

**Friends of Sunset Park
City Council Candidate Questionnaire 2012**

Response from Richard McKinnon:

1) In the 1984 Agreement between the City of Santa Monica and the FAA, the City agreed to operate the Santa Monica Airport until 2015. In addition, when the 1984 Agreement expires, all the leases at the airport (short and long term) will expire giving the city enormous parameters in changing the character of the airport property.

A) When this Agreement expires, how do you envision the future of the 227-acre airport property? (100 words maximum)

In 2015 the Western end of the airport is reclaimed by the City, the runway shortened, commercial leases terminated, sales of lead gas stopped, flight schools banned, there are caps on movements and any subsidization of the airport ceased. The City then begins to run a smaller airport while preparing to shut it completely.

B) Whom do you feel your future vision would benefit? (100 words maximum)

The immediate neighborhoods will gain an immediate quality of life improvement in a range of personal, environmental, social and health areas. The whole city will gain financially, environmentally and recreationally. And finally the whole region will gain from what we place in the former airport land.

C) What kind of process do you feel should be involved in the decision? (100 words maximum)

Two stage. The Council has all the information to start moving ahead on immediate decisions on commercial and operational issues for shrinking the airport. Then a Sunset Park and Santa Monica wide community process is needed. This didn't happen in the LUCE and the Airport is excluded from zoning.

2) Results of community surveys (CASMAT and OPA) and the City's own Phase II visioning discussion groups show that 80% of participants support either substantial reduction in operations at SMO or closure of SMO.

A) City Staff has repeatedly shown their reluctance to study either closure or reduction in operations. How would you deal with directing staff to pursue a full study of these options and their benefits/drawbacks? (100 words maximum)

Leadership at a Council level issuing clear policy positions, moving position statements and directing the staff reporting to the City Manager will resolve the issue. It is Council leadership that will solve the problem.

B) What is your position on the following statements?

If the communities impacted by SMO desire reduced airport operations, I would support substantially reducing airport operations.



If the communities impacted by SMO desire closure, I would support closing the airport.



C) If you rated to either of the preceding statements a 3, 4, or 5, please explain your reasons for not supporting closure or reduction in operations. (100 words maximum)

3) The intersection of 23rd/Walgrave/Airport/Dewey is already rated "F". How would you insure that any future use of the airport property would result in "no new net car trips"? (100 words maximum)

Strong transport demand management of commercial and retail operations.

Reintroduce the street grid through the area, enhance bike connectivity, strengthen Big Blue Bus penetration and desirability. Work cooperatively with LA as this has become a regional road access point.

4) 18 acres of land (the 1949 Quitclaim Parcel) encompassing the western portion of the runway are not covered by the 1948 Instrument of Transfer. When the 1984 Agreement expires in 2015, and the City can exercise proprietary powers over this property, how do you think the City should proceed regarding the status of this portion of land? (100 words maximum)

The City should reclaim the land immediately it is available under the agreement

5) The Airport currently operates at a deficit.

A) Should the City of Santa Monica continue to subsidize airport operations or should the airport be self-sustaining? (YES OR NO)

Yes the airport should be self sustaining.

B) If you support "subsidization," please explain why. (100 words maximum)

C) If you support "self-sustaining," how would you change the fee/lease structure to make airport operations self-sustaining? (100 words maximum)

Ground leases should be at commercial rates, all users must be charged land fees (including flight schools), landing fees must cover operational and maintenance costs and any capital spending must be discontinued.

6) The residents of Sunset Park, Ocean Park, Venice, Mar Vista, and West LA complain of the impacts of pattern flying over their neighborhoods.

A) What is your position on the following statement?

I would oppose granting additional flight school Commercial Operations Permits (COP's), and I would oppose renewing flight school leases that expire.

Strongly Agree				Strongly Disagree
1	2	3	4	5
1				

B) If you rated the previous statement 3, 4, or 5, please explain your reasons for supporting the continuation of permits and leases for flight schools. (100 words)

7) Any additional commentary you wish to share on Santa Monica Airport issues is welcome.

The Airport was once a valued part of Santa Monica. No longer. The Airport doesn't suit a contemporary purpose. It doesn't make sense on environmental, financial, social or health basis to residents of the City. Subsidizing a commercial operation is bad public policy. It needs to close and the land used needs to change.

LAND USE & CIRCULATION

8) Will you accept donations from developers, land use attorneys, or architects whose projects the City Council will be voting on? (YES OR NO)

No

If yes, will you recuse yourself from voting on any of their projects that come before the City Council? (YES OR NO)

Background: The FOSP Board took a position in 2005 to oppose any large development project who traffic impacts on residential neighborhoods could not be mitigated.

Although the federally funded Bergamot Area Plan has not yet been adopted by the City Council, 2 million square feet of development is currently in process and will generate 10's of thousands of new daily car trips in the Pico and Sunset Park neighborhoods (Agensys, Bergamot Transit Village, Colorado Creative Studios, Paseo Nebraska, Roberts Business Center, and Village Trailer Park).

In Sunset Park, the proposed Pico/Centinela project would include 300 apartments and possibly generate 2,000 new daily car trips. It's a block from Trader Joe's, a few blocks from the SMC Main Campus (with more than 30,000 students enrolled), and on a section of Pico that already has more than 26,000 daily car trips.

On the NE corner of Pico and Centinela, in West LA, a 95-unit apartment building is under construction. At Pico and Sepulveda, more than 750,000 sq ft of commercial/residential development is planned.

9) If elected, how would you decide which development agreements in the Pico and Sunset Park neighborhoods to support? (100 words or less)

In the Planning Commission I voted against the Pico Centinela project on a range of grounds including size, car dependency, and the proximity to the Freeway of a building with hundreds of apartments. You need clear ideas of what is neighborhood building and community compatible and what is not. My record on the Planning Commission is clear in demanding proof

In making your decisions, would you take into account the traffic impacts of West LA development projects on Santa Monica neighborhoods? (YES OR NO)

Yes. (Although since Santa Monica should be tougher and more demanding on building neighborhoods the focus is primarily on the standards appropriate to our City.)

VILLAGE TRAILER PARK

Background: The Village Trailer Park has been described as an irreplaceable neighborhood, with historic roots, that has enabled affordable home ownership for low-income residents of Santa Monica for more than 50 years. If the city allows it to be destroyed, it can never be replicated. In the November 2007 Memorandum of Understanding, it states that "Village Trailer Park agrees that the Development Agreement Application review shall require the preparation of an Environmental Impact Report (EIR), which would review a reasonable range of alternatives including, but not limited to, a resident owned mobile home park subdivision, and alternative rezones and projects (including reduced scale projects) that would avoid or substantially lessen potentially significant environmental impacts as required by CEQA)."

10) If elected, would you direct City staff and the Village Trailer Park developer to seriously consider alternative projects along the lines of the Ron Goldman proposal to the Planning Commission and City Council, a "reduced scale" project that would allow current residents to remain in place? (YES OR NO)

Yes. I voted that way in the Planning Commission

If no, why not? (100 words or less)

11) EXPO LINE -- What policies would you support to enable the city to cope, logically and financially, with the influx of daily visitors in 2016 when the Expo Light Rail Line goes into operation? (100 words maximum)

The Expo line will change our City. There will be a strong impact on circulation. It will also enhance our public transport options. The issue is how to connect the City to this transformation. It requires immediate focus across City Departments; offers the chance to strengthen TDM for commercial activities; push bike connectivity, upgrade BBBus, particularly on north-south routes and look at how we cut through traffic.

SOCIAL SERVICE AGENCIES & PUBLIC SAFETY

Background: Social service agencies such as Common Ground are considered "general office use" in the current Zoning Ordinance. In the last few years, Common Ground (then located at 2012 Lincoln) and 818 Cedar (located directly behind 2402 Lincoln and used to house OPCC clients) generated 186 Calls for Service to the Fire and Police Departments. This had a negative effect on residents in adjacent residential neighborhoods.

The FOSP Board has recommended that in the updated Zoning Ordinance, social service agencies be required to get Conditional Use Permits (CUP's), as they do in other cities.

12) Would you support a CUP requirement for Social Service agencies? (YES OR NO)

Yes

13) CITY BUDGET -- The City of Santa Monica spent \$583 million in FY 2011-12. What strategies would you support in order to control city expenditures? (100 words maximum)

Use staff attrition to cut staffing costs, change business process, institute technological change within the City, look at program focus and benchmark the city against comparable cities nationally and insist the budget balance

SANTA MONICA COLLEGE

Background: According to the California Community College Chancellor's Office Data Mart -- http://datamart.cccco.edu/Students/Enrollment_Status.aspx -- Fall semester enrollment at Santa Monica College increased from 22,393 in 1994 to 35,229 in 2009, a 57% increase. About 85% of the SMC students live in the Los Angeles Community College District (9 campuses) or come from out-of-state or from other countries.

Despite the increase of online classes and the recent "Any Time Any Line" Big Blue Bus program, the traffic and parking impacts on Pico and Sunset Park neighborhood residents remain substantial.

14) What can the city do to reduce the increasing traffic and parking impacts of the SMC Main Campus on residents? (100 words maximum)

Work with the College to increase the 50% of students arriving by bus, to 80% by public transport, within three years. Expo has to be the great game changer for the College and neighborhood despite the over-investment of capital in parking structures. Strength TDM for college staff. Insist on resident permit parking and step up code enforcement.