

Torrance, California  
November 2, 1959

MINUTES OF AN ADJOURNED REGULAR MEETING  
OF THE TORRANCE CITY COUNCIL

The City Council of the City of Torrance convened in an adjourned regular meeting at 5:30 P.M., Monday, November 2, 1959, in the Council Chamber, City Hall, Torrance, California.

Those responding to roll call by City Clerk Bartlett were:  
COUNCILMEN: Beasley, Benstead, Blount, Bradford and Isen. ABSENT:  
COUNCILMEN: Drale and Jahn. City Manager Stevens was also present.

Councilmen Drale and Jahn joined the meeting at 5:40 P.M.

AIRPORT MATTERS:

1. Revenue Bond Issue.

(a) Planning and Promotion of Bonds.

There was a lengthy discussion of the proposed Revenue Bond Issue, with City Manager Stevens pointing out the fact that bond consultants would not consider the bonds a first class risk until the reversionary clause is removed. The City Attorney's office is preparing a case on the removal of the reversionary clause in connection with the 8.4 acre tract, and City Manager Stevens was instructed to ask City Attorney Remelmeyer to expedite the case. It was thought also that once the reversionary clause is removed from one piece of property, it will set a precedent for its removal in other instances.

Councilman Beasley moved that the City Manager be authorized to secure proposals from airport bond experts and submit them to the Council for consideration as soon as possible.

Motion seconded by Councilman Benstead, no objections, so ordered.

(b) Project Planning.

In connection with Mr. Egan's recommendation in his letter to Mr. Stevens dated October 23, 1959, that we secure the expert assistance of an Airport Consultant for the project planning, it was the opinion of Councilman Jahn that the Council should make their decision now as to what they want, then present it to the Airport Commission for their recommendation on methods of accomplishing these projects. Councilman Jahn said he believed the Council wanted to maintain the basic 500-airplane capacity, that we are not too much interested in commercial traffic, that we do not need the second runway at this time but can make provision for it in the future, and from there on more or less follow the basic pattern of the master plan. Councilman Jahn believed that one engineer, provided with specific information as to what we want, would be able to develop a master plan at a considerably lower cost than an Airport Consultant.

Mayor Isen suggested that the Airport Commission meet with the Airport Manager, weekly if necessary, to iron out these problems so that they can be presented to the Council with their recommendation. Councilman Beasley recommended that improvements and modifications be set up in a priority order.

At 6:35 P.M. Mayor Isen declared a recess, with the Council reconvening at 6:45 P.M.

2. Conversion of Properties for Clear Zone.

Airport Manager Egan explained in detail his proposal for sale

of some of the non-vital airport properties, the proceeds to be applied against the cost of acquiring the west clear zone property. He pointed out that developments now occurring on land west of the airport soon would be reflected in increased values of the properties which lie within the clear zone, and he felt we should explore an alternative means of acquiring these properties other than the bond issue.

It was the consensus of the Council that this should be considered later as strictly an alternative and that energy should be concentrated now on the Revenue Bond Issue as a means of acquiring the vital west clear zone property.

### 3. FAA Application for Aid.

The Council in October authorized Airport Manager Egan to prepare FAA Application for federal aid. City Manager Stevens said that the deadline for submission of this application is November 30, 1959, and that we should have a concrete project plan to submit to them.

### 4. Other Matters.

In his letter to City Manager Stevens dated October 30, 1959, City Attorney Remelmeyer referred to the request of the Council in its meeting of October 6, 1959, that he attempt to secure a rescission of the contract with Mr. Anderson to construct T-Hangars on the airport. Mr. Remelmeyer recommended that we do nothing at the present time; that when we are ready to have the hangars constructed, we should notify Mr. Anderson and have him build the hangars as per the contract. At that time, if he does not want to go ahead, there can be a mutual rescission.

The Council concurred with Mr. Remelmeyer's recommendation.

### MASTER PLAN FOR CITY:

City Manager Stevens presented two proposals for a Master Plan of the City, one from Hahn, Wise and Barber, and one from Wilsey and Ham. Hahn, Wise and Barber proposed to do the work on a monthly program at a rate of \$1500.00 per month for 48 months, for a total of \$72,000.00. The Wilsey and Ham proposal was to do the work in two years at a rate of \$3600.00 per month for a total of \$86,400.00.

Planning Director Powell pointed out to the Council that one of the men who placed in the top three for the position of Zoning Coordinator had made a master plan for the city of Frankfort, Kentucky, and he felt that with the appointment of a new Traffic Engineer and a Zoning Coordinator, this could be done by the City with its own personnel.

After considerable discussion, the Council asked City Manager Stevens to hold these proposals in abeyance and to bring them before the Council six months from now.

### REFUSE COLLECTION AND DISPOSAL:

1. A report from City Manager Stevens gave a summary of the Refuse Meeting of October 9, 1959.

Mr. Stevens said the greatest problem is the minimum charge to people who do not use our service and who do not want to use our service. These are mainly apartment houses, where it is impossible to keep garbage, combustibles and non-combustibles separated. It

was agreed that the only alternative to a minimum charge would be an increase in taxes. Mr. Stevens did say, however, that there are some inequalities in billing which must be ironed out.

It was the feeling of the Department of Public Works and Mr. Stevens that we should continue to contract for pickup of garbage and non-combustibles since we cannot mix them with combustibles. Mr. Stevens said we are trying to find out from the Sanitary District if we could have a centralized grinding station; it was thought this would be the only alternative to an outside contract.

Councilman Jahn brought out the fact that our main expense is the contract with George Green which runs to more than \$100,000.00 a year. This contract runs until June 30, 1960. Councilman Jahn was of the opinion that payment should be based on the amount actually picked up rather than on a electric meter basis.

In response to a question by Mayor Isen, Director of Finance Scharfman reported there are 719 accounts other than residential being billed for the minimum charge of \$2.00 per month. Mayor Isen requested Director of Public Works Peebles to make an investigation to see what amount of service if any is actually being used in connection with these 719 minimum billings. Several of the Councilmen felt that possibly there was more use of the service than the minimum billing would indicate. It was believed this investigation should be made prior to the next meeting of the Refuse Committee.

Mr. Stevens read to the Council a summary of the total number of billings per quarter and the amount of money involved. The Council asked Mr. Stevens to give them copies of this summary, and Councilman Blount asked that he include the cost of operation of the service per quarter.

BUS SERVICE:

It was brought out that the Bus Department will operate at about a \$60,000 deficit for the fiscal year, and that it is impossible to make many improvements because of this. The Council did agree that some provision should be made for a bus terminal in downtown Torrance.

Councilman Beasley pointed out that several bus lines are operating with very little patronage; that we are paying a wage scale considerably higher than that paid by most cities; and that we are still paying a considerable amount of overtime. It was his belief that the administration of the Bus Department could be tightened considerably and that a great deal of the overtime could be eliminated. He pointed out that bus lines in most other cities spread their 8-hour work day over an 11-hour period rather than 9 hours as we do. Councilman Beasley stated further that sooner or later we would have to face the fact that a considerable amount of money will have to be spent for maintenance and improvement of the bus lines. He said that we are not in a position at the present time to provide adequate transportation to the people of Torrance; he did believe, however, that fares would have to be increased.

Councilman Benstead believed that some sort of shelter over the benches could be provided.

ORAL COMMUNICATIONS:

1. City Manager Stevens read to the Council a letter he had received from the Torrance Fire Fighters Association, signed by M. T. Langham, Chairman, requesting a meeting with the Council to discuss questions relating to the proposed Resolution amending Civil Service Rules and Regulations. Mayor Isen informed Mr. Stevens that the public hearing

was closed on this matter. He suggested Mr. Stevens write a letter to the Association suggesting that they appear at the Council Meeting of November 10, 1959, when this will be reconsidered.

The meeting adjourned at 7:50 P.M.



A. H. Bartlett, City Clerk of the City of  
Torrance, California

APPROVED:



Mayor of the City of Torrance