



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: September 29, 2006
AGENDA DATE: October 5, 2006
PROJECT ADDRESS: 500 Fowler Road (MST2005-00764)
TO: Planning Commission
FROM: Planning Division, (805) 564-5470
 Jan Hubbell, AICP, Senior Planner *JH*
 Laurie Owens, AICP, Project Planner *LAO*

I. SUBJECT

Recommendations to City Council on revised site and floor plan for the Airline Terminal Improvement Project.

II. BACKGROUND

The Aviation Facilities Plan (AFP) adopted by City Council in 2001 included a number of significant changes to the Airline Terminal to address serious deficiencies in the existing facility and to meet forecasted passenger demand. The Airport Department has begun planning for construction of a new Airline Terminal facility measuring approximately 67,000 square feet, consistent with the recommendations of the AFP.

In December 2005, the City Council approved the Airline Terminal Project Criteria Document (PCD) to guide development of the Terminal design. The PCD defines the program requirements and establishes design criteria and guidelines for all facilities needed to accommodate the forecast passenger demand at the Airport in the year 2010. The PCD represents roughly, a 5-10% level of design and includes drawings, diagrams, and narrative describing the layout and details of the Airline Terminal and supporting facilities. The PCD provides direction to the design team as they develop the detailed design and construction documents within the established project budget and schedule.

In May 2006, the City Council selected the team of HNTB partnered with local architects Phillips Metsch Sweeney Moore as the design team for the project. HNTB has since completed a program review phase to verify the Terminal building spaces and functions, building systems, landside and airside planning, and construction cost estimates identified in the PCD.

III. DISCUSSION

Revised Project Design

During HNTB's verification of the cost estimate, it was determined that construction costs have escalated significantly during the past 6-8 months due to inflation and increases in material costs. Further, the cost estimators concluded that a non-competitive bidding environment exists in Santa Barbara for specialized trades, particularly plumbing, mechanical and electrical services. As a result, HNTB's updated cost estimate was significantly higher than that provided in the PCD.

In response to these findings, HNTB presented a number of cost-saving options to the Airport for consideration, including building simplification and systems modifications. HNTB also proposed a design alternative that would eliminate the need to construct a temporary terminal, resulting in a project savings of about \$7 million. City staff worked with HNTB to identify project elements that could be modified, deferred or eliminated to reduce costs. Through this process, it became apparent that eliminating the temporary terminal was the only way to bring the costs in line with the budget and retain a project that met design and operational needs identified in the PCD.

HNTB's proposed alternative design (Exhibit A) would relocate the new Terminal building immediately south of the existing Terminal building. The PCD proposed constructing a new building in approximately the same location as the existing Terminal (Exhibit B). Further, the new building would be configured in a simpler, rectangular footprint. Except for relocation of the southern baggage claim tent, the existing Terminal building would continue to operate during construction until the new building was completed. Once the new Terminal building was operational, the historic portion of the existing Terminal would then be relocated in front of the new building.

The revised design appears consistent with the key issue policies that were identified and approved by City Council, namely the Santa Barbara Airport Experience, building massing, passenger loading, incorporation of green building techniques, shifting and retaining the historic structure, alternative transportation and accessibility. Except for the proposed revisions to the project site plan and floor plan, the PCD would remain the guiding document for design of the project.

Review of the Proposed Revisions

The proposed revisions were reviewed by the Airline Terminal Design Subcommittee (Design Subcommittee) on August 30 and September 20, 2006. The Design Subcommittee commented as follows:

- (1) The design is headed in the right direction, although simplification of the composition, and particularly the airside elevation, is needed.

- (2) Additional emphasis should be placed on each of the multiple entrances to the building to provide each with a unique character. The northeast corner is a particularly prominent entrance and requires special treatment.
- (3) The long ridgeline of red tile on the new building should be studied further. Consider options for breaking up the ridgeline at the center.
- (4) Emphasize views of the historic Terminal tower from the second floor of the new building.
- (5) The rotunda on the northwest corner of the new building is a strong element that will provide views of the airfield and mountains from the second floor and will be an iconic element viewed by arriving passengers from the airside. The interior space should be designed to reflect the round shape of the exterior.

The project was reviewed by the Airport Commission on September 20, 2006 and received positive comments. The project revisions will be presented to the Architectural Board of Review (ABR) on October 2, 2006 and the Historic Landmarks Commission (HLC) on October 4, 2006. Comments from the ABR and HLC will be provided during staff's oral presentation to the Planning Commission. The revisions are tentatively scheduled for review by the City Council on October 17, 2006. If the changes are accepted, the Airport and HNTB will resume working with the Design Subcommittee with development of the schematic design in November.

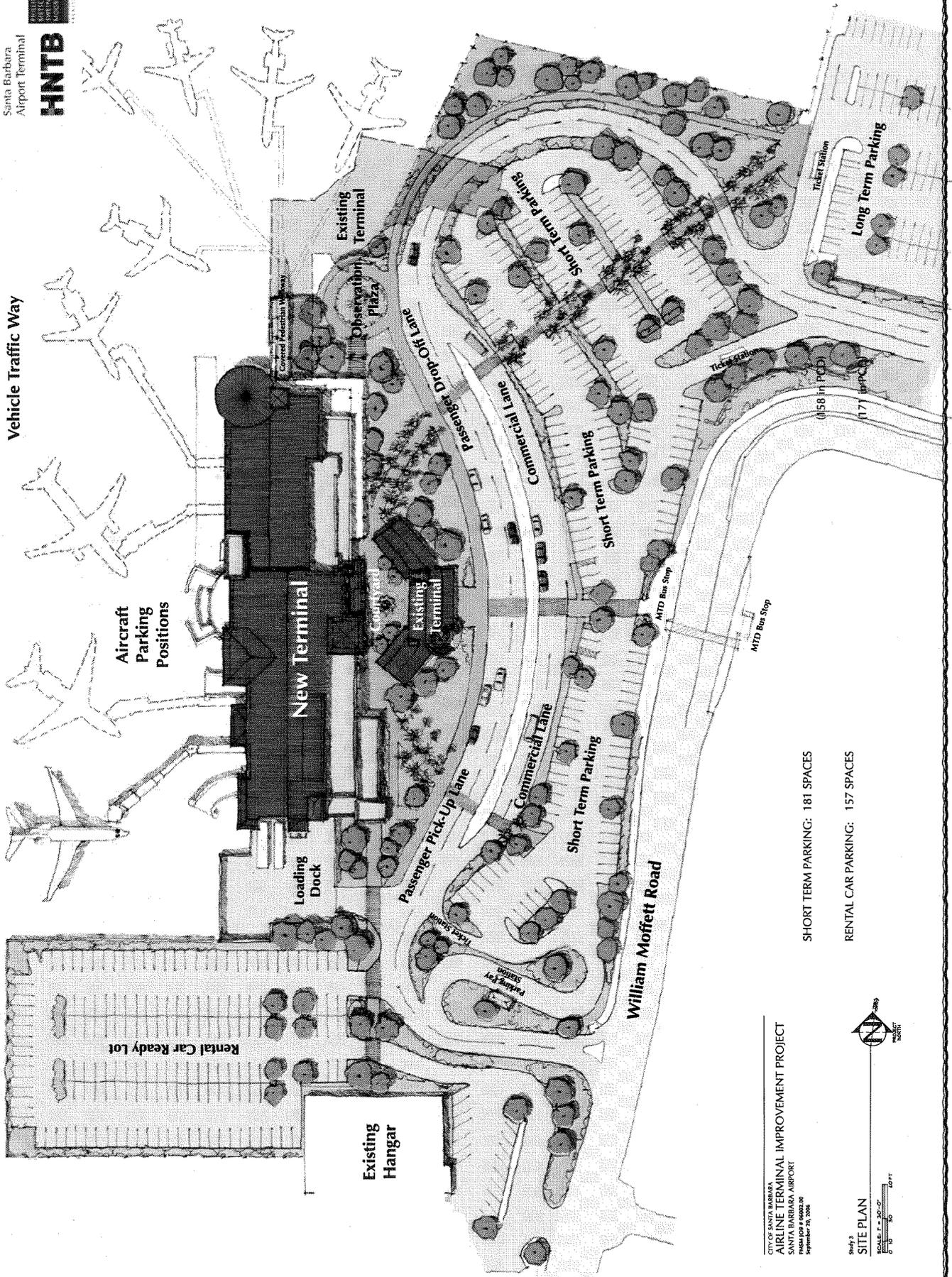
IV. RECOMMENDATION

Staff recommends that the Planning Commission review and provide comments to the City Council on the proposed design revisions.

Exhibits:

Exhibit A: Revised Site Plan

Exhibit B: PCD Site Plan



Vehicle Traffic Way

Aircraft
Parking
Positions

New Terminal

Existing Terminal

Existing Terminal

Existing Hangar

Rental Car Ready Lot

Loading Dock

Passenger Pick-Up Lane

Commercial Lane

Short Term Parking

Commercial Lane

Short Term Parking

Commercial Lane

Short Term Parking

Short Term Parking

Long Term Parking

William Moffett Road

SHORT TERM PARKING: 181 SPACES

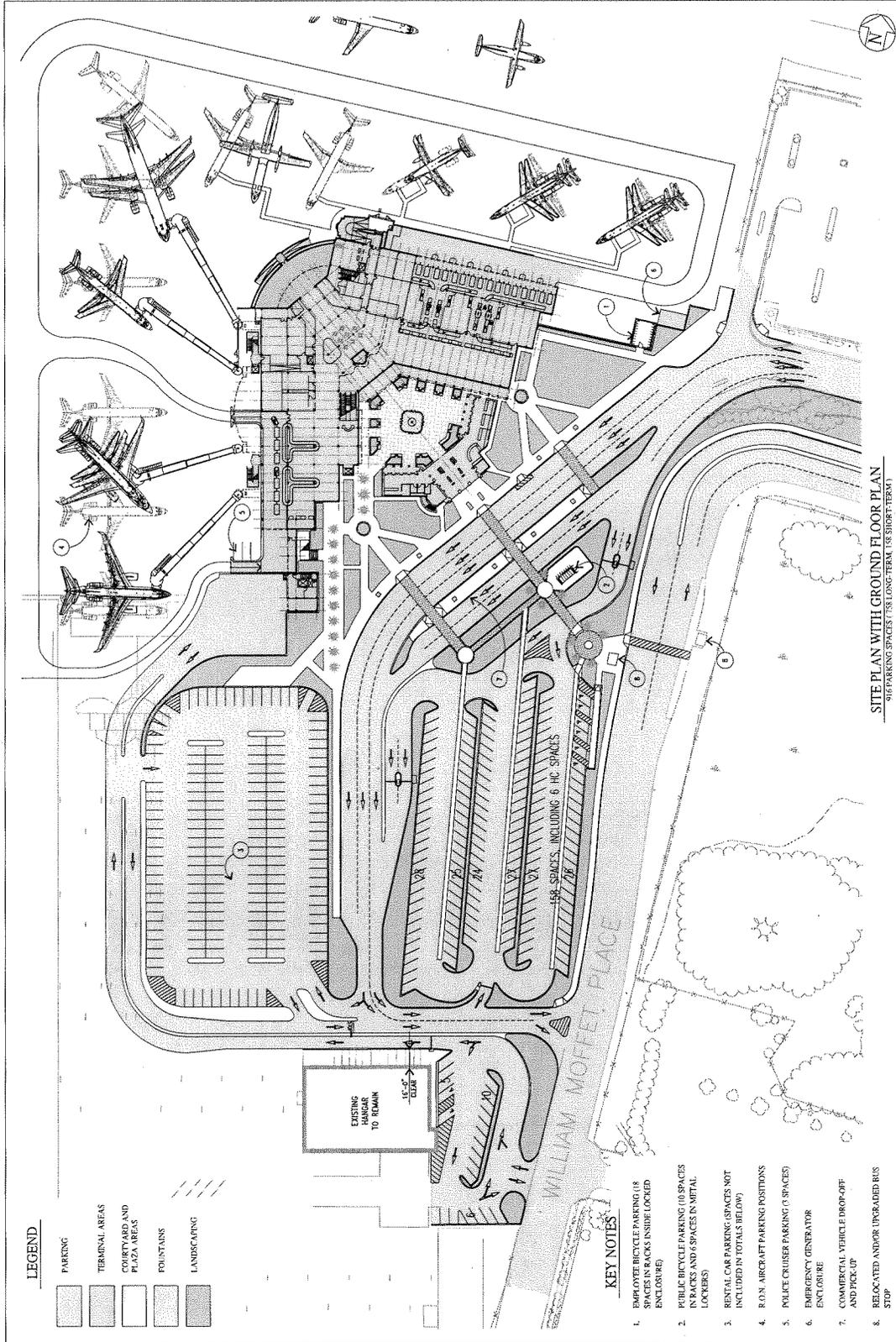
RENTAL CAR PARKING: 157 SPACES

PROJECT: SANTA BARBARA AIRLINE TERMINAL IMPROVEMENT PROJECT
CLIENT: SANTA BARBARA AIRPORT
PROJECT NO: 04002.04
September 20, 2006

Sheet 5
SITE PLAN



EXHIBIT A



LEGEND

- PARKING
- TERMINAL AREAS
- COURTYARDS AND PLAZA AREAS
- FOUNTAINS
- LANDSCAPING

KEY NOTES

1. 100' WIDE BUS LANE IN BAY 108 SPACES IN BAY 108 INSIDE LOCKED ENCLOSURE
2. PUBLIC BICYCLE PARKING (10 SPACES IN BAYS AND 6 SPACES IN METAL LOCKERS)
3. RENTAL CAR PARKING SPACES NOT INCLUDED IN TOTALS (BELOW)
4. R.O.M. AIRCRAFT PARKING POSITIONS
5. POLICE CRUISER PARKING (3 SPACES)
6. EMERGENCY GENERATOR ENCLOSURE
7. COMMERCIAL VEHICLE DROP-OFF AND PICK-UP
8. RELOCATED AND/OR UPGRADED BUS STOP

SITE PLAN WITH GROUND FLOOR PLAN
 148 PARKING SPACES (108 LONG-TERMS, 40 SHORT-TERMS)



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OVERALL SITE PLAN



SCALE: 1/32" = 1'-0"

NOTE: MAPS PRINTED AT 1/4" = 1'-0" SCALE
 DRAWING IS EACH 1/4" OF PLOTTED SCALE

A-5.01

EXHIBIT B