Meeting: 11/19/14
Agenda Item No. 8

City of Santa Barbara
Airport Department

DATE: November 19, 2014

TO: Airport Commission

FROM: Hazel Johns, Airport Director

SUBJECT: Master Plan Update: Historic Structures Report

RECOMMENDATION:

That Airport Commission receive a presentation and comment on the status of the Draft Airport Master Plan with respect to the former General Western Aero Hangars (Buildings 248 and 249) and the former Marine Corps Squadron Hangars 1, 2, and 3 (Buildings 317, 309, and 267).

DISCUSSION:

Environmental Review

The Draft Santa Barbara Airport Master Plan (Master Plan) is proposed to provide guidance for the Airport's overall development for the next 15-20 years. This development would include redevelopment of the north side of the airfield to consolidate general aviation operations.

The Draft Master Plan was released for public review and comment on June 19, 2014. The public were invited to comment on the plan and to comment on the scope of the proposed Environmental Impact Report (EIR). Comments generally pertained to water quality and biological resources.

In August, Airport Staff and consultants began preparing an EIR pursuant to the California Environmental Quality Act (CEQA). The EIR will analyze the environmental consequences of Master Plan build-out, with particular attention to: air quality, biological resources, water quality, land use, transportation, utilities and services, and cultural resources.

Pursuant to CEQA, the demolition, relocation, or substantial alteration of a cultural resource is a significant environmental impact that must be mitigated to the maximum extent feasible. If the applied mitigation still results in a significant unavoidable impact, the City Council will have to make a Statement of Overriding Consideration weighing the benefits of the project over the environmental consequences concurrent with adopting the Airport Master Plan.

Historic Structures

In October, Airport Staff received the Draft Historic Structures Report prepared by Applied Earthworks, Inc. The report assessed Airport buildings with respect to preservation criteria for inclusion in the National Registry of Historic Places (NRHP), the California Register of Historical

Resources (CRHR), Santa Barbara City Landmark, Santa Barbara Structure of Merit, or potentially significant historic resource under CEQA. Five Airport buildings met preservation criteria.

National Register of Historic Places Eligible

The former General Western Aero Hangars (Buildings 248 and 249) were found to be eligible for inclusion in the NRHP under Criterion A and in the CRHR under Criterion 1 for their association with events that have made a significant contribution to the broad patterns of aviation history. These Hangars were also found to be eligible for listing as a Santa Barbara City Landmark.

City of Santa Barbara Structure of Merit Eligible

Former Marine Corps Squadron Hangars 1, 2, and 3 (Buildings 317, 309, and 267) were found to be eligible for listing as Santa Barbara Structure of Merit because of their contributions to the development of the Airport and as the only examples of their architectural type in the City of Santa Barbara. While other Marine Corps facilities exist at the Airport, they have been too heavily modified from their original condition to be reflective of their original architectural type.

Options for Potentially Historic Structures

The Master Plan Subcommittee met on October 28, 2014 to review the results of the Historic Structures Report. The Subcommittee and Airport Staff reviewed alternatives to avoid or mitigate these impacts. Broadly the options are:

- Use as intended (i.e. Hangars)
- Adaptive reuse
- Mothball (i.e. secure and maintain as-is)
- Relocate
- Demolish

The use, reuse, or relocation of the former General Western Aero Hangars would require at least $750,000 in restoration consistent with the Secretary of Interior Standards for Rehabilitation. The use or reuse of the former Squadron Hangars would require modest financial obligation, but would limit redevelopment options on the north side of the airfield. Relocation could avoid a significant environmental impact, but in each case at a significant financial cost to the Airport Department. Demolition of any one of these five structures eligible for listing would be a significant environmental impact and would require a Statement of Overriding Consideration.

Airport Commission comments regarding which design alternatives warrant further review in the Environmental Impact Report will be forwarded to the Historic Landmarks Commission, Planning Commission, and City Council.

ATTACHMENTS:
1. Draft Historic Structures Report; September 2014
2. Historic Building Alternatives, Northside Concept

ATTACHMENT 1

Historic Structures Report for Eight Buildings at the Santa Barbara Airport, City of Santa Barbara, California

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September 2014
draft

EXECUTIVE SUMMARY

The City of Santa Barbara owns and operates the Santa Barbara Airport (SBA) which is located on the south coast of Santa Barbara County. Applied EarthWorks, Inc. (Æ) prepared this technical study in support of the SBA Master Plan Update (Master Plan) under subcontract with Coffman Associates. The purpose of the Master Plan is to review the SBA's current capabilities and role in the community, to forecast future aviation demand, to plan for the timely improvement of facilities , and to maintain compatibility with the environs. The Master Plan will provide systematic guidelines for the airport's overall development, maintenance, and operation for the next 20 years.

Recommended improvements to meet the goals of the Master Plan will result in the removal of several historic-era buildings. As the proposed airport improvements will need permits from the City of Santa Barbara (City), the project must comply with the California Environmental Quality Act (CEQA) and the City Historic Structures Ordinance (Chapter 22.22). To comply with CEQA and the City ordinance, at the request of Coffman Associates, this study evaluates the eligibility of eight buildings for inclusion in the California Register of Historical Resources (CRHR), and designation as a City Landmark, Structure of Merit, or Potential Historic Resources. These buildings include two hangars constructed in 1931 for the General Western Aero Corporation and five hangars and a storehouse (storage building) erected for Marine Corps Air Station (MCAS) Goleta in 1942–1944.

Based on research of historical documents, photographs, and maps as well as the results of previous cultural resources studies, the General Western Aero Corporation hangars (Buildings 248 and 249) appear to be eligible for inclusion in the National Register of Historic Places (NRHP) under Criterion A and the CRHR under Criterion 1 for their association with events that have made a significant contribution to the broad patterns of aviation history (Morlet and Hamilton 2014:48). The hangars are also eligible for listing as City Landmarks. As such, Buildings 248 and 249 are historical resources for the purposes of CEQA. As actions proposed in the Master Plan include the removal of these buildings, this will result in a substantial adverse change in the significance of a historical resource. Mitigation measures are proposed, but unless the buildings are preserved and/or relocated, this action will result in a Class I significant environmental impact. Alternative mitigation measures are proposed that would reduce that impact to Class II, less than significant with mitigation.

Although MCAS Goleta served an important support role for the U.S. military during World War II, the station's squadron hangars (Buildings 121, 261, 267, 309, and 317) and storehouse (Building 268) do not appear to be eligible for inclusion in the California Register. However, Squadron Hangars No. 1, No. 2, and No. 3 (Buildings 317, 309, and 267) appear to be eligible for listing as Santa Barbara Structures of Merit for their contributions to the development of the airport and as the only examples of their architectural type in the city of Santa Barbara. As such, Buildings 317, 309, and 267 are historical resources for the purposes of CEQA. As actions proposed in the Master Plan include the removal of these buildings, this will cause a substantial adverse change in the significance of a historical resource. Mitigation measures are proposed, but

unless the buildings are preserved, this action will result in a Class I significant environmental impact.

Table ES-1
Results of California Register and City of Santa Barbara Eligibility Evaluation and Assessment of Impacts

Building No.	Building Name	Address	City Eligible	CRHR Eligible	Significant Impact
121	Squadron Hangar No. 5	204 William Moffett Place	No	No	No
248	General Western Hangar (east)	158 Norman Firestone Road	Yes	Yes	Class I
249	General Western Hangar (west)	158 Norman Firestone Road	Yes	Yes	Class I
261	Squadron Hangar No. 4	515 Robert Marxmiller Place	No	No	No
267	Squadron Hangar No. 3	303 John Donaldson Place	Yes	No	Class I
268	Squadron Storehouse	301 John Donaldson Place	No	No	No
309	Squadron Hangar No. 2	1495 Cecil Cook Place	Yes	No	Class I
317	Squadron Hangar No. 1	1601 Cecil Cook Place	Yes	No	Class I

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1
PROJECT DESCRIPTION

The City of Santa Barbara (City) owns and operates the Santa Barbara Airport (SBA) which is located on the south coast of Santa Barbara County about 100 miles northwest of Los Angeles and about 350 miles south of San Francisco (Figure 1-1). The airport property is bordered by the city of Goleta, unincorporated Santa Barbara County, and the University of California, Santa Barbara (Figure 1-2).

Applied EarthWorks, Inc. (Æ) prepared this technical study in support of the Santa Barbara Airport Master Plan Update (Master Plan) under subcontract with Coffman Associates. The Master Plan will provide systematic guidelines for overall development, maintenance, and operation of the SBA for the next 20 years. The principles guiding airport operational goals and long-range planning are:

- Safety and Security—Provide safe and secure facilities and operating environment for aviators and the general public.
- Economic Vitality—Continue to serve as a vital economic contributor to the region while maintaining the airport's economic self-sufficiency.
- Transportation Diversity—Provide modern, quality facilities to serve a variety of aviation needs and services. Facilitate ground transportation options for travel to and from the airport.
- Community—Be a good neighbor by coordinating planning, being responsive to community concerns, and being proactive in our environmental stewardship.
- Sustainability—Support sustainable design of airport facilities and the wise use of resources.
- Environmental Preservation—Assess future development as it relates to the Goleta Slough and other sensitive habitats.
- Cultural Resource Protection—Preserve and enhance archaeological and historic resources.

Specific goals identified for consideration in the Master Plan include:

- Relocation of general aviation facilities and new general aviation improvements.
- Airfield safety improvements.
- Consolidation of automobile parking associated with the new terminal building.
- Terminal facilities expansion.

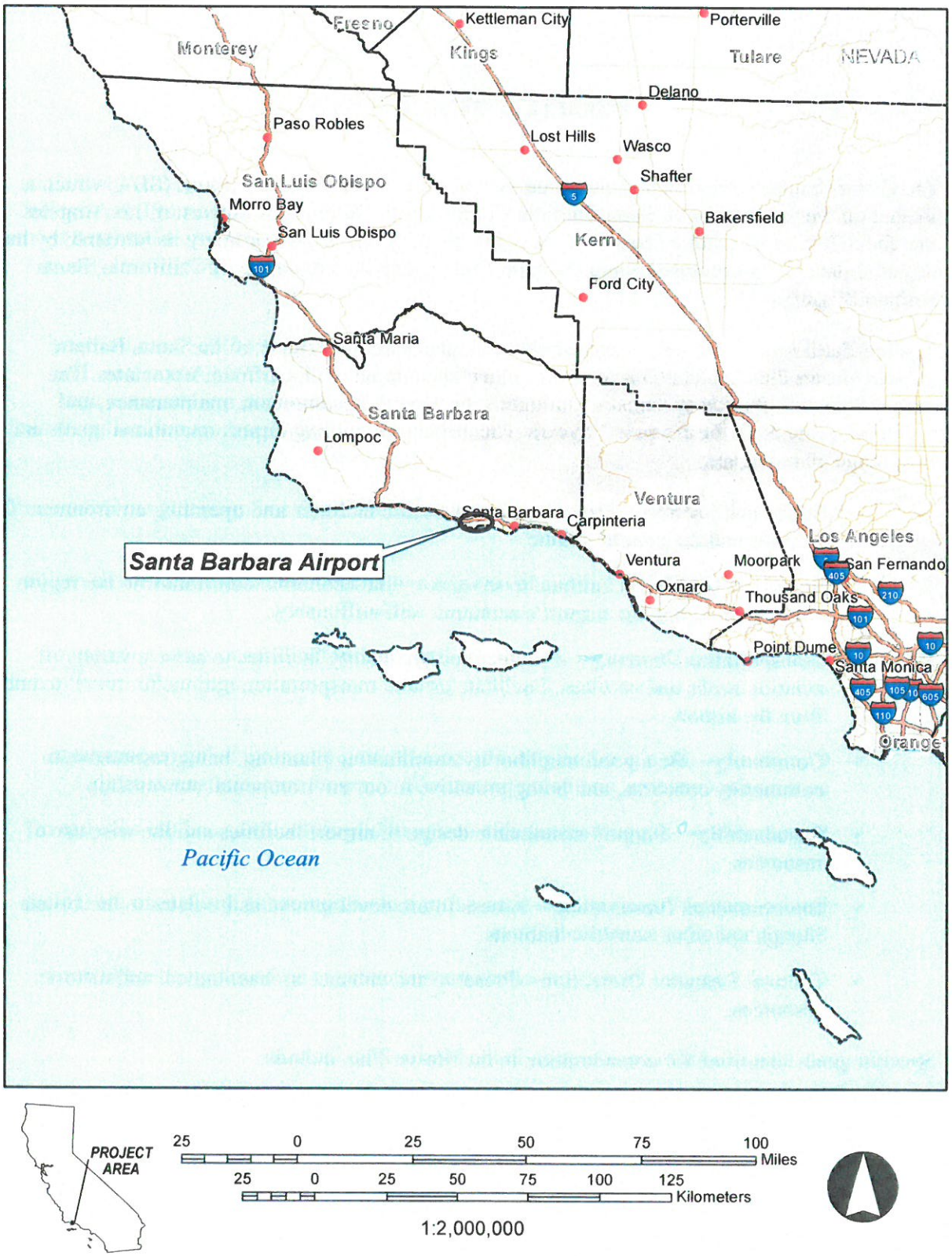
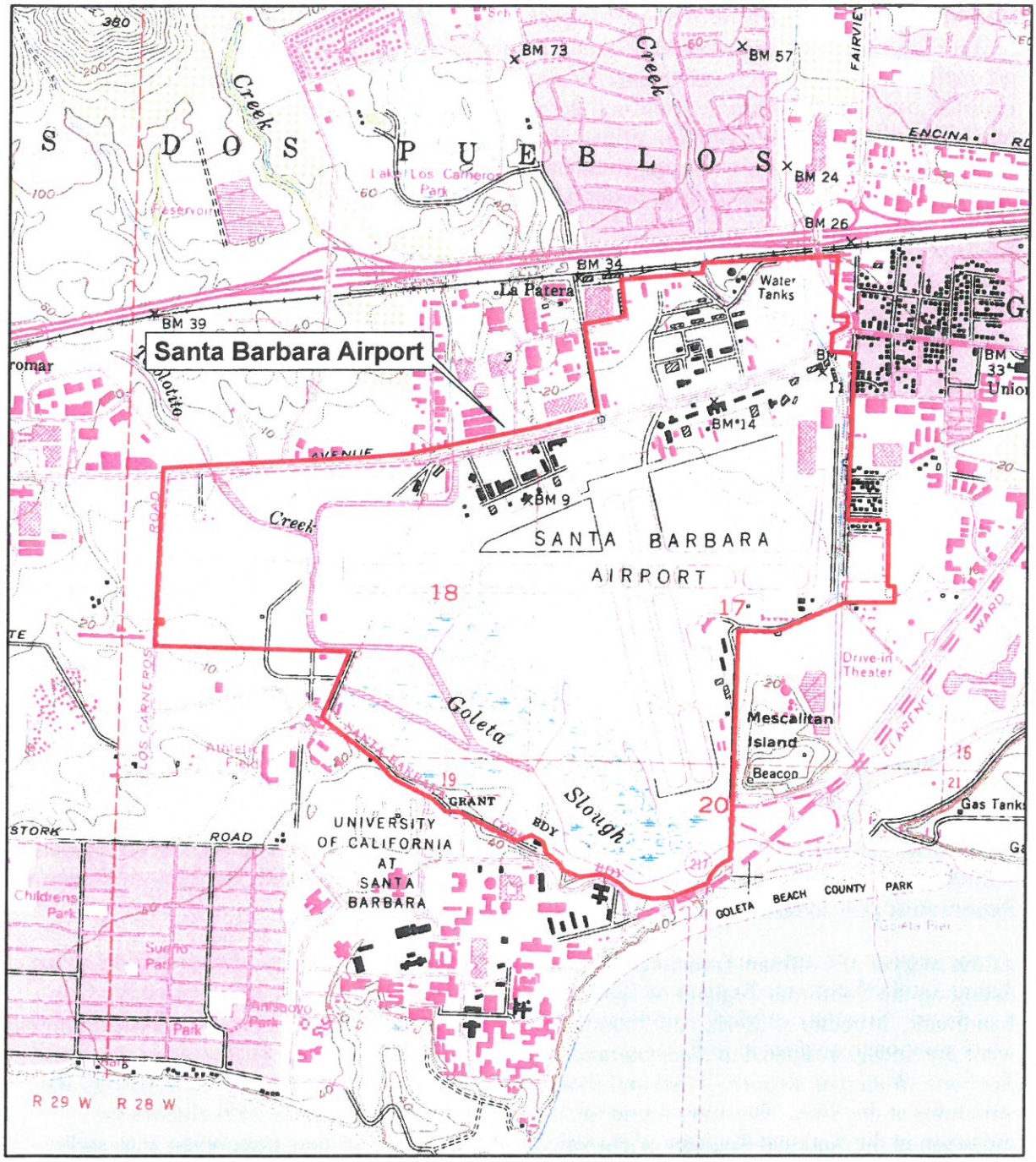


Figure 1-1 Santa Barbara Airport vicinity.



USGS 7.5 Minute Topographic Quadrangle
Goleta, CA, 1950 (PR 1988)
Township 4N, Range 28W, Unsectioned

0 0.5 1 2 Miles

0 0.5 1 2 Kilometers

0 1,250 2,500 5,000 Feet

1:24,000

Figure 1-2 Santa Barbara Airport location on the U.S. Geological Survey Goleta 7.5-minute quadrangle.

Recommended improvements to meet the goals of the Master Plan include: runway overlays and rehabilitation, taxiway extensions and rehabilitation, pavement replacements, improved perimeter fencing, security system upgrade, passenger terminal additions, new T-Hangar facilities, new aircraft wash rack and self-service maintenance facility, additional parking lots, relocation of airport administration offices and rental car facilities, and an expanded maintenance yard. The Master Plan states that approximately 75 percent of the proposed capital improvements are eligible to receive funding from federal development grants.

Review of the improvements recommended in the Master Plan identified several buildings that need to be removed to meet the goals of the Master Plan. Below are the recommended improvements that may have effects on historic-era buildings, including their removal, demolition, and/or relocation.

1. Remove hangar (Building 121) to expand terminal apron and short-term parking lot.
2. Remove hangar (Building 317) to create more ramp space.
3. Remove or replace hangars (Buildings 261 and 267) to improve fixed base operator (FBO) facilities.
4. Remove storage building (268) to construct two T-Hangar facilities.
5. Remove hangar (Building 309) to allow for taxiway access to the new T-Hangar facilities.
6. Remove hangars (Buildings 248 and 249) from the San Pedro Creek floodplain.

As the proposed airport improvements will need permits from the City, the Master Plan must comply with the California Environmental Quality Act (CEQA) and the City Historic Structures Ordinance (Chapter 22.22). The City Master Environmental Assessment (MEA) guidelines provide instruction on the organization of Historic Structures Reports, determining thresholds of significance, and completing impact assessments. According to the MEA, the Historic Structures Report must also comply with the requirements of CEQA.

At the request of Coffman Associates, this study evaluates the eligibility of eight buildings for listing on the California Register of Historical Resources (CRHR), and inclusion on the City Landmark, Structure of Merit, and Potential Historic Resources designation lists. These buildings were previously evaluated in *Determinations of Eligibility for Historic Resources at the Santa Barbara Municipal Airport* (Triem and Stone 1995), a study that inventoried all buildings and structures at the SBA. The study found two hangars (Buildings 248 and 249) eligible for inclusion in the National Register of Historic Places (NRHP) for their association with early aviation in California. The study also found 14 buildings eligible as a group, although not individually eligible, for listing as Structures of Merit. The group's importance for the City of Santa Barbara lies in its character, interest, and value as a significant part of the heritage of the city and its exemplification of a particular architectural style. Six of the eight buildings considered in the current study were found eligible *either* for the NRHP or for local listing in the 1995 evaluation. Hangar No. 5 (Building 121) and the Squadron Storehouse (Building 268) were found not eligible due to a lack of integrity. Subsequent alterations to each of these buildings resulted in the request for an updated eligibility/condition analysis.

2
METHODOLOGY

Æ carried out four basic tasks to complete the historical evaluation, assessment of effects, and treatment recommendations for the eight buildings over 50 years of age identified for removal in the Master Plan. The first task involved background archival research to gather previous evaluations and available information on the development history of the property. This task also involved a review of City lists of designated historic structures. Second, Æ's architectural historian visited the property to record the buildings. Next, Æ evaluated the significance of each building within the historic context. Finally, Æ assessed the significance of the impacts of the proposed Master Plan actions to each building identified as a historical resource (i.e., a property eligible for inclusion in the City historic structures designation lists) and, as needed, proposed mitigation measures. Each of these tasks is described in greater detail below.

2.1 INFORMATION SOURCES AND RECORDS REVIEW

On July 3, 2014, Leeann Haslouer, Æ staff archaeologist, performed a records search at the Central Coast Information Center (CCIC) of the California Historical Resources Information System housed at the University of California, Santa Barbara. She reviewed documentation of all recorded historical resources, prior surveys, and archaeological excavations within the project area. In addition, Haslouer examined the National Register of Historic Places and updates, California Register of Historical Resources, State Historic Landmarks, and California Points of Historical Interest listings for resources within the project area. She also inspected the State Historic Properties Data File for the project area. This search did not identify any listed buildings on the SBA property.

A previous inventory of all buildings and structures at the SBA found two buildings eligible for listing on the NRHP and 14 buildings eligible for collective designation as Structures of Merit (Triem and Stone 1995). The buildings were found eligible under City Criterion 3a for their character, interest or value as a significant part of the heritage of the city, the state, or the nation; under Criterion 3b for their location as the site of a significant historic event; and under Criterion 3d for their exemplification of a particular architectural style or way of life important to the city, the state, or the nation. Table 2-1 identifies the designated buildings, associated theme, eligibility criteria, and the previously established level of significance.

Æ Architectural Historian Aubrie Morlet reviewed the most recent versions of the City of Santa Barbara Landmarks (updated March 19, 2014), Structures of Merit (updated March 19, 2014), and Potential Historic Resources (updated July 29, 2014) designation lists. The General Western hangars are currently listed as Potential Historic Resources for the City but are not present on the Landmarks list as previously designated. None of the other buildings are present on the Landmarks, Structures of Merit, or Potential Historic Resources designation lists.

Table 2-1
SBA Buildings Previously Determined Eligible for Listing on the NRHP, CRHR, and/or as City Landmarks or Structures of Merit

Building No.	Building Name	Context Theme	City Criteria	City Eligible	NRHP/ CRHR
239	Parachute Building	World War II	3a, 3b, 3c	Structure of Merit	No
241	Dope & Spray Building	World War II	3a, 3b, 3c	Structure of Merit	No
246	Propeller Shop	World War II	3a, 3b, 3c	Structure of Merit	No
247	A & R Maintenance Hangar	World War II	3a, 3b, 3c	Structure of Merit	No
248	General Western Hangar (east)	Early Aviation	3a, 3b	Landmark	Yes
249	General Western Hangar (west)	Early Aviation	3a, 3b	Landmark	Yes
251	Storehouse Building	World War II	3a, 3b, 3c	Structure of Merit	No
258	Squadron Headquarters	World War II	3a, 3b, 3c	Structure of Merit	No
260	Squadron Headquarters	World War II	3a, 3b, 3c	Structure of Merit	No
261	Squadron Hangar No. 4	World War II	3a, 3b, 3c	Structure of Merit	No
267	Squadron Hangar No. 3	World War II	3a, 3b, 3c	Structure of Merit	No
268	Squadron Storehouse	World War II	3a, 3b, 3c	Structure of Merit	No
309	Squadron Hangar No. 2	World War II	3a, 3b, 3c	Structure of Merit	No
317	Squadron Hangar No. 1	World War II	3a, 3b, 3c	Structure of Merit	No
323	Small Arms and Pyro. Magazine	World War II	3a, 3b, 3c	Structure of Merit	No
325	High Explosives Magazine	World War II	3a, 3b, 3c	Structure of Merit	No
349	Public Works Paint Magazine	World War II	3a, 3b, 3c	Structure of Merit	No

Several cultural resource reports have been prepared on the subject of military stations in California. During the rapid military deployment for World War II, the U.S. Navy oversaw the construction of Marine Corps Air Station (MCAS) Goleta as well as four others in California: El Centro, El Toro, Mojave, and Camp Pendleton. Historic property inventory and evaluation reports were prepared for four of the five stations, three of which were available for review during this study. In 2002, the SBA requested a supplemental study to explore the treatment alternatives and associated costs for the two NRHP eligible hangars. A statewide inventory of all buildings and structures present on California military installations was useful in considering the eligibility of the World War II buildings remaining at the SBA. Reports reviewed during the course of this study include:

- *World War II Temporary Military Buildings: A Brief History of the Architecture and Planning of Cantonments and Training Stations in the United States* (Garner 1993).
- *Archeological and Architectural Survey for the Naval Air Facility El Centro* (Apple et al. 1994).
- *Determinations of Eligibility for Historic Resources at the Santa Barbara Municipal Airport* (Triem and Stone 1995).

- *Historical and Architectural Overview of Military Aircraft Hangars: A General History, Thematic Typology, and Inventory of Aircraft Hangars Constructed on Department of Defense Installations* (Webster et al. 1999).

- *Inventory and Evaluation of National Register Eligibility for Buildings and Structures at Marine Corps Base, Camp Joseph H. Pendleton, San Diego County, California* (JRP Historical Consulting Services 2000).

- *California Historic Military Buildings and Structures Inventory, Volume I: Inventories of Historic Buildings and Structures on California Military Installations* (Foster Wheeler and Mikesell 2000a).

- *California Historic Military Buildings and Structures Inventory, Volume II: The History and Historic Resources of the Military in California, 1769–1989* (Foster Wheeler and Mikesell 2000b).

- *California Historic Military Buildings and Structures Inventory, Volume III: Historic Context: Themes, Property Types, and Registration Requirements* (Foster Wheeler and Mikesell 2000c).

- *Hangar Buildings Nos. 248 & 249 Historic and Architectural Evaluation, Santa Barbara Airport, Goleta, California* (Architectural Resources Group 2000).

In addition to this literature review, Morlet conducted archival research for the project area in repositories located in the city of Santa Barbara. Research focused on historical maps and photographs, written histories about the airport, previous local cultural resource studies, City of Santa Barbara Building Permits, Official Minutes of the Santa Barbara City Council, and the Official Records of Santa Barbara County. The following repositories were consulted in the preparation of this report:

- Santa Barbara County Clerk, Recorder, and Assessor, Santa Barbara (official record books);

- Santa Barbara County Surveyor's Office, Santa Barbara (official survey maps);

- City of Santa Barbara Public Works Department (street files);

- City of Santa Barbara Community Development Department (previous local studies);

- City of Santa Barbara Clerk's Office (airport acquisition files);

- Central Library, Santa Barbara Public Library, Santa Barbara (city directories);

- Gledhill Library, Santa Barbara Historical Museum, Santa Barbara (historic documents, maps, and photographs);

- Special Collections, Davidson Library, University of California, Santa Barbara (MCAS Goleta records and site maps, histories of Santa Barbara Airport, and photographs); and

- Map and Imagery Laboratory, Davidson Library, University of California, Santa Barbara (aerial photographs and historic maps).

Santa Barbara Airport Project Planner Andrew Bermond provided copies of Historic American Buildings Survey documentation prepared for World War II Buildings 239 and 247, General Western Aero Corporation correspondence, and previous cultural resources reports prepared for the SBA. U.S. Census records, voter registration books, and national newspaper articles were accessed through online subscription resources such as Ancestry.com and Newspaperarchive.com.

2.2 ARCHITECTURAL FIELD SURVEY

Morlet conducted the architectural field survey of eight buildings at the SBA on July 30, 2014. She prepared a description of each building's attributes, features, and current condition, and photographed each building using a digital camera. This information is provided in Chapter 4. Results of both the field study and archival research were used to assess the original physical characteristics and current conditions of the buildings.

2.3 EVALUATION

Æ evaluated the buildings by applying the CRHR and MEA significance criteria with reference to the historic context presented in Chapter 3 of this report. Æ updated the previously established historic context for the SBA based on new information gathered during the course of this study. Whereas the criteria provide the general standards of significance, the context delineates the specific themes (i.e., aspects of history) to which a resource may be related. Significance is based on how well the subject resource represents one or more of those themes based on its specific history and the people associated with that resource, as well as its inherent physical qualities (i.e., architecture) and its potential to yield information about the past.

To be considered a good representative of a particular historical theme, a resource also must retain sufficient integrity to communicate its significance. The seven aspects of integrity are location, setting, feeling, association, workmanship, materials, and design (National Park Service 1997:44).

2.4 ASSESSMENT OF EFFECTS AND RECOMMENDATIONS

Under CEQA, and hence the MEA, a project that may cause a substantial adverse change in the significance of a historical resource may have a significant effect on the environment (14 CCR 15064.5[b]). Such a change would be demolition, destruction, relocation or alteration of the resource or its immediate surroundings that justify the resources eligibility for the CRHR or its inclusion in a local register. As the Master Plan proposes the removal of buildings considered to be historical resources for the purposes of CEQA, in Chapter 7 Æ evaluates the potential for significant impacts and proposes measures to mitigate, avoid, or reduce substantial adverse changes.

3
HISTORIC CONTEXT

For consistency throughout the Santa Barbara Airport Master Plan, the below context statement is carried over from the "Airport History" section presented in Chapter 1 of the draft Airport Master Plan Update (Coffman Associates 2013; Science Applications International Corporation 2003). The historic context presented in *Determinations of Eligibility for Historic Resources at the Santa Barbara Municipal Airport* (Triem and Stone 1995) provides a comprehensive history of the SBA and is provided in Appendix A of this report.

3.1 PRE-EUROPEAN SETTLEMENT OF THE GOLETA SLOUGH AREA

The SBA lies within a coastal valley created by vertical displacement along the Santa Ynez and More Ranch Faults. The mesas of Isla Vista and University of California, Santa Barbara as well as More Mesa are also uplifted along this fault. Historically, gradually rising sea levels drowned this portion of the Goleta Valley, producing a coastal embayment of approximately 18 square miles.

The Goleta Slough area was historically within the traditional territory of the Chumash Indians. The Chumash occupied the Northern Channel Islands and the California coastal region extending from San Luis Obispo south to Malibu Canyon, as well as interior areas. The Chumash were hunter-gatherers who utilized a diverse subsistence base including plants and terrestrial and marine faunal resources.

The Spanish first contacted the Chumash in 1542. By that time, a complex society had developed among the Chumash. The Barbareño Chumash, who inhabited the Goleta Slough area, were the largest Chumash group at the time of European contact. The Chumash culture was disrupted by the arrival of the Spanish expedition led by Gaspar de Portolá in July 1769. Chumash culture changed significantly with the establishment of Mission Santa Barbara in 1782 and other nearby missions.

California became part of the Republic of Mexico following the Mexican Revolution of 1821. Mission lands in the area were confiscated and then granted or sold for farming and ranching.

Early settlers Nicholas Den and Daniel Hill purchased what is now SBA property in 1842 and 1845, respectively. Their parcels, known as Rancho Los Dos Pueblos and Rancho La Goleta, extended from the ocean to the foothills and from Las Llagas Canyon on the west to Turnpike Road on the east. Prior to 1861, the area was comprised of a permanently flooded, shallow bay. The bay was navigable and called "Goleta," the Spanish word for "schooner."

During the winter of 1861–1862, catastrophic flooding and sedimentation occurred in the Goleta Slough, resulting in a shallow lagoon bordered by extensive wetlands. Since that time, development in the watershed and flooding has contributed to the gradual filling in of the Goleta Slough. The slough originally encompassed 18 square miles. The airport property is now about 400 acres.

3.2 DEVELOPMENT OF THE AIRPORT

3.2.1 Early Aviation Events

The first flight on the south coast occurred in 1911, when Dadier Masson, a French barnstormer, flew an airplane from Hope Ranch to West Beach. In 1914, barnstormer Lincoln Beachey attempted to break the loop-the-loop record over the skies of Santa Barbara. Beachey's daring feat was followed in 1916 by the Loughead brothers (in 1934 they changed their name to the more familiar Lockheed) establishing their seaplane plant on lower State Street. A large wooden ramp was constructed on West Beach from which the seaplanes were launched. On April 17, 1918, the Loughead brothers broke the world's record by flying their F-1 Seaplane from Santa Barbara to San Diego. Before moving the seaplane plant to Burbank in 1921, the company gained fame by flying Belgium's King Albert and Queen Elizabeth over the city.

The first airport in southern Santa Barbara County was the Corona del Mar Air Field operated by Frank Croxford and Dick Poppic. This field, which operated from 1919 to 1922, was located on Orilla del Mar east of Stearns Wharf at the Santa Barbara waterfront.

Earle Ovington founded Casa Lorna Field in 1920. This airfield was located in the Samarkand area, west of Las Positas Road, on land purchased from the heirs of Colonel W. W. Hollister. Its runway paralleled Hollister Avenue (now State Street). The airport had problems with tall eucalyptus trees, potholes, and noise complaints from neighboring residents. On December 10, 1931, the City Council voted to terminate Ovington's permit to operate the airport.

Goleta Valley also had a makeshift airfield south of Hollister Avenue on the west side of Los Carneros Road. This airfield served a fleet of forest fire spotter biplanes. On August 3, 1920, one of these planes was involved in the first airplane crash in the Goleta Valley at the corner of Hollister Avenue and Los Carneros Road.

3.2.2 Goleta's First Airport: 1928–1941

In 1927, Earl Ovington, with the support of many Santa Barbarans, pushed for a municipal airport on Captain Charles P. Low's farm on the Mesa. This Casa Lorna location gained notoriety in April 1928 when Charles Lindbergh landed his replica of the Spirit of St. Louis on the field. Before Ovington could acquire Low's land for an airfield, oil was struck on the Mesa and the site was soon covered with oil derricks.

In 1928, Gordon Sackett and Royce Stetson landed their Hisso-powered airplane on a cow pasture near the corner of Hollister and Fairview avenues. This flight eventually led to a land lease with owners Oakley and Bonetti. Following the construction of a small airplane hangar, the aviators began a flying school. Sackett graded a 3,000-foot landing strip running southwest from the corner of Hollister and Fairview avenues toward the Goleta Slough. This minimal development marked the beginning of what was to become the Santa Barbara Airport.

On April 20, 1930, the *Los Angeles Times* reported that Gordon Sackett and Bert Hawkins of the Santa Barbara-Goleta Airport invented a new variable pitch propeller that increases the speed of the airplane (Carmody 1930). As no additional information was located regarding the invention, it appears that the Sackett and Hawkins propeller was not successful. In 1931, General Western

Aero Corporation hired Sackett as a test pilot for their Meteor airplanes (Coombs and Ackerman 1991:5). While instructing a student, Sackett died in an airplane crash near the Santa Barbara-Goleta Airport on September 23, 1932 (*Los Angeles Times* 1932).

Harry Fisher, chief test pilot for General Western Aero Corporation, visited the Goleta airport in 1930. He was instrumental in convincing General Western to move its factory to the airport in Goleta. In 1931, General Western oversaw the construction of two 4,800-square-foot hangars, machine shops, and a two-story administration building near the southwest corner of Hollister and Fairview avenues (*Morning Press* 1931; Figure 3-1). At that time, a driveway led from Hollister Avenue to the north side of the buildings. The east hangar was home to a flight school and repair shop which helped finance the airplane factory in the west hangar (Coombs and Ackerman 1991:10). Based on the Civil Aircraft Register, General Western manufactured four P-2S Meteor airplanes for private sale while operating at the Goleta airport (Figure 3-2). In a letter dated August 9, 1933, General Western Aero Corporation offered the City of Santa Barbara its airport facilities, including a 3,000-foot-long runway, a 2,400-foot-long cross-runway, three hangars, administration building, and three restrooms for use as the Santa Barbara Municipal Airport (Vremsak 1933). The corporation filed for bankruptcy 2 months later due to financial problems associated with the lack of sales during the Great Depression. Although the machine shops and administration building are no longer present, the historic General Western hangars remain at the airport.

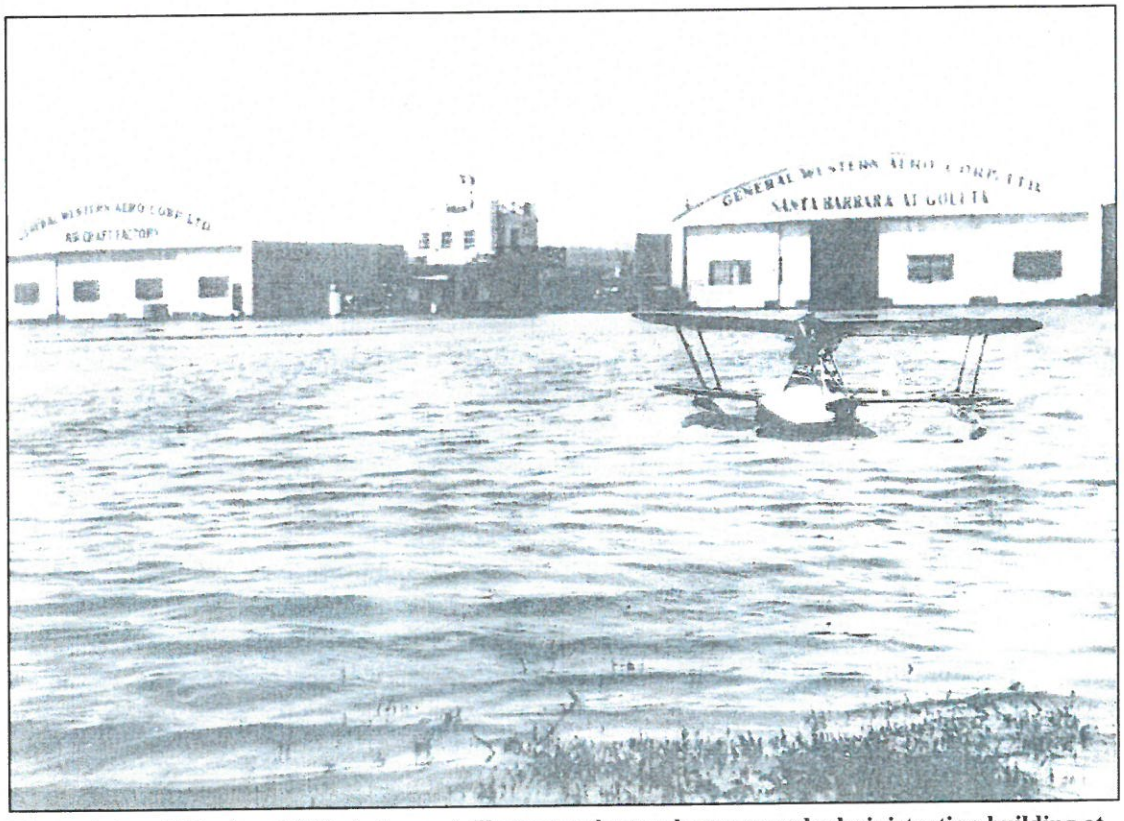


Figure 3-1 **This circa 1935 photograph illustrates the two hangars and administration building at the airport (courtesy, Gledhill Library, Santa Barbara Historical Museum).**

Figure 3-2 **The last P-2S Meteor manufactured by General Western Aero Corporation at the airport site in 1933 (courtesy, UCSB, Special Collections, SBHC Mss 1-CDCC-Series VI, Box 21).**

Frederick Stearns II, stepson of Santa Barbara real estate developer Harold G. Chase, established Santa Barbara Airways in 1934. Stearns improved the two older runways, one of which was a partially paved 3,200-foot runway parallel to Fairview Avenue. This runway was located west of the Santa Barbara Packing Company Slaughterhouse operated by Emmett Gummill. Stearns also installed the first radio equipment at the airport in 1938. He continued to manage the airport into the early 1940s.

Commercial air service became available to the citizens of Santa Barbara and Goleta in 1931 when Century Pacific Airlines added a daily stop, and Pacific Seaboard Airlines provided service to the airport beginning in 1933. These small airlines, using the existing facilities including the General Western administration building, lay the foundation for larger commercial airline interests. The year 1936 was an eventful one for the airport. Burton and Jessie Bundy opened the Santa Barbara Flying Service utilizing the two General Western hangars. They operated the business until 1961 when it was sold to Hastings Harcourt and renamed Santa Barbara Aviation.

On October 1, 1936, United Airlines inaugurated commercial service to Santa Barbara/Goleta with a 10-passenger Boeing "airliner." It was estimated that 1,000 people were on hand to witness this historic event. Like other airlines before them, United leased the ground floor of the

administration building for use as its passenger terminal. Due to the lack of a control tower, United constructed a spotting station atop the western hangar (Figure 3-3). Between 1936 and 1938, the airport constructed a single-story gable-roof building between the west hangar and the administration building. Offices for the Santa Barbara Flying Service and the Santa Barbara Airways were located in the addition with entries inside the arched breezeway (Figure 3-4). United continued to use the administration building as its passenger terminal until the new terminal was completed in 1942.

Figure 3-3 This 1939 air photograph illustrates the hangars with several additions (courtesy, UCSB, Special Collections, SBHC Mss 1-CDCC-Series VI, Box 21).

3.2.3 Funding the Municipal Airport: 1940–1941

In 1940, a significant chain of events began which led to the formal establishment of the Santa Barbara Airport. During 1940, the Santa Barbara Chamber of Commerce commissioned a committee comprised of U.S. Senator W. G. McAdoo, Dwight Murphy, and Earle Ovington to make a survey of possible locations for a municipal airport. Although the land would be expensive to fill, the committee recommended the Goleta Slough site near the existing airport.

The McAdoo Committee secured an option from Harold S. Chase and Peter Cooper Bryce of Hope Ranch to purchase 450 acres of the Goleta Slough for $175,000. The estimated cost to reclaim the slough lands for airport use would be $1,000,000, well beyond the City's financial means. Fortunately, the U.S. government recently established a program to construct airports across the country on a cost-sharing basis with local governments. The Civil Aeronautics Act of 1938 authorized the newly created Civil Aeronautics Authority to give federal funds for airport construction "for use in air commerce or in the interests of national defense" (52 Stat. 973, Sec. 303).

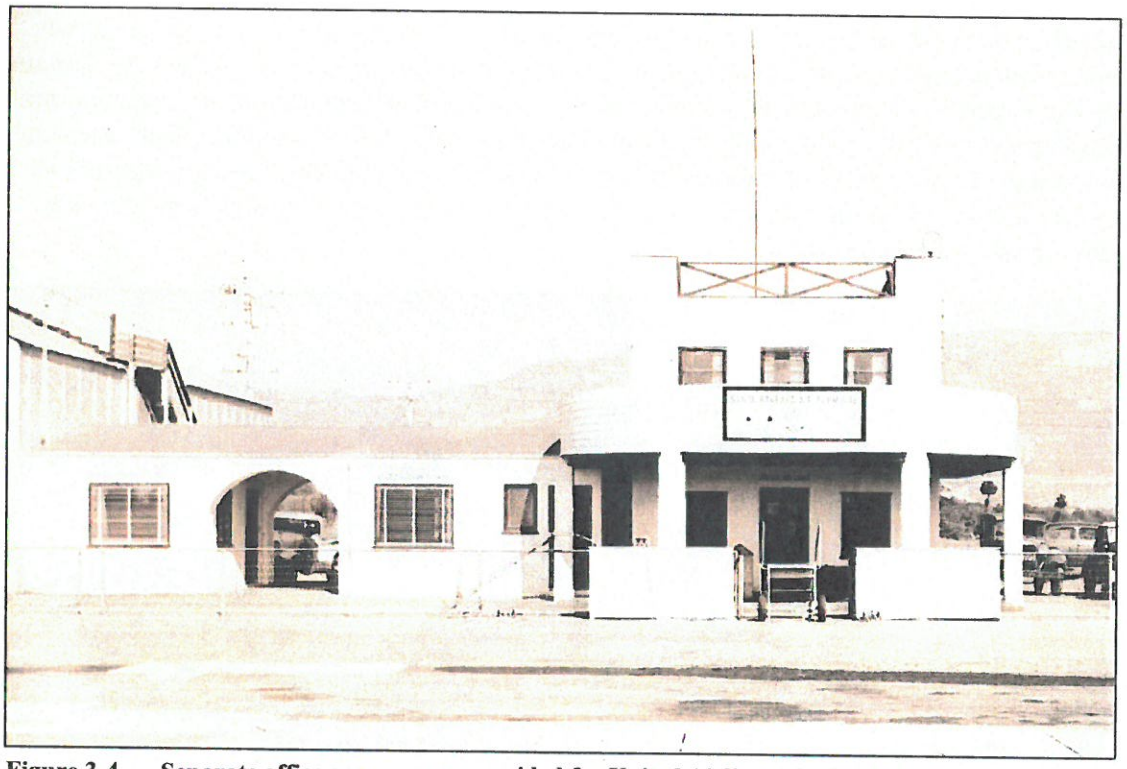


Figure 3-4 **Separate office spaces were provided for United Airlines, the Santa Barbara Flying Service, and Santa Barbara Airways (courtesy, UCSB, Special Collections, SBHC Mss 1-CDCC-Series VI, Box 21).**

The Santa Barbara Chamber of Commerce assigned T. M. Storke the task of ensuring that Santa Barbara was included in the federal airport program. He succeeded in obtaining federal approval to construct a "modern air terminal" at Goleta if the City would provide the land. While the City was seeking funding to construct the airport, local Montecito philanthropist Buell Hammett purchased lots in the Oakley-Bonetti subdivision near the Goleta Slough area with the idea of holding the property until the City could buy it.

In February 1941, the voters of the City of Santa Barbara passed a $149,000 bond issue. The City purchased the Oakley-Bonetti Tract for $30,000, and Pacific Gas and Electric Supply Corporation sold the City surface rights to 528 acres of its gas storage facility for $63,000. The Civil Aeronautics Authority awarded the City $533,400 for airport construction and the City exercised its option on the Chase-Bryce land. Ground-breaking ceremonies for the new Santa Barbara Airport were held on June 9, 1941, with a huge barbecue sponsored by the Goleta Rotary, Goleta Lions, Women's Club, Valley PTA Units, and the Goleta Farm Bureau.

3.2.4 United Airlines Terminal: 1942

On February 1, 1942, the City entered into a 25-year lease with United Transport Corporation (now known as United Airlines) for approximately 1.25 acres of airport land. The purpose of the lease was to construct a 7,000-square-foot airline passenger terminal building for operation of United's commercial airline transport service. Edwards and Plunkett, Santa Barbara architects who designed many local landmarks including the Arlington Theater, designed the 1942 airline

terminal. The terminal was predominantly Spanish Colonial Revival in style for which Santa Barbara is known. It also incorporates Art Moderne elements that render the building of outstanding architectural interest.

3.2.5 Marine Corps Air Station (MCAS) Goleta: 1942–1946

Goleta Slough had been a shallow bay until the 1861–1862 floods resulted in major filling of the slough. Most of the area where the runways were constructed in 1941 was formerly estuary. By midsummer 1941, the federal government had increased the airport's construction funding to a total of $902,400 that included runway paving and a runway extension to meet military standards. The U.S. Army Corps of Engineers brought in heavy earthmoving equipment in the fall of 1941 to raise the level of a large portion of the slough by an additional 12 feet. Army engineers in need of fill dirt bulldozed a large portion of Mescalitan Island to the east, site of an ancient Chumash village. The Japanese firing on Ellwood in February 1942 hastened construction of the airport to a round-the-clock operation.

On June 30, 1942, the City and the U.S. government entered into a lease for 580 acres of airport land for use as a Marine Corps Air Station (MCAS). Military use of the airport and the mesa overlooking the slough (now the site of the University of California, Santa Barbara) set the stage for the modernization of the airport and the development of the Goleta Valley.

The 1942–1943 construction of the MCAS included the addition of a railroad spur to handle the heavy influx of materials and machinery. The barracks, dining halls, chapels, theaters, and laundry for the air station were constructed on the mesa area, while operational facilities such as the control tower, maintenance shops, and hangars were constructed on both sides of Hollister Avenue. A total of 103 buildings were constructed on the 1,471-acre base. The station was accused of providing its men "country-club frills" such as an Olympic-size pool. The base also included its own water treatment plant, sewer system, and disposal plant. The telephone and electrical systems were adequate for a city twice the size of Goleta, which by 1947 totaled 1,400 people. Many of the original structures and the infrastructure systems are still functional today, although no longer connected to the MCAS sewer or water treatment plants.

By the time the MCAS Goleta was completed, 5.5 million square feet of asphalt runways, taxiways, aircraft ramps, and other facilities had been constructed along with 13 miles of paved roads. The federal government spent $10 million on improvements at the air station.

3.2.6 Airport Returned to the City

On February 28, 1946, 6 months after "VJ" Day, the City Council requested that the U.S. government deed and transfer the entire Santa Barbara Airport to the City. This included all property, whether or not previously owned by the City, and all personal property. After lengthy correspondence between the mayor and federal officials, the request was denied due to existing federal regulations. However, the City was granted an interim permit on May 9, 1946 to use the runways, taxiways, certain buildings and equipment.

Under the interim permit the City was able to offer the services of a civilian airport. Leases were executed with Burton Bundy (Santa Barbara Flying Service), Leonard-Babb Aviation Company, Eagle AirFreight, and Allied Air Service to provide fixed base operations at the airport. Second

and third interim permits were granted to the City for use of the remainder of the buildings on the airport.

The City Council applied to the War Assets Administration on August 7, 1947 for transfer of 334 acres of land not under lease to the airport. The City Council, after lengthy deliberation, had found that there was a need for a municipal airport and that no other location was available, making it desirable for the City to retain control of the airport.

On June 16, 1949, the City Council formally accepted the quitclaim deed from the U.S. government that conveyed eight parcels of land not previously owned by the City (including buildings and improvements on the parcels). The federal government also surrendered the leasehold interest to other land owned by the City. The Santa Barbara Airport was established.

3.2.7 Post War Years: Late 1940s

During the years immediately following the war, governmental and private agencies put the Marine Corps buildings to a variety of useful purposes. The City Parks Department and Service and Supply Department (plumbing and blacksmith shops) occupied four of the buildings. The City Council authorized the American Women's Voluntary Services' request to relocate a recreation center building to Ortega Park in Santa Barbara.

The City Council also authorized relocation of the "old A & R Post Exchange Building" for use as a clubhouse by the Goleta Post of AMVETS. During 1948, the U.S. Bureau of Reclamation leased five buildings and adjacent land to house personnel involved in the engineering and construction of the Cachuma Dam and Reservoir. This was an ideal situation because the City was experiencing a housing shortage during this time.

3.2.8 Honoring of World War II Airmen

At a public ceremony on May 30, 1948, community members assembled to witness a tribute to their loved ones who died in World War II. Attending guests included officers of the First Marine Air Wing, the U.S. Air Force and City and County officials. It was at this ceremony that the streets at the airport were formally dedicated in honor of Santa Barbara airmen who gave their lives during the war. There are 26 streets on the airport that are named for these brave aviators:

Clyde Adams Road
Dean Arnold Place
Wallace Becknell Road
Francis Botello Road
James Burns Place
Gerald Cass Place
Cecil Cook Place
John Donaldson Place
Rex Eckles Road
Norman Firestone Road
James Fowler Road
Augustus Griggs Place
Cyril Hartley Place
Robert Keister Place
Frederick Lopez Road
David Love Place
Robert Marxmiller Place
Fred McCloskey Place
Andrew McFarland Place
William Moffett Place
Arthur Mollenhauer Road
Jack Peres Road
Kenneth Roberts Road
Stanley Soto Place
John Troup Road
Edward Verhelle Road

3.2.9 First Airport Master Plans

In 1951, members of the City Board of Airport Commissioners recommended that the City Council design a master plan for the airport. In December 1957, a master plan was approved that would connect Santa Barbara to the aerospace and defense industries in Los Angeles and San Diego. Components of the plan included modernization of the runways and tower, a larger administration and terminal building, and a high-density industrial park. In the next few years, there were proposals to dredge a harbor in the slough, to pave it over for auto parking, and other creative ideas that never came to fruition. The next master plan was drafted in 1980.

3.2.10 Buildup of the Defense Industry

After World War II, the airport developed into an important link in the growing national air transportation system. During the mid-1950s, the airport also became an important player in the expanding Cold War defense industry. The new Santa Barbara Research Center near the airport engaged in research and development of classified designs of weapon systems. The Raytheon Corporation was given a $25 per year lease to overhaul large aircraft on airport property.

Aero Spacelines, Inc. leased airport property from the City in 1968 to construct 200,000 square feet of hangars and 30,000 square feet of office space to support the design, engineering, and manufacturing of area space products, including the Total In-Flight Simulator (TIFS) and the aircraft commonly known as the "Guppy." The facilities were used as a FAA repair station for major aircraft maintenance under several successive tenants until October 6, 1998 when Ampersand Aviation, LLC acquired the leasehold.

In 1956, Aerophysics Development Company picked up an option on 104 acres of Devereux Foundation property west of the airport. Frank H. Higgins, Assistant Secretary of the Army, toured the area and commented that "we are pleased at the recent move of Aerophysics to Santa Barbara, which is in line with the Department of Defense policy of dispersal of national defense projects."

The presence of the defense industry on the south coast continued into the 1980s when the Cold War ended. Since the recession in the early 1990s, there has been a gradual transition from defense to research and development, medical, computer, and film-related industries.

3.2.11 Annexation and Increases in Service during the 1960s

The next significant event in the history of the SBA was the 1960 annexation of the airport to the City of Santa Barbara. A City official developed a plan for "horizontal annexation" of water only, waiving mineral rights, via a 300-foot-wide and 37,000-foot-long offshore corridor to join the City and airport. The California legislature has closed this loophole to prevent future gerrymandering procedures.

The 1960s were marked with increased commercial passenger traffic, additional airlines serving the community, and the introduction of jet aircraft. In 1962, the City contracted with the architectural firm of Kruger-Benson-Ziemer for the design and construction of the FAA control tower. Prior to that time, the air traffic control tower was in the terminal. The 1962 air traffic control tower was replaced by a new tower that was constructed by the FAA in 1998.

Commercial passenger traffic for Pacific Airlines and United Airlines increased significantly during the mid-1960s with 124,729 passengers in 1965, marking a 41 percent increase over the previous year. On July I, 1966, Pacific Airlines landed the first Boeing 727, a 90-seat passenger jet. The City then began discussing a runway extension to accommodate Boeing 707 aircraft with seating capacity of 181 to 195 passengers. Around the same time, the original diagonal runway was abandoned due to noise concerns at University of California, Santa Barbara. The proposed lengthening of the runway rekindled the resentment of Goleta residents who feared increased noise and pollution. In 1968, the main runway (Runway 7-25) was extended 1,000 feet to a length of 6,052 feet. Tecolotito Creek was rerouted 1,000 feet to the west to accommodate the extension.

In 1967, United Airlines' lease for the airline terminal expired and ownership reverted to the City. Also in 1967, the airline terminal was expanded by 5,200 square feet to a total of 12,300 square feet. Peterson and Associates designed the project that included an addition to the original south wing and expansion of the east wing to twice its width. Santa Barbara Mayor Gerald S. Firestone proclaimed August 30, 1969 as Earle Ovington Day. As part of the ceremonies, the Santa Barbara Air Terminal was renamed "Earle Ovington Terminal."

The 1960s marked the beginning of the modern age for the SBA. The small cow pasture airfield of the 1930s, the MCAS of the 1940s, and the civilian commercial airport of the 1950s and 1960s set the stage for today's modern airport.

3.2.12 1970s and Deregulation

In 1976, the terminal was expanded for the second time to approximately 20,000 square feet. Based on a design by local architect Paul Unander, 7,700 square feet were added. The addition included the expansion of the east and south wings and the middle block. The second floor spectator deck was doubled in size and the covered observation area was enclosed.

In 1978, the passage of the Airline Deregulation Act resulted in major changes at the SBA and other airports throughout the country. This act ended the 40-year history of economic regulation of the airline industry. The 1978 act reflected a growing trend at the time to reduce government regulation, especially of private industries. The act initiated an era of change and uncertainty in the airline industry as passenger levels fluctuated significantly for several years. The Airline Deregulation Act, which remains in effect, basically allows commercial airlines to change service, routes, and ticket prices at any time. Previously, the Civil Aeronautics Board had to review and approve any changes to air service or ticket prices. The act also included a clause that called for the "sunset" of the Civil Aeronautics Board by the end of 1984.

The 1978 Airline Deregulation Act had a significant effect on the airport system nationwide. Since air carriers could change routes without approval, they dropped many unprofitable routes, including those serving many small communities such as Santa Barbara. In many cases, service to small communities was initiated by small commuter airlines to replace the larger carriers that had previously served these communities. In the years immediately following deregulation, the number of passengers at the airport dropped from about 480,000 in 1978 to a low of 355,000 in 1982.

3.2.13 Growth during the 1980s

One of the results of deregulation was the increase in airlines entering and leaving the market. There was a growth in the number of regional airlines serving markets mostly in California. For example, in 1982, a total of six airlines offered service from Santa Barbara, including three new airlines that came into the market that year. The total increased to nine airlines in 1983 when another three new airlines came to Santa Barbara. Most of the startup airlines that entered the market after deregulation filed for bankruptcy or were purchased by larger airlines.

After the initial downturn following passage of the Airline Deregulation Act, the number of passengers dramatically increased during the rest of the 1980s. As history has demonstrated, the airline industry is very sensitive to economic, political, and significant events both nationally as well as worldwide. Good economic times are reflected by increased airline service and passenger growth. Recessions, oil prices, and threatening world events depress airline and passenger growth. This upturn in passengers reflected the healthy national economy and a competitive fare environment that attracted new passengers.

At the SBA, there were about 433,000 passengers in 1980 and more than 500,000 in 1984. This number grew to 672,000 in 1987, a 55 percent increase in 7 years. By 1990, the number of passengers had dropped to 625,000 and continued to decline for several more years during the recession before increasing in the mid-1990s.

Several development projects occurred at the airport during the 1980s. In 1983, Southern California Edison built an administrative center on David Love Place north of Hollister Avenue. The following year, PacTuCo built a manufacturing building on the 1.34-acre site adjacent to the Edison facility. Taxiways H and J were constructed on the north side of the airfield, improving access in this quadrant of the airport.

In the interest of reaching out and sharing with the community, the first Airport Day was held in February 1989. The City sponsored this event until 1995 when a private nonprofit organization took over. Airport Day features displays of aircraft, aircraft performances, aviation-related booths, and activities for children. Since 1995 the event was held biannually until the tragic events of September 11, 2001 resulted in airport security measures becoming more prohibitive.

4
DESCRIPTION OF RESOURCES

The SBA is south of Highway 101 between Los Carneros Road and Fairview Avenue. Hollister Avenue bisects the eastern portion of the airport property. The following sections describe the current physical characteristics and known alterations of two airplane hangars constructed in 1931 for the General Western Aero Corporation and five airplane hangars and one storage building constructed for MCAS Goleta between 1942 and 1944 (Figure 4-1).

4.1 GENERAL WESTERN AERO CORPORATION HANGARS

In 1931, General Western oversaw the construction of two 4,800-square-foot hangars, machine shops, and a two-story administration building (*Morning Press* 1931). At that time, a driveway led from Hollister Avenue to the north side of the buildings. Demolition of the administration building occurred between 1983 and 1987. No documentation regarding the original location and subsequent removal of the machine shops was found. Only the two hangar buildings remain from the original site design. The east hangar (Building 248) served as a flight school and airplane repair shop. The west hangar (Building 249) served as the factory for the construction of the General Western Aero Corporation's Meteor airplanes from 1931 to 1933 and as a flight school for the Santa Barbara Flying Service from 1936 to 1942 and again from 1946 to 1961.

4.1.1 Building 248

The wood-framed airplane hangar measures 60 by 80 feet and rests on a concrete slab foundation (Figure 4-2). Three closed-arch Warren trusses define the roof shape, two in the center and one in the south façade (Figure 4-3). The north (rear) façade does not include an arch truss and is entirely wood framed. Steel angle brackets attach the trusses to the 16-foot-high west and east walls, creating a clear-span interior. A combination of flat sheet metal, corrugated sheet metal, and plywood sheets cover the exterior walls. Corrugated sheet metal covers the roof. Three metal pipes pierce the western roof edge and two metal pipes pierce the east. Four wood-framed doors measuring approximately 15 feet tall by 19 feet wide enclose the hangar on the south façade. Each door is clad with sheet metal and has a 12-light steel-framed fixed window in the center. The hangar door closest to the west façade includes a pilot door for pedestrian access. The hanging doors roll on two separate guides, allowing airplane access through the center or either side. The north (rear) façade contains four pairs of symmetrically placed 12-light steel-framed windows with a 4-light pivot sash in the upper center of each window. A gable roof addition was attached to the center of the east façade from circa 1936 to 1942 (Figure 4-4). The wood-framed opening to the addition remains on the interior, and two 6/6 wood sash windows are present in the previous opening (Figure 4-5). There is a third 6/6 wood sash window on the south end of the east façade. Remnants of the General Western sign are visible over the hangar doors.

A gable roof addition on the east façade of Building 248 constructed between 1936 and 1939 was removed by 1942, perhaps in conjunction with the realignment and channelization of San Pedro Creek east of the hangar. Plywood sheets cover several areas of the building where metal sheets are missing. There do not appear to be any other alterations to Building 248.

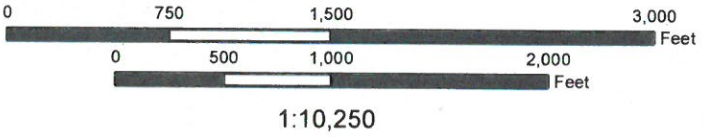


Figure 4-1 Evaluated buildings shown on an aerial photo.

Figure 4-2 **Looking northeast at the west and south façades of the east hangar (Building 248).**

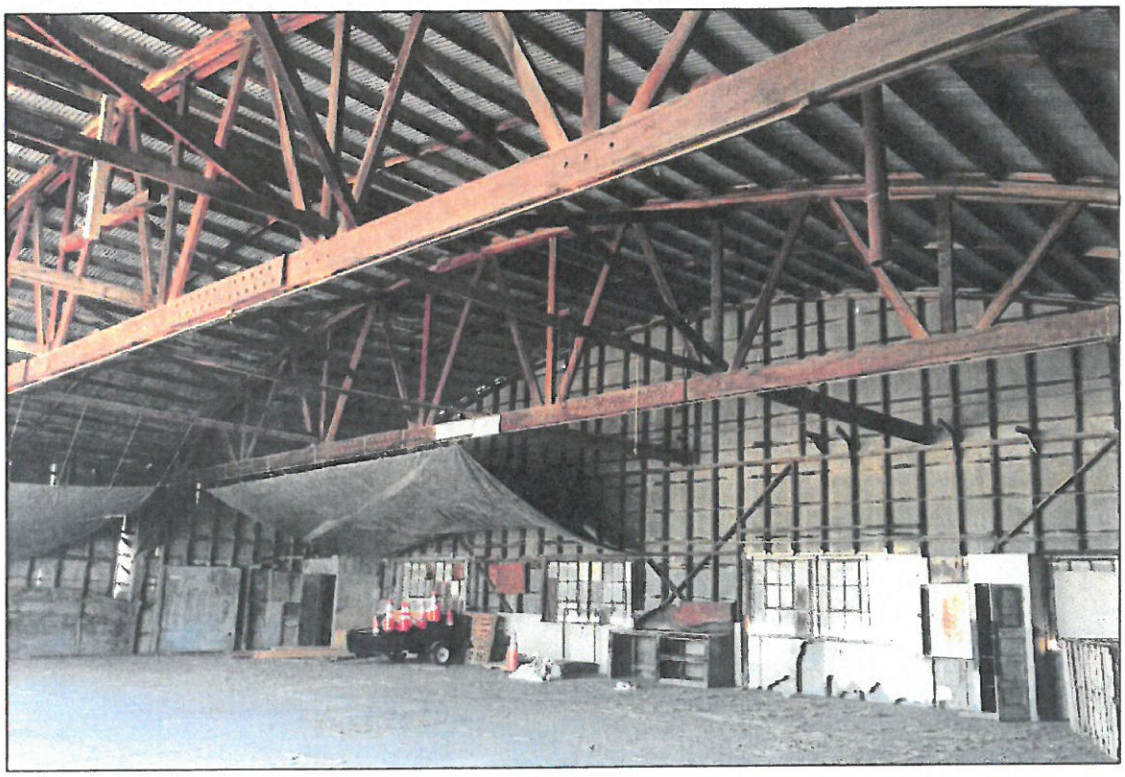


Figure 4-3 **Interior view of two closed-arch trusses and the north (rear) façade of Building 248.**

Figure 4-4 **Looking southwest at the east and north façades of Building 248.**

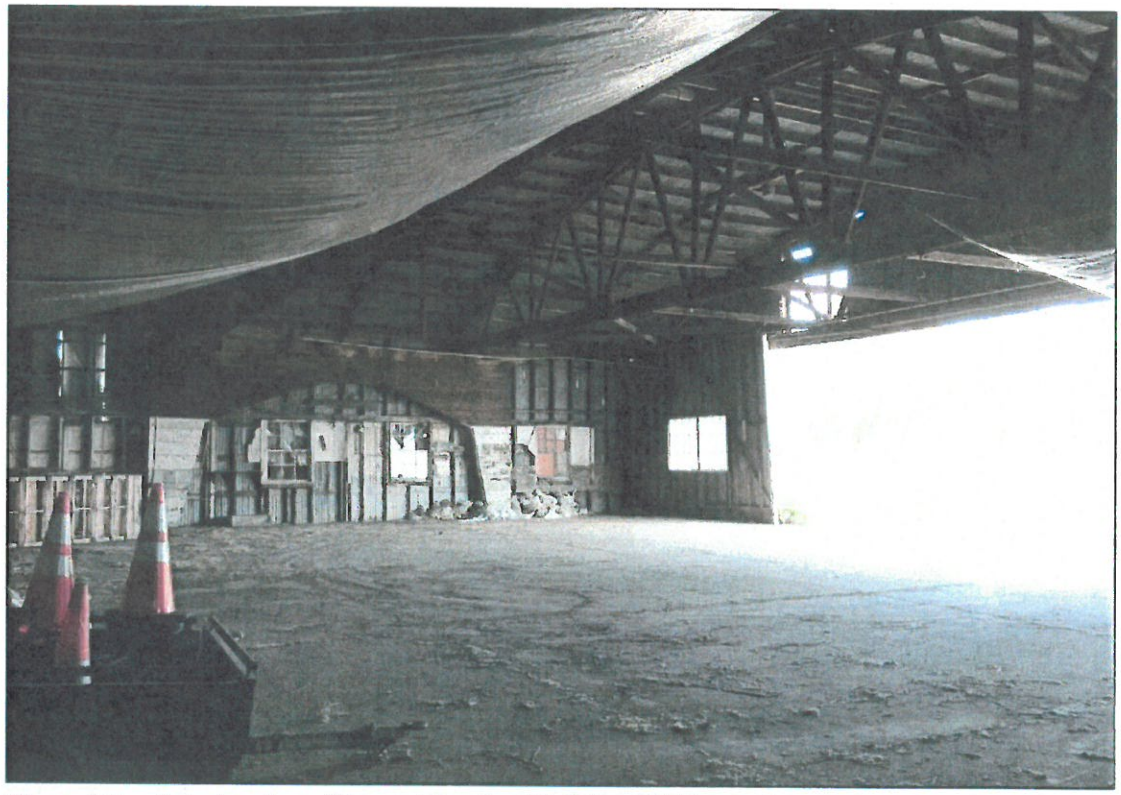


Figure 4-5 **Interior view of the east façade of Building 248 illustrating the remnants of a short-lived addition.**

4.1.2 Building 249

The wood-framed airplane hangar measures 60 by 80 feet and rests on a concrete slab foundation (Figure 4-6). Three closed-arch Warren trusses define the roof shape, two in the center and one in the south façade (Figure 4-7). The north (rear) façade does not include an arch truss but is entirely wood framed. Steel angle brackets attach the trusses to the 16-foot-high west and east walls, creating a clear-span interior. A combination of flat sheet metal, corrugated sheet metal, and plywood sheets cover the exterior walls. Corrugated sheet metal covers the roof. One metal pipe pierces the center of the roof and may be a remnant of the old United Airlines spotting station. Four wood-framed doors measuring approximately 15 feet tall by 19 feet wide enclose the hangar on the south façade. Each door is clad with sheet metal and contains a 12-light steel-framed fixed window in the center. One of the center doors includes a pilot door for pedestrian access. The hanging doors roll open on two separate guides allowing airplane access through the center and on either side. The north (rear) façade contains eight pairs of 12-light steel-framed windows with a 4-light pivot sash in the upper center of each window. A pair of the 12-light steel-framed windows is present on the north end of the east façade.

A single-story 20 by 36 foot shed-roof addition on the north façade rests on a concrete pier foundation with a wood-framed subfloor (Figure 4-8). It appears that the north façade of the addition retains the original building materials (windows and siding). The wood-framed east and west walls of the addition are clad with clapboard and a single pedestrian door is present on each side (Figure 4-9). Flat sheet metal covers the shed roof and the eaves are exposed. Wood framing and plywood fill openings from removed additions on the east and west façades (Figure 4-10). Traces of the General Western and Stanavo Aviation Oil signs are visible over the hangar doors.

Figure 4-6 Looking northeast at the south (main) façade of the west hangar (Building 249). Fragments of the old signs are visible over the hangar doors.

Figure 4-7 **Interior view of the north (rear) and east façades of Building 249.**

Figure 4-8 **Looking southwest at the addition on the north (rear) façade and east façade of Building 249.**

Figure 4-9 Detailed view of the north addition to Building 249 and its subfloor.

Figure 4-10 West and north (rear) façades of Building 249, looking southeast.

Several additions to the hangar have been constructed and demolished over its long history. The following alterations were identified from written histories, historical maps, photographs, and visual inspection:

1936	United Airlines constructed a spotter's station on top of the roof with a staircase traveling down the center of the east façade. Demolition of this feature took place between 1941 and 1948.
1936–1938	A single-story gable-roof building was constructed on the east façade between the hangar and the administration building. Offices for the Santa Barbara Flying Service and the Santa Barbara Airways were located in the addition with entries inside an arched breezeway. Demolition of the addition and the two-story administration building occurred between 1983 and 1987.
1936–1939	A single-story shed-roof addition measuring approximately 36 by 20 feet was constructed on the north façade. This addition remains.
1936–1942	A 60 by 20 foot full-width extension of the west façade was completed. Demolition of this addition took place between 1995 and 1998.
1944	A single-story gable-roof addition measuring 70 by 40 feet was constructed on the west façade during occupation by the MCAS. Demolition of this addition took place between 1995 and 1998.

4.2 MARINE CORPS AIR STATION GOLETA BUILDINGS

On June 30, 1942, the City of Santa Barbara and the U.S. government entered into a lease for 580 acres of airport land for use as a Marine Corps air station. Between June 1942 and May 1943, the U.S. Navy oversaw the construction of 103 buildings on the 1,471-acre base. The housing and recreation area initially included a total of 48 buildings constructed on the mesa area south of the airfield. The operational facilities initially included 55 buildings located on both sides of Hollister Avenue. Together, the housing and recreation area and the operational facilities area received more than 100 additional buildings before the station closed in 1946.

The operational facilities appear to formed five divisions: headquarters, public works, aircraft maintenance, transportation, and squadron training. Each division had it own operational buildings. In 1943, the station included four squadron training divisions, and a fifth division was added in 1944. Identified by its assigned hangar, each squadron training division included six buildings: hangar, headquarters, paint and oil building, firehouse and armory, and two storehouses. These buildings were grouped together surrounding each squadron hangar and functioned as a training unit (Figure 4-11).

The completion report for MCAS Goleta states that "the buildings were redesigned by the Architect-Engineers from plans prepared by the 11th Naval District for the El Centro Marine Corps Air Station" (Kistner et al. 1943:1). The redesign was necessary due to site conditions and the availability of building materials. As the station is constructed largely on fill, each building required a concrete slab floor differing from many of the semipermanent buildings constructed for use during World War II. Except for a few reinforced concrete buildings such as the

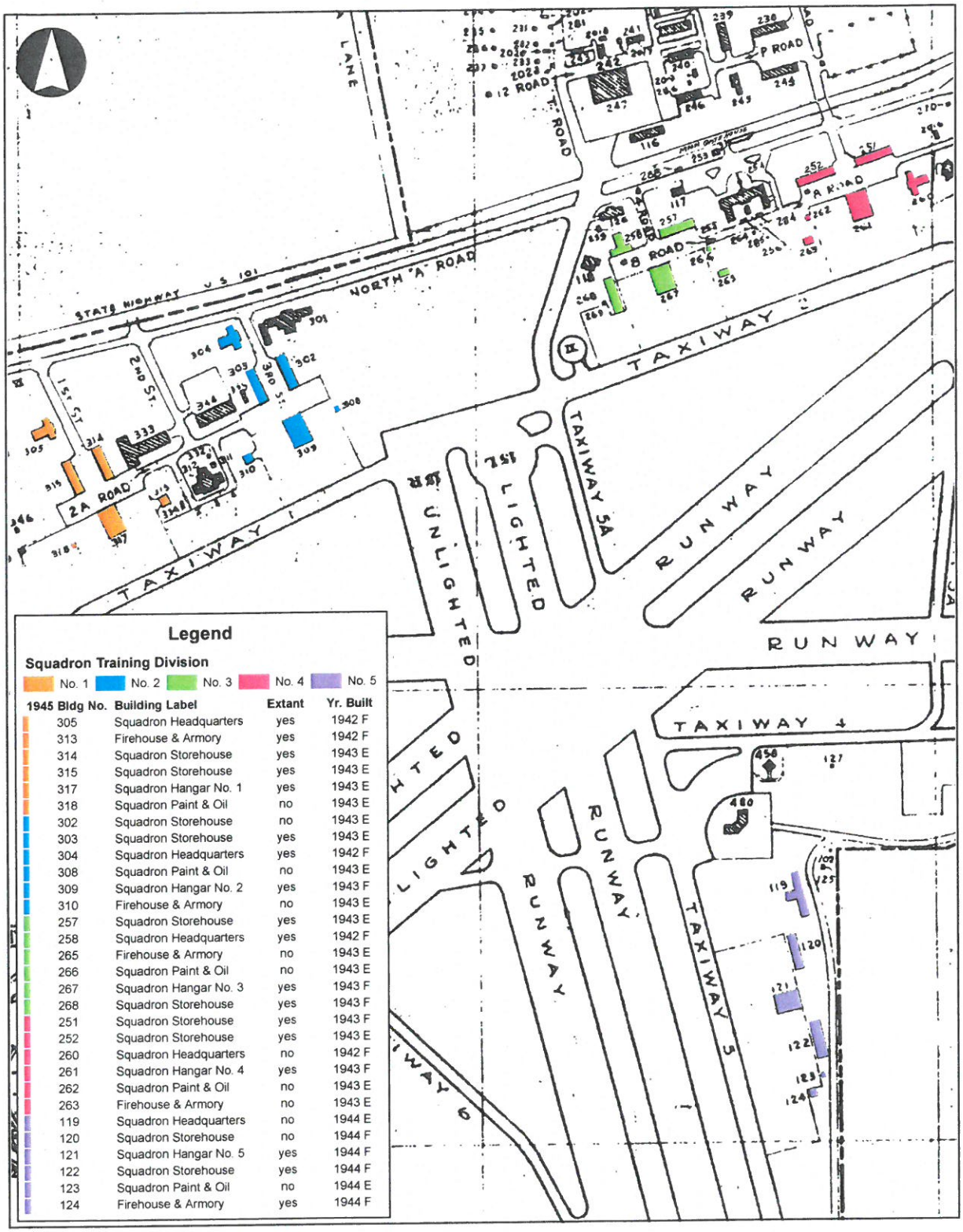


Figure 4-11 MCAS Goleta squadron training division building locations.

magazines, all of the buildings are wood-framed and were originally clad with redwood siding. Gypsum planks and composition materials covered the roofs. Plywood wainscot and gypsum boards lined the interior walls (Kistner et al. 1943:8).

4.2.1 Building 317 (Hangar No. 1)

Wood-framed Squadron Hangar No. 1 measures 84.6 by 122.0 feet and rests on a concrete slab foundation (Figure 4-12). The airplane maintenance area in the center of the hangar measures 80 by 84.6 feet with sliding hangar doors on the east and west façades. Five closed-arch Warren trusses measuring 80 feet long rest on the interior north and south walls, creating a clear-span interior (Figure 4-13). Office space is located on the north and south sides of the hangar, and each office space measures 21.0 by 84.6 feet. Dropped below the principal arch roof, a shed roof extends over the office space to the edge of the hangar door pockets (Figure 4-14). Rain gutters attached to the roof eaves extend beyond the door pockets. The walls are clad with horizontal lapped wood boards. Rolled composition material covers the entire roof and the shed-roof eaves are boxed. The east and west façades are each enclosed by eight metal-framed hangar doors exhibiting wood paneling on the bottom half and four wood-framed fixed windows, each with nine lights, in the upper half (Figure 4-15). One pilot door is present on each side of the hangar for pedestrian access. The hangar doors roll open on two separate guides, four on the interior track and four on the exterior track. Both tracks extend into the hangar door pockets on each end of the east and west façades. Fenestration on the offices includes a single flat door and a single wood panel door with four lights in the upper half on the north façade, and two flat doors on the south façade. Both sides have metal sash windows with false muntins and metal fixed windows with false muntins over the doors. The replacements windows appear to be the same size, style, and orientation as the originals.

4.2.2 Building 309 (Hangar No. 2)

The wood-framed Squadron Hangar No. 2 measures 84.6 by 122.0 feet and rests on a concrete slab foundation (Figure 4-16). The airplane maintenance area in the center of the hangar measures 80 by 84.6 feet with sliding hangar doors on the east and west façades. Five 80-foot-long closed-arch Warren trusses rest on the interior north and south walls, creating a clear-span interior. Office space is located on the north and south sides of the hangar; each office space measures 21.0 by 84.6 feet. Dropped below the principal arch roof, a shed-roof extends over the office space to the edge of the hangar door pockets (Figure 4-17). Rain gutters attached to the roof eaves extend beyond the door pockets. The walls are clad with horizontal lapped wood boards. Rolled composition material covers the entire roof and the shed-roof eaves are boxed.

The east and west façades are each enclosed by eight metal-framed hangar doors exhibiting wood paneling on the bottom half and four wood-framed fixed windows, each with nine lights, in the upper half. The hangar doors roll open on two separate guides, four on the interior track and four on the exterior track. Both tracks extend into the hangar door pockets on each end of the east and west façades. Fenestration on the offices includes two flat wood doors on the south façade, two flat wood doors with a fixed light in the upper half on the north façade, 6/6 wood sash windows, and 1/1 metal sash windows on the south façade. The transom windows over the office entrance doors are covered with plywood, either for protection or to fill missing windows. This hangar does not have pilot doors.

Figure 4-12 West and south façades of Hangar No. 1 (Building 317), looking northeast.

Figure 4-13 Interior view of the closed-arch trusses in Hangar No. 1.

Figure 4-14 Looking southwest at the north and east façades of Hangar No. 1.

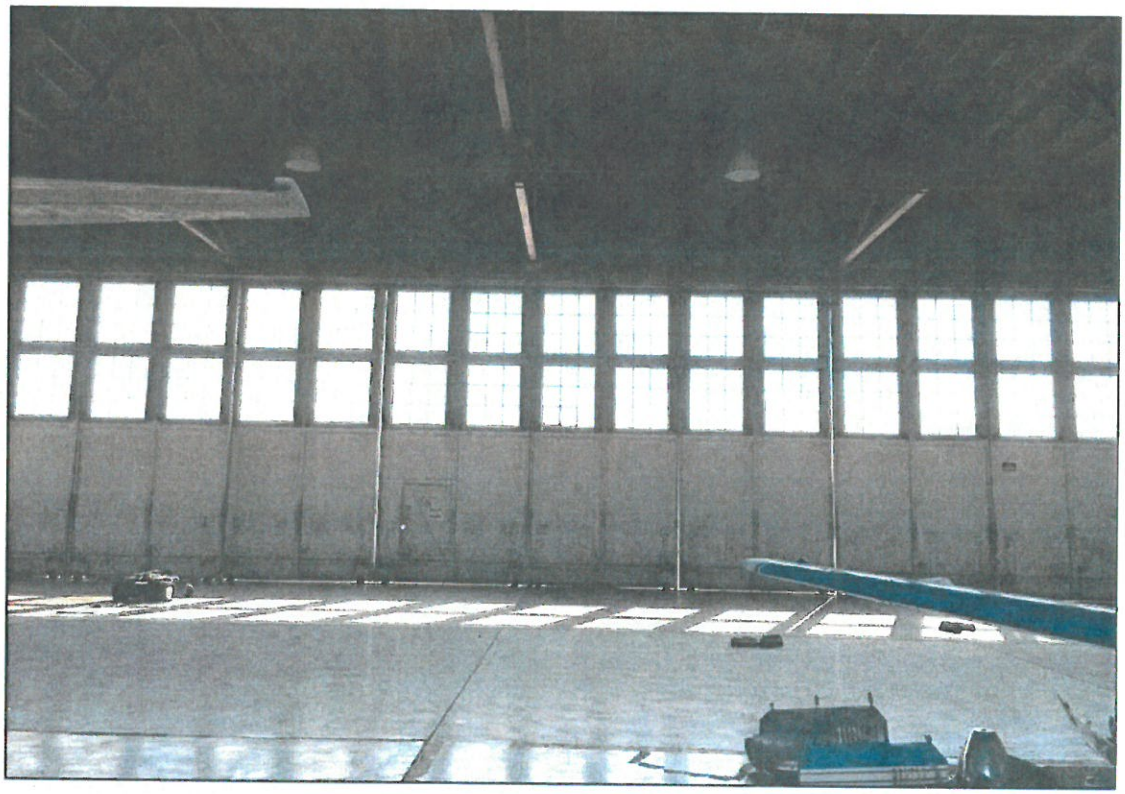


Figure 4-15 Interior view of the sliding hangar doors in Hangar No. 1.

Figure 4-16 Looking northeast at the west and south façades of Hangar No. 2 (Building 309).

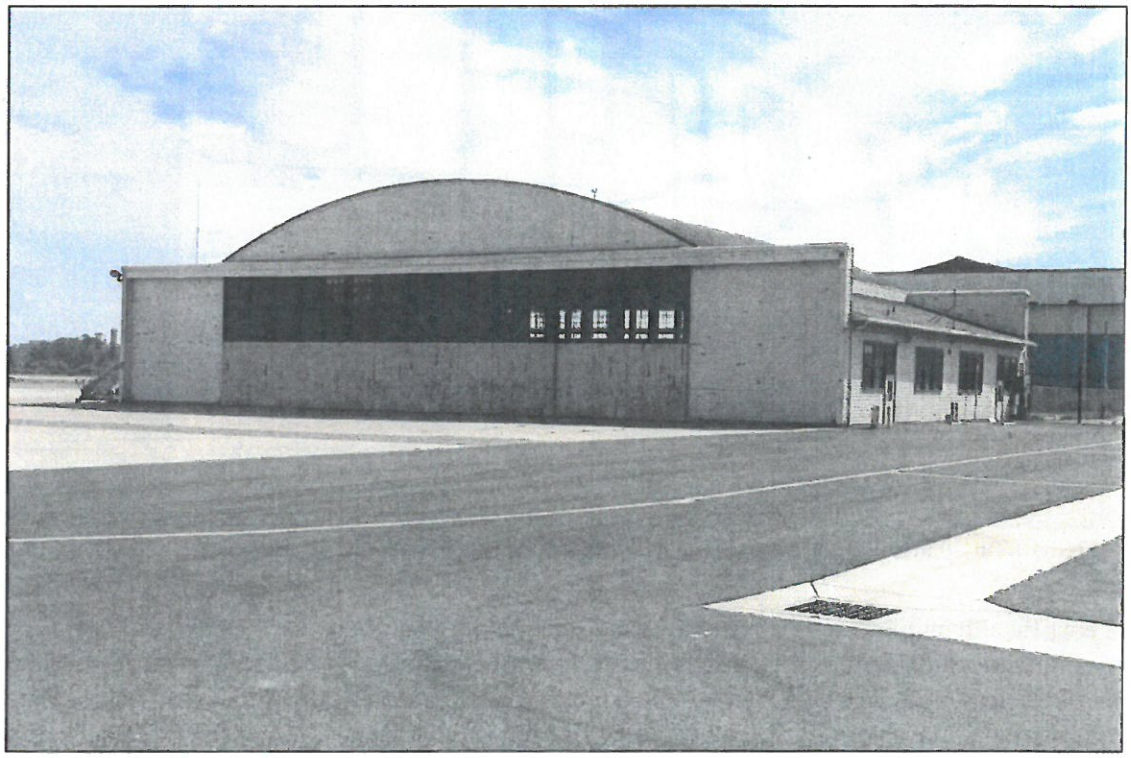


Figure 4-17 North and east façades of Hangar 2, looking southwest.

4.2.3 Building 268 (Storehouse)

The wood-framed storehouse measures 39 by 160 feet and rests on a raised concrete slab foundation (Figures 4-18 and 4-19). The walls are clad with lapped wood boards. The very low-pitched side-gable roof exhibits no overhanging eaves on the north and south gable ends. Boxed eaves are present on the west and east façades. Three 4 by 4 foot roof extensions on the east façade give shelter to building entrances. Attached to the east façade below the principal roof are two shed roof additions. The smaller addition appears to house a water heater. Based on historical photographs, fenestration on the west and south façades appears to be in its original location. This includes 1/1 wood sash windows, awning windows with two or three lights, one aluminum sliding window, and three flat wood doors (Figure 4-18). Fenestration on the east façade includes 6/6 wood sash windows, awning windows with three lights, aluminum sliding windows, one wood panel door, one wood panel door with four lights in the upper half, two flat wood doors, and two large metal roll-up doors. Several windows on both the east and west façades are covered with plywood, either for protection or to fill missing windows.

Figure 4-18 Close view of west façade of squadron storehouse (Building 268), looking north.

The east façade exhibits several alterations. As originally designed, the 4 by 4 foot roof extensions provided shelter for three large door openings. Only the northern large door opening remains as designed. The center large door opening is relocated north on the building; lapped wood boards and a single aluminum window fill the original space. A shed roof addition fills the previous location of the southernmost large door opening.

Figure 4-19 Looking northwest at south and east façades of storehouse (Building 268).

4.2.4 Building 267 (Hangar No. 3)

Wood-framed Squadron Hangar No. 3 measures 84.6 by 122.0 feet and rests on a concrete slab foundation (Figure 4-20). The airplane maintenance area in the center of the hangar measures 80.0 by 84.6 feet with sliding hangar doors on the east and west façades. Five closed-arch Warren trusses measuring 80 feet long rest on the interior north and south walls, creating a clear-span interior. Office space is located on the north and south sides of the hangar, and each office space measures 21.0 by 84.6 feet. Dropped below the principal arch roof, a shed roof extends over the office space to the edge of the hangar door pockets (Figure 4-21). Rain gutters attached to the roof eaves extend beyond the door pockets. The walls are clad with horizontal lapped wood boards. Rolled composition material covers the entire roof and the shed-roof eaves are boxed. The east and west façades are each enclosed by eight metal-framed hangar doors exhibiting metal panels on the bottom half, and four metal-framed fixed windows with false muntins in the upper half. A single pilot door is present on the east side for pedestrian access. The hangar doors roll open on two separate guides, four on the interior track and four on the exterior track. Both tracks extend into the hangar door pockets on each end of the east and west façades. Fenestration on both the north and south office spaces is the same. Each façade includes two flat doors with a fixed light in the upper half, metal-framed fixed transom windows, and 1/1 metal sash windows. The replacements windows on the office spaces and hangar doors appear to be the same size and orientation as the originals.

Figure 4-20 West and south façades of Hangar No. 3 (Building 267), looking northeast.

Figure 4-21 Looking northwest at the south and east façades of Hangar No. 3.

4.2.5 Building 261 (Hangar No. 4)

Wood-framed Squadron Hangar No. 4 measures 84.6 by 122.0 feet and rests on a concrete slab foundation (Figure 4-22). The airplane maintenance area in the center of the hangar measures 80.0 by 84.6 feet with sliding hangar doors on the east and west façades. Five closed-arch Warren trusses measuring 80 feet long rest on the interior north and south walls, creating a clear-span interior. Office space is located on the north and south sides of the hangar; each office space measures 21.0 by 84.6 feet. Dropped below the principal arch roof, a shed-roof extends over the office space to the edge of the hangar door pockets. Rolled composition material covers the hangar roof and the shed-roof eaves are boxed. Paired wood posts support a hipped-roof porch attached to the south façade. A corrugated material, either plastic or metal, covers the porch roof and the eaves are exposed. The porch wraps around the hangar door pocket on the west façade. A wide rain gutter attached to the office roof eave rests on top of the porch roof. The walls are clad with horizontal, lapped wood boards. The east and west façades are each enclosed by eight metal-framed hangar doors exhibiting wood paneling on the bottom half and four wood-framed fixed windows, each with nine lights, in the upper half.

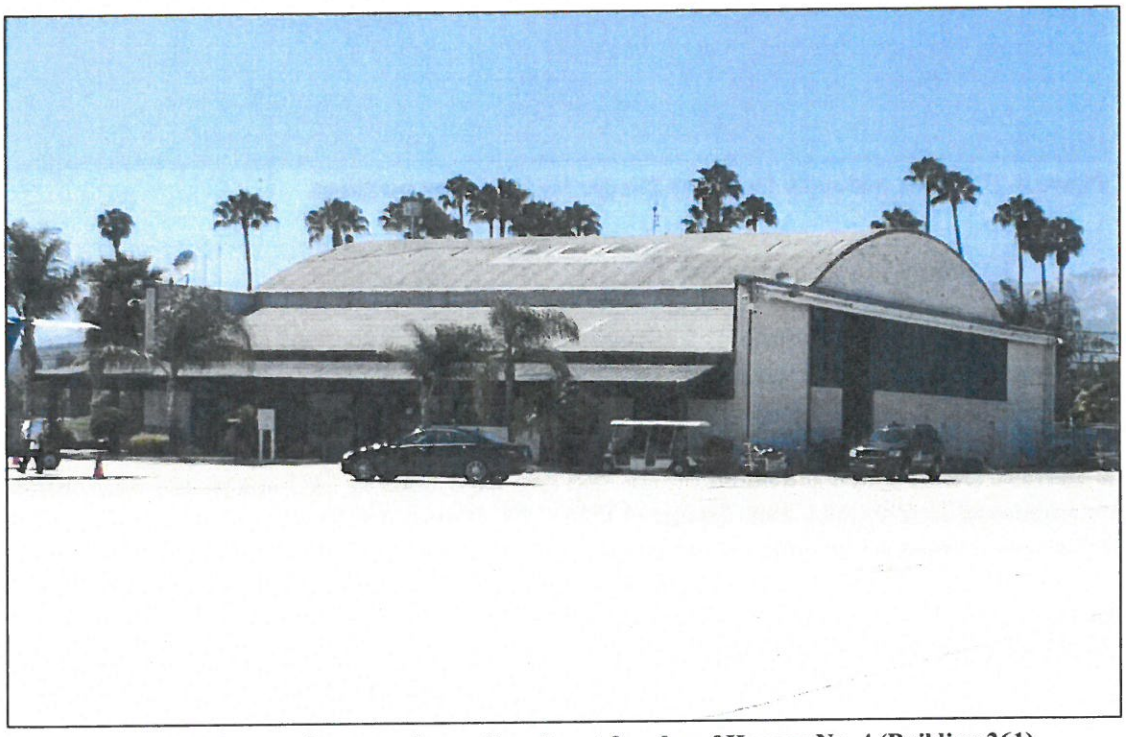


Figure 4-22 Looking northwest at the south and east façades of Hangar No. 4 (Building 261).

One pilot door is present on the east side of the hangar for pedestrian access. The pilot door on the west side appears to be sealed. The hangar doors roll open on two separate guides, four on the interior track and four on the exterior track. Both tracks extend into the hangar door pockets on each end of the east and west façades. Fenestration on the south and west façades of the office space includes large fixed glass windows, glass swinging doors, metal sliding windows, and sliding glass doors (Figure 4-23). Landscaped planters with concrete retaining walls surround the south side of the building. Remodeling appears to have occurred on the north façade office space, but this area was not accessible.

Figure 4-23 West and south façades of Hangar No. 4, looking northeast.

4.2.6 Building 121 (Hangar No. 5)

Wood-framed Squadron Hangar No. 5 measures 84.6 by 122.0 feet and rests on a concrete slab foundation (Figure 4-24). The airplane maintenance area in the center of the hangar measures 80.0 by 84.6 feet with sliding hangar doors on the north and south façades. Five closed-arch Warren trusses measuring 80 feet long rest on the interior east and west walls, creating a clear-span interior. Office space is located on the east and west sides of the hangar, and each office space measures 21.0 by 84.6 feet. Dropped below the principal arch roof, a shed roof extends over the office space to the edge of the hangar door pockets. Rain gutters attached to the roof eaves extend beyond the door pockets. Rolled composition material covers the hangar roof. The walls are clad with horizontal lapped wood boards. The north and south façades are each enclosed by eight metal-framed hangar doors exhibiting metal panels on the bottom half and four metal-framed fixed windows with false muntins in the upper half (Figure 4-25). The hangar doors roll open on two separate guides, four on the interior track and four on the exterior track. Both tracks extend into the hangar door pockets on each end of the north and south façades. Although the north façade hangar doors may still be operational, concrete lined planter boxes extend in front of the hangar doors blocking passage. Fenestration on the office spaces includes fixed metal-framed glass windows, metal sliding windows, metal sash windows, glass doors, and sliding glass doors. Four short posts atop a 6-foot wood-clad wall support a box-shaped patio cover extending from the southern end of the east façade to shade the entrance door (Figure 4-26). Four wood beams extend down from the east façade to support a wood slat panel in front of a second entrance door (Figure 4-27). Cut into the west end of the north façade is a single glass door, and an irregularly shaped fixed window is cut into the east end of the north façade.

Figure 4-24 North and west façades of Hangar No. 5 (Building 121), looking southeast.

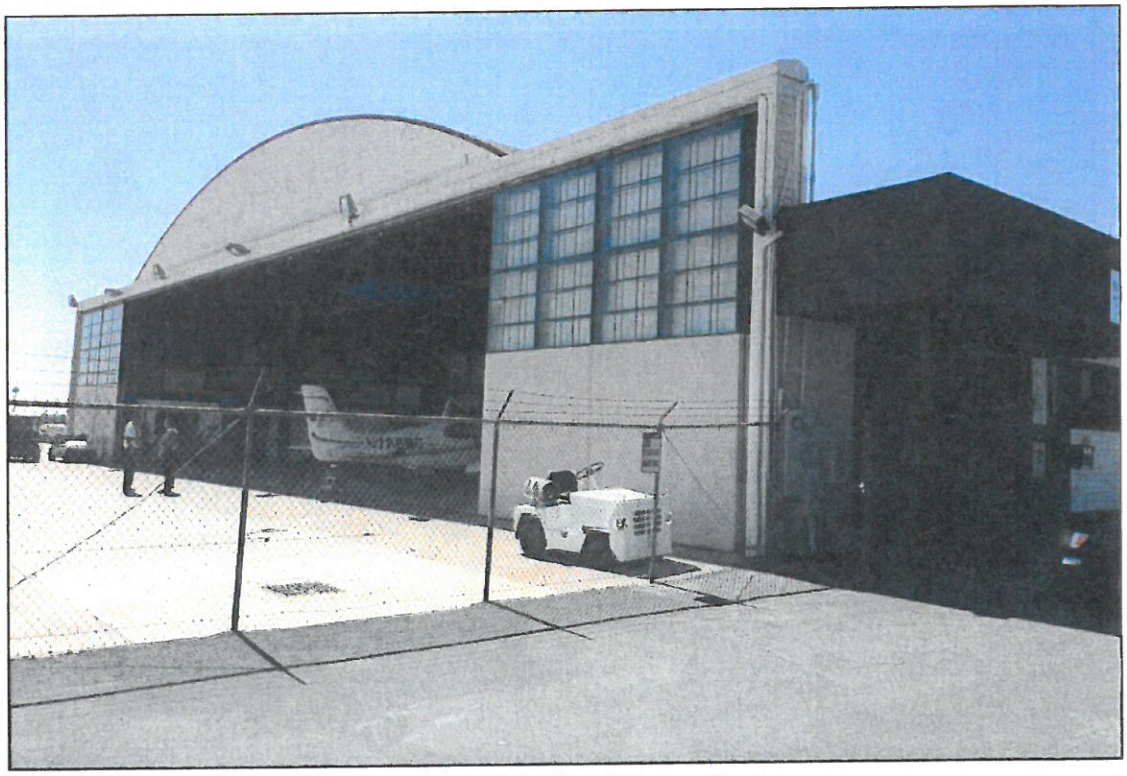


Figure 4-25 Looking northwest at the south façade of Hangar No. 5.

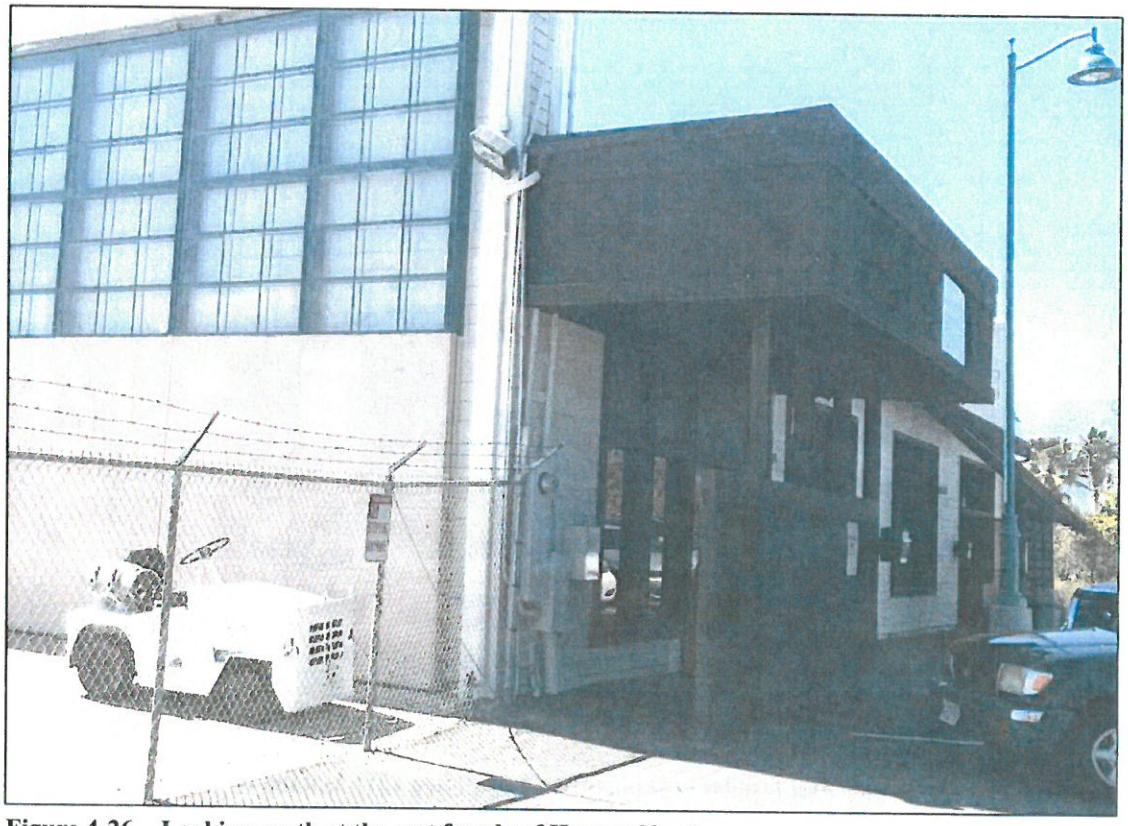


Figure 4-26 Looking north at the east façade of Hangar No. 5.

Figure 4-27 Wood slat panel on the northern end of the east façade of Hangar No. 5 office space.

5
REGULATORY SETTING

The MEA utilizes criteria provided in the CEQA Guidelines, as well as other criteria found in City, state, and federal regulations in determining whether a building, structure, object, or site is a significant historical resource (City of Santa Barbara 2002:50). The pertinent regulatory framework, as it applies to the proposed project, is summarized below.

5.1 CALIFORNIA REGISTER OF HISTORICAL RESOURCES

Section 15064.5(a)(3) of the CEQA Guidelines states that a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the CRHR (Public Resources Code [PRC] Section 5024.1; Title 14 California Code of Regulations [CCR] Section 4852), including the following:

> (1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
>
> (2) Is associated with the lives of persons important in our past;
>
> (3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
>
> (4) Has yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one or more of the significance criteria, the resource must retain enough of its historic character or appearance to be recognizable as a historical resource and to convey the reason for its significance (Office of Historic Preservation [OHP] 2014). This is evaluated by examining seven aspects of integrity, which are defined as follows:

> Location is the place where the historic property was constructed or the place where the historic event occurred. . . .
>
> Design is the combination of elements that create the form, plan, space, structure, and style of a property. . . .
>
> Setting is the physical environment of a historic property. . . .
>
> Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. . . .
>
> Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. . . .
>
> Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. . . .

> Association is the direct link between an important historic event or person and a historic property. . . [National Park Service 1997:44–45].

Resource "integrity is based on significance: why, where, and when a property is important" (National Park Service 1997:45). Only after significance is fully established is the issue of integrity addressed. Ultimately, the question of integrity is answered by whether or not the property is able to communicate those aspects for which it is significant.

5.2 CITY LANDMARKS AND STRUCTURES OF MERIT

The criteria for evaluating significance of Historic Structures/Sites are found in the City *Master Environmental Assessment Guidelines for Archaeological Resources and Historic Structures and Sites* (City of Santa Barbara 2002:51–54).

> The City of Santa Barbara MEA defines significant historic resources to include, but not be limited to, the following:
>
> 1. Any structure, site or object designated on the most current version of the following lists:
> a. National Historic Landmarks
> b. National Register of Historic Places
> c. California Register of Historical Landmarks
> d. California Register of Historical Resources
> e. City of Santa Barbara Landmarks
> f. City of Santa Barbara Structures of Merit
>
> 2. Selected structures that are representative of particular architectural styles including vernacular as well as high styles, architectural styles that were popular fifty or more years ago, or structures that are embodiments of outstanding attention to architectural design, detail, materials, or craftsmanship.
>
> 3. Any structure, site or object meeting any or all the criteria established for a City Landmark and a City Structure of Merit, as follows:
> a. Its character, interest or value as a significant part of the heritage of the City, the State, or the Nation;
> b. Its location as the site of a significant historic event;
> c. Its identification with a person of persons who significantly contributed to the culture and development of the City, the State, or the Nation;
> d. Its exemplification of a particular architectural style or way of life important to the City, the State, or the Nation;
> e. Its exemplification as the best remaining architectural type in its neighborhood;
> f. Its identification as the creation, design or work of a person or persons whose effort has significantly influenced the heritage of the City, the State, or the Nation;

g. Its embodiment of elements demonstrating outstanding attention to architectural design, detail, materials, or craftsmanship;

h. Its relationship to any other landmark if its preservation is essential to the integrity of that landmark;

i. Its unique location or singular physical characteristic representing an established and familiar visual feature of a neighborhood;

j. Its potential of yielding significant information of archaeological interest;

k. Its integrity as a natural environment that strongly contributes to the well-being of the people of the City, the State, or the Nation [Santa Barbara Municipal Code 22.22.040].

4. Any structure, site or object meeting any or all the criteria provided for the National Register of Historic Places and the California Register of Historical Resources list.

5. Any structure, site, or object associated with a traditional way of life important to an ethnic, national, racial, or social group, or to the community at large; or illustrates the broad patterns of cultural, social, political, economic, or industrial history.

6. Any structure, site, or object that conveys an important sense of time and place, or contributes to the overall visual character of a neighborhood or district.

7. Any structure, site, or object able to yield information important to the community or is relevant to historical, historic archaeological, ethnographic, folkloric, or geographical research.

8. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record [Title 14, California Code or Regulations (CCR), Chapter 3, Section 15064.5(a)(3)].

Based on the properties' association with aviation, the significance and eligibility of the eight buildings evaluated as a result of this study were considered for inclusion in the CRHR following the guidance provided in *Guidelines for Evaluating and Documenting Historic Aviation Properties* (Milbrooke et al. 1998). Aspects of the proposed future development at the airport, identified in the draft Master Plan, were analyzed to determine whether they had the potential to cause an adverse change in the significance of historical resources considered eligible for listing on the CRHR or a local register (Coffman Associates 2013).

6
ELIGIBILITY EVALUATION

The following sections present the significance, integrity, and eligibility evaluation of eight buildings at the SBA in reference to the four criteria of the CRHR and the criteria established by the City in the MEA. These properties represent two different themes in the developmental history of the city, county, and airport: early aviation (1928–1942) and World War II mobilization (1942–1946). Other historical buildings and structures present at the airport are not evaluated in this study but are discussed in *Determinations of Eligibility for Historic Resources at the Santa Barbara Municipal Airport* prepared by San Buenaventura Research Associates (Triem and Stone 1995).

6.1 GENERAL WESTERN AERO CORPORATION HANGARS

These two airplane hangars, Buildings 248 and 249, were constructed together to support the General Western Aero Corporation when the company relocated its airplane factory to the fledgling Santa Barbara-Goleta Airport. The companion hangars, built alongside machine shops and an administration building, are located approximately 100 feet apart and are of the same design. None of the other buildings remain. As the hangars share a common history, the following significance evaluation summary considers both buildings together.

6.1.1 Association with Important Historical Events and Trends

To be eligible under CRHR Criterion 1, a resource must be associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Constructed in 1931 by General Western Aero Corporation, the two airplane hangars represent the first permanent buildings at the airport site. From 1931 to 1933, the west hangar was home to the airplane factory, while the east hangar served as a flight school and airplane repair shop. Based on the U.S. Civil Aircraft Register, General Western manufactured four P-2S Meteor airplanes for private sale while operating at the Goleta airport (Golden Years of Aviation 2014:43). In a letter dated August 9, 1933, General Western Aero Corporation offered the City of Santa Barbara its airport facilities, including a 3,000-foot-long runway, a 2,400-foot-long cross-runway, three hangars, administration building, and three restrooms for use as the Santa Barbara Municipal Airport (Vremsak 1933). The corporation filed for bankruptcy 2 months later due to financial problems associated with the lack of sales during the Great Depression. Although the other associated buildings are no longer present, the General Western hangars are the oldest buildings remaining at the airport.

In a 1980 interview, past Santa Barbara Mayor Patrick Mayer stated that the City of Santa Barbara was to receive funds from the Civil Aeronautics Authority for development of an airport largely because the city already had an established airport and the coastal location was suitable for defense purposes (Ackerman 1984:17–18). With federal funding approved, the City just needed to purchase the land. In February 1941, the voters of Santa Barbara passed a $149,000 bond issue in support of the airport development, but the land acquisition took several months to

complete. In the intervening time, the federal government increased the airport's construction funding to a total of $902,400 that was to support runway paving and a runway extension to meet military standards. On June 30, 1942, the City and the U.S. government entered into a lease for 580 acres of airport land for use as a Marine Corps air station. The Marine Corps' use of the airfield set the stage for the modernization of the airport in the 1950s and 1960s.

The General Western hangars served as two of the founding buildings of the Santa Barbara-Goleta Airport. Constructed in 1931, the hangars housed the General Western Aero Corporation for 2 years. Beginning in 1936, United Airlines and the Santa Barbara Flying Service utilized the hangars. During the City of Santa Barbara's pursuit of federal funding for the expansion of the airport, the existence of an established airport (the presence of the hangars and runways) enhanced the City's solicitation. The new investments in the airport led United Airlines to sign a long-term lease and to construct a passenger terminal building. Use of the airport by the Marine Corps resulted in improved runways and construction of well over 100 buildings and structures at the airport, which the City acquired following the end of World War II. The General Western hangars played a pivotal role in the incremental development of aviation at the SBA. As such, the subject hangars are associated with events that have made a significant contribution to the broad patterns of California aviation history and appear to be significant under CRHR Criterion 1.

6.1.2 Association with Important Individuals

To be eligible under CRHR Criterion 2, a resource must be associated with the lives of persons important in our past. This applies to properties associated with individuals whose specific contributions to history can be identified and documented.

The General Western hangars are most directly associated with General Western owners Albin Peterson and Louis F. Vremsak. Founded in 1929, the General Western Aero Corporation operated for 2 years in Burbank, California, and for less than 2 years at the Santa Barbara-Goleta Airport. The corporation manufactured their first two Meteor airplanes in Burbank and the last four Meteor airplanes in the west hangar in Goleta. The corporation filed for bankruptcy in 1933 due to financial problems associated with the lack of sales during the Great Depression. Their product, the Meteor airplane, does not appear to have made any significant contributions to the aviation industry. The hangars are also associated with Burton and Jessie Bundy, owners and operators of the Santa Barbara Flying Service which conducted business from the hangars from 1936 to 1942 and again after the war from 1946 to 1961. No relevant biographical information was located regarding Albin Peterson, Louis F. Vremsak, Burton and Jessie Bundy, or the Santa Barbara Flying Service. It does not appear that the General Western hangars are associated with the lives of persons important in our past and as such do not appear to be significant under CRHR Criterion 2.

6.1.3 Distinctive Architecture or Artistic Value

To be eligible under CRHR Criterion 3, a resource must (1) embody the distinctive characteristics of a type, period, or method of construction, or (2) represent the work of an important creative individual, or (3) possess high artistic values.

The General Western hangars are vernacular in style and utilitarian in use. The subject hangars do not exhibit any innovative manufacturing features associated with the airplane factory or its

subsequent uses. Several examples of airplane hangars constructed between 1918 and 1936 are present in California, including three hangars at Rockwell Field, San Diego; three hangars at Presidio of San Francisco; and several hangars at McClellan Airfield in Sacramento. The subject hangars are a variation of common aircraft shelter type and do not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of an important creative individual, or possess high artistic values. As such the General Western hangars do not appear to be significant under CRHR Criterion 3.

6.1.4 Potential to Yield Important Information

To be eligible under CRHR Criterion 4, the property would need to have potential to yield information important in prehistory or history. This criterion is often applied to archaeological sites, but may be applied to buildings or structures if they contain information that would not be available by any means other than studying the buildings or structures themselves. As explained above, the General Western hangars appear to be utilitarian in construction, materials, and design. Information about such buildings, structures, and their construction techniques are amply available from both published and unpublished sources. Therefore the General Western hangars do not appear to be significant under CRHR Criterion 4.

6.1.5 Integrity Assessment

Integrity of the General Western hangars was assessed with reference to the seven aspects of integrity defined above in Section 5.1. California Office of Historic Preservation Technical Assistance Series #6 explains: "integrity is the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance" (OHP 2014:2).

- The General Western hangars remain in their original location and therefore retain integrity of location.
- The structural design, including the building shape, clear-span interior, and fenestration pattern, remains mostly in place, allowing the hangars to retain integrity of design.
- Although the hangars remain within the boundaries of the airport property, airport activities have shifted closer to the runways and consequently away from the older hangars. Additionally, the two-story administration building constructed as a companion to the hangars was removed between 1983 and 1987. The administration building with its observation balcony played a significant role in the history of the early airport and greatly assisted in conveying the early aviation history of the site. The loss of the administration building and the shifting of airport activities reduce the integrity of setting.
- To possess integrity of materials "a property must retain the key exterior materials dating from the period of its historic significance" (National Park Service 1997:45). Both hangars retain their original structural timbers, exterior sheet metal cladding, and fenestration. It is possible that some of the roofing sheet metal has been replaced as needed with like materials. Locations where additions have been removed are

enclosed with plywood and the original sheet metal has been lost. Fenestration appears to remain in its original arrangement with the exception of the north façade addition on the west hangar where the windows were simply moved north with the original wall. This addition occurred during the period of significance and does not diminish this aspect of integrity. As most of the original materials remain, the hangars retain integrity of materials.

- The workmanship of the hangars is most prominently displayed in the structural framing that creates the arched roof and clear-span interior essential to its use as an airplane hangar. As the physical evidence of period craftsmanship is present, the hangars retain integrity of workmanship.

- Based on historical photographs, the hangars appear much like they did from 1931 to 1936, albeit lacking the administration building. Remnants of the original signage are still visible over the large hangar doors. These physical characteristics allow the hangars to convey the historic character of the property. The hangars retain integrity of feeling.

- The hangars retain the physical features that convey their historical character and association with early aviation activities in Santa Barbara County. As such, the hangars retain integrity of association.

Although the setting of the General Western hangars has been altered, a historical contemporary would recognize the buildings as they exists today. Due to the loss of the associated administration building and the shifting of airport activities, the buildings suffer a moderate loss of integrity of setting, but overall the hangars retain good integrity of location, design, materials, workmanship, feeling, and association.

6.1.6 California Register of Historical Resources Eligibility Evaluation

As the buildings retain historic integrity, the General Western hangars appear to be eligible for listing in the CRHR under Criterion 1 for their association with events that have made a significant contribution to the broad patterns of California's aviation history. The period of significance is 1931–1942, covering the time the hangars served as an airplane factory, flying school, host to United Airlines, and contributor to the incremental development of aviation at the Santa Barbara Airport. Further, the General Western hangars also appear to be eligible for listing in the NRHP under Criterion A for their association with events that have made a significant contribution to the broad patterns of aviation history (Morlet and Hamilton 2014:48).

6.1.7 City of Santa Barbara Landmark Eligibility Evaluation

As the General Western hangars appear to be eligible for listing on the NRHP and CRHR, the hangars are also eligible for listing as City Landmarks under the following City Criteria:

3a. Its character, interest or value as a significant part of the heritage of the City, the State, or the Nation; and

3e. Its exemplification as the best remaining architectural type.

4. Any structure, site or object meeting any or all the criteria provided for the National Register of Historic Places and the California Historical Landmark list.

The General Western hangars are currently listed as Potential Historic Resources for the City.

6.2 MARINE CORPS AIR STATION GOLETA BUILDINGS

The subject MCAS squadron hangars (Buildings 261, 267, 309, and 317) and storehouse (Building 268) were completed under the initial construction contract for the MCAS in 1943. A fifth squadron hangar (Building 121) was completed under a second construction contract in 1944. As the MCAS hangars and storage building share a common history, the following significance evaluation summary considers the six buildings together.

6.2.1 Association with Important Historical Events and Trends

To be eligible under CRHR Criterion 1, a resource must be associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Following United States entry into World War II in 1941, Southern California became an important training ground and staging area for the Pacific Theater of operations. During World War II, the 11th Naval District oversaw 74 facilities in Southern California and eastward into Arizona, New Mexico, and Clark County, Nevada. In February 1942, the Commandant of the 11th Naval District requested the lease of the Santa Barbara Airport for naval aviation purposes. In June, construction began on the station and marines started to arrive. On July 24, 1942, MCAS Goleta was officially authorized to organize. Lt. Col. Livingston B. Stedman Jr. headed the air station and the headquarters squadron. The station was formally commissioned on December 4, 1942.

Between June 1942 and May 1943, the U.S. Navy oversaw the construction of 103 buildings on the 1,471-acre base. The housing and recreation area initially included a total of 48 buildings constructed on the mesa area south of the airfield. The operational facilities initially included 55 buildings located on both sides of Hollister Avenue, north of the airfield. Together, the housing and recreation area and the operational facilities area added more than 100 buildings before the station closed in 1946. Most of the housing and recreation area was given to establish the University of California, Santa Barbara in 1948, while the operational facilities were given to the City of Santa Barbara for use as a municipal airport in 1949.

The operational facilities formed five divisions: headquarters, public works, aircraft maintenance, transportation, and squadron training. Each division had it own operational buildings. In 1943, the station included four squadron training divisions, and a fifth division was added in 1944. Identified by its assigned hangar, each squadron training division included six buildings: hangar, headquarters, paint and oil building, firehouse and armory, and two squadron storehouses. These buildings were grouped together surrounding each squadron hangar and functioned as a training unit.

MCAS Goleta "trained airmen in aircraft carrier landing, navigation, close combat support, communications, survival, torpedo bombing, and land bombing" (Triem and Stone 1995:10). Classrooms and ready rooms were located in the squadron headquarters buildings. The

storehouses, now identified as storage buildings, were used as offices and for light maintenance activities. Squadron crews "trained solely on one aircraft for a period of 3–5 months, then shipped overseas and were replaced by fresh recruits and aircraft. Anywhere from three to five squadrons might be stationed at the base at any given time" (Triem and Stone 1995:10). Aircraft were generally stored outdoors on the ramps, with three to five squadron hangars dedicated to light maintenance of a specific type of aircraft. The exact training purpose of the paint and oil building and firehouse/armory is unknown, although use can be inferred from the building names.

During the rapid military mobilization for World War II, the U.S. Navy constructed five air stations in California: Goleta, El Centro, El Toro, Mojave, and Camp Pendleton. Squadrons deployed from the California air stations served throughout the Pacific Theatre of the war on Navy carriers and bases. Based on station acreage, number of buildings constructed, and serviceman capacity, MCAS Goleta appears to be the smallest of the five stations. During World War II, the El Toro station was the largest MCAS on the West Coast, and Camp Pendleton served as the West Coast headquarters of all Marine Corps activities (JRP 2000:212; Sherrod 1987:441;). Specialized airman training occurred at several different stations. For example, the El Centro and Mojave stations provided training on rocket firing, and airmen practiced landing on real carriers stationed at Naval Air Station North Island (Sherrod 1987:330). Background research did not identify any notable training activities or innovations in ground or air combat developed at MCAS Goleta, or other historically important activities of significance that would distinguish the station in comparison to the other four air stations in California.

Participation in World War II clearly represents a defining period in national and state history, and its economic, political, and social effects were far reaching, affecting every facet of American life. However, given the large number of properties associated with World War II and with the training of troops, not every associated property is necessarily individually historically significant. Although MCAS Goleta made important contributions to the war effort, the station does not appear to be directly involved with significant events associated with World War II or with events that have made a significant contribution to the broad patterns of California's history and cultural heritage. As such, the MCAS squadron hangars (Buildings 121, 261, 267, 309, and 317) and storehouse (Building 268) do not appear to be significant under CRHR Criterion 1.

6.2.2 Association with Important Individuals

To be eligible under CRHR Criterion 2, a resource must be associated with the lives of persons important in our past. This applies to properties associated with individuals whose specific contributions to history can be identified and documented.

During the 5 active years of MCAS Goleta, thousands of Marines worked and trained at the station. Fighter squadrons appear to have moved between bases to receive specialized training or for reorganization. At this time it does not appear that any specific individuals can be identified as having achieved importance during their time at MCAS Goleta. As such, the MCAS squadron hangars (Buildings 121, 261, 267, 309, and 317) and storehouse (Building 268) do not appear to be significant under CRHR Criterion 2.

6.2.3 Distinctive Architecture or Artistic Value

To be eligible under CRHR Criterion 3, a resource must (1) embody the distinctive characteristics of a type, period, or method of construction, or (2) represent the work of an important creative individual, or (3) possess high artistic values.

The MCAS squadron hangars (Buildings 121, 261, 267, 309, and 317) and storehouse (Building 268), together with their companion squadron buildings, were used to train Marine Corps airmen during World War II. *Completion Report: Construction of Marine Corps Air Station Goleta, California*, states that "the buildings [for MCAS Goleta] were redesigned by the Architect-Engineers from plans prepared by the 11th Naval District for the El Centro Marine Corps Air Station" (Kistner et al. 1943:1). The redesign was necessary due to site conditions and the availability of building materials. The Navy's Bureau of Yards and Docks designed the buildings for MCAS El Centro. The MCAS Goleta squadron hangars appear to be a modification of the Navy standard design plan HANG-N-A, further described as an arched aircraft hangar. The design plan name for the storehouse (storage building) is unknown.

Designed and constructed as temporary buildings, the wood-framed, wood-clad buildings were intended to be demolished after the war. John Garner (1993:82, 84) explains in his study, *World War II Temporary Military Buildings: A Brief History of the Architecture and Planning of Cantonments and Training Stations in the United States*, that the buildings were considered temporary due to the quality of available construction labor and condition of available building materials which included cellulose materials and asphaltic roofing that required regular upkeep as opposed to the concrete and steel constructed buildings the military considered as permanent facilities. Garner further adds that the temporary buildings were not insulated, possessed no interior sheathing, and had a fire-rating of less than 10 minutes. Modern refurbishment of these buildings improved the "temporary" qualities and allowed many wood-framed World War II buildings to remain in use.

The 1986 Programmatic Memorandum of Agreement (MOA) between the Department of Defense, the Advisory Council on Historic Preservation, and the National Conference of State Historic Preservation Officers stipulated that following execution of a Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) documentation program and development of Historic Preservation Plans for select examples of building types or groups, the Department of Defense could demolish all World War II temporary buildings without further review. The HABS/HAER documentation program required the preparation of a narrative overview of World War II military construction establishing the overall historic context and construction characteristics of each major type of building; documentation of one example of all major building types with drawings, photographs, and appropriate explanatory data; and submission of all documentation to the Library of Congress. However, a review of the HABS/HAER documentation available at the Library of Congress did not identify documentation of the subject hangar design. Additionally, the Garner report prepared to partially fulfill the requirements of the Programmatic MOA does not include the HANG-N-A H design. Documentation of the storage building (storehouse type) is available at the Library of Congress.

In 2000, *California Historic Military Buildings and Structures Inventory* (Foster Wheeler and Mikesell 2000a:3-8) identified a total of 48 hangars located at airfield facilities as California

military historic properties. Of these, 20 are located on Navy installations. Cultural Resources staff at the Naval Facilities Engineering Command (NAVFAC) Southwest maintain that hundreds of World War II military buildings, including many airplane hangars, remain in California but acknowledged that none of the known Navy hangars match the design found at the Santa Barbara Airport (Smith 2014; Yatsko 2014).

The MCAS squadron hangars appear to be an example of Navy-designed buildings modified by contracted architects to shorten construction time and allow work with available building materials. Modification of plans was common throughout rapidly constructed military installations due to time constraints and materials restrictions placed on managing architects within government contracts. The MCAS squadron hangars clearly illustrate the distinctive characteristics of the type, but most variations of airplane hangars share similar structural systems, clear-span interiors, door pockets, interior office space, and fenestration. Furthermore, the subject hangars are quite utilitarian, reflecting their rapid construction as compared with other World War II period hangars that exhibit finished interiors, two-story offices between the door pockets, enclosed door pockets, exterior finishes that reflect current architectural styles such as Spanish Colonial Revival, and modified designs to accommodate special aircraft, such as seaplane or lighter-than-air (dirigible) hangars.

For a building to represent an important example of its type, the building must

> represent the variation, evolution, or transition of construction types, it must be demonstrated that the variation, etc., was an important phase of the architectural development of the area or community in that it has an impact as evidenced by later buildings. A property is not eligible, however, simply because it has been identified as the only such property ever fabricated; it must be demonstrated to be significant as well [NPS 1997:18].

The MCAS squadron hangars do not appear to represent an important example of their type. No evidence was located to suggest that the hangars were an important variation, evolution, or transition of the type or that the hangars had an impact on later designs of the type. Further, the hangars do not appear to represent the work of an important creative individual or possess high artistic values.

The storehouse (storage building) is an example of an ancillary building commonly constructed at military installations. The storehouse does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of an important creative individual, or possess high artistic values.

As such the MCAS squadron hangars (Buildings 121, 261, 267, 309, and 317) and storehouse (Building 268) do not appear to be significant for the CRHR under Criterion 3.

6.2.4 Potential to Yield Important Information

To be eligible under CRHR Criterion 4, the property would need to have potential to yield information important in prehistory or history. This criterion is often applied to archaeological sites, but may be applied to buildings or structures if they contain information that would not be available by any means other than studying the buildings or structures themselves.

The 1986 Programmatic MOA between the Department of Defense, the Advisory Council on Historic Preservation, and the National Conference of State Historic Preservation Officers specifies that following execution of a HABS/HAER documentation program and development of Historic Preservation Plans for select examples of building types or groups, the Department of Defense could demolish all World War II temporary buildings without further review. As a result of the documentation program, information about many military-constructed World War II buildings, structures, and their construction techniques are available from published sources. Additional unpublished sources such as cultural resource studies prepared for statewide military inventories and specific military installations provide additional information on World War II military buildings, structures, and their construction techniques. Although documentation of the subject hangar design was not located, HABS documentation for several military-constructed World War II hangars is available for review at the Library of Congress. Many variations of airplane hangars share similar structural systems, clear-span interiors, door pockets, interior office space, and fenestration. Therefore it does not appear that the MCAS squadron hangars (Buildings 121, 261, 267, 309, and 317) and storehouse (Building 268) would provide information that is not available by other means and as such do not appear to be significant under CRHR Criterion 4.

6.2.5 California Register of Historical Resources Eligibility Evaluation

The MCAS squadron hangars (Buildings 121, 261, 267, 309, and 317) and storehouse (Building 268) do not appear to be significant under CRHR Criteria 1, 2, 3, or 4. As such the buildings do not appear to be eligible for inclusion in the CRHR.

6.2.6 City of Santa Barbara Landmark/Structure of Merit Eligibility Evaluation

The MCAS squadron hangars and storehouse are assessed below for eligibility as City Landmarks or Structures of Merit.

1. The hangars and storehouse are not designated on the following lists: National Historic Landmarks, National Register of Historic Places, California Registered Historical Landmarks, California Register of Historical Resources, City of Santa Barbara Landmarks, or City of Santa Barbara Structures of Merit. The hangars and storehouse do not appear to be significant under City Criterion 1.

2. The hangars are representative examples of the kind of Navy-designed buildings modified by contracted architects to shorten construction time and work with available building materials during the rapid construction of military installations during World War II. Due to alterations, the storehouse is not a good example of the architectural style. While the storehouse does not appear to be significant under City Criterion 2, the hangars do appear to be significant under City Criterion 2.

3a. The hangars and the storehouse are significant for their contributions to the continuing development of the Santa Barbara Airport. The MCAS Goleta buildings allowed the airport to continue operating and expand into new commercial uses after World War II without the need for new facilities, creating value as a significant part of the heritage of the City. The hangars and storehouse as a group appear to be significant under City Criterion 3a.

3b. The hangars and storehouse are not the location of a significant event. The hangars and storehouse do not appear to be significant under City Criterion 3b.

3c. The hangars and storehouse do not appear to be associated with a person or persons who significantly contributed to the culture and development of the city, state, or nation. The hangars and storehouse do not appear to be significant under City Criterion 3c.

3d. The hangars are representative examples of the kind of Navy-designed buildings modified by contracted architects to shorten construction time and work with available building materials during the rapid construction of military installations during World War II. Due to alterations, the storehouse is not a good example of the architectural style. While the storehouse does not appear to be significant under City Criterion 3d, the hangars do appear to be significant under City Criterion 3d.

3e. The hangars are the only remaining examples of the modified World War II Navy-designed arched aircraft hangar in the city of Santa Barbara. The subject storehouse is not the best remaining example of its architectural type at the airport. While the storehouse does not appear to be significant under City Criterion 3e, the hangars do appear to be significant under City Criterion 3e.

3f. The hangars and storehouse are not identified as the creation, design, or work of a person or person whose effort has significantly influenced the heritage of the city, state, or nation. The hangars and storehouse do not appear to be significant under City Criterion 3f.

3g. The hangars and storehouse do not embody elements demonstrating outstanding attention to architectural design, detail, materials, or craftsmanship. The hangars and storehouse do not appear to be significant under City Criterion 3g.

3h. The hangars and the storehouse do not have sufficient proximity to another landmark to make their preservation essential to the integrity of the landmark. The hangars and storehouse do not appear to be significant under City Criterion 3h.

3i. The hangars are visible from almost every location on the airport property. The hangars represent an established and familiar visual feature of the airport. Surrounded by three modern hangars, the storehouse is mostly blocked from view and is not an established and familiar visual feature of the airport. While the storehouse does not appear to be significant under City Criterion 3i, the hangars do appear to be significant under City Criterion 3i.

3j. It does not appear that the hangars and storehouse will yield significant information of archaeological interest. The hangars and storehouse do not appear to be significant under City Criterion 3j.

3k. The hangars and storehouse do not possess integrity as a natural environment that strongly contributes to the well-being of the people of the city, state, or nation. The hangars and storehouse do not appear to be significant under City Criterion 3k.

4. The MCAS squadron hangars (Buildings 121, 261, 267, 309, and 317) and storehouse (Building 268) do not appear to be significant under NRHP Criterion A, B, C, or D and, therefore, are not eligible for inclusion in the NRHP (Morlet and Hamilton 2014:49–53). Based on this study, the hangars and the storehouse do not appear to be eligible for listing on the CRHR. The hangars and storehouse do not appear to be significant under City of Santa Barbara City Criterion 4.

5. The hangars and the storehouse illustrate the broad patterns of political and economic history through their contributions to the continuing development of the Santa Barbara Airport. The hangars and storehouse appear to be significant under City Criterion 5.

6. The hangars contribute to the overall visual character of the airport. The storehouse is mostly blocked from view and does not contribute to the overall visual character of the airport. While the storehouse does not appear to be significant under City Criterion 6, the hangars do appear to be significant under City Criterion 6.

7. The hangars and the storehouse will not yield information relevant to historical, historic archaeological, ethnographic, folkloric, or geographical research. The hangars and storehouse do not appear to be significant under City Criterion 7.

8. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record (14 CCR 15064.5[a][3]). As the buildings appear to meet several criteria established in the MEA, the hangars and storehouse appear to be significant under City Criterion 8.

6.2.6.1 Integrity Assessment

Integrity of the MCAS squadron hangars and storehouse is assessed with reference to the seven aspects of integrity defined above in Section 5.1. As California Office of Historic Preservation Technical Assistance Series #6 explains: "integrity is the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance" (OHP 2014:2).

- The MCAS hangars and storehouse remain in their original location and therefore retain integrity of location.

- The structural design, including the building shape and clear-span interior, remain unaltered in all five hangars. The fenestration patterns on Hangar No. 4 and No. 5 have been significantly altered on the office sides with full-height glass windows and doors. Both hangars also exhibit landscaping and shading additions to the office sides, which alter the design of the subject elevations. Squadron Hangars No. 1, No. 2, and No. 3 retain good integrity of design while Squadron Hangars No. 4 and No. 5 suffer a diminished integrity of design. The storehouse retains its basic shape, but the

fenestration pattern of the front (east) facade is significantly altered. The removal of two large doors and the addition of new openings diminish integrity of design for the storehouse.

- All five hangars and the storehouse remain within the boundaries of the airport, are adjacent to the airfield, and are engaged in airport-related activities. Except for Hangar No. 5, which is surrounded by newer buildings and an adjacent parking lot, buildings constructed during World War II surround each of the other hangars. Some infill elements, including new storage buildings, T-hangars, a control tower, and larger airplane hangars, mix with the renovated military buildings. Due to the amount of infill and loss of several World War II buildings, the property has experienced some loss of setting, but overall the airport property retains moderate integrity of setting.

- To possess integrity of materials, "a property must retain the key exterior materials dating from the period of its historic significance" (National Park Service 1997:45). All five hangars and the storehouse appear to retain their original timber framing and exterior wood cladding. Squadron Hangars No. 1, No. 2, and No. 4 retain their original hangar doors. Hangar No. 3 and the south façade of Hangar No. 5 exhibit completely new materials on the hangar doors. Squadron Hangars No. 1 and No. 3 exhibit all new sash windows on the office sides, although the windows appear to match the original size and orientation. Hangar No. 2 has a few replacement sash windows on the south office façade, but they appear to match the original size and orientation. Squadron Hangars No. 4 and No. 5 exhibit completely altered fenestration patterns on the office sides in the form of full-height glass windows and doors. The storehouse exhibits metal sliding windows, removal of large doors, relocation of one large door, and two shed-roof additions that significantly alter the main (east) facade.

  Squadron Hangars No. 1 and No. 2 retain good integrity of materials. Hangar No. 3 retains moderate integrity of materials as the replacement windows and doors appear to match the original fenestration. Additions and fenestration alterations on the Storehouse and Squadron Hangars No. 4 and No. 5 significantly reduce integrity of materials for the two hangars.

- The workmanship of the hangars is most prominently displayed in the structural framing that creates the arched roof and clear-span interior essential to its use as an airplane hangar. As the physical evidence of period craftsmanship is present, the hangars retain integrity of workmanship.

- Based on historical photographs, Squadron Hangars No. 1, No. 2, and No. 3 appear much like they did from 1943 to 1946. Unless observed up close, the replacement hangar doors on Hangar No. 3 appear similar to the originals. Physical characteristics such as the building shape, hangar doors, and office space fenestration pattern allow the hangars to convey the historic character of the buildings. Squadron Hangars No. 1, No. 2, and No. 3 retain integrity of feeling. Additions and fenestration

alterations on the Storehouse and Squadron Hangars No. 4 and No. 5 reduce integrity of feeling for the two hangars.

- Squadron Hangars No. 1, No. 2, and No. 3 retain the physical features that convey its historical character and association with World War II aviation activities. As such, Squadron Hangars No. 1, No. 2, and No. 3 retain integrity of association. Additions and fenestration alterations on the Storehouse and Squadron Hangars No. 4 and No. 5 reduce integrity of association for those buildings.

Due to design alterations and loss of integrity of design, materials, feeling, and association, the MCAS Storehouse and Squadron Hangars No. 4 and No. 5 do not appear to retain sufficient integrity to convey their significance. Although airport infill has minimally reduced integrity of setting, overall Squadron Hangars No. 1, No. 2, and No. 3 retain good integrity of location, design, materials, workmanship, feeling, and association.

As Squadron Hangars No. 1, No. 2, and No. 3 (Buildings 317, 309, and 267) retain integrity, the buildings appear to be eligible for listing as Structures of Merit under City Criteria 2, 3a, 3d, 3e, 3i, 5, 6, and 8 for their contributions to the development of the airport and as examples of their architectural type. As such, Squadron Hangars No. 1, No. 2, and No. 3 (Buildings 317, 309, and 267) are historical resources for the purposes of CEQA. As the buildings are proposed for removal in the Master Plan, the following chapter analyzes the project's potential to have a significant impact on cultural resources and provides mitigation recommendations.

7
ASSESSMENT OF IMPACTS AND RECOMMENDATIONS

Section V of Appendix G of the CEQA Guidelines, the Environmental Checklist Form, poses questions designed to identify substantial evidence of potential impacts on cultural resources, which frame the impact assessment methodology used in this analysis. The proposed project would have a significant impact on historical resources if it would:

a) Cause a substantial adverse change in the significance of an historical resource as defined in § 15064.5.

b) Cause a substantial adverse change in the significance of a unique archaeological resource as defined in § 15064.5.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature.

d) Disturb any human remains, including those interred outside of formal cemeteries.

The current study focuses upon assessing the potential for an adverse change in the significance of the General Western hangars (Buildings 248 and 249) and MCAS Squadron Hangars No. 1, No. 2, and No. 3 (Buildings 317, 309, and 267), all of which are considered historical resources for the purposes of CEQA. This study does not involve any archaeological or paleontological resources, geological features, or human remains.

7.1 THRESHOLDS FOR DETERMINING IMPACTS

The significance of a historical resource, and consequently the severity of any impacts, is determined by whether or not that resource meets the significance criteria outlined in the CEQA Guidelines and City MEA, as described in Chapter 5. A project is judged to have a significant effect on the environment if it may cause a substantial adverse change in the characteristics of a historical resource that convey its significance or justify its eligibility for inclusion in the CRHR or a local register, either through demolition, destruction, relocation, alteration, or other means (CEQA Guidelines Section 15064.5[b]). Direct impacts may occur by:

1. Physically damaging, destroying, or materially altering all or part of the resource;

2. Altering characteristics of the surrounding environment that contribute to the resource's significance;

3. Neglecting the resource to the extent that it deteriorates or is destroyed; or

4. The incidental discovery of cultural resources without proper notification.

Removal, demolition, or alteration of historical resources can directly impact their significance by destroying the historic fabric of an archaeological site, structure, or historic district. Direct

impacts can be assessed by identifying the types and locations of proposed development, determining the exact locations of cultural resources within the project area, assessing the significance of the resources that may be affected, and determining the appropriate mitigation.

Section 15126.4(b) of the CEQA Guidelines outlines measures to mitigate impacts to historical resources. For architectural resources:

> maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction will be conducted in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (1995), Weeks and Grimmer, the project's impact on the historical resource shall generally be considered mitigated below a level significance and thus is not significant.

The California Office of Historic Preservation (2001:6) states that "in most cases if a project meets the Secretary of Interior's Standards for the Treatment of Historic Properties it can be considered categorically exempt from CEQA (14 CCR § 15331)."

The Secretary of the Interior's Standards for the Treatment of Historic Properties defines four options for the treatment of historic buildings: (1) preservation, (2) rehabilitation, (3) restoration, and (4) reconstruction. Generally:

> Preservation involves the application of measures necessary to sustain the existing form, integrity, and materials of an historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of historic materials and features rather than extensive replacement and new construction. New exterior additions are not within the scope of this treatment [Weeks and Grimmer 1995:17].
>
> Rehabilitation entails making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values [Weeks and Grimmer 1995:61].
>
> Restoration is defined as the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period [Weeks and Grimmer 1995:117].
>
> Reconstruction involves new construction to recreate the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location [Weeks and Grimmer 1995:165].

The Secretary's Standards are not prescriptive, but instead provide general guidelines and are intended to be flexible and adaptable to specific project conditions, including aspects of adaptive use, functionality, and accessibility. The goal is to balance continuity and change and retain historic building fabric to the maximum extent feasible. The National Park Service has compiled a series of bulletins to provide guidance on specific historic preservation topics.

7.2 IMPACTS ANALYSIS AND RECOMMENDED MITIGATION MEASURES

Improvements recommended in the Master Plan identified several buildings that will be removed to meet the goals of the Master Plan. These actions would create significant and unavoidable impacts to historical resources within the airport site. These impacts and proposed mitigation measures are discussed below.

7.2.1 General Western Aero Corporation Hangars

7.2.1.1 Impact

The proposed Master Plan would result in significant and unavoidable impacts to the General Western Aero Corporation hangars (Buildings 248 and 249), historical resources considered eligible for listing on the NRHP and CRHR, and as City Landmarks.

The General Western hangars (Buildings 248 and 249) appear to be eligible for inclusion in the NRHP under Criterion A and CRHR under Criterion 1 for their association with events that have made a significant contribution to the broad patterns of aviation history (Morlet and Hamilton 2014:48). The hangars are also eligible for listing as City Landmarks for their architectural merits. As such Buildings 248 and 249 are historical resources for the purposes of CEQA.

The Master Plan proposes to remove the hangars (Buildings 248 and 249) from the San Pedro Creek floodplain. This action will cause a substantial adverse change in the significance of the historical resources as demolition of all or portions of a historical resource constitutes an irreversible change to the resource. Impacts resulting from the removal of the buildings would be Class I, significant even after mitigations measures are applied. Nonetheless, the following standard regulatory conditions shall be implemented for archival record purposes.

7.2.1.2 Mitigation Measures

The following measures are required prior to issuance of a demolition permit.

1. According to the HABS/HAER Standards, Level I documentation is required for nationally significant buildings and structures. As the General Western hangars appear eligible for listing on the NRHP, HABS Level I documentation shall be prepared for both hangars. HABS Level I documentation includes measured drawings depicting existing or historic condition; photographs with large-format negatives of exterior, interior, and contextual views, and historic views; and written data. The documentation shall be packaged in archival materials and filed with the City of Santa Barbara Community Development Department, Santa Barbara Historical Museum Gledhill Library, and the Library of Congress.

2. Commemoration of the demolished General Western hangars with an enclosed display of text and photographs designed by a City-approved historical consultant on the airport property. As the site is not proposed for redevelopment and is not accessible to the public, the enclosed display shall be placed in a location easily accessible by the public; for example near the old United Airlines terminal building.

The proposed Master Plan only states that the General Western hangars are to be removed from the floodplain. No discussion regarding the future of the hangars is presented. As such, the above impact analysis and mitigation measures are based on the demolition of the hangars. The below impact analysis and mitigation measures are based on the possibility that the SBA may be able to preserve the General Western hangars and relocate the buildings to another site on the airport

7.2.1.3 Alternative Impact

The Master Plan proposes to preserve and relocate the General Western hangars (Buildings 248 and 249). Impacts resulting from the preservation and relocation of the buildings would be reduced to Class II, less than significant with imposed mitigation measures.

7.2.1.4 Alternative Mitigation Measures

In the order specified below the following measures, if approved by the Keeper of the NRHP, will preserve the integrity and eligibility of the historical resources:

1. Nominate the General Western hangars for the NRHP;

2. Mothball the General Western hangars following NPS Preservation Brief 31 (Park 1993) to prevent or limit additional flooding damage;

3. After NRHP listing, and following National Register Federal Program Regulations (1981; 36 CFR 60.14[b]), seek approval to move the General Western hangars off of the floodplain to a location on the SBA property that will preserve the integrity of the historic property; and

4. Consult with interested parties to propose future uses and explore research funding options. Based on proposed uses, determine the best treatment plan to restore, preserve, or rehabilitate the General Western hangars following the Secretary of the Interior's Standards for the Treatment of Historic Properties (Weeks and Grimmer 1995).

7.2.2 Marine Corps Air Station Goleta Buildings

7.2.2.1 Impact

The proposed Master Plan would result in significant and unavoidable impacts to MCAS Squadron Hangars No. 1, No. 2, and No. 3 (Buildings 317, 309, and 267), historical resources considered eligible for listing as City of Santa Barbara Structures of Merit.

MCAS Squadron Hangars No. 1, No. 2, and No. 3 (Buildings 317, 309, and 267) appear to be eligible for listing as Structures of Merit for their contributions to the development of the airport and as the only examples of their architectural type in the city of Santa Barbara. As such, Buildings 317, 309, and 267 are historical resources for the purposes of CEQA.

The Master Plan proposes to:

1. Remove Hangar No. 1 (Building 317) to create more ramp space.

2. Remove Hangar No. 2 (Building 309) to allow for taxiway access to the new T-Hangar facilities.

3. Remove or replace Hangar No. 3 (Buildings 267) to improve fixed base operator facilities.

These actions will cause a substantial adverse change in the significance of the historical resources as demolition of all or portions of a historical resource constitutes an irreversible change to the resource. Impacts resulting from the removal of the buildings would be Class I, significant and unavoidable even after mitigation. Nonetheless, the following standard regulatory conditions shall be implemented for archival record purposes.

7.2.2.2 Mitigation Measures

The following measures are required prior to issuance of a demolition permit.

1. As MCAS Squadron Hangars No. 1, No. 2, and No. 3 appear eligible for listing as City of Santa Barbara Structures of Merit, documentation shall be prepared following City of Santa Barbara Required Documentation of Buildings Prior to Demolition Level I standards. Hangar No. 2 retains the most integrity. As all three hangars are of the same design, it might be best to fully document Hangar No. 2 and document the overall area including views of all three hangars together in their setting.

7.2.2.3 Alternative Impact

The Master Plan proposes to preserve MCAS Squadron Hangars No. 1, No. 2, and No. 3 (Buildings 317, 309, and 267). Impacts resulting from the preservation of the buildings would be reduced to Class II, less than significant with mitigation.

7.3 CONCLUSION

As proposed, the SBA would need to remove five historical resources to accomplish the stated goals of the Master Plan. The removal of the historical resources, the General Western hangars (Buildings 248 and 249) and MCAS Squadron Hangars No. 1, No. 2, and No. 3 (Buildings 317, 309, and 267), will cause a substantial adverse change in the significance of the historical resources as demolition of all or portions of a historical resource constitutes an irreversible change to the resource. Impacts resulting from the removal of the buildings would be Class I, significant and unavoidable, even after mitigation.

The MCAS Squadron Storehouse (Building 268) and Hangars No. 4 and No. 5 (Buildings 261 and 121) do not appear to be eligible for listing on the CRHR or as City Landmarks or Structures of Merit. As such the buildings are not historical resources for the purposes of CEQA and their removal will not constitute a significant impact.

8
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9
KEY PERSONNEL

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APPENDIX A

Historic and Architectural Context

excerpt from
Determinations of Eligibility for Historic Resources at the Santa Barbara Municipal Airport
(Triem and Stone 1995)

Determinations of Eligibility for Historic Resources at the Santa Barbara Municipal Airport

Prepared for:

Science Applications International Corporation
816 State Street, Suite 500
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4 October 1995

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2.0 HISTORIC AND ARCHITECTURAL CONTEXT

An historic context is defined as "an organizing structure for interpreting history that groups information about historic properties which share a common theme, common geographical location, and common time period. The development of historical contexts is a foundation for decisions about the planning, identification, evaluation, registration, and treatment of historic properties, based upon comparative significance." (National Park Service, 1991: IV)

The following historic context for the Santa Barbara Municipal Airport is organized into two sections: the first is a chronological discussion of the historical events related to the founding and development of the airport; the second, an identification of significant historical themes and property types (buildings, structures and objects) related to those themes. These themes and property types will form the primary basis for the evaluations of significance and eligibility occurring in subsequent sections of this report.

2.1 General Background and Overall Context

The history of United States airports began when post-World War I aviation pioneers used surplus military planes for airmail service, and helped create a national interest in air-travel. By the 1930s commercial use, passenger service and the prospects of another war brought an urgency to the need for airports that resulted in massive New Deal investments in aviation. As the world's economic and political instability led to World War II, American political leaders realized the potential role of aircraft as modern weapons of war that could insure national security. This led to a 1950s partnership between the business community and the federal government that was dubbed the "military-industrial complex." Business and government developed a national program using aviation and airports to help win the Cold War and space race. In addition to national security, post World War Two-era prosperity, the development of the federal highway system, and increased social mobility, all contributed to the development of United States airports into major transportation and commercial hubs of the nation. Santa Barbara, and its airport, provides an exemplary example of this national aviation story.

2.2 Developmental Context

2.2.1 Goleta Before Aviation

The Santa Barbara Municipal Airport is located seven miles west of Santa Barbara in Goleta, California. For the 5,000 years prior to its use as an airport, the location had a history of transportation and commercial trade. Local Chumash Indians resided in more than thirty-eight villages that succumbed to Spanish colonialists, then Mexican Californios and finally California's statehood in 1850. Present day occupants of the site include the University of California at Santa Barbara, the Goleta Slough, Goleta County Beach and Park, commercial and industrial businesses and the Santa Barbara Municipal Airport. Although its landscape has changed, the area still serves as a local center for trade and transportation.

Most historians agree that the first European contact came in 1542 when Cabrillo's flagship anchored north of Santa Barbara. They found the slough to be heavily populated with Chumash Indians and capable of offering navigable land-locked anchorage for sea-going vessels. On August 20, 1769 Governor Gaspar de Portola's overland expedition glimpsed the Goleta Valley, and Father Juan Crespi titled the area the *Good Land*. These early explorers quickly realized what the Indians already knew; that the east-west running shoreline offered a semi-tropical climate. They immediately utilized the Pacific Ocean, nine streams, deep soil and mild climate for fishing, agriculture, and as a trade route (Tompkins, 1966: 3-4).

From statehood through the turn of the century, Goletans sought new and better means of transportation and developed a profitable commercial agricultural base. After the floods of 1861-62 silted in the estuary, steamers loaded and offloaded goods from local wharves and transported them inland on Doctor Samuel Brinkerhoff's newly completed San Marcos Road. The area became part of a new transportation system in 1887 when the Southern Pacific Railroad completed tracks through the center of the valley. Ships, trains and wagons now carried citrus, nuts, nursery stock, and vegetables from the Cooper, Hollister, Stow, Campbell, Moore, Sexton and Fairview ranches. Whaling, asphalt mining, and coal oil rounded out the commercial base of the community.

2.2.2 Post World War I – Daredevils and the Search for an Airport: 1918-30

The entire mood of the nation changed between the 1890s and the end of World War I. A pro-business United States government increased its position as a world power and attempted to insure that American industrial goods and agricultural crops would appear in foreign markets. Santa Barbarans felt this rush of nationalism during the arrival of the Great White Fleet in 1906 and through Presidential visits by Harrison, McKinley and Theodore Roosevelt. On the crest of nationalism, industrial revolution, urban growth, modernization, prosperity and progressive ideals, aviation arrived in Santa Barbara.

Santa Barbara's 6,500 residents began to have some contact with aviation by the turn of the century. They read of the Wright Brothers' 1903 historic flight of their heavier-than-air machine, but had not experienced aviation firsthand. Dadier Masson, French barnstormer, provided the community's first encounter when he flew from Hope Ranch to the grounds of the Potter hotel on West Beach in 1911. Lincoln Beachey, another barnstormer, attempted to break the loop-the-loop record over the skies of Santa Barbara in 1914 (Tompkins, 1983: 333).

World War I aviators and their machines captured the imagination of Americans as these new machines of war also began to fulfill the age old desire to soar like the birds. Three brothers, Allan, Malcolm and Victor Loughead (changed to Lockheed in 1934) brought their successful San Francisco Panama-Pacific Exhibition company to Santa Barbara in 1916. Here the brothers built aircraft on State Street near the present-day Californian Hotel and flew Santa Barbara passengers on sight-seeing tours to the Channel Islands in a FB-1 flying boat, partially designed by John K. Northrop. After the United States entered the War in 1917, the company received a contract from Curtiss Aircraft to build three HS2L seaplanes, but only delivered two before the war's end in 1918. Before moving the factory to Burbank, California in 1921, the company put Santa Barbara in the world news by flying King Albert and Queen Elizabeth of Belgium over the City (Holcomb, 1953).

Santa Barbara has had working airfields since 1919. The first airport, Corona del Mar Air Field, was a landing strip located on East Beach between Milpas Street and the Bird Refuge (Coombs and Ackerman 1993: 2-3). Zenith Aviation opened the field in 1919 for its flying school, and closed it that same year when student pilots crashed both of the company's planes (Tompkins, 1983 [2]: 369). Aviation came to stay in 1920 when Earle L. Ovington, the first airmail pilot in aviation history, moved his family to Santa Barbara and opened the Ovington Air Terminal near the Samarkand District just west of Las Positas Road. Aviators opened a second makeshift field in Goleta just south of Hollister Avenue, between Los Carneros and Storke Roads, in the vicinity of the present-day Airport. This airfield served as home to a fleet of surplus World War I spotter biplanes that were used by the United States Forest Service to spot forest fires. They provided Goleta with its first aviation crash on August 3, 1920 (Ramsdell, 1988: 2).

Santa Barbarans began the search for a more permanent site for an airport. In 1927 Ovington began to push for a municipal airport on the flat acres of Captain Charles P. Low's farm on the Mesa. This Casa Loma location gained notoriety in April of 1928 when Charles Lindbergh landed his replica of the Spirit

of St. Louis on the field. Ovington secured a government license for an airport by proving that the world's largest commercial aircraft, the Ford Tri-Motor or "Tin Goose," could land on the field (Tompkins, 1983 [2]: 371).

A second contender for a municipal field was in Goleta. Three local aviators, Gordon Sackett, Royce Stetson and Ray Romero, leased a cow pasture located on ranches owned by William C. Oakley and Mary Bonetti. Soon after securing the lease they graded a 3,000-foot landing strip that ran from the southwest corner of Hollister and Fairview Avenues towards the Goleta Slough. This marked the spot of the present day Santa Barbara Airport (Ramsdell, 1988: 2). Aviators quickly realized the location's weakness when high tides and heavy rains submerged the slough and the airstrip. In the words of one aviator, "a land plane couldn't take off in water and a seaplane couldn't float in that shallow of a pond . . ." (Hertzberg, 1978). The area needed leveling and flood control to become a permanent airfield.

Before Ovington could procure Low's land for an airfield, oil was struck on the Mesa and the flat land became a forest of derricks. The Santa Barbara City Council decided the fate of the airport on December 10, 1930 when they passed a ban on airports within the City limits. A series of crashes on local fields convinced citizens to keep aircraft on the outskirts of their city (*Santa Barbara News-Press,* 12 September 1933). Goleta would become home for the Municipal Airport when federal funds became available for flood control development and construction (*Santa Barbara News-Press,* 24 September 1934).

2.2.3 The Search for Aviation - Commercial Success: 1931-37

The era of the itinerant, demobilized Army and Navy officer and his exhibitions ended when aviators of the 1920s looked to create more permanent commercial enterprises. The 1920s operators who survived this period did so because they had a particular service to sell, such as aerial taxi, sky writing, crop dusting, aerial photography, advertising, and mail delivery. What these aviators needed was capital, regulated airways, and airports. Only the federal government had the capability to provide these costly infrastructure developments.

The onset of serious air transportation in the United States grew from the attraction of the United States Post Office to the idea of airmail. By 1920, Post Office officials authorized and operated a system of airports across the nation to deliver mail. The U.S. Army furthered this growth by mapping and operating model air routes and publishing navigational charts for pilots. The big boon to commercial aviation came in 1925 when Congress passed the Air Mail Act (Kelly Act) that provided mail contracts for private carriers. This was followed by the Air Commerce Act in 1926 that charged the Department of Commerce with the responsibility of fostering air commerce and encouraging the establishment of airports and civil airways. Individuals and organizations began to pour money into aviation as cities sought to be part of this new world-wide transportation network (Frederick, 1947: 8-14).

During the 1930s, the Goleta airfield slowly moved toward becoming part of the national and international aviation network. In 1930 Harry Fisher, the chief test pilot for the Los Angeles based General Western Aircraft Corporation, visited the airport and set the gears in motion for Santa Barbara to have an aircraft factory and commercial air service. By February 28th of the next year the company signed a five year lease for land southwest of the intersection of Hollister and Fairview. Within eight months the company built machine shops, administration buildings, and hangars and secured the right to operate the Goleta field. Workers from Western's hangars produced an open-cockpit monoplane with tandem seating called the *Meteor*. In 1932 the advertised price for the P-2-s sport version of the *Meteor* was $3,280. Initial successes and expansion promises convinced Century Pacific Airlines to add Goleta to its schedule of daily flights between San Francisco, Los Angeles, San Diego and Tucson. Hopes

crashed on September 11, 1933 when General Western, like many businesses in the Great Depression, filed for bankruptcy in Santa Barbara Superior Court (Coombs and Ackerman 1991: 2-3).

The closure of the General Western operation did not stop other commercial endeavors. Frederick Stearns II, stepson of Santa Barbara entrepreneur Harold G. Chase, established Santa Barbara Airways. Stearns constructed two runways and installed the first radio equipment at the airport. In 1936 Stearns leased the old General Western hangars to San Luis Obispo residents Burton and Jessie Bundy. They opened the Santa Barbara Flying Service that operated until 1961 when it was sold to Hastings Harcourt, who then changed the company name to the present Santa Barbara Aviation (Ramsdell, 1988: 3).

Large commercial trunk-line carriers, like United Airlines, provided larger cities with a means to move large numbers of passengers, mail, and express cargoes. These large carriers became interested in expanding their lines to include smaller communities and developed the concept of "feeder airlines" (Frederick, 1947: 195). United Airlines at this time handled 35 percent of the nation's air passengers and 40 percent of the nation's airmail. Santa Barbarans excitedly joined this feeder route system on October 1, 1936 when United Airlines established flights to the City. The commercial service to Santa Barbara-Goleta was on a 10-passenger Boeing airliner. More commercial success came when United Airlines was awarded the postal contract for the Santa Barbara area (Coombs and Ackerman, 1991: 17-20). The City had officially joined the greater aviation system of the nation and the world.

2.2.4 Birth of an Airport: 1938-41

Notoriety and growth came to the Santa Barbara airport in 1938-39. The United States Congress declared that National Air-Mail week would include a May 18th *Earle Ovington Day*. People from all over the United States were urged to mail stamped envelopes for cancellation to Santa Barbara. Postmaster R.T. Ambrose then cancelled the postage with a German hand-stamp roller designed for the celebration (*Santa Barbara News-Press*, 3 May 1938). Major Max Fleischmann, yeast magnate, provided more attention as he traveled in his $80,000 Model 14 Lockheed plane (same type used by Howard Hughes) from Santa Barbara to destinations throughout the United States (*Santa Barbara News-Press*, 9 January 1939). Santa Barbara had the beginnings of commercial aviation success by 1939 and increased air traffic prompted airport officials to install the newest in modern radio beam signaling (Ramsdell, 1988: 3).

Between 1938 and 1941, the final chain of events occurred that would establish the Santa Barbara Municipal Airport. The Civil Aeronautics Act of 1938 created the Civil Aeronautics Authority to regulate the industry and help defray the cost of building 250 airports across the nation (Frederick, 1947: 20-21). Seeing this opportunity, the Santa Barbara Chamber of Commerce established a committee in 1940 that recommended the Goleta Slough as the site for a local Airport. U.S. Senator William G. McAdoo, Commission chairperson, and members Dwight Murphy, local businessmen, and Earle Ovington in turn secured an option from Harold Chase and Peter Cooper Bryce of Hope Ranch to purchase 450 acres of the slough for $175,000. The cost of the land and the estimated $1 million cost for the reclamation of the slough was beyond the City's financial means. So citizens turned to the federal government for financial assistance.

An infrastructure investment the size of an airport required many diverse funding schemes that could only be achieved through cooperation of local citizens with many layers of government. Thomas M. Storke, editor of the *Santa Barbara News-Press*, took advantage of his high-level Washington, D.C friendships (including President Franklin D. Roosevelt) at the 1932 Democratic Presidential National Convention. Storke's political influence successfully secured federal approval for funds to construct a modern terminal in Goleta if the City could provide the land (Storke, 1958: 410-419; Tompkins, 1983 [3]: 410-411). On the local level, Mayor Patrick J. Maher convinced Civil Aeronautics Board (CAB) officials in Santa

Monica to earmark $432,000 for the project and placed a $149,000 bond issue on the ballot (Linderman, 1975). In the meantime, Buell Hammett, Montecito philanthropist, purchased lots in the Oakley-Bonetti subdivision of Goleta with the idea of holding the property until the City could afford to purchase the land (Ramsdell, 1988: 4).

All the planning and maneuvering paid off. In February 1941 voters passed the bond issue, the City purchased the land, and the Civil Aeronautic Authority awarded Santa Barbara $533,400 for Airport construction. Phase one of the construction was aimed at resolving the flooding problem. The slough area of the Dos Pueblos Land Grant had always been an estuary. Massive floods in 1861-62 had silted in the slough but this did not provide adequate runway space for a modern airport. So, in the fall of 1941, the U.S. Army Corps of Engineers brought in heavy earthmoving equipment and raised the slough an additional 12 feet by partially leveling Mescalitan Island south of the Airport.

As the City built its Airport, war threatened the nation. Santa Barbara benefited from the winds of war when the federal government in 1941 increased Airport construction funding to a total of $902,400 so that the field would meet military standards. In 1942, construction reached a round-the-clock pace in response to an attack by a Japanese submarine on Santa Barbara's Ellwood Beach (Ramsdell, 1988: 4). City officials, unable to raise the money to build a new terminal, entered into an arrangement with United Airlines. The airline would pay the $41,000 cost to build the terminal in return for a twenty-five year lease on the facility and the adjoining 1.25 acres of Airport land. Within the first seven months of operation the Airport netted $6,976.02 *(Santa Barbara News-Press*. 6 March 1947). This prompted new plans for immediate expansion of the operation; plans that would have to wait until the end of the war.

2.2.5 Marine Corps Air Station, Goleta: 1942-45

Since the Wright Brothers first flight, aviation has served two roles - one of war, and the other as a peaceful means of trade and transportation. America had already established the positive peaceful use of aviation after World War I and quickly remembered the flip side as the Japanese bombed Pearl Harbor on December 7, 1941. The great commercial aviation infrastructure created by federal funds was quickly pressed into military service.

With the U.S. entry into World War II in 1941, Southern California became an important training-ground and staging area for the Pacific Theater of operations. The Eleventh Naval District oversaw 74 facilities from San Diego to Paso Robles in California, and eastward into the States of Arizona and New Mexico. The District Commandant's Public Works Officer determined that a 1,471-acre base in the agricultural valley of Goleta, six air miles west of the City of Santa Barbara, should be established.

Although the first primitive facilities were nicknamed "the swamp" by the Marines, the warm dry climate, an existing airfield, and the Southern Pacific Railroad spur all provided the perfect location for a military aviation center. So on February 21, 1942 the Commandant requested that the City of Santa Barbara agree to lease the Santa Barbara Municipal Airport for Naval aviation purposes for a fee of $2,600 per year. The Marine Air Corps Station (MCAS) was officially organized on August 13, 1942, under Station General Order No. 1-1942, although over one hundred enlisted men and officers had begun arriving earlier in June. It was formally commissioned on December 4, 1942 (U.S. Navy, 1944: 3).

Over the next year, three other parcels of adjoining agricultural land were purchased through land condemnations under the Second War Powers Act, including 441 acres on the bluff adjacent to the Airport acquired from the estate of C.A. Storke on February 10, 1943. Buildings constructed in the area, on land which later became the University of California campus, were primarily residential, and included barracks for both officers and enlisted men and women, mess halls and a dispensary (U.S. Navy, 1944:

5). United Airlines was permitted continued use of the Airport insofar as they would not interfere with the Marine Corps operations and training (Kistner, Curtis and Wright, 1944).

The first Marine Corps buildings, completed by the end of September 1942, included a fire house and aircraft maintenance storehouse. By December 30th, a parachute loft, aircraft accessories maintenance shop, propeller shop, aircraft maintenance storehouses, four squadron headquarters and ten bachelor officers' quarters were completed. As of January 30, 1943, additional new buildings included: administration, six storehouses for aircraft maintenance and squadrons, guardhouse, warm-up platforms, transmitter radio tower, two squadron hangars, and two married officers' quarters (U.S. Navy, 1944: 2-5). All of the operational facilities of the base were located along both sides of Hollister Avenue, then called U.S. Highway 101. Although most of the buildings were completed by May 1943, the Navy continued to construct new buildings on an as-needed basis through 1944.

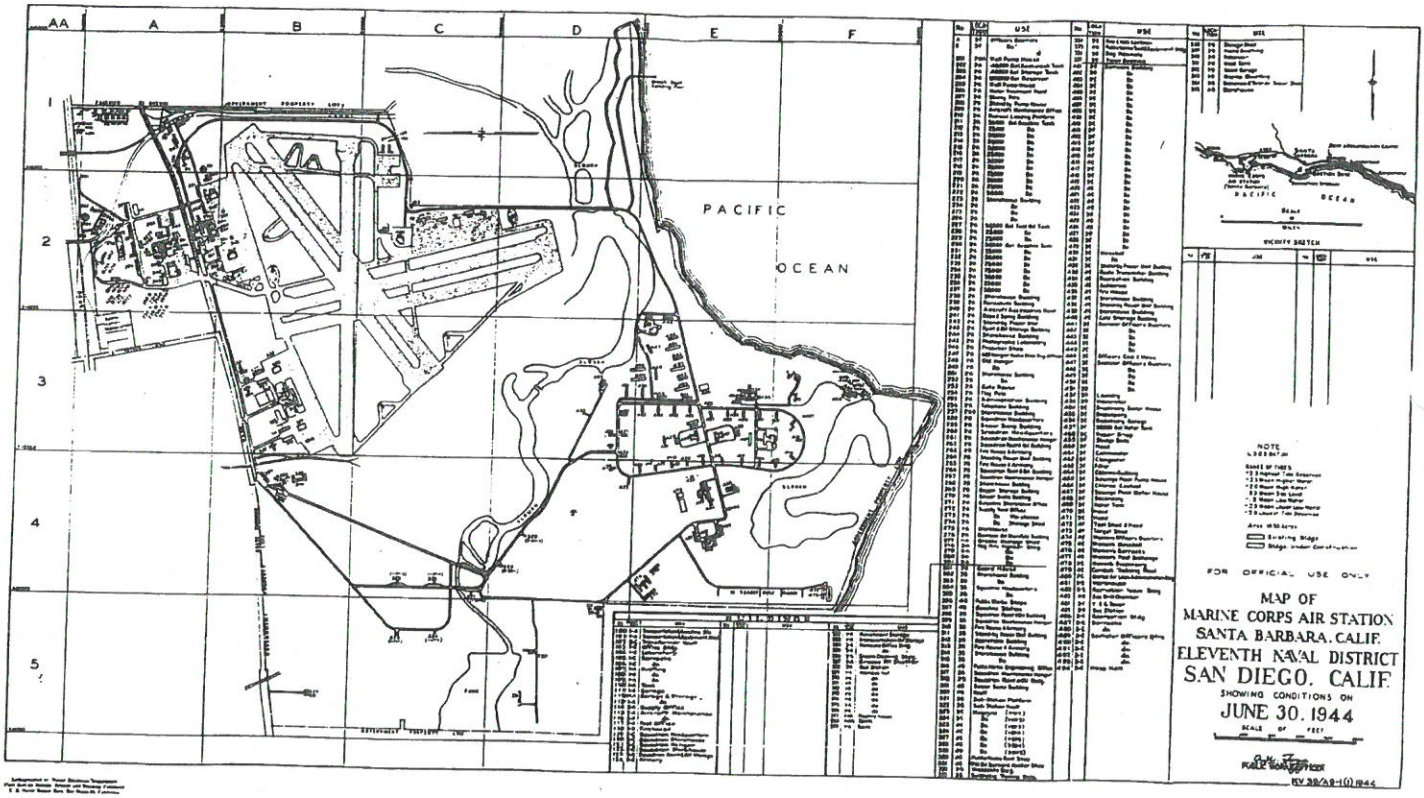
By the end of the war, the MCAS Goleta facilities covered 1,471 acres and housed 502 officers and 3,017 enlisted personnel in 252 buildings (Figure 3). The total price tag of $6,993,000 provided barracks, "homoja" huts, warehouses, mess halls, dispensary, squadron hangars, squadron headquarters, parachute loft, dope and spray buildings, a tank farm, propeller shop, and administration buildings for personnel. The physical plant consisted of five asphalt-concrete runways – two which ran northeast by southwest (4,500-feet by 250-feet and 4,500-feet by 200-feet); two parallel north by south strips (4,230-feet by 250-feet and 4,230-feet by 200-feet), and one east by west runway (4,550-feet by 200-feet). Other improvements included 13 miles of paved roads, a new railroad spur, 150,450 square yards of aircraft parking, 135,635 square yards of automobile parking, a sewer system and a water system (Navy Department Bureau of Yards and Docks, 1947).

Santa Barbara's Marine Corps Air Station brought the war effort to Goleta. Locally trained airmen acquired skills in aircraft carrier landing, navigation, close combat support, communications, survival, torpedo bombing, and land bombing. Combat units trained at the base fought in Okinawa, Midway, the Solomons, Sakashima Islands, Guadalcanal, New Hebrides, Bougainville, and other points throughout the Pacific Theater of the war (Santa Barbara Airport Museum, n.d.). The station also had ties to two of the war's most highly decorated and well known Marine pilots, Major Joe Foss and Major Gregory Boyington. Foss set the record, twenty-six, for enemy planes shot down in the battle for Guadalcanal and later became Santa Barbara's adopted son when he served as the base Operations Officer (*Santa Barbara News-Press*, 24 July 1943). The base also became home to "Pappy" Boyington's Black Sheep Squadron after Boyington's capture by the Japanese. Operations Officer, Major Stanley R. Bailey, brought the Black Sheep squadron to Santa Barbara to retrain and reform its ranks.

Goleta served as a staging base for training, assembling and grouping squadrons for departure overseas. Crews trained solely on one aircraft for a period of three to five months, then shipped overseas and were replaced by fresh recruits and aircraft. Anywhere from three to five squadrons might be stationed at the base at any given time. Aircraft, including the Douglas SBD "Dauntless" scout-bombers, Grumman "Avenger" torpedo bombers, and Vought-Sikorsky F4U "Corsair" fighters, were generally stored outdoors on the ramps, with three of the five "squadron" hangars dedicated to light maintenance of a specific type of aircraft. The other squadron hangars were used for general aircraft support and transport, and for visiting aircraft. The largest hangar was used for heavy maintenance, disassembly, restoration and reconstruction of aircraft and equipment. The "Dope and Spray" building was used for repairing the various fabric-covered aircraft. The parachute building had a pressure loft where parachutes could be

Figure 3 Map of Marine Corps Air Station, Santa Barbara, California (fold out)

Figure 3


AA
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PACIFIC
OCEAN
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USE
VICINITY SKETCH
NOTE
FOR OFFICIAL USE ONLY
MAP OF
MARINE CORPS AIR STATION
SANTA BARBARA, CALIF.
ELEVENTH NAVAL DISTRICT
SAN DIEGO, CALIF.
SHOWING CONDITIONS ON
JUNE 30, 1944
SCALE OF FEET

dried out, aired and re-packed. The numerous buildings designated for "storage" were also used as support buildings for the hangars, where light maintenance might be carried out (Warnyk, 10/19/94).

The base gained notoriety for the escape training procedure known as "Dilbert Ditching." In 1945, Group 48 decided that they needed to prepare pilots for escape from planes ditched in the ocean. Ingenious trainers used a stripped torpedo bomber fuselage and a system of cables attached to a crane that would dump pilots into the ocean off Goleta at the crash boat pier (present-day Goleta Pier). The base newspaper, the *Beam,* was quoted as saying that this exercise was, "believed to be a unique feature on West Coast stations" and that, "'Dilbert Ditching' is now part of the training of all squadron flying personnel on the station." Testimonials from pilots shot down in the Tokyo area claimed that the Santa Barbara *dunking training* saved their lives. This lead to the deployment of pilots from other west coast Naval air stations to Goleta for training in water escape procedures (*The Beam,* 14 July 1945: 6-7).

Not only did the base bring the war to Santa Barbara but the community brought its lifestyle to the marine base. Local residents provided numerous social events for Marine aviators and welcomed their attendance at operas at the Lobero theater, to movies, restaurants and local night spots. Sports-hungry locals crowded athletic fields to watch the Marine Corps *Bombers* play baseball and football with numerous west coast teams. Civilians also grew to depend on the base for wartime employment as 50 percent of base jobs (over 500) went to civilians (*The Beam,* 21 July 1945). Santa Barbarans became accustomed to the flight of planes over the City; but as the war ended they longed for the sounds of commercial aircraft (*Santa Barbara News-Press,* 25 December 1943).

2.2.6 Civilian Aviation Returns: 1946-48

As World War II wound down, politicians negotiated the fate of war-torn Europe, while American citizens attempted to return to the security of home and everyday life. But Americans did not return to their everyday life. The Cold War was born and the nation prepared for the containment of the communist powers. American military actions worldwide required an ever expanding aviation industry. This caused citizens and government officials to demand that the Air Force be capable of defending our way of life, be able to deliver troops and materials to any world destination, enforce peace in hot spots throughout the world, and be responsible for the delivery of our atomic arsenal. As scientists continued their war research and development programs, the post-war years brought a new economic order based on the growth of the military-industrial complex. An exploding civilian population moved into the Southern California region for these new aerospace jobs.

Despite losing more than half of their equipment and one-third of their trained personnel to the Armed Services, the airlines continued their commercial transport operations. Commercial profits continued as passenger flights were filled to 97 percent and airlines continued air-mail contracts (Frederick, 1947: 29-33). Total national passenger miles before World War II averaged 108 million miles and rose to 223 million miles just after the war (Frederick, 1947: 39). This wartime and post-war boom in airline traffic increased speculative investment in aviation industries. These profits convinced investors to expand commercial fleets when the War Production Board, in April of 1945, cleared the way for production of new aircraft for commercial airlines.

The defeat of Japan made surplus equipment available for rent or sale and furthered the rapid expansion of aviation industries. Santa Barbara took advantage of this situation and requested that the United States Government deed and transfer over to the City the entire Santa Barbara Airport. The initial request was denied because the government was considering making the base a permanent military field. Military officials rationalized that in case of atomic attacks on San Francisco, Los Angeles, and San Diego, the Santa Barbara airfield could be used as a last line of defense. Government agencies later decided that in

theory the expansion of civilian airports was important to national defense. Using this national defense argument the City of Santa Barbara decided to apply for federal funds to expand its Airport (*Santa Barbara News-Press,* 22 November 1946; 31 December 1946). The immediacy of the expansion peaked in 1946 when in seven months the City earned over $5,300 profit from its Airport. So on May 9, 1946, the City requested an interim permit that allowed the use of the runways, taxiways and certain buildings and equipment for commercial purposes. Second and third interim permits granted the City use of the remaining buildings (Ramsdell, 1988: 5-6).

More interest in City control of the Airport grew throughout 1947. Local businessmen and community developers realized that the United States had added over 1,000 airports to its network in the years just after the war. This placed Santa Barbara squarely in a national network of 5,418 airports. Local business leaders projected that rail and air connections offered the cheapest type of public improvement capable of increasing business profits (*Santa Barbara News-Press,* 12 December 1947). These growth and business proponents advertised the Goleta location as optimal because it protected the downtown area from noise, provided safety from crashes within densely populated areas, and could connect the City to the world through the combination of airport and railroad (*Santa Barbara News-Press,* 28 January 1947).

Calls for a Santa Barbara Airport grew as the War Assets Administration began turning military lands and equipment back to civilian control, and federal monies were provided for local airports. Santa Barbara Airport administrators quickly requested funds to operate and modernize the field's control tower. In 1946 civilian traffic had increased from 468 to 12,177 flights, and United Airlines and Southwest Airlines offered over 300 scheduled flights through the Airport. The Santa Barbara Airport Commission boasted that the facility employed 67 people, had two airlines, airfreight, complete maintenance and was considered to be a Class 4 airport (*Santa Barbara News-Press,* 6 March 1947). The federal government funded Santa Barbara's requests in 1947 when the House Appropriation Committee granted $4,948,484 to 150 cities to expand the national aviation system (*Santa Barbara News-Press,* 14 January 1947).

Steps to return the Airport to the City began in June of 1947 (*Santa Barbara News-Press,* 10 June 1947). As negotiations for the Airport continued, the City requested title to the sewer and water systems built by the Marine Corps. City officials sought the already established infrastructure for their growing community (*Santa Barbara News-Press,* 18 January 1947). A crowd of over 2,000 gathered on August 17, 1947 to watch War Asset Administration official Sidney Sealfon turn the facility over to Mayor Norris Montgomery. Santa Barbara now had a modern Airport developed and paid for by the federal government (*Santa Barbara News-Press,* 29 July 1947; 5 August 1947; 6 August 1947; 10 August 1947; 17 August 1947; 18 August 1947; 3 October 1947; 14 October 1947). A personal sense of ownership came on May 30, 1948 when a public ceremony honored Santa Barbara's loved ones who died in World War II by naming the streets in the Airport complex and surrounding community after Santa Barbara airmen who had lost their lives in the war (Ramsdell, 1988: 7).

2.2.7 Santa Barbara Takes Control of the Airport: 1949-52

During this period and beyond, Santa Barbara's Airport absorbed a series of unplanned commercial gains and losses and adapted to a new set of rules as the Civil Aeronautics Board replaced the military as the regulator for the nation's civilian airports. Changes in America's aviation system included over 1,300 planes owned and operated by private businesses and the birth of regional or feeder airlines (*Santa Barbara News-Press,* 19 August 1949). These small aviation businesses complained that the competitive playing field was uneven. The CAB responded by regulating opportunities for the large airlines and secured the much needed mail and feeder routes for new entries into the field.

Santa Barbara found itself in the center of this battle as United Airlines (UAL) lost its Santa Barbara route to Southwest Airlines. Southwest demanded and won an opening to the Santa Barbara market even though the larger UAL could provide better passenger service worldwide and could deliver government contracted mail for 60 cents per mile-ton compared to Southwest's $30 per mile-ton (*Santa Barbara News-Press,* 7 August 1949). The Santa Barbara Chamber of Commerce was not happy with the decision and filed a brief with the CAB in October of 1949. Mayor Norris Montgomery was quoted as saying, "the welfare of this city rests in the continued and efficient flow of tourist traffic from eastern points and from upper income brackets" (*Santa Barbara News-Press,* 5 October 1949). Some Santa Barbara commuters lived in New York, Chicago, Philadelphia, Detroit and other cities and needed the convenience of United's feeder routes. City business leaders also feared that the loss might harm the City's ability to draw conventions and the nearly 4,800 delegates per year that poured into Santa Barbara. After years of committees and legal maneuvers, United lost the route in September of 1954 (*Santa Barbara News-Press,* 7 August 1949; 5 October 1949; 15 November 1949; 26 April 1950; 27 April 1950; 3 February 1952; 24 July 1952; 1 September 1952).

The economic down-side to regulated growth continued as America's Cold War military machine reserved the right to deputize airports in case of national emergency. Again Santa Barbara's Airport fell in line with the national trend. Rumors spread throughout the community that the Marines were considering taking back the Airport because the facility was classified as a national emergency field (*Santa Barbara News-Press,* 20 December 1949; 11 July 1950). Vice Admiral J.H. Cassidy, deputy Chief of Naval Operations, wrote to the commission, "it must be remembered that the City of Santa Barbara owns in fee the property on which the Airport runways are located and it could not arbitrarily be taken over by the military." (*Santa Barbara News-Press,* 10 October 1950)

The Airport continued a slow, regulated growth during this period despite business fears of investing in property subject to the actions of the CAB and the military. On June 16, 1949 the City Council accepted a quitclaim deed from the federal government which ceded 346.32 acres to the City and relinquished their leasehold interest on 582 acres owned by the City (Ramsdell, 1988: 6). Southwest Airlines added over 1,500 flights per year to meet the City's needs and became the first West Coast feeder carrier to surpass 2,000,000 passenger-miles (*Santa Barbara News-Press,* 23 May 1953). The City Airport Commission reported over $10,000 in profit in 1949 and in 1950 received $50,888 from the Civil Aeronautics Administration (CAA) for a new lighting system and runway expansion (*Santa Barbara News-Press,* 15 February 1949). City planners began to visualize future economic opportunities at the Airport.

During these years local government and private organizations put the Marine Corps buildings to good use. The City Parks Department and Service and Supply Department (plumbing and blacksmith shops) occupied four buildings. Council members also authorized the removal of buildings for use in other parts of the City. The American Women's Voluntary Services used one for a recreation center in Ortega Park, and the Goleta AMVETS remodeled one structure for their use. During 1948 the U.S. Bureau of Reclamation leased five buildings to house personnel working on the construction of Cachuma Dam and reservoir (Ramsdell, 1988: 6).

Community leaders envisioned a post-war boom waiting to happen at the Airport and began a series of measures to bring the Airport under local planning control. City officials moved in 1950 to annex the Airport property. In order to do so they proposed the annexation of a corridor of ocean running along the coast from Santa Barbara to Goleta. The proposal failed as citizens realized that because of the offshore oil sanctuary the City would have to annex a stretch 15 miles wide along the coast and therefore give the City more square miles of ocean than land. Not willing to give up, the City adopted a "horizontal annexation" corridor, 300-feet by 37,000-feet, from the City to the Airport. This strange gerrymandering brought the City its much needed Airport. With the Airport in the hands of the City,

members of the retiring City Board of Airport Commissioners recommended in 1951 that the council design a master plan for the Airport (*Santa Barbara News-Press*, 31 May 1951). While designing a master plan the City Council considered zoning proposals on height limitations and banning of billboards on future leases of Airport property (*Santa Barbara News-Press*, 16 January 1952). On March 7, 1952, the Santa Barbara City Council endorsed the concept of an Airport Master Plan. The City now had final control of the Airport (*Santa Barbara News-Press*, 7 March 1952; 7 March 1952; 17 October 1952).

2.2.8 Cold War Vigilance: 1953-60

After the development of a master plan, the City of Santa Barbara developed the Airport into an important link in the growing post-war commercial air transportation system. The Airport expanded, commercial flights increased and the "space race" brought high technology industries to the region. By 1953 the Municipal Airport's payroll topped $205,000 a month. Southwest Airlines won a preferential mail contract, and ten acres of marshy land adjacent to the Airport were reclaimed (*Santa Barbara News-Press*, 9 March 1953; 18 December 1953). Commercial use of the facility grew to include agricultural dusting and spraying of crops and records were set for industrial shipments (*Santa Barbara News-Press*, 1 February 1953; 17 March 1953; 29 April 1953). Additional attention came to the Airport when former manager Major Richard A. Harding became editor of the magazine *Flying Safety* (*Santa Barbara News-Press*, 7 January 1953).

A competitive battle between United Airlines and Southwest Airways for passenger and mail rights to Santa Barbara ensued between the years 1954 and 1956. United Airlines and many community leaders opened 1954 with a campaign to bring United back to Santa Barbara. United supporters pointed to the fact that Southwest received over $2,000,000 in direct subsidies and United was willing to work without governmental aid. Southwest complained that United was attempting a West Coast monopoly and asked the CAB to continue the exclusion of United. United's one great advantage to most air commuters was that its feeder service connected local travelers to UAL's 72 cities and over 385 feeder connectors throughout the United States. In the end, both carriers won the right to serve Santa Barbara and the City firmly established its Airport as part of the nation's commercial service (*Santa Barbara News-Press*, 21 January 1954; 23 January 1954; 1 April 1955; 7 April 1954; 2 May 1955; 6 May 1954; 11 June 1954; 14 July 1954; 21 July 1954; 23 July 1954; 29 July 1954; 29 November 1955; 30 November 1955; 30 December 1955; 31 December 1955; 4 January 1956).

During the mid-1950s the Airport became a significant player in the burgeoning Cold War defense industry. The two year-old Santa Barbara Research Center, an Atlanta subsidiary of the Bulova Watch Company, expanded to 53 employees. These employees engaged in research and development of classified designs for weapon systems requiring infrared equipment, high altitude instrumentation and photo-conductive detectors. Edward Smith, Seattle airplane mechanic, received permission to overhaul large aircraft and the City offered Raytheon Corporation a lease for $25 per year. More good news came in 1956 when Santa Monica-based Aerophysics Development Company, a subsidiary of Curtiss-Wright Corporation, picked up the option on 104 acres of Devereux Foundation property west of the Airport to produce the Army's *Dart* guided missile. Aerophysics' role in the defense industry prompted a visit from high government officials in former President Harry S Truman's plane, *Independence*. Frank H. Higgins, one member of the delegation and Assistant Secretary of the Army, was quoted as saying, "we are pleased at the recent move of Aerophysics to Santa Barbara, which is in line with the Department of Defense policy of dispersal of national defense projects" (*Santa Barbara News-Press*, 18 January 1955; 26 February 1955; 12 January 1956; 8 February 1956; 17 May 1956).

These commercial and industrial achievements led to the development of a second Airport Master Plan in December of 1957. Airport commissioners approved a $10,000 plan designed by West Coast planning

consultants that would make the City a hub of Los Angeles and San Diego's aerospace and defense industries for the next twenty years. Components of the plan included a high density industrial park, modernization of the tower and runways, and building a larger administration building and terminal passenger center (*Santa Barbara News-Press,* 19 September 1957; 7 December 1957; 12 December 1957). The California development boom of the 1950s and 1960s now included Santa Barbara.

Following the patterns of the national mood, the growth proponents and the anti-growth factions came into conflict. Developers began submitting plans to develop a new high-density industrial park and retail zones. Businessmen Donald L. Balch and Charles E. Smith proposed a lease that would develop the flying facility and industrial park and earn the City $75,000,000 income over the next 51 years. They planned to construct an $800,000 Airport Terminal, FAA facilities, new tower, airline offices, restaurant, coffee shop, barbershop, newsstand, industrial park and provide the City with a transfer of parcels for their future use (*Santa Barbara News-Press,* 4 February 1960; 11 February 1960). Anti-growth and environmental activists stopped the proposal with litigation aimed at saving the slough's tidelands and pointed to the fact that one scientific firm was using small amounts of radioactive material (*Santa Barbara News-Press,* 22 April 1957; 15 June 1960; 23 June 1961). A further point of contention came when the Goleta Boy's Club was ousted from their one dollar per year facility so the City could rent out the commercial space (*Santa Barbara News-Press,* 11 September 1959).

New fears of a military takeover of the Airport, coupled with anti-growth bickering, did not stop the Airport from slowly expanding. In April of 1961 William Swain, manager of the Municipal Airport, announced that the field could be used as an auxiliary military landing field in a national emergency. Major James De Loreto, USAFR, called Santa Barbara's Airport a part of the defense plan called "Recovery Mission." De Loretto said,

> The ability of our forces to recover and strike back decisively against a nuclear aggressor may well determine our national survival. In a hot war, the Air-Force bases from which we launch our counterforce and defensive aircraft will be prime enemy targets and may be damaged to the extent that strategic and tactical aircraft returning from combat missions will be unable to land (Santa Barbara News-Press, 27 April 1961).

The Naval agreement with the City on the Airport had a "recapture clause" that allowed the federal government to reclaim the property in case of a national emergency. Many investors began to worry about the security of their investment and liability to the City and federal government (*Santa Barbara News-Press,* 14 December 1961).

A new battle over the development of the slough surfaced. New attempts by the City to annex the land failed and environmental activists vigorously defeated a proposal by George W. Chapell and John L. Breton to lease the slough for the creation of a $10,000,000 marina (*Santa Barbara News-Press,* 14 March 1962). Despite these worries the Airport continued to grow. The City Council approved plans for a new control tower, designed by architect Kenneth Kruger, on the premise that 54 percent of the project would be federally financed (*Santa Barbara News-Press,* 10 March 1960; 1 September 1960; 10 December 1961). Food services grew to the point that the City required them to purchase permits (*Santa Barbara News-Press,* 12 May 1960).

2.2.9 Era of Transition: 1961-1974

The *Santa Barbara News-Press* reported in October of 1961 that the Airport had become an "air gateway to the entire south coast, home of an unusual assortment of businesses, industries, and organizations" and that, "the airport stands as a major generator of growth affected by the impact of that growth as sharply as any of the neighboring landuses." The article went on to say that when Mayor Norris Montgomery had received the airport from the U.S. Government he had accurately predicted that, "we one day will become as dependent upon the airport and its facilities, as we are now upon the railways and the modern highways." (*Santa Barbara News-Press,* 31 October 1965) Both observations proved to be correct and prompted further growth throughout the 1960s.

Airport expansion was designed to modernize the facility and bring military-related high technology research and manufacturing to Santa Barbara. By 1965, research firms played an important role in the development of the Airport. General Motors (GM), Raytheon and Edgerton, Germeshausen & Grier (EG&G) chose Santa Barbara for its climate, lifestyle and proximity to the Airport and nearby University of California Santa Barbara (*Santa Barbara News-Press,* 1 November 1956). With major contracts related to nuclear fallout detection and ultra-high speed photography (EG&G), anti-aircraft missile development (Raytheon), and other manufacturing (GM). These firms became major employers in the county and provided a large part of local government's tax base. Traffic at the facility topped 200,000 aircraft yearly and prompted the Airport Commission to urge the upgrading of the runways to handle the additional traffic and render the Airport capable of accommodating the newest in jet aircraft. Air passengers arriving in Santa Barbara increased 35 per cent and cargo and freight increased 14 percent over the previous year. More control of the Airport came in 1967 when United Airline's terminal lease expired and ownership passed to the City. Improvements continued in 1968 as the City used federal funds to pay 53 per cent of the cost to recap 5,000-feet of existing runway and add an additional 1,000-feet (*Santa Barbara News-Press,* 17 February 1966; 24 September 1967; 21 January 1968; 11 April 1968). Two months after the expansion and upgrading, Air West started a twice daily Boeing 727 jet nonstop service from Santa Barbara to San Francisco (*Santa Barbara News-Press,* 30 June 1968). On the "no growth" side, the City Council rejected a proposal to build a million dollar retail shopping center on the edge of the Airport on municipal property north of Hollister Avenue between La Patera Road and David Love Place (*Santa Barbara News-Press,* 25 April 1968). A final sense of ownership came as the community officially dedicated their airline terminal and commemorated the occasion with a plaque, naming the facility "Earle Ovington Terminal" on August 30, 1969.

In January of 1968 the Airport Commission issued a lease to Aero Spaceline, Inc. and ushered in the space race to Santa Barbara. The corporation leased 6.25 acres of land on the northeast quadrant of the municipal Airport and proposed a four phase plan over the next two years. This subsidiary of Unexcelled, Inc. of New York was expected to spend over one million dollars for buildings and employ over 500 workers with a yearly payroll of $6 million. The plant would manufacture and maintain Super Guppies and Mini-Guppies (often referred to as the "Pregnant Guppy" due to its unusual shape), a special version of the Boeing Stratocruiser built to carry Apollo Moon Capsules and Saturn rocket sections for NASA. City officials expected over $3 million per year in local taxes and therefore agreed to make $100,000 in site improvements and grant the corporation a thirty-five year lease (*Santa Barbara News-Press,* 16 January 1968; 21 January 1968).

Airport officials saw all this new growth as an opportunity and in 1972 pushed for modernization of all of the airport's facilities. Robert D. Sheker, Airport Manager, told the *Santa Barbara News-Press* that, "The Santa Barbara Municipal Airport is dangerous, decrepit, and old fashioned . . ." (*Santa Barbara News-Press,* 10 November 1971) The officials warned of runways not capable of handling the newest of jets, dryrot throughout the terminal, graffiti, and battery-operated taxiway lights that needed to be hand-

lighted. In response the City Council decided to place a $1,800,000 bond for voter approval. The bond measure never made it to the ballot as Goleta citizens protested the measure and the City Council removed its recommendation. Voters feared that it would cause uncontrolled growth and lower their property values (*Santa Barbara News-Press,* 3 March 1971; 20 September 1972; 16 May 1973). Another set-back to the modernization effort came when it was announced that the Pregnant Guppy service would end as a result of the winding down of the space program (*Santa Barbara News-Press,* 10 November 1974). Airport rehabilitation projects were tabled for future budget battles.

2.2.10 New Masterplans: 1975-1994

In 1980 the City of Santa Barbara commissioned a Draft Airport Master Plan that addressed Airport improvements through the year 2000. The new plan provided for construction of Runway Safety Areas at the ends of Runway 7-25. It also included expansion of the Airport Terminal to accommodate the over 500,000 passengers who used the facility yearly. The terminal was declared inadequate for the eight airlines then using the terminal – United, United Express, American Eagle, Sky West, America West and Northwest Airlines, along with two others. The plan recommended relocating a creek on Airport property for a proposed 400 foot extension of the Airport's main runway, 7-25. Some of the recommendations were controversial and were dropped from the final document in order to allow further study of other alternatives. One such idea was the relocation of the terminal to the northwest portion of the property near the intersection of Los Carneros Road and Hollister Avenue. Others included the Runway Safety Areas and the 400 extension of Runway 7-25. Airport commission members recommended more terminal space, an improved sewer system and expanded long term parking facilities. In 1986 the council adopted the Airport Master Plan Short Term Summary,which was comprised of the non-controversial projects from the 1980 Master Plan (Hubbell, 1994: 5).

The future expansion of the Airport is based on the new Draft Master Plan Update of Planned prepared in 1988 and amended in 1990 by the City of Santa Barbara. The Update recommends the expansion of the Airport. The new $19,000,000 expansion proposal called for increasing the terminal from 20,000 square feet to up to 60,000-feet, raising or otherwise flood-proofing the terminal, expand curb parking, providing space for four car rental agencies, adding 400 feet to the main runway and constructing Runway Safety Areas. This document is now known as the Draft Aviation Facilities Plan, which together with the proposed Specific Plan, will make up a proposed Master Plan for the Airport (Hubbell, 1995: 5).

2.3 Architectural Context

Prior to World War II, only two Marine Corps Air Stations existed in the United States, one at Quantico, Virginia, the other at Parris Island, South Carolina. During World War II, seven new Marine Corps Air Stations were built; four in California, one in Texas and two in North Carolina. The Marine Corps Air Station at Goleta was one of four facilities constructed in California during the 1942-45 period. All were similar in design and layout and fulfilled complementary military missions.

Construction of the first of the new Marine Corps Air Stations, at El Toro, began in April of 1942. Its purpose was to train and regroup Fleet Marine combat units, and was the largest of the four California stations in terms of numbers of buildings. It housed two Fleet Marine aviation groups of approximately 3,500 men. MCAS El Toro was built on previously undeveloped land, whereas the other three stations were built at existing airports. The El Centro and Mojave Stations were built in 1942 and were to accommodate one carrier replacement group of approximately 80 planes and 2,000 men. At Mojave, approximately 90 buildings were constructed on the site of the Kern County Airport. About 62 buildings were constructed at the El Centro Station on the site of the Imperial County Airport. Both stations were

similar in layout, with three runways and temporary wood-frame buildings constructed of precut lumber. Construction at MCAS Goleta began in August of 1942, on the site of the Santa Barbara Municipal Airport. Runways were expanded and taxiways and concrete platforms added. Temporary wood-frame barracks were built to house 1,800 men (U.S. Navy, 1944: 92). The Navy acquired additional property on the bluffs to build housing.

The firm of Kistner, Curtis and Wright, retained under Navy Contracts NOy-4187 and NOy-5500, used existing drawings prepared by the Eleventh Naval District and adapted them to the various sites. In some instances, the firm appears to have produced the complete building design. For example, the firm prepared working drawings for new barracks, bachelor officers' quarters, a laundry building and incinerator. Many of the building designs, such as the administration building, were identical for three of the four California bases; El Toro, Goleta, and Mojave.

All the principal design operations were performed in the firm's San Diego office. The firm also established field offices at the various Marine Corps Air Stations for construction convenience and to speed up the operations. Engineering conducted in the field office included utility plans, runway and road designs and changes to plans based on local conditions. The buildings were constructed by the L.A. Contracting Co. and O.W. Karn under U.S. Navy Contract NOy4187.

In addition to design and layout, the Navy specified the use of building materials. Navy directives dictated that ". . . construction shall be of the cheapest temporary character with structural stability only sufficient to meet the needs of the service which the structure is intended to fulfill during the period of contemplated use." (U.S. Navy, 1945: 82) The contract for this work further specified,

> One and two-story wood frame structures with wood siding, built-up composition roofs on gypsum sheathing, concrete foundations and floors, 4-foot plywood wainscot, ceilings and walls sealed with wallboard, Victory-type plumbing fixtures, and oil-fired space heaters with underground fuel oil storage tanks. Storehouses were designed with wood frames, redwood siding, and built-up composition roofs on gypsum or Vermiculite roof slabs. The inside of exterior storehouse walls was covered with 1 x 6 boards, six inches apart, extending to a height of six feet (U.S. Navy, 1944: 104).

Building designs were influenced by a shortage of traditional building materials in a war-time market, the demands of a rapid mobilization of the armed forces, and the anticipated short-term nature of their use. These factors spawned experiments and innovations in construction techniques primarily directed at containing costs, conserving strategic materials and hastening construction. By 1943 the U.S. Navy began experimenting with Masonite boards for interior finishes and gypsum board exterior sheathing materials, covered with felt and a thin coat of asbestos-cement. These treatments proved not to be especially durable, particularly in hard climates, but continued to be considered suitable for temporary-use buildings (Garner, 1993: 52).

Similarly, when the contracts for the Marine Air Stations in California were first let, "buildings were predominantly designed in wood with wood sheathing, plywood partitions, etc. Later, fiber boards were substituted for wood as wall and partition material and gypsum planks substituted for wood sheathing of roofs." (U.S. Navy, 1945: 82) In the case of Goleta, the use of composite materials for exterior walls appears to have occurred exclusively in buildings constructed during and after 1944. There is presently no evidence that the asbestos-cement technique was ever used at MCAS Goleta. Vermiculite roofing materials were employed to reduce fire hazard from incendiary bombs (U.S. Navy, 1944: 83).

The buildings designed for MCAS Goleta were termed "semi-permanent" and "temporary" to meet the needs of a subsidiary air station, with a normal complement of approximately 2,000 men. A few of the buildings were constructed of more permanent materials (primarily, reinforced concrete) to suit functional and security requirements, but were nevertheless usually classified as "temporary," or "T" buildings. Included in this group were the magazines, oxygen building, propeller shop, dope and spray building and the paint and oil building (U.S. Navy, 1944: 103-104). Evidently, several small buildings at Goleta were constructed partially of adobe, providing evidence of local innovations in design and construction. One of these remains today.

Kistner, Curtis and Wright also employed Marine Corps specifications for site planning. The original "wide dispersion" layout criterion was changed early on in the design process by the Bureau of Aeronautics, which requested more compact facilities. The rationale for this change is not clarified in the available documentation, but it can be surmised that the original "wide dispersion" plan was founded on the perceived need to protect the facility from aerial bombardment. Nevertheless, the final site plan for MCAS Goleta was somewhat more dispersed in character than the more consolidated, campus-like site plans for the Marine Corps Air Stations at El Centro and El Toro. Topography and pre-existing land uses presumably factored into these results.

The San Diego-based architectural and engineering firm of Kistner, Curtis and Wright was selected from among three competing firms to plan the site and design some of the buildings at the Marine Corps Air Station at Goleta. This firm was also responsible for the site planning at the other Marine Corps Air Stations built in California: El Toro, El Centro, and Mohave. In addition to the Marine Corps Air Stations, the firm prepared drawings for several other Naval facilities, including Camp Elliott, Camp Matthews, Camp Gillespie and the Marine Corps Base in San Diego. The firm provided the site planning and building design, but within the tight specifications of the Navy and other government agencies.

The firm may have enjoyed a slight advantage in the competition for these contracts, as one of their principal engineers, Bill Wright, had previously served as a Navy commander. The firm also maintained offices both in Los Angeles and San Diego, positioning them in proximity to both the work sites and the Eleventh Naval District headquarters (Kistner 7/10/94).

The principal partner of the architectural firm of Kistner, Curtis and Wright was Theodore Charles Kistner. Kistner was born in Carlinville, Illinois on September 19, 1874. Upon graduating from the University of Illinois in 1897 with a B.S. in architecture, he worked as a draftsman in Chicago and Evanston before opening his own practice in Granite City, Illinois in 1901. In 1911 he relocated his practice to San Diego. By 1922 Kistner had achieved some notoriety as a designer of commercial and institutional buildings, particularly schools (McGrew, 1922: 427).

Indeed, the majority of his work between 1911 and 1930 appears to have been school buildings. He designed plans for the Edwardsville and Pittsfield high schools in Illinois; Sweetwater Union High School at National City; Grossmont Union High School in La Mesa; Coronado High School in Coronado; Capistrano Union High School in San Juan Capistrano; Oceanside High School and grammar school in Oceanside; Washington Grammar School, Theodore Roosevelt Junior High and Memorial Junior High in San Diego; grammar schools in Santa Ana; Union High School in Garden Grove; Bradford Avenue School in Placentia; a high school and grammar school in El Cajon; Excelsior Union High School in Norwalk; a grammar school in Buena Park; Inglewood Union High School at Lawndale; a grammar school in Pomona; a junior high at Downey; and high schools in Ventura and Carpinteria. In addition, he designed grammar schools at Sommerton and Yuma, Arizona. Other public buildings designed by Theodore Kistner include the Anaheim City Hall (with Eugene Durfee); St. John's Episcopal Church in Chula Vista; and a theater in National City. During this period, Kistner became known for his innovative

designs for open-air classrooms, a particularly appropriate scheme for the mild southwestern climates (*Southwest Builder and Contractor,* various years 1920-1930; McGrew, 1922: 427-428).

In 1928 Kistner opened a second office in the Architect's Building at 816 W. 5th Street in Los Angeles. By 1936 he had taken in Robert R. Curtis as a partner, and the firm became known as Kistner and Curtis. Thereafter, Kistner lived in San Marino, presumably managing the Los Angeles office, and Curtis evidently remained in charge of the San Diego practice. After 1941, the firm took on Henry L. Wright as a third partner. He worked in the San Diego office, while William T. Wright, the brother of Henry worked in the Los Angeles office as a structural engineer (Los Angeles and San Diego City Directories, various years; Kistner 7/10/94).

Among the many contracts obtained by Kistner, Curtis and Wright, one of the most substantial was with the United States Navy. The firm was hired in 1941 to plan the Marine Corps Air Stations at Goleta, El Toro, El Centro and Mohave (*Los Angeles Times,* 10/11/73: 15). The firm produced site plans for these facilities, designed buildings and modified designs of standardized Navy buildings. The firm prospered during the War years, expanding to over 150 employees. Theodore Kistner, Jr. worked in the business section of his father's office from 1953 to 1965 (Kistner 7/10/94).

Following World War II, the firm of Kistner, Curtis and Wright returned to designing school buildings. *Architectural Record* for March 1948 featured the firm's innovative "bilateral" school lighting system. Schools designed with this new lighting method were the Bella Vista Elementary School in Montebello; Rosemead High School and the Barstow Elementary School (*Architectural Record,* 3/48: 118-144). The firm became Kistner, Wright and Wright in 1952. *Western Architect and Engineer* for November 1960, featured the circular plan for the science lecture hall they designed for Cerritos College. *Arts and Architecture* magazine for June 1963, contained an article on the College Library they designed for Cerritos College. Theodore Kistner retired from the firm in 1965, and died in October, 1973 at the age of ninety-nine (*Los Angeles Times,* 10/11/73: 15).

3.0 CONTEXTUAL THEMES AND EXISTING BUILDINGS

The developmental history of the Santa Barbara Municipal Airport divides naturally into four, broad contextual themes: aviation, military, high technology and general commercial/industrial; and three periods of historical development: 1918 to 1942, 1942 to 1945 and 1946 to present. The periods during which these themes occur are summarized in Table 1, below. A discussion of these themes by chronological period and the property types related to these themes occurs in this section. A complete listing of the buildings evaluated in accordance with these themes is provided in Table 2.

Table 1. Contextual Themes

Historical Theme	*Pre-War 1918-42*	*Wartime 1942-45*	*Post-War 1946-*
Aviation	*		*
Military		*	
High Technology			*
General Commercial/Industrial			*

Table 2. Existing Buildings and Related Contextual Themes

Building No.	*Building Name/Use*	*Year Constructed*	*Context Theme*	*Context Period*
114	Supply Office	1944 F	Military	1942-45
115	Aircraft Maintenance No. 2	1943 E	Military	1942-45
116	Aircraft Maintenance No. 1	1944 F	Military	1942-45
117	Post Office	1943 E	Military	1942-45
118	Firehouse No. 2	1943 E	Military	1942-45
120	Storehouse	1944 F	Military	1942-45
121	Squadron Maintenance Hangar	1944 F	Military	1942-45
122	Storehouse	1944 F	Military	1942-45
124	Firehouse & Armory	1944 F	Military	1942-45
126	Hangar No. 6	1960 E	Aviation	1946-
210	Hangar	1970 E	Aviation	1946-
211	Goleta Auto Body	1965 E	Gen. Comm.	1946-
212	Cinema Twin Theater	1965 E	Gen. Comm.	1946-
223	Storehouse	1944 F	Military	1942-45
224	Storehouse	1943 E	Military	1942-45
225	Storehouse	1943 E	Military	1942-45
226	Storehouse	1943 E	Military	1942-45
238	Storehouse	1943 E	Military	1942-45
239	Parachute Building	1942 F	Military	1942-45
240	Aircraft Access's Maintenance	1942 F	Military	1942-45
241	Dope & Spray Building	1943 F	Military	1942-45
242	Standby Power Unit	1943 E	Military	1942-45
244/245	Lucas Engineering	1970 E	High Technology	1946-
246	Propeller Shop	1942-44 F	Military	1942-45
247	A & R Maintenance Hangar	1943-44 F	Military	1942-45
248	General Western Aero Hangar	1931 F	Aviation	1918-42
249	General Western Aero Hangar	1931 F	Aviation	1918-42
251	Storehouse Building	1943 F	Military	1942-45
255/256	Administration/Telephone Building	1942-43 F	Military	1942-45
257	Storehouse Building	1970 F	Aviation	1946-
258	Squadron Headquarters	1942 F	Military	1942-45
259	Sewer Lift Station	1943 E	Military	1942-45
260	Squadron Headquarters	1942 F	Military	1942-45
261	Squadron Maintenance Hangar	1943 F	Military	1942-45
267	Squadron Maintenance Hangar	1943 F	Military	1942-45
268	Storehouse Building	1943 F	Military	1942-45
269	T-Hangars	1970 E	Aviation	1946-
270	Sewer Pump Building	1943 E	Military	1942-45
271	Hangar	1970 E	Aviation	1946-
274/284/285	Santa Barbara Aviation Hangars	1965 E	Aviation	1946-
276	Hangar	1970 E	Aviation	1946-
283	T-Hangars	1965 E	Aviation	1946-
301	Guard House	1943 E	Military	1942-45
302	Store House Building	1943 E	Military	1942-45
303	Store House Building	1943 E	Military	1942-45
304	Squadron Headquarters	1942 F	Military	1942-45
305	Squadron Headquarters	1942 F	Military	1942-45
306	Public Works Shops	1943 E	Military	1942-45
307	Hangar	1985 F	Aviation	1946-
309	Squadron Maintenance Hangar	1943 F	Military	1942-45
310	US Forest Service	1973 E	Aviation	1946-
311	Servicemaster	1940 E	Gen. Comm.	1946-
312	Operations Building	1943 E	Military	1942-45
313	Firehouse & Armory	1942 F	Military	1942-45
314	Storehouse Building	1943 E	Military	1942-45

Table 2. Existing Buildings and Related Contextual Themes

Building No.	*Building Name/Use*	*Year Constructed*	*Context Theme*	*Context Period*
315	Storehouse Building	1943 E	Military	1942-45
317	Squadron Maintenance Hangar	1943 F	Military	1942-45
319	Sewer Pump Building	1943 F	Military	1942-45
323	Small Arms and Pyro. Magazine	1943 E	Military	1942-45
325	High Explosives Magazine	1943 E	Military	1942-45
333	Synthetic Training Building	1944 F	Military	1942-45
344	Ordinance & Torpedo Building	1944 F	Military	1942-45
345	Public Works Storehouse	1943 E	Military	1942-45
347	Airport Maintenance Yard	1965 E	Aviation	1946-
349	Public Works Paint Magazine	1943 E	Military	1942-45
351	Acorn Landscaping	1940 E	Gen. Comm.	1946-
352	Building No. 352	1940 E	Gen. Comm.	1946-
364	AGRX	1960 E	High Technology	1946-
367	Control Tower	1962 F	Aviation	1946-
369	Spike's Place	1962 F	Gen. Comm.	1946-
480	Passenger Terminal	1942 F	Aviation	1918-42
--	Gyrex Corporation	1980 E	High Technology	1946-
--	Pilot House Motel	1965 E	Gen. Comm.	1946-
--	Southern California Edison	1984 F	Gen. Comm.	1946-
--	Twin Lakes Golf Club Clubhouse	1965 E	Gen. Comm.	1946-
--	Woolever's Tire Shoppe	1960 E	Gen. Comm.	1946-

Key to Table 2

Building Number: the building number currently assigned by Santa Barbara Airport Administration, when available. Duplicate numbers assigned to recent buildings are omitted for clarity.
Building Name/Use: for buildings constructed prior to 1945, the name or use of the building, when constructed; otherwise the current tenant or business name.
Year Constructed: Year of completion. The suffix "E" represents an estimated date; "F" a factually verified date.
Context Theme: relationship of building to an historical theme, as summarized in this section.
Context Period: contextual period of construction, as summarized in this section.

Pre-War: 1918-1942

The years 1918 to 1942 span the period during which aviation evolved from an activity pursued by a relative handful of pioneers, barnstormers and itinerant World War I veterans to the dawn of the modern era of mass air travel. Santa Barbara's role in this transition was apparently not extensive in itself, but the establishment of an airport in the area during this early period of aviation history both reflected, and contributed to, the progressive character of the Santa Barbara region. The establishment of an airport near Santa Barbara in 1928, and its subsequent upgrading to a municipal Airport in 1941 were key events in the growth of Santa Barbara and the Goleta Valley. Of the buildings constructed during this period and associated with the aviation theme, three remain (two hangars and the passenger terminal).

Wartime: 1942-1945

The use of the Santa Barbara Airport site by the military during the period 1942 to 1945 was a brief, but pivotal event in the history of the Santa Barbara region, transforming a relatively minor airfield into an important staging area for the Pacific Theater and a training-ground for a large number of pilots. Considered within the wartime mobilization context, no single event or mission would appear to distinguish MCAS Goleta from the scores of other, similar facilities constructed during the same span of years, or from the other three Marine Corps Air Stations in California. Roughly 50 buildings constructed at the Airport during the 1942-1945 period and related to the military theme remain. A number of others remain on land now owned by the University of California.

Post-War: 1946 to Present

During the war years, the Airport was transformed from a relatively remote and minor air facility to one of considerable regional importance by the presence of the military. This rapid evolution of physical plant development set the stage for a post-war era marked by a greatly increased public use of air transportation and abetted the industrial and residential growth which was to follow throughout the Southern California region, including Santa Barbara. The Airport resumed its pre-war function as civilian air transportation center during this period, steadily expanding existing facilities to accommodate increased commercial and general aviation traffic. Surplus wartime-era buildings provided an opportunity for start-up commercial and industrial uses, including Cold War high technology enterprises.

During this period, Cold War-related industry thrived on massive federal investments in high technology, while air travel evolved into a form of mass transportation as the airlines grappled for shares of a growing market. Environmental and land use planning concerns emerged as constraints on Airport development as the Goleta Valley shifted from a predominantly agricultural to residential character. Roughly 20 buildings constructed at the Airport after 1945 remain, including the control tower and several general aviation hangars. A substantial number of the wartime-era buildings were altered, often several times, to accommodate new commercial and industrial uses.

4.0 REGULATORY FRAMEWORK

4.1 Federal/Section 106

The criteria for determining adverse effects on historic resources are established by the National Historic Preservation Act of 1966, and by standards published by the National Park Service in connection with the National Register of Historic Places. The relevant definitions contained within the Act (36 CFR 800) are:

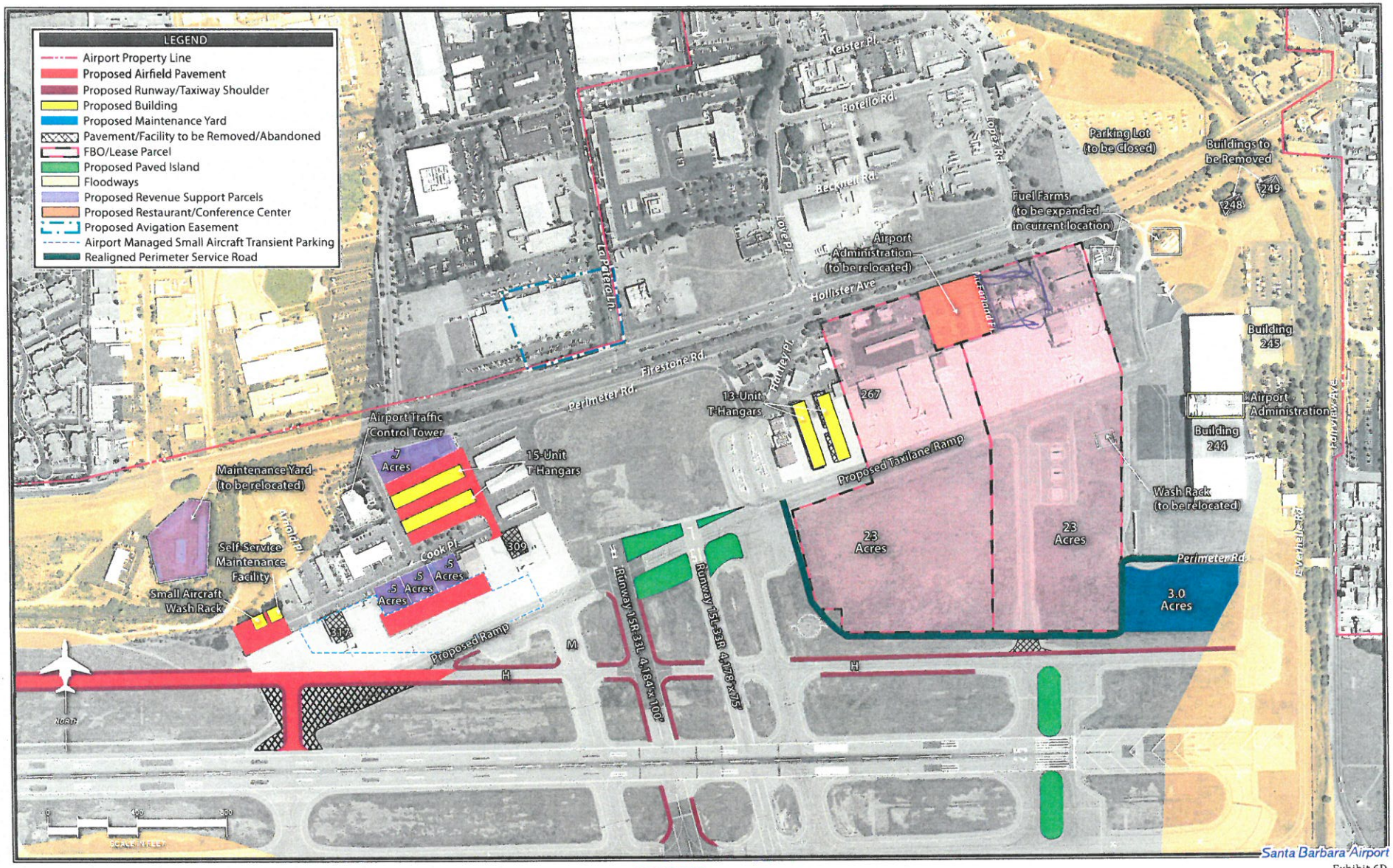

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Exhibit 6D
RECOMMENDED NORTH LANDSIDE DEVELOPMENT CONCEPT

ATTACHMENT 2

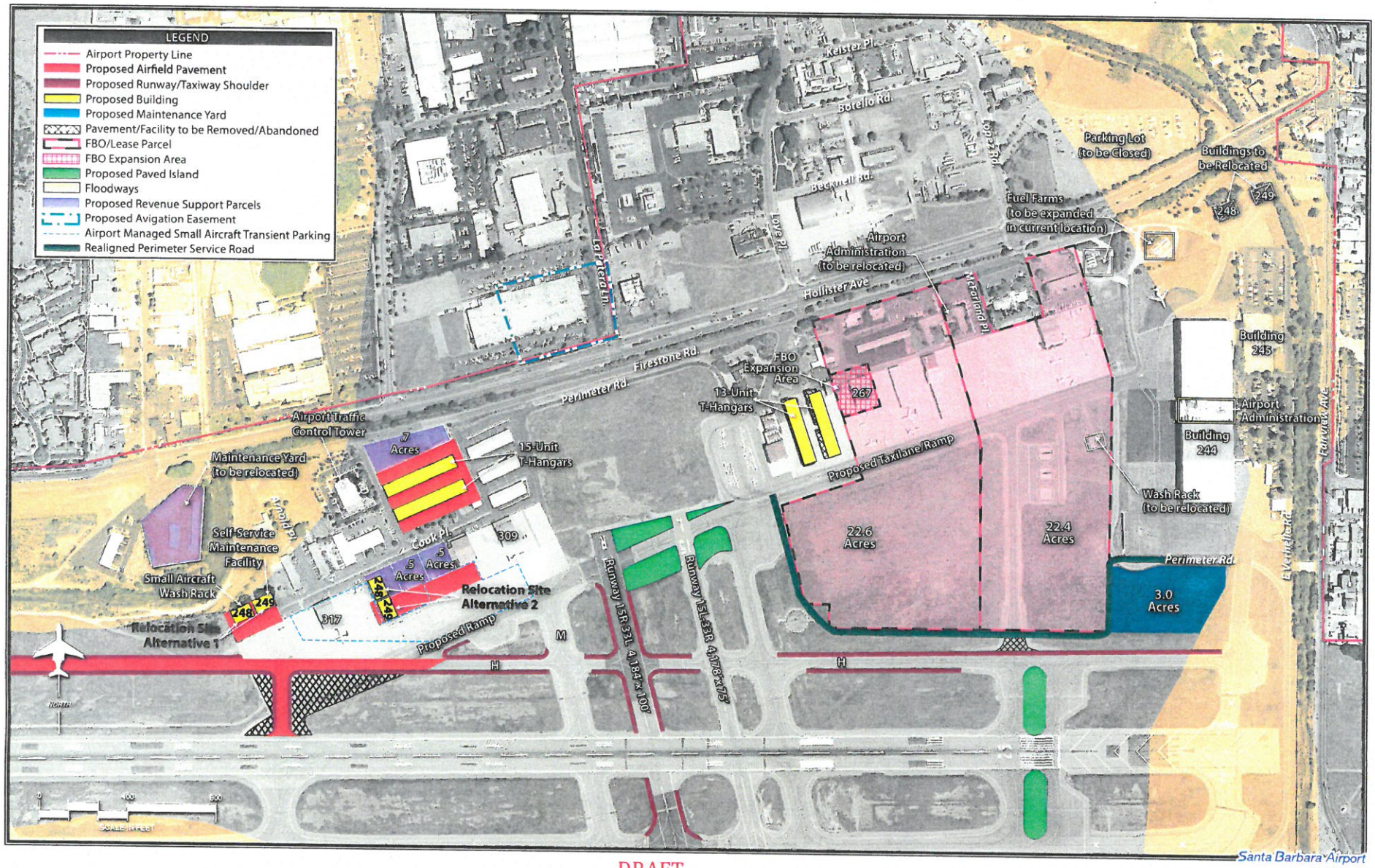

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Exhibit 2E
RECOMMENDED NORTH LANDSIDE DEVELOPMENT CONCEPT