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Torrance, California
February 17, 1959

MINUTES OF A REGULAR MEETING
OF THE TORRANCE CITY COUNCIL

The City Council of the City of Torrance convened in a regular meeting at 5:30 P. M. Tuesday, February 17, 1959, in the Council Chamber, City Hall, Torrance, California.

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

At the request of Mayor Isen, Mr. Jerome Scharfman, Director of Finance for the City, led the salute to our Flag.

Father Joseph McArdle of the Nativity Catholic Church opened the meeting with an invocation.

Councilman Beasley moved to approve the Minutes of February 10, 1959, as written.

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

Mayor Isen said a group of people interested in the signal on Torrance Blvd., which the Council had ordered moved last week, were present. The Mayor said he had discussed this with the Chief of Police, and if the people wish the signal to remain where it is, he would not oppose.

Councilman Benstead said he had studied the signal since last week, and felt he would not want to change it; he moved that the action taken last week to move the signal be rescinded and the signal be left where it is.

Motion seconded by Councilman Blount, who asked this be held for the arrival of Councilman Jahn, who acts for the Council on the Traffic Commission.

There were no objections, and it was so ordered.

Mayor Isen said Mr. Walling had been here two times. Mr. Walling had asked to build a 4-family flat instead of a dwelling in the area where a building moratorium has been in effect because of water service. Mayor Isen said the Minutes had shown that Mr. Walling's request to build a residence had been approved; this had actually been a 4-family flat. Mayor Isen moved the request be granted and the record show this is for a 4-family building and Mr. Walling had shown the required proof that expenditures had been made before the moratorium.

Motion seconded by Councilman Drale.

COUNCILMAN JAHN joined the meeting at 5:37 P. M.

Councilman Benstead asked if this building will be in a proper zone, and Mayor Isen amended his motion to make that a requirement, and the amendment was accepted in the second.

There were no objections and it was so ordered.

Mayor Isen briefed Councilman Jahn on the matter of the traffic signal on Torrance Boulevard and the motion made before Councilman Jahn reached the meeting.

Councilman Blount withdrew his second to the motion, saying he had not attended the meeting when this was approved.

Mayor Isen seconded the motion.

Councilman Beasley said he felt the Traffic Commission had made a recommendation here, and they are the City's traffic experts.

In reply to a question, Lt. Nash of the Traffic Commission said they had felt that to maintain to free flow of traffic it would be better to move the signal. They believe that if the Crossing Guard is properly trained, she can take the children across the street just as safely. He explained to the Council that the signal does not work all the time, but only during those times when the children are crossing the street.

Councilman Benstead said the people there had worked hard to get the signal where it is. After looking at it, he felt he had been wrong in voting to move this.

Councilman Beasley asked Lt. Nash if the Traffic Commission felt the signal actually retarded the flow of traffic during the short periods in which it operates, and Lt. Nash said they do.

Lt. Nash said the signal operates only for short periods, and sometimes the guard leaves it on when it is not really necessary. Their intent was to have the signal at Hickory, where they wanted to move this, and the one at Crenshaw stop traffic at the same time. Then the children could be taken across the street. He explained that this type of signal is not the one really recommended for this type of crossing. If the Council feels a signal here is really a necessity, he said there is a type of signal which is preferable. It could be purchased for about \$600 each.

Mayor Isen suggested the Traffic Commission meet with a committee representing the parents of the children to discuss this.

Councilman Jahn told the Council that the Traffic Commission had made an extraordinarily thorough investigation of this area before they recommended the signal be moved. The signal there now is not the best type, nor is it the safest.

A Mr. Ackerman, representing the parents present, told the Council when the signal is in operation to the best of his knowledge.

Councilman Jahn explained that the Traffic Commission is charged with maintaining the even flow of traffic as well as the safety of the people who use our streets. The recommendation to move the signal was made only after a thorough study.

Councilman Beasley said there are many places in the City where a signal is needed if it would do what these people think it would. He felt that too many signals harm a community rather than help it, and pointed out a neighboring area where a great many signals cause traffic snarls. If the Commission recommends this, he felt the Council should follow their recommendation.

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

Councilman Beasley said he would not vote on this until we had a recommendation from the Traffic Commission.

Councilman Beasley moved the matter be referred to the Traffic Commission because study may reveal an alternate plan which would be suitable.

Motion seconded by Mayor Isen, no objections, so ordered.

Mayor Isen directed Mr. Ackerman to get in touch with Lt. Nash so the parents would be informed of the consideration and action.

WRITTEN COMMUNICATIONS:

1. A claim from the Southern California Gas Co., by Donald E. St. John, Claims Representative, for alleged damages to a gas main was presented, along with a copy of the bill covering the cost for repair of said main.

A February 9, 1959, letter from A. E. McVicar, Supt. of the Water Dept., reported regarding the claim.

Councilman Drale moved the claim be denied and referred to the City Attorney.

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

2. A February 9, 1959, letter from the North Torrance Civic Improvement Association was signed by Mrs. Margaret Clark, President. The letter transmitted to the Council their recommendation that the extension of Prairie Avenue through the General Petroleum property into the Civic Center be considered.

Councilman Drale believes we should declare that extension of Prairie from 190th St. through to the existing Madrona St., across the General Petroleum property, a right of way for the extension of Prairie. He thought in order to prevent any further construction on the General Petroleum property on the right of way he suggested, the proper parties should be notified to prevent costly improvements from going in. He thought this right of way should be recorded on the County maps and with the State Division of Highways. He so moved.

Motion seconded by Councilman Bradford.

Councilman Beasley asked if this is on the County's master plan of highways.

Planning Director Powell replied that it is not, but he said it is on the Planning Commission's master street plan.

Mayor Isen asked Mr. Powell if General Petroleum does not have many underground improvements there now.

Mr. Powell replied that there has been a lot of conversation about this, and at the present time work is proceeding with a utility line to follow this route. He believed that within 30 days we would have a proposed route. He added that Prairie could not join Madrona without a very expensive overpass at the railroad.

Mayor Isen asked if anyone knew about what this would cost, and Acting City Engineer Bishop said that he had made a survey of the area with Mr. Fred King, Assist. Mgr. of the General Petroleum facility, and he estimated this would cost about \$600,000.00. The company will want two 2-lane underpasses and these will cost about \$150,000 each. The figure of \$600,000 is a very rough estimate, and made without taking into consideration the necessary overpass at the south end of such an extension of Prairie. He added he was not fully convinced such an overpass was really necessary. He thinks we could stay on the east side of the railway line and then cross it at grade. He said this street would have to meet Del Amo, which is on the County's master plan of streets. That plan shows Prairie is a main highway on the master plan.

Mayor Isen asked if this would have effect on the company to keep them from building on this property now.

Acting City Engineer Bishop said no. He said they can build on it if they wish. If a highway goes through there, taking 100 feet of land, he explained that certain refinery uses could not exist within 100' on either side of that highway, therefore, to all intents and purposes they would actually be losing 300' of land from many uses. That is one reason why they feel the right of way would be worth \$150,000 to them.

Councilman Beasley asked if we have a master plan of future streets throughout the City, and Acting City Engineer Bishop said we have adopted the County plan, and it shows Prairie as a master street through to the highway.

Councilman Drale said General Petroleum has operated on both sides of Crenshaw for many years.

Mayor Isen agreed, adding they had put that underpass in at their own expense and they would certainly expect us to pay them for this land and expense.

Councilman Jahn asked if we would have to elevate or lower lines there, and Acting City Engineer Bishop said yes and that cost is a part of the \$150,000 cost of each of the underpasses.

Councilman Bradford asked if we could not move the extension west along the boundary of Standard Brands instead of coming through this property, and Acting City Engineer Bishop said that is close to the railroad right of way.

Councilman Jahn asked that the City Engineer give the Council a written report on this matter so they could study the entire picture.

Councilman Drale said his recommendation was simply to keep them from making improvements on the proposed right of way. He said they are

a public-spirited company. Prairie is a major street, and the City needs it.

Councilman Blount asked what has gone on at the Arlington extension from 190th Street.

Councilman Drale felt this extension of Prairie could be planned without the expenditure of any funds and he did not think this was opposed to the request for a report.

Councilman Jahn said he would want the report first, for if this is not feasible, he could see no reason to set it up.

Councilman Drale withdrew his motion, and Councilman Bradford withdrew his second.

Mayor Isen suggested this letter be referred to the Public Works and Engineering Departments for a written report to the Council.

There were no objections, and it was so ordered.

Mayor Isen, in response to Councilman Blount's request, asked the Acting City Engineer what progress is being made on the extension of Arlington.

Acting City Engineer Bishop said they have met with the contractor, who feels that the lapse of time has been so great that his bid prices cannot now prevail. There will be a special Staff meeting with the contractor in the morning to see how this can be finished. The contractor would like to renegotiate his price, and the Staff will have to prepare a recommendation on that.

Councilman Bradford asked about the railway crossing, and Mr. Bishop said that is in the hands of the City Manager.

Councilman Blount said there is a street going out to the new Broadway store where we are supposed to have a signal and we do not. We have been working on all this for two years, and he suggested that those in the employ of the City who are responsible for having that railway crossing marked and the signal put in contact 'opposite numbers' in the staff of the Broadway, saying they get things done and might be able to tell our people how. There is heavy traffic on the railway spur there across Carson. We have an encroachment permit from the State, so there is no problem on that. He felt our Staff was not able to handle these problems.

Councilman Bradford said the land had belonged to the railroad and to Chanslor Western Oil & Development, and he felt that had been where the problem arose.

Councilman Benstead agreed.

Councilman Drale said we have had the crossing on Arlington for some time.

Councilman Beasley asked what would happen if we built the road up and crossed the tract at grade.

The City Manager referred to the signal at the railway crossing the extension of Arlington, and said that had been approved, but with a signal which would cost about \$15,000; the Council had objected to that cost and we had appealed it. We have had no reply.

Councilman Blount said he was referring to the encroachment permits needed for Carson and Lomita Blvds. onto Hawthorne. He said we seem to have trouble getting these.

Mayor Isen agreed that we do not seem to have good liaison with the State in such matters.

Councilman Bradford said the spur by the Broadway carries the same amount or more of traffic as does the line behind Harvey and Douglas; there is no signal there, and he could not understand why we need a signal at Arlington.

Councilman Drale said the same railway crosses Western without a signal.

The City Attorney said we have followed the method they have laid out, and have done all this in good order.

The City Attorney said we have permission to put a signal at Carson and the crossing.

Mayor Isen thought the City Manager and City Attorney should contact

the right people in Los Angeles and Sacramento to hasten these permits and to get all this done the way it should be.

Councilman Bradford asked if there is not a member of the Public Utility Commission who can be brought here and acquainted with the City so they will realize our needs.

Mayor Isen suggested this be referred to management to see if this cannot be cleared up.

3. A February 10, 1959, letter from A. E. Albertoni, Vice President of the 10th District, International Association of Fire Fighters, concerned the matter of Jerry Holloman having been passed over for promotion.

Councilman Beasley moved to refer this to the City Manager.

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

COMMUNICATIONS FROM THE CITY MANAGER:

1. In a letter dated February 13, 1959, the City Manager submitted the following recommendations for the Council's consideration and approval:

APPROPRIATIONS:

- a. For the purchase of new 2-hour parking restriction signs from the California Metal Enameling Co., Inc., the sum of \$356.
- b. For conversion of parking meters to 2-hour time and rate combinations, the sum of \$2,865.77 (supporting material submitted to the Council).

If any additional meters are needed they should be purchased at the reduced price indicated in the attached letter. Mr. Christensen has indicated that he would give the usual one-year guarantee on these meters.

Councilman Jahn moved to concur with Items 1 and 2 under Appropriations.

City Manager Stevens told the Council that he had indicated that the funds for this would come from the Parking Meter Fund, but he has found that Fund is actually now showing a deficit of \$809 as of January 31. He could not see where we would get the money for this change of meters.

Councilman Benstead said when this had first come up, the City Manager had said this would cost about \$3 per meter.

The City Manager said he had not made that report, and the report on the cost of this per meter had been made by the police.

Councilman Benstead moved this be tabled.

Councilman Beasley seconded the motion, asking it be amended to specify that this be tabled until such time as we have the money in the funds to handle this.

Councilman Benstead accepted the amendment.

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

Mayor Isen felt this was left up in the air, saying this will now be 1-hour parking until the change is made, and it was his opinion that the costs on this are too heavy.

Councilman Jahn asked if we are not buying parking lots from this Fund, and the City Manager said we are making monthly payments on two. We have a good many years to go to get them paid for. So far as the City Manager knew, we had not missed any payments.

Director of Finance Scharfman said we are paying \$650 a month on one of the lots and \$500 per month on the other.

Mayor Isen thought we should have a Committee of the Council study

this and especially the over-head.

Councilman Jahn asked if this would include the meterettes, and Mayor Isen said that would be one of the things considered.

Councilman Beasley thought there might be several ways we could reduce the over-head of this Fund.

Mayor Isen appointed the following Committee to make the study mentioned here: Beasley, Bradford, and Drale.

2. In a letter dated February 13, 1959, the City Manager submitted to the Council the following:

"The Pacific Electric Railway Co. has submitted a revised lease form to cover the City's proposed occupation of their property west of Western Avenue. It is their standard form, except for the following:

"18. It is understood and agreed that Lessee will be permitted to plant lawn or other ground cover to within 4½' of center line of nearest tract. Lessee further agrees that any plants or shrubbery shall not be planted closer than 8½' from center line of nearest tract. Said plants and shrubbery shall be kept trimmed to a height of not more than 3' above ground surface.

"19. It is further understood and agreed that Railroad will not be responsible for damage to lawn, plants or shrubbery when making necessary repairs to track, track structure or roadbed.

"20. Lessee is hereby authorized to install and maintain a sprinkling system within leased area with the understanding that no sprinkler head shall be located closer than 10' from the center line of any track.

"Sections 18, 19, and 20 added by mutual consent of the parties hereto prior to execution hereof."

The City Manager presented to the Council a map showing the area to be leased.

In reply to a question, the City Manager said they had not mentioned the Sartori project. He said, in reply to another question, that they had changed the lease fee to \$1 a year and had waived that. They have retained the 30-day cancellation clause because they are required to do so.

Councilman Beasley moved that the Mayor and City Clerk be authorized to sign this lease agreement.

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

At this time, the Mayor invited Mr. Roger Holmes, Exhalted Ruler of the Elks to be heard.

Mr. Holmes, speaking for the Elks, applied for a free permit for a loud-speaker to be used in a parade they will have on Saturday to further a charitable project they are sponsoring. He said the request had been approved by the Chief of Police.

Councilman Bradford moved the request be granted.

Motion seconded by Councilman Beasley, and carried unanimously by roll call vote.

At 6:15 P. M., Mayor Isen declared a recess, with the Council re-convening at 6:25 P. M.

3. A February 4, 1959, memorandum from the City Manager concerned the widening of new bridges over Dominguez Channel. The letter read as follows:

"The Flood Control District has completed most of their design for the improvement of the Dominguez Channel from Gramercy Place to Redondo Beach Blvd., including bridge structures at all streets where there is currently a roadway crossing. According to their standards they will put in structures equivalent to the present roadway widths and sidewalks where they now exist. Any increase in the width of the roadway or addition of sidewalks where they do not now exist is considered a betterment and must be financed by the City of Torrance.

"Their current plans are as follows:

"ARLINGTON AVENUE:

The Flood Control responsibility is 52' of roadway with no sidewalks.

Betterments: 5' sidewalks on each side -- \$3,000

4' additional width of bridge -- \$3,500

The betterments would create a 56' roadway between curbs with sidewalks on each side, the standard set for this street.

"CRENSHAW BOULEVARD:

The Flood Control responsibility is 52' of paving with sidewalks on each side.

Betterments: 24' of roadway. City standard for this street is 76' of roadway with sidewalks on each side.

"CHERRY AVENUE:

The Flood Control responsibility is 28' of roadway with sidewalks on one side.

Betterments: 8' of roadway. City standard is 34' or 36' between curbs with sidewalks on each side.

(Note): The new plans call for a separate bridge at Crenshaw and Cherry Avenue. There will be a gap between the two bridges, instead of a solid structure as now exists. The market has been using a portion of the Flood Control right-of-way. Cost of covering the area between the two bridges is estimated to be \$40,000.

"REDONDO BEACH BOULEVARD:

The Flood Control responsibility is 52' of roadway with sidewalks on each side.

Betterments: 8' of roadway. City standard is 76' of roadway with sidewalks on each side.

"The accompanying chart indicates the estimated cost of the proposed betterments.

"The Flood Control District requests that the City of Torrance indicate its desire for the betterments, so that they may proceed with final plans before advertising for bids.

"All of the above streets are important in our roadway system and should not be bottle-necked at the Channel. It is most economical to have the work performed at this time, when they would be part of the original construction and would require no remodeling. The cost could be financed from next year's County Aid Funds."

The City Manager presented preliminary plans of the structures to the Council, which they studied and discussed.

The City Manager, after the discussion with the Council, recommended we perform the 'betterments'.

Councilman Drale moved to concur with the recommendation of the City Manager.

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

4. A February 13, 1959, letter from the City Manager concerned the airport lease for Mayflower Trailer, as follows:

"On January 13, 1959, I submitted a lease dated December 19, 1958, from Mr. V. C. Johnson, President of Mayflower Trailer Co., requesting permission to build on the 200' easement at the back of their property on the north side of the Airport. I stated that the request had gone to the Airport Commission and was referred by them to their Lease Committee for negotiation of lease payment.

"The Council asked that this matter be flagged, so that it would come back to the Council soon.

"At the January 22, 1959, meeting the Commission accepted the recommendation of the Lease Committee as follows:

"Recommended that the land comprising approximately four acres, from which Mr. Johnson desires to have the building restrictions removed, have a new rental at the rate of \$500 per acre per year. This is an increase of \$200 per acre"

"They made no provision for this to be referred back to the City Council and have not done so since that date.

"In accordance with the plan to keep such matters moving, I am, therefore, returning it to the Council Agenda."

Councilman Jahn asked the City Manager or the Airport Manager how this would affect us as to having an instrumented strip.

Airport Manager Egan said we have two situations here. We can bring planes into the area and to the runway, but unless we have a 1000' wide landing strip, it would not be possible to make an instrument landing. We could, however, have air guides. The situation with Mayflower is this: under the old Master Plan, their buildings had to be 500' from the center line of the runway, as did the buildings on the other side of the field, so that we would have the 1,000' landing strip required for an instrument landing. If they are permitted to building inside that 500' clearance, where this 200' of land in question is situated, it would preclude the instrumented strip. We could still have air guides, but not the instrumented landing strip.

Councilman Jahn asked if the instrumented landing strip would be like the International Airport strip, and Mr. Egan said yes.

Councilman Jahn did not think we would want that. He thought that to guide planes that low would just cause undue worry. To allow this building would not keep us from bringing planes into the Torrance field.

Airport Manager Egan agreed; he said that percentagewise, so far as the number of flights which might be affected by this is concerned, it would be small here because of the lack of instrument landing facilities. Actually only about 400 hours a year here are too foggy for the air guide service, and most of those are between 11:00 P. M. and 6:00 A. M., when we have little traffic. He thought that we would be paying a high price for a fully instrumented field over a 50-year period if we maintained this building restriction for that reason.

In reply to a question, Mr. Egan said all types of planes make instrument landings, and we can expect more and more executive planes to use instruments.

In reply to a question from the Mayor, Mr. Egan said he did not think the benefits from retaining this right would balance the returns from the property if we allow the buildings.

Councilman Jahn moved it be our policy not to hold the airport as a strictly instrumented strip.

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

Councilman Drale moved to concur with the recommendation of the Airport Commission's Lease Committee and let this lease, assuming the City will be fully protected.

Motion seconded by Councilman Beasley.

Mr. Johnson of Mayflower came forward and talked to the Council telling them they felt the increase in the rental was high. He told of

no reason why our police cars cannot provide good service up to and beyond 50,000 miles.

"Based on an annual replacement factor, at approximately 50,000 miles, a comparison has been made (schedule submitted) indicating the potential annual savings to the City if we were to purchase our police vehicles and contract for all of our maintenance requirements. The figures used in the attached analysis are based on the current number of police units in operation under leasing agreement. Purchase prices and lease costs used are as indicated on the bid received January 27, 1959.

"It is the joint recommendation of the Police Chief and this office that we purchase rather than lease the police equipment needed immediately; namely, 5 patrol units and 2 traffic interceptor units and that we contract for all maintenance work required. Due to the provisions of the current leasing agreement, certain of our vehicles will not be due for replacement for another six to eight months after which time we will have had sufficient experience with the purchase-maintenance contract operation to determine which type of operation is the more advantageous to the City.

"It is therefore recommended that 5 police patrol sedans and 2 traffic interceptor sedans be purchased from The Bacon Sales Co., the low bidder, and that an appropriation in the amount of \$16,796 be made in this regard. Funds are available for this purchase in the current budget.

"We have contacted auto dealers in the area in regard to establishment of a maintenance contract and based on our findings further recommend that an agreement be negotiated with The Bacon Sales Co. covering our maintenance requirements for an amount not to exceed \$900 per year per each of the aforementioned vehicles.

"Submitted is a copy of the proposed maintenance contract submitted by the Bacon Sales Co. for review by the Council."

Councilman Jahn asked how expensive it would be for us to go to Bacon for service, saying the check-ups should come from the dealer.

Mr. Bone replied he had checked today with a local garage which is police approved and they can furnish service on a 24-hour basis, and would furnish it at \$75 per month per vehicle, and he would recommend they do this if the maintenance contract is accepted. He said it would take about an extra ten minutes to take cars to Bacon for service.

Councilman Benstead asked to hold this for a week to see if the City cannot do its own maintenance.

Councilman Drale agreed, saying we need another mechanic anyway.

Mr. Bone told them that this price includes 4 new tires about every 6 weeks anyway.

Councilman Drale said this would add up to about \$9,000 per year; he said a mechanic costs us about \$5,000 and he asked what the other \$4,000 per year would be for.

The City Manager said a part of that would be required to cover the special tire changes.

Councilman Jahn said his query had been directed at the vehicles recommended for purchase.

Mayor Isen said these two items could not be considered separately. He felt this all to be one problem.

Councilman Jahn spoke of new car service and the 'bugs' which often must be corrected in them, and asked if it would not be costly to take cars to Bacon for this service.

Mr. Bone said it would take about 10 minutes extra to get them over there.

Councilman Benstead repeated that he would like to hold the matter for a couple of weeks for study of the maintenance costs.

Councilman Jahn pointed out that there is a difference of only \$68 between Bacon and Paul's Chevrolet, and that 1% of the sales tax we must pay to Paul would come back to us. He would prefer to buy locally.

Mayor Isen told Mr. Bone it has been our custom to check these prices after subtraction of that 1% of sales tax which we receive back.

Councilman Beasley moved that on Item 1, we reject the low bid and accept the second lowest bid from Paul's Chevrolet.

Motion seconded by Councilman Jahn.

Councilman Blount asked Mr. Bone if this motion would mean we would buy Model #1619 Chevrolet, and Mr. Bone said yes, and that we are talking about big generators and brakes.

Councilman Bradford asked if the trade-in shown was for each vehicle or for all of them, and Mr. Bone said it is for all of them. Mr. Bone added that if we go to the second-low bidder, we would have to take their trade in figure.

Councilman Beasley asked if we could not repaint and continue to use the old cars instead of trading them in.

The City Manager said the cost is entirely too high to continue to operate them.

Councilman Jahn said he had not considered the trade-in, but it was his intention and wish to specify that the 6 cars be sold to the highest bidder separately.

Mr. Bone said this could be done.

Councilman Beasley said that had been the intent of his motion.

Councilman Jahn accepted that as an amendment to the motion in his second, and the motion as amended carried unanimously by roll call vote.

Concerning the three 1/2-ton pick-up trucks, Councilman Jahn said that when the sales tax figure was corrected, Paul's bid was low. He moved to accept Paul's bid on the pick-up trucks and reject all others.

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

On the 4-door sedans, the Mayor said Vel's bid is low when the sales tax figure had been adjusted.

Councilman Drale moved these be ordered from Vel's, and all other bids be rejected.

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

Concerning the leased vehicles, Councilman Benstead moved to table this for a week so figures could be prepared showing what it is for, and what it would cost the City to do the work.

There were no objections, and it was so ordered.

Councilman Bradford said the mechanic for this, if one is hired, should be kept completely clear of the City garage, and the figure would necessarily include the cost of the tools for keeping up the vehicles and he should remain on this job alone.

COMMUNICATIONS FROM FINANCE DIRECTOR:

1. A full report from the Director of Finance, dated February 11, 1959, concerned the Biweekly pay days which the wives of employees had requested.

This report had been requested by the Council, and the Director of Finance, Jerome I. Scharfman, gave both advantages and disadvantages to the employee and the City.

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

Mayor Isen felt this was here because the anonymous wives of some employees had asked for this biweekly pay period, and that this should not be filed. He felt the petitioners were entitled to an answer. He believed we should not change our pay period from what they are now, after a study of the report from Mr. Scharfman. It would be more expensive and he felt the employees were asking for what is now a month's pay in two biweekly paydays, which we could not give.

Councilman Beasley did not believe the City could afford to make this change at the present time.

Mayor Isen moved the request for biweekly paydays be denied without prejudice.

Motion seconded by Councilman Beasley.

Councilman Drale felt this should be given consideration and study at Budget time.

Mayor Isen said he had that in mind when he made his motion 'without prejudice'.

Councilman Benstead did not agree with the report, saying industry pays this way without hiring extra people.

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

Councilman Jahn realized this would take more work from the Accounting Dept., but he could not see why the employees could not be paid this way if they preferred it, although he agreed that the pay scale cannot be changed. He agreed with the suggestion of the Director of Finance that if this is taken as our future course of action, payday should be on Tuesdays. He felt the only real problem here would be figuring the deductions.

Mayor Isen pointed out the increased work load.

Mr. Scharfman told the Council he has investigated further since making the report, and that he had found we could do this while dispensing with the extra employee in the payroll division, by using punch card service bureau. Their work load in the accounting department has become so heavy that he will need new help on July 1, at least one new person. If this goes into effect before July 1, he will need the new person then, and will have to begin using the punch card service bureau. This will cost about \$600 per month.

Councilman Beasley asked what would happen to the additional work between now and July 1, and Mr. Scharfman thought he could get by until then without extra personnel if nothing is added to their work load.

This was discussed at some length, and the problems of our present payroll period, time sheets, etc., were discussed with Mr. Scharfman by the Councilmen.

Councilman Bradford said perhaps our system is out of date and we need time clocks. He thought if we brought our timekeeping system up to date it would help lift the burden. He felt it would be better to figure time on a daily basis.

Councilman Jahn moved this program of biweekly paydays be studied as to accounting methods and equipment with a view to making a change effective at the time of the new fiscal year.

Motion seconded by Mayor Isen, no objections, so ordered.

COMMUNICATIONS FROM THE LICENSE DEPARTMENT:

1. A January 16, 1959, letter from Robert A. Marshall, 221 Avenue H, Apt. D, Redondo Beach, accompanied Mr. Marshall's application for a permit to operate taxicabs in the City, as the Peninsula Cab Company.

Mr. Marshall came forward to talk to the Council, and pointed out that his letter and application were accompanied by a petition endorsing the application, a letter dated January 20, 1959, from the Asst. Chief of Police in Redondo Beach & Robt. Lewellen of Lewellen Press in Torrance. He said the License Inspector would explain to the Council the comment appended to his letter, that "This request carries no recommendation from the Chief of Police or the License Inspector."

Councilman Drale moved the request be granted.

Mayor Isen asked the City Attorney if the Council must hold public hearings on this, and the City Attorney replied that hearings were not required.

Mayor Isen asked the License Inspector if the Chief of Police had made any recommendation on this.

Mr. Whitacre, License Inspector, told the Council this had been to the Chief, but the Chief had no recommendation either for or against this, nor did he have a recommendation himself. He explained that because of

the action the Council had taken on two similar applications, he and the Chief had felt that the Council had indicated they did not want any more cabs in the City.

Councilman Benstead seconded Councilman Drale's motion.

Councilman Bradford said about two months ago we had an application from a cab company here and had limited him to the use of one cab. He asked if this company would have the same limitation.

Councilman Benstead said that was an out-of-town company.

Councilman Beasley asked what kind of cabs Mr. Marshall would have, and Mr. Marshall said two 1959 Chevrolets. He said his business would be in Torrance, and that he would also have a license to pick up passengers in Redondo Beach and Palos Verdes.

Councilman Beasley said the Council had denied two applications for taxi licenses lately because they felt there was not enough business to keep them going.

Mr. Marshall explained that this business is regulated by the Chief of Police, and he can take a license away at any time. He said our Chief had referred this to the Council.

This application was discussed at length.

Councilman Drale felt it would improve our cab service to have another company in the City.

The License Inspector, in reply to a question, repeated the reasons why he and the Chief of Police had made no recommendation on this.

Mayor Isen thought the Council should hold hearings and inquire into the public necessity.

The City Attorney read from the Code, explaining that the Council can grant this upon recommendation of the Chief of Police.

Mr. Marshall told the Council he had talked to the Chief, and if this is granted he will begin at once to arrange the necessary clearance.

Councilman Jahn asked Councilman Drale if he would amend his motion to specify that this be granted 'upon approval by the Chief of Police.'

Councilman Drale accepted this amendment.

Mr. Watts of the A-1 Taxi Service told the Council of the various problems he and other taxi operators in the City are having, and said he is endeavoring to give better service. He has ordered new taxis and will be able to give even better service soon.

Councilman Jahn asked Mr. Watts if he would have meters in his taxis and Mr. Watts said yes.

Councilman Bradford asked Mr. Marshall if his cabs would be metered, and Mr. Marshall said they would.

B. W. Dowander of the Yellow Cab Co. in Torrance, 1401 Cravens, spoke to the Council at some length, saying the drivers now are not making enough money but he can see no remedy for this in the near future. He felt if additional licenses were to be issued, they should be given to the others who had applied previously.

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

COMMUNICATIONS FROM THE CIVIL SERVICE BOARD:

1. A February 10, 1959, letter from the Civil Service Board, signed by W. C. Bradford, Secretary, transmitted their recommendation that Lillie M. Timmons receive move-up pay for the period of approximately one month that Mrs. Timmons assumed additional work and responsibilities while Mrs. Giaquinto was on leave.

Councilman Blount moved to concur with this recommendation.

Motion seconded by Mayor Isen, and carried unanimously by roll call vote.

2. A February 10, 1959, letter from the Civil Service Board, signed by W. C. Bradford, Secretary, transmitted their approval of a 6-month maternity leave for Mrs. Carol L. Wright, P.B.X. operator.

Councilman Blount moved to concur with this recommendation.

Motion seconded by Mayor Isen, and carried unanimously by roll call vote.

COMMUNICATIONS FROM TRAFFIC COMMISSION:

1. A February 4, 1959, letter from the Chief of Police transmitted to the Council the Traffic Commission's recommendations that Stop signs be installed at some locations, removed at others, that 'No Stopping at Any Time' signs be installed, and that 'One Hour Parking' be posted, and that a parking meter be eliminated.

Councilman Jahn moved to concur with the recommendations of the Traffic Commission as submitted, and that the necessary Ordinances be prepared.

Motion seconded by Councilman Bradford, and carried unanimously by roll call vote.

2. A February 11, 1959, letter from the Chief of Police transmitted to the Council the Traffic Commission's recommendation that the name of Valerie Street be changed to Anza to conform with the street now known as Anza.

A comment from the City Manager was appended and stated that this is being processed by the City Planning Commission.

Councilman Jahn moved to concur with this recommendation.

Motion seconded by Mayor Isen.

Councilman Jahn explained the legal procedure which would be followed.

There were no objections, and it was so ordered.

COMMUNICATIONS FROM THE ENGINEERING DEPARTMENT:

1. TENTATIVE TRACT MAP NO. 17203:

City Manager Stevens told the Council that the subdivider had asked that this be removed from the Agenda.

There were no objections, and it was so ordered.

2. With a letter dated February 11, 1959, R. W. Bishop, Acting City Engineer, submitted the following easements for the widening of Carson:

- a) Easement Deed dated Feb. 11, 1959, for a portion of Lot 34 in Tract No. 2675 given by Mark F. Crawford.
- b) Easement Deed dated Feb. 5, 1959, for a portion of Lot 39 in Tract No. 2675 given by Leendent M. and Neeltye G. Ouwendyk.
- c) Easement Deed dated Feb. 5, 1959, for portion of Lot 34 and a portion of Lot 39 in Tract No. 2675 given by Ernest M. Freeman and Doloris I. Freeman.
- c) Easement Deed dated Feb. 5, 1959, for a portion of Lot 34 in Tract No. 2675 given by Mendes J. and Josephine Bertuzzi.

Councilman Drale moved to accept these easements.

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

COMMUNICATIONS FROM THE PLANNING DEPT.:

1. With a letter dated Feb. 12, 1959, Planning Director Powell submitted to the Council the Planning Commission's recommendation for approval of a Waiver of front yard setback, Lots 1 through 12, Tract 22712, for the Watt Construction Co.

Councilman Drale asked where this is, and the City Manager said it is on 182nd Street.

Councilman Jahn moved to concur with the recommendation of the Planning Commission.

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

Councilman Jahn moved that after the Clerk has given a number and read the title to any ordinance or resolution 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 ordinance or resolution in regular order.

Motion seconded by Councilman Bradford, and carried unanimously by roll call vote.

2. With a letter dated February 12, 1959, Planning Director Powell submitted an Ordinance prepared by the City Attorney, in cooperation with the Planning Commission, regulating the uses, building height, lot area, yard and other requirements in R-3 Limited Multiple-Family residential districts, for the purpose of fixing a time and place for the Third and Final Hearing.

Councilman Jahn stated he was unalterably opposed to this, as he believes it will make our land too expensive to encourage good development. He felt this would never work to the advantage of the City.

The City Attorney said this was only here for the Hearing Date to be set.

There were no objections, and this was ordered held over until the next meeting of the Council.

3. These items submitted by the Planning Department were ordered held for the next meeting of the Council for study, as follows:

- a) An ordinance repealing subsection "C" entitled 'Lot Area per Family' of Section 8 entitled "A-1 Light Agricultural District" of Appendix I of "The Code" relating to the same matter.
- b) An ordinance repealing Subsection "D" entitled "R-2 two-family Residence District" of Appendix I of "The Code" and substituting new provisions therefor relating to the same matter.

4. With a cover letter dated February 12, 1959, Planning Director Powell submitted a draft of an Ordinance revising provisions regarding M-2 zoning.

Councilman Jahn moved that the Planning Commission be authorized to hold the necessary Hearings.

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

ORDINANCES:

1. With a cover letter dated February 13, 1959, City Clerk Bartlett submitted for its second reading Ordinance No. 1065, approved at its first reading by all Councilmen present except Councilman Bradford, and with Councilman Blount absent.

City Clerk Bartlett read title to:

ORDINANCE NO. 1065

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TORRANCE REPEALING SECTIONS 13.60, 1363 AND 13.64 OF "THE CODE OF THE CITY OF TORRANCE, 1954" WHICH RELATE TO THE ESTABLISHMENT OF FEES FOR THE COLLECTION AND DISPOSAL OF RUBBISH AND SUBSTITUTING NEW SECTIONS RELATING TO THE SAME MATTER; AND PROVIDING AN EXEMPTION FROM THE PAYMENT OF SUCH FEES.

Councilman Benstead moved to adopt Ordinance No. 1065 at its second and final reading.

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

ORAL COMMUNICATIONS

1. Mayor Isen referred to a letter dated February 13, 1959, which the Airport Manager had handed to the Council tonight.

The letter requested that 'Council furnish a statement of policy in the premises.' The letter referred to realtors' commissions on leases or rentals.

Councilman Jahn said some time ago the Council and the Commission had agreed that the City would pay no commissions, and if a realtor wished to handle this property he should get his fee from the lessee. Councilman Jahn moved this policy remain unchanged.

Councilman Bradford seconded the motion.

Councilman Drale moved this be tabled for a week for study.

Mr. Egan told the Council he would like to have a policy on this. Motion by Councilman Jahn carried unanimously by roll call vote.

2. The City Manager told the Council that the Redondo Beach City Council, at their meeting on February 16, agreed to proceed to put in the drain under the plan they had prepared, which will cost about \$13,000 more. Our total cost on this will be \$20,000 as originally agreed, and they will make up the difference. The City Manager said there would be a letter on the next Agenda to clarify this.

Councilman Jahn said he understood that during these last rains the intersection had been quite dry, and the City Manager said it had been very dry.

3. The City Manager told the Council that Mr. Rosenthal, who owns the trailer court west of Torrance Blvd., where we inadvertently put in a sidewalk, would like to negotiate with the city for the right-of-way, because he wants to make some improvements there.

4. The City Attorney presented an Urgency Ordinance relating to the prohibition of building in those areas of the City served by the Narbonne Ranch Water Cos. No. 2 and 3.

City Clerk Bartlett read title to:

ORDINANCE NO. 1066

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TORRANCE DECLARING THE CONSTRUCTION, ERECTION OR ALTERATIONS OF BUILDINGS OR STRUCTURES IN THE AREA SERVED BY NARBONNE RANCH WATER COMPANY NO. 2 AND NARBONNE RANCH WATER COMPANY NO. 3 TO BE A MENACE TO HEALTH, SAFETY AND WELFARE AND PROHIBITING THE ISSUANCE OF BUILDING PERMITS FOR CONSTRUCTION THEREIN, AND DECLARING THE PRESENCE OF AN EMERGENCY.

Councilman Beasley moved to adopt Urgency Ordinance No. 1066 at its first and final reading.

Motion seconded by Councilman Jahn, and carried by the following 5/7ths majority vote: AYES: COUNCILMEN: Beasley, Benstead, Blount, Jahn, Isen. NOES: COUNCILMEN: Bradford, Drale. ABSENT: COUNCILMEN: None.

5. Bldg. Supt. Lee Schlens said last week there had been a request submitted to the Council by Mrs. Spaahn which he had not seen before and no action was taken on it then. He has now investigated this, and found they had sold their house with the understanding they could build on the lot next door. They are now living in a garage. If the Council does approve this request, the Bldg. Supt. suggested it be with the stipulation that the plumbing be removed from the building these people are now living in.

Councilman Jahn moved to approve this request with the stipulation on plumbing set forth by the Bldg. Supt.

Motion seconded by Councilman Drale, and carried by the following

roll call vote: AYES: COUNCILMEN: Beasley, Benstead, Blount, Drale, Jahn, Isen. NOES: COUNCILMEN: Bradford. ABSENT: COUNCILMEN: None.

6. Councilman Beasley asked the Traffic Commission to reappraise the situation at Palos Verdes Blvd. and Calle Miramar, saying he felt this was called for and traffic control may be needed there.

Mayor Isen concurred in this request, and this was ordered to be on the Agenda for the next Traffic Commission meeting.

7. Councilman Blount said two or three weeks ago, he had laid the blame for an unauthorized change in a drain plan entirely on the shoulders of John Patrick in our Engineering Dept. Councilman Blount said he had been wrong in putting all the blame on Mr. Patrick, as this blame is equally shared by other members of our Engineering Department and members of the Engineering Department of the City of Redondo Beach. He said he understands that those employees of the City of Torrance involved in this have had reprimands put in their personnel folders. He said he wished to apologize to Mr. Patrick for blaming him alone at the time this came up, as he shared the blame with others.

Councilman Benstead said he did not wish to retract his statements made at the time this was discussed, and he felt the men should work through their Department Head and not go around him. Councilman Benstead felt this responsibility of the Department Head should not be bypassed.

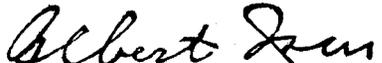
8. Councilman Drale moved all bills properly audited be paid. Motion seconded by Councilman Jahn, and carried unanimously by roll call vote.

The meeting adjourned at 8:05 P. M.



 City Clerk of the City of Torrance,
 California

APPROVED:



 Mayor of the City of Torrance