

# **SANTA MONICA AIRPORT**

## ***Sustainability Plan***

### **Santa Monica Airport Sustainability Plan Overview**

**Vision: The Santa Monica Airport Sustainability Plan will build upon existing efforts and implement new policies and programs that will make Santa Monica Airport the most environmentally sustainable general aviation airport in the United States.**

**AIR QUALITY** – Reduce Airport emissions through advocacy for federal action to strengthen aircraft emission reduction standards for all aircraft and increase the study of aviation impacts, alternative aviation fuels and mitigation strategies and programs. The Airport will continue its cooperation with the SCAQMD and as well as seek to work with other regional, state and federal agencies to collect scientifically valid data on air quality impacts from the aircraft operating at the Airport. The Airport shall continue to use alternatively fueled vehicles for Airport operations and seek to maximize use of alternative energy power sources such as solar.

**NOISE** – Maintain strong monitoring and enforcement of existing noise restrictions for aircraft and explore the feasibility of other noise restrictions, noise barriers and containment projects.

**OPEN SPACE** – Expand the amount of open space at the Airport that is available for landscaping, recreation and relaxation and develop and maintain a landscaped buffer area around the Airport perimeter.

**WATER** – Reduce water use in all areas of airport operations through: Installation of water efficient plumbing fixtures in all Airport buildings controlled by the City; Installation of water efficient landscaping and irrigation systems in all landscaped areas of the Airport; and installation of graywater and stormwater capture systems, where feasible for landscape irrigation and building plumbing uses, to reduce the use of potable water resources.

**URBAN RUNOFF** – Implement best management practices and projects to maximize the onsite retention and reuse of urban runoff from the Airport and minimize the level of contaminated runoff from the Airport. The Airport will seek to maximize permeable landscaped areas.

**HAZARDOUS MATERIALS** – Eliminate or minimize the use of hazardous materials by airport and tenant operations, provide for their proper handling and remediate all existing soil and groundwater contamination.

CONSTRUCTION PRACTICES – Require all new buildings at the Airport to achieve a minimum LEED Silver rating and all remodels or renovations of buildings over 7,500 square feet to achieve a minimum LEED Certification rating.

TRANSPORTATION – Implement policies, programs and measures to encourage use of public transportation by Airport users and visitors, address circulation issues and reduce traffic impacts on surrounding neighborhoods from Airport users.

SOLID WASTE – Implement waste reduction and waste recycling requirements for the Airport to achieve an overall 80% diversion rate by 2010.

PUBLIC PARTICIPATION – Conduct ongoing outreach and education with neighbors, community groups, public agencies and other Airport stakeholders to provide information on Airport activities and policies so that they can be fully informed as to important discussions and actions in which they can become involved. Provide annual sustainability reports to the Airport Commission and the City's Task Force on the Environment.

ADVOCACY – Undertake an active role with regional, State and federal officials and agencies to ensure that the vision and goals of the Santa Monica Airport Sustainability Initiative and the best interests of Santa Monica citizens are supported.

## ***Guiding Principles***

The City's sustainability program has ten guiding principles, which are summarized below:

- The concept of sustainability guides City policy. Santa Monica is committed to meeting its existing needs without compromising the ability of future generations to meet their own needs.
- Protection, preservation and restoration of the natural environment are a high priority of the City. City decision-making will be guided by a mandate to maximize environmental benefits and reduce or eliminate negative environmental impacts.
- Environmental quality, economic health and social equity are mutually dependent.
- All decisions have long-term implications to the sustainability of Santa Monica.
- Community awareness, responsibility, participation and education are key elements of a sustainable community.
- Santa Monica recognizes its linkage with the regional, national and global community.
- The sustainability issues most important to the community will be addressed first, and the most cost-effective programs and policies will be selected.
- The City is committed to procurement decisions which minimize negative environmental and social impacts.

- Cross-sector partnerships are necessary to achieve sustainable goals. Threats to long-term sustainability of Santa Monica are multi-sector in their causes and require multi-sector solutions.
- The Precautionary Principle Provides a Complimentary Framework to Help Guide City Decision-Makers in the Pursuit of Sustainability

These are the City guidelines for the development of the Airport Sustainability Plan that were used by City staff in examining the Airport and its operations and programs.

# **Santa Monica Airport**

## ***Sustainability Goals and Objectives***

- **AIR QUALITY**
  - Reduce Airport emissions through on-going advocacy for action by the federal government and the International Civil Aviation Organization to apply and to strengthen emission reduction standards for all aircraft, and that all present as well as future emissions and noise standards shall be applied to general aviation aircraft, including those under 90,000 pounds. Such advocacy shall seek multi-jurisdictional and community support and involvement.
  - Advocacy shall include presenting to regional, state, federal and international agencies the uniquely close proximity in highly urbanized settings of general aviation to residential and community facilities and potential impacts and the increased use of turbine aircraft at such airports.
  - Continued advocacy, cooperation and participation with the South Coast Air Quality Management District (SCAQMD), as well as with other regional, state and federal agencies, to collect and develop scientifically valid data and analysis (consistent with United State Environmental Protection Agency scientific standards and procedures) on aviation air quality impacts particularly those at General Aviation Airports and their surrounding communities and primarily Santa Monica Airport, that can be

presented to the appropriate regulatory agencies for federal action to implement appropriate regulatory standards, enforcement and mitigation measures and programs.

- Advocacy for the development and implementation of less polluting alternative aviation fuels for all aircraft.
- Advocacy for the elimination of all lead in aviation fuel (AVGAS)
- Continued and expanded use of alternatively fueled vehicles for Airport operations, as well as advocacy with tenants to also maximize their use of alternatively fueled vehicles. The Airport should have all alternative fuel City vehicles no later than 2010 and seek tenant all alternative vehicles by 2013
- Advocacy for improved federal aviation air monitoring and modeling tools, including improvements in the FAA's EDMS (Emissions and Dispersion Modeling System) to include full particulate and hazardous air pollutants considerations by 2009 and inclusion of ultrafine particulates by 2012.
- Advocacy for continuation and expansion of the FAA, EPA and California Air Resources Board Aircraft Particle Emissions Experiment (APEX) project with the inclusion of an array of general aviation aircraft, including turbine aircraft under 90,000 pounds. Emissions data from such aircraft is crucial for effective modeling of general aviation aircraft impacts.
- Advocacy for increased funding for the National Aeronautics and Space Administration Ultra Efficient Engine Technology Program, which is the only federal program dedicated to developing less polluting and quieter

aircraft engines and the inclusion of General Aviation turbine aircraft engines in the program..

- Advocacy with the FAA for procedures that minimize aircraft taxiing and hold times and for prioritizing development and deployment of alternate technologies such as on-board electric motor or tugging strategies for taxiing movements to reduce air emissions.
- Discourage the use of any diesel powered vehicles and equipment wherever and whenever possible by Airport tenant operations and aim to eliminate any City diesel powered vehicles by 2012.
- **NOISE**
  - Continue active monitoring and enforcement of existing noise restrictions for aircraft using the Airport and on-going exploration of the feasibility of stronger noise restrictions and/or procedures.
  - Maintain and expand noise control education outreach program to pilots, aircraft owners and operators, and aviation tenants.
  - Installation of appropriate noise attenuation barriers both on the Airport operating areas and at Airport Property lines where feasible. A solid wall with noise attenuation elements shall be constructed along the south boundary line by 2011.
  - Develop appropriate run-up area sites and procedures and seek to provide as much noise attenuation as feasible by 2012.

- **WATER**
  - Maintain water efficient plumbing fixtures, including waterless urinals, in all Airport buildings controlled by the City and seek similar measures from all tenants. Any improvements or renovation must incorporate such fixtures.
  - Maintain existing water efficient landscaping and irrigation systems in all landscaped areas of the Airport. Any improvements or renovation must incorporate such fixtures.
  - Maintain watering/irrigation schedules and procedures that minimize waste and/or “over watering” and provide for maximum benefit to the landscaping and minimum impact on water demand cycles.
  - Install gray-water and storm-water capture systems, where feasible for landscape irrigation and building plumbing uses, to further reduce the use of potable water resources. Such measures shall be part of the Storm Water Pollution Prevention Plan (SWPPP).
  - Update and implement a revised Airport Runoff Plan that incorporates current conditions including Airport Park and coordinates with overall City urban runoff program by 2009.
  - Implement best management practices and projects to maximize the onsite retention and reuse of urban runoff from the Airport, maximize permeable landscaped areas and minimize the level of contaminated runoff from Airport property by 2009.

- **OPEN SPACE /LANDSCAPING**
  - Maintain and expand the amount of open/community space at the Airport that is available to Santa Monica citizens for recreation and relaxation. Additionally, where possible establish open space corridors along Airport boundaries. .
  - Enhance public walkways and pedestrian oriented activities on the south-side of the Airport. The pedestrian walkway on the south side of Airport Avenue shall be installed and landscaped by 2013.
  - The Airport shall seek to maximize landscaping including new trees, particularly along the boundary lines of the Airport to create a perimeter buffer with priority for the boundaries with residential areas and Clover Park.
  - The Airport shall continue to provide areas for the relocation/placement of trees from other areas of the City that are impacted by City projects.
  
- **HAZARDOUS MATERIALS**
  - All soil and ground water remediation has been completed for past operations of areas under direct Airport control. On-going monitoring shall be maintained. The Airport shall seek the full remediation and closure for all non-Airport controlled areas regarding past uses. The Airport shall eliminate or minimize the use of hazardous materials by Airport operations to prevent future soil and groundwater contamination on Airport property.

- Require all (private?) operations to maintain a complete and readily accessible library of Material Safety Data Sheets (MSDS) and to provide appropriate safety training to any staff involved with hazardous materials.
- Insure proper storage and disposal for all hazardous materials.
- Airport maintenance staff will only use approved solvents, cleaners, detergents, and other chemical products, as defined by the city's Office of Sustainability and the Environment to maintain Airport facilities.
- Incorporate these provisions in Airport leasing agreements.
  
- **TRANSPORTATION**
  - Continue to implement policies, programs and measures to encourage use of public transportation (such as Big Blue Bus) by Airport users, tenants and visitors. The Airport has provided for a new Big Blue Bus bustop at Airport Avenue and Donald Douglas Loop South.
  - Continue to prioritize and implement policies, programs and measures to address circulation issues and reduce traffic impacts from Airport users on surrounding neighborhoods.
  - Provide safe and convenient pedestrian access to public areas of the Airport, particularly along Airport Avenue and Donald Douglas Loop South. Fully developed pedestrian walkways to be completed by 2013

- **CONSTRUCTION PRACTICES**
  - All new City buildings at the Airport are required to achieve a minimum LEED Silver rating and all new leasehold buildings to achieve a minimum LEED Certification rating for remodels or renovations of more than 7,500 square feet.
  - Seek to achieve LEED EB (Existing Building) certification for all City operated buildings.
  - All new City buildings at the Airport shall be required to incorporate water efficient landscaping and irrigation systems.
  - All construction projects shall be required to limit diesel powered equipment and to control all dust and run-off from project sites.
  
- **ENERGY**
  - The Airport shall continue to require that 100 percent of electricity used in its buildings and operations be generated from renewable sources.
  - The Airport installed a 70 Kilowatt photovoltaic solar system at 3200 Airport Avenue and shall seek to add additional systems, to implement renewable and clean energy distributed generation projects and increase the energy efficiency of Airport facilities to reduce reliance on fossil fuels and decrease greenhouse gas emissions.
  - Replace existing runway and taxiway lighting with low energy LED lighting systems by 2010.

- Establish practices and procedures to conserve energy use through:
  - Specification of more energy efficient equipment for new and replacement purchasing.
  - The minimization or elimination of the use of non-essential lights and electrical equipment.
  - The scheduling of the use of electrical equipment to the maximum extent possible during non-peak demand periods.
  
- **SOLID WASTE**
  - Implement waste reduction and waste recycling requirements for the Airport to achieve an overall 80% diversion rate by 2010.
  - Maintain the four existing used oil and hazardous waste stations on the Airport and make efforts to increase their use by Airport tenants.
  - Maintain existing and expand appropriate recycling containers at all City buildings on the Airport. Promote recycling efforts with Airport tenants.
  - Provide regular sweeping of Airport parking lots and walkways. Airport staff will work with Community Maintenance Department, the Public Works Department and the Office of Sustainability and the Environment to develop a program for the composting of sweeping materials.
  - Maintain and expand programs and policies to prevent solid waste materials from getting into storm drains.

- **INFORMATION AND RESEARCH**
  - Airport staff is developing a body of information on the sustainability topics in the Santa Monica Airport Sustainability Goals and Objectives that will be available on the Airport website by 2010 for public reference.
  - Airport staff will continue to monitor new developments, research, innovations and legislation regarding the sustainability topics in the Santa Monica Sustainability Goals and Objectives and develop analysis and updates to provide a context for the review and updating of the Airport Sustainability Plan
  - Airport staff will work with federal, state and regional agencies to encourage, and collaborate with, studies, analysis and research regarding the topics in the Santa Monica Airport Sustainability Goals and Objectives.
  - Provide Airport tenants with information regarding recycling, energy and water conservation and proper procedures with regard to urban runoff and hazardous materials.
  
- **PUBLIC PARTICIPATION**
  - Airport staff will provide updates to the Airport Commission and other appropriate City agencies on a semi-annual basis of actions/status of the Santa Monica Sustainable City Plan and on developments in the field regarding the topics of the Airport Sustainability Plan.

- Airport staff shall prepare and present an annual report on the status of Airport Sustainability Plan's goals, targets and activities to the Airport Commission and the City's Task Force on the Environment.
  - Conduct ongoing outreach and education with neighbors, community groups, public agencies and other Airport stakeholders to provide information on Airport activities and policies so that they can be fully informed as to important discussions and actions in which they can become involved.
  - The Airport shall maintain on its website the carbon off-set information and opportunity to participate links
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- **ADVOCACY**
    - Undertake an on-going active role with regional, state and federal officials and agencies as well as the community to ensure that the vision and goals of the Santa Monica Airport Sustainability Plan and the best interests of Santa Monica citizens are supported.

