

Council Chamber, 7:30 P. M.

Monday, September 9, 1957.

Council met in regular session. Present on roll call 9; Battin, Bratrud, Goering, Humiston, Jensen, Perdue, Stojack, Tollefson and Mayor Anderson. Absent 0.

Moved by Humiston, seconded by Tollefson that the minutes of the previous meeting be approved and the reading thereof dispensed with. Motion carried unanimously.

RESOLUTIONS:

Resolution No. 15101: X

L I D 1969:

By Bratrud:

49:497

Fixing October 15, 1957 as date for hearing on L I D 1969 - laying local sanitary sewers with the necessary wyes, bends, risers, manholes, etc., in Pearl Street from South 8th Street to South 19th Street and in Woodlawn Street from South 11th Street to South 19th Street.

Adopted on roll call September 9, 1957  
Ayes 9; Nays 0; Absent 0.

Resolution No. 15102: X

L I D 1973:

By Goering:

49:497

Fixing October 15, 1957 as date for hearing on L I D 1973 - laying local storm drains with the necessary manholes and catch basins in Pearl Street from 6th Avenue to South 19th Street, in Woodlawn Street from South 11th Street to South 19th Street and in South 15th Street from Woodlawn Street to Pearl Street.

Adopted on roll call September 9, 1957.  
Ayes 9; Nays 0; Absent 0.

Resolution No. 15103: X

L I D 2277:

By Humiston:

49:497

Fixing October 15, 1957 as date for hearing on L I D 2277 - placing a gravel surface on Pearl Street from Sixth Avenue to South 19th Street, on Woodlawn Street from South 11th to South 19th and on South 15th Street from Woodlawn Street to Pearl Street.

Adopted on roll call September 9, 1957  
Ayes 9; Nays 0; Absent 0.

X Mr. Rowlands reported that the Water Department intended to present a Resolution for watermains in this area having the same hearing date as the three L I D's from the Public Works Department. However, through an oversight Mr. Benedetti was not advised of this date, and now the calendar of the L I D Committee for October 15th has as many hearings scheduled as the Committee wishes to hear at one

meeting. As the watermain improvement involves the same property it would be desirable to hold this hearing on the same date as the street, sewer and storm sewer districts, Mr. Rowlands stated. If it is agreeable with Council to have one more hearing on October 15th, he will advise Mr. Benedetti to set the watermain hearing on that date also, Mr. Rowlands added. This was agreeable to Council and Mrs. Goering said in her opinion it would expedite matters to have all four hearings on one day, and also be more convenient for the property owners.

Resolution No. 15104: x

L I D 4629:

By Tollefson:

Fixing November 5, 1957 as date for hearing on L I D 4629 - grading and permanent type pavement, including concrete curbs, concrete gutters and storm water catch basins on South 35th Street from Union Avenue to South Tacoma Way.

Adopted on roll call September 9, 1957

Ayes 9; Nays 0; Absent 0.

Resolution No. 15105: x

L I D 4632:

By Anderson:

Fixing November 5, 1957 as date for hearing on L I D 4632 - grading and permanent type pavement, including concrete curbs, concrete gutters and storm water catch basins on Spokane Street from East 40th Street to East 43rd St.

Adopted on roll call September 9, 1957

Ayes 9; Nays 0; Absent 0.

Resolution No. 15099:

By Anderson:

Appointing James Paul Mocerri as a trustee of the Library Board for a term of five years ending August 2, 1962.

Mayor Anderson briefed the Council on the qualifications of Mr. Mocerri. He is a former President of the Municipal League, has been a hard worker for the City of Tacoma, is an Attorney, and is well educated, Mayor Anderson stated. Mr. Mocerri will do a good job and he personally recommends him for the appointment, Mayor Anderson added. Mr. Bratrud said he had nothing against Mr. Mocerri but he didn't approve of having two attorneys on a five man board. Dr. Battin said he had the highest regard for Mr. Mocerri. However, he believes that in George Roberts, the Board had a member who did an outstanding job, and saved the Library Board and the City of Tacoma many thousands of dollars. The Library Board needs an accountant on its membership and Mr. Roberts is the best informed man in that field the City has ever had on one of its Boards, Dr. Battin stated. He had been informed the matter would not come up tonight and will be compelled to vote against the Resolution, Dr. Battin added.

Mrs. Goering said she was in favor of rotating appointments on City Boards. However, in this case, Mr. Roberts has not served a full five year term and moreover she does not feel two attorneys should be on one Board, Mrs. Goering stated. She will vote against the Resolution because of the principle of poor balance, she added. Roll was then taken on the Resolution, resulting as follows:

Adopted on roll call September 9, 1957.  
 Ayes 6; Nays 3, Battin, Goering, Mr. Tollefson  
 (not voting); Absent 0.

Mayor Anderson agreed that Mr. Roberts did a fine job while on the Board, and he respected the thinking of Dr. Battin and Mrs. Goering on this matter and believed they had the best interests of the City of Tacoma at heart. Dr. Battin said presenting a name to the Council places Council members in an embarrassing position. He did not believe it to be a Democratic practice to handle it in this manner and hoped this situation would not arise in the future, as pressures are apt to cause Council members to vote in a way they would not otherwise vote. Mayor Anderson said he had two Council members ask him to put Mr. Mocerri's name up for vote at tonight's meeting, as Mr. Mocerri requested that the matter be settled one way or the other.

**FIRST READING OF ORDINANCES:**

**Ordinance No. 15944:**

Authorizing the City Attorney to purchase and/or condemn certain property to acquire right of way for the purpose of grading Orchard Street from North 9th Street to North 16th Street. Read by title and placed in order of final reading.

**FINAL READING OF ORDINANCES:**

**Ordinance No. 15941:**

**L I D 1967:**

Approving and confirming assessment roll for cost of improvement in L I D 1967 - constructing sanitary sewers on Junett Street from South 40th Street to South 45th Street. Read by title and passed.

Roll call: Ayes 9; Nays 0; Absent 0.

**Ordinance No. 15942:**

**L I D 4592:**

Approving and confirming assessment roll for cost of improvement in L I D 4592 - asphalt paving, concrete curb and gutter on South L Street from South 70th Street to South 72nd Street, also storm sewer on South 70th Street from South M Street to South L Street. Read by title and passed.

Roll call: Ayes 9; Nays 0; Absent 0.

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Ordinance No. 15943:L I D 5281:

131 Approving and confirming assessment roll for cost of improvement in L I D 5281 - cast iron water mains in Durango Street from South 17th Street to South 19th Street and in South 19th Street from Durango Street to Adams Street. Read by title and passed.

Roll call: Ayes 9; Nays 0; Absent 0.

NEW BUSINESS:

At this time the meeting was turned over to L. B. Macdonald, Chairman of the Tacoma Chamber of Commerce Committee on Off-Street parking facilities in the downtown shopping area. Mr. Macdonald read the following statement:

"Mr. Mayor and Members of Tacoma City Council:

We wish to thank you for this opportunity to explain the purpose of our presence here tonight.

We are a part of a large committee that was appointed by the Tacoma Chamber of Commerce to make a study and recommendations for the improvement of property and suggestions to improve off-street parking facilities in the downtown shopping area.

It is the opinion of our committee that something vigorous must be done if we are to hold our proper place as a first class City. This problem is recognized by all first class cities and most cities are doing something about it.

Our committee has held a considerable number of meetings the past six months, checked with our City Manager, Planning Commission, Owners of Property bankers and a great number of business men and they all agree that something must be done and soon. We have had practically hundred percent attendance at our meetings and all want to assist in anyway they can to improve the downtown shopping area.

We have had many suggestions and good possibilities - naturally they all cost money, but we are not going to improve our situation without costing money.

It is the unanimous opinion because of the double block situation existing in the shopping area that an important improvement would be to install a covered pedestrian passageway from Pacific Avenue to Broadway near 10th Street, also one near 12th Street. This passageway should be under cover, attractive with show windows, well lighted and free from steps. This would make it easier to travel under cover from parking garage.

Our committee developed a model and plan of a ramp type parking garage that could be constructed between Pacific Avenue and over Commerce Street with public entrance on Pacific Avenue and Broadway as near 10th and 12th Streets as possible. A self-parking ramp type garage in this area connecting Pacific Avenue and Broadway would certainly tie the shopping district into a compact area. We realize that this is an ambitious suggestion, but we feel that something like this is required to rejuvenate the downtown business center. We also have a large area between 9th and 11th on Market on which one of our committee property owners states a long term lease at very nominal sum could be turned over to the City for building off-street ramp type garage, this space is approximately 600' x 120'.

We do not want more street parking but less, we do not want lot parking as they are not good looking. An ideal shopping center between 9th and 13th on Broadway would be no street parking and no traffic north and south, an area

tree for plantings, and streets for people only.

Our committee after considerable study of what other cities are doing, agree the parking must be very reasonable in order to be on a favorable basis with free parking shopping centers. We are in agreement that the best method developed by the cities we have checked is the method developed by the City of Cincinnati. This is by means of the use of parking meters for off-street parking. The City of Cincinnati just recently issued five million dollar parking meter revenue bonds. The revenue from the city parking meters to pay operating costs and retire the bonds. The purpose of these garages are for shopping and business short time parking with increased rates for long time parking as these garages are not meant for all day parking.

We have checked property costs and building estimates, but until a definite program is agreed on we cannot submit figures. We realize that in order to sell Revenue Bonds we will have to have estimated operating expenses and estimated revenue that will show proper coverage. We do feel, however, that a large percentage of the Bonds would be purchased by local businessmen.

There are many problems in connection with these suggested improvements and off-street parking that will require the combined efforts of City Government, Property Owners and Business Retailers. We are therefore recommending that the City Council consider as soon as possible the appointment of a Parking Commission or some similar Body that action on the above suggestions can be accomplished.

We have several other members of our committee which I would like briefly to say a few words.

Mr. Macdonald then called upon Mr. Herb F. Syford to explain the model. He did this by reading the following statement which he had prepared in written form to avoid being misquoted:

"Gentlemen:

I think it should be said at the outset that my personal interest, and the interest of the four-man committee, as well as the interest of the large committee consisting of some thirty property owners in the downtown (retail area), is not in any way to disturb the friendly relationship between the property owners, merchants and the present garage and parking lot operators. That the need for free or inexpensive convenient parking to recapture as much as possible the loss of business to the downtown area is the prime objective. That without this maximum ten cents an hour parking, there are very definite indications of further loss of trade in the downtown area to the existing and to the proposed new shopping centers, where unlimited free parking is offered.

From the property owners' and merchants' point of view, much economic loss has already occurred. Retail sales have fallen in most establishments and the vacancies that exist in what is known as the 100% retail area are equal to those during the thirties, known as the depression years. At the present time there are some seven separate stores available to lease on Broadway between 11th and 13th Street, consisting of frontages equal to 225 feet, or approximately 20%. In addition, values on Broadway above 9th Street, store on Pacific Avenue between 9th and 11th Streets and stores on Commerce Street between 9th and 13th Street stand vacant. When a condition like this exists all businesses, including parking lots and garages, suffer accordingly.

Tacoma is not unique in this respect, as many cities throughout the United States are having the same problem. Drastic steps are being taken to revitalize the downtown areas and in some instances to the point where the downtown areas are being converted into large shopping areas with free perimeter parking, where the streets are actually closed to traffic and redesigned and landscaped to give the atmosphere of

shopping malls and where the pedestrian can roam freely.

The history of the City of New York shows that at eight different points in its growth, the downtown area suffered due to the growth and expansion of the suburban sections, but each time, through the efforts of the citizens, property owners and merchants, the downtown section was revitalized and rebuilt and reached a new peak of prosperity.

The same can happen in Tacoma. Our problem appears to be one in which we find ourselves confronted with a normal obsolescence and outdating of city planning and layout, and where, with reasonable physical changes and reasonable expenditures, we can in some measure make the necessary changes and improvements that will meet the modern mode of transportation and shopping habits. Although it may appear to be a very competitive program to existing parking lots, the all over result as experienced throughout California and other states where parking authority law was provided for through their legislature, proved operators are going along with the municipal operator's lots in a satisfactory manner.

If existing parking operators can, through their resources, develop this cheap parking, then the job would be done, and I for one feel there is nothing further for us to do.

Considering the economic factors, and after discussion with many of you in the parking business, it is felt that a new approach would be necessary, which would involve the downtown property owners and the City of Tacoma, putting the city into the parking business to the extent where they, through tax savings and other means of financing, could develop the necessary downtown car space at the right locations and at the right price. It has been apparent for some time that additional parking is needed on the upper side of Pacific Avenue, and the construction to be such as to accommodate both Commerce Street and Pacific Avenue traffic.

Locations were selected at the extension of 10th Street and at 12th Street. Property owners were contacted and asking prices of said property were secured. The committee then felt that some architectural work would be necessary and after numerous meetings, a plan and model were developed which would give us a basis on which to start talking in a more definite way. This plan provides pedestrian entrance to the garage from Pacific Avenue, with elevators or escalators to Commerce Street level. That all cars can enter on the Commerce Street level and that the structures would be of open type concrete and provided with metered self parking stalls. That in addition, Commerce Street would be bridged to 150 foot span three or four stories high which would provide further parking over Commerce Street, thereby removing the necessity of acquiring further land. That a passageway then would be provided from this parking area over Commerce Street through the buildings abutting onto Broadway, thereby making these two garages available to shoppers on three streets - Pacific Avenue, Commerce and Broadway.

It was the committee's feeling that the garage at 10th Street should accommodate between 300 and 400 cars. That the garage at 12th should accommodate possibly 100 less, and in addition and possibly included in the same over-all program, and at the same time an effort should be made to develop parking on the second and third floors of the Rhodes Parking Lot, occupying between five and six hundred feet on the upper side of Market Street between 9th and 11th, and that possibly a total of 500 stalls be included, this making approximately 1000 stalls.

The aforesaid is the result of a study of some six months, and the parking space that is suggested is felt to be necessary to meet the current and future needs of the downtown area in the foreseeable future.

Mr. Syford distributed sketches of the proposed garage showing Pacific Avenue and Commerce Street views. Stores would occupy the Pacific Avenue side and

a person could drive into the garage on Pacific Avenue and by means of an elevator or escalator go to Broadway, he stated.

Mr. W. C. Larson asked why only a 300 or 400 car garage was contemplated. Mr. Syford replied that the cost of such an installation was approximately \$2,000 a space, and they had based their plan on 350 cars as they did not wish to overload the City with a large construction cost.

Mr. W. R. Medved, who operates parking lots in downtown Tacoma, claimed that a cheaper parking rate of 10¢ could be charged only if the parking operation was subsidized.

Mr. Macdonald said he did not believe this was true, but felt that the revenues from the parking garage would be sufficient to pay expenses as well as take care of the revenue bonds.

Mr. Medved also asked what the City of Tacoma was expected to do about this problem. Mr. Macdonald said they had no special plans for the City to adopt, but right now they were asking for a committee from the City to work with the Chamber of Commerce Committee in an effort to solve the parking problem in downtown Tacoma.

Mr. William P. Fitpold, Manager of Peoples Store, stated that in a business center, shopping center or supermarket, the plans call for 4 square feet of parking for one square foot of selling space, or a ratio of 4 to 1, while at the present time the ratio in downtown Tacoma is 1 1/3 to 1. Tacoma has to do something to bring the people down town, and he felt that providing additional off-street parking would not take the revenues from garages now in business, Mr. Fitpold stated. He compared the available parking space for 7,000 cars in downtown Tacoma with Villa Plaza which has free parking space for 4,000 cars, and said something would have to be done to keep the business downtown and bring some additional business back to that section of the City.

At this time (8:30 P. M.) Mrs. Goering left to attend another meeting.

Mr. Forrest M. Rodgers, Manager of Payless Drug Store, was the next speaker. Mr. Rodgers used the following seven charts as the basis for his talk: Chart #1 - "What can we do with all these cars?" In 1950 the Pierce County Car Registration was 87,000 cars while in 1956 it was 128,000. This means more cars are using the City Streets and tearing them up, more street maintenance expense and more traffic officers, all of which puts a terrific strain on the City budget, Mr. Rodgers stated. Chart #2 - "Is this true?" State Auto Registration figures show an increase of 41,000 vehicles or a 47% increase in percentage. Speaking on this point, Mr. Rodgers said that of this 47% increase only 9% can get parking space downtown, and as 45% of the business is done by people driving cars, business is bound to suffer if cars can't get downtown. He also said that unless we can get cheaper parking such as 10¢ an hour on a meter, with a 3 hour limit, all the large stores will eventually have to go to the outskirts of the City where parking facilities are available. Chart #3 - "Cities all over the Country are doing something about off-street parking." Many cities of 20,000 to 80,000 can park more cars than the City of Tacoma. Cities of Tacoma's size in most cases have made the big change and have added off-street parking. Chart #4 - "It's a creeping paralysis." While there has been an increase of 47% in the number of cars there has only been a 9% increase in cars entering the central business district largely for the reason there is no place to park while shopping, Mr. Rodgers stated. In solving the parking problem the peak hours must also be taken care of, and the peak hours in the month of December are terrible, he added.

Chart #5 - Number of cars entering the central business district - 1950 58,231; 1951 61,314; 1952 64,785; 1953 65,236; 1954 64,336; 1955 63,964; 1956 65,552; 1957 63,447. While the car population was growing, parking was practically at a standstill, and this hurts City business, and parking meter revenues, Mr. Rodgers stated. He estimated the City has lost up to 15% on Business Tax alone in the last two or three

years. Chart #6 - Loss in Parking Meter Revenue. In 1950 66% of the cars came into the Central Business district, while in 1957 only 49% come downtown. If the City could park 8448 more cars a day the City would gain \$634.20 daily in revenue or \$198,443 per year. If we could keep 1200 parking meters \$198,000 would come into the City Treasury to retire bonds and business downtown would increase 38%, Mr. Rodgers stated. Chart #7 - Business Tax losses. The downtown merchants paid \$800,000 or 80% of the business tax and \$926,000 or 15% of the property tax. This amounts 1-3/4 million dollar tax income and unless the parking situation is corrected this income may decline, Mr. Rodgers stated.

Mr. Robert R. Stoaks, President of Retail Trade Bureau was the next speaker and he read the following message.

"The Retail Trade Bureau has been working on this parking problem for years. As you know some of the larger stores such as Sears, Rhodes, Schoenfelds have developed parking facilities of their own. Over 60 additional merchants participate in the parking ticket validation plan whereby the stores pay for the first hour of parking for any customer buying \$1.00 or more, but these have only been "stop gap" measures to help alleviate the acute parking problem in Downtown Tacoma.

The City of Tacoma has failed to meet the parking needs of our central business district. Many other cities throughout the nation have solved this problem several years ago and as a result have alleviated the serious parking problem and increased their tax revenue thru increased Business and Occupation Tax and increased real estate values.

With the benefit of recent research and surveys the speculation about municipal parking has been whittled down to a very realistic and factual matter. It is possible to buy, build and operate these proposed parking facilities at 10¢ per hour rate as a public utility at no expense to the city. Private capital just can't do it on a 10¢ rate. It is only thru the maximum 10¢ rate and the availability of new "self park type garage" in the correct locations that the problem of parking can be answered.

Studies have established that downtown shoppers in a city the size of Tacoma are unwilling to walk much more than 600 feet from their parking place. For this reason we recommend three or four medium sized municipal parking facilities rather than one very large one.

A positive program to keep abreast of parking needs is absolutely essential to Tacoma. Unless positive action is taken immediately by you to start the wheels rolling for the correction of this problem the downtown area will continue to disintegrate and if that should be allowed to happen, the entire City of Tacoma suffers.

Many cities have attacked the parking problem boldly. Their actions indicate that they recognize the economic need for adequate parking facilities and to make headway against the huge demands you have to make a solid start.

Here's a report (hold up book) that tells you 27 U. S. Cities have attack the problem of parking. It is time we in Tacoma get the "ball rolling" here. Downtown Tacoma is the hub of our city in civic, cultural and business affairs, and a healthy downtown is essential to the welfare of the entire city.

Approximately 80% of the city Business and Occupation Tax or \$800,000 annually and 15% of the property taxes or \$926,000 a year is paid by downtown business firms and property owners. If real estate values and business volume downtown decline, then a corresponding proportion of the tax revenue lost by the City would have to be passed along to business and residential property in other parts of the City.



The work on this parking problem is far beyond the committee stage - Committee by the Retail Trade Bureau and committees by the Chamber of Commerce have worked for months and years. "Action" is what is needed now. That action has to be taken by you the City Council to help solve this city problem.

**NOW**

To summarize - the following are the major reasons we feel that the City of Tacoma should immediately take steps to solve the parking program.

1. Tacoma is years behind the times in relieving the downtown Parking situation.
2. National statistics prove that business increase up to 40% when proper off street parking facilities are provided. This of-course means increased Business and Occupation Tax and increased amounts of property tax to the city.
3. With the big increase now in cars in the Tacoma area and the predicated increase by the traffic department in the next few years action is imperative now to help solve the parking problem.
4. The total number of parking spaces now available both on the street and off the street in the present garages is not any wheres near up to the modern standards. It should be at least 4 to 1 ratio and our downtown area is only about 1 1/2 to 1.
5. And as Mr. Fitpold pointed out those of us who have suburban operations are vitally interested in preserving our downtown operation but the parking problem is going to have to be solved before we can move ahead.
6. Other cities have built fine city operated parking facilities and solved the problem. ----WHY NOT TACOMA? "

Mr. Macdonald, Chairman of the Committee thanked the Council for the opportunity to present the problem, and said they hoped the Council would appoint a committee to work with their committee to solve this matter.

The legal aspects of the City of Tacoma engaging in the business of off-street parking as well as the legal rights of the City to condemn property for this purpose was discussed. The City Attorney, Marshall McCormick, advised that the Attorney General has given an opinion that cities have this right, but this opinion has never been tested in Court. Bonding houses might insist on a court test before they would purchase revenue bonds for such a purpose. Mr. McCormick added.

Various methods of financing a project of the magnitude suggested were discussed. These were the purchase of the revenue bonds by business people and citizens, subsidizing the operation by the City of Tacoma, condemning of the property by the City, test case proved City has this right, and then giving private enterprise the opportunity to handle the operation.

Mr. Tollefson said the Association of Washington Cities has been aware of the parking problem and has attempted to do something about it in the State Legislature by (1) Passage of Home Rule Laws which allow Cities to manage their own affairs; (2) by passage of off-street parking bill by the Legislature. He urged the Tacoma Chamber of Commerce to interest other Chamber of Commerce Offices throughout the State in this problem and urge them to assist the Association of Washington Cities in obtaining the necessary legislation to take care of this matter.

Mr. Stojack asked how large a committee the Chamber of Commerce wanted to work on this problem. Mr. Macdonald replied that they did not need too large a committee and suggested 12 or 15 members, 2/3 of the membership to be business men, and 1/3 from the City Government. This committee can be expanded after the details have been worked out, Mr. Macdonald added.

Mayor Anderson asked for volunteers from the Council to work on this 379

Committee, and Dr. Battin, Mr. Tollefson and Dr. Humiston volunteered. The Mayor appointed Dr. Battin Chairman of the Committee. The Mayor thanked Mr. Macdonald and his Committee for the excellent report and promised that the Council would take action as soon as possible.

#### UNFINISHED BUSINESS:

This being the date set by Council for the hearing on the appeal of the Investment Exchange Development Corporation (8-5-57) from the denial by the City Planning Commission of their petition for rezoning from an R-3 Two Family Dwelling District to a C-1 Commercial District of property located on the south side of Center Street between Madison Street and Gunnison Street, the matter was considered at this time.

Mayor Anderson called on Marshall F. Riconosciuto, Chairman of the City Planning Commission, and Mr. Riconosciuto called attention to the detailed report from the Planning Commission on this matter which had been furnished each Council member prior to tonight's hearing. This report listed three reasons for the Commission's denial of the petition: (1) It would constitute further extension of undesirable strip commercial zoning along Center Street beyond the present logical western boundary at Madison; (2) There is a considerable amount of property in the existing commercial zone which is not being used commercially; and (3) No evidence was found of a mistake in the original zoning or change of condition in the neighborhood which would warrant a recommendation for rezoning. The report also answered each of the petitioner's arguments set forth in his appeal and concluded with the statement that the rezoning could serve only one main purpose of granting the petitioner the special privilege of developing a service station to the property in question, and that there is at present ample zoning to serve the Oakland neighborhood and there are five service stations presently located there; that further zoning cannot be supported by the needs of the community and acting on this evidence unfavorable to the petition, the Commission had no alternative but to recommend denial of the rezoning. Mr. Riconosciuto said the Commission does not feel any added information has been submitted that would warrant changing their opinion.

Mr. Norton Gordon, attorney for the Investment Exchange Development Corporation presented the petitioner's case by pointing out errors in the reasons the City Planning Commission rejected the petition, illustrating his arguments with numerous pictures of the neighborhood and of the gas station they desire to construct on the property in question. The points taken up by Mr. Gordon were: (1) It is an extension of undesirable strip zoning. All commercial zoning is along the sides of major streets at points where either present business centers exist or where the planners felt these centers will expand. He pointed out that there has been a healthy growth in the district and that since the war nine new buildings have been erected in a four block strip, and at present there is no sizable piece of land left for expansion. (2) logical western boundary of this strip zoning is Madison Street. Most authorities concede that logical land-use changes are determined by natural barriers and therefore in Oakland the logical barriers are Union Avenue on the East, where an industrial zone begins and a major expressway exists; the beginning of Bantz Boulevard at Tyler Street on the west, where all access has been removed for several miles, Mr. Gordon stated. He claimed the volume of traffic (15,200 cars in 24 hours) makes this property undesirable for residential use and it is practical to permit the already established business center to expand within the two natural barriers. (3) There already exists ample property in the commercial zone not

being used commercially. Mr. Gordon said there is only one site on the south side of Center Street which is not now used commercially, plus one already purchased and the building permit for this has been issued. On the north side there exists only one unused site large enough for a modern station, which they have under option, as it is their intention to make two improvements here. He felt there was a distinct public necessity for a gas station as the number of automobiles has increased at least 47% in the last ten years and therefore more and more service stations are needed, Mr. Gordon stated.

Mr. James O. Beni, owner of the property in question, said he had purchased this property for a residential site in 1950, but due to the heavy traffic on the street, he did not feel it was suited for this purpose. He has had no offers of purchase for a residence, but a number of people have expressed interest in the property for commercial purposes, and for this reason would like to have it rezoned for Commercial purposes, Mr. Beni, added. Mr. Keith Harrison, 4006 Center Street also spoke in favor of the rezoning.

Mr. Marvin Studley, 3215 South Gunnison Street, spoke against the rezoning, saying he did not approve surrounding the beautiful playfield across the street with gas stations. There are now five service stations in the area and he has had no trouble purchasing gas. Mr. Hollis Weid, 3219 South Monroe, said he could see no need for additional service stations, and that the street was mostly residential, and for this reason he was opposed to the rezoning.

Mr. Jay Gould, one of the owners of the Investment Exchange Development Corporation said that they plan to install modern, up to the minute service stations in this area, which will be operated by Tacoma citizens. They looked at the location from the air and from the ground before attempting to go into the deal, and they feel this is an ideal location.

Mr. Riconosciuto pointed out that a great deal of the strip zoning now in existence was not from Planning but due to growth. The Commission is making an effort to stop strip zoning wherever possible, he stated. Also the Commission felt that major streets should be used for the purpose of handling traffic rather than for business purposes, he added.

At this time (10:30 P.M.) Mrs. Goering returned from the meeting she had attended and took her seat at the Council meeting.

Mr. Jensen pointed out that Center Street is the Oakland neighborhood Shopping Center and stated he felt the City should provide room for expansion for business in this part of the City. Mr. Jensen said he believed that in the future this property will undoubtedly be zoned commercial and that it should be done now to take care of future development in the district.

Mr. Stojack, Council representative on the Planning Commission, advised that the Commission and the Staff had studied this case carefully from all angles. It was moved by Mr. Stojack, seconded by Dr. Battin to concur in the recommendation of the City Planning Commission to deny the petition. Roll call: Ayes 4; Battin, Humiston, Perdue, Stojack; Nays 5; Bratrud, Goering, Jensen, Tollefson and Mayor Anderson. Absent 0. The motion was declared lost on roll call.

It was then moved by Mr. Jensen, seconded by Mr. Bratrud, that the City Attorney be instructed to prepare the necessary amendment to the zoning ordinance, rezoning the south side of Center Street between Madison Street and Gunnison Street to a C-1 Commercial District; in order to sustain the vote of the Council on the appeal. Motion carried on roll call: Ayes 6; Bratrud, Goering, Humiston, Jensen, Tollefson, Anderson; Nays 3; Battin, Perdue and Stojack. Absent 0.

This being the date to which Council continued the hearing on the appeal of Zellerbach Paper Company, (624-57) in reference to a deficiency in their business tax, the matter was brought up for consideration at this time. The Clerk reported that a letter had been received from Richard K. Quinn, Attorney for the Zellerbach Paper Company, advising they have submitted a proposal to the City of Seattle, excluding Tacoma transactions from the Seattle tax base, but have not received an answer as yet, and asking that the Tacoma hearing be postponed until September 30th, 1957. It was moved by Dr. Battin, seconded by Mr. Tollefson that the hearing be continued to September 30, 1957. Motion carried on roll call: Ayes 9; Nays 0; Absent 0.

#### NEW BUSINESS:

X Mrs. Arthur Alsos, 7016 North 17th Street, presented the Council with a petition signed by 340 residents of the City of Tacoma, asking the City Council to take action necessary to correct the air pollution by contaminants from local industry and the Smelter in an adjacent town, which is injurious to vegetation and causes an unreasonable interference with the comfort, health and reasonable enjoyment of man's property. Mrs. Alsos said the Smelter fumes destroy plants for which the company will pay a small amount. However it also is harmful to the health of the citizens of Tacoma, she asserted. Mayor Anderson referred the petition to the City Manager to see what can be done in this matter, as a large part of the Smelter is in the town of Ruston. Mrs. Goering asked if Ruston had any right to regulate the Smelter. Mr. McCormick advised that Ruston would have the right to pass air pollution legislation to protect the property and health of its citizens. Mr. Donald J. Mescher, 7001 North 13th, stated that the most evident damage was to plants, but he also felt quite certain that some of the fumes are injurious to health. Mr. Mescher asked if there was not some City Health Committee, which could work with the Pollution Committee in an effort to determine how harmful to human being these fumes actually are. He was informed that there was no such committee. Mr. Rowlands pointed out that funds have been included in the 1958 budget to provide much needed air pollution control equipment so that Air Pollution Director, Joel Durnin would be able to do a much more effective job in the future. Along this same line, Mr. Rowlands reported that he had received a petition signed by Joseph H. Hermesen, et al (23 signatures) asking that the brick chimney of the incinerator at the new Safeway Store #329, at South 11th and M Streets, be raised at least thirty-five feet over its present height, in order to keep the smoke from contaminating the air and destroying the paint on the houses of surrounding residents, and causing a nuisance due to the odor. The operation of incinerators at numerous stores throughout the City is competing with the City Garbage Department and cutting into the revenues received by the City for this service, Mr. Rowlands stated. Mrs. Goering said she would like to know what authority the City of Tacoma has to regulate the Smelter and what we can do to work in cooperation with Ruston on this matter.

#### UNFINISHED BUSINESS:

The matter of L I D Participation Program was brought up and discussed briefly at this time, due to the lateness of the hour. Dr. Humiston said that the report the Council members had received on this matter from the City Engineer was one of the best prepared reports he had seen. He would agree with the recommendations on Page 12 of this report, Dr. Humiston stated. He submitted the following

list of charges per front foot which he suggested that the property owners be charged: Portland cement pavement \$8.00 plus storm drain; asphaltic concrete pavement, \$7.00 plus storm drain; resurfacing \$1.50; oil mat no participation; alleys, concrete \$4.50, asphalt \$2.50; sidewalks, \$2.75, the City to pay the balance of the cost. He also suggested that as soon as possible the sewer income should be raised so it would no longer be necessary for the L I D fund to participate in paying the cost of sanitary sewers. Dr. Humiston asked the City Attorney if it would be possible for the City to put a millage levy on the ballot without itemizing special projects, and Mr. McCormick replied that this was possible. Mr. Jensen said he too thought this was a fine, well prepared report. However, he did not believe that the Council should tamper with the rates suggested in the report. If rates are raised, the City would have to raise its appropriation, Mr. Jensen added. Dr. Humiston said he felt the City should get into other fields such as sidewalks and alleys also. Mr. Rowlands pointed out that most cities assess the property owners 100% for improvements. One of the biggest challenges is storm drainage, but this should come out of bonds. Dr. Humiston pointed out that certain kinds of improvements have more voter appeal, as it seems to be much easier to get a bond issue for streets and street lights passed, than it does to get a favorable vote on storm sewer and sanitary sewer issues. For this reason it might be a good idea to devote all the L I D Participation funds to storm and sanitary sewers, and depend on a bond issue for other improvements. Mr. Tollefson agreed that this was a good idea. Dr. Humiston said there is not enough money available for L I D participation and the City was going to have to find some other source of revenue. He favored a single shot millage issue for L I D participation, Dr. Humiston added.

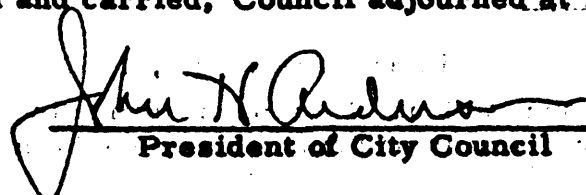
Before adjourning, the City Manager asked to have an opportunity to take up the following matters briefly with the Council:

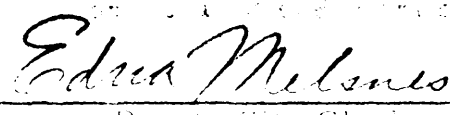
X (1) M. C. 158 - Community Directional Parking Signs. This M C sets forth administrative procedures to control the erection of these signs, as it was felt by the Traffic Engineer rather than be an amendment to the sign ordinance. He would like to have the City Council's approval of this manner of handling the Directional Signs to Community Parking lots, Mr. Rowlands stated. Council concurred in MC-158. 361

X (2) Mr. Rowlands called attention to the hearing on September 26th in the Public Library on the extension of waterways. He pointed out that there are some problems between the Port of Tacoma and the Utility Board relative to utility facilities now in use on Lincoln Avenue. The Water Division has a problem as it is now using the City Street and the Belt Line also uses the street, since it is proposed to vacate the street. It was suggested that the City Manager invite the Chairman of the Utility Board to appear before the Council at the next meeting and report what progress has been made on the solution of these problems. 361

Mr. Rowlands reported that the Utility Board is scheduled to appear before the Council for a discussion of its budget next Monday night.

Upon motion duly seconded and carried, Council adjourned at 11:45 P. M.

  
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 President of City Council

Attest:   
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