

Torrance, California
December 11, 1956

MINUTES OF A REGULAR MEETING
OF THE TORRANCE CITY COUNCIL

The City Council of the City of Torrance convened in a regular meeting at 8:00 P. M. Tuesday, December 11, 1956, in the Council Chamber, City Hall, Torrance, California.

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

At the request of Mayor Isen, Airport Commissioner George Schneider led the salute to our Flag.

Councilman Blount opened the meeting with an invocation.

Mayor Isen announced that the territory of El Nido is now a part of the City by an unofficial estimate of about 80 votes for annexation to about 40 against it. He expressed the pleasure of the Council at this news.

Councilman Jahn moved to approve the Minutes of the December 4, 1956, meeting of the Council, as written.

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

HEARINGS:

Mayor Isen announced this was the time and place for the Hearing on Resolution No. 3059 - a Resolution of Intention to vacate a portion of Roslin Avenue and certain alleys in Tract 9306.

City Clerk Bartlett presented the affidavits of publication and posting notices of street vacation.

Councilman Benstead moved the affidavits be received and filed.

Motion, seconded by Mayor Isen, carried unanimously by roll call vote. Mayor Isen asked if anyone wished to be heard on this Resolution.

Mr. Frasier of 4318 West 173rd St., said he is the engineer on this and after having gone through the proceeding to this point, he finds that Lot 12 does not belong to Mr. Demergin, who is making an effort to buy it. Mr. Frasier said the Assessor's tax record, which he said he checked personally, credits ownership of Lot 12 to Mr. Demergin, but Mr. Demergin says it belongs to the Shriners' Crippled Childrens' Fund and he is trying to buy it from them.

Mr. Frasier suggested the notation be made "except Lot 12, which we are endeavoring to purchase", but the dedication was written to take in Lot 12. Mr. Frasier said he has talked to City Engineer Bishop, who thinks it would be a good idea if this Hearing could be closed and the approval withheld until Mr. Demergin can purchase the property.

Councilman Drale moved the Hearing be continued until such time as the matter of the dedication on Lot 12 is cleared up.

Motion seconded by Councilman Blount.

Councilman Jahn asked how this had come this far if the ownership of the lot was in question.

Mr. Frasier explained that the list of property owners is taken from the tax records, which show the lot is owned by Mr. Demergin.

Councilman Jahn asked the City Attorney why the tax records are used, asking if some sort of title search was not necessary.

The City Attorney said title searches would be too expensive, and that the tax rolls are usually used.

City Engineer Bishop said Lot 12 is needed to get a complete dedications.

Mr. Frasier said if there is any way of going ahead with this it would be a help. He said it is merely a case of the sidewalks on Lot 12, and

if there is any way of expediting this it would be a help, as the rainy season will soon be here.

Motion carried unanimously by roll call vote.

Mayor Isen said a delegation from El Nido had just entered the Council Chamber, and, speaking for the Council, he would like to welcome them to the City.

Mr. Moorheart, saying he is speaking for a good majority of the citizens of El Nido, said he thinks they have come into Torrance with the idea that they have something to give to Torrance, not for what they can get from Torrance. He said they are a small community, and thinks the vote was something like 74 in favor of coming into Torrance and 42 against it, which gives a better majority than in some annexations which have taken place.

City Clerk Bartlett read, as a matter of record, the result of votes cast which had been handed to him. He said the results showed 74 "yes" votes and 42 "no" votes, with a total of 116 ballots cast.

The City Clerk said the Council will canvass the returns a week from tonight at the regular meeting to be held at 5:30 P. M.

WRITTEN COMMUNICATIONS:

1. A letter dated December 1, 1956, from F. V. Fallon, General Manager of the South Bay Humane Society, in reply to a query from the Council, giving a summary of the licenses issued by them in 1955-56 and from July 1, 1956, through November 27, 1956, the number of dogs vaccinated, animals picked up, etc.

Councilman Drale moved this be filed as a matter of record.

Mayor Isen said he thinks the statistics given are for the entire area rather than for Torrance. He said he would like to have them broken down further, so the Council may know what these people do in the City of Torrance.

There being no further questions, Mayor Isen ordered this filed.

2. A letter from Donald B. Caffray of the law offices of Ball, Hunt & Hart, dated December 5, 1956, praised a number of City employees for their devotion and assistance to the City.

At the request of Mayor Isen, City Clerk Bartlett read the letter in full.

The letter was ordered filed as a matter of record.

3. A letter dated November 30, 1956, from H. B. Van Bellehem, the Director of Recreation for the City, submitted a report on the Surf Life Saving Fund, and asked to have the Recreation Fund repaid for the amount they contributed, being about \$204.00.

Councilman Benstead asked the City Manager if the City can reimburse the Recreation Fund.

City Manager Stevens said he thinks there is about enough money for that in the unallocated funds of the City.

Councilman Drale asked why this question could not be referred to the City Manager.

Councilman Benstead so moved.

Motion seconded by Councilman Drale, no objection, so ordered.

4. A letter dated December 5, 1956, from Harland Apfel, D.D.S., urged correction within the hour of what he considers to be the critical situation at the Torrance Airport.

Mayor Isen suggested copies of this go to the Airport Commission. There being no objections, it was so ordered.

5. A letter dated December 11, 1956, from I. J. Hallanger, asked the City Council to rescind their action accepting his resignation, saying he had reconsidered and did not wish to resign from his position.

Councilman Benstead moved to rescind the Council's previous action and allow Mr. Hallanger to remain in the employ of the City.

Motion, seconded by Councilman Drale, carried unanimously by roll call vote of those present.

Communications from the City Manager:

At the request of Mayor Isen, City Clerk Bartlett read the following recommendation from City Manager Stevens in full:

PERSONNEL:

1. The following employees, all Laborers in the Street Department, were promoted to Truck Driver, effective December 3, 1956, at the first salary step; standing Nos. 1, 2, 3, 5, 7 and 8 on the Eligible List:

1. Richard L. Magee
2. David L. Baker
3. Joseph C. LaPorte
5. George J. Webel
7. Raymond L. Ramsey
8. James H. Sprecht

The No. 4 man (Richard Marion) was passed up due to the fact that he has had several recent accidents. The No. 6 man (Kenneth Turner) is employed in the Park Department.

2. Lee Schlens has been appointed as Superintendent of Building, effective as soon as he can properly arrange for someone to relieve him at his present position, at the third salary step for the classification.

Councilman Benstead asked the City Manager if Mr. Marion had the accidents mentioned here while he was on duty, and Mr. Stevens said yes.

Councilman Benstead asked how many he had, and the City Manager said he did not know, but it was more than two.

Councilman Jahn said he wished to go on record as saying the City of Compton's loss of Mr. Schlens is our gain, and that whoever has been instrumental in getting him to come to Torrance should be congratulated.

Councilman Benstead moved to concur with Items 1 and 2 under Personnel as submitted by the City Manager.

Motion seconded by Councilman Drale.

Councilman Drale asked if Mr. Russell is going to stay with the City, or if the employment of Mr. Schlens meant that he would leave.

City Manager Stevens said Mr. Russell has a contract until June 30, 1957, and plans to stay and work with Mr. Schlens until that time. Mr. Stevens said we all know that Mr. Russell would like to retire, but that he has agreed to stay with the City while we need him.

Motion carried unanimously by roll call vote.

2. A letter from the City Manager, dated December 7, 1956, regarding employees working temporarily in a higher wage bracket, was the next item on the Agenda.

Al Salcido, representing Fire Fighters' Local 1138, said he was here to answer any questions the Council might like to ask of his organization in this regard.

Councilman Drale said he would like to have some discussion of this before any action is taken.

Mayor Isen asked that this be held over until December 26, 1956, for discussion at the 7:00 Pre-Council meeting.

There were no objections, and it was so ordered.

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3. A letter dated December 10, 1956, from the City Manager, concerned the vacation policy of the City.

There being no objection, Mayor Isen ordered this held for discussion at the Pre-Council meeting of December 26, 1956.

Communications from the City Attorney:

1. A letter dated December 6, 1956, from the City Attorney, with regard to Case No. 398, Mildred M. Andersen (Extension of Fonthill Ave.), suggested solutions to the problems involved here, in the extension of Fonthill to 190th Street.

Attached to the letter from the City Attorney were the following:

- a. An excerpt from the December 4, 1956, Council Minutes;
- b. A copy of a petition dated Nov. 5, 1956, from 19 residents of Fonthill Ave., opposing the extension of Fonthill to 190th St., and a recommendation of the Staff that the petition be granted;
- c. Letter from Geo. C. Powell, Planning Director, to the City Attorney, dated November 20, 1956;
- d. Excerpt from Council Minutes of September 25, 1956;
- e. Transmittal form from Planning Commission recommending approval of request from Mildred Andersen for Variance to construct commercial buildings in Land Use Zone R-3 in SW $\frac{1}{4}$ of Lot 30, McDonald Tract;
- f. Excerpt from Planning Commission Minutes of July 18, 1956;
- g. Excerpt from Planning Commission Minutes of July 5, 1956;
- h. Excerpt from Planning Commission Minutes of June 20, 1956.

City Engineer Bishop reported to the Council that Fonthill would have to swing west to go to 190th St. because there is a service station in line with Fonthill and north of 190th Street.

Councilman Blount said this has been made clear to the Council.

Councilman Jahn said Item B1 in the City Attorney's letter would require as a condition that an easement of 27' be given to the City by Mrs. Andersen, and that a revocable license could be given her to use it for parking, so any time in the future that the City wishes to put the street through, they may do so.

Councilman Blount said that seemed reasonable to him.

Mrs. Andersen was present, and told the Council she could not put a building on the back of the lot in any case.

Councilman Jahn moved to go along with the recommendations of the City Attorney in Items (B) (1) and (B) (2) in his letter, but adopt as policy that Fonthill not be extended to 190th Street at present, and that Case 398 be approved as per the Planning Commission's recommendation.

Motion, seconded by Councilman Benstead, carried unanimously by roll call vote.

2. A response from the City Attorney to a question from the Council as to the City's responsibility for making final payment to the contractor for the new Civic Center buildings was dated December 7, 1956, and the City Attorney concluded that this matter should be submitted to the Architect for arbitration.

Councilman Jahn moved to concur with the conclusion of the City Attorney.

Motion, seconded by Councilman Drale, carried unanimously by roll call vote.

3. A letter dated December 6, 1956, from the City Attorney, submitted for the Council's study an ordinance to comply with the Council's directive that he look into the possibility of an ordinance that would establish criminal liability for non-attendance at sumps when work is being done.

Mayor Isen said this is so simple that the Council could act on it tonight if they wished. He read it in full to the Council.

City Clerk Bartlett read:

ORDINANCE NO. 849

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TORRANCE ADDING A SECTION TO CHAPTER 18 OF "THE CODE OF THE CITY OF TORRANCE, 1954", RELATING TO THE SECURING OF GATES ON ENCLOSURES AROUND EXCAVATIONS AND SUMPS.

Councilman Benstead moved to dispense with further reading of the Ordinance.

Motion, seconded by Councilman Jahn, carried unanimously by roll call vote.

Councilman Benstead moved for adoption of Ordinance No. 849 at its first reading.

Motion, seconded by Councilman Jahn, carried unanimously by roll call vote.

Communications from the Water Dept.

A letter dated December 7, 1956, from A. E. McVicar, Supt. of the Water Department, recommended that Tentative Tract #23151 be served by the Torrance Municipal Water Department.

Councilman Drale moved to concur with the recommendation of the Superintendent of the Water Department.

Motion seconded by Mayor Isen.

City Attorney Remelmeyer said the motion is premature. He said Mr. McVicar is now asked to pass on water service in all Tentative Tracts and this should have gone to the Planning Commission.

Councilman Drale withdrew his motion, and Mayor Isen withdrew his second to the motion.

Councilman Benstead moved to refer this to the Planning Commission. There were no objections, and it was so ordered.

Police Department and Traffic Commission:

1. A letter dated December 6, 1956, from Chief of Police Haslam, carried recommendations from the Traffic Commission as follows:
 - a. That speed on Torrance Boulevard westerly from Madrona Ave. to the westerly City Limits be restricted to 35 miles per hour;
 - b. That 'Stop' signs be erected at Entradero on Towers St., regulating east and west traffic;
 - c. That a 'Stop' sign be erected at Del Amo Blvd. on Entradero, regulating southbound traffic;
 - d. That 'Stop' signs be erected on all streets entering Torrance Blvd. from a northerly or southerly direction and not now so posted.

Councilman Jahn asked why we have this recommendation on Torrance Boulevard when we did not have a similar one on Crenshaw, which is posted for 35 miles per hour, and was posted about three months ago.

Chief Haslam was not present, and Mayor Isen asked Sgt. Miles if he knew the answer to this.

Sgt. Miles said he is not sure of the answer, but believes it is up to the Chief of Police to decide whether or not such a thing is an urgency matter.

Councilman Jahn suggested recommendation 'a' be eliminated until all the proper things are before the Council, saying he believes an ordinance is necessary. He added that he does not think a 35 mile-per-hour speed limit is the answer.

Councilman Benstead said he agreed with the Chief of Police.

Sgt. Miles said there have been enough accidents on Torrance Blvd. to warrant the speed limit.

Councilman Drale moved to concur with the recommendations of the Chief of Police.

Motion, seconded by Councilman Benstead, carried by the following roll call vote: AYES: COUNCILMEN: Benstead, Drale, Isen. NOES: COUNCILMEN: Blount, Jahn. ABSENT: COUNCILMEN: None.

Councilman Jahn asked if someone will follow through and have an ordinance come before the Council or remove the signs.

Councilman Benstead moved the necessary ordinances be prepared by the City Attorney.

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

At the request of Mayor Isen, City Clerk Bartlett read the following letter from Chief of Police Haslam, dated December 6, 1956, in full:

"Pursuant to your request I have contacted several members of the Traffic Commission but no regular meeting has been held. It is the consensus of opinion that a traffic signal is needed at the intersection of 182nd Street and Crenshaw Boulevard as soon as same can be installed.

A survey of traffic conditions was made recently at the intersection and the opinion given that there was a real need of signal control.

A survey of traffic conditions at about the same time was made at the intersection of 182nd St. and Prairie Avenue and conclusion reached at that time that a signal was not required. With the building up of that area to the South of 182nd Street, traffic may be increased somewhat.

I would recommend that action regarding this intersection be delayed until the matter of replacing some of the overhead signals at heavily loaded intersections is decided and if such is carried out, one of the overhead signals could be used at the above location."

Councilman Blount moved to concur with the recommendation of the Chief of Police and that the traffic signal be installed at 182nd and Crenshaw as soon as possible.

Motion seconded by Councilman Drale.

Councilman Jahn asked what kind of signal would be used.

Councilman Blount said an overhead signal.

Councilman Drale said he understands that they are requesting the new type of signals be installed at Torrance Blvd. and Crenshaw, and at 190th and Crenshaw, and should they be installed, the ones removed from there could be used.

Councilman Jahn said there is another corner open, and he understands there is enough gas tax money for one more signal. He would like to go on record as favoring putting it at 182nd and Crenshaw instead of the overhead type and that it should be synchronized with the signal at 174th and Crenshaw.

Mayor Isen asked why not refer this to the Traffic Commission.

Councilman Jahn said the motion as made would pass the recommendations presented here by the Chief of Police.

Councilman Drale said there might be another corner needing a signal just as much as 182nd and Crenshaw does.

Mayor Isen said the Minutes should show that, regarding the other available signal, when there is money for it, the Council will approve a signal at 182nd and Crenshaw; the Traffic Commission may weigh this and not do the job twice, but get the best appropriate signals.

Motion carried by the following roll call vote: AYES: COUNCILMEN: Benstead, Blount, Drale, Isen. NOES: COUNCILMEN: Jahn. ABSENT: COUNCILMEN: None.

Mayor Isen asked the City Manager when the meeting with the Airport Commissioners was set, and City Manager Stevens said Thursday, December 20, 1956.

At 9:00 P. M. the Council recessed, re-convening at 9:05 P. M.

AIRPORT COMMISSION MATTERS:

1. A letter from the Airport Commission, dated December 6, 1956, signed by Jack White, President, recommended to the Council that the City Manager be instructed to take the necessary steps to have the hangar spaces as defined in the Master Plan, Area "B" on Plate F, Phase 1, surveyed, marked, and identified by code, with copies of such survey map to become a part of the Master Plan as an attachment, for the purpose of lifting the present moratorium on airport leases and aligning future hangar leases to the Master Plan.

Councilman Benstead moved to concur with the recommendation of the Airport Commission.

Councilman Jahn asked the City Manager if he was not working on this now, and Mr. Stevens said yes.

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

2. A letter dated December 5, 1956, from the Airport Commission, signed by Jack White, President, made the following recommendation: That the City Council authorize the City Manager to arrange for the engineering and necessary construction of a 3,000-foot touch-and-go strip on the location that will be the northerly taxi strip as shown on the Master Plan; the letter said a Committee would be at this meeting to present the recommendation to the Council.

Mayor Isen recognized Mr. White.

Mr. Jack White, 3930 W. 176th St., President of the Airport Commission, spoke to the Council, saying the recommendation was passed to this Body last month after the Commission's regular meeting in the month of October, and it was indicated that, by a majority vote, the Commission felt we should immediately concur with the recommendation of the experts in the aeronautical field who recommended that we have a touch-and-go strip of 3,000-foot length, parallel to our present 5,000-foot runway.

"Our recommendation was based," Mr. White said, "on concurrence with the recommendations of the CAA and Quinton Engineers, whom we hired at some expense to delve into the airport situation and deliver to us certain information and recommendation. At that time, we passed this with no further thought than to make a general recommendation to the City Council from the Commission. Since that time, at our meeting in the month of November, we felt that this should again be presented to the Council and we should be here to answer any questions the Council may feel they would like answered from our standpoint, and to direct to you a few very simple facts, which I would like to try to present.

"One of the things that I think is very important in this matter, and I am sure the majority of the Commission feels that this is so, is that we hope in the near future to gain certain funds from the CAA to carry on our Airport program.

"As of October 10, this year, we received a letter from the CAA in which they approved our Master Plan, and made a recommendation that the first item they felt a necessity was the touch-and-go strip of the type the Commission recommended. I would point out to you also that in Phase 1 of our Master Plan from Quinton Engineers, this same recommendation is Item 1.

"We feel that those people - and we certainly have to be guided by the experts whom we hire and have access to - we feel that those people have the knowledge to understand those things and recommend to us the proper action. We took action based on those recommendations.

"We seem to have some question - there has been some question raised about the word 'control'. I have yet to have anyone to define what we mean by 'control'. I have questioned if they mean tower control, and those persons with whom I have conversed say no, they do not mean tower control, they mean better control of the individual aircraft.

"I know of no manner - and in speaking at some length with the CAA find they know of no manner - in which we can obtain better control any more than we have of automobiles in our City streets or aircraft in any other operation. We have to depend somewhat on the individual operating the vehicle, whatever it may be.

"We may - and I say this very openly - we may have less attempt at control than we should have in some respects down there. At the present time, and with the help of the CAA, I am attempting to draft a little pamphlet which we would attempt to have printed and distributed to every-one who operates a plane on or about the airport, depicting the control patterns, altitudes, all the rules and regulations affecting our airport as a whole, with the thought that the average person, I am sure, will adhere, in the main, to these controls.

"Now the City Attorney is presently working on some investigation to determine exactly what we can do legally to control this. We don't know that this is going to be something the City Attorney is going to be able to work up in a hurry; I'm sure it isn't, because there are many phases involved.

"We do feel that the touch-and-go strip as such would eliminate a certain problem of the present time, of various speed aircraft operating on or off one strip, using it for landing, take-off, and touch-and-go. I for one, and I am certainly not an expert airman, although I hold a license, feel that I would much rather take my chances on an internal pattern, as this is referred to, in touch-and-go in a light plane and a small craft of slow speed, than to intermingle with the higher-speed craft which could use our longer strip.

"I think that's probably about as much as I can offer. I can point out to you that the pattern, as being laid out, or as laid out tentatively by the CAA, would indicate that the nearest any two planes in both patterns would be together, would be while they were on the ground on the runways. This would be 775' minimum. In the air, at no point would they come less than 1,000' apart, with an altitude differential of 400' on the downwind leg.

"These are the very few and simple facts I can offer you in substantiation of this recommendation. Thank you."

Mayor Isen recognized John Crain, a member of the Airport Commission.

Mr. Crain, 3753 W. 171st St., spoke to the Council as follows:

"This may not come as news to you, but I'm not a flyer. But I've made quite a bit of investigation, and just today I participated in the general aviation meeting of the Los Angeles Chamber of Commerce, where we have members all over Los Angeles County - flyers and operators of airports. It came as quite a surprise to me, when I asked an opinion as to what the group there thought of a touch-and-go strip at our field. They were very much familiar with our field.

"Robert M. Byrne, sales representative of Pacific Airmotive Corp'n., who was a former CAA Safety Engineer in this District, told me that as much as two years ago he instigated the move for getting a touch-and-go strip as a safety factor down here. Prior to getting this information, I had thought that perhaps someone was asking Allen to support them in moving down here, but Allen has written us.

"Allen is the man from the - Safety Engineer now with the CAA. He wrote to the Commission after coming to the Commission to address us personally, urging that we have a touch-and-go strip.

"It was further pointed out in the meeting today that Fullerton - the Fullerton airport manager was there - operates a touch-and-go strip without the aid of a control tower, and that it is working very successfully; and that Compton has a similar program that is working very successfully there.

"It was the consensus of opinion that we would not bring any more traffic to our airport, inasmuch as the boys are probably playing around quite a bit down there now.

"It was further pointed out that at the time we are to have a radio control tower, the CAA would be the one to tell us; then it wouldn't be a question of whether we could afford it or not, but we would just have to put it in.

"This would seem to back up the letter that we received in the Commission a few months ago from the CAA advising us that we do not have sufficient traffic at the Torrance Airport to justify a radio control

tower at this time.

"Like Mr. White, I have not been able to understand what 'control' they speak of that we lack here that they have at the other ports where in it is operated successfully.

I thank you, gentlemen."

Councilman Drale moved to concur with the recommendation of the Airport Commission on the touch-and-go strip.

Motion seconded by Councilman Blount.

Councilman Jahn: "A couple of questions and discussion?"

Mayor Isen recognized Councilman Jahn.

Councilman Jahn: "Now I suppose that I'm probably one of the people that inaugurated this word 'control', and I didn't anticipate that it would cause so much trouble. In my own mind, I knew exactly what I meant, I probably didn't explain it fully so that everybody else did understand.

"By 'control', I did not mean a tower. I know that it's almost impossible for us to have a tower there now because if we did we would have to purchase it and operate it ourself, and I'm not sure that a tower at this time would adequately control the pattern so that a touch-and-go runway would be any safer with a tower than without it.

"What I had in mind when I said 'control' - well, in order to get some relation - a man driving a car down the street, in order to get his driver's license, passes a certain test. Now he's asked certain questions in changing lanes and speeds and stop signs and so forth are all made a part of that. And if he makes a mistake, we have a very good police department in Torrance, and they usually apprehend this person and either fine them or put them in jail, making them realize that they have made a mistake. And therefore, I believe, or I hope at at least, it cuts down on the number of violations of the Code and makes people better drivers. Sometimes I guess that can be argued with.

"Now much is the same when you get your pilot's license. You pass a test and you must display certain knowledge of the rules and regulations of the airways. However, there is only one person, I believe, in this area who enforces those rules outside of the CAA, and they do most of their work on the ground, and the other person is the Sheriff's ~~Arrow Squadron~~ ^{SAC} ^{12/18/56} Squadron. Now I don't know how many people he has working for him, but I do know that of this whole Los Angeles basin, that he cannot cover and correct all of the errors and catch those people and set them on the ground, making them realize mistakes they may have been making.

"Now at our airport, that pattern that we have is flown very loosely. People will enter it at 600' instead of 800', or enter it at a thousand feet instead of the 800', or they will come in at a different angle or direction, and it is just almost impossible to have a uniform pattern, and as I understand a touch-and-go strip, the inner pattern or internal pattern is to be flown at 600', and a circle inside of the existing pattern. It looks to me as though that only places the craft 200' apart, unless everyone is very cautious and space themselves correctly.

"Well, that's not done at this time, why would we expect it if another circle were added there? So far, I still haven't changed my mind; I think that we would be inviting suicide by adding another circle inside the existing circle until either the City Attorney gives us an ordinance by which we can control that air space or we augment the Sheriff's Arrow Squadron so he can come down and give us a little more police protection and make sure that everybody understands what the rules are and are obeying them, or some other means are made to make the people flying the planes realize that they must obey what the rules are, and make them or get some enforcement.

"Now that's my meaning of control. I hope I have now explained myself, and I haven't changed my position."

Councilman Drale: "Now let me ask one question of Mr. Jahn, Mr. Mayor. When the CAA makes a recommendation on this type of a touch-and-go

strip, don't you feel that they're experts enough to justify the touch-and-go strip on an airport?"

Councilman Jahn: "Well, I don't know. I'd assume that they must know their business or they wouldn't be there. They are probably receiving a very good salary, and I also assume that if they are there, they probably hold a valid pilot's license, and probably a phone off of those things. But I point out a couple of things to you. First, the thing I did, and I'm probably not as good a pilot as they are, but I went out and flew that inner circle, and I found four blind spots, and to me it seemed very dangerous. I know that if I were to fly off of the field, I certainly would not use the touch-and-go strip if it were there.

"And second, Mr. Crain brought out two other airports that use touch-and-go, but they are situated somewhat differently. They aren't actually touch-and-go strips, as I remember landing at them; they have one strip that's used for landing only and one strip that's used for take-off only. This does not give you the same sort of internal pattern that we're talking about for the Torrance airport. It makes things just a little bit easier, and maybe that's the solution, I don't know, for us.

"But I'm not for an inner circle on a touch-and-go strip, no matter, as I say, and I hate to say it so bluntly, but even if they recommend it, after I've gone out and flown it, I can't see it and I won't go for it."

Mayor Isen asked if anyone else wished to express themselves, and got no reply.

Mayor Isen: "Well, it's my turn, I guess. I'll say this to the Airport Commission. I'm sorry it came up tonight because I made the statement before you got here that I ought to be home in bed, because I truly don't feel very well.

"This particular issue came up during my absence in the east. I've been back exactly - this is the 8th day - I've had the flu the whole time I've been back. I've been in bed half of the time, not counting nights, and not being able to do very much of any other work, and to push this thing at me to make a decision at this time, it can't be done. So I'm telling you right now that I'm going to abstain from voting until I can find more about it, but in the meantime, since it will come up, I will express myself. (I wouldn't go yet, John.)

"I'm the most layman of laymen when it comes to airports. I recall your Commission requested a meeting with us which is coming up very shortly. I would it had been discussed then. Perhaps there'd have been a better exchange of ideas, but from my standpoint, I've read the Minutes of the Airport Commission, and read all of the reports, and am very, very disappointed and unhappy with the whole Airport Commission situation to put it to you very bluntly (that word is in the English language, see 12/18/56 it don't belong to one Councilman alone).

"I've seen the efforts of this Airport Commission, and I want to commend you, to try and get information from the Airport Manager. I've seen his - through these reports, his attitudes regarding the management and his lack of cooperation.

"I know personally through the last several years that all agreements regarding rents that were to be made, and now a definite change in policy and a 'reneging' on that when the matter of renegotiation comes up.

"We have all these things that to me are just as important as this touch-and-go strip - is that what you call it?

"And I don't think it's going to remedy anything.

"I can realize that you aviation enthusiasts would like to see one more improvement down there.

"As long as Mr. Jahn, as sincerely as he does, keeps stating and reiterating this word of caution here, I'm certainly going to listen to it with two ears here.

"I frankly believe that this contract we have on the Airport is going to have to expire of its own weight, and we're going to have to start all over with a manager through Civil Service, working through the City. and then the Airport will truly be developed.

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"I can't see any development at all now, and until the expiration of that contract.

"I'm expressing myself purely the way I've seen it in reading the Minutes and the reports and trying to find out what was going on. I'm not expressing the opinion of anybody else.

"I've seen also the Airport Manager - where the public has stayed away - and his attorney has come into the Airport Commission meetings and more or less - I would think - attempt to take over. The whole thing is all now befogged with legal problems, the rights of the parties, the rights of the City.

"I don't think - as Mr. Jahn has said, that there is the adequate supervision there or the controls that should be there.

"And I guess guys can get in airplanes and joke around just as much as in hotrods.

"So I'm not going to vote for it now. I may be prepared a month from now to vote for it. I don't know.

Anything further on the question?"

Airport Commissioner George Schneider, 636 Calle Miramar: "Mr. Mayor and members of the City Council, I think I speak for the majority of the members of the Airport Commission.

"We are as aware as you are that we have problems in the management of the Airport.

"We inherited the lease, which is certainly not to the benefit of the City. We are endeavoring to straighten out that lease. I do not think that the responsibility for a lease which is not to the advantage of the City should be placed upon our shoulders and we should be blamed for that."

Mayor Isen: "I didn't -- "

Commissioner Schneider: "We are trying to - we are endeavoring to control the Airport. We are renegotiating the lease. We are certainly making every possible effort to straighten the matter out.

"The point that you bring forth, that you do not think that we should vote on this - that you do not think that you should vote on this touch-and-go strip at this point, because there are other matters which you feel are more important, that is your perfect right to have that opinion; however, it is the opinion of the CAA - it is the opinion of Quinton Engineers, who are both qualified experts - Quinton Engineers you, yourself, have authorized the expenditure of a considerable sum of money to pay them for valuable advice. They have given you that advice.

"Now if you gentlemen see fit to overlook and override their advice, on something which they feel is vital as a safety factor, that is your prerogative, and we respect it.

But we also reserve the right to disagree."

Motion failed to carry by the following roll call vote: AYES: COUNCILMEN: Blount and Drale. NOES: COUNCILMEN: Benstead and Jahn. ABSTAIN: COUNCILMEN: Isen.

ENGINEERING AND PLANNING COMMISSION MATTERS:

1. Letter dated December 7, 1956, from R. W. Bishop, City Engineer, containing the information that he has been informed by the Division of Highways that it will be necessary to close the existing opening in the center dividing island in Pacific Coast Highway at Paseo de Gracia east of El Retiro Park, due to the proposed opening in said island, about 300 ft. westerly, where Vista del Parque comes in from the south, opposite Tulita Ave., and this requires the City's concurrence.

City Manager Stevens said he would like to check the source of this item with the City Engineer. He said he had a call this afternoon from Msgr. Collins saying he had asked the matter be on the Agenda, and asking that it be withdrawn. The City Manager said Mr. Bishop would know how

it got on the agenda, and if that is the source of it, the request had been made that it be withdrawn.

Councilman Jahn said the people of the area had taken a lot of time to get petitions signed and brought them to him, to protest against the closing of Pase de Gracia. Councilman Jahn filed the petitions with the City Clerk, and said he would like to have assurance that the concurrence of the Council is required for the closing of this street.

City Engineer Bishop said he is not sure; the letter from the State to the City Engineer of Redondo Beach says it is mandatory under State regulations that if Vista del Parque is opened, the other street must be closed.

Councilman Blount said he is opposed to closing Paseo de Gracia.

City Engineer Bishop said this was here because he feels it is likely that Paseo de Gracia will be closed unless the Council expresses itself.

Councilman Jahn said he is opposed to closing Paseo de Gracia.

Councilman Blount moved the State Division of Highways be informed that this City Council is definitely opposed to the closing of Paseo de Gracia, but not to the opening of Vista del Parque.

Motion seconded by Councilman Jahn.

Councilman Drale said he would like to look at the area before any action was taken on this.

Mr. George Schneider, 636 Calle Miramar, speaking for a group of the residents of the area who were present, reminded the Council that they had concurred in the appeal to have signals put at Via Toledo and Pacific Coast Highway. He said that the State has ordered Vista del Parque opened and a signal installed there. The residents hope the motion will not result in killing the signal at Vista del Parque.

Motion carried unanimously by roll call vote.

Mayor Isen instructed the City Attorney to get a legal ruling from the Attorney of the League of California Cities and from the Attorney General as to whether there must be concurrence before the State can close the street.

2. A letter dated December 7, 1956, from City Engineer Bishop, recommended release of subdivision improvement bond on Tract 21246. A letter from C. W. Clemmer, Park Supt., concurring in the recommendation, was attached, as was a location sketch.

Councilman Drale moved to concur with the recommendation of the City Engineer to release the subdivision bond in Tract 21246, Bond No. 16-116471.

Motion, seconded by Councilman Benstead, carried unanimously by roll call vote.

3. A letter dated December 7, 1956, from George Powell, Planning Director, resubmitted Final Tract Map No. 16884, with an excerpt of the Planning Commission Minutes of December 5, 1956, recommending approval.

Councilman Jahn moved to concur with the recommendation of the Planning Commission on Tract 16884, with special conditions listed as 13-a to 13-c inclusive.

Motion, seconded by Councilman Drale, carried unanimously by roll call vote.

4. Letter dated December 7, 1956, from John R. Patrick, Ass't. to City Engineer, regarding construction of curb, gutter and sidewalk by Crenshaw Farms at 16635 Crenshaw Boulevard. Submitted with this were:

- a. a letter signed by Collie Vivonia and Jim Capellino, requesting a delay in this work because of the lack of funds, and asking for a 12-month extension before the curbs and gutters are required to be installed. This was in reply to:
- b. Mr. Patrick's letter of October 15, 1956, to the owners of Crenshaw Farms, telling them of the requirements for the curbs, gutters, and sidewalks, copy of which was also attached.

The City Attorney reminded the Council that the City has an ordinance on curbs, gutters, and sidewalks, saying this is mandatory unless applica-

tion is made to the Planning Commission for a time extension and they grant it. 13

Councilman Jahn asked if the ordinance is restricted to new commercial buildings, saying he understands if 50% of the building is altered, it is considered a new building, and that he does not feel people who improve their buildings should be penalized.

City Attorney Remelmeyer said under the ordinance the Planning Commission can grant an extension of time, taking the alterations into consideration.

Councilman Drale said some of the land there will eventually be a part of Crenshaw Boulevard, and if the City gets the easement given to them for the widening of Crenshaw, some consideration might be given to allowing them an extension of from 60 to 90 days. He said he does not feel he could go along with an extension of a year.

Mayor Isen ordered this referred to the Planning Commission, asking that the Council's comments be forwarded to them as well.

5. A letter dated December 7, 1956, from John R. Patrick, Ass't. to the City Engineer, re the expenditure of State Gas Tax Funds. The letter made recommendations to the Council on these expenditures.

Councilman Drale moved to concur with all three recommendations of the Engineering Office, and recommended consideration of Councilman Jahn's comments on street signals earlier in the meeting in connection with the surplus of approximately \$20,000.00.

Motion, seconded by Councilman Benstead, carried unanimously by roll call vote.

City Clerk Bartlett read:

RESOLUTION NO. 3076

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TORRANCE
AUTHORIZING THE MAYOR AND CITY CLERK TO EXECUTE THAT
CERTAIN AGREEMENT FOR JOINT USE BETWEEN THE CITY AND
MONETA WATER COMPANY WITH REFERENCE TO TRACT NO. 22214.

Councilman Benstead moved to dispense with further reading of the Resolution.

Motion, seconded by Councilman Jahn, carried unanimously by roll call vote.

Councilman Benstead moved for adoption of Resolution No. 3076.

Motion, seconded by Councilman Jahn, carried unanimously by roll call vote.

RESOLUTION NO. 3077

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TORRANCE
AUTHORIZING THE MAYOR AND CITY CLERK TO EXECUTE THAT
CERTAIN WATER SERVICE AGREEMENT BETWEEN THE CITY AND
GEORGE E. STEINKAMP AND IRENE H. STEINKAMP WITH REFERENCE
TO TRACT NO. 22214.

Councilman Jahn moved to dispense with further reading of the Resolution.

Motion, seconded by Councilman Drale, carried unanimously by roll call vote.

Councilman Jahn moved for adoption of Resolution No. 3077.

Motion, seconded by Councilman Drale, carried unanimously by roll call vote.

RESOLUTION NO. 3078

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TORRANCE FINDING AND DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE ACQUISITION, CONSTRUCTION AND COMPLETION BY THE SAID CITY OF TORRANCE OF CERTAIN PUBLIC IMPROVEMENTS, TO WIT: THE CONSTRUCTION, INSTALLATION AND WIDENING OF A PUBLIC STREET OVER AND ACROSS THOSE CERTAIN PARCELS OF REAL PROPERTY IN THE CITY OF TORRANCE; AND DIRECTING THE CITY ATTORNEY TO BRING AND PROSECUTE AN ACTION IN THE SUPERIOR COURT FOR THE CONDEMNATION THEREOF.

Councilman Jahn moved to dispense with further reading of the Resolution.

Motion, seconded by Councilman Benstead, carried unanimously by roll call vote.

Councilman Drale asked the City Attorney where this is.

Mr. Remelmeyer said in Tract 16884.

Mayor Isen moved for adoption of Resolution No. 3078.

Motion, seconded by Councilman Benstead, carried unanimously by roll call vote.

RESOLUTION NO. 3079

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TORRANCE ACCEPTING, ON BEHALF OF THE CITY, THOSE CERTAIN QUIT-CLAIM DEEDS FROM CLARA G. KOOPMAN, ALSO KNOWN AS CLARA L. KOOPMAN; GERTRUDE WILDUNG, ALSO KNOWN AS GERTRUDE R. WILDUNG; EMMA WILDUNG, ALSO KNOWN AS EMMA LAURA WILDUNG; EMMA M. GUENHAGEN; ALBERT W. WILDUNG AND ETTA H. WILDUNG.

Councilman Drale moved to dispense with further reading of the Resolution.

Motion, seconded by Councilman Blount, carried unanimously by roll call vote.

Councilman Drale moved for adoption of Resolution No. 3079.

Motion, seconded by Councilman Blount, carried unanimously by roll call vote.

ORDINANCE NO. 846

AN ORDINANCE OF THE CITY OF TORRANCE AMENDING CHAPTER 16 OF "THE CODE OF THE CITY OF TORRANCE, 1954", TO PROVIDE FOR LICENSING OF CANVASSERS AND SOLICITORS.

Councilman Benstead moved to dispense with further reading of the Ordinance.

Motion, seconded by Councilman Jahn, carried unanimously by roll call vote.

Councilman Benstead moved for adoption of Ordinance No. 846 at its second and final reading.

Motion, seconded by Councilman Jahn, carried unanimously by roll call vote.

Mayor Isen commented that the City Attorney had presented to the Council an Ordinance on Civil Service, and moved that the Council study it during the next week and, at 5:00 P. M. on December 18, at the pre-Council meeting, the City Attorney be prepared to cover it with the Council, and that any interested parties be present at that time.

Councilman Benstead seconded the motion.

There were no objections, and it was so ordered.

Mayor Isen, noting the presence of a number of firemen in the audience, suggested they have a Committee meet with the City Attorney to discuss their suggestions.

A representative from the Firemen's Local said they would be glad to.

The Mayor told the City Attorney to meet with that Committee, and rescinded his prior order that this be on the Agenda next week, saying that group may want to work out amendments with their suggestions, and then the Attorney could put it back on the Agenda.

The man representing the firemen said he has with him a copy of the Civil Service Ordinance they propose.

The City Attorney suggested that the group which works with him on this ordinance be composed of people from every department of the City.

The man representing the firemen said he is Chairman of their Ordinance Committee, and has authority from the Coordinating Council to negotiate this Ordinance.

The City Attorney said it would be better to have representatives of all departments at the meetings.

Mayor Isen instructed the City Attorney to see the various departments are notified of such meetings.

ORAL COMMUNICATIONS

City Manager Stevens said a canvass has been made of other political jurisdictions in the County, and it has been found that almost unanimously they are having a holiday on December 24; he said they are using skeleton crews and allowing those who have to work that day to have another day off. The City Manager made it clear that no premium pay is involved, only the day off.

Councilman Drale moved to concur with this action.

Motion, seconded by Councilman Blount, carried unanimously by roll call vote.

Councilman Blount nominated Mrs. John Crain, of 3753 W. 171st St., to fill the vacancy created on the Library Board by the fact that one member of the Board is moving out of Torrance.

Councilman Benstead seconded the nomination.

There being no objections, Mayor Isen appointed Mrs. Crain to fill the vacancy on the Library Board for a term of one year, beginning in October, 1956.

Upon being polled, the Council approved the appointment unanimously.

City Manager Stevens asked to report to the Council on when the trees in tracts in Torrance are inspected. He said he checked with Mr. Clemmer this week, and Mr. Clemmer said the inspection of the trees is made after all the people have moved in. When the Street Department inspects the streets, and is about to accept the street improvements, Mr. Clemmer is notified, and inspects the trees and reports those that are not satisfactory, and whether or not the trees fulfill the requirements of the City.

Councilman Benstead said he noted that the date of inspection was given in a letter tonight from the Park Supt., saying he thought that an excellent idea.

Councilman Jahn asked the City Engineer the status of the sewers in Hollywood Riviera.

City Engineer Bishop said this project is drawing nearer to completion. He said three easements have been given to the City Attorney for condemnation, and the four left are still being worked on by the Engineering Department.

Councilman Jahn asked if the City Engineer had any idea of when this project would be completed.

City Engineer Bishop said he could not be sure, but hazarded a guess that it might be next spring.

Mayor Isen appointed Lawrence A. Gitscheir to the Parks & Recreation Commission.

The City Clerk polled the Council, who unanimously approved the appointment.

Mayor Isen said he is advised the term of Mrs. Herma Tillim of the Parks & Recreation Commission will expire in December, and re-appointed her to another term on the Commission.

When the Council was polled, Councilman Blount voted against the appointment, with all other Councilmen concurring.

Mayor Isen congratulated the Police Department, and particularly the officer who gave him a ticket for over-parking beside a meter in downtown Torrance. He said he was glad to pay the \$1 fine.

Mayor Isen reported on his efforts to serve in settling the strike of the employees of the National Supply Company. The Mayor told the Council that the reply to his offer from Mr. Spaulding of National Supply was published in a local newspaper, and said the reply did not exhibit any great interest in the offer. He said he had received a letter from a representative of the Union involved saying they are quite willing to mediate through him. He referred this letter to Mr. Spaulding, offering to help in any way possible.

Mayor Isen moved the Federal Mediation Board be contacted tomorrow, and advised of the situation and put in touch with both principals in an effort to set them down and work out a settlement of their differences.

Councilman Benstead seconded the motion.

There being no objection, Mayor Isen said he would call tomorrow morning and try to get the Federal mediators back to work on this problem.

Councilman Benstead moved all bills properly audited be paid.

Motion, seconded by Councilman Jahn, carried unanimously by roll call vote.

The meeting adjourned at 10:05 P. M.

APPROVED:

A. H. Barthold

City Clerk of the City of Torrance

Albert Isen

Mayor of the City of Torrance