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airport project work

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Santa Barbara Airport Unveils New Terminal with Historic Design



Looking at the outside facade of the new terminal at Santa Barbara Airport (SBA), it's apparent that designers sought the building to fit the California city's historic architecture. What's not so apparent, but also important to airport officials, are the terminal's modern operational features, including state-of-the-art baggage claim and TSA office features to help the building meet high environmental standards.

On the inside, contemporary glass soaring bridges highlight the natural scenic and architectural elements of the coastal city's landscape.

The 75,000-sq-ft terminal, which opened in August, is part of a \$55 million project that includes a new aircraft parking ramp (completed in 2006) and a new short-term parking lot and roadway, primarily in progress. Crews will also rehabilitate SBA's historic terminal and relocate it inside the new facility. The entire project is expected to be finished by spring 2013.

Preserving the "Santa Barbara airport experience" was more than a vague aesthetic requirement for the project. It was an official policy adopted by the Santa Barbara City Council. Other policies addressed the need to better accommodate the airport's 700,000+ annual passengers.

The airport's original 1942 terminal had been expanded twice, requires airport director Karen Harwood. The latest addition, in 1978, expanded the terminal's total square footage to 65,000 square feet, but the number

of passengers at the airport has more than doubled since. Karen Harwood. Baggage claim areas were converted to hold rooms for walk-on cars for more passengers, and baggage claim areas were moved outside into tent structures. Airline offices, rental car facilities, concession storage and TSA offices were also located into existing buildings.

"We did all kinds of things to save the space we had," Harwood adds. "We cut back, not out of fear."

The new terminal is more than three times larger than the original and includes enough space to accommodate previously displaced operations. Passenger terminals are streamlined in one space that offers one security checkpoint, one baggage claim area and one separate lounge with two boarding gates.

More space means more efficient operations for airlines, and less waiting for passengers, notes Harwood.

Who & When
The Santa Barbara City Council adopted its policies in 2009 to guide the project's design, and prime architect/contractor of record (P/TC) Corp. received contract approval from the city council's architectural board of design and planning commission in 2011.

In between, S/TCB worked with local firm PHMM Architects and community representatives to gather input from stakeholders. As one of the city's largest public works projects, the new terminal attracted a unique degree of public activity and community design participation, recalls P/TC project manager Joe Dinger. To help establish consensus, the design team conducted more than 50 green-

houses and engaged its clients to remove boards and commissions.

"Every design detail of the terminal was scrutinized -- from its overall architectural massing down to the selection of the custom font for the signs," Dinger says.

In 2010, the city council approved a \$5.8 million contract with Lahn Construction for site preparation and soil conditioning. It was selected to bring the structure above the 150-year flood plain -- 2½ feet higher than the previous structure, explains Dinger. And judges' input led to a certain based duty to make the base more aesthetically stable.

Later in 2010, the council approved a \$31 million contract with EMMA Corp. for construction of the new terminal building.

Preserving the View
General design P/TC stated that Dinger identifies as a "new airport terminal intentionally designed to have old ... with all the modern conveniences and operational features travelers have come to expect in a new terminal." In short, it's just what the community wanted.

While the "Santa Barbara Airport experience" means different things to different people, design principal Fred Gessner (the "F" in PHMM) associates it with calmness, safety at the beach, a strong presence of history and local business.



SBA
Santa Barbara Airport

factsfigures

Project: New Airline Terminal

Location: Santa Barbara (SBA) Airport

Ownership: Self-supporting enterprise owned & operated by the city of Santa Barbara

Opened: Aug. 18, 2011

Size: 72,000 sq. ft.

Approximate Cost: \$55 million

Other Project Elements: New parking ramp (2006); rehabilitation/relocation of airport's 1942 terminal; new short-term parking lot & bridge road (in progress)

Funding: Debt financing (50%), FAA Airport Improvement Program grants (50%)

How does an airport project become a story?

Nominations for stories can be made on www.airportimprovement.com.

Stories are centered on airport projects, not people, companies or products; although each is a supporting element of any project/story.

Nominations may be submitted by anyone.

The following criteria are needed to pursue any story:

- The project is complete
- All major parties involved are willing to discuss the project
- Great photography is available

Editorial

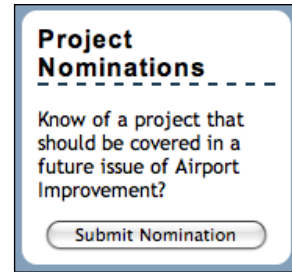
The editorial content of both the publication and website focuses exclusively on airport projects.

All significant areas of construction and renovation are covered, including:

- **Terminals**
- **Parking**
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- **Security**
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- **Runway/Ramp**
- **Hangars**
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(bus, train, intermodal, walkways, etc.)
- **Ground Support**
- **Fuel Storage**
- **Baggage**

Each issue features case study profiles of projects in the above categories. Profiles detail project specifics, chronicle special challenges overcome, uncover valuable lessons learned, and highlight potential applications to future projects. Articles include input and perspective from airport managers and their consultants and suppliers.

Readers and industry participants are welcome to nominate projects for consideration. The Airport Improvement Editorial Team selects the best, most innovative projects for coverage. To nominate a project, visit www.airportimprovement.com.



2012 Editorial Calendar

Issue	Bonus Distribution	Close Date
Jan/Feb	ACC/AAAE Design Build Symposium, Denver; Feb 29-March 2 Cygnus Aviation Expo, Las Vegas March 7-9	12/15/11
March/April	Buffalo Snow Symposium, Buffalo; April 14-19 Airport Cities Conference, Denver; April 25-27	2/15/12
May/June	AAAE Annual Meeting, Phoenix; April 29-May 2	3/30/12
July/August	FAA/TSA/ACC Summer Workshop, Washington DC; July 17-19	6/8/12
September	ACI-NA, Calgary; September 9-12	8/10/12
October	Runway & Ramp issue; IES airfield lighting conference; October	9/7/12
Nov/Dec	Airport Consultants Council Annual Meeting; November 5-7 FAA Great Lakes Conference, Chicago; November	10/5/12

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Surveys	N/A	\$.035 per email

Denver Int'l Revamps Pavement Markings Program

Denver International Airport

Facta.com

Project: Denver Marking Program

Location: Denver, Colorado

Client: Denver International Airport

Staff: Tom Novotny, Project Manager

Key Challenges: The 100,000 sq ft project involved re-marking 100,000 sq ft of pavement. The project was a joint effort between the airport and the contractor. The project was completed in a timely manner and on budget.

Key Results: The project was completed in a timely manner and on budget. The project was a joint effort between the airport and the contractor. The project was completed in a timely manner and on budget.

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