

Minutes

Date: September 12, 2011

Time: 7 PM

Location: Joslyn Park

Board Members in Attendance

David Auch

Pauline Bohannon

Patty Godon-Tann

Sadat Huq

Jeffrey Jarow

Mary Marlow

Michele Perrone

Roger Swanson

Bob Taylor

Noticed Board Member Absences

Nina Fresco

Jan Ludwinski

Lori Nafshun

Susan Lewis

Other Absences

Dana Ehrlich

Ross Furakawa

Topics Discussed

Introduction to OPA

Vice-President David Auch called the OPA Board of Director meeting to order at 7:08 PM.

Announcements

- September 17: Heal the Bay Coastal Clean-up
- September 21: Walgreen plan review at Planning Commission
- September 26: SMO Airport Commission meeting in City Council chambers
- October 4: Special City Council review of SMO Airport
- November 7: OPA Board of Directors Election/City Manager Budget meeting
- OPA Storage Cleanup – Volunteers needed

Marilyn Amaiche, SMPD – OP Neighborhood Resource Officer: Provided suggestions on protecting homes, autos and bicycle from burglaries and thefts

BOD Actions Since Last Meeting

Roger provided brief comments on the BOD Executive Meeting on August 13. Topics discussed included:

- 2012 Budgets by Committee
- Committee Charters

- Posting of By-Laws and Financial Reports to OPA website (currently visible to BOD only)
- Tote bag promotional material
- Flea market issues
- Email blast review "gatekeepers" (Jan, Mary and David)

Prior Meeting Minute Approval

Motion (by Mary, seconded by Pauline) to approve corrected August meeting minutes passed unanimously. Correction: substitute "John Muir Elementary Flea Market" for "SMASH Flea Market".

Main and Hollister Project

Christopher Arntzen of Belzberg Architects (310.453.9611; Chris@belzbergarchitects.com) discussed the proposed development that will be to the east and north of Urth Café at Main and Hollister. Key comments:

- Three lots, including two narrow lots on Hollister and one at 2321 Main Street.
- Two story building on Main with 800 sq. feet of commercial on ground floor and offices above
- One lot on Hollister, next to existing residence, will be a single family home; other lot will have a 600 sq. foot commercial space on the first floor and a living unit above.
- Developer has requested variances to allow shared parking, including a three car parking lift, and a variance for front yard setback on the single-family house (15 feet versus code of 20 feet).
- Project has just begun the City approval process

One attendee questioned the aesthetics of the stark modern design of the commercial building on Hollister, in an historic district.

Flea Market Update

Helene Seisay, representing the John Muir Elementary PTA, presented background information on the market and recommended changes to address neighborhood issues from the previous events (June 4 and August 6). The presentation included a handout of Flea Market Rules, website data, as well as the SMMUSD Facility Permit.

Key points:

- Flea Market was at its previous site, Olympic HS, for 18 years
- 50% of John Muir Elementary students are from low income families (hence it is a Title 1 school)
- Flea Market pays for a quarter of the PTA funds at this school for school supplies, the art program and field trips
- Vendors were instructed to begin set-up no earlier than 8 AM, but many ignored the instruction
- Vendor parking is either in the designated market space or on 4th Street.
- Signs will be posted to ensure that noise and smoking rules will not be violated.
- Monetary penalties will be enforced: \$50 for vendors, who do not park as instructed; \$25 for early arrival (before 8 AM) or late departure (after 4 PM)
- A chain at the driveway entrance to the market will be added to prevent early set-up.
- No monetary penalties were issued in the two prior events
- PTA took a survey of attendees, but not vendors or neighbors close to the event

David Auch, stepped out of his role as meeting Chairperson (assumed by Roger), and presented the neighbors concerns, which included:

- Early set up at 6:40 AM on August 6
- Parking issues, particularly when there are games at Los Amigos Park
- Traffic issues, particularly with cars making u-turns in residential driveways
- Safety issues with pedestrian crossings at 5th Street
- Lack of Flea Market rules enforcement

Audience discussion included the following comments:

- Move the Flea Market back to its old location
- Survey the vendors to determine their preference for the old or new location
- Enforce the rules
- OPA should not be in the "approval" process
- Neighbors need to be surveyed

Issue not addressed: Flea Market operations during Ocean Park Blvd. construction.

Motion (by Mary, seconded by Patty) for OPA to sponsor/host a meeting between the PTA and John Muir Elementary neighbors. David agreed to facilitate meeting.

Contacts: Helene Seisay: heleneseisay@yahoo.com; David Auch: dwauch@gmail.com

SMO Update

Michele introduced the subject and stated that the presentation would focus on noise, safety, flight schools and other environmental concerns. It is a status update on issues, not a discussion on closing the airport. There are consequences to any decision made regarding

the airport and the goal is to help the community sort through the options, continue researching the issue and find the best solution for Santa Monica and its neighbors.

John Fairweather, a Sunset Park resident, presented a slide show with the following highlights (Note: The slide show will be posted to the OPA site):

- The six month "250 heading" test diverted a significant level of traffic over Sunset Park and Ocean Park; this change in flight patterns became the catalyst for citizen scrutiny of safety and noise issues. He showed how this pattern continues.
- 2/3 of flights from SMO are flight school and training related; this percentage is consistent for evenings, weekends and holidays
- 90% of flights are propeller planes that use leaded fuel, which poses a health risk
- SMO has six flight schools, which is the most for any southern California airport of similar size; SMO is the only such airport almost totally surrounded by residential housing
- Of the flight schools, Justice Aviation, with an estimated 43% share, is the largest, followed by American Flyers, Skyward Aviation
- Key contributors to the number of flight schools and volume of flights are ineffective ordinances that:
 - Allow unrestricted use of a procedure called "taxi-backs", which circumvent prohibited "touch and go" and "stop and go" operations which are collectively used to engage in 'pattern flying' that are prohibited on weekends and holidays (Other airports prohibit "taxi-backs", while SMO does not.) under the 1984 Agreement and Santa Monica Municipal Code.
 - Allow flight schools to engage in "pattern flying" between 7 AM and 11 PM daily even though the practice is supposed to be prohibited during certain hours.

- Do not charge for landing fees for flight schools, unlike all other airport users (This gift to flight schools occurred in 2005 due to flight school lobbying, not an FAA request.)
- Landing fees at SMO pay only 10% of airport cost
- SMO staff has discontinued providing information to the public, which it previously provided and has failed to respond to some Airport Commission requests.
- Pattern flying at SMO, where planes take off and land using a small oblong southern flight pattern, usually impacts Venice, Mar Vista and West LA, but also uses a northern pattern of the airport over Santa Monica
- Pattern flying creates a noise impact at lower decibel than jets, but of longer duration (generally one minute ground impact per take off)
- “Touch and go” operations create a take off and “touch” every 5 minutes while “stop and go” patterns take about 9 minutes; there are often multiple planes operating simultaneously
- Summary:
 - Pattern flying on the weekends and holidays average 50 per day
 - Prop planes, 90% of SMO traffic, use polluting leaded gas
 - 60% of flights are from flight schools
 - Approximately one crash/per year for flights from SMO
 - 25% of incidents/crashes involve flight schools
- Conclusions:
 - Too many flight schools
 - Need to fix pattern flying ordinance and adjust landing fees

- Need to address health and safety issues
- Need to increase data/information transparency at SMO

David Goddard, SMO Airport Commissioner, who was speaking on his own behalf, made the following comments:

- Citizens need to voice their concerns with the Airport Commission and City Council at upcoming meetings and with emails directly to the Council.
- David has reviewed the four primary agreements that govern SMO and offered these comments:
 - The 1948 Instrument of Transfer in which the predecessor to the FAA placed deed restrictions that preclude any use other than a general aviation airport for a portion of the property
 - The 1984 Santa Monica Airport Agreement which expires in 2015 and requires the maintenance of a 5,000 foot runway, leases to multiple Fixed Base Operators (FBO), noise restrictions, pattern flying restrictions etc.
 - Grant Assurances which was signed in 1994 when the City accepted Federal funds to improve the airport which prohibit the City from discriminating against any class of aircraft, specifies how fees can be charged and how the airport is operated.
 - Airport Noise and Capacity Act of 1990 (ANCA) which prohibits any restriction based upon noise.

Other relevant comments made:

- Real estate profits subsidize flight operations since landing fees only cover 10% of operating costs
- While the SMO visioning process is underway, it is important to ensure that the FAA does not interfere

A lively Q & A occurred during and after the presentations. Most of the questions/comments addressed noise and safety issues, including

comparisons to vehicle traffic on City streets. SMO is clearly a hot topic in Ocean Park.

To see John Fairweather's slideshow and David Goddard's can/can't do list <http://opa-sm.org/Default.aspx?pageId=645066Default.aspx?pageId=645066>

For additional information on SMO, visit the "SMO Airport Issues" tab of this website, the Community Against Santa Monica Airport Traffic website (casmatt.org), or contact Michele Perrone (MicheleOPA@me.com).

Meeting Close

Meeting adjourned at 9:20 PM

Deferred Agenda Items

The following agenda items were not discussed due to time considerations:

City Ordinance – Restaurants North of Ocean Park Blvd.

Treasurer's Report

Membership Report

Future Agenda

Parade Debrief/Presentation:

- Several issues were discussed including barricades for alley and parking lot exits, water for participants, toilets at the after party, insurance requirements and the need to obtain sponsorships earlier
- Motion (by David, seconded by Roger) to email Parade issues to Lori to discuss during the Parade Debrief passed unanimously.

Other proposed agenda items:

- Ocean Park Blvd. construction timeline
- BOD nominations
- Membership email blast
- Parking on Neilson Way during off-peak commuter times
- Lincoln Blvd. improvements
- Meet and greet the new Planning Director
- November Annual Meeting and BOD Election/City Manager Budget Meeting
- December Holiday Party

**Next meeting: Monday, October 3, 2011,
Joslyn Park, 7:00 PM to 8:30 PM**