



City of  
**Santa  
Monica**

## **A Public Process to Determine the Future of the Santa Monica Airport**

Disabilities Commission

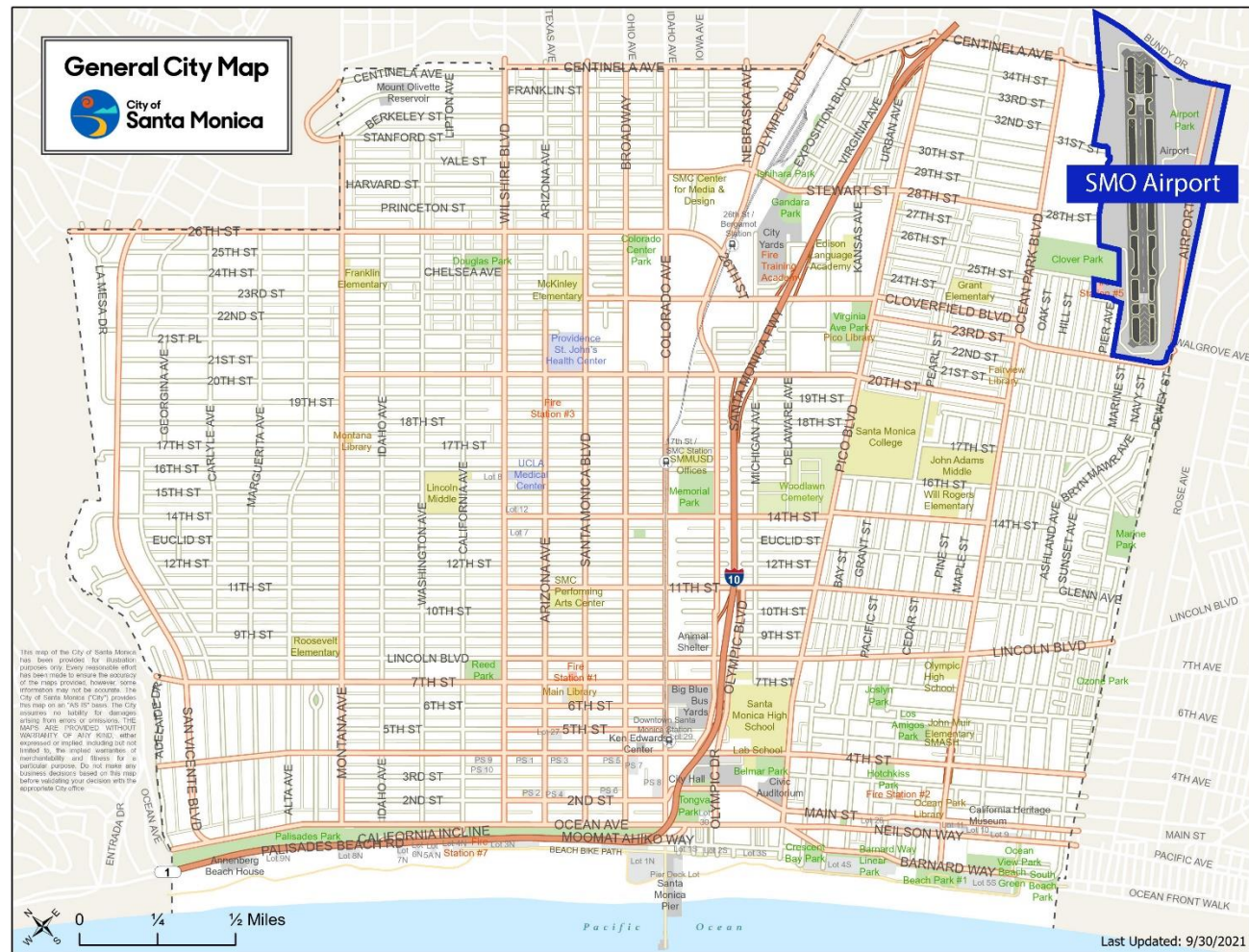
3.6.23

<http://www.santamonica.gov/future-of-santa-monica-airport-project>



## INTRODUCE PUBLIC PROCESS TO PLAN THE FUTURE OF THE SANTA MONICA AIRPORT LAND

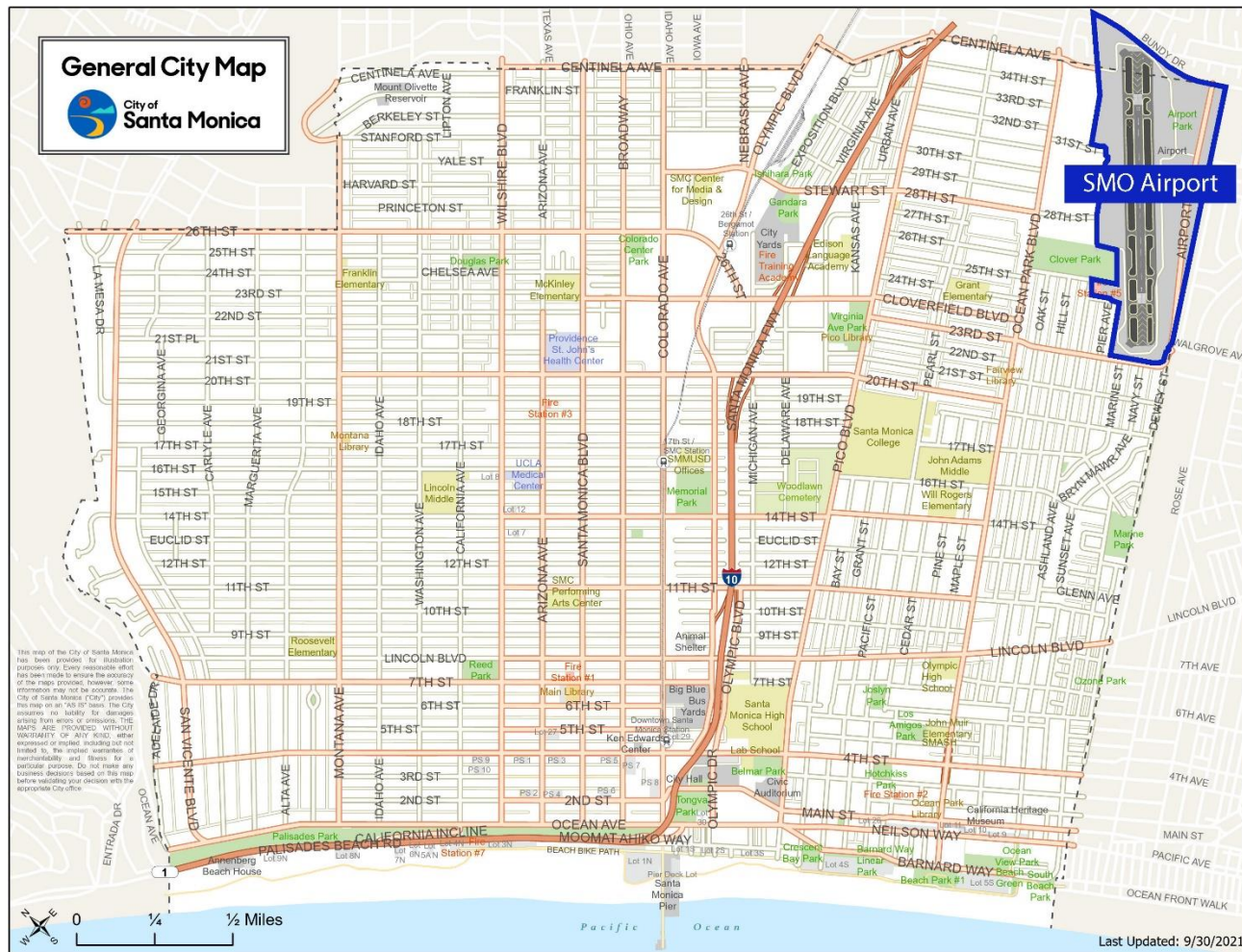
- Process for community engagement, testing and refinement
- Scope of work including Existing Conditions, Outreach and Scenario Planning





## GET YOUR INPUT FOR THE UPCOMING REQUEST FOR PROPOSALS

- Things to study
- Insights into engaging residents with disabilities
- Lessons learned through other City projects





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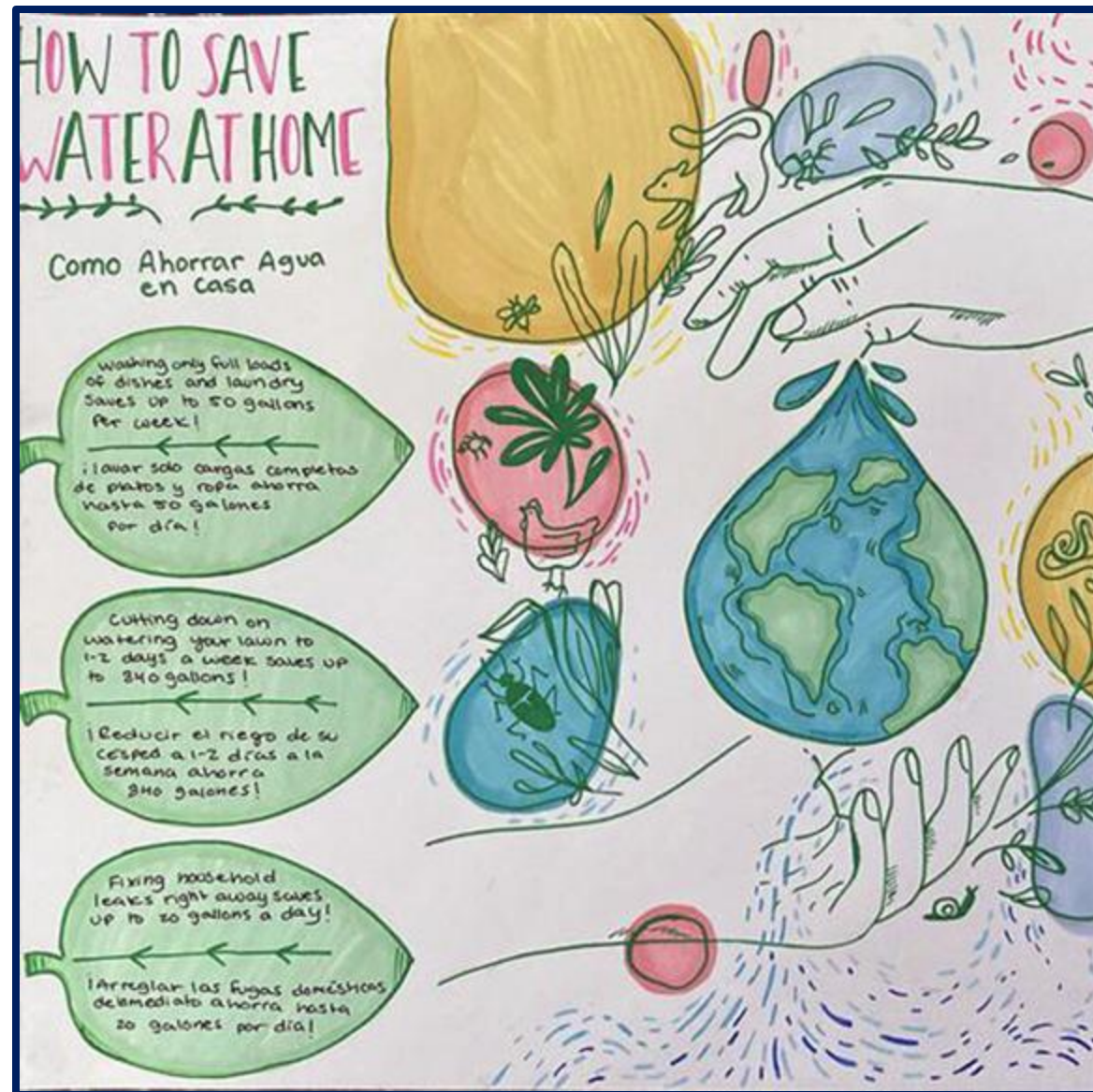
# The Role of Sustainability

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## PROJECT PRESENTS SUSTAINABLE, GENERATIONAL OPPORTUNITIES FOR SANTA MONICA

- Sustainable land management
- Resource conservation
- Regenerative design
  - Water, Energy, Nature & Wildlife
- Equity and inclusion
- Health and happiness





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# Background

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Sunset Park

Business Park

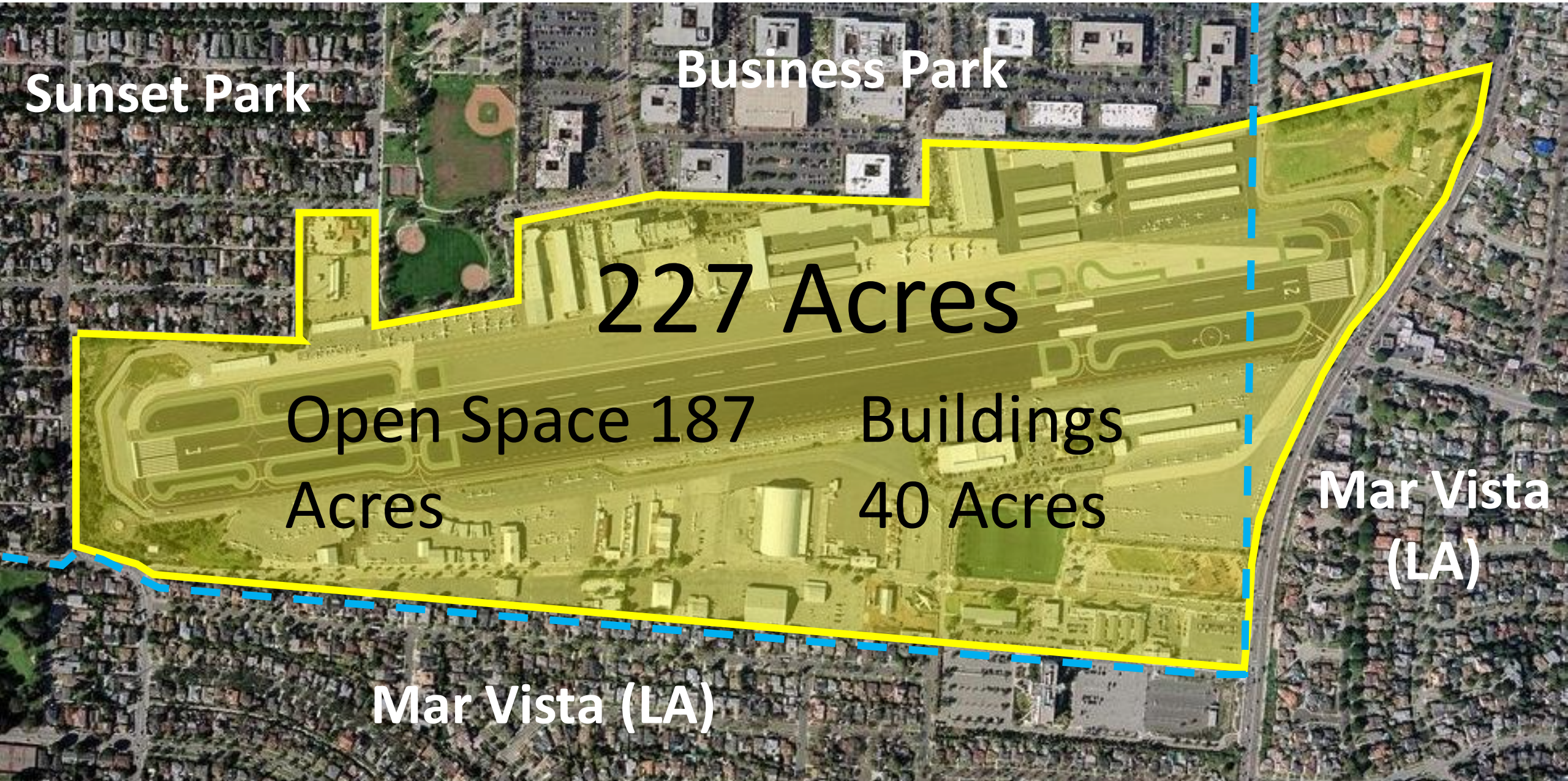
227 Acres

Open Space 187 Acres

Buildings 40 Acres

Mar Vista (LA)

Mar Vista (LA)



## FROM FARMLAND TO AVIATION AND MANUFACTURING CENTER

- Airfield dedicated 1923 as “Clover Field.”
- Santa Monica buys airport land through a park bond in 1926

pg. 111

### NATION ACCEPTS AIRPLANE FIELD

*Fifty Thousand Persons See Dedication*

*Santa Monica Landing-Place Pleases Army Chief*

*Dozens of Flyers Give Thrill to Spectators*

#### NOTABLES AT BANQUET

The banquet was attended by about 100 reserve officers and was held at the Miramar Hotel. Many officers flew their own planes from Rockwell Field at San Diego, Crissey Field at San Francisco and Mather Field at Sacramento to attend.

The ceremonies at the field began at 3 p.m. when S. L. Berkeley presented the new field on behalf of the City of Santa Monica. In the group that surrounded him were members of the County Board of Supervisors, of the Santa Mon-

SANTA MONICA. — Clover, M. To SE. of city. Alt. 150 ft. Rectangular. 63 A., asphalt surface. Runways 3,000 by 100 ft., entire field available. Pole line, buildings, radio towers. N. Beacon, boundary, approach, obstruction, landing area flood lights. Beacon, rotating green. Service day and night. Left hand turns permitted in landing and taking off SE.; right hand turns in landing or taking off to E. or N.





## AIRPORT IS HOME TO AVIATION AND NON-AVIATION INDUSTRIES

- 166 total businesses
- 43 industry sectors
- Approx. \$20M annual revenue  
(Airport Fund)
- Recreational uses
- Arts, culture, education
- Retail and restaurant
- Many more...



## CITY HAS LEGAL AUTHORITY TO CLOSE AIRPORT, IF DESIRED

- Consistent direction from Council to close Airport over past several decades
- Authorized for closure after December 31, 2028
  - Requires Council action
    - Written Notice to FAA
    - Environmental Review
    - Ordinance for closure
- Budget established for planning process to determine future use of land
- History of local measures and community preferences

GENERAL AVIATION

### FAA Caves In to City Demand To Close Santa Monica Airport

by Matt Thurber - January 29, 2017, 8:14 PM



*After the city of Santa Monica shortens SMO airport's runway to 3,500 feet, large business jets like those in the background will no longer be able to use the iconic airport. (Photo: Matt Thurber)*



California's Santa Monica Airport (SMO), both historically important and a key part of the National Airspace System (NAS), will close at the end of 2028, the FAA said on Saturday following two weeks of negotiations between city leaders and the agency. Somewhat sooner, possibly within a year, the city of Santa Monica, which owns the 227-acre airfield, will cut the 4,973-foot runway down to 3,500 feet, effectively eliminating access to the larger jets that currently fly there.

Before Saturday's surprise settlement, the city and FAA had been embroiled in multiple lawsuits, with the city council and its airport commission firmly arguing for closing the airport while the FAA and pro-airport proponents repeatedly pointed out that after World War II, the city had signed an instrument of transfer to keep the airport

## 2014 - MEASURE LC LIMITS LAND USE AT SANTA MONICA AIRPORT

- No new development until voters have approved limits on uses
- Provides exemptions for:
  - Parks and public open spaces
  - Recreational facilities
  - Maintenance/replacement of existing cultural arts and education uses

“Shall the City Charter be amended to:

- (1) Prohibit new development on Airport land, except for parks, public open spaces and public recreational facilities, until the voters approve limits on the uses and development that may occur on the land; and
- (2) Affirm the City Council’s authority to manage the Airport and to close all or part of it”

60% yes, 40% no



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# What We've Heard

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## 2010-2013 FOCUS ON “NON-AVIATION” LANDS

- Community open space
- Access for pedestrians, cyclists, and transit
- Reduce traffic impacts
- New uses for the benefit of the community (arts, culture, education, housing, light retail, etc.)
- Sustainable agriculture projects
- Incubator for green startup businesses
- Green building practices and sustainability
- Infrastructure improvements
- Improve aesthetics



# COMMUNITY DIRECTION ON AIRPORT





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# The Planning Process

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## ADVANCE PLANNING WORK TO ANTICIPATE 2030 ENVIRONMENT

- Lengthy process to plan and reach consensus for entire 227 acres
- Decommissioning process in parallel with planning

### What to Expect Proximate to Closure Period

Now: Los Angeles Community Plan Updates

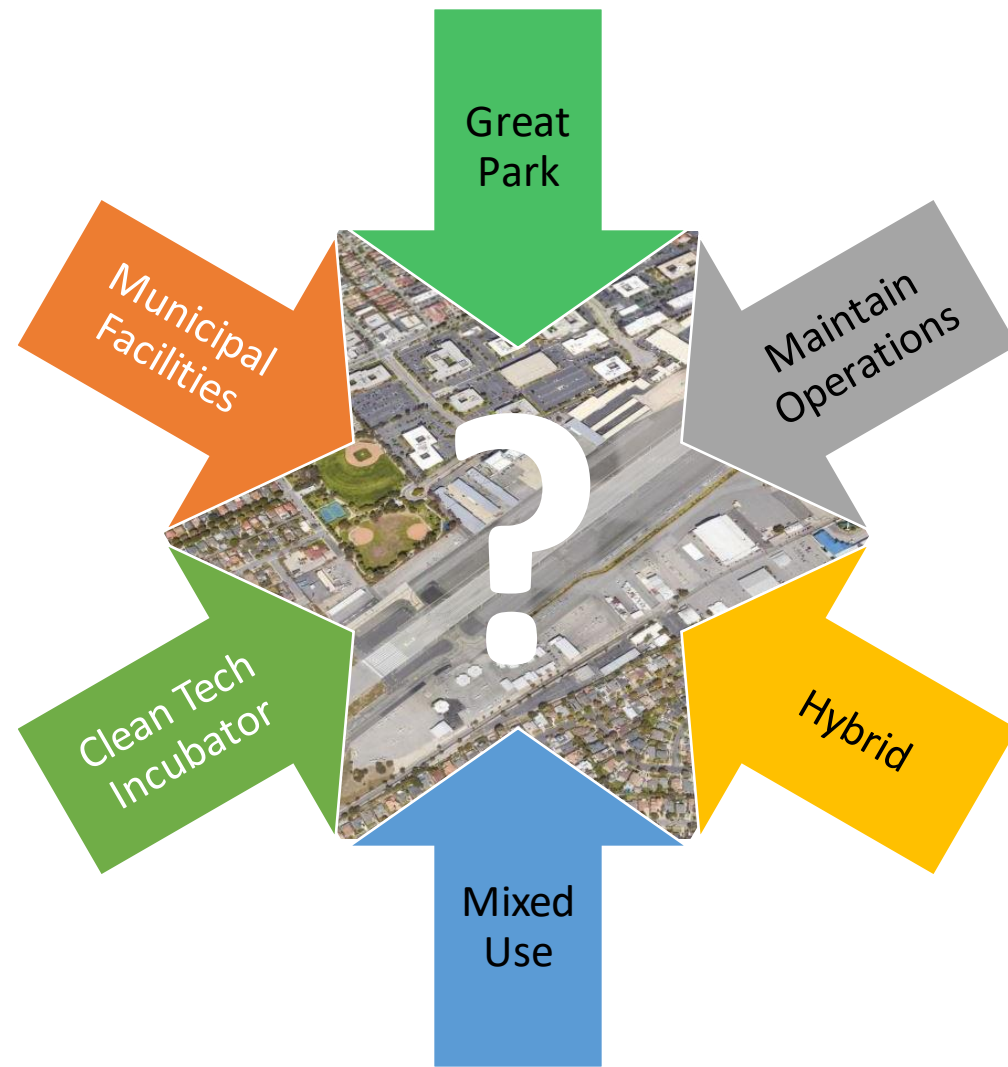
December 2028: Airport Closure Authorized

October 2029: Housing Element 7<sup>th</sup> Cycle Due

2030ish: General Plan Update (LUCE) Due

Always: Surplus Lands Act

## WHICH WAY DO WE GO?





## THREE FUNDAMENTAL QUESTIONS TO START THE CONVERSATION

What are We  
Working With?

What work needs to be  
done to prepare the land?

What Do We  
Want & Need?

Inclusive, multi-generational  
vision

What Can We Afford?

Economic  
Sustainability

## IDENTIFYING CONSENSUS AROUND COMMUNITY PREFERENCES



## THREE SCOPE COMPONENTS RECOMMENDED

- 1. Establish the baseline.** Comprehensive site evaluation and existing conditions.
- 2. Work with the community.** Outreach and engagement – vision, testing, consensus.
- 3. Scenario planning.** Concept exploration, alternatives planning and refinement around a great park and supporting uses.



Park – Non-revenue generating. Costly to build/maintain.



Mixed Use – Revenue generating. Growth concerns.



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# Outreach & Engagement

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## JUST, DIVERSE, EQUITABLE & INCLUSIVE

- Multi-year community dialogue requiring a modern approach to outreach.



**WORKSHOPS**



**DEMOCRATIC LOTTERIES**



**ONLINE SURVEYS**



**YOUTH & SENIOR EVENTS**



**SM+LA NEIGHB. GROUPS**



**BIZ GROUPS**



**STAKEHOLDER MTGS**



**REGIONAL PARTNERS**

## HEIRARCHY OF GOALS TO PROVIDE ACCOUNTABILITY, SUSTAINABILITY AND INCLUSIVITY

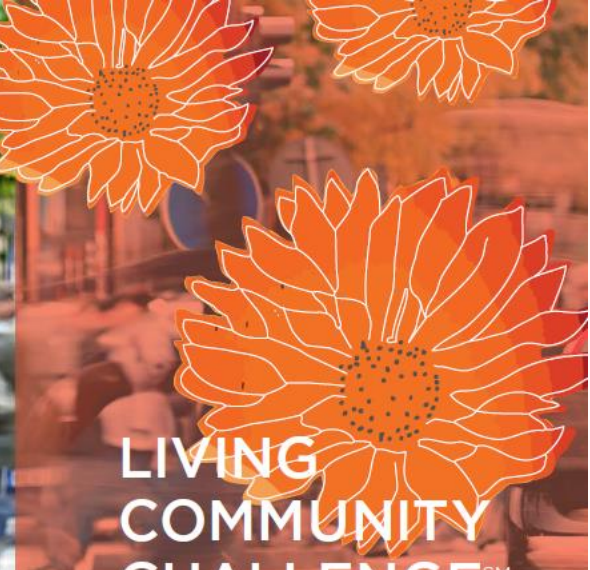
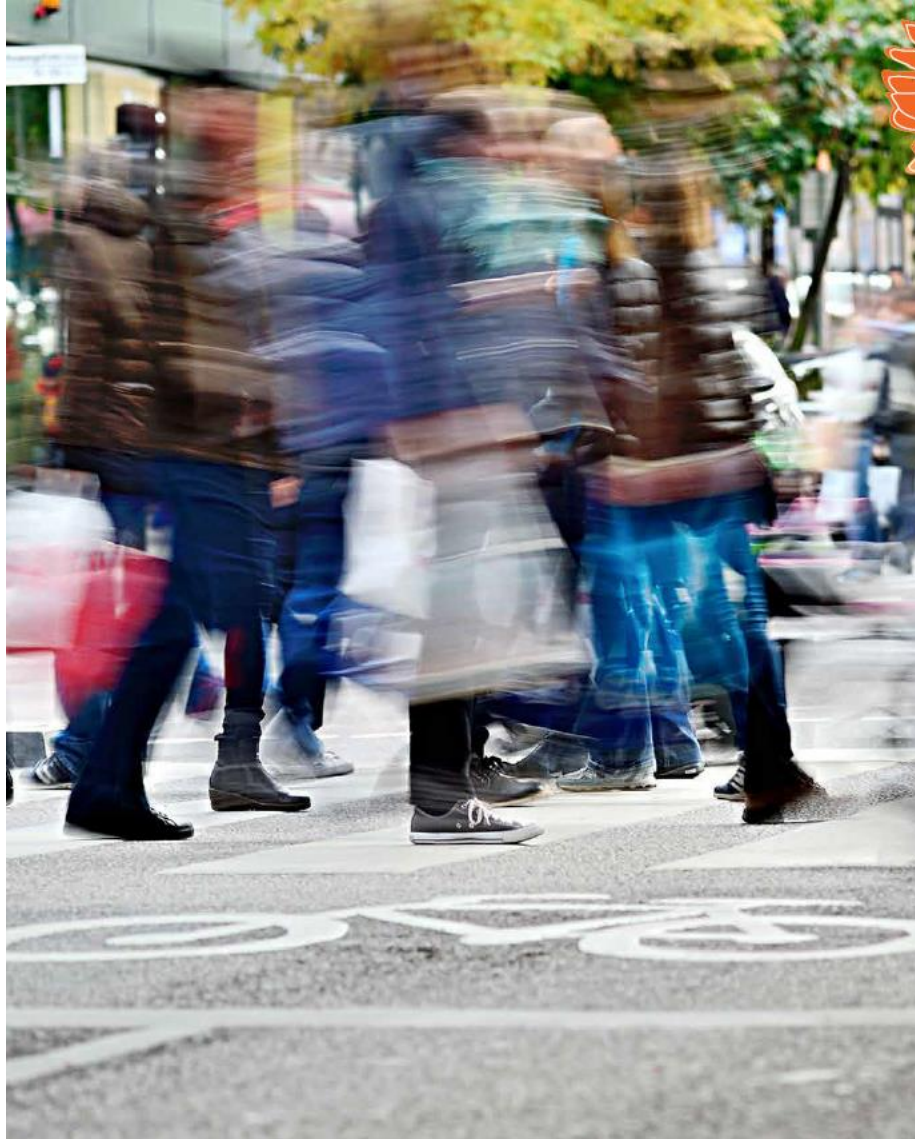
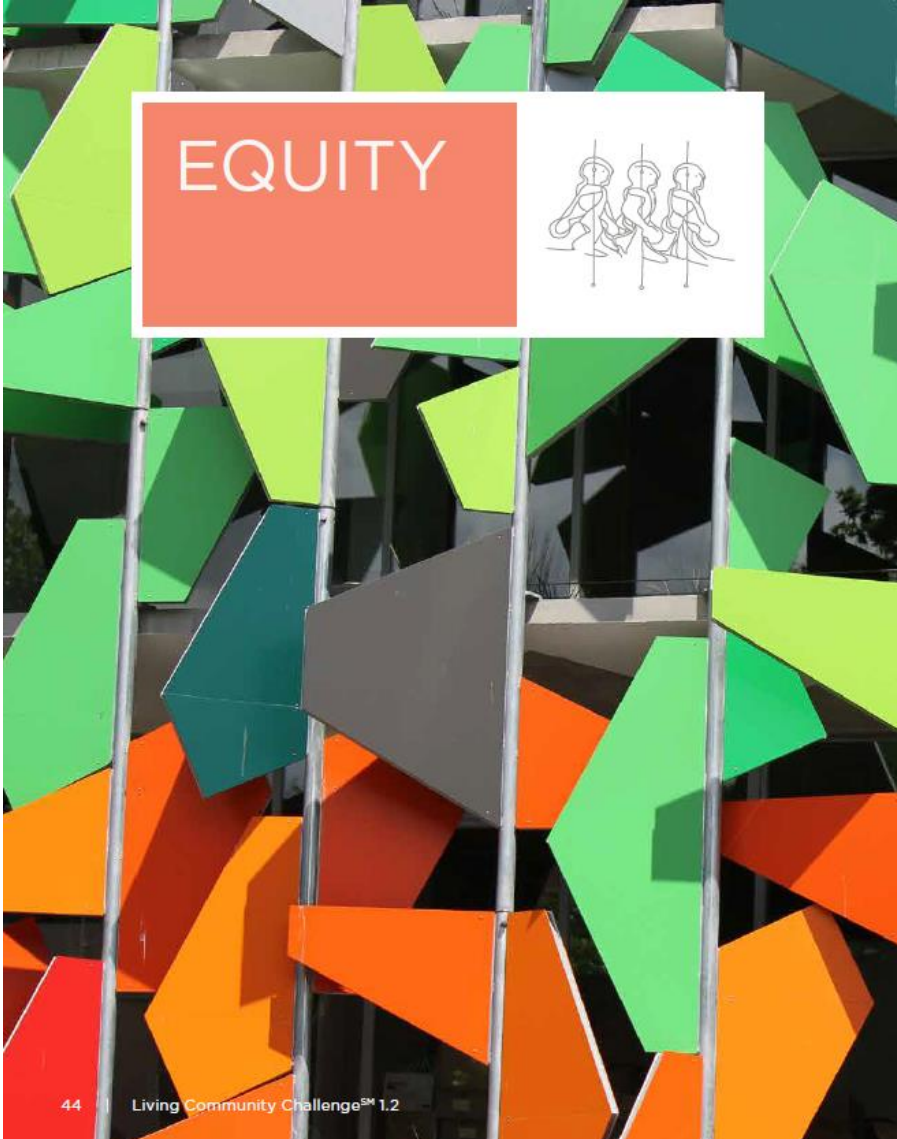
21<sup>st</sup> Century Government

Great Park Goals

Living Community Challenge


- Sustainability
- Resiliency
- Regenerative
- Multigenerational





LIVING  
COMMUNITY  
CHALLENGE<sup>SM</sup>  
1.2

A Visionary Path to a  
Regenerative Future



INTERNATIONAL  
LIVING FUTURE  
INSTITUTE™

## UNIVERSAL ACCESS

- Transportation
- Public realm design
  - Furniture
  - Public Art
  - Gardens
- ADA accessibility
- Access to fresh air, sunlight

EQUITY

UNIVERSAL ACCESS TO NATURE & PLACE

IMPERATIVE

All primary transportation, roads and non-building infrastructure must be equally accessible to all members of the public, regardless of background, age and socioeconomic class—including the homeless—with reasonable steps taken to ensure that all people can benefit from the Community.

The public realm must be provided for and enhanced through design measures and features such as street furniture, public art, gardens and benches that are accessible to all members of society.

Access for those with physical disabilities must be safeguarded through designs meeting the Americans with Disabilities Act (ADA) and Architectural Barriers Act (ABA) Accessibility Guidelines.<sup>26</sup>

The Community shall provide access to, and will not diminish the quality of, fresh air, sunlight and natural waterways for any member of society. The Community must also appropriately address any noise audible to the public.

**Sunlight:** Sunlight may not be blocked above a maximum height allotted for the Transect, per the following table:

TRANSECT	L1	L2-L3	L4	L5	L6
Maximum shade height on adjacent façade, measured on Winter Solstice between 10am — 2pm (meters)	-	6m	10m	15m	20m

**Natural Waterways:** The Community shall provide access to and access pathways along natural waterways, except where such access can be proven to be a hazard to public safety or would severely compromise the function of specific water-oriented industries. No private entity may assume ownership of water contained in these bodies or compromise the quality or quantity of water that flows downstream.

<sup>26</sup> access-board.gov. Private residences and historic structures are exempt.

48 | Living Community Challenge<sup>SM</sup> 1.2





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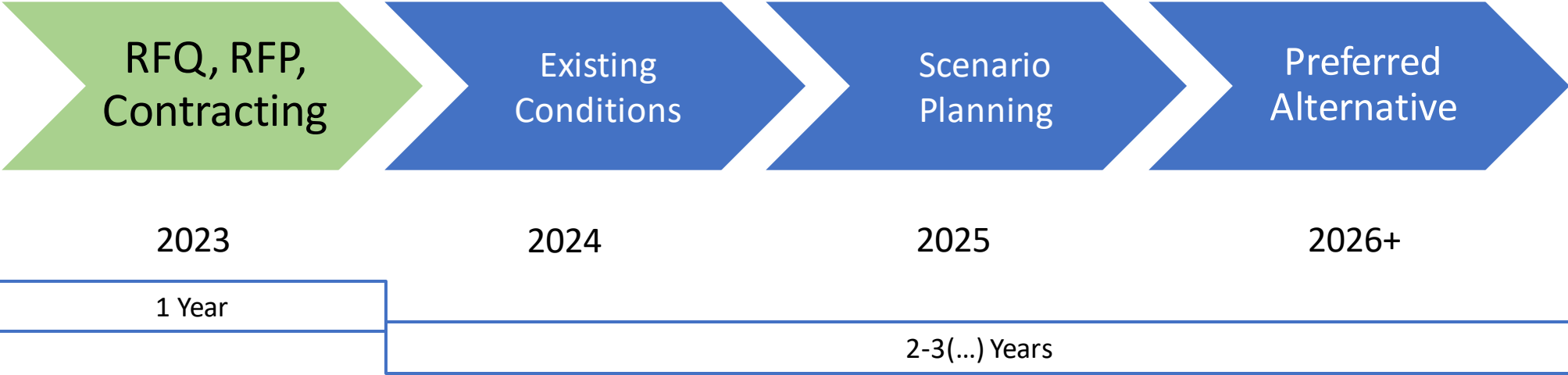
# Timelines

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*Project Completion - 2026 (ish)*

### Project Process



**EMAIL:**

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**WEBSITE:**

<http://www.santamonica.gov/future-of-santa-monica-airport-project>



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# **A Public Process to Determine the Future of the Santa Monica Airport**

Neighborhood Meetings