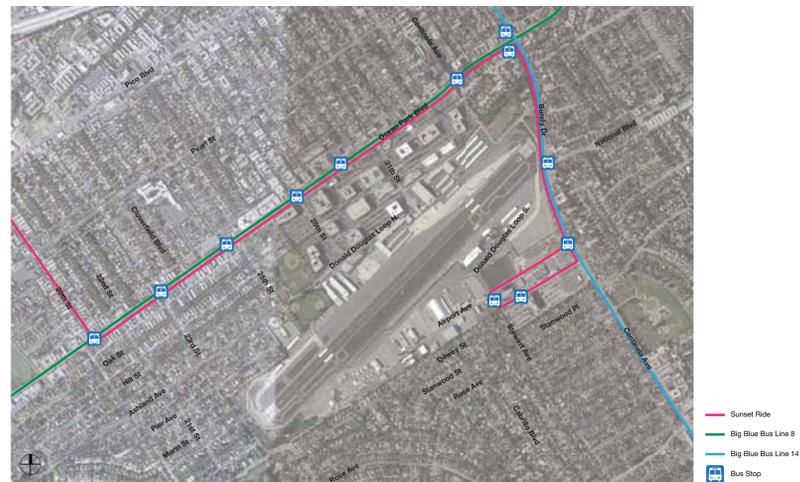


Vehicle Access

Existing Street Volumes and Intersection LOS



Existing Transit Map



Left Turn Concept Design



SMC Bus Stop Enhancement



Access to the Santa Monica Airport is provided by Airport Avenue, an east-west private roadway owned by the City of Santa Monica. Airport Avenue connects to the larger public street network at Bundy Drive on the east and at 23rd Street/Walgrove Avenue to the west. It is recommended to improve 23rd Street/Walgrove Avenue intersection by installing a left turn pocket along Walgrove while restricting left turns from Airport Avenue.

Public transit service to Airport Avenue is limited; improvements include increasing weekend frequency on the Santa Monica Big Blue Bus Sunset Ride and enhancing access to the bus stop on Airport property in order to provide improve transit connection to the museum, Barker Hangar and other uses.

Access Goals from Land Use Circulation Element

- Reduce peak hour automobile trips
- Maximize efficiency of automobile infrastructure
- Manage traffic speed and volume on neighborhood streets

Parking

Existing Parking Supply Along Airport Avenue



Barker Hangar/Santa Monica Air Center Parking Lot Redesign



Santa Monica Art Studio and Ruskin Groups Theater Co. Parking Lot Redesign



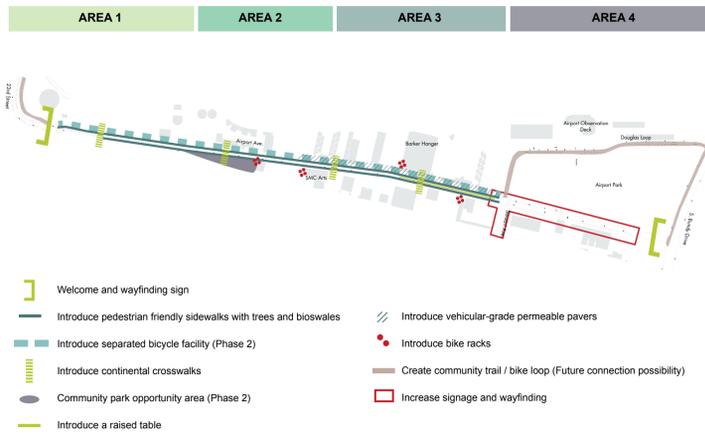
Off-street parking supply along Airport Avenue is dispersed throughout the campus into several lots that are accessible via driveways. A combined total of 1,042 parking spaces exist in the area with the current layout. A more efficient layout can be done to free up an additional 107 spaces or more appropriately, provide additional space for other uses, landscaping, and amenities without a decrease in the amount of parking. The examples of Barker Hangar and Santa Monica Art Studio highlight how additional landscaping and repaving can allow better utilization and enhance pedestrian friendliness.

Existing

Bicycle and Pedestrian Existing Conditions



Bicycle and Pedestrian Enhancements Overview



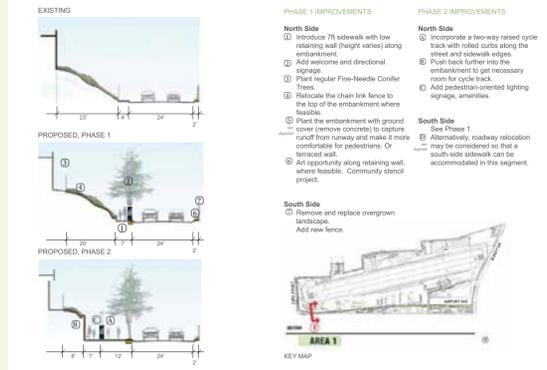
A key goal in transforming the Santa Monica Airport into a model “green” airport is to enhance recreational and arts facilities while improving infrastructure for circulation, including vehicular, bicycle, pedestrian, and public transit. Three guiding principals have been identified for planning and design priorities for access and circulation improvements:

- Ensure environmental stewardship
- Be a good neighbor
- Contribute to the quality of life of the community

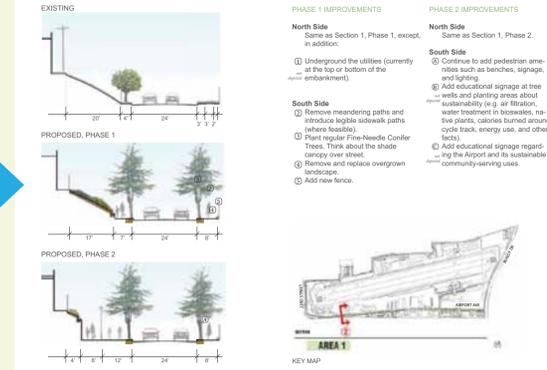
Amenities added over time to improve the bicycle and pedestrian environment along Airport Avenue will encourage multimodal access. These include benches, bike racks, lighting, signage, and increased allocation of street space to improve sidewalks and add bicycle lanes.

Recommendations

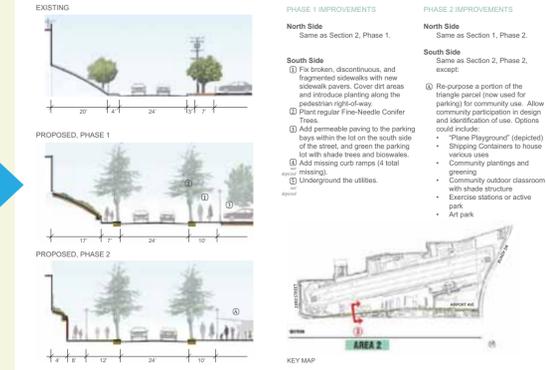
Area 1 – Neighborhood Gateway: Section 1



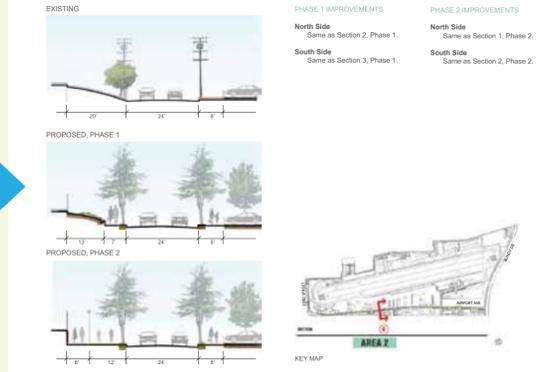
Area 1 – Neighborhood Gateway: Section 2



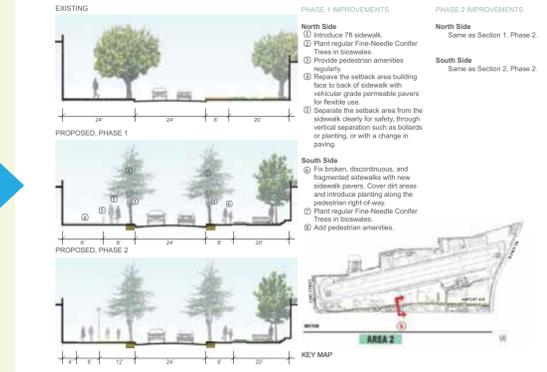
Area 2 – Community Oriented Space: Section 3



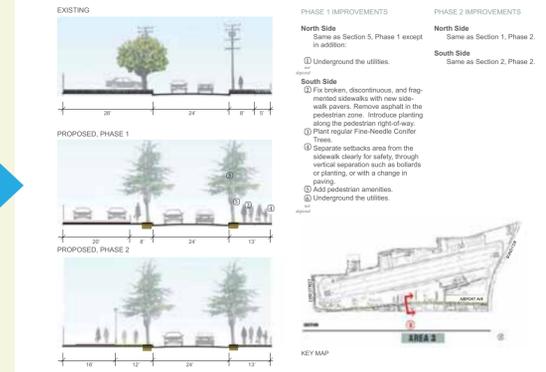
Area 2 – Community Oriented Space: Section 4



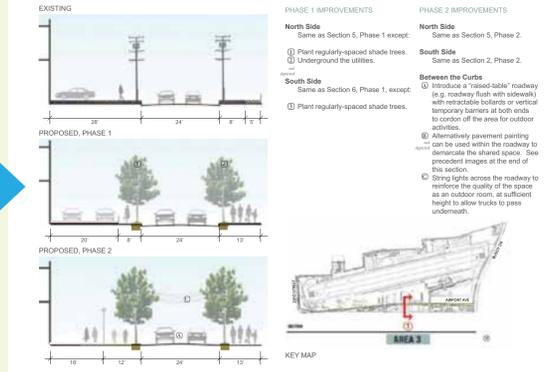
Area 2 – Community Oriented Space: Section 5



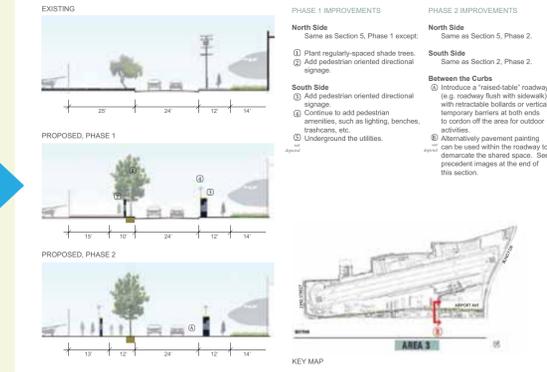
Area 3 – Flexible Outdoor Space: Section 6



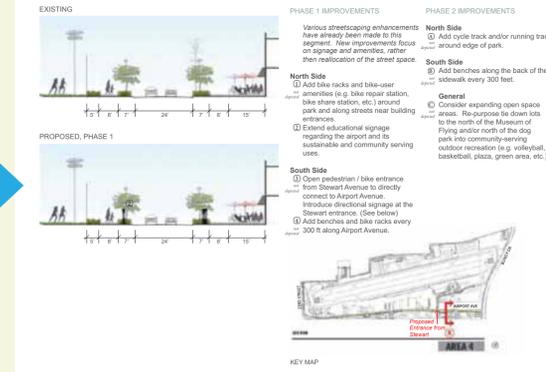
Area 3 – Flexible Outdoor Space: Section 7



Area 3 – Flexible Outdoor Space: Section 8

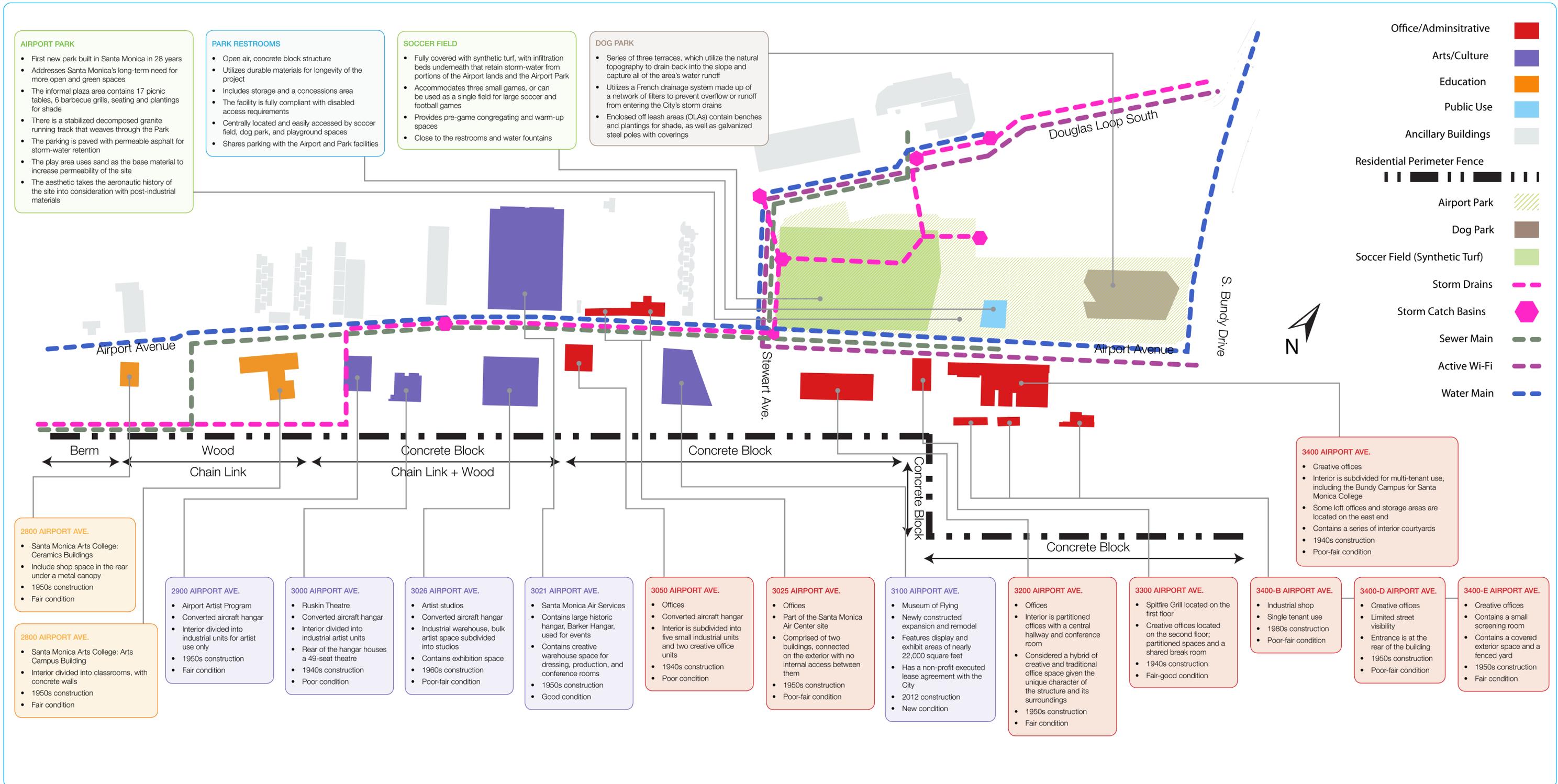


Area 4 – Active Airport Community Park: Section 9



Facilities and Infrastructure

Existing



Opportunities

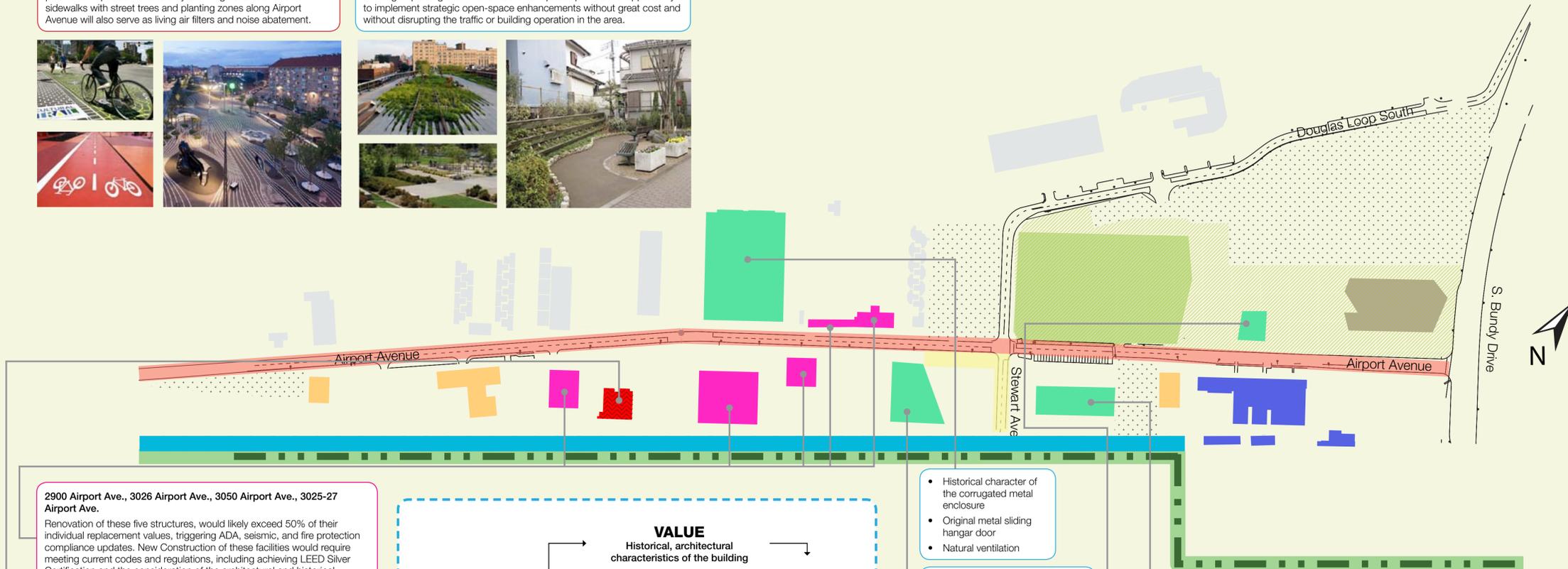
Airport Avenue is envisioned as a pedestrian and bicycle friendly corridor, with shifting allocation of the street space over time from vehicular to multi-modal. Contiguous sidewalks, inviting streetscapes, safe and well-marked crossings, and improved signage can improve pedestrian mobility; likewise bicyclists would benefit from enhanced signage and over time an increase allocation of street space. Multi-modal trips to project site will increase the shifting modal allocation of the streetscape to prioritize the pedestrian and bicyclist. Regular and consistent sidewalks with street trees and planting zones along Airport Avenue will also serve as living air filters and noise abatement.



There are opportunities along Airport Avenue to re-purpose underutilized non-aviation spaces for community activity and create flexible environments for outdoor programming and events; these opportunity locations include the triangle parcel (now used for parking) on the south side of Airport Avenue which can be re-appropriated as 'being-space' for community-oriented uses and functions. Both along Airport Avenue and surrounding the non-aviation lands buildings, there are pieces of land that, because of their size or their shape are unviable to use efficiently for building or parking use. These "left-over" spaces provide the opportunity to implement strategic open-space enhancements without great cost and without disrupting the traffic or building operation in the area.

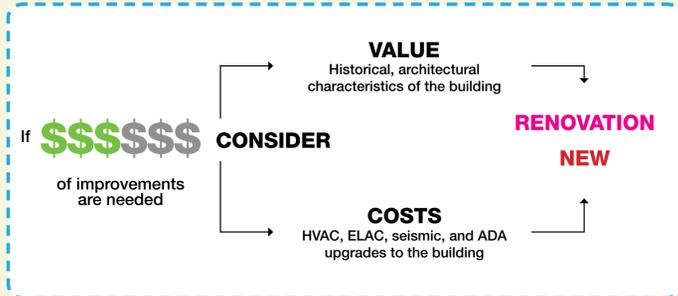


No Renovations	
Minor Renovations	
Rebuild	
Significant Renovations/Rebuild	
Architectural Standard	
Airport Park	
Dog Park	
Soccer Field	
Residential Perimeter Fence	
Green Wall	
Runoff River	
Pedestrian and Bicycle Friendly Corridor	
Urban Farming/Community Space	
Onsite Energy Generation	



2900 Airport Ave., 3026 Airport Ave., 3050 Airport Ave., 3025-27 Airport Ave.
Renovation of these five structures, would likely exceed 50% of their individual replacement values, triggering ADA, seismic, and fire protection compliance updates. New Construction of these facilities would require meeting current codes and regulations, including achieving LEED Silver Certification and the consideration of the architectural and historical characteristics of the other Santa Monica Airport Buildings and site.

3000 Airport Ave.
The Project Team's determined that this facility will require demolition, considering that improvements would be in excess of \$305,000 (50% of the replacement value) and trigger ADA, seismic, and fire protection compliance upgrades. New construction within the limits would require meeting current codes and regulation, including achieving a LEED Silver Certification. A similar type of facility should be considered within the non-aviation portion of the Airport to maintain a theatre type use.



- Historical character of the corrugated metal enclosure
- Original metal sliding hangar door
- Natural ventilation

- Example of new construction that replicates the quality of the site's historic airport hangars
- Incorporates modern sustainable principles with pre-fabricated construction of metal panels

- Only existing on-site facility with solar panels, located on the roof
- Example of historic structure that contributes to the overall sustainability of the site



Green screens, green walls, and landscaped 'berms' capture airborne pollutant and filter noxious gases and particulate matter while reducing the ambient temperature in urban areas. Green walls can be integrated throughout the project site, specifically at the Neighborhood Gateway and along the perimeter fence as a buffer to the adjacent neighborhood, and utilize multiple systems and forms; benefits include security, privacy screening, shade, biodiversity, habitat, and urban agriculture. Green walls can also contribute to securing up to 18 credits under the LEED for new buildings.



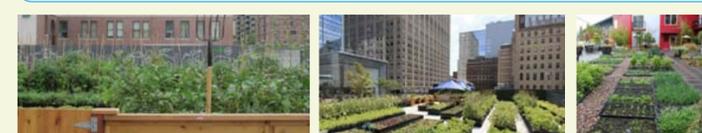
On-site power generation can help reduce the Airport's carbon footprint and lower dependence on fossil fuels. With new facilities and renovation, offsetting new power demands with innovative technology will make Santa Monica Airport a sustainable example. iPavement can be used for a demonstration project in high foot traffic and shared-use areas on non-aviation land to harness pedestrian traffic to generate energy onsite, and complement the sustainable laboratory concept.



With enough non-aviation land available, the project site may address through different and complementary measures the mitigation of storm water run-off, combining both traditional and state-of-the-art technologies. The storm drainage channel along the southern most edge of the site and the adjacent neighbors is an integral part of the storm drainage system and could be improved into a landscaped creek to provide additional protection to the residents by offering the natural sounds of water, in addition to controlling runoff.



Urban agriculture is an umbrella term for shared garden plots and community farming, that are part of a city's open space network; they can be used for herb gardens associated with restaurants and in common outdoor amenity spaces for other uses such as offices, schools, and community areas. Farming in strategic locations on non-aviation land, include small spaces (250 square feet) adjacent to Airport Community Park or in flexible spaces and community oriented spaces, and can be tied to storm water management (retention areas).



The Incubator Model



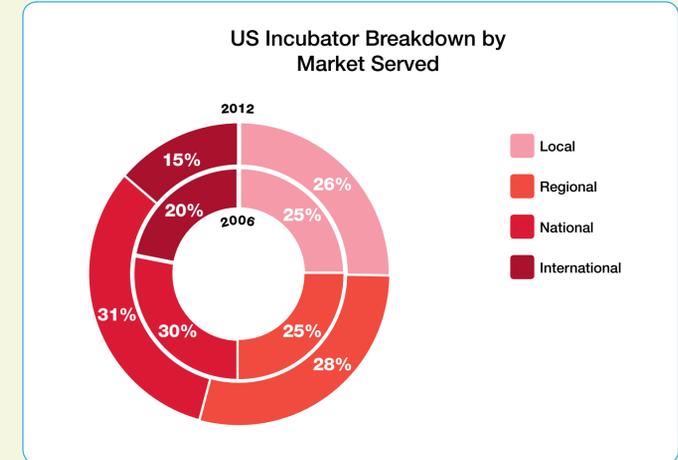
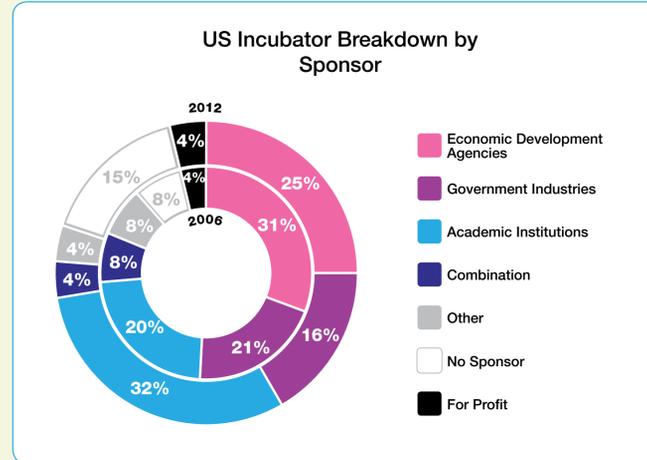
The first business incubator, the Batavia Industrial Center in Batavia, NY, which opened in 1950

What is an Incubator?

An incubator is a “business support process that accelerates the successful development of start-up and fledgling companies by providing entrepreneurs with an array of targeted resources and services: Tailored management guidance, technical assistance and consulting... Incubators usually also provide clients access to appropriate rental space and flexible leases, shared basic business services and equipment, technology support services and assistance in obtaining the financing necessary.”

(National Business Incubation Association, 2012)

Incubator Business Key Facts

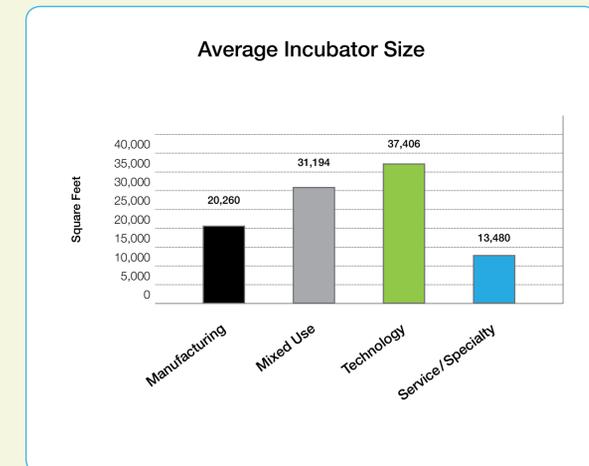
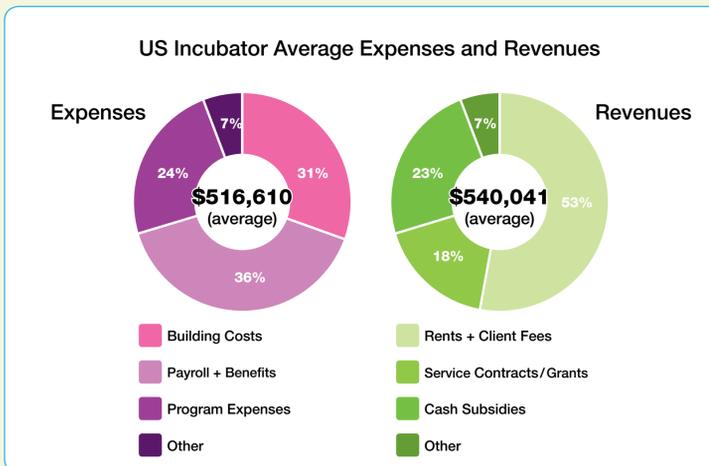
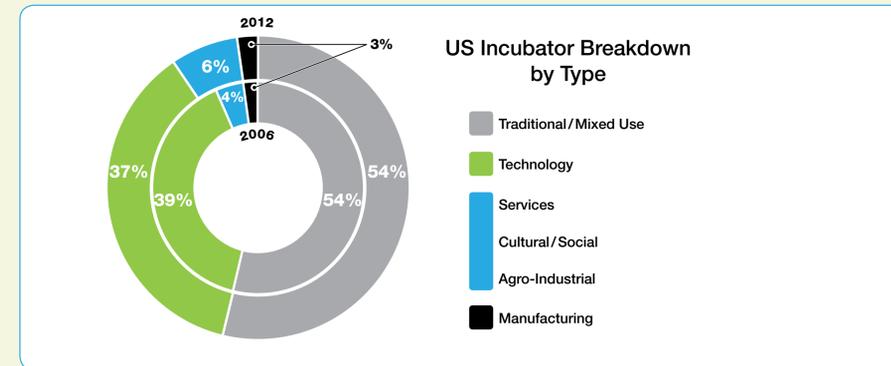
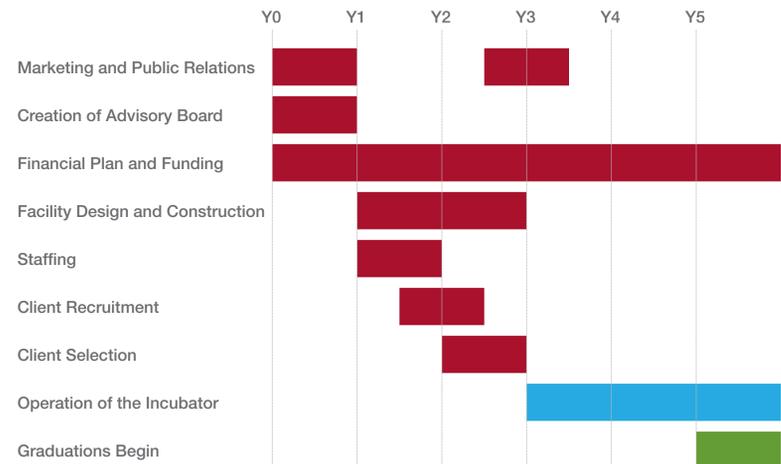


Incubator Implementation

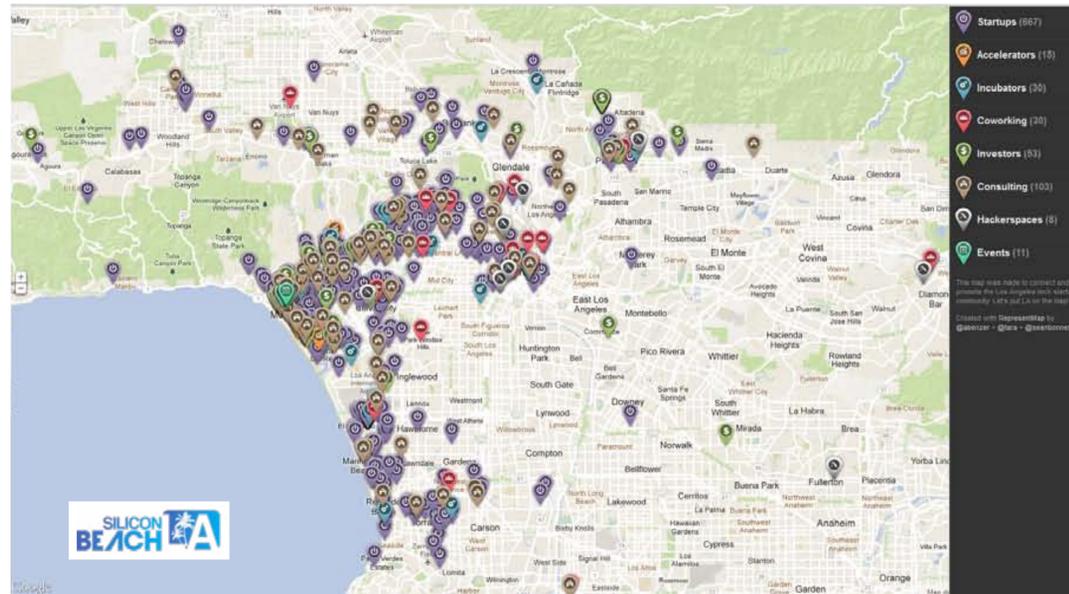
Potential Partners for Establishing an Incubator

- Community Organizations
- Cooperatives
- Unions
- Non-Profits
- Government Entities
- Universities/Research Institutions
- Venture Capital
- Group of Established Industries
- Corporate Sponsors
- Franchises

Typical Incubator Implementation and Consolidation Process



Opportunities/Themes



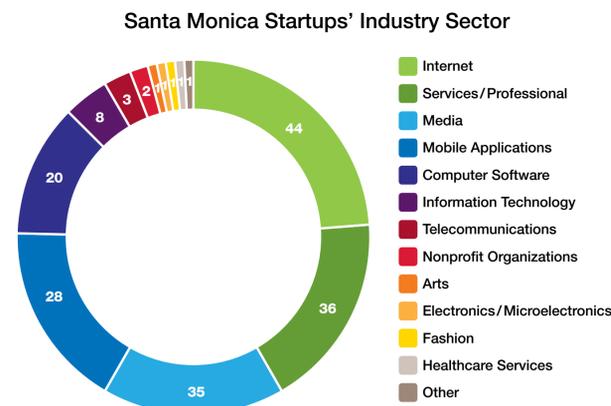
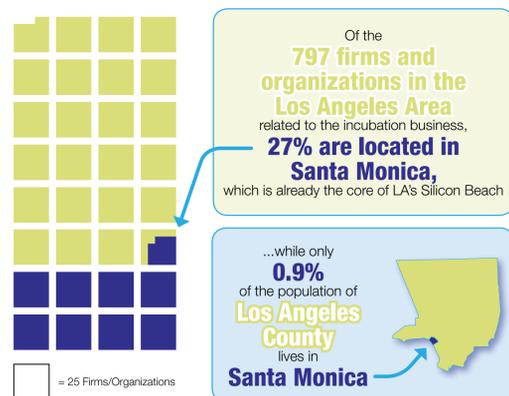
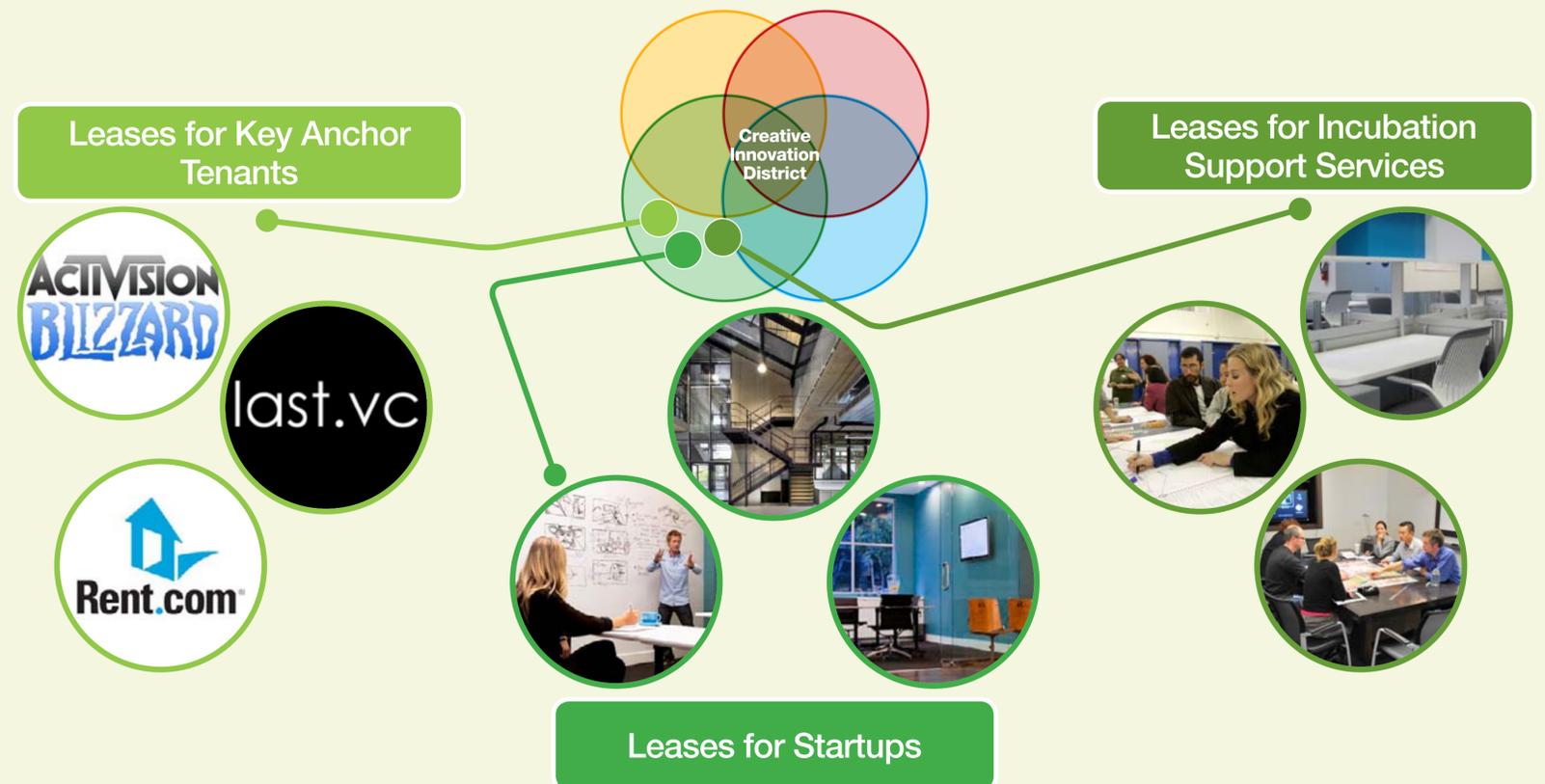
Approach: To center on those activities that are already existing and growing in the locality, i.e., “to play to your strengths instead of fighting an uphill battle.”

- 27% of the 797 incubation firms in LA are located in Santa Monica
- ¾ of startups in Santa Monica are either web- or new media-based
- Industry sectors strong in other locations (bioscience, energy, healthcare, clean technology, electronics, etc.,) are insignificant in Santa Monica
- The existing artistic community at the Airport could bridge the gap between art, business and innovation

Recommendation

A Decentralized Incubation Approach

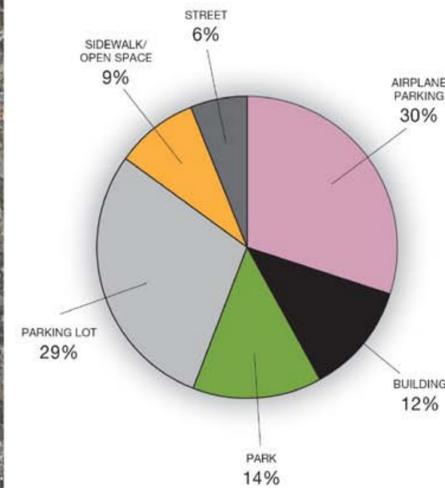
Incubation activities and services not centralized in a public incubator facility, but decentralized in existing buildings, evolving through the spatial clustering of different private tenants – the City becomes the “curator” of the effort



Why a decentralized incubation approach?

- **Flexibility** → It allows for more market-driven adaptability.
- **Future of airport activities** → A formal incubator facility may be incompatible with the long-term future of the Airport Campus.
- **Investment of resources** → Same benefits of formal incubator a at a fraction of the cost for the City.
- **Context and scale** → Compatibility with low-density residential neighborhoods.
- **Alignment with Visioning Process** → Responds to community's concerns of protecting the resident's quality of life.
- **Local economic development** → Growth and expansion of small-scale locally-based businesses, both existing and new.

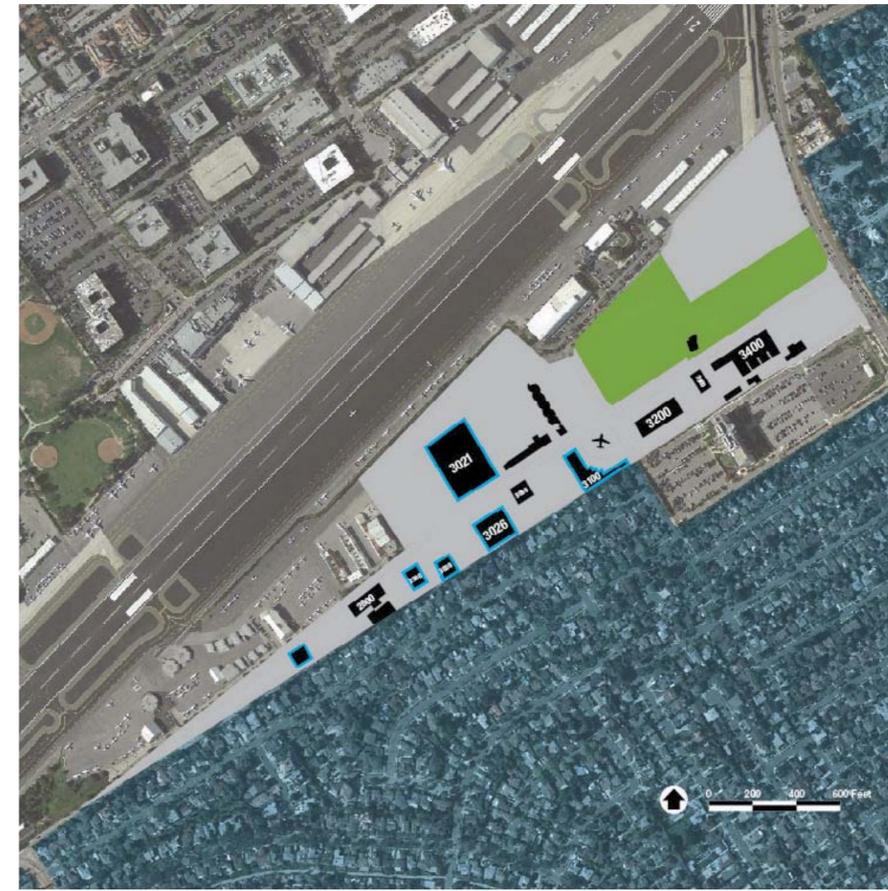
Existing Conditions



Use of Ground Surface in the Airport Campus

- **Land area** → The non-aviation lands comprise approximately 40 acres of land
- **Use of land** → The majority is devoted to vehicular circulation or parking
- **Building density** → Only 12% of the total non-aviation lands area is occupied by buildings
- **Leasable area** → Total leasable area of 180,000 square feet is less than Wal-Mart superstore
- **Traffic generation** → Existing land uses produce less daily traffic per acre than surrounding residential neighborhoods
- **Uses** → Almost all 16 major buildings are devoted office, art/culture, and/or education land uses

Opportunities

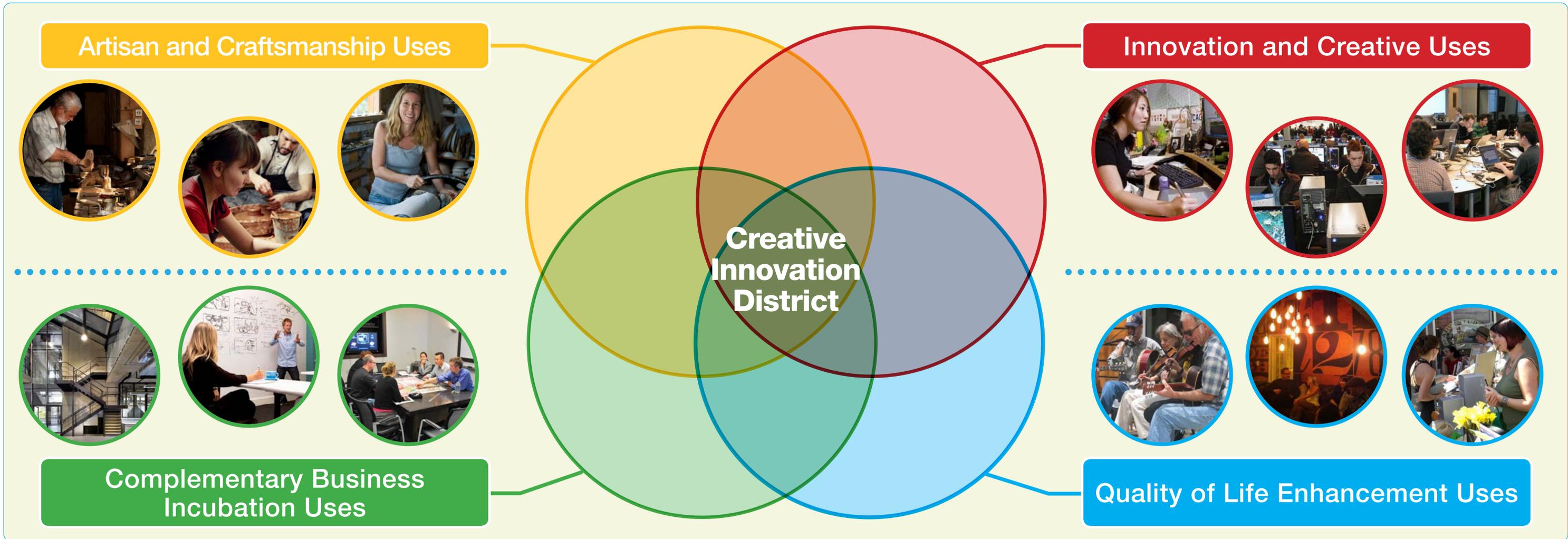


- Substantial Un-built Areas
- Seminal Presence of Art/Cultural Activities
- Successful New Community Green Spaces
- Feasibility of Integration with Neighborhoods

Airport Campus Opportunities

- **Land ownership and expiring leases** → The City has complete control of leases and future development
- **Substantial un-built areas** → Under-utilized land can be devoted to other, more productive/community-oriented uses
- **Possibility of integration with neighborhoods** → Allows meaningful connections between the Airport Campus and the neighboring communities
- **Seminal presence of art/cultural activities** → Land use that can enhance the quality of life for surrounding residents
- **Successful new community green spaces** → Future actions can build upon the success of Airport Park for future open space enhancements

Recommendations



The "Creative Innovation District" would...

- ...stand at the intersection of art, innovation, technology, and local commerce.
- ...tap into the incipient art/culture scene already present at SMO Airport.
- ...promote, nurture, support, and cultivation of the talented artists and artisans of Santa Monica.
- ...provide a venue for showcasing the work of makers, craftspeople and artists to the public.
- ...provide cultural content, education and inspiration for the community.
- ...be enlivened with an active programming calendar of local, high-quality cultural events.
- ...be complemented by small-scale retail catering to the artisans, neighbors, and visitors.