



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: February 2, 2007
AGENDA DATE: February 8, 2007
PROJECT ADDRESS: 500 Fowler Road (MST2005-00764)
TO: Planning Commission
FROM: Planning Division, (805) 564-5470
Jan Hubbell, AICP, Senior Planner
Laurie Owens, AICP, Project Planner

I. SUBJECT

Concept review of 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 is providing 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.

During development of the PCD and throughout the schematic design phase, Airport Staff has worked with an Airline Terminal Design Subcommittee (Subcommittee) comprised of members of the Architectural Board of Review (ABR), Airport Commission, Historic

Landmarks Commission (HLC), and Planning Commission. The Subcommittee will continue to provide guidance to the Airport Department through the design development phase until construction documents have been developed, all design approvals have been completed, and the project is submitted for building permits.

Revised Project Design

During HNTB's verification of the cost estimate, it was determined that construction costs had escalated significantly since completion of the PCD 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 proposed a design alternative that would eliminate the need to construct a temporary terminal, resulting in a project savings of about \$7 million. HNTB's proposed alternative relocated the new Terminal building immediately south of the existing Terminal building and configured the new building in a simpler, rectangular footprint. The existing Terminal building would continue to operate during construction until the new building was completed. The historic portion of the existing Terminal was to be relocated directly in front of the new building once the new building became operational. The revised project design was reviewed by the Subcommittee, which was supportive of the proposed revision.

The revised project design was conceptually reviewed by the Architectural Board of Review (ABR), Historic Landmarks Commission (HLC), Airport Commission, Planning Commission and City Council in September and October 2006. A summary of the comments from each group is provided in Exhibit A.

III. DISCUSSION

Design Development since October 2006

Airport staff and the Design Team, working with guidance from the Subcommittee, revised the project design based on the comments received during the October board and commission reviews. The most significant change involved repositioning the historic Terminal to be located near the north end of the new structure instead of being centered directly in front of the new building. The Subcommittee met on November 1 and 29, 2006 to provide additional guidance to the design team, and supported the decision to reposition the historic Terminal. On December 13, 2006, a joint meeting of the ABR and HLC was held to review the project (Exhibit B). In response to the comments received at the joint ABR/HLC meeting, the following major changes were incorporated into the project design:

- The historic terminal was repositioned further north and rotated slightly, and the covered walkway and pergola elements from the long-term parking lot were deleted;
- The rotunda element on the airside was reduced in size and the fins around the windows were deleted;
- The design of the airside elevation was further simplified; and
- The landscape palate was revised to incorporate more shrubs and shade trees in the parking areas.

The Subcommittee reviewed the revised plan on January 17, 2007 and recommended that the plan be taken forward for ABR and Planning Commission concept review.

Project Sustainability

On May 17, 2005, Council adopted Resolution No. 05-042, which established policies to guide development of the Airline Terminal Improvement Project. The resolution contained six project key issues, one of which was sustainable design. As a result, the PCD identified potential strategies for achieving a high level of sustainable design. The U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Rating System was selected as the benchmark for design, construction, and operation for the Project. LEED promotes a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency; materials selection, and indoor environmental quality.

The strategies identified in the PCD are being developed further during schematic design as the site plan and architectural concepts are being refined. While LEED does not yet have a specific program for airline terminals, staff and HNTB are committed to adapting as many LEED strategies as practicable. Sustainable design opportunities have been identified in the five key areas with the probable attainment of LEED Certified and possibly a LEED Silver rating. A presentation of potential LEED strategies that may be incorporated into the project design was provided to the City Council on December 19, 2006. The project has been registered with the U.S. Green Building Council and development of LEED strategies to be incorporated into the project will continue throughout the design development phase.

Next Steps

The project will undergo conceptual review at ABR on February 5, 2007. The Airport Department is currently finalizing a Historic Structures Report, an updated Traffic and Parking Study, an Alternative Transportation Plan and a Holiday Parking Plan for the project. Once ABR conceptual review is complete and these studies are finalized, the project will be submitted for Coastal Development Permit and Development Plan approval.

IV. RECOMMENDATION

Staff recommends that the Planning Commission review and provide comments on the proposed design revisions to the Airline Terminal Improvement Project.

Exhibits:

- A.** Summary of comments from Airport Commission, ABR, HLC, Planning Commission and City Council (September-October 2006)
- B.** Minutes of Joint ABR/HLC meeting on December 19, 2006

SUMMARY OF COMMENTS

Airline Terminal Design Subcommittee

- The design is headed in the right direction.
- Simplify the composition, and particularly the airside elevation.
- Place additional emphasis 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.
- Study further the long ridgeline of red tile on the new building. Consider options for breaking up the ridgeline at the center.
- Emphasize views of the historic Terminal tower from the second floor of the new building.
- 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. Design the interior space to reflect the round shape of the exterior.

Airport Commission

- Gave positive comments on the revised design and felt it was headed in the right direction.
- The scale and massing are better than the PCD design and the open air elements have been retained.

Transportation and Circulation Committee

- Found the proposed Airline Terminal Improvement Project consistent with the Circulation Element.
- Continue working with MTD to provide service within the Terminal loop road.

Architectural Board of Review

- Study other locations for historic terminal away from new building – perhaps consider the present location.
- Courtyard may be too small to function properly.
- First floor viewing area may be too small.
- Break up symmetry of the new building, use larger wall planes & fenestration should continue to the first floor.
- The towers should have more natural treatment.
- The rotunda is a nice iconic element. The deep fins may impede panoramic views.

Historic Landmarks Commission

- The historic terminal should be the centerpiece of the new terminal complex.
- Concerned about the mass, bulk and scale of the new building.
- Support landscaped open space in front of the Terminal complex.
- The linear configuration is incongruous & disparate with the historic terminal.
- Simplify the design of the new building and emphasize the 1920's revival style.
- The fins on the rotunda may be too thin.

Planning Commission

- The revised design is a good solution to meet the budget challenge. The design has evolved in a positive way.
- Consider attaching the historic structure to the new building, perhaps with breezeways.
- Relocating the rental car counters close to baggage claim is an improvement.
- In its present location, the historic terminal is hard to see until you are right in front of it. In the new location, it will be more visible from William Moffett Place and as you enter the loop road.
- Because the new building will not be experienced by the viewer all at once, as shown on the elevations, use perspective drawings better to show the elements of the building as they will be experienced by the viewer.
- Simplify the design.
- The circulation design is significantly improved and provides better pedestrian access.

City Council

- Supported revision to site plan to eliminate temporary terminal.
- A high level of sustainability must be achieved and sustainable features such as use of solar energy should be incorporated in at this early level of design and not tacked on later.
- Study the building orientation to ensure that the highest level of energy efficiency can be attained.
- Continue to plan for multi-modal transportation.
- Elimination of the temporary terminal is a sustainable approach.