

CIVIC CENTER
SURVEY

#7

1513

PLANNING
TRUST BOOK

384

ALIGNMENT

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MICROFILMED
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ENGINEERING DEPARTMENT,
CITY OF S. DIEGO,
CALIFORNIA.

Sales Dept

Aug. 6-1934

R.B. Smith

D.P. O'Kennedy msh.

J.E. Watson H.C.

Geo. La Beau R.C.

H.E. Bear State art.

Aug. 6th, 1934

Station Distance Mag. Bear Azimuth Comp. Bear Back Sight

Station	Distance	Mag. Bear	Azimuth	Comp. Bear	Back Sight
0+00		S 74° 31' 20" W	0	N 89° 58' 20" W	180°
0+25	25'	"	"	"	"
0+50	"	"	"	"	"
0+75	"	"	"	"	"
1+00	"	"	"	"	"
1+25	"	"	"	"	"
1+50	"	"	"	"	"
1+75	"	"	"	"	"
2+00	"	"	"	"	"
2+25	"	"	"	"	"
2+50	"	"	"	"	"
2+75	"	"	"	"	"
3+00	"	"	"	"	"
3+25	"	"	"	"	"
3+50	"	"	"	"	"
3+75	"	"	"	"	"
4+00	"	"	"	"	"
4+25	"	"	"	"	"
4+50	"	"	"	"	"
4+75	"	"	"	"	"
4+92.40	17.40	"	"	"	"

Start - Copper tack in center line of Atlantic St - 7' N of S line of Ash - Thence N 0° 1' 40" E following center line of Atlantic St. 73' To the N line of Ash St.

From Center Line Atlantic to N Line Ash Run N 0° 1' 40" E along Center Line Atlantic 299.9' to Copper Tack 7' N of S Line of Beech.

From Copper Tack 7' N of S Line of Beech Run N 0° 1' 40" E along Center Line Atlantic 317.32' to Copper Tack B.C. Center of Atlantic Thence T₁ 90° - W 64' Set 2" RW, Hub & Nail W Line of Atlantic

- A Line 6+24.22
- B Line " "
- C Line " "
- D Line " "
- E Line " "
- F Line " "
- G Line " "
- H Line " "
- I Line " "
- J Line " "
- K Line " "
- L Line " "
- M Line " "
- N Line " "
- O Line " "
- P Line " "
- Q Line " "
- R Line " "
- S Line " "
- T Line " "
- U Line " "

Station Distance Mag. Bear.

6+87.4 195.00

(RB Hunt inst)
William S. Adams
Aug. 13-1934

Beginning at E.C. on center line Atlantic
C. Tack N of Cedar St. Said Curve functions:
 $\Delta = 9^{\circ}58' R$
 $R 1500'$
 $T 130.8$
 $L 260.93$

From said E.C. turn 90° Lt. from
tan $N 9^{\circ}56'20'' W$. Thence run
 $S. 80^{\circ}03'40'' W$ 54.00 Set 2" RW Hub with.

0+00' Nail

0+25' 25'

0+50 "

0+75 "

1+00 "

1+25 "

1+50 "

1+75 "

2+00 "

2+25 "

2+50 "

▲ Intersect 5' offset Bulkhead
Line

J. E. Watson HC.
F. F. Rose RC.

State Def. = $1^{\circ}54.59'$
SXX

▲ A₁ 0+00
B₁ " "
C₁ " "
D₁ " "
E₁ " "
F₁ " "
G₁ " "
H₁ " "
I₁ " "
J₁ " "
K₁ " "

Station Distance

2+75	25
3+00	"
3+25	"
3+50	"
3+75	"
4+00	"
4+25	"
4+50	"
4+75	"
4+78.0	3.00

L	0+00
M	" "
N	" "
O	" "
P	" "
Q	" "
R	" "
S	" "
T	Int. East line
U	Harbor Drive 167.48

Sta.	Distance	
		Beginning at B. Taek E.C. Center Atlantic N. of Cedar St. run
0+00	N 9° 56' 20" W	along center line Atlantic St.
2+79.15	279.15	To C. Taek
3+25.40	46.25	To C. Taek on center line ELM St.
6+44.49	319.09	To C. Taek B.C. center line Atlantic St. turn 90° 00' from tan S. 80° 33' 40" W
0+00	54.00	S ⁹⁰ 2" R. Wood Hub with nail
0+25		
0+50		
0+75		
1+00		
1+25		
1+50		
1+75		
2+00		
2+02.46		
2+06.96		
2+25		
2+50		
2+75		
3+00		
3+25		
3		
3+50		

△ A, 6+44.49

P.O.T. 2" R.W. Hub
fence line

P.O.T. 2" R.W. Hub
Bank of bay
Edge of water

Aug 14 - 1934.

Sta.	Distance	
		Beginning on Center line Atlantic St C.T. at B.C. curve to left Run tan N 9° 56' 20" W
	129.78	Intersect S. line Grape St. turn 100° 16' left. Run
0+00		S 69° 47' 40" W
0+46.86	46.86	Found original Mon. R.W. 2" Hub C.T.
0+54.90	8.04	Set R.W. 2" Hub and nail on W. side line of Atlantic St. produced to Intersection of S. line Grape St. (Use W. Line of Atlantic St as 54' Right Angles From tan on center line of Atlantic) From said R.W. 2" Hub at intersec. of W line of Atlantic and S line of Grape Run on S line of Grape
0+00		S 69° 47' 40" W
2+10.68	210.68	
2+12.38	1.7	Fence
3+34.00		Set R.W. Hub and Nail on bank of Bay

Δ P.O.T.

Δ P.O.T.

Aug. 14 - 1934

Sta.	Distance	
0+00		Beginning at C.T. on 5' offset Bulkhead line Rec. Sta. 18+22.39 Run
0+50	50.00	Northerly on said 5' offset line found C.T. Rec. Sta. 18+72.39
0+55.6	5.6	Set Nail on Radial Line at B.C. Curve to Lt. Turn 90° to Rt. measured 195.00 Set 2" R.W. Hub
0+00		Run Southerly on East line Harbor Drive
	129.90	to Intersection of Radial line of the E.C. center line of Atlantic from a point N of Cedar St.
	167.48	to Int. of Rad. line of the B.C. center line of Atlantic St.
0+00		At the Int. of the S. boundary on the N. side of Ash St and the 5' offset at Bulkhead Turn 90° to Rt. and measure Easterly along said S. Bdy
1+95.00	195.00	to East side Harbor Drive 2" R.W. Hub. Nail.
6+87.75	4+92.75	to 2" R.W. Hub Nail 54' westerly from center line of Atlantic St (and check back)

South Line Date St

Sta.	Distance	
		Beginning at point 624.22 N. of 0+00 on Bulkhead (which Nail set in pavement 5' East From inside angle iron on Bulkhead. Run East.
0+00		
1+95.00	195.00	2" R.W. Hub nail (on U line)
6+87.52	492.52	to 2" R.W. Hub nail on A line 6+24.22 which is 54' from center of Atlantic St. (and check back)

is S. Bdy. of Tract)

△ E side Harbor Drive

△ W side Atlantic St.

Aug 15-1934

Began at C.T. Center line
Run N. on Center line of Atlantic
From Center line of Atlantic
for S.E. Cor. of Tract Thence
which point is 54' at Right Angles
Check all measurements
All Angles were turned
corrections on the

J. E. Watson H.C.
J. F. Rose R.C.

Atlantic St - 7' N of S. line of ASH St.
73' to N. side ASH St. 624.34 to B.C. on said line
at N. line of ASH St. Run 53.93 W to 2" R.W. Hub
N. Parallel to Atlantic St 624.34 to 2" R.W. Hub
to center line of Atlantic St
with New and Tested 100' K.E. Steel Tape
90° making a complete check and
South Tract, which lies N. of ASH St.

Aug 21 - 1934

From said C.T. 2" RW Hub
 $N89^{\circ}58'20''W$ 141.64 From W. side of
 Atlantic. Run

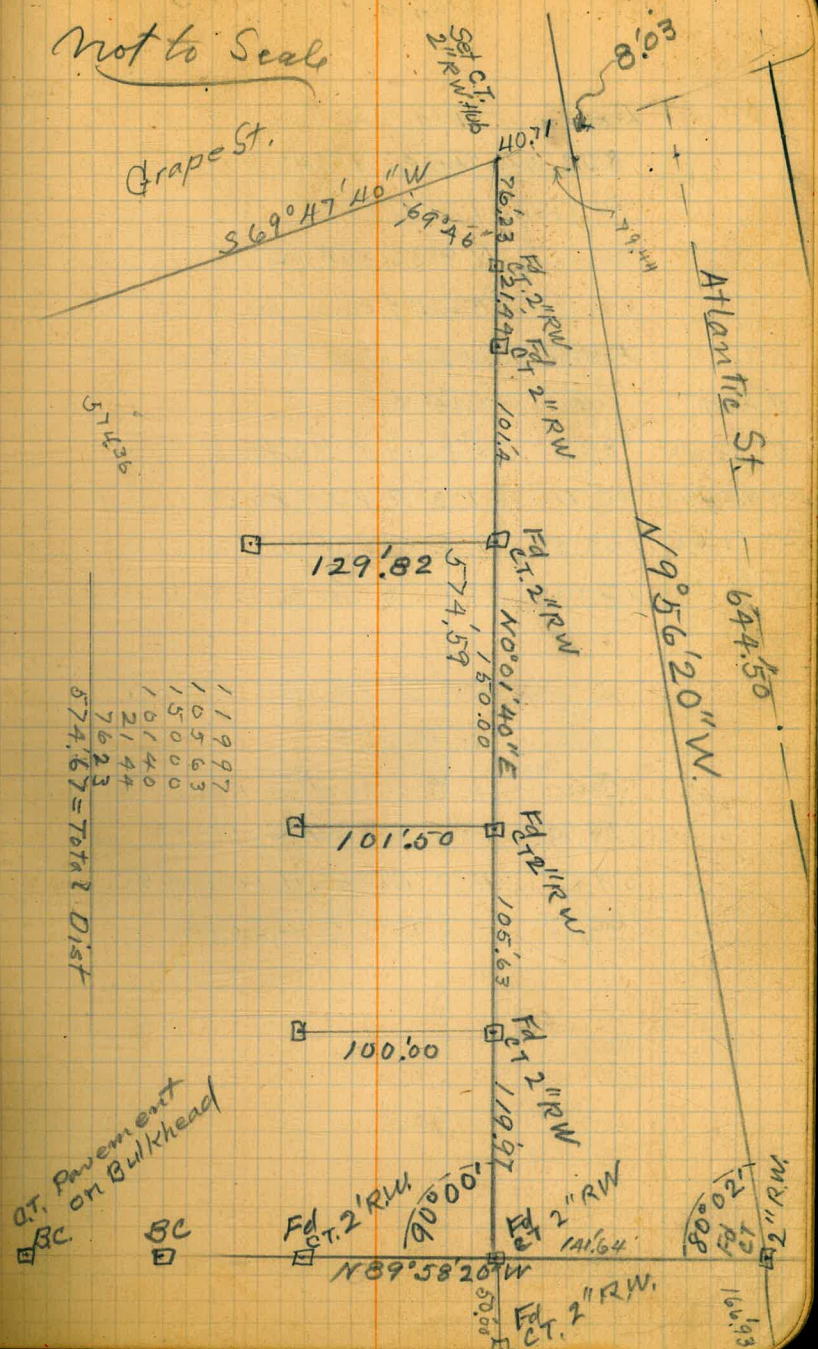
0+00		$N0^{\circ}01'40''E$
1+20.00	120.00	FACT. 2" RW Hub
2+25.60	105.60	FACT. 2" RW Hub
3+75.60	150.00	FACT. 2" RW Hub.
4+77.00	101.40	FACT. 2" RW Hub
4+98.44	21.44	Fd. CT. 2" RW Hub
5+74.59	76.15	Set C.T. 2" RW Hub at the intersection of S. line of Grape St. 40.73 $S69^{\circ}47'40''W$ from N.E. Cor. of Tract

From C.T. 2" RW Hub, on W line of
 Atlantic St. which is $S89^{\circ}58'20''E$
 of the B.C. on Harbor Drive.
 Measure Easterly on said line 8.11
 Fd. C.T. 2" RW Hub one foot below
 surface of ground. This point is
 one of the old survey and checks
 with the old Hub. C.T. 2" RW. Fd. at
 intersection of Grape

William S Adams Inst.

J. E. Watson H.C.
 J. S. Rose R.C.

Not to Seal



OT. Pavement
 on Bulkhead

BC

160.93
 150.08
 80.02
 160.93

Aug 22 - 1934

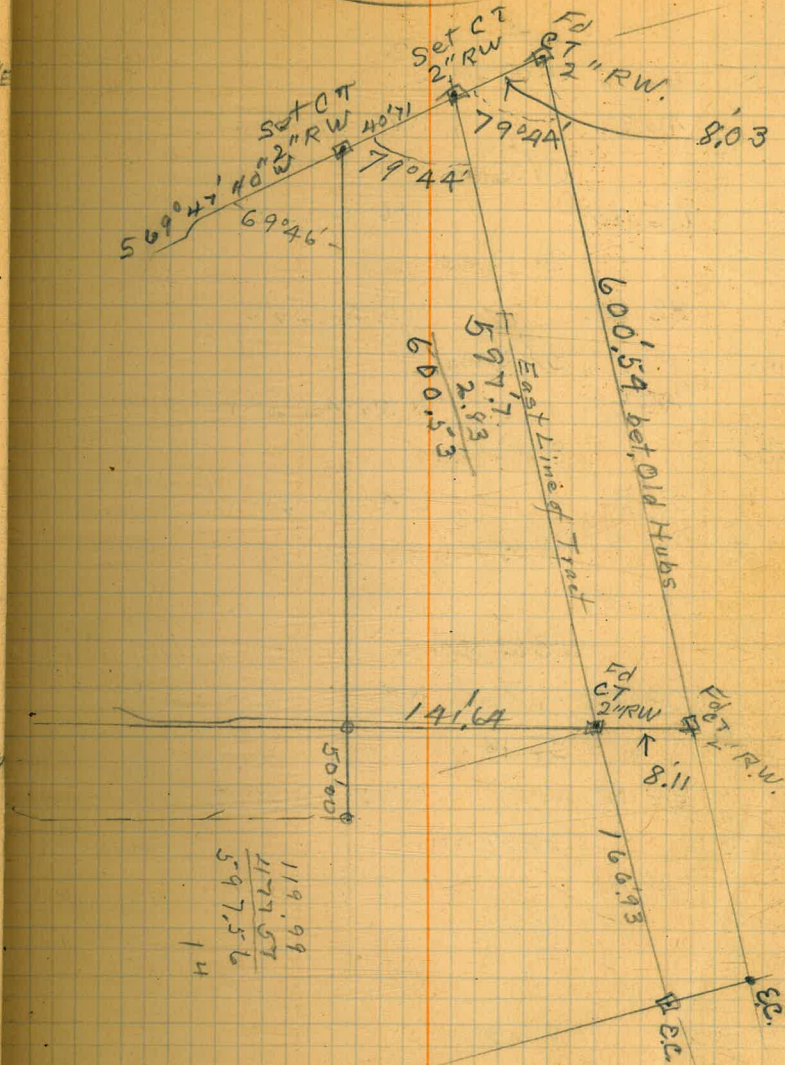
Began at Old Hub C.T. 2" RW. $N69^{\circ}47'40''E$
 8.03, from NE Cor. of Tract. Turn angle to
 Rt from line between Old Hubs
 bearing $N9^{\circ}56'20''W$, which are now
 8'00 in Street from present W. side
 From said Old Hub Run line

0+00	$S69^{\circ}47'40''W$
0+08.03	8.03 intersect NE Cor of Tract
0+48.74	40.71 C.T. 2" RW set by us.
2+18.62	169.88 C.T. 2" RW Set by us
3+41.97	12335 C.T. 2" RW Set by us on Bay Bank.
3+197	

Line bet Old Hubs 8.00 in St.
 Measured 600'59'.
 Our line W. side of St. measured Southerly
 119.98 C.T. 2" RW set by Hunt.
 597.7 C.T. 2" RW on Bulkhead BC line
 166.93 C.T. 2" RW to EC line

W.S. Adams
 Assignment Through at Noon

Not to Scale



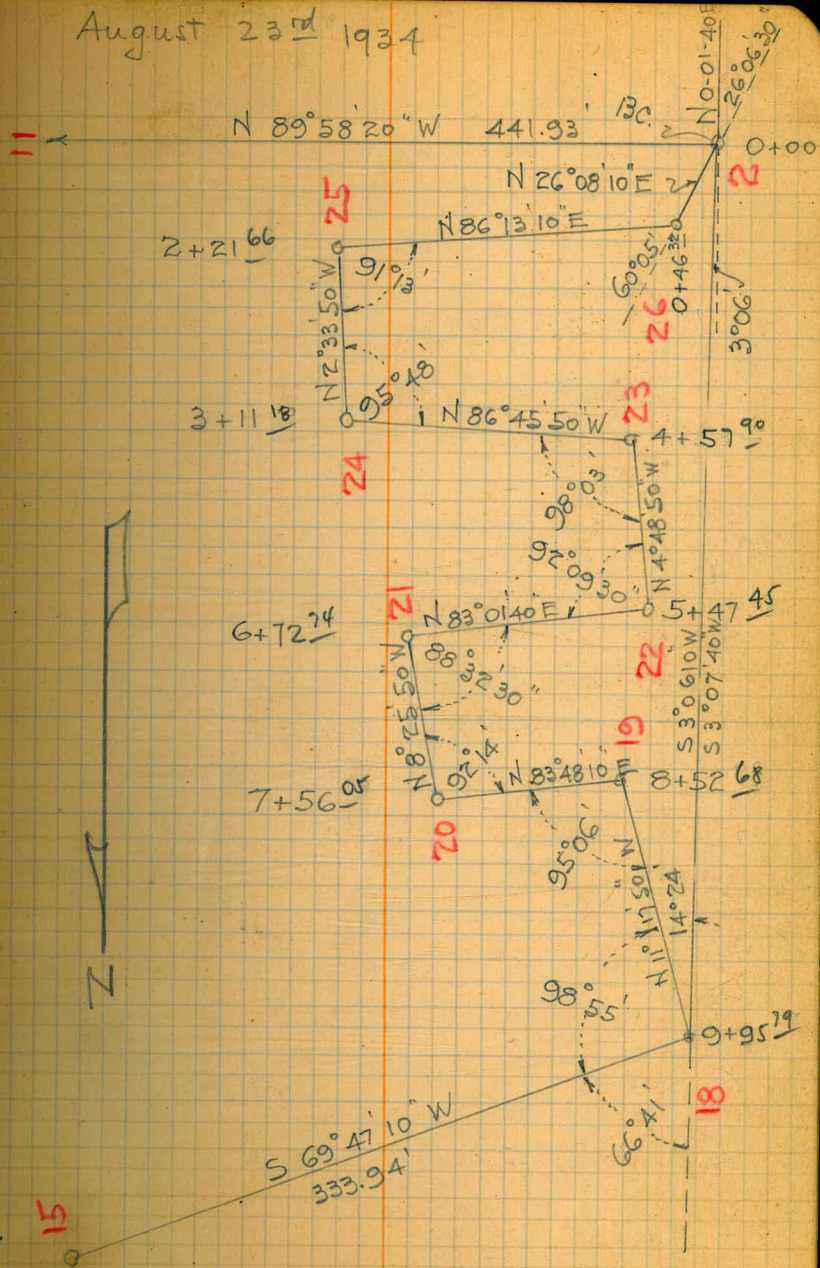
Control Trav. from B.C. on Harbor Dr. to S.L. Grape-

Sta.	Dist.	Angle	Bearing	Grape-
0+00			26°06'30" R	
0+46 ³²	46.32		N26-08-10 E ✓	
2+21 ⁶⁶	175.34		N86-13-10 E ✓	
3+11 ¹⁸	89.52	91°13' incl.	N2-33-50 W ✓	
4+57 ⁹⁰	146.72	95°48' incl.	N86-45-50 W ✓	
5+47 ⁴⁵	89.55	98°03' incl.	N4-48-50 W ✓	
6+72 ⁷⁴	125.29	92°09'30" incl.	N83-01-40 E ✓	
7+56 ⁰⁵	83.31	88°32'30" incl.	N8-75-50 W ✓	
8+52 ⁶⁸	96.63	92°14' incl.	N83-48-10 E ✓	
9+95 ⁷⁹	143.11	95°06' incl.	N11-17-50 W ✓	
			569-47-10 W ✓	

96°00 SKETCH next Page

10+ East End of Pier 400ft. wide, angle Lt.

August 23rd 1934



Aug 27 - 1934

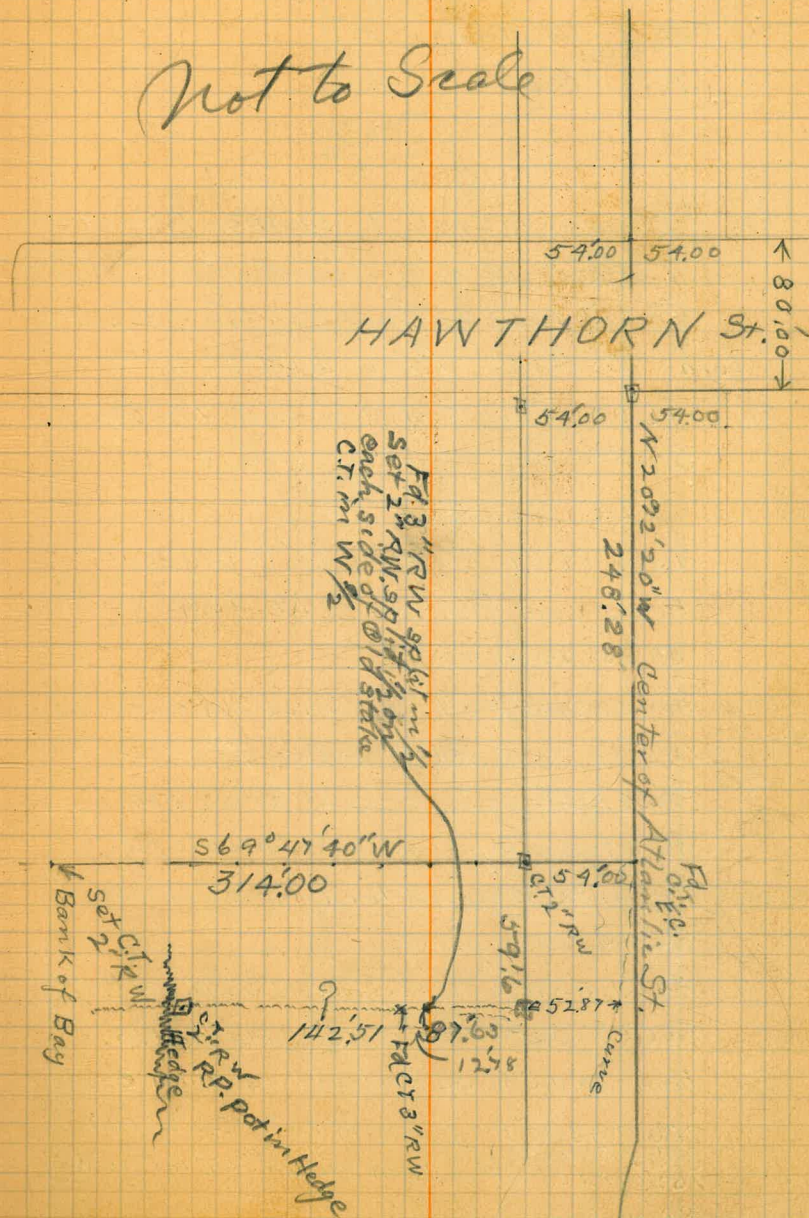
W.S. Adams Inst.
 J. E. Watson H.C.
 F. F. Rose R.C.
 John Henderson Asst.
 P. S. Kilmer Asst.

Search for points on Hawthorn St.

Began at the E.C. on tan $S 20^{\circ} 12' 20'' E$
 on Atlantic St. which is $S. 20^{\circ} 12' 20'' E$
 from The P.O.T. 7' North of the S line
 of Hawthorn 248.28; and N. of Grape
 59.6 ft. Turn 90° Angle and Run
 $S 69^{\circ} 47' 40'' W$.

0+00	54.00	Set OT 2" RW	A4 000 Property L.
0+25	25.00		B4
0+50	25.00		C4
0+75	25.00		D4
1+00	25.00		E4
1+25	25.00		F4
1+50	25.00		G4
1+75	25.00		H4
2+00	25.00		I4
2+25	25.00		J4
2+50	25.00		KA
2+75	25.00		LA
3+00	25.00		MA
3+14	14.00		M4+ Bank of Bay

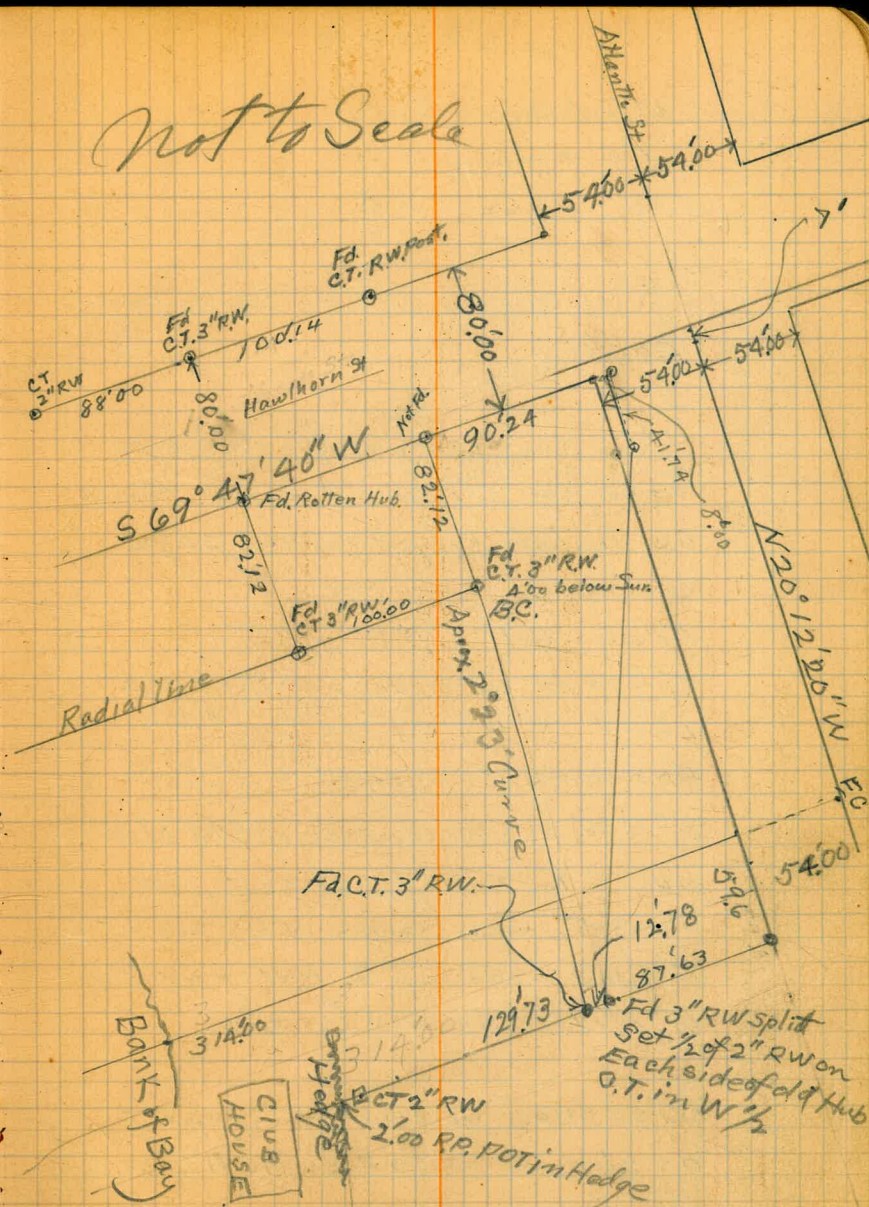
Not to Scale



Aug 28th 29-1934

W. S. Adams Inst.
J. E. Watson H.C.
F. F. Rose R.C.

Began at P.O.T. Center Atlantic St
7' offset N. of S. line of HAWTHORN
Set 7' South on Tan Center of Atlantic
turn 90° Angle Run S 69° 47' 40" W
46'00 Fall N of 1/4" Hub 1' deep.
54'00 Set Tack on point
90'24 Set P.O.T.
Turn 89° 59' Lt. run 82'12 set point
From said P.O.T. turn Rt. 90° 01' run
80'00 Mark point
From said P.O.T. continue S 69° 47' 40" W
100'00 Mark P.O.T. S. side BELT St.
From P.O.T. point turn Lt 89° 59' run
82'09 Mark point. on Radial Line B.C.
From P.O.T. point turn Rt. 90° 01' run
80'00 Mark point.
Fd. C.T. 3" RW. ^{45°} below surface at B.C. N. side Belt St.
Fd. C.T. 3" RW. 1'00 deep at B.C. S. side Belt St.
From said C.T.s on Radial line which bears
N 69° 48' 40" E Turn N 20° 11' 20" W. run
82'09 Fd. Rotten Hub
162'09 Fd. C.T. 3" RW. Turn 90°. Run S 69° 48' 40" W.
88'00 Set C.T. 2" RW.



Aug 29-1934

W.S. Adams Inst.

J.E. Watson H.C.

F.F. Rose R.C.

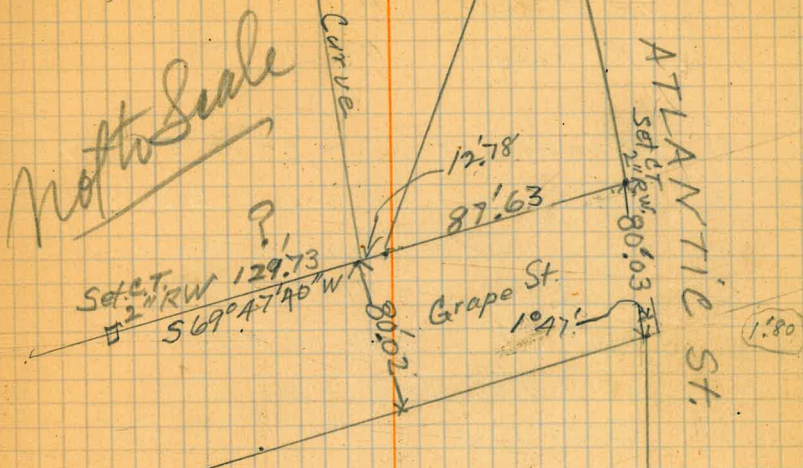
Run Trava. Notes three pages
back

Run Curve to N. Side
Grape. dig and find Hubs
as noted on previous page
on Sketch

From C.T. 3" RW. at Intersection
of Curve at N. side of Grape St
12.78 N 69°47'40"E 3" RW.
that was damaged. Set 1/2 of
2" RW. on each side of Old Hub
put C.T. in W. 1/2 of said RW
we set. Continue N 69°47'40"E
87.63 Set C.T. 2" RW for Cor.
of Atlantic and Grape

Measure widths of Grape St
as shown on Sketch. 80.02 and
80.03

All angles turned from Center line Atlantic St.



Aug 30 - 1934

W.S. Adams Inst.

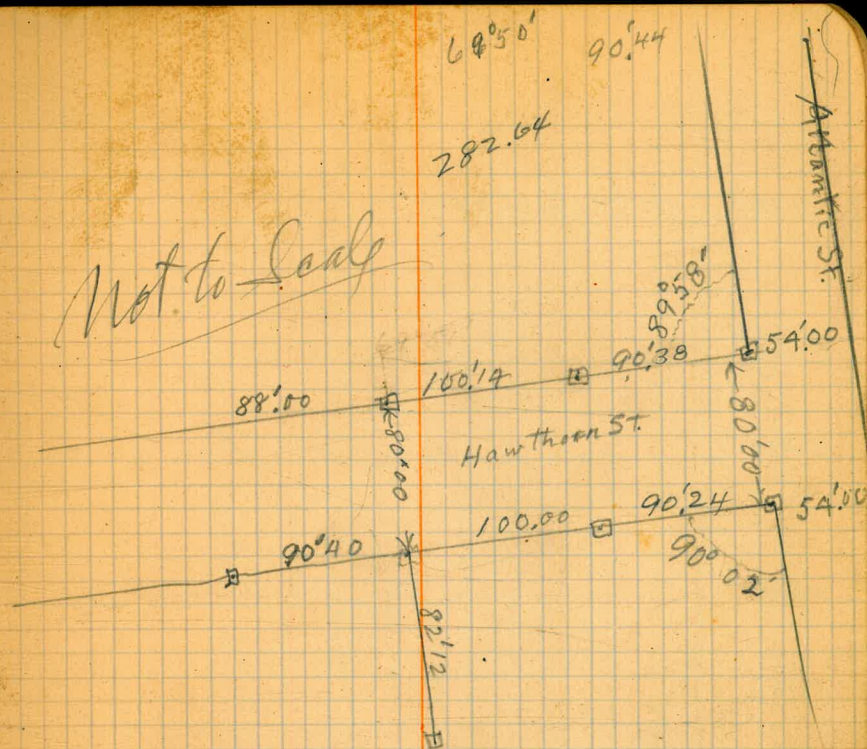
J.E. Watson H.C.

F.F. Rose R.C.

Began at point 54.00 , $S 69^{\circ} 47' 40'' W$
of Center line, and $7' S 20^{\circ} 12' 26'' E$
from C.T. Lead plug Center Atlantic
Dig for Old Hub. not found
Set C.T. 2" R.W. at point
at 54.00 Set C.T. 2" R.W.
 $S 69^{\circ} 47' 40'' W$ Set C.T. 2" R.W.

Check angle across Grape St
S. Intersection of Atlantic
 $1^{\circ} 47'$ dist bet. Cor 80.03

N. side Hawthorn
refer to sketch



3+94.8 End Pier No 1

3+81.8

3+00

1+71

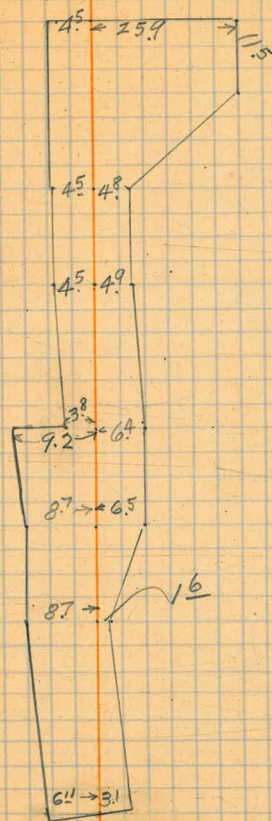
1+62

1+53

0+64.6 Beginning of Pier No 1

0+00
2+387.6

Pier No 1



Δ 2+217.8

← 89° 28' →
02+387.6

Δ 3+114.0

2+39⁵⁰ End Pin no 2

0+06³ Beginning Pin no 2

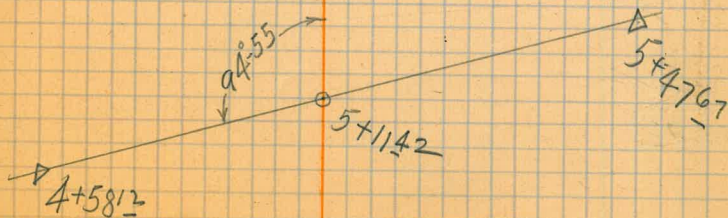
0+00
5+1142

Pin No 2

44 38

42 40

Exp



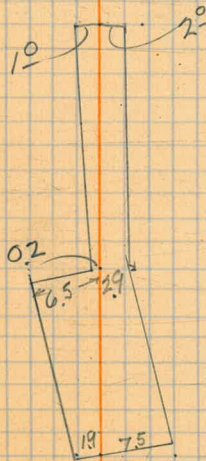
1+235 End Pile No 3

0+79

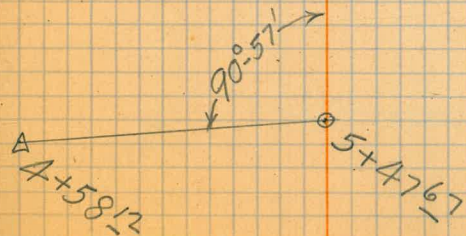
0+074 Beginning of Pile No 3

0+00
5+4767

Pile No 3



copied



4+5812

5+4767

1+470 End of Pier No 4

0+00 Beginning Pier No 4

