

# Mayor Commends Project; Civic Body Meets Friday

## Up to Citizens Now to Carry on Road Plan, Tolson Says

## Highway Plan in Black & White

## Improvement Group Seeks Support of All for Road Work

"The city council has done its part in supplying the necessary surveys, grade elevations, cost estimates and other data on the city-wide highway improvement project, and now we feel that it is the responsibility of others to carry on the campaign," Mayor William H. Tolson declared today.

"In common with many other residents, members of the council and myself have believed for many years that our present highway system leading into and out of Torrance was a deterrent to the proper growth of our community. For that reason, after long study, your city officials have now prepared a comprehensive program of improvement which we believe will remove, once and for all, the barrier to our city's development.

"Now that the details of the project have been worked out and costs held to a minimum, it is up to the electorate to determine whether it wants to vote the bond issue of \$186,000 and put Torrance in a position to attract new industries, residents and business.

**Cost Evenly Distributed**  
"I personally commend the improvement. As a taxpayer with-out property bordering on any of the streets proposed for betterment I am, nevertheless, heartily in favor of the projects for the general benefit of the whole city. For that reason I urge all residents to unite with the City-Wide Improvement Association and support the proposal.

"Unless thorough arterials are greatly improved, Torrance will become a de-centralized community with scattered small communities and neighborhood business areas dotting our area making compact, substantial development impossible," the mayor warned. "If we want to keep the business district centralized, we must have better highways leading to it and the residential areas.

"The cost of this project in round dollars may seem to some a burden but when the benefits are considered you take into consideration the fact that the cost will be evenly spread over the whole of our large assessed valuation, then the expense presents no great hardship on any property owner.

**Valuations to Rise**  
"Many believed that the civic center bonds would be a burden," Mayor Tolson recalled. "But the fact remains that the civic center buildings' cost has not increased our tax rate one cent. The improvement encouraged development and home-building to



MAYOR WM. H. TOLSON

Who submits a proposed city-wide highway betterment program to residents of this city and asks for their support of the plan that will "put Torrance on the map" so far as good arterial highways are concerned.

to the extent that the increased valuation is taking care of the civic center bonds.

"Taxes collected in future years from the new improvement due to improved highways will more than offset the cost of this latest move to continue our city's progress," he said.

"We now have a 43 percent increase in the number of registered voters during the past five years. As I see it, the reason for this gain is due to our city's increase in population within that time.

**Anticipate City's Growth**  
"Surely we can expect a similar increase within the next five years if we prepare for it now.

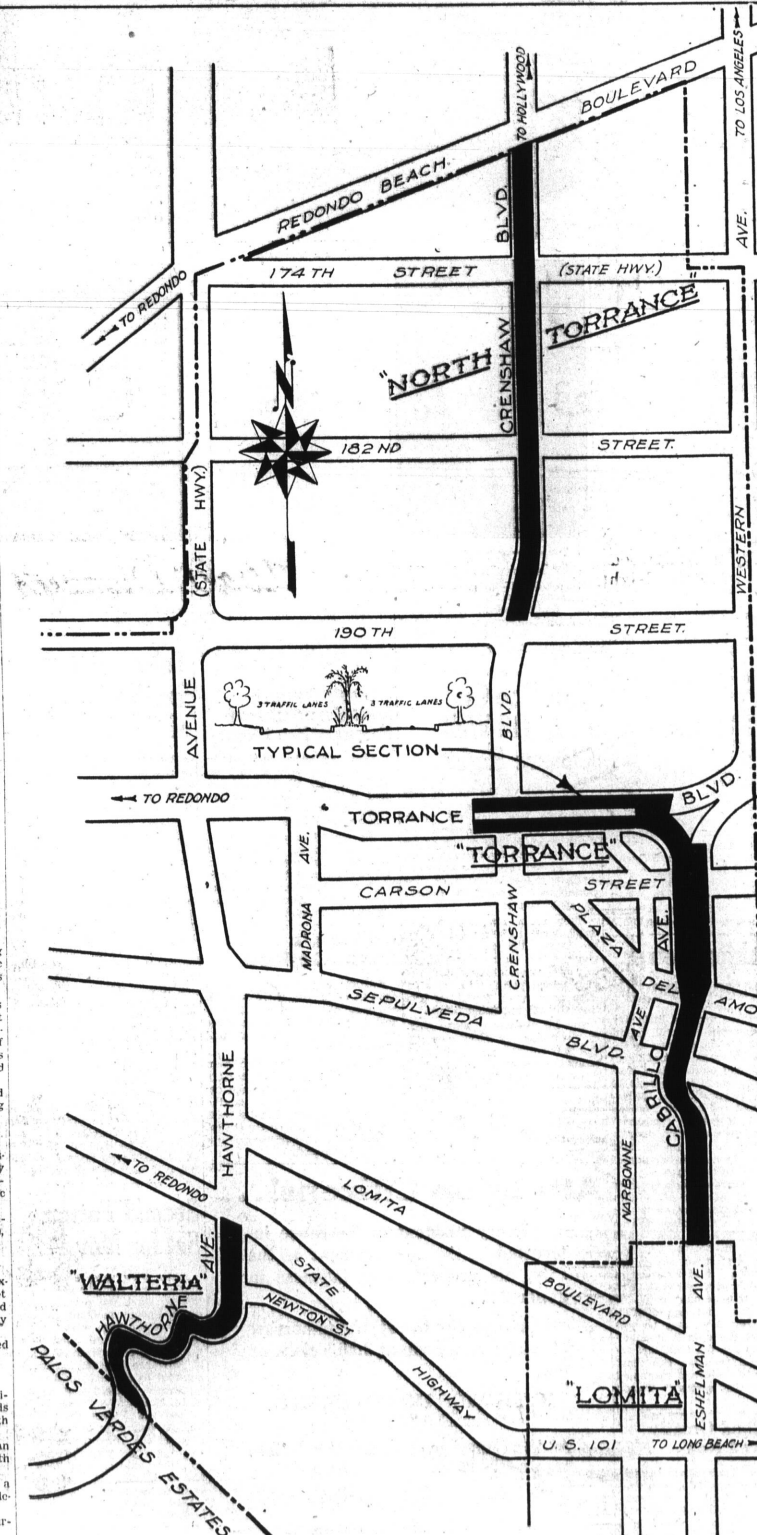
"Your city officials have had the foresight to anticipate a growth of Torrance. But now is the time when every resident can do his or her part to put under construction a system of improved highways that will send that expansion here.

"It is up to them, thru their own City-Wide Improvement Association to carry the project thru to the ultimate decision at a bond election," Mayor Tolson concluded.

The sketch below, prepared by the City Engineering Department depicts the city-wide coverage of the proposed highway improvement program. Heavy black lines indicate the sections of roadways to be improved as explained in detail elsewhere on this page. The widespread projects illustrate clearly Mayor Tolson's contention that "every section of the city will benefit by the proposed improvements."

The cost of the city-wide highway program to the average property owner will be approximately one dollar per year plus interest over a 15-year period.

This figure is computed on the present assessed valuation of Torrance property. However, such important developments always attract additional construction which in turn contributes its share of tax revenue. It is quite probable that this additional tax revenue from new building will more than offset the cost of the highways. As proof of this contention, it will be recalled that the entire group of civic buildings were built without increasing the tax rate, and that last year alone building permits exceeded three million dollars.



Having been "thoroughly sold" on the merits of the project after hearing its details explained and verified, a group of about 25 local citizens, under the leadership of Robert J. Deininger, is now seeking to concentrate public support behind the city-wide highway improvement program outlined in this issue.

Gathering at the Chamber of Commerce last Friday, this group included business and professional men, industrial heads and property owners who have contributed much toward the city's development and expansion in recent years. Deininger, cashier at the Torrance National Bank, a former councilman, mayor and this city's first clerk, announced today that another meeting of the City-Wide Improvement Association would be held tomorrow (Friday) afternoon at 3:30 o'clock in the chamber's headquarters.

"We want the support of every resident interested in Torrance's welfare," he said. "For that reason we invite everyone to enroll in this Association and participate in its effort to relieve the major highway betterment project as outlined by our city officials. The Association collects no dues and exacts no obligation of its members other than to be well informed about details of the highway improvement proposal."

**Has Two Objectives**  
Other officers of the organization are: J. O. Bishop, first vice chairman, and Walter Bradford, secretary. At the initial meeting a finance committee was appointed, consisting of Ed Thompson, Mel Roberts, Al Kenner, John E. Miller and Grant Barkdull. It will be the duty of this group to make a survey to determine the sum that can be raised to publicize the proposed city-wide highway improvement well in advance of any bond election that may be called.

Chairman Deininger said that he intends to appoint vice chairmen for each of the city's districts. He said that such officers would be selected to represent Walteria, North Torrance, the business district, the original city

ROBERT J. DEININGER

plans vigorous campaign

area, Meadow Park Tract, West Torrance and South Torrance. Names of these district leaders are to be announced at the meeting tomorrow afternoon if they are available.

"The City-Wide Improvement Association wants to determine, first of all, if the city in general is favorable toward the highway betterment program as outlined by Mayor Tolson and City Engineer Leonard Young. Then we shall plan a vigorous educational campaign so that every qualified voter in Torrance will have access to all information available about the program and thus be able to vote intelligently on a bond issue for its consummation," Deininger continued.

"For those reasons, we urge all interested residents to join our meetings and participate in the discussion of a community effort toward a better Torrance."

### More About Highway Program . . .

chase of the right-of-way across the Kettler Estate, about two and one-half acres at \$1,500 per acre.

**TORRANCE BOULEVARD**  
From the Pacific Electric station to Elm avenue, a distance of approximately one mile:

This project has a number of badly-needed improvements and also proposes a landscaped area in the 16-foot center strip recently purchased by the city from the Pacific Electric.

This would permit a 32-foot strip of paving on each side of the landscaped center or sufficient for three lanes of cars, two for fast traffic and one for parking facilities.

The plan is to resurface and widen the present pavement to Madrid, West of Madrid to Elm, the center paving is considered good and will remain as is with only additional widening necessary. The center strip would be landscaped and planted to conform to the portion of Torrance boulevard east of the Santa Fe tracks.

Work on this part of the unified highway betterment program would also include elimination of the present cross gutters at street intersections and placement of drainage facilities that will run lengthwise of the boulevard. This would eliminate the present "dips" along the route leading to Redondo Beach.

There would be considerable repair of present curbs, which have fallen into a bad state. A combination curb and concrete gutter would line both sides of the boulevard and the center strip to provide much better drainage than now is possible.

The cost for this major Torrance boulevard improvement is estimated at \$47,000.

**HAWTHORNE AVENUE**  
From State Highway 101 extending south up the hill to connect with the present good paving on Palos Verdes Drive, a distance of some 4,000 feet:

It is proposed to install a 30-foot asphalt concrete pavement, concrete curbs and gutters to prevent erosion from the Palos Verdes Hills.

The new pavement would be resurfaced and curbs would be super-elevated to make the ascent and descent easier for motorists. At the present time this connecting link between the Palos Verdes Estates, Walteria and the surrounding community is a steep, rough grade with many sharp turns.

The improvement also contemplates installation of necessary culverts. It is estimated that the cost of this betterment will be about \$30,000.

**CRENSHAW BOULEVARD**  
From 190th street to the northern city boundary at Redondo Beach (Riverside-Redondo) boulevard, a distance of approximately 9,000 feet:

Improvement of this highway has been a Torrance objective for many years. Crenshaw in Torrance is an extension of the boulevard of the same name running thru Inglewood to Hollywood.

It is proposed that this highway be realigned north of 190th street to connect up with the northern Crenshaw without the two sharp right-angle intersections that now are a traffic hazard. If the City-Wide highway development program is carried out, the city would secure the necessary right-of-way for this realignment.

Crenshaw would be paved 30 feet with four-inch asphalt pavement, the proper sub-drainage and culvert facilities installed to keep the route dry during the rainy season and thus permit a direct connection with the General improved road thru the General Petroleum property and the good county road north of Redondo Beach boulevard and thence straight to Hollywood.

The cost of this work is estimated at \$80,000.

### Proposed City-Wide Highway Improvement Plan Detailed

(Continued from Page 1-A)

be paved with six-inch asphaltic pavement, making an 80-foot curb-to-curb business boulevard. Ultimate decision on the removal or relocation of the tracks depends on the result of negotiations now under way between the city and the railway.

Meanwhile, the State Railroad Commission's report suggesting abandonment of the Torrance line is being studied by the Pacific Electric and a reply is due May 17 when the commission resumes the hearing.

If the P. E. follows the recommendation of the commission's experts, it may abandon its passenger traffic and route its freight cars over the Border avenue tracks. This would then permit paving the center strip on Cabrillo completely. However, the laying of girder rails would allow pavement flush to and between the tracks as in most cities and for all practical highway purposes would also provide a solid curb-to-curb pavement.

It is estimated that the cost of paving the center strip would be about \$5,100, while the cost of moving the tracks or laying girder rails would be approximately \$15,600.

**Cabrillo—from Carson to Plaza del Amo:**  
A distance of about 2,600 feet. Plan is to resurface the present paving on both sides of the Pacific Electric's right-of-way and to move the railway tracks to the center of the street and install girder rails to permit flush paving with four-inch asphaltic foundation.

The cost-estimate for four-inch repaving and paving the center strip is estimated at \$17,000. To this must be added \$22,600, the estimated expense for moving the tracks.

**Cabrillo—from Plaza del Amo to Sepulveda:**  
A distance of about 1,700 feet. At the present time, this extension of Cabrillo has a very light rock and oil pavement 30 feet wide. It is proposed to put two inches of re-surfacing on the road because the present pavement is rapidly deteriorating under heavy trucking.

Cost for this section of the Cabrillo improvement is estimated at \$2,500.

**Cabrillo—from Sepulveda to South City Boundary:**

This is a distance of about 4,500 feet, extending to approximately 240th street. It is along this route that the city now holds a year's option with the Kettler Estate to cross their property with an 80-foot right-of-way to connect Cabrillo with Eshelman. Eshelman, from 240th street is a good county road offering an excellent link with State Highway 101 and points south and north along the coast.

It is proposed to improve this link in the city system with a 30-foot pavement of four-inch rock and oil construction with adequate drainage facilities thru the oil field.

The cost is estimated at \$25,000 and this includes the purchase of the right-of-way.

(Continued to Cols. 7 and 8)