



FRIENDS OF SUNSET PARK

A California nonprofit corporation of Sunset Park residents • Box 5823, Santa Monica, California 90409-5823 • FriendsofSP@yahoo.com

NOVEMBER 2018 NEWSLETTER

Layout by Bill Josephs

Airport Update

Removing excess airfield pavement

After the shortening of the Santa Monica Airport runway was completed at the end of 2017, the city moved forward with planning and contracting for the removal of the excess airfield pavement and hydroseeding of the area outside the Runway Safety Area (RSA). On October 8, 2018, the City received just two bids for the job and both bids significantly exceeded the engineer's estimate and the project budget. On October 23, the City Council approved the staff recommendation to reject the two bids and directed the Public Works Department to reissue a new notice inviting bids.

Airport Commission The next meeting will be on Monday, November 26, at 7 PM at City Hall. The agenda will be posted 72 hours ahead of the meeting at <https://tinyurl.com/znogpxj>

The 'Great Park' Members of the Airport2Park board spoke at the Recreation & Parks Commission meeting in October on how the incremental and on-going creation of a 'Great Park' at Santa Monica Airport will positively impact the quality of life for the entire city.

These considerations are critical as the City and its consultants begin work on the new 20-year Parks and Recreation Master Plan. <https://tinyurl.com/y8qj742p> This plan, rather than being thought of as an 'update' to the previous 20-year plan, should embrace the unique opportunity the 'Great Park' gives us to plan Santa Monica as a model city of the future.

John Fairweather prepared a video which stressed the role a 'Great Park' serves to overcome past issues with parks citywide that were driven by shortages, by providing a path to creating an integrated

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Sunset Park Neighborhood

Traffic Management Program

HENRY SERVIN, TRAFFIC MANAGEMENT DIVISION, CITY OF SANTA MONICA

The City Council has approved funding for a Sunset Park Neighborhood Traffic Management Plan ("SPNTMP"). The overall objective is to use, where appropriate, traffic calming measures and devices to improve the quality of life in residential neighborhoods by reducing significant and adverse impacts caused by vehicular traffic.

Goals

The primary goals of the Traffic Management Plan are to:

- Reduce demonstrated accident patterns;
- Eliminate or discourage non-local, cut-through traffic within residential neighborhoods;
- Achieve compliance with the legal speed limit;
- Enhance pedestrian safety; particularly for child and senior adult pedestrians at schools, parks, and attraction venues within or close to the neighborhoods;
- Minimize the diversion of traffic from one residential street to another;
- Ensure citizen participation in the review and development of traffic calming strategies;
- Reduce the need for traffic enforcement by police; and
- Avoid significant and adverse impacts on emergency response vehicles, garbage pickup, and public transit vehicles resulting from the implementation of traffic calming strategies.

The study efforts will be limited to residential streets and will **not** include traffic calming measures on Pico Blvd., Ocean Park Blvd., or Lincoln Blvd. All calming measures will be low-cost and may be removed if proved less than desirable by consensus of the neighborhood. Should permanent measures be warranted and accepted by the neighborhood, a separate Capital Improvement Program plan will be submitted for funding in a future fiscal year to convert from temporary to permanent devices.

History and Schedule

- The SPNTMP study has been underway since March 2018.
- Prior year traffic data was gathered and analyzed.
- Subsequently, non-school season (Summer 2018) data was gathered to benchmark non-school traffic flow.

New Sunset Park Neighborhood Traffic Plan!

Presentation by the city's Traffic Manager,
Henry Servin

Thursday, November 15 – 7 to 9 PM

Mt. Olive Church parish hall, 14th & Ocean Park Blvd.
All Sunset Park residents are welcome!

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Emmalie Awards – 2018

The “Emmalie” Award is named in honor of the late Emmalie Hodgin, one of the founders of Friends of Sunset Park, and is dedicated to those who have volunteered their time and energy for the benefit of the Sunset Park neighborhood. This year’s recipients, honored at the FOSP annual meeting in June were Suzanne Paulson and Joseph Schmitz.

Suzanne Paulson – Suzanne Paulson has been a member of FOSP since 2008. A professor and director of the Center for Clean Air in the Department of Atmospheric and Oceanic Sciences at UCLA, she earned a Ph.D. in Environmental Engineering Science from Cal Tech. In 2009, she co-authored an article entitled “Aircraft Emission Impacts in a Neighborhood Adjacent to a General Aviation Airport in Southern California,” which was published in the journal *Environmental Science & Technology*.

An article in the *Los Angeles Times* entitled, “Santa Monica Airport a Major Pollution Source,” stated that, “UCLA scientists have found that people who live and work near Santa Monica Airport are exposed to high levels of air pollution – a significant health concern that has been largely associated with major commercial airports such as LAX. The study...shows that ultrafine particle emissions were 10 times higher than normal about 300 feet downwind of the runway’s east end, where takeoffs generally start. The levels were

2½ times higher than normal at a distance of about 2,000 feet.

“A tiny fraction of the width of a human hair, ultrafine particles can travel deep into the lungs, penetrate tissue and travel to the brain. Studies show that elevated exposure to the particles presents a health risk for children, older adults, and people with respiratory and cardiovascular diseases....UCLA’s findings are consistent with a study yet to be published by the South Coast Air Quality Management District, which found that levels of ultrafine particles were significantly elevated near the Santa Monica runway....”

Suzanne was appointed to the Santa Monica Airport Commission in 2013 and served for four years. In 2017, she presented to the Airport Commission an analysis of the community impacts of two options for shortening the SMO runway. She also proposed a study of how air pollution levels would change before, during, and after Santa Monica Airport closed temporarily for work on reducing the length of its runway. The city ultimately funded the study, which was conducted by Tufts University.

The FOSP Board is grateful to Suzanne for research that confirmed what residents had been saying for decades – that Santa Monica Airport is a source of harmful air pollution.

Joseph Schmitz – Joseph Schmitz and his wife Joan have been members of FOSP

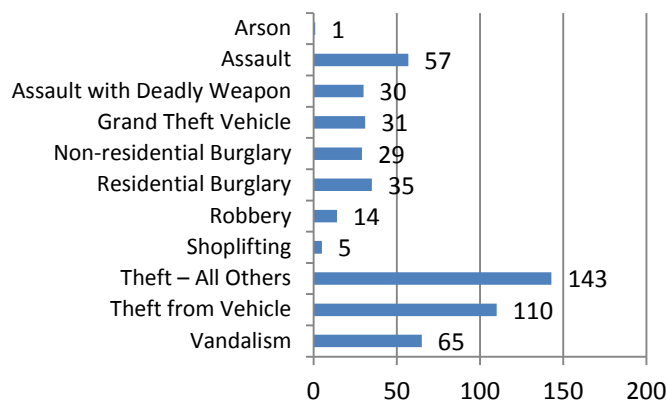
since 2013. Joe is an Associate Professor, Emeritus at Western Illinois University. Some years ago, he helped the City of Santa Monica create the first local government community network in the United States, the PEN Network.

After earning a Ph.D. in communication theory and research from the University of Southern California’s Annenberg School for Communication, Joe joined the Western Illinois faculty in 2003. He previously taught at the University of Tulsa, USC, and Pepperdine University. He served as chair of the Communication and Technology Division for the International Communication Association. He was also on the board of directors of the American Communication Association.

Prior to his academic career, Joe was a U.S. Air Force officer and pilot, with more than 7,000 flight hours. After returning to Santa Monica, he was appointed to the Airport Commission in 2015. Joe has analyzed the FAA SoCal Metroplex program and its impact on Santa Monica, analyzed the proposed options for shortening the SMO runway, and analyzed ongoing noise violations at SMO, as well as the city’s failure to rigorously enforce the municipal noise code.

The FOSP Board is grateful to Joe for the time, effort, and expertise he has devoted to lessening Santa Monica Airport’s negative impacts on residents.

Sunset Park Crime Mapping: January 1 through September 30, 2018



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 Step Up on 26th – Alex Novakovich

Traffic, continued from page 1

- Follow-up traffic data was gathered to evaluate SMC and SMMUSD back-to-school patterns from October through mid-November 2018.
- Preliminary findings will be shared with residents at a meeting sponsored by the city-recognized neighborhood organization, Friends of Sunset Park, on November 15, at 7 PM, at Mt. Olive Church, 14th and Ocean Park Blvd.
- Proposed measures and devices will be listed for community review early in 2019.
- Consensus gathering will occur during winter and spring 2019, with a goal to select pilot projects for installation during the summer 2019.
- Pilot projects will be evaluated during the summer and fall of 2019, with public input sought on what works or what needs adjustment.
- Should pilot measures and devices prove effective at reducing speeding and congestion and improving safety, permanent measures will be designed and discussed for implementation.
- Funding currently exists to apply pilot measures using temporary and removable materials.
- Permanent measures will require an additional CIP investment on the part of the City. It is anticipated that this would occur in the 2020–2021 fiscal year.

In conclusion, your patience is needed. The project seeks to establish lasting and useful measures that improve the quality of life for Sunset Park neighbors. The program's success will depend on a high degree of community consensus and engagement. Pilot projects may require some time to evaluate.

The SPNTMP is being conducted by the Traffic Management Division of the Planning and Community Development Department of the City of Santa Monica. Inquiries may be directed to:

traffic.engineering@smgov.net
Please indicate "Sunset Park Traffic Study" in the subject heading.

Hedges, Fences, and Walls

- **Maximum heights in front yard area** Hedges, fences and walls shall not exceed forty-two inches in height.
- **Maximum heights in side and rear yards** A hedge shall not exceed twelve feet in height, except that there shall be no height limit for hedges adjacent to and located within ten feet of an alley. Fences and walls shall not exceed eight feet in height.
- **Height Modifications – Administrative Process** A property owner may request that the Zoning Administrator administratively grant a modification to the height limit of a proposed side or rear fence, wall, or hedge provided the height modification does not extend more than four feet above the height limit. The Zoning Administrator may grant this modification request if the adjacent property owner(s) that share a common property line nearest to the fence, wall or hedge have agreed to the proposed increase in height.
- **Height Modification – Discretionary Process** If an adjacent affected owner does not agree to a proposed fence, wall, or hedge height modification, or if a property owner requests a height modification in excess of four feet in the side or rear yards or any modification to the height limits in the front yard area, the owner may request that the Zoning Administrator grant a height modification if the subject fence, wall, or hedge will be compatible with other similar structures in the neighborhood.

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city-wide park infrastructure where parks define and become the very fabric of our City.

Michael Brodsky detailed the vital roles that parkland, in particular large parks like the one that will emerge at Santa Monica Airport, play in addressing the climate change issues we all face going forward. His video presented inspirational examples of other such projects from around the world. The videos can be viewed at <https://tinyurl.com/ybgj56oa>

Airport Interim Open Space The airplanes are cleared and the gates opened to the east 6-acre parcel of the future Airport Park Expansion site, allowing public access for un-programmed recreational use such as rollerblading, bicycle training for families, and romantic sunset enjoyment. The Airport Interim Open Space is open daily from sunrise to sunset. It can be accessed from Airport Park's north parking lot, adjacent to Donald Douglas Loop South. For more information see: <https://tinyurl.com/ya2r4gvy>

Reporting noise

- Noise Hotline: 310-458-8692
- Online complaint form: <https://tinyurl.com/y8qlscox>
- Email complaints to: Noise@smgov.net – Include date, time, location, and complaint
- Helicopter noise complaints – <http://heli-noise-la.com/how-to-use/>

Community Policing

Neighborhood Resource Officer

Richard Verbeck – 310-458-2201 x4133

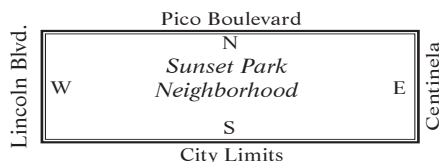
Richard.Verbeck@smgov.net

Crime Prevention Coordinator

Myesha Morrison – 310-458-8421

Myesha.Morrison@smgov.net

The Sunset Park neighborhood is bounded by Lincoln Blvd. on the west, Pico Blvd. on the north, and the city limits on the east (Centinela) and south (Airport, Dewey, Ozone).



A list of all the City-recognized neighborhood organizations and a map of their boundaries are posted at www.smgov.net/content.aspx?id=4241

Wireless Facilities in the Public Right-of-Way

The Public Works Department is revising its regulations on wireless facilities in the public right-of-way, in light of restrictions set by state and federal law. Information is posted at www.santamonica.gov/wirelessinfo. On October 29, an informational meeting at the Main Library covered frequently asked questions.

Why are wireless facilities being proposed in the public right-of-way? Wireless carriers are public utilities regulated by the California Public Utilities Commission. As public utilities, they have special legal authority to install wireless facilities and wires, such as fiber optic lines, in the public right-of-way (PUC 7901).

Federal law grants local governments the authority to regulate the placement, construction, and modification of wireless facilities, but sets limitations. Specifically, the city

- shall not regulate the placement of wireless facilities on the basis of the environmental effects of radio frequency emissions, if the site is FCC compliant;
- shall not unreasonably discriminate among providers; and
- shall not prohibit the provision of wireless services.

What is a small cell site? Small cell sites (shoebox size) are a type of wireless facility that carriers can install in the public right-of-way, such as on utility poles. They broadcast radio frequency waves to provide cellular service, which enables a cell phone to send and receive phone calls, texts, and data. They are called “small cell sites” to distinguish them from larger “macro cell sites,” and they have a shorter coverage area.

Where are they located? The Public Works Department maintains a GIS map of small cell sites at Santa Monica Public Works Map – <https://tinyurl.com/y8n4b8do>

- Click the “Layers” icon at the bottom left of the map (the icon looks like three diamonds on top of each other).
- Check the box next to “Wireless Sites.” Dots will appear on the map.
- Click on any colored dot to get more information about the installation. *Note:* White dots are city streetlight poles and traffic signals that are eligible for a small cell site, but no application has been submitted for that location. White dots do not represent every eligible installation location in the city.

Small cell sites are generally installed to serve the subscribers of the major four carriers: AT&T, Sprint, T-Mobile, and Verizon. The carriers may contract with companies to install on their behalf, so you may see different names such as “Crown Castle” or “Mobilitie.”

Can the city adopt radio frequency safety regulations that are stricter than the FCC’s regulations? No.

Are the carriers required to get a city permit to install a wireless facility? Yes. If you observe unpermitted work being performed related to a wireless facility in the public right-of-way, contact the Public Works Department, Civil Engineering Division at 310-458-8737.

What is “5G”? 5G stands for “fifth-generation” cellular wireless. 5G will be software-driven, and software can be updated more easily than hardware, and at a much lower cost.

What about cell phones? Cell phones use radio frequency radiation (RFR) to transmit signals. <https://ntp.niehs.nih.gov/results/areas/cell-phones/> – If you are concerned about potential health risks from RFR, the FDA suggests the following tips:

- Use “speaker mode” or a headset to place more distance between your head and the cell phone.
- Reduce the amount of time spent using your cell phone.

Public Safety

- **Emergency** – Dial 9-1-1 – Report in-progress, life-threatening emergency
- **Dispatch (non-emergency)** – 310-458-8491 – Request non-emergency police service
- **How to file a Police Report**
<https://www.santamonicapd.org/Content.aspx?id=12913>

SMPD website www.SantaMonicaPD.org

SMPD on Facebook <https://www.facebook.com/santamonicapd>

Auto Burglary Prevention

Keep your items out of sight. Take your valuables with you, or place them in your trunk before you arrive at a location where people might be watching. Always close your car windows and lock your doors, even if you plan to be gone briefly. Always set the alarm. If your vehicle has an alarm system, remember to activate it. Be eyes and ears for the police: Report suspicious people or vehicles in your neighborhood, and report persons looking into vehicles as they walk.

What are thieves targeting? Electronics: laptops, CDs, iPods, cameras, cell phones and chargers, equipment in your vehicles, such as GPS devices, airbags, and stereos, purses, wallets, gym bags, and backpacks for cash, credit cards, ID cards, etc.

Remember: If the crime is “in progress,” call 9-1-1. If you are reporting an auto burglary that already occurred and the suspect is gone, call the non-emergency number: (310) 458-8491.

“Why You Might Want to Wrap Your Car Fob in Foil”

7/6/18 – *Detroit Free Press* <https://tinyurl.com/ybca7qeb>

“Given that the best way to store your car keys at night is by putting them in a coffee can, what’s an ex-FBI agent’s advice to protect cars from theft during the day? Wrap car fobs in aluminum foil. ‘Although it’s not ideal, it is the most inexpensive way,’ said Holly Hubert, a cybersecurity expert who retired in 2017 from the FBI in Buffalo, New York. ‘The cyber threat is so dynamic and ever changing that it’s hard for consumers to keep up.’ Now, as CEO of GlobalSecurityIQ, she suggests clients go online and spend a few dollars and buy what’s called a **Faraday bag** to shield the fob signal from potential theft. Imagine a traditional sandwich bag made of foil instead of plastic....”