

## **Minutes**

Date: November 7, 2011

Time: 6 PM

Location: SMASH/John Muir Auditorium

### **Board Members in Attendance**

David Auch

Pauline Bohannon

Dana Ehrlich

Nina Fresco

Patty Godon-Tann

Sadat Huq

Jeffrey Jarow

Jan Ludwinski

Mary Marlow

Lori Nafshun

Michele Perrone

Roger Swanson

Bob Taylor

### **Noticed Board Member Absences**

Susan Lewis

### **Other Absences**

Ross Furakawa

## Topics Discussed

### Introduction to OPA

President Jan Ludwinski called the OPA Board of Director meeting to order at 6 PM.

### Special Presentation: Santa Monica Airport Panel Discussion

Panel discussion regarding the Santa Monica Airport and the Santa Monica Neighbors, moderated by Council Member Kevin McKeown, with four panelists:

- E. Richard Brown, Ph.D., Airport Commissioner, City of Santa Monica, Professor, UCLA School of Public Health
- Martin Pastucha, Director of Public Works, City of Santa Monica
- Cathy Larson, Friends of Sunset Park Airport Committee Co-Chair
- Joseph Justice, Owner, Justice Aviation

The panel discussion was videotaped and an edited tape will be made available in the future.

Key points of Kevin's introduction:

- The City has contracted with three firms (Rand, HR & A, and Point C) to do an airport visioning study of what to do with the 227 acre SMO site. The first phase, completed in September, looked at potential development concepts (Rand) and economic analysis of SMO impacts on the surrounding communities (HR & A).

Phase two utilizes community focus groups managed by Point C through January 2012. Phase three, City Council review, will be completed in June 2012.

- Community involvement opportunities:
  - Monday Nov. 28 Airport Commission (City Council Chambers at 7:30 PM) workshop on Rand and HR&A reports

- Open house at SMO Saturday, Dec. 10, from 10 AM to 2 PM; Sign-ups for the community focus groups will be available at open house and on City website.
- City can't dictate aircraft flight plans, which are determined by the FAA
- City does have control over ground operations at SMO

#### Opening remarks of panelists:

- Richard: SMO has impacts on Sunset Park residents with several major concerns: Safety, health (leaded gas used by propeller planes and fine particulate matter from jet fuel combustion) and noise. Recommended attending Nov. 28 Airport Commission workshop.
- Cathy: Recommended attending SMO open house on Dec. 10.
- Martin: Directs department (Public Works) that has oversight over SMO daily operations, including noise issues, maintenance, lease negotiations and other contractual activity

#### Environmental Impacts:

- Martin discussed environmental, safety and noise studies conducted by the City
  - Several studies addressing safety, and environmental issues, in conjunction with AQMD and EPA
  - One environmental study was performed when SMO was closed for runway work; results from the AQMD study will be presented at the Airport Commission meeting on Jan. 23, 2012
  - The City will support/participate in the Sen. Lieu initiated study of air pollution and lead blood levels in the surrounding communities

- Richard discussed the difficulty of determining the health impacts of SMO given the other surrounding sources of pollution
- Cathy expressed concerns over the inertia of governments to address the issues. She stated that there are no fine particulate standards for SMO
- Joe stated that leaded fuel would likely be eliminated by EPA mandate, just as it was for passenger cars. Getting the lead out of autos took many years, but that problem was far more dangerous than the current propeller plane issue.

### Economic Impacts

- Martin summarized some of the results from the HR & A study:
  - Does airport make money? Flight operations do not cover the cost of running the airport, but building leases fill the gap to make SMO budget neutral for the City
  - HR & A study conclusions:
    - SMO creates 894 direct jobs and 242 indirect jobs due to local spending
    - There are 177 business at SMO
    - Total impact to surrounding communities is \$275 million, both direct and indirect
  - SMO also creates regional jobs (job multiplier effect) and money (\$53 million)
- Richard's comments on economic impact included:
  - HR&A study did not separate impacts into aviation vs. non-aviation related activities
  - HR&A study was silent on the impact of SMO on surrounding home values; additionally, the study did not

comprehend the legal liability the City incurs from SMO operations

- Landing fee increases? Current landing fees do not cover cost of flight operations
- Based on one interpretation of the 1948 Transfer agreement with the FAA, a 1,700-foot length of the runway was excluded from the land transfer to the City. Further, the 1984 agreement with the FAA stipulated that the City would maintain a 5,000-foot runway until July 1, 2015.

Therefore, the City has a potential of removing the 1,700-foot runway section, thereby preventing C & D class jets from using SMO. [Editorial note: Ontario (California) International Airport has plenty of unused capacity for any size jet.]

- Joe commented on economic impacts of SMO:
  - His firm, Justice Aviation, has 17 employees and 300 to 400 active customers
  - Airport may not be closed at City discretion: If the City accepts money from the FAA, then it must operate SMO for another 20 years
  - FAA could take the remaining 1,700 feet of runway not in the 1948 land transfer by eminent domain.

Solutions, such as limiting flight schools, higher landing fees and not selling fuel, could be used to resolve some of the problems. What other ones?

- Cathy commented:
  - When can the City close SMO, given it legally can? Is it 2015 or 2023?

- If the City decides not to seek closure, what can it do to minimize impact? Limit number of tie downs or stop fuel sales, both not addressed in the Rand study
- Richard commented:
  - Reduced operations can be accomplished with fewer flight schools (leases blocked for any new schools by City Manager).
  - Need to focus on aviation as well as non-aviation factors
- Joe commenting on FAA rules and voluntary proposals by flight schools:
  - Where are we supposed to fly? In order to minimize noise impacts and maintain separation with LAX operations, the 1984 FAA agreement has a standard flight path: Head left 10 degrees over Penmar Golf Course, then turn left at Lincoln, or right at the coastline
  - FAA controls flight paths, including where it is safe during periods of weather
  - The flight schools are attempting some self-imposed rules to better make the community happier:
    - They will stop nighttime pattern flying after 8 PM, or 9PM during DST)
- Martin made some concluding remarks
  - See the City webpage for the City's legal assessment of the FAA agreement, as well as many other SMO documents of interest
  - How and where to participate further?

- Monday Nov. 28 Airport Commission (City Council Chambers at 7:30 PM) workshop on Rand and HR&A reports
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## **Announcements**

- December 5: Tree Lighting and OPA Holiday Party
- The Bonus Car Wash on Lincoln Blvd. has become the first union (United Steelworkers) car wash in the US

## **Special Presentation: City Manager's Ocean Park Community Meeting**

Presentation by Santa Monica City Manager Rod Gould focused on an Overview, Economy, City Budget, City Efforts in Santa Monica and Ocean Park, and New Initiatives:

His presentation included:

- Introduction of City Staff present
- PowerPoint Presentation is attached as a pdf file to the minutes, below.

Rod answered, with City Staff assistance, a variety of questions:

- Public pensions were considered un-sustainable last year. What's new? Many changes to correct this situation, including increase of employee pension contribution to 8% of salary, pay down of unfunded liabilities (\$10 million investment that return \$800,000 per year).
- How is the City going to mitigate traffic from the Hines development? The Environmental Impact Report, which will influence the Transportation Demand Management plan, will help to mitigate traffic.

- Status of 2400 block beach bathroom: To be completed.
- Will there be fire pits at beach? Not anytime soon.
- Will there be a Dog Park at beach? Currently working with the State, but State says "no" – no exception for SM.
- Will the current urban task force, or a commission handle the urban forest activities? Task force.
- Status of capping I-10 in downtown? While it is feasible, it is very costly and Caltrans is not pushing for it.
- What is the timeline on streetscape enhancements? Ocean Park Blvd. to be completed in 13 months; no other streets identified at this time.
- Comment regarding City's smartphone application: Great job!
- What is being done about traffic violations on 6<sup>th</sup> street at school drop offs? Neighborhood Resource Officers working with the schools.
- What can be done about the northbound traffic backup on 4th Street on-ramp to the eastbound I-10? There were two lanes in 2009 allowed to turn right, but this posed a safety hazard for SaMoHi students and other pedestrians. Don't expect improvement any time soon.
- Can the City prevent sanitation trucks before 7 AM in residential areas? No real solution yet given demand and limited resources.
- Can the City add streetlights on streets without lights? Add to existing poles? Contact Martin Pastucha, Director of Public Works, to discuss specific locations.
- Do developers pay traffic mitigation fees? Yes, Development Agreements often include specific mitigation costs paid by the developer.

- What is being done about short-term rentals in Ocean Park? Code compliance was separate from Planning and the code enforcement team checks the Internet for violators.
- Will there be a subway to Santa Monica? While Measure R could fund this project, the light rail expected in 2015 may be the interim mass transit solution; the Subway to the Sea is likely beyond a 10-year horizon, if ever.
- Comment on the nighttime population at 90,000 in Santa Monica and the estimated daytime population of 200,000. Residential population not expected to grow; and the daytime population pays the bills.
- Can a mid-block crossing be added on 2<sup>nd</sup> street next to Santa Monica Place to accommodate bus service at a stop in the middle of the block? This is being studied, along with other locations.
- Will the City do something in 2012 to reduce pedestrian and bike accidents with cars? The City will try various approaches including education and enforcement.
- What is the delay in the City taking over Lincoln Blvd.? The State can't pay for the needed paving before turning over the roadway to the City. The City is considering taking an IOU from the State and then do the paving to expedite the transfer.
- Is AFM moving to LA? AFM members against move and the City will pursue various avenues to keep it in Santa Monica.
- What can the City do to stop bikers who don't follow the rules? Education, enforcement and enforcement with mandatory education.
- The cross walk at 3<sup>rd</sup> on Ocean Park Blvd. is not longer operating? What is the City doing to fix it? The manufacturer of the system is no longer in business. The new crossing will be marked and nighttime lighting will be increased.
- What is the update on the shuttle Main Street to downtown shuttle, which was part of various hotel Development Agreements? The line

was discontinued due to poor rider volume, but still receiving funds from hotels while looking for another downtown route.

- Why is there a delay in getting solar panel installation through Planning? The City is working on significant improvements to the permit process, in part by using more over the counter reviews.
- Parking north of Wilshire is difficult; what can the City do? The City is exploring the use of way finding signage and smart-phone apps to help people find parking.
- Will the City be using stings to reduce texting and cell-phone use while driving. Possibly, but will continue using existing traffic enforcement.
- Will the Rapid 3 add luggage racks? No immediate plans to do this.
- Is smoking on bike paths illegal? Yes, smoking is prohibited on the beach including all bike path sections on the beach.
- What can be done to reduce speeding on 3<sup>rd</sup> Street between Pico and Marine? The speed limit is likely higher than most vehicles; no speed bumps are planned, but angle parking, which slows traffic, could be explored.
- What is the status of bus schedule enhancements at bus stops? Currently underway with next bus arrival times to be installed next spring. New bus shelters will be installed as well.
- What can be done about fireplace smoke? Not much can be done at this time. No ban of fireplaces is anticipated.
- Can Nielson Way traffic be calmed? A project underway for 2013 completion will synchronize traffic signals, but no calming is planned.
- Why do sidewalks have a rough surface that slows sweeping? The rough surface prevents slipping when wet.
- What can the City do about drug and alcohol use near Pico and Lincoln? All the facilities in the area are privately owned with support

from the City. These non-profits must keep the area clean. The needle exchange at Common Ground has not impacted crime in the area.

- What is the crime update? Most crimes are down from prior years setting record low levels of crime. There is however a couple areas that are still a problem: Auto and bike thefts, and burglaries. Don't use cable locks for bikes.
- What can the City do about the increasing number of squirrels and crows? The City is not planning any action at this time to control crows or squirrels.
- How will the Metro rail Station at 4<sup>th</sup> and Colorado affect traffic? The proposed Colorado Promenade will help to ease pedestrian traffic; auto traffic options are being explored.
- Tree cover in Ocean Park, in comparison with tree cover in the North of Montana area is quite sparse. Can the City speed the replacement process? This is a long-range issue that will take years to rectify.

### **Board of Director Election**

Concurrent with the meeting presentations, members of OPA voted for incumbent and new Board member nominees; the ballot cut-off was 7:30 PM.

### **Meeting Close**

Meeting adjourned at 9:00 PM

**Next Meeting: OPA Holiday Party, Saturday, December 3, 2011, 4 to 6 PM, at Naresh's located at 2420 Main Street.**

Rod Gould's "Can We Talk" presentation: [CWT Ocean Park 2011.pdf](#)