



FRIENDS OF SUNSET PARK

A California nonprofit corporation of Sunset Park residents • Box 5823, Santa Monica, California 90409-5823 • (310) 358-7117

JANUARY 2006 NEWSLETTER

Layout by Bill Josephs

Shape the Future 2025— January 10th Hearing

On January 10th, the City Council will discuss alternatives for Santa Monica's planning policy during the next 20 years. Below are the "alternative scenarios" for future land use.

1. **Neighborhood Centers** — town-scaled neighborhood centers to allow residents to walk to local services — buildings with housing at upper levels and local-serving, pedestrian-oriented commercial spaces on the first floor. Centers would be located along commercial boulevards such as Ocean Park Blvd., Wilshire Blvd., Main St., Montana Ave., the downtown area, and near Bergamot Station.
2. **Uptown/Downtown** (Bergamot Station and Downtown District Plan) — Bergamot would become a second "downtown," with a light rail stop, galleries, offices, retailers, grocery and discount retail stores, other commercial uses, artist live/work studios, affordable and market rate housing, with activity and intensity second only to the current downtown area.
3. **Grand Boulevards** — primarily Lincoln Blvd., Pico Blvd., Santa Monica Blvd., and Wilshire Blvd. Other streets such as Main St., 26th, Ocean Park Blvd., and Montana Ave would continue to function as they do now. Unlike the Neighborhood Center plan, development would be concentrated along the entire corridor rather than clustered at certain locations. Landscape buffers, building design, noise mitigation, loading activities, and parking would have to be looked at carefully in order to protect nearby residential neighborhoods.
4. **Status Quo** — If the city continued with existing land use policies, there would be unlimited demand for housing, little demand for office space, and little-to-no demand for industrial uses. Newer housing would probably be concentrated in the downtown area, with 5- to 10-unit condos being developed in existing neighborhoods.
5. **No Growth** — (no staff analysis in the report)

It's important that we participate and insist on accurate representation of our views regarding growth and development. Also, we need to know how many more residents and workers each alternative would bring into the city and what the trade-offs would be.

You can speak to the City Council during public comment at the January 10th Council meeting and/or email Councilmembers at council@smgov.net. If you have Adelphia cable, you can watch these hearings on CityTV, channel 16.

Staff plans to hold five citywide "study sessions" between February and May to further acquaint residents with the alternatives.

For more information, go to www.santa-monica.org and click on the "Shape the Future" logo on the top left side of the home page.

Where to Park: That Is the Question

The city mailed out information about the Employee Permit Parking Program to about 15,000 residences on Dec. 27th. Here's a summary:

1. In June 2005, the City Council approved the idea of an "**employee permit parking program**" which would allow local businesses to purchase a limited number of permits so their employees could park on residential streets that have preferential parking. Council asked the city staff to recommend specific blocks to be included, along with other details of the program.
2. On December 21, 2005, staff presented the Council with an information item (available at http://pen.ci.santa-monica.ca.us/cityclerk/council/information_items.htm).
3. The public is invited to meet with city staff at Virginia Ave. Park to discuss the program in the Sunset Park and Pico neighborhoods:
 - a. **January 11, 6:30–8:00 PM**—focusing on streets from 10th to Cloverfield near Pico and Ocean Park Blvd.
 - b. **January 18, 6:30–8:00 PM**—focusing on streets from 28th/Stewart to 33rd near Pico Blvd.
4. City Council is scheduled to discuss the Employee Permit Parking Program on February 28, 2006.
5. Blocks under consideration:
 - a. **Near Ocean Park Blvd.**—38 total permits
 - i. Oak between 14th & 18th (5 permits per block),
 - ii. 16th between Oak & Hill (5 permits),
 - iii. 17th Between Pine & Maple (2 permits on east side only),
 - iv. 17th between Oak & Ashland (5 permits per block),
 - v. 18th between Oak & Ashland (3 permits per block).

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Santa Monica Airport Neighbors at Risk

BY CATHY LARSON

*With No Safety Zones, Residents Fear
Increase of Large Jet Traffic Will Soon Result in Catastrophe*

The recent accident at the Chicago Midway Airport has Santa Monica Airport neighbors on edge. Residents living close to the SM Airport have anxiously requested **Runway Safety Areas** for years, and their pleas have fallen on deaf ears at the Federal Aviation Administration (FAA).

In May 2000, Congressman Henry Waxman officially asked the FAA about implementing Runway Safety Areas at the Santa Monica Airport. Currently, our local Airport does not have any Runway Safety Areas in spite of having residences within 250 feet of the runway ends. Over the past few years, the Congressman's office has contacted the FAA several times regarding safety issues at our local airport. (You can view the correspondence at http://www.house.gov/waxman/issues/issues_other_santa_monica_airport.htm)

The **Aircraft Conformance Program**, first proposed in May 2002 and approved by the Santa Monica City Council in Dec. 2002, will prohibit "safety inappropriate" larger C and D Aircraft from utilizing SM Airport because they do not meet the Airport's design standards. According to Airport Staff, C and D Aircraft make up approximately 50% of the jets currently using SM Airport.

In addition, the Staff has requested the establishment of Runway Safety Areas. Staff supports their proposals by using the FAA's own recommended safety standards. The City of Santa Monica submitted an official request to the FAA on Sept. 8, 2004. After over a year, no official response has been received. On Sept. 27th, 2005, the Santa Monica City Council moved to hire a Washington, DC aviation consulting firm to assist them in attaining these much needed safety enhancements. According to City Staff, the City plans to move forward with this consultant firm the beginning of 2006.

Friends of Sunset Park Airport Committee, in an effort to increase awareness regarding the safety hazards at the airport, issued a press release in October. The Santa Monica Daily Press and the Santa Monica Observer covered the story. The Santa Monica Mirror offered us an opinion piece for a later date. The LA Times expressed some interest, and may run a piece in either the Current or the California section. We are also looking into other media outlets (radio, TV, etc.) which might be interested in our story. Please contact FOSP Airport Committee (contact info below) if you have access to any media professionals. (To view our press release see <http://www.friendsofsunsetpark.org/>)

Aircraft Emissions—A Santa Monica Airport Emission Study conducted by the Southern California Air Quality Management District (SCAQMD) is scheduled to commence its first phase in January 2006.

Want more SM Airport info? Visit <http://www.friendsofsunsetpark.org/> If you would like to receive FOSP Santa Monica Airport info emails issued about once a month, contact fospairport@labridge.com or Cathy Larson at (310) 392-1907.

How to complain about aircraft noise and/or fumes?

Airport Noise Hotline: (310) 458-8692

Email: noise@pen.ci.santa-monica.ca.us

Online: <http://santa-monica.org/communication/cityforms/noisecom.htm>

Feds Consider Selling V.A. Property in Westwood

The Secretary for Veterans Affairs is considering selling part of the West Los Angeles V.A. to commercial developers for short-term profit, while ignoring the long-term needs of homeless veterans. The decision will be made in the next few weeks. Below is a sample letter to Secretary Nicholson.

The Honorable R. James Nicholson
U.S. Secretary for Veterans Affairs
810 Vermont Ave.
Washington, D.C. 20420-0002

Dear Secretary Nicholson:

I urge you to preserve the V.A. property in West Los Angeles for the purpose of providing medical and housing support for veterans. Do not allow it to be developed for commercial purposes.

Nearby Santa Monica, with a population of 85,000, spends millions of dollars each year to help the homeless. Our city staff estimates that about 30% of the 1,000 to 2,000 people living on our streets at any given moment are veterans. About half of them are chronically homeless.

These veterans deserve to receive the best treatment possible for the physical and mental/emotional wounds of war. They should not be left to sleep in alleys and doorways and to forage in trash cans and dumpsters for food.

Please do your part to provide appropriate housing and treatment for these veterans at the West Los Angeles V.A. campus. The federal government has a legal and moral obligation to do this. It's not fair to damage people and then just throw them away.

You can also email comments by going to <http://www.VA.gov/CARES/>, click on "Click here to submit your comments," and click on "West Los Angeles, CA."

Santa Monica College Update

BY ED MOOSBRUGGER

Change continues in a big way at Santa Monica College, with a new president, new chair and vice chair of the board of trustees, an apparent solution to the Bundy Campus access issue and progress on some major building projects.

Dr. Chui Tsang, president of San Jose City College, will take over as superintendent/president of SMC on Feb. 27.

The board of trustees has chosen Nancy Greenstein as new chair and Susan Aminoff as vice chair.

Both of these trustees are familiar with Friends of Sunset Park. Greenstein attended the last FOSP annual membership meeting and sat in on a discussion group focusing on the Bundy Campus. Aminoff has attended a FOSP board meeting.

Meanwhile, the contentious issue of access to the Bundy Campus has apparently been resolved, at least temporarily. The City Council has agreed to allow vehicles to exit the campus on to Airport Avenue, with right turn only at that street. Ingress will be at the driveway at the south end of the Bundy Campus at Bundy Drive, where it is hoped that Los Angeles will install a traffic signal.

SMC had wanted both ingress and egress off Airport Avenue, but the city only agreed to egress and put in the right turn restriction to minimize traffic on 23rd Street.

The action by the city is in line with FOSP's position of right turn only on Airport Avenue to direct traffic to the existing signal at Bundy/Centinel.

SMC has scaled back its plans for the Bundy Campus. It initially planned to relocate its shuttle parking to the site, but has dropped those plans. It now plans to add a second classroom building near the existing four-story building at the west end of the property while removing the building fronting on Bundy Drive.

There is no existing funding for the second building at the Bundy Campus, according to a statement by Tom Donner, interim president, at the Oct. 19 Citizens' Bond Oversight Committee meeting.

Meanwhile, construction is progressing on some major projects. The Theater Arts building on the main campus is nearing completion, and construction is well under way on an earthquake replacement Liberal Arts building nearby and the Performance Arts Center at the Madison Campus.

SMC is still grappling with the problem of how to replace its shuttle lot. It is temporarily using a city beach parking lot.

Donner told the bond oversight committee that the planned Career Opportunity Center will probably be on a new site that will also include shuttle parking.

At its December 5 meeting, the board of trustees directed the staff to explore with interested parties installing synthetic turf on the John Adams Middle School soccer, baseball and practice fields.

"Beach Blanket Budget"

Steve Stark, Finance Director for the City of Santa Monica, will lay out "budget basics" for the public just as the annual public city budget hearings begin in January. He will include an in-depth review of Santa Monica's budget development process. No jargon here — get the fundamentals, in easy-to-understand language, of how revenues, expenditures, and funding mechanisms work together to provide and maintain city services and programs.

When: Thursday, January 12th, 7:00–9:00 PM

Where: Ken Edwards Center, 1527 4th St. (parking underneath)

Advance registration: www.smgov.net/leadership or 458-8301.

Cost: Free

Grant Elementary School Is Turning 100!

Grant Elementary School, on Pearl St. at 24th, is celebrating its 100th birthday this year! Principal Alan Friedenbergh is calling on all former and current Grant community members — students, parents, teachers, volunteers, office staff, administrators, crossing guards, daycare and Crest personnel — to help commemorate this milestone. A series of special events are planned throughout the 2005/06 school year, culminating in a reunion on May 21, 2006.

To RSVP for the "Grant 100 Reunion" and receive updates on upcoming activities, go to <http://www.Grant100.com>.

Interested in joining the Grant 100 Reunion planning team? Send an email to info@grant100.com.

You can also phone the school at 450-7684 for more information.

Lastly, Peter Zasuly is making a film and is looking for people who attended Grant in the 30's, 80's, and 90's. Contact PZasuly@aol.com by January 20th.

City Council Welcomes Budget Suggestions

Those who live and work in Santa Monica are invited to participate in the city's 2006–07 budget development process by submitting comments to the City Council. Here's how:

1. Use the on-line Budget Suggestions form (Go to www.santa-monica.org and look for "Budget Planning Begins Anew")
2. Attend the public hearing on January 24th (6:45 PM at City Hall).
3. Fax your ideas to: 310-917-6640.
4. Mail suggestions to: City Council, 1685 Main St., Rm. 209, Santa Monica, CA 90401

Sex and the City of Santa Monica

Santa Monica has recently tightened up loopholes that had allowed businesses selling adult-oriented paraphernalia to set up shop near residential neighborhoods. This code revision will provide a long-term benefit for Sunset Park residents living near Lincoln and Pico Boulevards.

At issue is the question of when a business can be called “adult use”? The law needs very specific ways to define it, measurable ways to say how much “adult use” material is being sold, and those definitions must conform to current legal precedent. Once that definition is met, a series of restrictions limits both the distance between similar “adult use” businesses and their proximity to residential neighborhoods, schools, libraries, parks, and places of worship.

Sunset Park and Ocean Park residents were alarmed last spring when a newly opened 10,000 square foot store on Lincoln filled its windows with what some residents described as tacky lingerie and streetwalker shoes. The walls were lined with adult items of a more ribald nature.

Complaints to various City departments lead to investigations into how such a business could open almost overnight within steps of residential neighborhoods. Analysis of city code revealed that the law allowed it.

How could this be? The answer lies in the legal concept of “secondary use.” For example, a bookstore might serve coffee but still be regarded as a bookstore. So, a store selling lingerie and go-go boots is defined by those sales, even if more hard-core material is found in the back.

The loophole in the City’s law was in its singular definition of “how much?” By only using square footage — or floor area ratio — to define the business, this new store could have a racks of hard core items ten feet high, but those racks were only measured in terms of floor space.

Supported by FOSP, Ocean Park Association, a host of local schools and places of worship, residents encouraged the City to tighten the Adult Entertainment Code. In response, the City Council adopted stricter definitions of “adult use” this past fall.

Now Santa Monica can use any combination of floor-area-ratio, percentage of inventory, and/or percentage of sales to reach 30% of the business, in order to define it as “adult use.” Below that 30% level, businesses are protected by the Constitution and legal precedent and cannot be regulated out of business.

A compromise? Yes, as in all things legal and political, but a measurably better protection for residential life in Santa Monica — all thanks to the interest and action of neighbors.

Where to Park, Continued from Page 1

- b. **Near Pico and 22nd**—34 total permits
 - i. 21st between Pico & Pearl (5 permits),
 - ii. 22nd between Pico and Pearl (12 permits),
 - iii. 23rd between Pico & Pearl (12 permits),
 - iv. Cloverfield between Pico & Pearl (5 permits).
- c. **Near Pico and 10th** (24 total permits),
 - i. 10th between Pico & Michigan (8 permits),
 - ii. 10th between Pico & Bay (2 permits),
 - iii. 11th between Pico & Grant (3 permits per block).
- d. **Near Pico and 30th** (60 permits)
 - i. 29th, 30th, 31st, 32nd, and 33rd between Pico & Pearl (5 permits per block),
 - ii. Urban between Pico & Dorchester (15 permits),
 - iii. Dorchester between Urban & dead end (5 permits),
 - iv. Yorkshire between Urban & Kansas (5 permits),
 - v. Kansas between Yorkshire & dead end (10 permits).

“As proposed, businesses with legal, non-conforming parking situations could apply for up to five permits if blocks proposed within this program are within three blocks of their business.... The business would pay the cost of the permit... An employee with a permit would be able to park weekdays from 9 AM to 6 PM on a specific block....Any employee permit program would begin as a pilot program of no longer than one year. Occupancy levels on the streets would be evaluated towards the end of this year.”

Businesses and residents are encouraged to review the report (http://pen.ci.santamonica.ca.us/cityclerk/council/information_items.htm) and send comments to Ruth Harper in the Transportation Management Division.

Email: Ruth.Harper.smgov.net (you can copy your letter to council@smgov.net)

U.S. Mail: Ruth Harper, Transportation Management Division, 1685 Main St., Rm. 115, P.O.Box 2200, Santa Monica, CA 90409-2200.

Phone: 310-458-8292, FAX: 310-576-9107

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