross-word puzzles and patch-work quilt designs of street layouts, in nearly every instance designed wholly with the idea of deriving the greatest possible revenue from sale, and forgetting that ultimately the tract would necessarily have to be a part of a regional expanded community. All such population areas eventually become satellite communities and must necessarily, therefore, fuse in with the larger scheme of metropolitan growth.

Therefore, the Regional Planning Commission, if it had never accomplished anything else, has served as a controlling agency, securing the proper layout and dedication of such traffic routes as have been determined from the major plan to be necessary for the insurance of the proper continuity of that plan. By this process several hundred miles of major dedicated rights of way for highways have been secured without cost to the county and its taxpayers. Ultimately when all such main trunk lines are improved the only cost to be involved will be the actual improvement or construction costs. This striking feature, when compared with the tremendous cost attached to the Tenth Street widening program in Los Angeles, where the acquisition alone will probably approximate two million dollars a mile, illustrates that this county agency has indeed justified its existence and administration.

Some of the more important projects of the regional plan that are directly related to Torrance may be briefly enumerated as follows: The southerly extension of South Broadway, Figueroa, Vermont and Normandie, south of Los Angeles Boulevard is contemplated to intersect the present Main street, or Harbor boulevard, at the slight reverse curve at the head of Nigger Slough. Figueroa, now paved to Athens, will be extended to 190th street under present proceedings and ultimately to Wilmington Road just north of Wilmington. Vermont is under present construction south of Gardena and will effect a connection with Gaffey street in San Pedro. Normandie is slated as a major also and is under both an opening and widening process from Los Feliz boulevard to 182nd, ultimately to be extended to Weston street, where a forked connection will be effected over the Gaffey street route and a high line route into San Pedro over the panhandle of the Palos Verdes.

At the instance of the Torrance



ONE OF GREATEST PROJECTS

Chamber of Commerce, Torrance will be connected with each of these important major routes through a diagonal extension of El Prado street northeasterly from Delano Junction. A part of the El Prado diagonal plan is the extension of Huntington street from Redondo Beach, an east and west main trunk line which will follow a straight easterly line a short distance north of the Pacific Electric shops, where it will be connected with Los Angeles street south of the Dominguez Hills and thence easterly through the Montana Land Co.'s properties to Anaheim street, which will carry it straight to Orange county. This will be a parallel route to Carson street approximately one mile north.

Hawthorne Boulevard is to be completed across the Del Amo property, west of the C. C. M. O. Camp, and should prove to be one of the most popular routes to the southwest section.

Sepulveda boulevard, one of the greatest projects in contemplation, and very favorably under petition in several sections, will be the great commercial highway from San Fernando Valley to the harbor and serving practically many municipalities along its route. The route of Sepulveda is from San Fernando Valley, through Sepulveda Canyon, through Sawtelle, Culver City, Mar Vista, Barnes, thence west of Inglewood across Ballona Creek to the Overland Boulevard connection, thence south of Arizona avenue and back of Palisades del Rey, El Segundo, Manhattan Beach, where it connects with Camino Real, through Hermosa, Redondo and then over the old Long Beach and Redondo Road in the south section of Torrance. The easterly extension of Sepulveda becomes Willow street, where it will be continued to effect connection with the State Highway at Seal Beach. The south leg, or branch, of Sepulveda Boulevard will go through the Meadow Park district, connecting with Weston street in Lomita. The terminus of this branch will be Lecouvreur street, Wilmington.

The great Hollywood-Palos Verdes Parkway project is unquestionably one of the greatest road undertakings in the county and contemplates not merely the addition of another traffic artery but a real parkway drive, which will unquestionably do more to raise the mediocrity of the southwest district than any other single improvement program ever fostered. The county is now completing plans for this project. The assurance of the continuity of this great

Real Estate Man Demonstrates There Is Money to Me Made in Torrance Property Investments

There is money to be made in Torrance property investments—more money, perhaps, than the average Torrance citizen and prospective Torrance citizen is aware.

An example of sound investment, wholly within the confines of Torrance, which yielded a return in figures usually associated with the will of a rich uncle, has just come to light.

In December a syndicate was formed by J. C. Smith of the Torrance Investment Company, for the purchase of Torrance property. The planned purchases were made, and six months later all of the capital invested by the syndicate has been returned in full, with an actual profit of 2400 percent, over and above the original investment, realized.

This was the result of a purely business transaction in Torrance property over a very brief period.

of Madrona, thence diagonally through the Del Amo ranch to the intersection of Hawthorne and the proposed Sepulveda boulevard, where it will follow the natural contours through the Ellinwood and Huntington-Redondo Estates, terminating in a beautiful marine park, a portion of which will lie on the palisades forming a part of Torrance Beach, immediately south of Clifton.

The Mattoon Act, recently upheld by the State Supreme Court, is furnishing the means for the accomplishment of these various projects. Most of the petitions now in circulation are under the Mattoon Act. This act, by providing for districts which may include territory within several political jurisdictions by permitting acquisition of rights of way and improvement in the same proceedings by the facility of operation and equality of assessment, is one of the finest pieces of legislation in the country for public improvements. Supplementing the splendid enabling features of this improvement act, the county is making a careful field survey of all conditions, programing the assessed valuation in protected assessment districts and eliminating to the least possible minimum the overlapping of such assessment districts.

The projects treated above are either presently under construction or in the form of petition and organization. The regional scheme embraces several of the main roads which will bear a definite relationship to the Torrance area, and includes the southern extension of Inglewood-Redondo Boulevard, Inglewood avenue, which is the same as Llewellyn avenue or Seventh street, Inglewood, and Arlington avenue, thus eventually giving this community three more major north and south arteries.

Regional park propositions contemplate the acquisition of 1200 acres in the Nigger Slough area, about 350 acres at the intersection of Cypress and Riverside-Redondo Boulevard, which will be flanked by the Hollywood-Palos Verdes Parkway, and approximately 100 acres for the marine terminal park. It may be expected that the county will allocate approximately half of the cost of these major boulevards, as well as parks.

Had this section of the county received the initial road planning that the northwest section has, the southwest district would have exemplified the expression of Elihu Root, who, in speaking of city planning, once said: "I think that the existence of plans known to everybody will give

just enough direction to the movement of the multitude of separate impulses to lead the growth of the city along the right lines." Of course, one of the barriers to the realization of this idea has been the large estate holdings which for many years past have precluded a practical application of this theory, but all of these interests are now bent on co-ordinating their plans in order to take advantage of the resultant gains, which have now been practically demonstrated, not only in many sections of this county, but nation-wide, so as to effectually overcome the resistance which early planning met. Real regional planning does not exist and never will exist until the communities within it wake up to the common interests of the whole region and make up their minds to work for general good, rather than as selfish units.

A summary treatment of this big subject, while only superficially handled in this article, demonstrates that any community to take advantage of its great possibilities, must coordinate the future with the regional plans of the county. The great impetus now being given on the east side to both industrial and residential expansion may be very largely attributed to the very comprehensive major as well as street plan which has been adopted by those communities. Torrance has many superior opportunities, topographically and geographically, as related to road planning if its plans are only co-ordinated properly.

The Cabrillo Avenue and proposed Eshelman extension are very fair examples of the need for the co-ordination of existing streets in order to more properly provide through channels for which the original plan of Torrance did not provide.

Frank B. Williams, of the American City Planning Institute, says: "Wise planning anticipates future needs by many years, in order that present construction may conform to and aid proper development. Wise planning covers the whole region in order that it may be planned as a unit. Present construction executes only such parts of the plan as immediate need demands, and financial ability permits."

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