



FRIENDS OF SUNSET PARK

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

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Local Election Issues

The Board of FOSP asked each of the candidates for the Santa Monica City Council and the Santa Monica College Board of Trustees to submit answers to a

questionnaire. A few of the questions and answers have been reprinted here (as space allowed), and all responses are posted at www.FriendsofSunsetPark.org.

City TV (cable Channel 16) is airing candidate and issues forums until Election Day, November 7. See www.smvote.org and click on "Election Programs" for the schedule.

Santa Monica City Council:

What kind of development would you like to see in Santa Monica, and how would you protect residential neighborhoods?

Terry O'Day Development in SM should protect our residential neighborhoods by placing housing in the downtown and corridors and providing neighborhood-serving retail in the corridors so that people can walk to shops instead of driving. This reduces traffic, improves the quality of life for residents, and increases the share of locally-owned small businesses. To be certain that retail serves local neighbors, neighborhood advisory groups should provide input on the type of retail that is provided.

Pam O'Connor I took initiative and recommended to the City Council in 2004 that we start a broad community process to update/revise Santa Monica's Land Use element. The current version was outdated, designed decades ago with goals promoting commercial development. Preliminary incentive zoning (preemptive action taken to protect against the potential passage of Prop. 90) foreshadow land use policies that will likely be included in the updated element. These standards include protection of existing residential neighborhoods from over-development (such as condos), incentives for affordable and family rental housing, and mixed use (with limited commercial development) along transit corridors. As the process continues, if the community sees a need for more new housing, the potential for residential in what are now industrial/manufacturing areas can be considered. The process involves the whole community.

Bob Holbrook No response.

Gleam Davis I do not support any large-scale commercial development or any overdevelopment that will add to the traffic burden we bear and "canyonize" our boulevards. In traditionally commercial areas, such as the LMSD along Olympic Boulevard, I support development of mixed-use buildings with neighborhood-serving businesses on the ground floor and affordable housing for low and moderate-income households on the upper floors. I also support land banking to preserve land for green space and other desirable

Continued on page 2

Santa Monica College Board of Trustees:

The state helps fund SMC based on enrollment, and it provides incentives for enrollment growth. Local trustees and the college control enrollment by deciding on the number and size of classes offered. A few years ago, the college arbitrarily cut enrollment because that seemed financially beneficial. Now the administration sees 1.5% annual enrollment growth. Many residents in the district have urged the college to stay the same size or return to a smaller size. (Some support requesting a cap on enrollment from the state.) What do you favor?

Nancy Greenstein The current state funding formula favors districts that grow. As many recall, the "arbitrary" cuts impacted students and critical workforce development programs, which is not compatible with the philosophy of a first class educational institution. However, our main campus is adjacent to the residential neighborhood so we must be concerned with negative impacts to the area from expanding populations. Accordingly, the issue is less about the total number of students enrolled and more about how many students are on the campus in a given time period. Therefore, we must consider controlling campus population through distance learning, regulating class offerings, off peak hour programs and maximizing use of off site locations. Additionally, we must work with the state on funding formulas so institutions that do not grow are not penalized.

Tom Donner In February of 2006 a survey was presented to the Santa Monica Planning Commission in which 90% of Santa Monica respondents and 80% of Sunset Park respondents indicated that Santa Monica College should not reduce enrollment in order to manage traffic and parking problems. I agree. The City of Santa Monica is addressing parking and traffic problems in a number of ways. They are increasing the number of downtown parking spaces. Larger buses have been introduced to encourage bus use and small connector shuttles will soon be used to reduce the need to use cars for in-town travel. By working cooperatively with the City of Santa Monica, SMC can use some of these strategies to address parking and traffic.

Continued on page 3

City Council, continued from page 1

uses. I would work to maintain the scale and diverse character of our neighborhoods by protecting affordable housing.

Mark McLellan I will work to keep residential neighborhoods with single family housing as such. However, in areas with multi-family housing I will work to create more housing for middle class families.

Kevin McKeown Less massive development and greater neighborhood protection — and that’s what I’ve already been doing as your Councilmember. Last year I stopped developers cold when they proposed 25-story condo towers above Santa Monica Place. This summer I led efforts to create incentive zoning for preferred projects in Santa Monica neighborhoods, protecting us against future unrestrained growth. The Council narrowly passed that proposal in early October. The preferred projects are based on what I heard from residents in your neighborhood and across the city: truly affordable housing; multi-family rentals with multiple bedrooms to accommodate working families, featuring environmentally superior design; mixed use on neighborhood-adjointing commercial boulevards, with primarily residential space upstairs, near mass transit. Santa Monica does not need much more commercial development, and we should focus on our housing needs.

Jonathan Mann I would like to see a radical cutback in all development in Santa Monica, except for low income housing, and habitat for humanity. I would protect residential neighborhoods by refusing permits for large projects and expediting the permit process for single family housing.

Jenna Linnekens I believe we MUST bring back the middle class to Santa Monica. I support smart-growth policies and mixed use developments in areas that are marked as under-utilized property, specifically along the Wilshire Corridor and our industrial areas. I would protect our very precious residential neighborhoods by restricting heights of buildings, addressing traffic issues all the while making sure the children of each community are protected.

Terence Later I pledge to keep Santa Monica’s home town, beach front character intact. I also pledge to keep the kind of facilities like the 1826 Pearl St. “Step Up on Second” out of residential neighborhoods. Santa Monica already has its fair share of LA County’s social services system.

Linda Armstrong No response.

Cut-through traffic is a well-recognized problem in many of the residential neighborhoods in Santa Monica. What specific measures do you support or suggest for limiting traffic incursions?

Terry O’Day It is critical that we build our neighborhoods for neighbors and corridors for through traffic. We should use the transit system to reach out to our neighborhoods and connect them beyond the city limits. Traffic calming devices are key components of building sustainable neighborhoods.

Pam O’Connor Part of the issue is driver behavior and part is the amount of vehicles. Traffic calming measures can help to slow down

drivers, but can also be seen as obstacles. In general, these seem to work within neighborhoods to remind drivers to slow down while in a residential area. The population of Santa Monica will grow due to births (regardless of any actions anyone may take to limit buildings) but there is no room to build more streets. So it is imperative that transportation options beyond the auto be developed. These include better bicycle routes and programs like bike stations (a bike sharing program that has had success in urbanized areas such as Lyon, France), adaptations for smaller vehicles (scooters, mobility aids used by seniors and disabled, tiny cars like SMART cars), car-sharing programs (such as Flexcar). Also better transit service, new local services along the lines of neighborhood shuttles/circulators are under development. At the regional level, as the First Vice-Chair of LA County Metro, I have worked to get the Exposition Light Rail project underway. Construction on the first segment has just begun and planning for the segment to Santa Monica is also underway.

Bob Holbrook No response.

Gleam Davis Drivers cut through residential neighborhoods because it is so congested on our major thoroughfares. So the most effective solution to cut-through traffic is to reduce congestion on our commercial boulevards. To identify the best strategies for reducing traffic, the city needs to do a traffic study using upgraded methodology and new technology to study traffic patterns in our city. With this and other information (such as commuter surveys), the Big Blue Bus should do a thorough route review to determine if its route structure best moves traffic off of our most congested streets. The Big Blue Bus also should establish a city shuttle system that will move residents, students, and visitors around the city in smaller, environmentally-friendly vehicles. Regional solutions such as light synchronization and traffic pattern coordination between Santa Monica and West Los Angeles should be explored. To prevent future traffic increases, we need to limit development that will have a negative impact on traffic. Over the long term, I support looking for ways to link the Expo Line and the possible Red Line extension to the Green Line in the South Bay in order to reduce the north-south traffic that infects our residential neighborhoods.

Mark McLellan Better mass transit. More bike lanes. Creating a more sustainable.

Kevin McKeown I have supported Sunset Park’s own traffic plan, adopted and amended by residents, and additionally will fund additional needed improvements for pedestrian safety and neighborhood protection. These features need to be considered and designed on a case-by-case basis, being sensitive to the unique aspects of each circumstance, and being certain to not impede emergency access by public safety personnel like fire and paramedics.

Jonathan Mann Cut-through traffic incursions should be reduced by eliminating any projects that bring traffic to Santa Monica.

Jenna Linnekens – Traffic in Santa Monica is such a complex issue that specific traffic conditions require custom tailored solutions for each particular location. A comprehensive traffic study would allow us to identify specific problem areas and bring Santa Monica into the 21st century with a detailed plan addressing each neighborhood.

Terence Later Slower development means less traffic. The traffic at

Continued on page 3

City Council, continued from page 2

hand should be allowed more flow on the main routes which would in turn make those the obvious route.

Linda Armstrong No response.

Santa Monica Airport, consisting of 227 acres, is not zoned. What do you propose for the future use of Santa Monica Airport property, both before and after 2015?

Terry O'Day I propose that the airport be included in the land use element and the community determine what is best for the property.

Pam O'Connor SMC purchased privately owned land in the airport area. The residual land, including Airport Park that is under construction, is public land (City owned), as is the land which contains the airport. The year 2015 is less than a decade away. How that public land, the residual land, and the airport land is to be used must be looked at together as a unit (studying it through the current Land Use element process would be looking at zoning only the residual land). This can be done through a master plan and Specific Plan element (a stand-alone element of the General Plan which has its own planning process.) While it seems to be unclear, at least today, as to whether the City can close the airport, the City needs to work on a Master Plan that contains alternatives. Since this is public land, one alternative should look at the open space and park potential with cultural and recreational uses for the whole area (including the land the airport sits on) since, like the Veteran's Administration property in Westwood, this much public land is a rare resource in our area (an area which has had ample private land developed)... *(the rest of the response is posted at www.FriendsofSunsetPark.org)*

Bob Holbrook No response.

Gleam Davis I think the airport property should be included in the "Shape the Future 2025" revision of the general land use plan. If it is included, the plan will integrate residents' vision for the airport property with the city's land use goals. Although, I cannot make a specific proposal for the airport property without public input, I think the future of the airport property (before and after 2015) should not include jets.

Mark McLellan We need the safety areas. We must address residents' concerns. The airport is a vital link to emergency services and we should keep it but try to limit the size of jets and hours of operation.

Kevin McKeown I strongly supported the Friends of Sunset Park suggestion that the airport property be added to the ongoing Land Use and Circulation Element process. I find disingenuous the contention that is it "too early" to consider the Airport's future, or that doing so would slow unacceptably the citywide Land Use process. The airport land is the largest variable in our city's land use future, providing tremendous opportunities. We must look toward reduced air traffic and the removal of jets, with their noise and pollution. We should consider the benefits of retaining a local, propeller-type air fleet, with opportunities for local fliers, flight training, and emergency and medical access. We don't want to overshoot our goal and inadvertently create a large open site inviting outside de-

velopment interest, lest the airport land become the next Century City or Playa Vista.

Santa Monica staff is currently creating a committee of select members of the public to identify topics and issues related to existing and future land uses (aviation and non-aviation) at the Santa Monica Airport. Folding Sunset Park's community input into this new committee will give us a quick start on identifying not only impacts but solutions. *(the rest of the response is posted at www.FriendsofSunsetPark.org)*

Jonathan Mann Since the Airport does not make a profit, I would use that land for a public park and low income housing for people who have lost their homes or apartments in Santa Monica, or to people who work in Santa Monica and can not afford to live here. In the year 2015, when both the 1984 Santa Monica Airport Agreement and other leases expire, my thought regarding the future of Santa Monica Airport is to CLOSE IT DOWN! If the U.S. House and Senate become democratic in 2006 and we elect a democratic president in 2008, I will fight to renegotiate the Santa Monica Airport Agreement to address community concerns about air pollution, excessive noise and safety! I emphatically support an ad hoc committee that would include community advocates whose sole purpose would be to deal with the airport's impacts on surrounding communities and oppose ANY expansion, with the goal of closing the airport in 2015.

Jenna Linnekens I believe that the airport is a large part of the history of Santa Monica. I believe that it serves a significant purpose for emergency medical, our first responders, weekend flyers and the like. This being said I think we must look into ways to mitigate the jet fuel and the constant barrage of noise disturbing many of our residents.

Terence Later I propose to keep it an airport and will work diligently to make it a safe one. In the event of a natural disaster, or God forbid a terrorist attack, this airport is part of our emergency lifeline system.

Linda Armstrong No response.

College Trustees, continued from page 1

(Tom Donner, continued) I must address the use of the term "arbitrarily cut enrollment" in this question because it indicates some confusion about community college funding. When faced with the financial constraints placed on the College by the state's budget problems, the Board of Trustees anguished over possible responses to the budget cuts. Decisions were made and funding priorities assigned on the basis of where funds and resources could be best used or were most needed for the survival of the educational programs of the College. Day credit enrollment declined by 15% as the College responded to the State budget cuts.

Louise Jaffe I do not favor a cap on enrollment. A "cap" is a sanitized way to say "we will turn students away." The community college system is a wonderful and unique American institution because it does NOT turn people away. The door to opportunity is kept open to everyone, people of any age, every income, every level of academic

Continued on page 4

College Trustees, continued from page 3

proficiency are welcome and able to come to SMC when they are ready to continue their education for professional economic, or personal reasons. So, I definitely would not want to turn students away. I would, however, as a member of the College Board work closely with my fellow trustees and strategic partners here and in Sacramento to tweak the state funding formulas so that community colleges are not dependent on growth to maintain quality. I also believe that, in the future, SMC can work more closely with neighboring community colleges and help them to improve quality and become more attractive options for their local students. This past summer, SMC partnered with Compton Community College in a very successful partnership for both institutions.... *(the rest of the response is posted at www.FriendsofSunsetPark.org)*

Susanna Kim Bracke No response

Andrew Walzer The college is under constant pressure to grow because it is terribly underfunded and receives an extra bonus amount of money when it grows. In order to alleviate this pressure, we need to form a coalition to better fund the college so that it doesn't have to chase after growth money. So given the concerns of the surrounding neighborhood, the answer to the college's funding needs is not growth. We need to work to find funding from other sources. The ultimate solution is more funding for each full time equivalent student.

David Finkel Preliminarily, let me say that according to the Faculty Senate, enrollment in the Fall of 2006 is about 3.5% below that of last Spring, and usually Fall enrollment is greater than Spring enrollment. Further, SMC has not recaptured a substantial portion of the 6,000 students it turned away in 2003 due to course cancellations and faculty layoffs [which in turn was precipitated by a budget crunch in Sacramento]. Also, according to the campus coordinator of long distance education, this fall about 6,000 enrollees [22% of the enrollments] are enrolled for long distance courses [i.e., on line courses]. Indeed, there is a concerted effort on campus to train faculty in the technical skills to teach on line courses. That tends to reduce the number of physical bodies on campus, while allowing increased enrollment.

Having said that, I nevertheless believe that SMC must prioritize the task of working together with neighborhood groups and the city to mitigate the impact of its multi-campus activities on surrounding neighborhoods. That requires an active Board that reaches out to the community. As a Sunset Park homeowner for the past 40 years, I am prepared to do just that because I recognize the importance of SMC being a good neighbor.

About 7,300 residents take credit and non-credit academic classes each year with approximately 17% of the students at SMC coming from Santa Monica/Malibu. Additionally, SMC offers arts, sports, and cultural activities. It appears that a majority of people attending these programs are from the local area.

Tom Donner The College information shows about 17% of enrollment as Santa Monica and Malibu residents. SMC has not finalized the Fall 2006 enrollment totals yet. The preliminary figure is about 26,600 graded students from all locations and sources. This figure would represent a decline of over 750 students from the Fall 2005 enrollment.

Louise Jaffe According to SMC staff, about 7,300 Santa Monica residents take credit or non credit academic classes at SMC each year. This does NOT include residents taking "continuing education" or "community classes" which are categorized as "not-for-credit" classes. Overall, about 17% of the students at SMC this fall are from Santa Monica or Malibu.

However there's much more to this story. Merely looking at residents per a given semester undercounts the value of SMC to residents. Many residents who are not taking a class this semester may take a class some semester. I took classes several years ago (which I greatly enjoyed) and hope to take more classes again in a year or two. My younger daughter took a class in Physics this summer (so that she could continue with choir at Samohi during the school year), and my Dad took classes at Emeritus last winter. No one in my family is taking a class THIS semester but we are all happy to know we could if we wanted to or needed to. Further, class enrollment alone does not give a full picture of the learning opportunities SMC provides for the community. How many residents attend concerts?... *(the rest of the response is posted at www.FriendsofSunsetPark.org)*

Susanna Kim Bracke No response

Andrew Walzer The college has about 26,000 students this semester, down from around 30,000. So enrollment has decreased steadily in recent years. A good proportion of the students are from the surrounding communities, which includes Santa Monica, West. L.A. and Mar Vista. Even though the college board is elected by the community college district, there is no mandate or restrictions on where the students come from who attend Santa Monica College.

David Finkel I do not have official numbers, but am informed that the total enrollment is slightly under 26,000, not counting emeritus students on 2nd Street and dual enrollment high school students taking a class at SMC. About 17% of the enrollees are Santa Monica or Malibu residents. The total enrollment includes the 6,000 long distance [on line] enrollments referred to in my answer to question 1. About one third of the students take one class; one third are full time and one third take two or three classes. According to the college, the total enrollment is not unlike that of some other community colleges in the L.A. basin. It should also be remembered that any high school graduate in California is legally able to enter any community college in the state [there may be exceptions that I am not yet familiar with]. Yet there are only 72 community colleges in the state although there are over 1,000 high schools. So I am not surprised that many high school graduates from outside Santa Monica and Malibu choose to enter SMC.

How many students are enrolled at SMC this semester, and what percentage of them are Santa Monica or Malibu residents?

Note from the editor: According to the SMC website, www.smc.edu, total Fall 2006 enrollment as of September 20th was 29,960. Total Spring 2005 enrollment was 28,738.

Nancy Greenstein The college has provided information for spring 2005 indicating that 25,236 students were enrolled (this does not include students taking SMC classes on their high school campus and at the Emeritus College campus in downtown Santa Monica.)