

disposal, the four sides of entrance and exit will make the post office operation a most facile one. Street car lines on the north side and the south side make the building easily available to all. Slightly apart from the main central business section, the post office activities will not be hampered by congested traffic. At the same time the downtown business section, at night in particular, will not be deadened by having what is known as a "dark building" in its midst. The new site has already been purchased by the government and the old buildings thereon are being razed.

It is expected that building operation will start within the next twelve months and that upon completion of the structure the old post office building at Seventeenth and Broadway will be taken down. Removal of the old structure will give the city the opportunity of widening Seventeenth Street between Broadway and Franklin, and will have a distinct effect upon relieving traffic congestion in that section of the city.

### **Height of Buildings**

At this point I would again urge passage of an ordinance limiting the height of buildings in the downtown business district. I realize the pride our citizens have in our rapidly developing skyline, yet at the same time I realize that tall buildings in the business area result inevitably in congested traffic conditions. It has been and is today the experience of such cities as New York and Chicago that downtown traffic is almost at a standstill during at least three hours of the business day—when the multitudes of shoppers and workers are entering the section in the morning, on the streets at noon time and leaving the business section in the evening. Oakland now has the opportunity while in this first period of her growth toward metropolitanism to avoid such future disaster.

I would advocate limiting the height of future downtown buildings to a maximum of 150 feet. This will spread the business district, create more land values and therefore more assessable wealth, make individual business houses more easy of access and thus facilitate professional practice and commercial enterprise, and would bring to all citizens a more facile use of downtown streets.

### **AUTOMOBILE PARKING**

The matter of street congestion and commercial availability naturally is bound today with automobile parking. The situation in Oakland is daily becoming a more serious one. In my estimation it is not unlikely that some plan must be arrived at whereby parking will be prohibited entirely in certain present business sections. Not only, then, would I advocate an ordinance limiting the height of buildings but would urge our building public to incorporate in such new structures basement parking areas for their patrons. This should apply not only to commercial houses but to those built to house the professions. At the same time, too, I take this opportunity of urging upon downtown owners the profit that would lie in the construction of more of the permanent type of downtown automobile storage structures.

In this connection I must state again that I believe open parking lots are a detriment rather than a benefit to the city. Some small income to the owner who is awaiting substantial development may come from them, but they are unsightly and militate at once against early development and against the legitimate business interests of those who have built permanent and taxable improvements in the way of garages and automobile storage buildings.

Experience and observation have brought me to another conclusion regarding downtown parking. As long as parking is to be allowed at all in this area I advocate reducing the red and yellow "no parking" and "unloading" zones to an absolute minimum. It is my belief that the present red "no parking" zones are twice the size necessary. Throughout the downtown section the opening of one-half the length of each of these zones would perhaps give shoppers space for five hundred more automobiles. I believe, too, that the loading zones could be materially reduced and that loading and unloading of all merchandise except retail delivery packages should be limited to the early hours of the morning when trade is at its lightest. I am firmly convinced, also, that the gathering of refuse by the Scavenger Company should likewise be limited to the hours before 8 a. m. and after 6 p. m.