

# Report of Citizens' Committee On Its Study Of The Palos Verdes Parkway Project

Prepared by Frank R. Leonard, City Engineer and Adopted by Citizens' Committee and Chamber of Commerce

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May 5, 1930.

### Assessment District

The parkway assessment district comprises the territory between Prairie Avenue and Western Avenue from 79th Street southerly to Riverside and Redondo Road, thence widening out westerly taking in all of the City of Torrance, Lomita and portions of Harbor City.

Mr. Lawyer stated that about \$,500 acres of the Palos Verdes hills were included in the assessment district, and that the County had estimated the expense to the area within the City of Torrance would be approximately \$1,025,000.00.

Mr. Lawyer called upon a representative of the County Surveyor's Office to confirm statements he had made concerning these cost estimates. Mr. Alfred Jones, Chief Deputy County Surveyor, stated that these figures were approximately correct so far as they had been able to go with their estimates, but it was impossible at the present time to state definitely these amounts until further work was done; that a very considerable expense had already been charged up to the work on this project and they were not justified in further expenditures until they were given temporary jurisdiction over the work by the City of Torrance and after the granting of temporary jurisdiction, six months would be required to work out various details. However, from the data available it would appear that, figuring on five lots to the acre, the expense to the lots of Torrance would not average more than \$30.00 per 40-foot lot, but those lots directly fronting on the improvement would be expected to bear three or four times this amount.

**15% Engineering Fee**  
It was stated that about fifteen per cent of the cost of the improvement in this project would necessarily be charged to engineer's fee.

**Original Plan—225 Feet**  
Mr. Lawyer called attention to the kindly feeling that had always existed between the Palos Verdes interests and the people of Torrance, and to what extent adjacent communities must of necessity work together if they are to enjoy the greatest measure of success. He mentioned also how the progress of one neighborhood benefits another and that the Palos Verdes Organization had been working for several years on a parkway plan to connect the City of Los Angeles with the Palos Verdes Estates by the construction of an outstanding parkway improvement; that in his opinion, benefits to accrue through the increase of land values would be very great to the entire southwest section if the original parkway plan was carried through to completion. This plan contemplates the grading of the parkway to a width of 225 feet, the paving of a main central roadway 60 feet wide, with adjacent paths and walks, together with the construction of two service roads to take care of trucking and local traffic, and an elaborate plan of tree planting and landscaping.

**Only 60 Feet Paved**  
That the plan at the present time, however, proposes the grading of the entire 225 feet, the paving of the central 60-foot roadway, providing curbs, planting of trees, shrubs and lawn, laying pipe lines for irrigating, but does not include the paving of the two side roads. The improvement of these two roads is to be done at some future time, when needed. The cost of building these side roads is not included in the estimate of cost submitted by the County Road Department.

Mr. Lawyer referred to the work already done and expense incurred in preparing plans and stated that it was the desire of the Palos Verdes interests to complete the work at the earliest possible time or abandon the project.

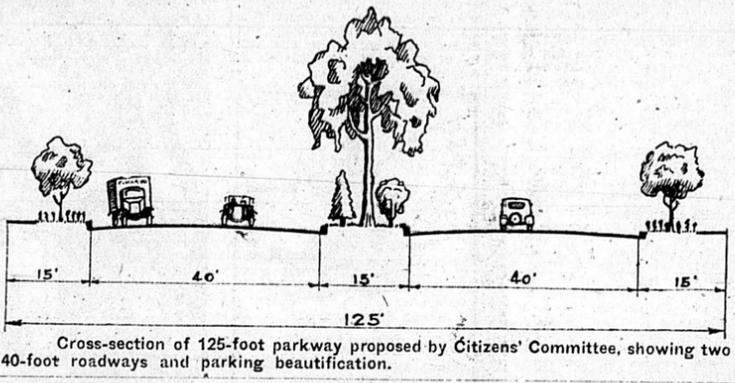
**Cost \$129 Per Acre**  
Mr. Lawyer stated that the Palos Verdes people had agreed to assume the payment of approximately \$1,050,000.00 toward the cost of the improvement; that it had been estimated by the Los Angeles County Surveyor's Office and the Road Department of Los Angeles County that the total expense of the project would be approximately \$129.00 per acre over the entire assessment district, with the exception of that portion of the district lying within the Alondra Park assessment district, where the cost had been reduced to approximately \$32.00 per acre.

**Torrance Impression**  
Each member of your committee was called upon for an expression of opinion as to the attitude of the people of the City of Torrance toward carrying this project through.

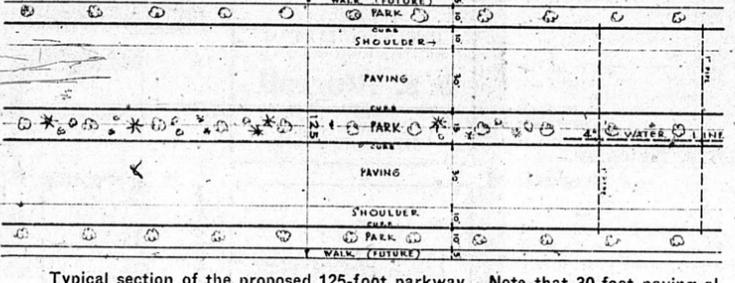
**That those present from Torrance had desired to see a boulevard provided through Torrance from Los Angeles into the Palos Verdes, if it could be secured at a cost not over burdensome and consistent with benefits to accrue from such expenditures.**  
**That the representatives present from Torrance had come with an open mind to learn more of the project.**  
**That lack of definite information concerning the cost of the project tended, in the minds of many Torrance property owners, to discourage the building of this parkway.**

**That generalities as to cost would not satisfy the people who would be called upon to pay the bills.**  
**That a campaign of education would have to be undertaken and the people would have to be actually shown that the expenditure of such a large amount of money as would be required to complete the project was justified.**  
**That the people of Torrance were mostly small home owners, and to some a small payment looked excessive.**  
**That it appeared a very definite and apparently lasting opposition to the 225-foot parkway plan had developed along the northerly five miles of the proposed route.**  
**That Torrance would have to be sure the project would be completed in its entirety from 79th Street to the Palos Verdes, and that it would not be held up north of 190th Street.**

Various representatives of your committee called attention to the apparent excessive County charge of fifteen per cent for the incidental expense of this job. Also that a greater area of the Palos Verdes property should be included within the assessment district, and further the County should be more liberal in its allocation of funds to this improvement due to the fact that this should be construed as more than a major highway project.



Typical section of the proposed 125-foot parkway. Note that 30-foot paving already laid on sections of the route is utilized and a ten-foot shoulder added. With the exception of the two walks, all costs for this proposed plan are included in the estimate of \$1,463,500. This includes two roadways paved 30 feet wide, each with a 10-foot rock and oil paved shoulder, four curbs, trees, grass, and water line.



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## Tabulation of Comparative Estimated Costs of Parkways

### 225-FOOT COUNTY PLAN—79TH ST. TO RIVIERA

Grade 125 feet wide.
60 feet Central road paved.
2 curbs.
Trees and Shrubs.
Grass and water lines.
Cost Improvement (Co. Estimate) \$2,292,369
Land & Acquisition Cost (exclusive of 5 1/2 ml. already acquired) \$759,056
Estimated County Aid \$278,773

ESTIMATED LAND, ACQUISITION & IMPROVEMENT, LESS COUNTY AID \$2,772,650

2 Extra side roadways and curbs to be constructed later. \$ 924,730

COMPLETE 225' JOB \$3,696,380

### 125-FOOT PLAN—79TH ST. TO RIVIERA

Grade 125 feet wide.
2 roadways paved 30 feet wide, each with a 10-foot rock and oil paved shoulder.
4 curbs—Trees, grass and water line.
Improvement Cost \$1,265,000
Land and Acquisition Cost \$433,000
Estimated County Aid \$231,500

ESTIMATED LAND, ACQUISITION & IMPROVEMENT, LESS COUNTY AID \$1,463,500

**That there is a distinct benefit to the district by such parkway is unquestionable, and the people of Torrance as well as those to the north will undoubtedly recognize this added benefit over what would accrue from an ordinary highway, and recognizing such benefit, the people would undoubtedly approve the plan.**

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## PRESENT STATUS OF PARKWAY PROJECT

To clarify confusing reports made by various interests in the harbor district, some of which are outright falsehoods, the following facts regarding the present status of the Hollywood-Palos Verdes Parkway project are given:

1. City Council of Torrance on February 5, 1929, officially withdrew from the parkway project, and there has been no official action taken by the Torrance City Council since.
2. Citizens' Committee and Directors of Torrance Chamber of Commerce are on record as opposed to the 225-foot parkway and have submitted as a substitute a 125-foot parkway, costing less than half the estimate of the original project.
3. Redondo Beach, Hermosa Beach, and Inglewood are opposed to the 225-foot parkway, and have officially withdrawn from the project.

attention to the fact that upon reliable information we believe that close to \$100,000.00 has already been paid out for surveys and plans, and in our opinion the City would be liable to criticism should further expenditures on this plan be mentioned by the City, unless the City Council is of the opinion that the work should actually be ordered done.

This committee believes that it is absolutely necessary for the proper growth of the city that a direct highway be provided from Los Angeles into Torrance along Cypress and Cedar Avenues, and that this highway be completed at the earliest possible time at least as far south as Carson Street, leaving the connection with Sepulveda Boulevard to be done later.

We believe also that every effort should be made to provide a distinctively outstanding parkway along this route without burdensome assessments on the property affected, keeping in mind, however, the future development and improvement of the surrounding territory.

This committee believes that the 125-foot plan suggested as a compromise is the solution. If carried out this plan will provide a distinctive parkway, although not of the elaborate character proposed in the original plan, it will be such a distinction as undoubtedly to call attention to the section along which it is built in a way not comparable to any other boulevard in or around Los Angeles. This plan will provide a complete parkway in itself and not, as proposed in the original plan, a central one-way road the completion of side roads being left to some future time.

That there is a direct advantage in this compromise plan because one-way traffic routes are provided, thus eliminating attendant dangers where two-way travel on a single roadway is required.

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This committee recognizes that it is entirely within the power of the County to order and proceed with the construction of the 225-foot parkway through the Huntington Land Company's property, and other privately owned land lying outside of Torrance and Inglewood, but believes that the interests of Torrance, as well as the interests of outlying sections, will be best served by endeavoring to promote the friendly co-operation of all interested parties from 79th Street to the State Highway at the Hollywood, Riviera in the completion of the 125-foot parkway plan.

Furthermore, this committee does not approve of the 225-foot parkway on account of its excessive cost, and as an alternative, submits this plan for the 125-foot parkway in the hope that it will meet the requirements.

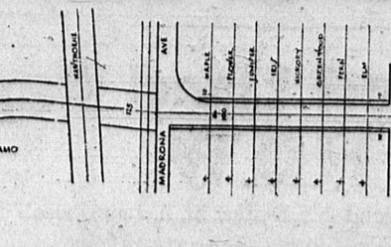
- Respectfully submitted,
- HARRY H. DOLLEY, President, Torrance Chamber of Commerce.
  - CARL L. HYDE, Secretary, Torrance Chamber of Commerce.
  - RICHARD R. SMITH, Director Torrance Chamber of Commerce.
  - MRS. FRANK SAMMONS, President, Torrance Women's Club.
  - DR. J. S. LANCASTER, President Torrance Rotary Club.
  - JUDGE CHARLES T. RIPPY, President Torrance Kiwanis Club.
  - F. R. LEONARD, City Engineer.

**OPPOSED**  
W. Rufus Page and J. W. Leitch, who had expressed themselves in favor of the 225-foot parkway during the discussion following the reading of the report by Mr. Leonard, voted against its adoption.

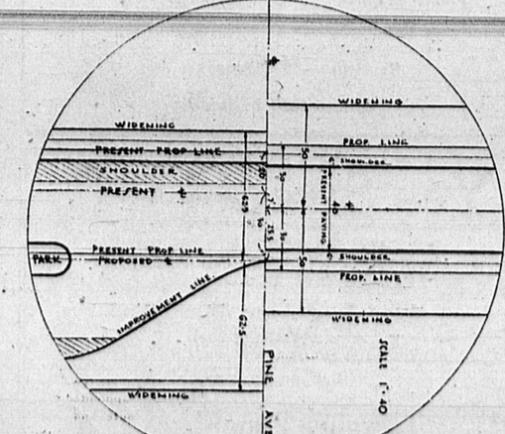
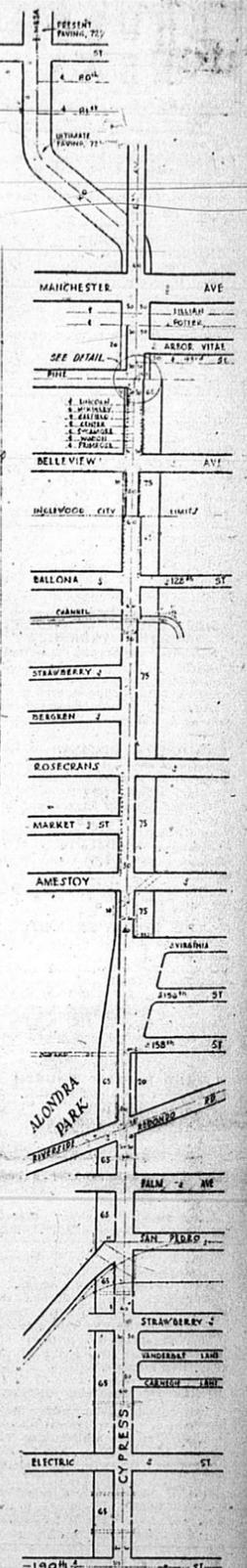
**DIRECTORS ENDORSE REPORT**  
Chamber of Commerce directors endorsed the report of the Citizen's Committee in a meeting immediately following the vote of the Citizen's Committee, and President Dolley and Secretary Hyde were authorized to arrange a meeting with the Directors of the Palos Verdes Chamber of Commerce at which time the report will be read to them and discussed. No date for this meeting has been determined as yet.

## Hollywood-Torrance-Palos Verdes Parkway

From 79th St. to Hollywood Riviera, Through the City of Torrance  
F. R. Leonard, City Engineer Drawn by H. J. Summers



Detailed map of the section through Torrance of the proposed 125-foot Hollywood-Torrance-Palos Verdes Parkway, substituted by the Citizens' Committee appointed by the Torrance Chamber of Commerce in place of the more expensive route and improvement originally planned by the Palos Verdes and O'Melveny interests. The cost of this route to Torrance is \$1,463,500 as contrasted with \$3,696,380 for the same section under the original 225-foot plan. Note sketch of overhead cross at Sepulveda Blvd., which is not included in either estimate, for the reason that the total cost will undoubtedly be borne by the County.



Detail of treatment at intersection of Pine and Cypress avenue, showing utilization of present pavement and saving effected over the 225-foot plan.