

I N D E XCity Council - February 1, 1972

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Adjourned at 9:30 P.M.

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MINUTES OF AN ADJOURNED REGULAR
MEETING OF THE TORRANCE CITY COUNCIL

OPENING CEREMONIES:

1. CALL TO ORDER:

The Torrance City Council convened in an Adjourned Regular Meeting on Tuesday, February 1, 1972, at 4:30 P.M. in the Council Chambers at Torrance City Hall.

2. ROLL CALL:

Present were Councilmen Brewster, Johnson, Sciarrotta, Surber, Uerkwitz, Wilson, and Mayor Miller. Absent: None.

Also present: City Manager Ferraro, Assistant City Manager Scharfman, City Attorney Remelmeyer, City Treasurer Rupert, and Deputy City Clerk Moss. Absent: City Clerk Coil.

3. FLAG SALUTE:

Mr. Dan Walker led in the salute to the flag.

4. INVOCATION:

Reverend R.W. Kornegay, First Church of the Nazarene, gave the invocation for the meeting, followed by one minute of silence for City employee David Large, eulogized by Councilman Surber: "On the evening of Tuesday, January 18, 1972, Torrance lost a valued citizen and veteran member of the Torrance Police Reserve. Mr. David Large served since August, 1955, in a number of capacities as a Police Reserve Officer. Those of us who knew Dave were well aware of his good work; the countless hours he spent on duty with our other officers helped make this a better place in which to live. We will not forget him."

STANDARD MOTIONS:

5. APPROVAL OF MINUTES:

Councilman Sciarrotta moved that the minutes of January 18, 1972 be approved as recorded. His motion was seconded by Councilman Brewster, and roll call vote was unanimously favorable.

6. APPROVAL OF DEMANDS:

Councilman Johnson moved that all regularly audited demands be paid. His motion, seconded by Councilman Wilson, was unanimously approved by roll call vote.

7. MOTION TO WAIVE FURTHER READING:

Councilman Uerkwitz moved that after the Clerk has given a number and read title to any resolution or ordinance on tonight's agenda, the further reading thereof be waived, reserving and guaranteeing to each Councilman the right to demand the reading of any such resolution or ordinance in regular order. The motion was seconded by Councilman Sciarrotta, and roll call vote was unanimously favorable.

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8. COUNCIL COMMITTEE MEETINGS.Finance Committee:

Scheduled meeting postponed, due to illness.

Charter Review Committee:

Councilman Wilson noted that this Committee is still studying the Charter for possible presentation to the electorate now some time later than April.

COMMISSION MATTERS:9. COMMISSION APPOINTMENTS.

The hour being 4:40 P.M., Councilman Uerkwitz MOVED to recess to an Executive Session for the purpose of Commission appointments. The motion was seconded by Councilman Wilson, and roll call vote was unanimously favorable.

The Council returned at 5:50 P.M., and Mayor Miller announced the following appointments:

Airport:

Robert Vroman
Donald Marousek

Planning:

Gerald Alter
Kenny Uyeda

Emergency Preparedness:

Bennett Smith
Wilbur Phelps

Torrance Beautiful:

Mrs. Virginia Hooper
Bernard N. Robinson

Civil Service:

Roy Hickcox
Michael Donaldson

Traffic:

Frank Paour, Jr.

Library:

John Mosley
Mrs. Barbara Werre

Water:

Albert M. Dumont
John Dunbar, Jr.

Park and Recreation:

Bernard M. Dougan
Mrs. Naomi McVey
Mrs. Sandra Frankenberg

Youth:

Doug Hedde
Harold D. Smith

West Basin Water District Representative:

"Pat" Hogue

Downtown Parking Place Commission:

Mayor Ken Miller.

MOTION: Councilman Uerkwitz moved to approve the above Commission appointments. His motion, seconded by Councilman Wilson, was unanimously approved by roll call vote.

(Considered by the Council at this time, out of order:)

COMMUNITY AFFAIRS:

24. REQUEST OF MR. GEORGE PAPADAKIS, Principal of Seaside School, to discuss with the Council a clean-up campaign to be conducted by the student body on City property.

CITY MANAGER'S NOTE:

If Council concurs in the request of Seaside School to clean up City property, it is recommended that Staff be directed to work with Mr. Papadakis as to the details of picking up the gathered rubbish.

Mr. Papadakis introduced Student Council President, Seaside School, Miss Karen Petersen, who formally requested permission for their proposed clean-up program.

MOTION: Councilman Wilson moved to commend Seaside School for the above action, and to concur in the above recommendation of the City Manager. The motion was seconded by Councilman Sciarrotta, and roll call vote was unanimously favorable.

PRESENTATIONS:

10. PRESENTATION OF NEW TORRANCE POLICEMEN:

Recent graduates from the Los Angeles County Sheriff's Training Academy were introduced by Captain James Popp:

Richard C. Anderson, James D. Chamberlain, Thomas L. Jarvis, Jack R. McDonald, and Thomas E. Nancarrow.

Congratulations and a "welcome aboard" were extended by Mayor Miller, on behalf of the Council.

PROCLAMATIONS:

11. Proclaiming Tuesday, February 8, 1972 as "BOY SCOUTS OF AMERICA DAY".

So proclaimed by Mayor Miller, with formal presentation of the Proclamation to Mr. Morgan by Councilman Wilson.

Introduction of Mr. Robert N. Church followed, and at the request of Mayor Miller, Deputy City Clerk Moss assigned a number and read title to:

RESOLUTION NO. 72-25

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TORRANCE COMMENDING ROBERT NELSON CHURCH FOR HIS DEDICATION TO THE YOUTH OF THE COMMUNITY AS A LEADER IN THE BOY SCOUTS OF AMERICA AND FOR HAVING BEEN NAMED SOUTH BAY DISTRICT SCOUTER FOR 1971.

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Councilman Wilson moved for the adoption of Resolution No. 72-25. His motion, seconded by Councilman Sciarrotta, was unanimously approved by roll call vote.

The permaplaque was presented to Mr. Church by Councilman Wilson, on behalf of the Council, who reiterated their pride in his dedication to the youth of this community.

12. PROCLAIMING February 10-17, 1972, as "Voter Registration Week" in the City of Torrance.

So proclaimed by Mayor Miller. Mrs. Barbara Werre was present to accept the Proclamation and to express appreciation for the many efforts expended in this voter registration drive.

13. PROCLAIMING February 6-12, 1972 as "Active 20-30 Week".

Presentation of the subject Proclamation was made by Councilman Johnson to Torrance Del Amo 20-30 Club president, Mr. Roger Adams.

PLANNING AND ZONING MATTERS:

14. REQUEST AUTHORIZATION for two Planning Commissioners to attend Institute for Planning Commissioners - San Jose, February 23-25, 1972.

RECOMMENDATION OF PLANNING COMMISSION:

That Council authorize Planning Commissioners Hall and Woodward to attend the League of California Cities' Institute for Planning Commissioners to be held in San Jose, February 23-25, 1972.

MOTION: Councilman Johnson moved to concur with the above recommendation of the Planning Commission. His motion was seconded by Councilman Wilson, and roll call vote was unanimously favorable.

15. COMMUNICATION FROM PLANNING DIRECTOR re: HO 70-101 to conduct a television repair service at 2916 Winlock Road.

RECOMMENDATION OF PLANNING DIRECTOR:

The Planning Department has no objections to the continuance of the permit but the same four previous conditions of approval should apply.

Mayor Miller inquired if there were anyone present who wished to speak on this matter; there was no response.

MOTION: Councilman Uerkwitz moved to concur with the above recommendation of the Planning Director. His motion was seconded by Councilman Sciarrotta, and carried, with roll call vote as follows:

AYES: COUNCILMEN: Johnson, Sciarrotta, Surber, Uerkwitz,
Wilson, and Mayor Miller.
NOES: COUNCILMEN: Brewster.

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STREETS AND SIDEWALKS:

16. ORDINANCE prohibiting the issuance of building permits for land located within the City's Master Plan of Streets and Highways.

City Attorney Remelmeyer advised that an Emergency Ordinance was necessary in this case in that there presently is a law suit involving this matter, and an ordinance should be passed prior to termination of the law suit.

There were no objections, and, at the request of Mayor Miller, Deputy City Clerk Moss assigned a number and read title to:

ORDINANCE NO. 2310

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TORRANCE ADDING SECTION 74.3.9 TO THE TORRANCE MUNICIPAL CODE PROHIBITING THE ISSUANCE OF BUILDING PERMITS FOR LAND LOCATED WITHIN THE CITY'S MASTER PLAN OF STREETS AND HIGHWAYS AND SELECT SYSTEM OF STREETS AND HIGHWAYS AND DECLARING THE PRESENCE OF AN EMERGENCY.

Councilman Sciarrotta moved for the adoption of Emergency Ordinance No. 2310 at its first and only reading. His motion was seconded by Councilman Wilson, and roll call vote was unanimously favorable.

ORDINANCE NO. 2311

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TORRANCE ADDING SECTION 74.3.9 TO THE TORRANCE MUNICIPAL CODE PROHIBITING THE ISSUANCE OF BUILDING PERMITS FOR LAND LOCATED WITHIN THE CITY'S MASTER PLAN OF STREETS AND HIGHWAYS.

Councilman Johnson moved for the approval of Ordinance No. 2311 at its first reading. His motion, seconded by Councilman Sciarrotta, was unanimously approved by roll call vote.

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17. RESOLUTION requesting the State Legislature to approve the use of freeway funds for the improvement of major surface streets.

At the request of Mayor Miller, Deputy City Clerk Moss assigned a number and read title to:

RESOLUTION NO. 72-26

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TORRANCE REQUESTING THE STATE LEGISLATURE TO APPROVE THE USE OF FREEWAY FUNDS FOR THE IMPROVEMENT OF MAJOR SURFACE STREETS.

Councilman Uerkwitz moved for the adoption of Resolution No. 72-26, and his motion was seconded by Councilman Johnson.

It was the comment of Councilman Sciarrotta, prior to roll call vote on the motion, that he cannot vote for the subject resolution for the reason that he does not want his name connected with such action in view of his knowledge that the funds are allocated to freeway public works, and release of such money is an impossibility.

Councilman Sciarrotta further noted the acknowledged ineffectiveness of resolutions; were there any funds available for Torrance streets, best results could be obtained by the personal contact of legislators by the Legislative Advocate, City Manager, Intercity Highway Committee representative, or City officials.

The subject resolution, according to Councilman Johnson, follows a pattern already established by this Council re: the Legislative Liaison Committee for the development of such a law, along with presentation to legislators by the Legislative Advocate -- and while a resolution might be somewhat less effective, Mr. Johnson can see no objection to same.

Councilman Brewster commented that he has no objection to a resolution per se, or to the intent of the resolution, but to the specifics of the language of this particular resolution -- in Mr. Brewster's opinion it reflects a rather vague understanding of how highways are funded in this State; it further reflects some matters of opinion that are not supported by facts -- the resolution further is sufficiently nonspecific to make this Council appear relatively foolish in passing it. It was Mr. Brewster's suggestion that action be deferred, with referral to a Council Committee, to first gain an understanding of the problem and the mechanisms of funding highways in this State, and then rewrite the resolution in a factual and specific manner which might then result in some positive action on the part of the Legislature.

Language specifically noted by Councilman Brewster was:

- (1) the first WHEREAS is incorrectly stated; the State Legislature passes legislation for the funding of the highway system, and it is the Highway Commission that allocates such monies to the freeway or to other State systems, instead of "funding of freeways...."
- (2) the second WHEREAS is strictly a matter of opinion; --
- (3) the third WHEREAS stating "such funds cannot be so diverted under existing legislation" is not true; that ratio of money is devoted to

primary one, two and three systems, is a function of the State Highway Commission, and they determine the priorities on that annually.

As to SECTION 1, Councilman Brewster continued, it states "...which under existing law are earmarked for the construction of freeways...." and this is not correct; they are not earmarked for freeways, but are earmarked by the State Highway Commission. Further, "...may be used by communities which have determined, by traffic studies, better methods of using freeway allocated funds...." - Mr. Brewster's question would be: better than what?; it would seem the answer is "better than freeways". If it is to be determined by traffic study, Mr. Brewster continued, methods of using freeway allocations that are better than freeways, the Council would be mandating itself by those very words to include freeways in its studies, comparisons, justifications, and trade-off analyses. Since this is not to be done, per Council action of two weeks ago, then Torrance could not possibly qualify for any of the money that it is hoped to free up by this very action.

At this point a SUBSTITUTE MOTION was offered by Councilman Wilson: That the subject resolution be held for further study in order that it be more specific and accurate in the description of what is requested. The motion was seconded by Councilman Sciarrotta.

It was the comment of Councilman Uerkwitz that it is refreshing to note that everyone has suddenly become so technically expert on the problems of allocation of the monies, which is the real intent of the resolution, and it is not presumed that the resolution would be sufficiently technically accurate to pass the Assembly -- the whole point of the resolution is to call attention to the fact that those monies need to be reallöcated if possible to cities that are involved in traffic problems and have withdrawn from the freeway proposals. Mr. Uerkwitz indicated that he has no objection to referring it to a committee to work out any details and data -- his purpose in the subject resolution is to make an attempt at reallocating some of the monies in Sacramento that would have been used for freeway routes or any other State operation, thereby making such funds available to cities.

The substitute motion was unanimously approved by roll call vote. It was agreed that the resolution be referred to the Legislative Liaison Committee, and that it would be returned to the Council as soon as possible. Finance Committee review, if deemed necessary, was also requested by Mayor Miller.

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ELECTION MATTERS:

18. Charter Review Material.

Earlier Council Committee report indicating further study noted.

AIRPORT MATTERS:

19. AIRPORT DAYS 1972.

RECOMMENDATION OF AIRPORT MANAGER:

- 1. That Airport Days 1972 be conducted approximately the first week in October.
- 2. That Airport Days 1972 be supported jointly by the City of Torrance, through its Airport Department, and the Chamber of Commerce.
- 3. That the working arrangement between the Airport Department and the Chamber be the same as for Airport Days 1971.

MOTION: Councilman Surber moved to concur with the above recommendation of the Airport Manager, and the motion was seconded by Councilman Wilson.

Airport Commissioner Marcusek was present to affirm the valuable public relations aspect of Airport Days and to report on the continuing success of this event, in requesting Council support of same.

Councilman Brewster expressed his approval of Airport Days, and offered a well intended suggestion that there be more static display-type features.

Roll call vote was unanimously favorable.

ITEMS NOT OTHERWISE CLASSIFIED:

20. NAMING OF PARK SITE.

RECOMMENDATION OF PLANNING COMMISSION:

That Council consideration be given to naming Rolling Hills Road park site in memory of Sr. Recreation Supervisor Les Breitenfeldt.

MOTION: Councilman Sciarrotta moved that the above recommendation be referred to the Park and Recreation Commission. His motion, seconded by Councilman Wilson, was unanimously approved by roll call vote.

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The hour being 6:30 P.M. Councilman Sciarrotta moved to recess as City Council and reconvene as the Redevelopment Agency. His motion was seconded by Councilman Wilson, and roll call vote was unanimously favorable. A 10-minute recess followed at 6:32 P.M.

* * * * *

21. ORDINANCE re: fortune telling, astrology, palmistry, hynctism, etc.

Mayor Miller invited comments from the audience.

Mr. Glen Ruby, Youth Director, New Life Crusade, 222 Avenida del Norte, stated that contemplation of the matter of star gazing, taro cards, the genealogies of people, hand analysis, looking into one's past, allowing another personality to speak through you from the dead, soothsaying, communicating with the dead, etc. would appear to be involvement with something quite contrary to the direction of America, at least on the basis of which it was founded.

Mr. Ruby added that America is a country which seeks to uphold God and a God who seeks to understand us -- yet we are delving into a world of the unknown, which is completely contrary to the basis on which America was founded. Further, as a representative of youth, he has discovered that many of the difficulties faced by today's youth have resulted in the use of drugs and indicates that they are seeking a world far beyond their comprehension. There is a close similarity, according to Mr. Ruby, between drugs and the spirit world.

Continuing, Mr. Ruby stated that the proposed amendment would involve a matter of not separating the church from the state -- going into the spirit world is something that deals with the unknown or a "religious experience". It was further stated by Mr. Ruby that men years ago wrote in a book something very interesting and very profound; "we must be careful lest we are corrupted by the horrible customs of the nations now living there -- for example, any one who presents his child to be burned to death as a sacrifice to heathen gods must be killed. No person may practice black magic or call on the evil spirits for aid, or be a fortune teller, or be a serpent charmer, medium, or wizard or call forth the spirit of the dead. Anyone doing these things is an object of horror and disgust to God, and it is because the nations do these things that God will displace them. You must walk blamelessly before God, the nations you replace will do all these evil things; God will not permit you to do such things."

In conclusion, Mr. Ruby expressed his opinion that the subject matter represents involvement, as adults, in an area which will plunge the youth deeper into a world which will cause greater confusion than is known at present. He also noted that the statement concerning the purpose of the teaching of the spirit world in the Torrance Recreation Department - "this is the NOW generation trend," and it is the Department's intention to provide recreation classes that merely explore the surfaces of the sciences....." Mr. Ruby then commented that ^{it} is interesting that the word "science" is used in dealing with the matter of the spirit world -- he would like to delve into that to see if that is the improper use of the word "science" -- how is it possible to explore the surfaces of this so-called science, not advocate the business of astrology, yet classes to be taught indicate otherwise. There is a need for serious evaluation of this entire matter.

Reverend Ron Bolt, Pastor, Pacific View Baptist Church, 24230 President, Harbor City, indicated his opposition to the proposed ordinance amendment which would permit the instruction in the areas noted, and then commented that ethics taught in both the Old and the

New Testaments which speak a message to Jew and Gentile alike: God is a personal being, has a personal interest in each creature whom He has made; a God who is interested in young people, and a God who is vitally concerned about the moral fiber of communities everywhere.

It is Reverend Bolt's opinion that the passage of such an amendment to the ordinance would not be in keeping with the Judean-Christian ethics -- further, his considerable experience^{and} contact with young people with many different kinds of problems, and experiences with young people involved in the occult have been very unhappy ones. Therefore, the instruction in palmistry, astrology, and related areas is not good and would not enhance the spiritual fiber of those so taught, even if the instruction is on a voluntary basis -- then, as a concerned citizen and parent, Reverend Bolt stated that the subjects of astrology, palmistry, and related fields are dealing with a very profound and complex subject which has deep spiritual roots; it is his hope that the amendment will not be passed.

Mr. Arch Beckman, 4827 Onyx Street, stated: "I welcome this opportunity to stand up for my Lord, Jesus Christ, and take a poke at Satan. The youth of today have a difficult task in staying on the right track in the 20th century. We have lots of pressures on them, and I think the last thing we need to do is to release additional pressures to lead these kids astray and keep them off the right track." Mr. Beckman then quoted Dave Wilkerson of Teen Challenge: "Teenagers are saying that the occult helps them to discover more than themselves, that what they do really matters. One of the most recent and well known examples of a witchcraft cult is the Manson family. The brutal Tate-LaBianca killings that occurred in August, 1969 were the direct result of Manson's mystical power over his Satan slaves. Witchcraft arose in opposition to Christianity and the early churches -- many of the witch cults worshipped Satan and evil demons, as well as their own fertility god; they performed their pagan rites and rituals in complete opposition to the accepted concept of God and Christianity. It is interesting to note that in biblical times the Hebrew prophets considered witchcraft to be a rival religion. They did not claim that the witchcraft did not work, but to them those who practiced witchcraft were evil for calling on supernatural powers other than God. In the Old Testament Moses told the children of Israel that there shall not be found among you anyone that maketh his son or daughter to pass through the fire, or that useth divination or an observer of time or an enchanter or a witch or a charmer or a consulter with familiar spirits or a wizard or a necromancer; for all that do these things are an abomination unto the Lord (Deut. 18:10-12)." It was Mr. Beckman's request that the Council soundly defeat the amendment to the ordinance.

Mrs. Ethel Kovach spoke at this time, joining in the request that the Council vote against the proposed ordinance amendment, noting that the reasons given for the proposed change are, in her opinion, preposterous and illogical, in that such "will keep in tune with the present interest of the public" yet reports from the Recreation Department indicate otherwise -- the NOW Generation is for Jesus, not for astrology. Other reports indicate no interest or concern for astrology -- in order of priority the Recreation Department itself rated astrology last in its list of priorities. Approval of the amended ordinance would open the door to many other, some undesirable, requests, according to Mrs. Kovach.

Mr. Bob Pondford (?), 21226 Ladeene Avenue, indicated concurrence with remarks made by the preceding speakers.

Next to speak was Mr. Gerald Cooney, 21944 Acaris Avenue, Carson, who stated that he is a counsellor at a nearby high school, and, as such, he strives to advise the young people to live their lives according to good sound reason -- he is opposed to the proposed classes for the reason that it seems to go against good sound reason; it is too easy to "get hooked" in this regard, and he has seen it happen to many kids -- teen years are impressionable years and much damage could result.

Mr. Cooney also pointed out the present alarming narcotic problem in the United States -- in his mind, there is a parallel between narcotics and astrology, the parallel being that in both circumstances those involved do not lead lives according to good human reason. Hence his opposition in this matter.

Mr. Bill Fogy, 2003 West 236th Place, stated that he has experienced a narcotic problem involving teenagers in his home -- further, there is a preoccupation with astrology and like subjects paralleling this experience. The Recreation Department must have something better to put on their program, in his opinion.

An astrology student, Mrs. Mary Blair, New Horizons, advised that she is a member of the American Federation of Astrologers, and pointed out that the proposed classes are for adults and will have nothing to do with metaphysical or occult aspects.

The Federation's Code of Ethics was also recited by Mrs. Blair, such Code including such affirmations as: "I recognize that a precise astrological opinion cannot honestly be rendered with reference to the life of an individual unless it is based upon a horoscope cast with the year, month, day, and time, plus correct geographical location of the place of birth of that individual..." along with other stringent requirements as to practicing the science of astrology and the need for completely ethical behavior.

Mr. Orville Delaney, 3910 Emerald Street, reported his own experiences in the "mystical world" and narcotics; the teenagers of today are searching for something and many seek mystical things -- narcotics are also a factor. People involved in palm reading, astrology, witchcraft, etc., according to Mr. Delaney, find that these things all go together, and the young people do not understand the involvement that can result just starting out on a horoscope.

It was further stated by Mr. Delaney that there are over 50 verses in the Bible labelling astrology an abomination -- the word of God also states that each and every man on this Council is allowed in this position because God has so allowed; to turn the laws around to permit what is proposed involves a big responsibility.

Speaking next was Mr. Richard Moore, 22619 Evalyn, who stated: "I praise God for allowing me to speak in the name of my Lord and Saviour, Jesus Christ. God has put you in your position, and He can also take you down very easily."

Mrs. Betty Jones noted the last page of the Council agenda of this date -- a page dedicated to "The Aquarian" -- and specifically quoted "The Aquarian view is that rule books are obsolete as soon as they are written, and the only means of determining whether or not anything will work is by trying it." It was added by Mrs. Jones that "the ACLU should be delighted with you men for putting this in print." Mrs. Jones further stated that since there appears to be the paper and the time to type this sort of thing, and offered what she hoped would be constructive criticism for something to replace this type of thing -- she would like to see the City Council, working with the management at Del Amo and Fashion Square, study the need for more security to protect the unwary shopper; further, that there be something in print regarding the Torrance Free Clinic, more information regarding vandalism in the City and the cost to the taxpayer, and since El Camino students are going to be affected by the decision made in that regard, it is hoped that this Council will take a stand inasmuch as Gardena already has. It was ascertained, at Mrs. Jones question, that the subject agenda page originated in the City Clerk's office, and was not requested by the Council.

Speaking as a concerned citizen, father, and pastor in the community, Reverend Lloyd Newlin, First Baptist Church, noted that a vote for approval of the subject amendment would refer not only to astrology but to all the itemized businesses or arts -- it is these existing laws that have made Torrance the kind of city that he is happy to be a pastor in, and it is hoped that this will not be destroyed so that Torrance's young people can grow up and have strong and vital reality experiences, not non-reality.

Miss Melody Delaney described her personal observations in this area of youth activity, and commented that not only is astrology a subtle way of "evil coming upon people" but even less desirable is palmistry, fortune telling, seances, etc. -- with mental disturbances apparent. Further, astrology people are making from \$100 to \$300 per chart reading, this information based on the fact that she was involved in making out such charts; it is one of the biggest money-making businesses in the entire nation.

There being no one else who wished to speak, Mayor Miller inquired if there be a Councilman present who would offer a motion to adopt the subject ordinance? There was no response.

MOTION: Councilman Wilson moved to file agenda item #21. The motion was seconded by Councilman Sciarrotta, and roll call vote proved unanimously favorable; Councilman Surber indicated a "very, very strong YES".

It was the comment of Mayor Miller that too many items were included in this consideration; there was no delineation, and it simply was not well written -- some of these things just have to be bad.

Councilman Surber questioned any great demand for such classes, as well as whether or not the requests had come from Torrance citizens.

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22. ITEM PER PERSONAL REQUEST OF COUNCILMAN GEORGE BREWSTER
REGARDING REPRESENTATION ON INTER-CITY HIGHWAY COMMITTEE.

* * * *

Councilman Brewster's verbatim remarks are incorporated in these minutes, and are labelled pages i. through xii immediately following this item, which concludes on page 16.

* * * *

On completion of Councilman Brewster's presentation, Council attention was directed to the requests contained therein:

- I. THAT COUNCILMAN BREWSTER BE RELIEVED OF THE RESPONSIBILITY OF REPRESENTING THIS COUNCIL'S POSITION OF JANUARY 18, 1972 BEFORE THE INTER-CITY HIGHWAY COMMITTEE.

MOTION: Councilman Sciarrotta moved that Councilman Brewster continue to represent the Council before the Inter-City Highway Committee, but that he be relieved of representation relative to the Council action of January 18th. The motion was seconded by Mayor Miller, and carried, with roll call vote as follows:

AYES: COUNCILMEN: Brewster, Johnson, Sciarrotta, Uerkwitz,
Wilson, and Mayor Miller.
NOES: COUNCILMEN: Surber (action unclear to him).

A "yes" vote was cast by Councilman Johnson after he determined that an alternate would represent the Council's position in this matter. It was Councilman Uerkwitz' comment, at the time of his "yes" vote that "the whole thing is totally childish; I am glad Mr. Brewster had an opportunity to get it off his chest, and if he wants to pick up his marbles and go home, that's okay."

The appointment of an alternate was the next consideration of the Council. Councilman Surber indicated his inability to serve for reasons of other Council assignments, Council committee functions, and the need to work for a living. Mr. Surber added that he could not do the job justice, lacking Mr. Brewster's extensive knowledge in this regard -- he would hope that Mr. Brewster would reconsider representing the Council, perhaps not voting.

It was Councilman Sciarrotta's comment that he could not accept such an assignment because he leans toward Councilman Brewster's sentiments, there being considerable truth in his statements.

No volunteers were forthcoming.

An alternative position was then offered by Councilman Brewster: could he be allowed not only to represent the position of this Council and define it as such, but also to speak his own mind at the Inter-City Highway meeting? There were no objections to this arrangement, and Mr. Brewster accepted such as his instruction from the Council.

Councilman Sciarrotta thereupon MOVED to rescind his above motion; seconded by Mayor Miller. There were no objections, and it was so ordered.

II. THAT THERE BE APPOINTMENT OF A 3-MAN AD HOC COUNCIL COMMITTEE ON TRAFFIC SOLUTIONS - composed of the three most vocal anti-freeways members of this Council who brought us to this point - namely, Messrs. Uerkwitz, Johnson, and Surber - with the following charges and assignments:

1. To report back to this Council in two weeks with a program, schedule, cost estimate, method of funding and work plan and task description for the accomplishment of such a study, including a listing of the alternatives to be analyzed and compared, and the standards of comparison to be utilized.
2. Since the same three Councilmen were equally adamant or insistent about rushing into an instantaneous decision and pressing for information at an early date, to require said AD HOC COMMITTEE to report the final results of said study back to this Council, with recommendations as to systems, facilities, equipment, routes, costs (both initial and operating), schedules, ecological and social impacts, negative factors, etc., together with adequate justification as to why the recommended solution to our traffic problems is proposed over all other alternatives; and further providing that such recommended system should fall within the following broad parameters:
 - a. be technologically feasible;
 - b. be operationally functional and acceptable;
 - c. be ecologically pleasing;
 - d. be economically viable for initial and operational costs, and with regard to economic impact upon the community;

and, further, that said report be furnished this Council on March 21st, 1972.

Councilman Brewster so MOVED; his motion was seconded by Councilman Sciarrotta.

It was indicated by Councilman Surber that he would not serve in this capacity; Mr. Surber's concern is what the people want, noting that Mr. Brewster has made some good points, and he is not in total opposition to his presentation -- however, it is Councilman Surber's feeling that the Council is too busy to "play games" and set up Mickey Mouse committees to study matters which belong to Staff and to the State to do.

Mayor Miller expressed his opinion that nothing would be accomplished by the above motion, without taking either side -- the Mayor would agree with Mr. Brewster that politics reared its head, and, with the forthcoming election, politics again rears its head in

the proposed committee appointment, and it does not seem to him that any reasonable results would be accomplished thereby.

Councilman Johnson commented that the type of information requested by Councilman Brewster is purely Staff-kind of information -- Mr. Johnson would have no objection to evaluating same and making a recommendation to Council based upon a Staff report on the subject, but the motion appears to be asking the wrong people for the detailed kind of information requested, and, therefore, becomes somewhat facetious.

The subject motion was deemed in order by Councilman Sciarrotta in that the three most vocal Councilmen who actually brought this condition about should be willing to accept the responsibility in determining if not a freeway, what? It is necessary, Mr. Sciarrotta added, that the alternatives which spearheaded the action of January 18th be made known.

It was noted by Councilman Uerkwitz that the resolution in this regard requests that the State provide alternatives; Staff has been directed to furnish any and all alternates, there having been no indication that total freeway coverage within the scheme outlined by Mr. Brewster was included -- there was only talk about the route that is in the design stage now; there are all kinds of other alternates which are guidelines or leaders for the State to return with. Councilman Brewster then read aloud the title of Resolution No. 72-16 which stated, in part, that "the Legislature delete from consideration construction of both freeways through the City of Torrance". Councilman Uerkwitz then stated that the resolution reference is to specific routes on two freeways, and, at Councilman Brewster's question, stated that he is not opposed to any alternates where it can be proved that it will be the solution to the traffic problems in the South Bay, without reference to a specific kind of alternate -- Mr. Uerkwitz' opposition is to the 91 and 1/107 freeways. Added by Councilman Uerkwitz was that there presently are no other routes proposed, but that is not to say that a route might be developed which would take traffic down Rolling Hills Road to the Harbor Freeway; Peninsula who would argue that -- there is a need to wait and see.

Mayor Miller returned to the motion on the floor, and inquired of Messrs. Johnson, Surber, and Uerkwitz -- "if appointed, would you serve?" The response was unanimously negative. Councilman Surber indicated resentment at the statement they had brought this about -- he had nothing to do with it; his reaction was based on information from the people, and this is one of the reasons for serving as a Councilman. Councilman Johnson reiterated that it represents "Staff work"; further, that Councilmen who voted for the resolution must equally share the gratuities and adversities -- in the passage of the resolution were it not believed in, why were the people so deceived by voting in favor thereof?

At this point Councilman Sciarrotta requested that the record reflect a CHANGE OF VOTE (from "Yes" to "No") on Resolution No. 72-16 for him.

In view of the above declinations, Mayor Miller advised that the subject motion died.

III. THAT A COPY OF THE RESOLUTION ADOPTED JANUARY 18, 1972 BE FORWARDED TO JIM MOE, DIRECTOR OF THE DEPARTMENT OF PUBLIC WORKS, SACRAMENTO, WITH A SPECIFIC REQUEST FOR HIS REACTION THERETO.

There were no objections, and it was so ordered.

IV. THAT STAFF COMMUNICATE FORMALLY WITH THE CITY OF REDONDO BEACH TO DETERMINE THE LATTER'S POSITION ON THE ROUTE 91 FREEWAY.

There was no second to the above motion offered by Councilman Brewster, and it therefore died.

* * * * *

Councilman Brewster expressed his appreciation for the time afforded him on this matter.

In conclusion, Mayor Miller commented on other considerations -- Long Beach, Redondo Beach have recommended deletions of freeways, with Torrance in the middle, and that is a fact of life -- further, when Assemblymen Thomas and Beverly are carrying bills to delete the freeway, it is a practical problem. The passage of time has brought about many changes, the Mayor continued, and it has been a two year battle amidst many political pressures -- the present argument seems academic when it would appear that Torrance would have a freeway minus entrance or exit.

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Councilman George Brewster
Verbatim Remarks - Agenda Item #22

I requested this item on the agenda as a matter of personal privilege in order to respond to the action taken by the Council two weeks ago when I was in the minority, and much of what I had to say I thought was obvious and didn't need saying, but I guess I was wrong. Therefore, I would appreciate the courtesy of making an uninterrupted statement. It is blunt - so listen. It is rather lengthy, and for that I apologize, so you may want to relax. I'm not interested in debating anything particularly, and I'm not trying to change any minds or to get anyone to agree with me or even like what I have to say, and I'm sure some of you won't. But I am going to say what I have to say on this issue publicly, once, all the way through, non-stop. Because I think somebody has to have the fortitude to say it.

I would like at this time to make a statement about what I consider to be the greatest disservice ever perpetrated upon this community and the South Bay area generally, not only by this Council but by other neighboring Councils. I am, obviously, expressing my own opinion; obviously, too, I am addressing the FACT of the unsubstantiated and totally arbitrary rejection of the freeway system in this area as a possible solution to the mounting traffic problems we share in common, and which were created -- or are being created -- in common by all the communities of this area.

I have been shocked into a state of total disbelief that elected officials and heads of other organizations could discharge their responsibilities so hastily, stampeded in blind reaction to currently unsubstantiated and emotionally biased claims, on a matter of such grave and growing importance to the economic and social livability and viability and future of their community -- particularly so when in the doing they knew, or should have known if they were doing their homework instead of politic-ing, that:

- A) A proven better solution is not now available;
- B) The chances of finding a better solution, and one that would be available in timely fashion, are frankly slim;
- C) That for what ever their motives or reasoning, they were summarily throwing into the trash basket the following:
 - 1) An invitation to accept \$100,000,000, or more, of traffic improvements in this area, at no incremental dollar cost to a single taxpayer, homeowner or business -- an invitation which, incidentally, did not require an immediate R.S.V.P. or decision and was offered after close to some twenty years of study and planning;
 - 2) They have thrown into the trash basket an offer to have performed in our own benefit, at no cost to us, an exclusive and perhaps unique study analyzing the technical, functional, social and economic trade-offs and comparisons between all of the possible alternatives to arresting our malignant traffic situation;
 - 3) An opportunity to gain some of the cherished relief we seek by at least 1985.

Having thrown all that away, what have we retained?

- 1) The right to seek out some other answer on our own, and to pay for the "seeking" from our own taxpayers' pockets (because, believe me, sirs and ladies, the State has other business it wishes to be on with, and has absolutely no obligation to honor -- and I predict will not honor

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and cannot legally honor -- your ambiguous and diametrically conflicting request for a half-study -- a study which you claim can be used for comparison and choice, but which does not even include the current standard against which options for the future should be compared!)

2) We have also retained the right, if we just happen to find some solution on our own, to pay for that solution on our own, and again from our own taxpayers' pockets.

Have no doubt about that. District VII is already getting its fair share, or more, of all the State and Federal supplemental highway money available in California under the Highway Needs and Priority system and formula of allocation. It will not get more monies for yet additional highway improvements, except Federal Highway Trust monies for Federally-supported Systems, which by Federal statute are monies generated by a highway user-tax and held in trust specifically and only for construction and improvement and planning of those Federal Systems. These latter monies cannot be diverted from one budget account to another because they are not even placed into a budget until a Federal System Route is adopted in fact and the overseeing agency is prepared to move ahead into acquisition and construction. Therefore, to ask for diversion of monies which aren't there, or aren't on the books, and never will be on the books due to your hasty and ill-advised action, is a totally meaningless act.

I think we are also already aware that we in the South Bay are already getting far more than we perhaps deserve of the County's highway money.

The only other source of monies then is by direct increases of local taxes, somehow, or by special assessment districts on our citizens, or toll roads, both of which are simply another form of increased taxation. Explain that one to your political cronies, advisors, and constituents.

These facts are no great revelation; they are merely some of the implications which I feel anyone seriously concerned about representing the best interests of his constituents would have taken the time to check out before taking rash and what I consider to be irreversible action.

Now, if the citizens of this community did not wish to put up a nominal \$20,000,000 for admittedly needed park and recreational ecologically oriented improvements, I can't help but wonder how many of your constituents are going to be pleased to hear you've committed them to putting up \$50,000,000 or \$100,000,000 - or perhaps by the time you get around to it \$150,000,000 - out of their own pockets, in addition to the removal of their curbside parking, their front yards, their street trees, and their sidewalks? And can you imagine their joy when they discover that for their investment they are going to get such ugly things as an overshadowing, overbearing and sociologically and economically detrimental unlandscaped 40 ft. monolithic wall-like structure covering the breadth and length of Hawthorne or Crenshaw Boulevards, with all sorts of weird ramps over and around buildings, etc. And can't you just hear now the applause for a transit system costing \$5,000,000/mile under a special assessment district, requiring acres of station parking, and won't it be fun explaining to the voters and taxpayers why those operating subsidies continue to be assessed on their tax bills, and why they have a white elephant transit system they don't even use because it doesn't pass within a quarter mile's walking distance of their origin, or destination, and costs \$.50 or more to ride, and only runs on some rigid schedule, and stops for every one at every place, and requires them to carry their packages so long and so far, and to transfer in the process. And if they do live close to the transit station, why they have to put up with the "kiss and ride" traffic, the cars parked all day long on their streets, and the continuous pressures for high density redevelopment in the adjacent area.

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3) Finally, we have retained the right, maybe, when all else has perhaps failed, to go stand again in the back of the line to-beg for assistance and a solution from some State or Federal source - and if we're lucky, and I mean really lucky, maybe we will get that assistance by 1995 -- and if we're really, really lucky the city hasn't yet by then stagnated and deteriorated from a blockage of its arteries. I mean, you won't even consider freeways, yet you add more and more stop signs. signals, and crosswalks, and you refuse to eliminate curbside parking on our arterials-- now how can you call that progress? Those are incompatible and inconsistent actions.

Just for the record, just to make it absolutely clear to everyone, and just so I won't be taken out of context (a favorite ploy in some clandestine political operations around town), let me repeat here than I am not in my stand attempting to ask anyone to commit themselves to a freeway, nor am I myself committed to a freeway. I simply wish to leave all the options on the table for purposes of valid, reliable, , meaningful and conclusive trade-off studies; the problem is so serious and so complex and far reaching that I do not wish to willy-nilly preempt any solution without being absolutely confident there is a better and more feasible solution available than that which is currently suggested by the Division of Highways. At this time, quite frankly, I have no decisive evidence before me on any solution. But I do not wish to be in the very negative business of Possibility Destruction; research, properly oriented and constructively executed, is focused on finding answers - not upon summarily dismissing potentialities. While I was somehow foreclosed on saying all that I had to say on 18 January, I stood ready then, as I do still, to support Resolution B as a reasonable, rational, logical, analytically correct and objective and totally non-committal course of action which left all doors ajar.

I could and can see no valid purpose in deviating from the objective embodied implicitly in Resolution B that night, an objective and path of action I had thought this Council already agreed upon. I could not then see, and still cannot now see, why we should suddenly veer away from the advice and consultation of several professional staffs and our own commissions, nor could I see what was to be lost by continuing our open-minded, frank approach to dissecting and studying both our mounting traffic problems and all of the potential solutions thereto. We were, and are, talking about the advanced planning for a traffic system circa 1985, not something for next year. We are not yet up against the stops; why cast aside any possibility while ample time remains to approach the problem correctly, calmly, objectively, analytically? Why shoot from the hip?

Why am I not yet convinced that we can do better for ourselves and our citizens and our community than a freeway? Why do I ask 2700 petition signers to set aside their request for awhile, to take a more objective and total look at the problem, and to search for additional understanding? First, because the people of Torrance -- and I refer, of course, to ALL of the people of Torrance -- cannot really evaluate objectively the relative "goodness" or "badness" of a freeway unless the facts are generated and disseminated and discussed among them -- the full, complete and accurate facts -- not rumors and misrepresentations. This is a right which all the homeowners, property owners, residents and business and industrial owners and employees in this community have. It is the right of 140,000 people -- collectively and individually, 60,000 households and 10,000 licensed commercial operations in this balanced city of ours. It is a right which this Council, by its capricious actions of 18 January has denied them at the

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request of a small percentage of the community, reacting largely on an emotional basis with only superficial understanding of the "goodness" or "badness" or ramifications of the other alternatives, and, in certain specific instances, after innocently accepting in good faith at face value certain fraudulent representations. It is my belief that the true facts are being purposefully thwarted in some instances by political obstructionism and cowardice. I would hold myself to be either highly gullible or else derelict in my duty, not only as a Councilman but also as a private citizen and as a homeowner and taxpayer, to succumb to such demands without first conducting some pretty exhaustive investigation of the claims, facts, impact and ramifications of such action.

I would remind you all, we are dealing here not with an issue affecting just an isolated residential neighborhood^{ncccd}/problem, but with a decision affecting the entire community directly, and not with an issue of momentary and passing impact, but with the heartbeat of a city for the next fifty years. Therefore, I personally, regretfully, even sorrowfully, conclude this Council is guilty in this momentous instance of hasty if not ill-advised decision-making, blindly preempting the entire community of a possible alternative to a major social, ecological, economical and law enforcement problem which impacts upon us all.

Further, I am not yet ready to amputate the freeway system from this area because I do have some personal background in the transportation field, and some understanding of the feasibility and timeliness of alternate technologies, some appreciation of the motivational acceptance, and economic factors involved in the business of moving people and goods, and finally of the operational functionalism of various concepts and systems, real and proposed. Before I discovered how unrewarding it was, approximately ten years of my professional life had been spent associated with the transportation field, either performing or directing studies and analyses: on systems on operations, on various modes, on technologies, on motivational, and acceptance factors, on economics. I have consulted for California, for HUD, for DOC, for DOT, the UN, for the OAS, for the Congress, and for the Senate. I have lectured and been a panel member before many professional societies and organizations. I have served seven years on the Inter-city Highway Committee, and over six years as a planning commissioner. I know what of I talk.

It will take more than emotional top-of-the-head cliches to lead me to such ultimate, final, absolute and irreversible decisions as made by this body two weeks ago.

I would question, for instance, the apparent dicotomy represented when the same councilmen who resisted the I-107 freeway last year because it was a direct link from Orange County to the airport area, and therefore a bypass for through traffic on the San Diego Freeway, and therefore not a local freeway for local benefit and would soon prove to be the world's longest parking lot, is resisting the freeway this year because it now appears destined to be only a local freeway that doesn't go very far and would therefore become the world's longest parking lot.

Nor can I bring myself to admire persons who exercise their elected roles of leadership in community organizations by circulating totally biased printed statements indicating that freeway proponents, from whatever sector of this community, because they happen to hold a different point of view on how to get to the goals which are shared in common by us

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all, are only interested in Torrance as a "gasoline alley" and that the only way to have the good of the community and its residents at heart is to be obstinately and totally and arbitrarily anti-freeway. I hold such statements and allegations to be thoughtless, ill-informed, or else deliberately deceitful -- in any case, unworthy of office. I would point out that the automobiles are going to be there in "gasoline alley" even if the landscaped, efficient, limited access, non-stop arterial right-of-way is not. Further, that the business, professional and industrial people of this community are no less humanistic and socially concerned than any other people with an interest in this city. Generally speaking they know that what is good for the livability of our town is also good for the future of their investment here. I submit that without them, Torrance would be a far, far less attractive place to live: residential property taxes for city and school services would be two to three times their current rate, we'd have to drive to Inglewood, Los Angeles, Century City or Long Beach for much of the quality goods and services that are now conveniently near by, and many of us - if we could live here at all - would have to drive further and longer each day, five days a week, fifty weeks a year to get to work.

Homeowners work for a profit, and so do businesses and industry - I had always thought that was what capitalism was all about. But businesses require investment, more than most other properties, and they, too, own land -- so I believe that under the constitution they do have some right to be heard and to hold an opinion. I think it would be awfully stupid of commerce and industry to stand for things they really felt would be detrimental to the harmonious development of the total community, because they would thereby be only devastating their own investment -- so maybe we just might owe it to ourselves to at least try to understand the reasons they stand where they stand on this issue, and to listen to all sides of the problem before jumping to such a final and irreversible decision.

I might add, too, that I don't see anyone complaining about the fact that home values in Torrance continue to appreciate at a rate exceeding inflation, nor that the reason for such a phenomenon is because of - and not in spite of - the balanced development of this community. It is balanced for some very sound and solid reasons which I, as a homeowner, concur in. And it is a good thing, too, that your homes are appreciating so nicely, because it is the only significant retirement savings most people have. If I recall correctly, the balanced development of this City was envisioned and planned fifty years ago by a genius of a man named Jared Sydney Torrance. Ninety-five percent of us have moved in since then in full knowledge of the City's chartering objectives - and apparently agreeing therewith or we would not have chosen to come here of our own free will. More than half of us have come here since the initial planning was conceived for the regional shopping center, again in full knowledge of what was there or would eventually be there. Most of us are here, then, because we appreciate and enjoy the things that the commercial and industrial segments pay for in large measure; and 57% of you have proven (in the bond election) you wouldn't want to spend another nickel from your own pockets to make this town more livable. Most of you wouldn't even vote for an assessment district to landscape the parkways in your neighborhoods. What solutions, then, do you have - if any - to alleviate the traffic problem? What can you contribute that is positive and not hypocrisy?

Most politicians know that the foregoing is true, but they won't say so because they are more concerned about telling people what they want to hear

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and thereby perpetuating themselves in office, rather than in telling it like it is. It is no wonder to me that the young adults in our society somehow feel disappointed in us, and look upon our generation as self-serving, materialistic, and hypocritical.

No one is perfect, the commercial and industrial sectors of this community are historically guilty of many things which we are striving mightily -- within our legal and monetary resources -- to correct. But nothing is wrong with honest dissent either, and no one is always right or always wrong; it is possible that those who do not wish to dismiss the freeway so quickly may have a point, and may have the best interests of us all in mind. I am only pleading for the opportunity for some studied interchange and informed dialogue to occur prior to the confirmation of a final decision. I don't know, but I would caution the homeowners that there is good probability they are being momentarily hypnotized by some totally self-motivated political pied-pipers into stampeding and demanding this Council and community take some ill-advised and premature action which will eventually prove to be a very costly mistake. There are few people in an appointed or elected capacity in this City who have tried harder and done more than I to represent the homeowners' point of view, or who have given in other ways to try to make this town a better place to live in the past 11 years. I am still a homeowner, still a family man; I have no business assets in this community. I have not changed. I just truly, honestly, feel that hasty, pressured action could result in the wrong decision -- and one that could have irreparable consequences for us all.

I tell you honestly and openly, drawing upon all that I know, that I am very skeptical that you will find a solution more timely, more economical, with more operational and technical promise, with as high and as satisfactory a level of service, and which has less overall community impact than the freeway. Nevertheless, I am certainly willing to try to find a better way -- I am hopeful, certainly, that the search for a better way will prove fruitful and timely. But just in case it isn't, ladies and gentlemen, I suggest it is rank folly and a very dangerous gamble to discard the one current and known solution you have in hand--even if it isn't the back-perfect solution.

I would like to reflect upon that currently available solution offered to us by the Division of Highways, the freeway that was tarred and feathered and stoned and lynched on the 18th; the facility itself is inert -- not active, but passive; it just sits there, landscaped, available for use any time; it is simply an arterial roadbed, without stop lights or stop signs, allowing automotive propulsion systems to function more efficiently than on any other kind of right-of-way; it has an excellent safety record and the highest currently available levels of service and efficiency because it separates local traffic from through traffic by providing only limited access and intersection grade separations. I am told, and it would certainly appear to be so, that freeways are the most efficient (by 3-to-1 on cars moved to TOTAL land consumed basis), popular, self-supporting, safest (one life per mile per year - one of which may be your own child's), and widely used surface transportation-concept ever devised by man. In the final analysis, they require less condemnation than alternative approaches. Freeways in and of themselves are not really any more objectionable than the other alternatives that have been spoken of -- until you put automobiles on them. But the freeways themselves are not the automobiles, and no matter what you do or what kind of a scheme you devise to route increasing automobile traffic you will run afoul of the same objections from adjacent property owners as you experience when talking about freeways and freeway routings. You might as well face up to that; sooner or later you're going to have to bite the bullet and do something that an awful lot

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of people will object to, or we'll strangle. You will find, no matter what is proposed, that people don't want other people's vehicles in large numbers, moving very close to their property on any kind of a system or right-of-way.

Why? Because it is the automobile, not the freeway, nor the roadbed, that makes smog, or noise, or spins wheels, or speeds, or whatever. Nevertheless, an automobile is something you drive and I drive, and will continue to drive, for more and more passenger miles each year, on some kind of road, through some kind of neighborhood, generating noise and smog and collisions and pedestrian fatalities. And when we exceed first the current and then the ultimate road capacities, we will need and demand more and more right-of-way and more and more space to move - in conflict with demands for more and more space for parking - and it will be necessary to condemn more and more property at perhaps personal sacrifices to some of us. But how do you propose to avoid this growth and demand and high level of use without legislating the automobile itself out of existence? I doubt that we will ever see restrictive legislation levied directly upon the freedoms we cherish in the use of our automobile. There are too many political negatives.

I drive, you drive, we all drive. We teach our children to drive at the first opportunity. I will not give up my auto, nor my second auto, nor will any of you -- including those of you who would fight expansion of the road network. You will continue to add to the problem without being willing to contribute to the solution. The automobile provides us the freedom, flexibility, ease, speed, privacy, convenience, comfort, status and availability we all want, cherish, and perhaps even need in our modern socio-economic world. It can get you, your wife, your kids, your dog, and your packages and baggage almost any place you'd ever want to go without once transferring vehicles. It is the great emancipator and equalizer. Why else is the automotive industry so large and successful? Certainly not because they have a product nobody wants, I'll tell you!

Therefore, we are basically limited to five broad areas of action with regard to this traffic problem:

1. Improve upon the vehicle itself, make it less objective, make it clean and quiet (just try restricting its size and weight) - but this is an area over which we have no control outside of consumer boycotts, or Federal regulation (and that, of course, is repugnant to some persons).
2. Maximize the efficiency of the roads and networks we already have - and of course we are working constantly to achieve that goal, and still losing the race.
3. Find out what types of additional schemes and rights-of-way may be the most efficient (within technological and economic reason).
4. Cut down on the population density within an area;
5. Do all of as much of the above as we can.

It is the latter that I had thought we were attempting to accomplish in this city, in a responsible way with the resources available, such as might have been possible under Resolution B two weeks ago.

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I am fearful that when the main thoroughfares of this city reach some point of saturation and diminishing return insofar as each of our personal priorities are concerned, we will not abandon our automobiles, but rather we will stay in our cars and seek out new paths or routes to traverse -- Towers Street, Tomlee, Victor Street, Entradero, Edgemere, Spencer, Earl, Ocean, Palos Verdes Boulevard, Newton, Maple, Arlington, 235th, Cabrillo, Van Ness, Maricopa, Emerald, Amie, Kenya, Yukon, Calle Maycr, Ainsworth, 166th, and so forth. Traffic will spill over into residential streets and the drivers will proceed recklessly thereon to make up for the frustrations of lost time and of detouring from either congested surface arteries or from some other non-functioning scheme. And as they "stop and go" through residential side streets, enforcement problems will mount, and more - not less - pollution will be emitted, and there will be more wear and tear on the autos, as well as on the streets (the maintenance of which we must pay for), and more noise will be generated, more children endangered and more property devalued. I fear, therefore, that if you anti-freeway personalities can't come up with something as good, as soon, the health, safety, welfare, well being, peace and economics of our community and its residents may be more endangered by the lack of a freeway than by the presence of one. And, incidentally, every study I have ever heard of indicates the Division of Highways overcompensates for property, and that adjacent property values are not long depressed by the advent of a new freeway.

It matters not, really, where the cars come from, or where they are going; the roads in our town are public as are the roads we traverse in other municipalities, and the simple inescapable demographic and geographic facts are that the autos will be there. We should admit it, and face up to it. What matters, then, is how best to accommodate them. Improving our surface flow will surely help, and we shall continue to do that as rapidly as money permits; but that is not enough, and it is only of benefit if cities surrounding us also engage in a similarly energetic and ambitious program of improvements. It will, I am sure, prove insufficient in the long run, and perhaps even in the short run.

A new, limited access, grade separated, non-stop, fatality-reducing arterial through the South Bay may not be a popular solution to our problems; it may not even be a solution at all; or perhaps it may be the only feasible answer. The same may hold true for the other unsundry conceptualized and hypothetical alternatives thereto. But I think we should recognize and acknowledge that highway people are not ogres nor madmen; they are not our enemies; they are no more and no less than hard working, responsible individuals who have the same hopes and fears and concerns of us all. They are also professional personnel in their own right, who, from years of experience, study, and trial believe in what they are doing for some very valid reasons, namely - in summary - that the system for which they are responsible is indeed the best cost/benefit and least damaging alternative currently available, or to be available for many years to come. They are not forcing anything on us - or the Red Route would now be a fact. They are simply offering us \$100,000,000 and an opportunity to save ourselves from ourselves. And this Council has told them to shove it!

The approaches which I hear so glibly bandied about in these Chambers and on the floor of homeowners meetings, and in letters to editors -- those alternatives so hastily and fuzzily alluded to in political speeches

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-- are not unknown concepts to most transportation professionals, nor are they even the least bit new, nor have they been overlooked in past alternative-choice decisions. But has it ever occurred to certain people around this area that the reason those things remain concepts rather than realities is because they have failed to date to hold any merit when put to the test? If double-decked roads are so wonderful, tell me of the existence of one -- just one -- other than a bridge; and if you can do that, look me in the eye and tell me how beautiful and clean and quiet it is, and how there are no law enforcement problems beneath them, and how businesses and residences thrive in their shadow amid the jungle of 60' pole signs and 200 sq. ft. roof signs, and tell me how you'd like such a thing in our city. For every silver lining, there's a cloud -- and if most of these amateur nightmarish schemes were installed, my guess is you'd soon be yelling bloody murder about the stupidity of the agency that installed them. Just ask the voters of Manhattan Beach about parkway roads as an alternative; or of San Francisco about transit systems.

Still, in spite of what my intuition and previous experience tells me, I am willing to keep an open mind, and to give these other alternatives a fair and equitable hearing. But if you're going to end up knowing anything conclusive about anything, you'd better include some standard of comparison in your studies... and what better standard than the currently accepted, installed and operative system? I am willing to remain uncommitted and open-minded; my door is open and anyone is free to convince me. But it will take more than tiresome cliches and unsubstantiated, emotionally polarized, reactive statements to do so.

I say it is a shame this Council has stuck its collective head into the sand and arbitrarily denied itself, its staff, its commissions, and its constituency a complete, whole, total and integrated set of facts and comparative data regarding the various options available, and the trade-offs between said options. I say it is a lousy way to make important and far-reaching and complex decisions; it is small town amateurism in an age of sophistication, in a town which is bigger (but apparently not as mature) than all but 103 other communities in this entire nation -- and the taxpaying public will eventually pay the piper for it! I saw and still see no reason for not proceeding to gather all the information we could reasonably expect to receive, and then making some rational decisions thereon. If there's a better answer than the freeway, I will not be hesitant to concede to that fact, and to join with those who now clamor for reductions in the system. On the other hand, if freeways appear to be the least offensive and most effective and efficient option, I will support that alternative. There would be no other choice or course of action for the health and future of our town and its people.

AT THIS POINT, MR. MAYOR, I HAVE FOUR BASIC REQUESTS AND MOTIONS TO PLACE BEFORE YOU. I ASK YOU TO PLEASE ME GO THROUGH THEM ALL, AND THEN YOU MAY TAKE THEM UP ONE AT A TIME, IN ORDER.

I. Since this Council has made a preemptive decision which procedurally I cannot, in good conscience, concur with, I herewith request and MOVE that you accept and honor my desire to be relieved of the responsibility of representing this Council's position before the Inter-City Highway Committee. I hold that to ask me to represent said position would be unfair to all

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parties. Two weeks ago, when I originally made this request, I heard arguments and counsel against such action like: "Oh, it's alright, we do it all the time"; and "We're always cancelling out our votes at South Bay Councilmen's meetings." (Parenthetically, this puzzles me, because I don't understand an alternate voting when the delegate is present and voting, and it also indicates that one of the two Torrance representatives is not voting according to Council directive, or by definition both would vote the same way). Anyway, it is a position in which I do not care to be left, and I do not intend to have my personal opinion muffled by being committed to speak for a Council position with which I do not concur.

II. Further, I would like to make the following suggestion or recommendation:

Since the study of alternatives other than the freeways would have been part of the heretofore and up-to-now anticipated State study to have been performed at State expense under the new and enlightened Freeway Needs Justification policy; and

Since that study will most probably not now be performed by the State, and hence we will therefore receive no data from their agencies; and

Since we have rejected the State's input and money in the name of local control and determination, and therefore left to our own devices and resources if we are to accomplish anything positive and not strangle in our own traffic and shortsightedness; and

Since we have no reserve in our budget and no immediately discernable way to finance such a study ourselves;

I would recommend and MOVE for the appointment of a three-man AD HOC COUNCIL COMMITTEE ON TRAFFIC SOLUTIONS - composed of the three most vocal anti-freeway members of this Council who brought us to this point, namely Messrs. UERKWITZ, JOHNSON, AND SURBER -- with the following charge and assignments:

1. To report back to this Council in two weeks with a program, schedule, cost estimate, method of funding, and work plan and task description for the accomplishment of such a study, including a listing of the alternatives to be analyzed and compared, and the standards of comparison to be utilized.
2. Since the same three Councilmen were equally adamant or insistent about rushing into an instantaneous decision and pressing for information at an early date, to require said AD HOC COMMITTEE to report the final results of said study back to this Council, with recommendations as to systems, facilities, equipment, routes, costs - both initial and operating - schedules, ecological and social impacts, negative factors, etc., together with adequate justification as to why the recommended solution to our traffic problems is proposed over all other alternatives; and further providing that such recommended system should fall within the following broad parameters:

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- a. be technologically feasible;
- b. be operationally functional and acceptable;
- c. be ecologically pleasing;
- d. be economically viable for initial and operational costs, and with regard to economic impact upon the community;

and, further, that said report be furnished this Council on 21 March of this year.

I make this motion because I believe those who assumed so strong a role in moving the Council to the posture assumed on January 18th now have a bounded duty and an incumbent responsibility to follow it through to a conclusion, and not to leave us hanging, and should therefore now accept said responsibility and the challenges associated with that posture which they expounded and so successfully urged upon this body. Individuals sincere in their position should certainly accept the consequences of their acts.

I suggest they might also involve some of the 2700 petitioners who have exhibited such an interest in, and such profound knowledge and understanding of, the problem, and who in their deep and thoughtful wisdom did persuade Council to support their position -- and who thereby must also accept some of the responsibility and help to provide the entire community and all of the property owners and voters the solution these petitioners assured us was available when said petitioners did prevail upon this Council, in the name of the entire community, to eliminate freeways as a traffic handling alternative.

Quite frankly, I have suggested the date of 21 March for the presentation of the study results so that there will be ample time prior to the April 11 election to disseminate the recommendations of the Ad Hoc Committee, so that the electorate can properly evaluate what these three anti-freeway enthusiasts -- who have torn asunder an orderly, systematic approach to the problem, and in the process caused us to abandon the one known technical and financial solution available to us -- to evaluate what they have to offer, if anything, in lieu thereof, and to judge them right, or wrong. Since they are so cocked-sure and all-fired certain of their positions, my suggestion will, surely as the sun rises, make them all big heroes.

The time element should present no problem, because we have been told there's a lot of analysis available that proves their point (and there must be for them to be so decisive!) -- and there certainly is enough man-hours available among those who have pressured this "no freeways" decision upon the South Bay, and I know how anxious said individuals are to demonstrate their wisdom and community-mindedness to the rest of us: including not only the 2700 petitioners, but also the presidents of a couple of homeowners groups, and don't forget Belba and Mehler and the others from Lomita and Greene and his colleagues from Redondo. All of them, working together, should surely be able to accomplish this study in five weeks, with the head start they apparently already have.

Those Torrance Councilmen, Torrance citizens and other Councils in this area who were and are so concretely polarized, obstinate and closed-minded on this matter, and who bulldogged this decision, have a moral obligation, and in fact do owe it to the City and people of Torrance, and all the

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other communities in the South Bay to come up with a better answer, and to do so in an expedient fashion! They should be willing to accept that charge and responsibility if indeed their intentions and motives were and are truly positive and sincere.

III. I would recommend and MOVE that a copy of the Resolution adopted Tuesday evening, the 18th, be forwarded to Jim Moe, Director of the Department of Public Works, Sacramento, with a specific request for his reaction thereto.

IV. I am once again, for the record, going to ask this Council, and I so MOVE, to have Staff communicate formally with the City of Redondo Beach to determine the latter's position on the Route 91 Freeway -- about which they have been so mysteriously silent; and, further, in keeping with your decision of 18 January, to formally ask both the South Bay Councilmen's Association and the Inter-City Highway Committee to adopt resolutions calling for the western terminus of the Route 91 Freeway to be at its juncture with the Harbor Freeway.

I would appreciate it if the above would now be taken up, in order.

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PERSONNEL MATTERS:

23. RESOLUTION regulating the right of Commissions to call and conduct Executive and Personnel Sessions.

RESOLUTION NO. 72-27

A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF TORRANCE REGULATING THE RIGHT OF
COMMISSIONS TO CALL AND CONDUCT EXECUTIVE
AND PERSONNEL SESSIONS.

Councilman Johnson moved for the adoption of Resolution No. 72-27. His motion was seconded by Councilman Sciarrotta, and roll call vote was unanimously favorable.

COMMUNITY AFFAIRS:

24. SEASIDE SCHOOL, CLEAN-UP CAMPAIGN.

Heard earlier in the meeting.

25. RESOLUTION congratulating El Camino College's 1971 State Champion Football Team.

RESOLUTION NO. 72-22

A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF TORRANCE CONGRATULATING EL CAMINO
COLLEGE'S 1971 STATE CHAMPION FOOTBALL TEAM.

Councilman Wilson moved for the adoption of Resolution No. 72-22. His motion, seconded by Councilman Johnson, was unanimously approved by roll call vote.

26. RESOLUTION congratulating El Camino's All American Quarterback, Coy Hall, on being chosen "Player of the Year" by the Metropolitan Conference.

RESOLUTION NO. 72-23

A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF TORRANCE CONGRATULATING EL CAMINO'S
ALL AMERICAN QUARTERBACK COY HALL ON BEING
CHOSEN "PLAYER OF THE YEAR" BY THE
METROPOLITAN CONFERENCE.

Councilman Surber moved for the adoption of Resolution No. 72-23. His motion, seconded by Councilman Uerkwitz, was unanimously approved by roll call vote.

27. RESOLUTION congratulating El Camino's defensive tackle Mike McNeill on being named to the All Metropolitan Conference First Team.

RESOLUTION NO. 72-24

A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF TORRANCE CONGRATULATING EL CAMINO'S
DEFENSIVE TACKLE MIKE MCNEILL ON BEING NAMED

TO THE ALL METROPOLITAN CONFERENCE FIRST TEAM AND FOR BEING CHOSEN AS A MEMBER OF THE COMMUNITY COLLEGE ALL AMERICAN FIRST TEAM AND AS A MEMBER OF THE STATE COMMUNITY COLLEGE TEAM.

Councilman Uerkwitz moved for the adoption of Resolution No. 72-24; his motion, seconded by Councilman Wilson, was unanimously approved by roll call vote.

SECOND READING ORDINANCES:

28. ORDINANCE NO. 2307.

ORDINANCE NO. 2307

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TORRANCE AMENDING VARIOUS ARTICLES AND SECTIONS OF DIVISION 9 (LAND USE ORDINANCE) OF THE TORRANCE MUNICIPAL CODE RELATING TO APARTMENT DEVELOPMENT AND MAINTENANCE STANDARDS.

Councilman Sciarrotta moved for the adoption of Ordinance No. 2307 at its second and final reading. His motion was seconded by Councilman Wilson, and carried, with roll call vote as follows:

AYES: COUNCILMEN: Brewster, Sciarrotta, Surber, Uerkwitz,
Wilson, and Mayor Miller.

NOES: COUNCILMEN: Johnson.

It was Councilman Johnson's comment that his "no" vote was for reasons previously stated -- it has, and will continue to hurt the "little guy".

It was confirmed that the above adopted ordinance contained the amended reference to tandem parking. It was further confirmed, at Councilman Surber's question, that Staff is working on the small lot problem.

29. ORDINANCE NO. 2309.

ORDINANCE NO. 2309

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TORRANCE ADDING SECTION 91.37.3 OF THE TORRANCE MUNICIPAL CODE PERMITTING THE ISSUANCE OF CONDITIONAL USE PERMITS FOR PROPERTY LOCATED WITHIN THE PUBLIC USE ZONE.

Councilman Wilson moved for the adoption of Ordinance No. 2309 at its second and final reading. His motion, seconded by Councilman Sciarrotta, was unanimously approved by roll call vote.

NONCONTROVERSIAL ITEMS:30. EXPENDITURES OVER \$300:RECOMMENDATION OF FINANCE DIRECTOR:

That Council approve the following purchases:

1. \$880.87 to 3M Corporation for 36 quarts of reader-printer fluid and 24 rolls of microfilm paper supplies as requested by the City Librarian as part of the Library microfilm program.
2. \$2263.95 to Henry G. Channing for 756 juvenile books.
3. \$1515.62 to R.R. Bowker Company for 38 various periodicals which was previously approved by Council on 12/7/71 for \$1396.97. The additional \$118.65 represents price increases, adjustments and exchanges.
4. \$335.00 to Scotty's Roof Service for repair of City Airport hangar roofs as requested by the Airport.
5. \$3717.00 to Continental Graphics for three issues of 40,000 copies each of the Torrance Newsletter as requested by the City Manager's office.
6. \$739.22 to Los Angeles Sales & Service Corporation for repair of overhead doors at Fire Station #1 as requested by the Fire Department.
7. \$1611.75 to Park & Turf Equipment Company for one only Regal Renovator-Cultivator as requested by the Park Department as replacement.

31. AWARD OF CONTRACT - Class A + 4-13 READI-MIXED CONCRETE
REF. BID #B72-6 (\$22,176.00 ANNUAL EXPENDITURE)RECOMMENDATION OF FINANCE DIRECTOR/PURCHASING SUPERVISOR:

That Council accept the low bid submitted by Chandler's Palos Verdes Sand & Gravel Company and approve of an award to them for the City's annual requirements for ready-mixed concrete in the total amount of \$22,176.00.

32. AWARD OF CONTRACT - CATCH BASIN SYSTEM AT AMIE AVENUE AND
EMERALD STREET - (B72-4) Job No. 72143 -RECOMMENDATION OF CITY ENGINEER:

That the contract be awarded to Herb Smeltzer and all other bids be rejected. (This project is financed by \$6,500.00 appropriated January 11, 1972 from the Drainage Improvement Fund.)

33. STORM DRAIN AT PACIFIC COAST HIGHWAY east of Bellanca Way on Torrance Municipal Airport (Job No. 72121) - AWARD OF CONTRACT.

RECOMMENDATION OF AIRPORT MANAGER/CITY ENGINEER:

1. That the contract be awarded to K.E.C. Company and all other bids be rejected; and
2. That \$7,500.00 be appropriated from the Airport Retained Earnings Fund to cover the cost of the contract and inspection fees.

34. SANITARY SEWER IMPROVEMENT - SEWER REVOLVING FUND.

RECOMMENDATION OF CITY ENGINEER:

That \$6,000 be appropriated from the Sewer Revolving Fund for sewer construction in the alley north of Artesia Boulevard from Van Ness Avenue to 435 feet westerly.

MOTION: Councilman Sciarrotta moved to concur with the recommendations on agenda items #30, 31, 32, 33, and #34. The motion was seconded by Councilman Wilson, and roll call vote was unanimously favorable.

ADDENDUM ITEM:

35. INDEPENDENT CITIES OF LOS ANGELES COUNTY.

Councilman Johnson elaborated on his January 28th communication to the Council relative to the proposed restructuring of the SCAG organization, and the resolution pertaining thereto, with the specific request that the Council reaffirm Resolution No. 72-12 adopted on January 11, 1972. Mayor Miller so MOVED; the motion was seconded by Councilman Johnson; there were no objections, and it was so ordered.

ORAL COMMUNICATIONS:

36. A prepared oral communication re: Little League was presented by Councilman Johnson, as follows:

"Some four years ago several Little League organizations, with the aid of the City occupied some 14 or 15 acres of property south of 235th Street and west of Crenshaw Boulevard where the Edison Company intends to build a new substation. It was known that Edison would require the land about 5 years from that time. In the intervening years the Little League teams have done an outstanding job in developing several practice and playing fields and have expended \$80,000 to \$90,000 in time and materials in the process.

"It is the history of our Little League, Junior All-American Football, Babe Ruth and similar organizations not to have a permanent place to play their games, one they could really call home. The 5 years on the Edison Company property was simply a stop gap in hopes that something new would develop that would provide the acreage necessary to accommodate these youth sport groups.

"It impresses me that if an exchange could be made of the Edison property with like acreage on an out-of-the-way place at the west end of the Airport, one suitable for the substation installation, youth sports groups could remain at the present location.

"Visual inspection of the west end of the Airport would seem to find the acreage necessary for the substation. It could be located generally east of the vacated Food Giant market which faces Hawthorne and north of Pacific Coast Highway, after first subtracting out commercial frontage on Pacific Coast Highway and retaining it for later City Airport development.

"By this exchange suggestion, it is anticipated that several major problems could be solved. They are:

- "1. The relocation of the substation to the Airport area would obviate the growing concern of the residents in Marble Estates, Palo del Amo, and New Horizons relative to the substation. The new Airport location would virtually isolate the substation from all residential areas.
- "2. The forthcoming problem relative to the selection of a transmission line route coming from Western Avenue to the substation where presently planned would be eliminated. (As you recall, the three most discussed routes coming in from Western Avenue are:
 - a. Western, Sepulveda to Crenshaw to the substation.
 - b. Western, westerly on 235th Street to the substation.
 - c. Western, west on Lomita Boulevard to Toledo Street then north to the substation.
 (All of these three routes will meet major residential objections.)
- "3. The Western Avenue loop could continue southerly to Pacific Coast Highway then westerly to the substation, thereby restricting the transmission line route to only two major streets, Western and Pacific Coast Highway.
- "4. If the Hawthorne Avenue loop is used then the transmission lines would need to be undergrounded for only a short distance where they might interfere with the aircraft takeoff pattern.
- "5. Little League, Junior All-American Football, American Youth Soccer, and other youth organizations could finally find a permanent home at the 235th Street and Crenshaw location.
- "6. A savings of some \$80,000 to \$90,000 in time and materials by those organizations would be realized if they would not have to rebuild their fields elsewhere.
- "7. The scarcity of land makes it virtually impossible for those organizations to relocate themselves, rebuild their fields and get into operation in time for the season after the one coming up.

"In time it would seem appropriate to outfit the 235th Street and Crenshaw location with night lights and appropriate street patterns so that use of the acreage could be extended into the night-time. Additionally, and in due course, the youth sports groups could join with the City in the construction of a clubhouse where their meetings could be held and where the organizational and winner banquets could be accommodated.

"With the established popularity of these youth baseball programs and of Junior All-American Football, and the growing popularity of American youth soccer, it impresses me that multi-use can be made of this relatively small parcel which would provide the youth of our community year-round seasonal sports that are self-organized and self-financed. To me, it would be one of the wisest decisions this Council could make in the area of programming for our youth and parents alike.

"Of course, the alternative to the foregoing is if the exchange with Edison cannot be effected, then perhaps the west end of the Airport generally in the same location could be used for the youth sports area.

"I therefore ask the City Manager to investigate the feasibility of the suggestion including carrying on appropriate discussions with Edison, PUC, and other affected authorities in order to return a full feasibility report to this Council at the earliest possible date. However, prior to returning the findings to Council, the report should be processed through the Airport Commission and Parks and Recreation Commission and possibly the Youth-Commission for their recommendations.

"Additionally, I am aware that there are certain legal involvements relative to the Airport revenue bonds. But, these do not seem to be insurmountable.

"I would ask Mr. Remelmeyer to look into this aspect of the proposal and to work as necessary with the City Manager and his Staff in bringing back the complete report in order to implement this recommendation.

"Gentlemen, I would so MOVE."

There were no objections to Councilman Johnson's request, and it was so ordered.

37. Councilman Surber reported on the recent meeting between the Council Transportation Committee and the Airport Commission where a presentation was made by Alberts and Associates. The conclusion was reached at that time that the following recommendation should be made to the full Council: That Staff is to master plan the 40 acres and come up with a method as to how the property should be developed, ^{with} recommendations as to standards and method of marketing -- further, that ANTS meet with Alberts and Associates on February 3rd. In view of the fact, Mr. Surber continued, that Council's last direction to Staff was that they make application for a Planning Grant to the FAA, it is now believed that it is necessary that Council give the Staff new direction, as above expressed. Councilman Surber so MOVED; his motion was seconded by Councilman Uerkwitz.

It was clarified by Assistant City Manager Scharfman that the foregoing motion implies that rather than going through the procedure of applying for an FAA grant, hiring an outside consultant to do part of the work and the remainder of the work by Staff, this will be a complete in-house study by the Staff to produce a Master Plan in three weeks. (!)

Mr. Scharfman added that a detailed concept will be provided, along with a feasibility study and recommended methods of marketing the area, which may or may not agree with the Alberts proposal.

There were no objections to Councilman Surber's motion, and it was so ordered.

38. Councilman Uerkwitz noted recent interesting data regarding the proposed truck route ordinance pertaining to recreation vehicles, with the request to City Traffic Engineer Horkay that the Traffic Commission hold a public hearing on this data when this ordinance is scheduled.

39. Recent bravery displayed at the Del Amo Shopping Center in the capture of a purse-snatcher, and appropriate recognition therefor, was noted by Councilman Uerkwitz.

40. Alternative suggestions to the freeway situation were offered by Councilman Wilson in the idea expressed by Mr. John Mulvihill that the freeway be run under the Edison transmission lines, and consideration of what can be done with secondary street systems in moving traffic, noting the interest of the City of Redondo Beach in having Torrance participate with them in the widening of Beryl Street, in exchange for which Redondo Beach is interested in extending Anza through from 190th to connect with Inglewood Avenue. It was Dr. Wilson's request that Staff lock into this avenue of cooperation with Redondo Beach.

41. Councilman Wilson next requested that Staff investigate whether El Camino College will take in students from Gardena -- Dr. Wilson noted that Gardena is part of the L.A. City System which means that their students must go to Harbor Junior College or to one of the L.A. City community colleges. Should El Camino decide that Gardena students should attend there, would this then preclude a Torrance resident of having a place in the college program was Councilman Wilson's specific question.

It was indicated by Councilman Surber that it is his understanding that there is little chance of Gardena getting cut of the Los Angeles School District because of the tax base. Councilman Uerkwitz would agree that it likely would prove difficult, but the impact study would be of value.

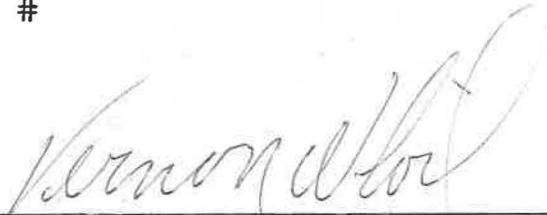
42. Mayor Miller reported on "good neighbors" the Toyota Motor Sales Company, Toyota having donated \$5000 to the Little League team which had use of their property prior to their expansion in order that they might relocate, along with an additional \$1000 for support of the teams. Such a gesture should be acknowledged, according to the Mayor, and it was his request that an appropriate permaplaque be presented to Toyota. There were no objections, and it was so ordered.

43. President of the Riviera Homeowners Association, Mr. Joe Clukey, referred to the earlier item pertaining to the Airport Master Plan, and the years devoted to achieving such a Plan. Mr. Clukey then reported the request of his Executive Board: that the City Council have a Master Plan for the Torrance Airport drawn up within the next six months, starting this date, this to include "the west 40 acres".

It was agreed that Assistant City Manager Scharfman would review the above request and report back at the February 8th Council meeting.

The meeting was regularly adjourned at 9:30 P.M.

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Vernon W. Coil, City Clerk
of the City of Torrance



Mayor of the City of Torrance