

City of Santa Barbara California

CITY OF SANTA BARBARA PLANNING COMMISSION

RESOLUTION NO. 029-05 500 JAMES FOWLER ROAD (SANTA BARBARA AIRPORT TERMINAL) APRIL 14, 2005

WHEREAS, the Planning Commission has heard discussion on the above project.

WHEREAS, 0 people appeared to speak in favor of the project, and 0 people appeared to speak in opposition thereto, and the following exhibits were presented for the record:

1. Staff Report with Attachments, April 8, 2005
2. Site Plans

NOW, THEREFORE BE IT RESOLVED that the City Planning Commission:

Recommends that the City Council adopt the Airline Terminal Improvement Project Design policies with the following changes recommended by the Architectural Board of Review and the Historical Landmarks Committee, with the following additional changes:

The Santa Barbara Airport Experience

The new Terminal area design, including buildings, access roads and passenger loading facilities, to the extent feasible, will incorporate positive characteristics from the existing Terminal that typify the Santa Barbara Airport experience for passengers, meeters and greeters, and visitors. These characteristics include:

Light, fresh air and access to the outdoors;
Visibility of the mountains, the runways and the aircraft from the building;
Open air arcades, courtyards, passenger loading facilities and observation areas with views of airfield activities;
Lush landscaping, courtyards, benches and useable lawn areas;
Human-scale architecture;
Simplicity and ease of travel through the Terminal and to and from the aircraft;
Relaxed atmosphere;
A sense of entry to the community; and
Public art and displays of the history and environment of the region and the Airport.

The new Terminal building should marry historic architecture with modern technology and need not be a literal example of Spanish Colonial Revival Architecture but instead “be courageous” and “push the envelope” of Hispanic design, incorporating both traditional and modern design elements.

Building Massing

The new Terminal building will be designed with one, two-story and possibly three-story elements in a manner that will make the most efficient use of land and energy resources, and with scale and massing that is appropriate to the site, and compatible with the historic character and human scale of the original Terminal building and the character of the Santa Barbara region. The building will be designed in a manner that will easily accommodate future change or expansion.

Passenger Loading

To the extent feasible, passenger loading bridges or other technologically innovative solutions will be incorporated into the project design to facilitate aircraft access by the disabled, elderly and those traveling with children and to reduce the use of diesel-powered equipment on the ramp to provide power to aircraft. If feasible, passenger loading bridges should be simple in design and provide for the passenger a gentle response to the Airport climate (i.e., take into consideration large numbers of people, aircraft activity, equipment and noise). Traditional metal loading bridges should be avoided; glass loading bridges may be an acceptable design option.

It is recognized that some ground passenger loading will continue to be necessary due to both airline and Airport financial and operational constraints and the difficulty of accessing smaller commuter aircraft with loading bridges. Where ground loading is used, the design will address convenience, weather protection, safety and accessibility for passengers. All gates in the new Terminal building will be designed so that passenger loading bridges can be accommodated in the future. Where feasible, ground loading should occur from the first floor.

Green Building Techniques

Green building techniques, meeting the general goals of Leadership in Energy and Environmental Design (LEED), will be incorporated into the project design to the greatest extent feasible given the available project budget. The extent to which green building techniques are incorporated into the project shall also be balanced with the need to achieve other major project goals, such as meeting current and future air transportation needs, providing a safe and secure Terminal facility, enhancing user access and convenience, improving access to ground transportation and protecting historic resources.

Shifting Historic Structure

Relocation of the historic Terminal building is acceptable to the extent that the building remains an integral part of the Terminal complex and provided that the relocation and restoration is consistent with the recommendations of the Historic Structures Report prepared by Architectural Resources

Group (ARG) on August 25, 2000 and as amended by ARG in the 2005 Historic Structures Report update and accepted by the Historic Landmarks Commission (HLC).


Public Transit

Transit and shuttle service access shall be enhanced as part of the Terminal project. Consistent with the Aviation Facilities Plan (AFP) and AFP Final Environmental Impact Report (FEIR), a Transportation Demand Management (TDM) Plan shall be developed for the Terminal area. The new Terminal Loop Road shall incorporate a lane to accommodate sufficient parking and queuing area for buses, shuttles, taxis and limousines. As part of the TDM plan, work with MTD to provide a better bus stop at the Terminal and to coordinate bus service with flight schedules.

This motion was passed and adopted on the 14th day of April, 2005 by the Planning Commission of the City of Santa Barbara, by the following vote:

AYES: 7 NOES: 0 ABSTAIN: 0 ABSENT: 0

I hereby certify that this Resolution correctly reflects the action taken by the City of Santa Barbara Planning Commission at its meeting of the above date.



Deana Rae McMillion, Admin/Clerical Supervisor

9-22-05

Date

THIS ACTION OF THE PLANNING COMMISSION CAN BE APPEALED TO THE CITY COUNCIL WITHIN TEN (10) DAYS AFTER THE DATE THE ACTION WAS TAKEN BY THE PLANNING COMMISSION.