

**Resolution No. 24957**

A

RESOLUTION proposed by City Councilman Randy Revelle adopting parking policies for downtown Seattle and setting forth a schedule for implementing them.

*Amended - Res. 26103*

INTRODUCED: JUN 16 1975	BY: REVELLE
REFERRED:	TO:
REFERRED:	TO:
REPORTED:	
PASSED: JUN 16 1975	SIGNED: JUN 16 1975
FILED: JUN 16 1975	
	FIRST PUBLICATION:

- 25105 -ENDORSES PLAN DEVELOPED BY COMMUTER POOL PROGRAM, ETAL, TO OPEN CHERRY/CO-LUMBIA AND PIKE/INE 1-5 REVERSIBLE RAMPS TO CARPOOLS OF 3 OR MORE, ETC.
- 25159 -PROPOSED AMENDMENTS TO ZONING ORD 86300 RE OFF-STREET PARKING IN DOWNTOWN SEATTLE.
- 25165 -APPROVES FINAL, DEFINITIVE, WORKABLE PARKING & ACCESS PLAN FOR KING COUNTY STADIUM.
- 25180 - " " " "
- ORD 105853 -RE TO & REGULATING DESIGNATION & USE OF CARPOOL PARKING SPACES; AMENDS & ADDS CERTAIN SECTIONS TO TRAFFICE CODE ORD 91910.
- ORD 105876 -AMENDS VARIOUS SECTIONS OF THE ZONING ORD 86300 TO IMPLEMENT THE OFFSTREET PARKING POLICIES FOR DOWNTOWN SEATTLE EXPRESSED IN RES 24957.
- ORD 106434 -PROPOSED MINIMUM LANDSCAPING & SCREENING STANDARDS FOR DOWNTOWN PARKING LOTS; PREPARED BY OFFICE OF POLICY PLANNING.
- ORD 106434 -ORDERING ACQUISITION, CONSTRUCTION & EQUIPPING OF PUBLIC IMPROVEMENTS & THE ACQUISITION OF PROPERTY & PROPERTY RIGHTS FOR THE WESTLAKE PROJECT; AUTH ISSUE/SELL LIMITED TAX LEVY GEN'L OBLIGATION BONDS IN PRINCIPAL AMOUNT NOT TO EXCEED \$10,000,000, ETC.
- Res. -26103 -Amends Res. 24957 & Sets Forth a Schedule for implementing said admendments.
- Res. 26061 -/Adopts an amended comprehensive parking plan re to the Westlake Project.
- Ord. 108591 -Ordering Acquire, Construct & Equip Westlake Project; Auth issue Gen'l obligation bonds not to exceed \$12,600,000, etc....
- Ord. 109032 -Auth a study of alternative strategies for development of short-term public parking facilities in downtown Seattle, etc...
- Ord. 109209 -Auth grant contract with Puget Sound Council of Governments for a study entitled "Transportation Alternatives in Lieu of Parking Requirements", etc...

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*Amended - Res. 26.103* RESOLUTION 24957

A RESOLUTION adopting parking policies for downtown Seattle and setting forth a schedule for implementing them.

WHEREAS, on September 4, 1973, the Seattle City Council (by Resolution 24283) adopted goals and objectives for the City of Seattle for the year 2000, based on the Report of the Seattle 2000 Commission, many of which (see Attachment A) serve as the basis for the downtown parking policies set forth below; and

WHEREAS, on April 9, 1973, the City Council (by Resolution 24098) set forth the policies of the City of Seattle with respect to the Washington State Department of Ecology's March 30, 1973 plan entitled "Proposed Transportation Control Strategies Required to Attain and Maintain the National Ambient Air Quality Standards in the State of Washington;" and

WHEREAS, on July 31, 1973, the City Council (by Resolution 24239) set forth its policy and comments in response to the United States Environmental Protection Agency's Transportation Control Plan proposed under provisions of the Clean Air Act of 1970; declaring as a primary goal of the City of Seattle the enhancement of the environment, including the air we breathe; finding unacceptable the selective vehicle exclusion proposal of the Environmental Protection Agency's Plan; and stressing use of mass transit as the primary means to reduce vehicle-related air pollution in Seattle; and

WHEREAS, the Environmental Protection Agency adopted a final Transportation Control Plan for the Puget Sound Intrastate Air Quality Control Region, including a parking supply management regulation limiting the number of non-residential parking spaces within the Seattle Central Business District to the number of spaces available as of November 19, 1973, and provided notice of the Plan in the November 27, 1973, Federal Register (Volume 38, Number 227) entitled "Transportation Control Plans -- Alaska, Utah, and Washington"; and

WHEREAS, the Environmental Protection Agency has expressed its intent to approve acceptable parking management plans adopted by local governments as replacements for the parking supply management regulation adopted as part of the Agency's November 27, 1973 Transportation Control Plan; and

WHEREAS, the City of Seattle intends to ask the Environmental Protection Agency to substitute the following downtown parking policies for the parking supply management regulation adopted as part of the Agency's Transportation Control Plan; and

WHEREAS, consistent with the foregoing goals and objectives of the City of Seattle and the Environmental Protection Agency, the Mayor and City Council recognize that to assure an economically viable and an environmentally clean, healthful, attractive, and pleasant downtown, the City must encourage safe, convenient, rapid, reliable, and efficient transportation to, from, and within downtown Seattle, while minimizing the congestion, noise, air pollution, and visual impact caused by the movement and storage of motor vehicles; and

WHEREAS, the Mayor and City Council recognize that downtown parking is an integral part of Seattle's transportation system and significantly impacts land use and urban design in downtown Seattle, and therefore that reasonable regulation of downtown parking is essential to the preservation and enhancement of the economy and environment of downtown Seattle; and

WHEREAS, the Mayor and City Council recognize that the Urban Mass Transportation Act and the Federal Highway Act require short and long range transportation plans, and therefore that the downtown parking policies adopted herein should be integrated with the City's multi-modal master transportation plan, when adopted, as well as the 1990 Transportation System Plan of the Central Puget Sound Region; and

WHEREAS, the City of Seattle intends to implement the following downtown parking policies through appropriate ordinances and regulations in order to encourage increased use of transportation alternatives to the automobile and a reduction in automobile use in downtown Seattle; Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR CONCURRING, THAT THE FOLLOWING ARE THE CITY'S PARKING POLICIES FOR DOWNTOWN SEATTLE, WHICH SHALL BE AN AMENDMENT TO THE COMPREHENSIVE PLAN OF SEATTLE AND A PART OF THE CITY'S COMPREHENSIVE POLICY PLAN AND THE DOWNTOWN CONCEPT PLAN (WHEN ADOPTED):

1. Definitions

- 1.1 Downtown -- For purposes of these parking policies, "downtown" is bounded generally by Broad Street and Denny Way on the North, by Ninth Avenue and Interstate 5 on the East, by the southern boundary of the International Special Review District and Connecticut Street on the South, and by Elliott Bay on the West, as shown on the attached map (Attachment B).
- 1.2 Central Business District (CBD)-- For purposes of these parking policies, the "Central Business District (CBD)" is bounded generally by the northwesterly boundary of the Metropolitan Commercial (CM) Zone (about two lots North of Lenora Street) on the North, by Seventh Avenue and Interstate 5 on the East, by Yesler Way on the South, and by Elliott Bay on the West, as shown on the attached map (Attachment B).
- 1.3 Long Term Parking Space -- Parking space occupied by the same motor vehicle for six hours or more and generally used by regularly employed commuters.
- 1.4 Short Term Parking Space -- Parking space occupied by (a) individual motor vehicles for less than six hours and generally used intermittently by shoppers or visitors to commercial or governmental offices, or (b) motor vehicles used by persons requiring frequent use of a motor vehicle in their employment.
- 1.5 Accessory Parking -- Parking spaces customarily provided incidental to a permitted use and directly related to the activities conducted on the site of the permitted use.
- 1.6 Structured Parking -- Parking provided within a building such that no off-street parking exists at street level which is not covered by a permanent part of the building.
- 1.7 Surface Parking -- Parking provided at street level and not covered by at least one level of additional parking or a permanent structure.

2. Implementation

Any implementation of these downtown parking policies which significantly alters existing parking patterns or mobility to, from, and within downtown Seattle will be contingent upon the availability of transportation alternatives which can accommodate present and anticipated person-trips to, from, and within downtown Seattle. Implementation of these downtown parking policies will take place only after full consultation with affected and interested parties and with due regard for the economic and environmental consequences.

3. Transportation Alternatives

The City will promote -- and will assist downtown businesses and other government agencies in promoting -- the use of transit, car pools, and other reasonable, low-cost alternatives to driving and parking automobiles in downtown Seattle. In promoting transit use, the City should put major emphasis on securing more frequent and convenient transit service to residences in and near Seattle so as to reduce significantly the need for use of an automobile in commuting between such residences and downtown Seattle.

4. Park-Ride Lots

As one way to reduce the number of automobile trips into downtown Seattle, an increasing portion of downtown-oriented long term parking spaces should be provided in park-ride lots at suburban locations and outlying locations within Seattle, as provided in the Metro Comprehensive Plan for Public Transit (Metro's 1980 Transit Plan). The park-ride lots serving downtown Seattle should be connected to the downtown by express transit at peak travel hours and by convenient transit service during business and shopping hours. The park-ride lots should be low profile, limited in size and scale, compatible with their surroundings, and should have substantial boundary screening and/or landscaping.

5. Control of Parking Expansion

Parking within downtown Seattle shall be limited by implementation of the provisions set forth in Policies 5.1 and 5.2, below. It is intended that such implementation will result in approximately the same number

of downtown parking spaces that exist as of the date of adoption of this Resolution, although the type, form, and location of these spaces may be reordered considerably. In managing parking as a land use and as an integral part of Seattle's transportation system, the City shall encourage a change in the type of parking in the CBD from long term to short term. Any new long term parking facilities needed in downtown Seattle for commuters not reasonably served by public transit should be located outside of the CBD and should be (a) adjacent to major traffic corridors of adequate capacity, (b) linked by convenient access to principal CBD destinations, and (c) consistent with achieving the air quality standards adopted under the Clean Air Act.

5.1 Within the CBD:

- (1) New parking will be authorized as a permitted use only when it is:
  - (a) Clearly accessory to a permitted commercial, governmental, retail, or residential use; and
  - (b) Limited to a maximum number of spaces established by ordinance, based on a reasonable ratio or percentage of new developed floor space; and
  - (c) Structured and contained within the site of the permitted use.
- (2) New parking will be authorized as a conditional use only when it is:
  - (a) Consistent with the applicable regulations of Seattle's Zoning Code (Ordinance 86300); and
  - (b) Limited to a maximum number of spaces established by ordinance, based on a reasonable ratio or percentage of new developed floor space; and
  - (c) Located within a reasonable distance (specified by ordinance) from, and clearly accessory to, a permitted commercial, governmental, retail, or residential use in either:
    - (1) A new development, in which case the parking must be structured; or
    - (2) An existing building in which, subsequent to the date of adoption of the ordinance implementing this policy,

more than fifty percent of the floor space is restored  
and dedicated to a substantively different use.

(3) New principal use commercial parking will not be authorized in the  
CBD.

5.2 Within downtown Seattle, but outside the CBD:

(1) New parking will be authorized as a permitted use only when it is:

- (a) Provided pursuant to applicable regulations of Seattle's  
Zoning Code (Ordinance 86300); and
- (b) Clearly accessory to a permitted commercial, governmental,  
retail, or residential use; and
- (c) Limited to a maximum number of spaces established by  
ordinance, based on a reasonable ratio or percentage of  
new developed floor space.

(2) New principal use parking will be authorized only as a conditional  
use and shall be evaluated in light of:

- (a) Relevant regulations of Seattle's Zoning Code (Ordinance  
86300); and
- (b) Impacts on the transportation system, particularly surface  
street capacity; and
- (c) Impacts on air quality; and
- (d) The standards for screening and landscaping adopted pursuant  
to Policy 7.1, below.

5.3 Within downtown Seattle, landmarks designated pursuant to the City's  
Landmark Ordinance shall be exempt from all requirements for a minimum  
number of parking spaces.

5.4 In determining the ratios or percentages of developed floor space  
under Policies 5.1 and 5.2, above, different ratios or percentages  
may be developed for different types of uses and may vary according  
to the location of the parking facility.

6. Joint Development

As much as practicable, parking facilities in or near the CBD should be  
incorporated into joint commercial, governmental, retail, or residential

developments which provide for pedestrian-oriented uses at street level, such as restaurants and retail sales, services, and displays. Such parking facilities should minimize adverse visual and pedestrian impacts. Whenever practicable, parking facilities should serve both daytime and nighttime activities during the work week and week-ends (for example, retail and theater parking.)

## 7. Screening and Landscaping

7.1 New Parking Facilities -- To improve the visual environment and urban design of downtown Seattle, new parking facilities must conform to standards (adopted by ordinance) for provision of landscaping and/or screening from pedestrian areas. The standards shall proportionately relate the required amount and scale of the screening and landscaping to the size of the parking facility. The standards may vary according to the location of the parking facility. Conformance to the standards shall be required within the first year of operation of the facility and may be satisfied with portable amenities.

7.2 Existing Parking Facilities -- Existing parking facilities in downtown Seattle must conform to the screening and landscaping standards adopted pursuant to Policy 7.1 above within a graduated conformance schedule adopted by ordinance in conjunction with the standards. The conformance schedule may vary according to the location of the parking facility.

7.3 Vandalism -- The ordinances implementing Policies 7.1 and 7.2 shall provide a reasonable period for re-compliance following acts of vandalism or other damage to the screening/landscaping beyond the control of the parking facility owner or operator.

## 8. Pedestrian/Transit Streets

No new parking facility will be permitted vehicular access to any street designated by ordinance as a pedestrian or transit street or boulevard. The criteria used to determine whether any candidate street shall be so designated shall include but need not be limited to the following:

- (1) Availability of alternative access to properties abutting a candidate street.



- (2) Conformance with adopted City of Seattle goals, objectives, and plans; and
- (3) Provision of linkages between existing or planned pedestrian activity areas; and
- (4) Existing or potential high volumes of pedestrian or transit activity; and
- (5) Wide or expandable sidewalks; and
- (6) Accessibility to prominent views or vistas; and
- (7) Conformance with existing or planned beautification programs; and
- (8) Existing or potential vehicular-pedestrian conflict.

9. Waterfront Parking

In addition to conforming with these downtown parking policies and the ordinances implementing them, parking facilities on or near the waterfront (within 200 feet of the Elliott Bay shoreline between Connecticut Street and Broad Street) shall conform to the parking policies and regulations adopted as part of the Seattle Shoreline Master Program.

10. On Street Parking

The management of downtown street rights of way shall be consistent with adopted City policy relating to the adjacent uses. Toward this end, the City shall:

- (1) Periodically inventory all uses of the street rights of way;
- (2) Allocate space within any area of conflicting uses in accordance with the following priorities:
  - (a) Local Movement or Access Functions
    - (1) Pedestrians
    - (2) Transit or other multiple occupancy public vehicles (including transit stops)
    - (3) Movement of goods to and from the downtown
    - (4) Multiple occupancy private vehicles
    - (5) Single occupancy vehicles
  - (b) Parking Functions
    - (1) Passenger loading and unloading

- (2) Goods loading and unloading
- (3) Storage (parking) of vehicles
  - (a) Shortest term parking
  - (b) Parking for disabled persons
  - (c) Longest term parking
    - (1) Bicycles
    - (2) Multiple occupancy vehicles (certified by the City)
    - (3) Private vehicles
      - (a) Small vehicles (including motorcycles)
      - (b) Large vehicles
- (3) Establish and enforce parking restrictions, including prohibitions, meter rates, and fines for illegal or over-limit parking, in accordance with:
  - (a) Overall City goals and objectives;
  - (b) Attainment of the function intended for the specific space, as designated; and
  - (c) Accident potential for all types of travel.

## 11. City-Managed Parking Facilities

### 11.1 Public Parking Facilities

The planning, management, and operation of public parking facilities shall comply with adopted City policies, including these downtown parking policies. These facilities shall be managed and operated so as to give preference in accordance with the following priorities:

- (a) Bicycles
- (b) Vehicles carrying disabled persons
- (c) Short term parking
- (d) Carpools (certified by the City)
- (e) Long term parking

### 11.2 Employee Parking Facilities

The management and operation of parking facilities for City of Seattle employees shall give preference in accordance with the following

priorities:

- (a) Motor pool vehicles (including assigned vehicles)
- (b) Bicycles
- (c) Vehicles carrying disabled persons
- (d) City personnel whose function intrinsically requires assigned space for personal vehicles
- (e) Carpools (certified by the City)
- (f) Department heads and division managers

12. Incentives

To help achieve the goals, objectives, and downtown parking policies set forth above, the City of Seattle shall explore and implement positive incentives such as development bonuses, tax breaks, and space allocations.

13. Schedule for Implementation

By the dates indicated below, the Office of Policy Planning, in cooperation with the Board of Public Works, the Building Department, the Engineering Department, the Department of Community Development, and other appropriate City Departments, shall draft and submit to the City Council ordinances and appropriate environmental assessments to implement the following downtown parking policies:

<u>Policy</u>	<u>Date Due</u>
5. Control of Parking Expansion	September 1, 1975
6. Joint Development	December 1, 1975
7. Screening and Landscaping	October 1, 1975
8. Pedestrian/Transit Streets	November 1, 1975
10. On Street Parking	September 1, 1975
11. City-Managed Parking Facilities	August 1, 1975
12. Incentives	December 1, 1975

In addition, within 60 days of the date of adoption of this Resolution:

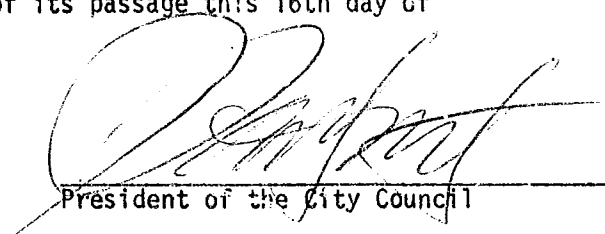
- (1) the Office of Policy Planning shall: (a) review all existing City of Seattle policies, ordinances, regulations, and operations and submit proposed changes to the City Council in order to assure conformance by the City with these downtown parking policies; and

- (b) review current parking regulations in the Pioneer Square, Pike Place Market and International Special Review Districts and submit to the City Council proposed changes needed to resolve any conflicts between the regulations and these downtown parking policies; and
- (2) the Engineering Department shall prepare and submit to the City Council an inventory of all parking spaces, by type and use, as of the date of adoption of this Resolution; and
- (3) the Building Department shall review existing downtown parking facilities and report to the Mayor and City Council any apparent Zoning Code violations or non-compliance with conditional use permits (except non-compliance with applicable minimum parking provisions).

14. Review and Revision of Policies


To take full advantage of new knowledge gained from experience and changed circumstances, the foregoing downtown parking policies shall be reviewed at least every two years and revised where appropriate.

PASSED by the Seattle City Council this 16th day of June, 1975, and signed by me in open session in authentication of its passage this 16th day of June, 1975.

  
\_\_\_\_\_  
President of the City Council

Filed by me this 16 day of June, 1975.


ATTEST:

  
\_\_\_\_\_  
City Comptroller and City Clerk

By:

  
\_\_\_\_\_  
Deputy

Concurred in by:

  
\_\_\_\_\_  
Wes Uhlman,  
Mayor

ADOPTED SEATTLE 2000 GOALS AND OBJECTIVES\*  
(Basis for Downtown Seattle Parking Policies)

Downtown and Major Activity Centers

- A. Downtown Seattle should be the pre-eminent center for business, governmental and cultural activities of the region.
- B. Downtown Seattle should be the most exciting and extensive retail trade center in the region.
- C. Downtown should be the principal place within the region for the widest possible variety of cultural, entertainment, and urban recreation activities.
- D. The planning and development of the downtown should bring about a unified, well-integrated whole, while maintaining and enhancing the identity of areas of special character or emphasis.
- E. Urban design and development in the downtown should be guided by the highest standards of excellence.
- F. The downtown should be a comfortable and enjoyable place for people.
- G. A multiplicity of uses should be encouraged in the downtown for varied and rich experiences.
- H. The downtown should become much more conducive to safe and enjoyable pedestrian movement.

Economy and Economic Security

- D. Ensure the stability of the local economy.
- E. Use governmental policy to encourage expansion of business's social responsibility to the community and encourage stable economic growth.
- H. Create a framework of governmental regulatory policies, laws and tax structure which encourages stable economic growth while ensuring socially responsible conduct by business.

Environment

Pollution Sub-Group Report

- A. Goal: Noise.

The City should strive to reduce the present levels of noise pollution in its living and working environments to satisfy the expectations and health requirements of those who live and work in the City.

- B. Goal: Air.

The City should strive to reduce the present levels of air pollution to meet not only the health requirements of its citizens, but also the environmental visual and nuisance abatement expectations of its citizens.

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\* The downtown Seattle parking policies are based on these goals and objectives from "Goals for Seattle: The Report of the Seattle 2000 Commission," Prepared by the Citizens of Seattle and Adopted by the Mayor and the City Council, Seattle, Washington, 1973.

E. Goal: Visual Pollution.

Seattle should build itself into a beautiful city, a city worthy of the glories of its natural setting. It should cherish what it has that is good, improve what is mediocre, and create what is lacking. And it should strive to maintain for every citizen an atmosphere that is humanized, full of interest, lively, and so visually exciting that it rightfully shall be the true hub of the Pacific Northwest.

Land Use Sub-Group Report

D. The development of the City should be such that the impact of the private automobile is greatly reduced and the use of alternate transportation modes is increased.

F. Seattle's downtown should not be expanded horizontally, but should be improved as a healthy, living, working, and cultural environment.

Housing

Goal F: To encourage in-city living within walking distance of the Central Business District.

Objectives:

1. Encourage higher density residential development in and near the CBD.
4. Modify parking requirements for in-city dwelling units to recognize the reduced dependence upon automobile transportation by in-city residents.
5. Provide frequent, reliable, convenient public transportation to make it possible for in-city residents to get to and from employment, shopping, cultural, and entertainment locations without resort to automobiles.

Transportation

- A. Overall Goal: Transportation and utility systems shall be planned, implemented, and operated to achieve the social, economic, and environmental goals of the people of Seattle.
- B. Goal: Transportation systems shall be oriented to meeting all people's needs for mobility within Seattle and to and from neighboring communities expeditiously, conveniently, and safely, consistent with social, environmental and economic goals.
  1. Seattle should determine the functional needs of the people for mobility now and in the future by categorizing these functional needs as between (1) commuter, home-to-work trips, (2) transit-dependent trips, (3) all-purpose trips, (4) movement of goods trips, and (5) emergency/defense trips.
  2. Seattle should change existing transportation and utilities systems and plans to conform with the goals of the city, by a process of weighing all costs and benefits of all available alternatives and selecting the best alternatives to meet the city's adopted goals for a balanced, coordinated, and integrated transportation and utility system.
- C. Goal: Seattle shall seek and implement measures to minimize the need for transportation, as consistent with overall social, economic, and environmental goals for the people of the City.

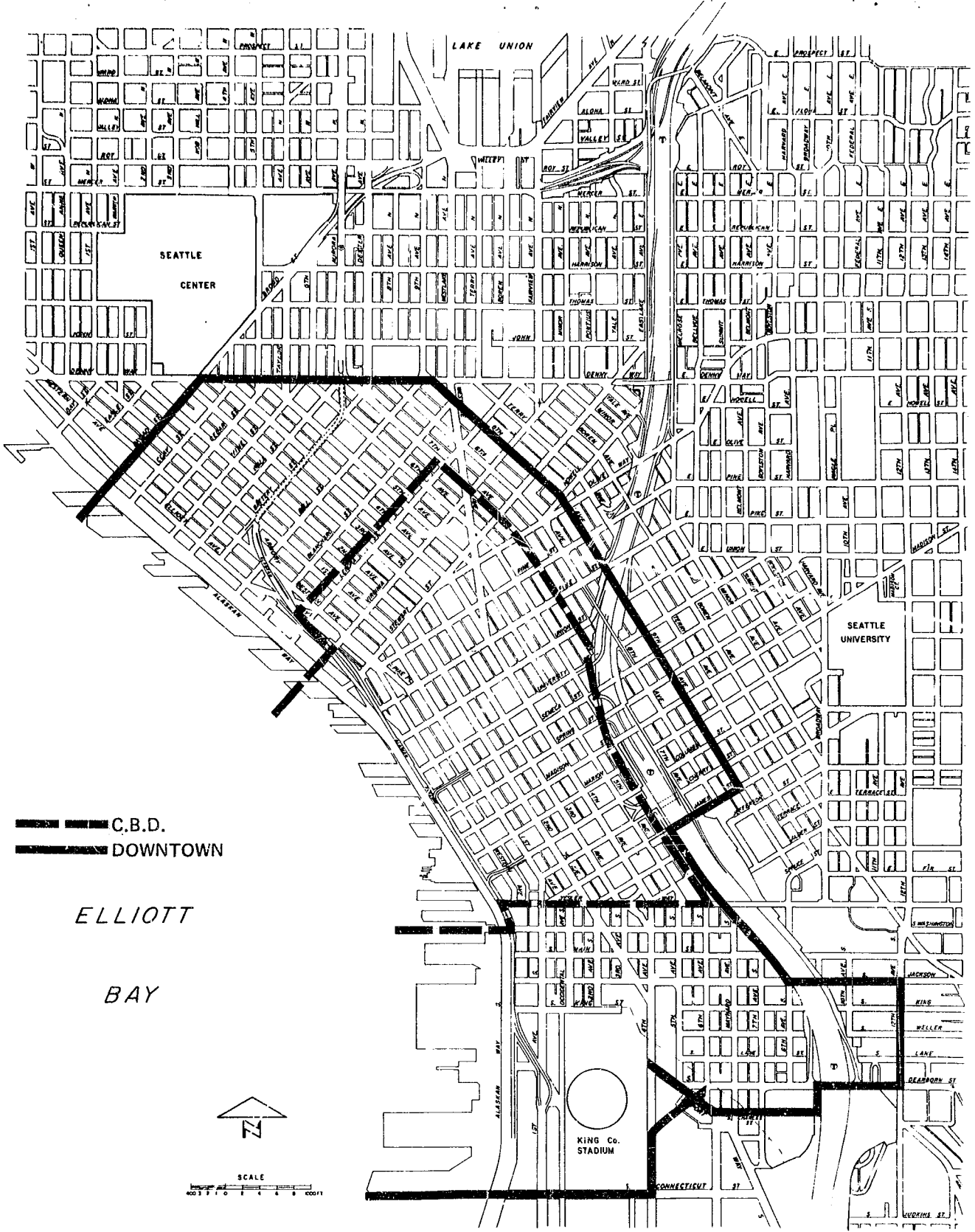
Objectives:



1. Encourage the development (both public and private) of systems which substitute for travel.
2. Increase the proportion of people who both live and work within the City, by encouraging urban redesign and a redistribution of activities so as to reduce the length of trips within (and to and from) the City.

D. Goal: Transportation and utility systems shall promote social and economic opportunity and serve the City with the least possible disruption by land taking, physically dividing barriers, private and public vehicles, pollution (air, noise, visual, water), and consumption of energy and other natural resources.

Objectives:

1. Improve present mass transportation systems to provide a substitute for travel by automobile and to provide mobility for all, including the young, the old, and the disadvantaged.
2. Seattle shall develop an efficient mass transit system which serves the entire metropolitan area, is linked and coordinated with long-distance transportation, is minimally polluting, and conserves energy.
3. Seattle should provide a safe, attractive environment for pedestrians.
4. Seattle should acknowledge and facilitate bicycling as a means of mobility for the people of the City.
5. Seattle shall implement measures to (1) subordinate and/or drastically reduce use of the automobile for commuting within the City and for any and all nonemergency purposes within congested, high activity areas heavily used by pedestrians, (2) curtail growth of private motor vehicle traffic generally, within the City, and (3) reduce, on all roadways within the City, the present level of auto use for transportation of persons and the level of vehicular use for movement of goods during peak hours.
6. The environmental impact and resource use of private motor vehicles at any given level of vehicular operation shall be reduced.
9. The City shall encourage a goods movement system that is efficient, low-polluting, and minimizes conflict with other vehicular traffic and pedestrians.



 C.B.D.  
 DOWNTOWN

ELLIOTT  
 BAY



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ATTACHMENT B



TIME AND DATE STAMP

SPONSORSHIP

THE ATTACHED DOCUMENT IS SPONSORED FOR FILING WITH THE CITY COUNCIL BY THE MEMBER(S) OF THE CITY COUNCIL WHOSE SIGNATURE(S) ARE SHOWN BELOW:

*Randy Revell*

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FOR CITY COUNCIL PRESIDENT USE ONLY

COMMITTEE(S) REFERRED TO: For Introduction &  
Adoption on Monday  
June 16, 1975

*[Signature]*  
\_\_\_\_\_  
PRESIDENT'S SIGNATURE