

# B.1 Hist Pres Comment #1

Wendy Winkler

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**Subject:** Item B.1 Historic Preservation Project Context Statement  
**Attachments:** ufmp sect 4.15-heritage trees.pdf

**From:** Chris Messner [<mailto:cmessnersb@gmail.com>]  
**Sent:** Thursday, March 08, 2018 7:29 PM  
**To:** Deborah Lopez <[dlopez@cityofgoleta.org](mailto:dlopez@cityofgoleta.org)>  
**Cc:** Michelle Greene <[mgreene@cityofgoleta.org](mailto:mgreene@cityofgoleta.org)>  
**Subject:** Item B.1 Historic Preservation Project Context Statement

To Planning Commissioners: Chair Ed Fuller, Vice Chair Jennifer R. Smith, Katie Maynard, Robert K. Miller, Eric Onnen, Planning Manager: Lisa Prasse, Planning and Environmental review Director: Peter Imhof

It has come to my attention that the Planning Commission will be reviewing and discussing the Historic Preservation Project Context Statement during its 3/12/18 meeting. This is Agenda Item B.1:

## **B.1 Historic Preservation Project Context Statement (Prasse)**

My objections are with staff's report and, Planning and Environmental Review Director, Peter Imhof's presentation under:

**Tree and Landscape Study Chapter** section of today's presentation and discussion

City Council adopted into law the UFMP (Urban Forest Management Plan) on February 21, 2017 after years of meetings, debates, discussions and research through Goleta's PTAC (Public Tree Advisory Commission). Under the UFMP, there is a lengthy subject matter and process on:

### **Heritage Trees Chapter 4.15**

**Criteria for Heritage Trees**

**Historic Significance**

**Nominating a Heritage Trees**

**Naming a Heritage Tree**

**Changing a Heritage Tree's Designation**

**Removal of a Heritage Tree**

**Appendix B** in UFMP "Approval List of Heritage Tree Sites"

(none at this time have been approved by PTAC or Council)

**Appendix F** in UFMP "City of Goleta Heritage Tree Nomination Form"

*(see attachment)*

This is Redundant Work that has already been addressed by the Tree Commission and adopted by City Council. Also, in compliance with the UFMP's chapter 6.3

**City of Goleta interdepartmental Coordination and Resolution 12-78** (Exhibit A 'Duties and responsibilities', item #7) Council in 2/21/17 motioned that the City provide a copy of the Goleta Urban Forest Management Plan to all City Departments and Commissions.

**Please reference the UFMP concerning Heritage Trees and procedures and standards in the future.**

Kind Regards,

Chris Messner

-5 years PTAC Tree Commissioner

-8 years DRB (landscape professional)

# ***B.1 Hist Pres Comment #1 Attach. 1***

## **Performance Standards**

Number of view conflicts brought to the attention of the Public Tree Advisory Commission for resolution.

### **4.15 Heritage Trees**

Irreplaceable and significant urban trees in good health and of stable form are substantial components to the history of each urban forest. These trees, known as heritage trees, are considered outstanding because of their size, form, age, color, rarity, genetic constitution and/or shape. They can also be a distinctive landmark to a community; a specimen associated with a historic person, place, event or period; a representative of a crop grown by ancestors and their successors that is at risk of disappearing from cultivation; a specimen recognized by members of a community as deserving heritage recognition. Heritage trees also increase the prestige of the community and they play a vital role in maximizing environmental benefits.

A collection of co-located trees, forming a grove, may also be considered heritage based on the above description.

No trees were designated as heritage, historical, or significant when the City formed. A list of Goleta Heritage tree sites is identified in Appendix B. This list, and subsequent designations, are subject to recommendation by PTAC and approval by the City Council.

### **Guidelines**

- 4.15.1 Use UFMP adopted procedures for defining and designating the protection of Heritage/landmark trees on city property.
- 4.15.2 The Public Tree Advisory Commission shall consider future policies or ordinances that protect Heritage trees in the public right of way or on public property and make such recommendations to the City Council for approval.

### **Objectives**

- 1. Protection and enhancement of Heritage trees in Goleta.
- 2. Develop and maintain a list of candidate Heritage/landmark trees.

### **Criteria for Heritage Tree Designation:**

**Definition:** A heritage tree is a tree that, because of its size, age, species, rarity, or historical or horticultural significance, is of special importance to the City.

#### **Horticultural significance**

A heritage tree must be of exceptional size and age. Since trees vary in size and lifespan by species, exceptional is relative to the size and age of other individuals of the same species located in the city.

Unless documented, age is difficult to determine without specialized equipment but size can be quantified by measuring the tree's trunk diameter at 4.5 feet above grade, which is also known as the diameter at breast height (DBH).

A tree may be classified as a Heritage tree because it is a defining landmark or it is considered to be rare in the area.

A tree may be considered rare because of its species, unique form, structure, unusual branch patterns, or its outstanding aesthetic contribution to a site or neighborhood.

### **Historical significance**

A tree may qualify as a Heritage tree if it has a documented history that reflects our City's cultural heritage. This would include such things as its association with or contribution to a historic structure, site, or street, or its connection to a person of historical note or some historic event.

### **Nominating a Heritage Tree**

Any Goleta resident or business may nominate a heritage tree. In addition to a filing fee, the nomination form (Appendix F) must include justification for designating the tree as historic consistent with the information contained in this section as well as pictures of the tree and its placement in the surrounding location.

Submit nomination form to the Public Tree Advisory Commission (PTAC) for a tree in the public right of way or on public property. Nomination forms will be received by Public Works and submitted to PTAC as an item on their next meeting agenda. The PTAC will evaluate the nomination and determine if it qualifies to be submitted to the City Arborist for further investigation in to the satisfaction of Heritage tree criteria. The City Arborist will provide a botanical assessment report to the PTAC. PTAC would then make a final recommendation to approve or deny based on these findings and if approved, direct staff to present a recommendation to the City Council for designation of the tree as a Heritage Tree.

If PTAC denies the designation, the nominating party may appeal the denial to the City Council within 10 days of notification that the request has been denied. Written appeals must be submitted to the City Clerk.

### **Naming a Heritage Tree**

When considering a heritage tree designation, PTAC will also make a recommendation to the City Council on the naming of the heritage trees.

The name shall be informative:

- a. Location
  - b. Common Name
- ie: *the* Stow Grove Park Redwoods  
*the* Ellwood Mesa Eucalyptus Grove  
*the* Old Town Park Sycamore

### **Changing a Heritage Tree's Designation**

PTAC may recommend to the City Council that a Heritage tree's designation be rescinded when or if the Commission finds that it is no longer appropriate.

### **Removal of a Heritage Tree**

A Heritage Tree shall not be removed unless it is dead, dying, or dangerous, subject to prior PTAC notification unless the hazardous condition of the tree is deemed an emergency warranting swift action. An emergency is when the failure of a major limb(s) or the entire tree is imminent and a threat to public safety, homes, or structures. In the event of an emergency, the Public Works Director or his/her designee may order a limb(s) or the entire tree to be removed without scheduling a hearing with the PTAC. However, PTAC commissioners shall be informed as soon as practical.

### **4.16 Trees and Economic Development**

Merchants may focus on the direct costs of revitalization projects and overlook the long-term benefits of maintaining the trees lining their place of business. Healthy and well-maintained trees within business districts send positive messages to consumers and ultimately increase

Appendix B  
Heritage Tree Sites within the City of Goleta

Name	Location	Description

-For official use only -

Received \_\_\_\_\_  
 To PTAC \_\_\_\_\_  
 Paid fee \_\_\_\_\_

# CITY OF GOLETA

## Heritage Tree Nomination Form

A heritage tree is one that, because of its size, age, species, rarity, or historical or horticultural significance, is of special importance to the City. Trees must be located on public property or in the public Right of Way. Anyone may nominate a tree for designation as a heritage tree. This request will be reviewed by the Public Tree Advisory Commission (PTAC) and the City Council.

This nomination form must be accompanied by pictures and a processing fee.

Tree Information	
Date:	
Tree Species (botanic and / or common name):	
Number of trees:	Grove: Y / N
Tree Address: Where is the tree located:	
<input type="checkbox"/> Between the curb and sidewalk (parkway) or median <input type="checkbox"/> Park or other public property <input type="checkbox"/> Other (note: private property not eligible for Heritage Tree status)	
Tree size:	
Height (approximate):	
Crown (measure branch structure from one edge to opposite edge):	
Circumference (distance around trunk at 4.5' from ground): /3.14 = Diameter at Breast Height (DBH)	
Approximate age (if known):	
Condition:	
Historical facts:	
Noteworthy features: <input type="checkbox"/> Beauty <input type="checkbox"/> Shade <input type="checkbox"/> Size <input type="checkbox"/> Kind <input type="checkbox"/> History And Justification for nomination:	

Nominated By		
Print Name:	Signature:	
Address:		
City, State, Zip:		
Phone:	Email:	Date:

### Submit nominations to:

Public Works Director, City of Goleta / 130 Cremona Dr. Suite B. / Goleta, California 93117

# B.1 Hist Pres Comment #2

Wendy Winkler

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**Subject:** factual problem with Goleta Historic Context statement

**From:** Victor Cox [<mailto:vic.cox.freelance@gmail.com>]

**Sent:** Monday, March 12, 2018 9:07 AM

**To:** Lisa Prasse <[lprasse@cityofgoleta.org](mailto:lprasse@cityofgoleta.org)>; Michelle Greene <[mgreene@cityofgoleta.org](mailto:mgreene@cityofgoleta.org)>

**Subject:** factual problem with Goleta Historic Context statement

Hello Michelle and Lisa,

As Lisa knows I have been concerned with some of the inadequate quality of previous research work by the Historic Research Group (HRG) of Pasadena. The revised draft of the Goleta context statement by these consultants further fuels my concern when a cursory reading turns up a major factual mistake.

On page 61, under "Context: Goleta during World War II (1941-1945)", the last paragraph begins: "In 1942, as the prospect of war escalated, the United States Navy..." The factual error resides in the wording.

After the attack on Pearl Harbor Congress declared war on Imperial Japan in a resolution (Public Law 77-328, 55 STAT 795) on Dec. 8, 1941, an hour after President Franklin Roosevelt had delivered his famous "Day of infamy" speech to a joint session. (See Wikipedia's *United States declaration of war on Japan*).

Preparation for the coming conflict, which was also against Japan's then-allies, Italy and Germany, escalated in 1942 but by then war was the officially established policy of the U.S., not a "prospect."

To insert such a basic misstatement of easily established historical fact in Goleta's context document opens the city to ridicule and undermines confidence in the whole historical presentation. I have other, smaller questions about phrasing I came across in my partial reading of the context but this one is huge.

I hope someone on staff is assigned to carefully read and, if necessary, copy edit the whole body of work by HRG. After a mistake this size I would not trust the consultants to catch their own errors.

Thank you for your attention.

Vic Cox  
Goleta

# B.1 Historic Pres Comment #3

Wendy Winkler

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**Subject:** Aero Spacelines Super Guppy - Wikipedia  
**Attachments:** WebPage.pdf

**From:** Edward Fuller [mailto:edfuller@sanroquerealty.com]  
**Sent:** Monday, March 12, 2018 5:41 PM  
**To:** Wendy Winkler <wwinkler@cityofgoleta.org>  
**Subject:** Aero Spacelines Super Guppy - Wikipedia

Dear Planning Commission Members,

After a light review of the Goleat Historic Context Statement I found it lacking any reference to this significant aerospace company:

[https://en.wikipedia.org/wiki/Aero\\_Spacelines\\_Super\\_Guppy](https://en.wikipedia.org/wiki/Aero_Spacelines_Super_Guppy)

Best regards,

Ed Fuller

Ed Fuller, SRS, ABR, GRI, SRES, ePro, BPOR, GREEN, Broker  
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805.687.1551

Cell 805.570.6988

[Ed@SANROQUEREALTY.COM](mailto:Ed@SANROQUEREALTY.COM)

CalBRE #00661695

# Aero Spacelines Super Guppy

The **Aero Spacelines Super Guppy** is a large, wide-bodied [cargo aircraft](#) that is used for hauling [outsize cargo](#) components. It was the successor to the [Pregnant Guppy](#), the first of the Guppy aircraft produced by [Aero Spacelines](#), which in turn was named for its resemblance to a [pregnant guppy](#). Five were built in two variants, both of which were colloquially referred to as the "Super Guppy".

## Design and development

The first, the Super Guppy, or "SG", was built directly from the [fuselage](#) of a [C-97J Turbo Stratocruiser](#), the military version of the 1950s [Boeing 377](#) "Stratocruiser" passenger plane. The fuselage was lengthened to 141 feet (43 m), and ballooned out to a maximum inside diameter of 25 ft (7.6 m), the length of the cargo compartment being 94 ft 6 in (28.8 m). The floor of the cargo compartment was still only 8 ft 9 in (2.7 m) wide, as necessitated by the use of the Stratocruiser fuselage.<sup>[1]</sup>

**B-377-SG/SGT Super Guppy**



Super Guppy Turbine used by [NASA](#)

<b>Role</b>	<a href="#">Outsize cargo freight aircraft</a>
<b>Manufacturer</b>	<a href="#">Aero Spacelines</a> / <a href="#">Airbus</a>
<b>First flight</b>	August 31, 1965 <sup>[1]</sup>
<b>Status</b>	Active, operated by <a href="#">NASA</a>
<b>Primary users</b>	<a href="#">Aero Spacelines</a> <sup>[1]</sup> <a href="#">NASA</a> , <a href="#">Airbus</a> , <a href="#">Aeromaritime</a> <sup>[1]</sup>
<b>Number built</b>	1 SG, 4 SGT <sup>[1]</sup>
<b>Developed from</b>	<a href="#">C-97J Turbo Stratocruiser</a> <sup>[1]</sup> <a href="#">377 Stratocruiser</a> <sup>[2]</sup> <a href="#">Pregnant Guppy</a> (fourth one built with cannibalized pieces from Pregnant Guppy)

In addition to the fuselage modifications, the Super Guppy used [Pratt &](#)



[Whitney T-34-P-7 turboprop](#) engines for increased power and range, and modified wing and [tail](#) surfaces. It could carry a load of 54,000 pounds (24,494 kg) and cruise at 300 mph (480 km/h).

The second version was officially known as the Super Guppy Turbine (SGT), although it used turboprop engines like the first Super Guppy. This variant used [Allison 501-D22C](#) turboprops. Unlike the previous Guppy, the main portion of its fuselage was constructed from scratch. By building from scratch, Aero Spacelines was able to widen the floor of the cargo compartment to 13 ft (4.0 m). The overall cargo-compartment length was increased to 111 ft 6 in (34.0 m), and the improved fuselage and engines allowed for a maximum load of 52,500 lb (23,800 kg).<sup>[3]</sup> These design improvements, combined with a [pressurized crew cabin](#) that allowed for higher-altitude cruising, allowed the SGT to transport more cargo than its predecessors.<sup>[1]</sup>

The SGT retained only the cockpit, wings, tail, and main landing gear of the 377. The nose gear was taken from a [Boeing 707](#) and rotated 180 degrees. This dropped the front of the aircraft slightly, leveling the cargo-bay floor and simplifying loading operations.

In the early 1970s, the two Super Guppy Turbines were used by [Airbus](#) to transport aeroplane parts from decentralised production facilities to the final assembly plant in [Toulouse](#). In 1982 and 1983, two additional Super Guppy Turbines were built by [Union de Transports Aériens](#) Industries in France after Airbus bought the right to produce the aircraft. The four Super Guppies have since been replaced by the [Airbus Beluga](#), capable of carrying twice as much cargo by weight.

## Variants

- **Aero Spacelines B-377-SG Super Guppy**, prototype of a much enlarged version of the Guppy using C-97J components, powered by four Pratt & Whitney T-34-P-7WA turbo-prop engines.<sup>[1]</sup>

- **Aero Spacelines B-377-SGT Super Guppy Turbine** (Guppy 201), production version powered by Allison 501-D22C turbo-prop engines,<sup>[1]</sup> using an enlarged cargo section built from scratch instead of being converted from original C-97J components.

## Survivors

All Super Guppies remain either in service, [mothballed](#), or on display.

- Super Guppy N940NS (previously N1038V), serial number 52-2693, is on display at the [Pima Air & Space Museum](#) adjacent to [Davis–Monthan Air Force Base](#) in Tucson, Arizona, US.<sup>[4]</sup>
- Super Guppy Turbine F-BTGV (formerly N211AS), serial number 0001, is on static display at the British Aviation Heritage Centre, [Bruntingthorpe Aerodrome](#), United Kingdom.
- Super Guppy Turbine F-BPPA (formerly N212AS), serial number 0002, is on static display in the Musée Aeronautique Aeroscopia near the Airbus facility, [Toulouse-Blagnac](#), France.
- Super Guppy Turbine F-GDSG, serial number 0003, is on static display at the Airbus facility, [Hamburg Finkenwerder Airport](#), Germany.
- Super Guppy Turbine N941NA (formerly F-GEAI), serial number 0004, is in service with NASA as a transport aircraft and is based at the El Paso Forward Operating Location at the [El Paso International Airport](#), in El Paso, Texas, US.<sup>[5]</sup>

## Operators

### Current

- [NASA](#)

### Former

- [Aero Spacelines](#)
- [Aeromaritime](#)

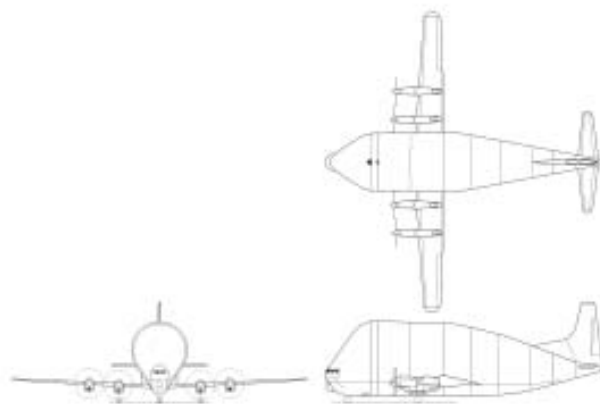
- [Airbus](#)

## Specifications (Super Guppy Turbine)

*Data from Encyclopedia of The World's Commercial and Private Aircraft<sup>[6]</sup> and NASA.gov<sup>[3]</sup>*

### General characteristics

- **Crew:** Four
- **Length:** 143 ft 10 in (43.84 m)
- **Wingspan:** 156 ft 3 in (47.625 m)
- **Height:** 48 ft 6 in (14.78 m)
- **Wing area:** 1,964.6 ft<sup>2</sup> (182.51 m<sup>2</sup>)
- **Empty weight:** 101,500 lb (46,039 kg)
- **Useful load:** 54,500 lb (24,720 kg)
- **Max. takeoff weight:** 170,000 lb (77,110 kg)
- **Cargo bay dimensions:** 111 ft × 25 ft × 25 ft (33.8 m × 7.62 m × 7.62 m)
- **Powerplant:** 4 × [Allison 501-D22C turboprops](#), 4,680 hp (3,491 kW) each



Orthographic diagram of the 377-SGT

### Performance

- **Maximum speed:** 250 knots (288 mph, 463 km/h)
- **Cruise speed:** 220 knots (253 mph, 407 km/h (economical cruise at 20,000 feet MSL))
- **Range:** 1,734 nm (1,986 mi, 3,219 km)
- **Service ceiling:** 25,000 ft (certificated ceiling) (7620 m)
- **Wing loading:** 86.5 lb/ft<sup>2</sup> (422.5 kg/m<sup>2</sup>)
- **Power/mass:** 9.08 lb/hp (5.52 kg/W)

## See also

### Related development

- [B-29 Superfortress](#)
- [Boeing 377](#)
- [Aero Spacelines Pregnant Guppy](#)
- [Aero Spacelines Mini Guppy](#)

### Aircraft of comparable role, configuration and era

- [Airbus Beluga](#)
- [Boeing Dreamlifter](#)
- [Conroy Skymonster](#)
- [Myasishchev VM-T](#)

## References

### External links

- [Super Guppy website](#) by NASA Aircraft Operations
- [Super Guppy website](#) by NASA Human Spaceflight
- [Boeing B-377 historical website](#) at Boeing.com
- [AllAboutGuppys.com](#)
- [Super Guppy F-BTGV restoration project](#)

Wendy Winkler

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**Subject:** Citywide Historic Context Statement, March 5, 2018

**From:** "Ronald L. Nye" <[rlnye@cox.net](mailto:rlnye@cox.net)>

**Date:** March 12, 2018 at 5:46:54 PM PDT

**To:** Lisa Prasse <[lprasse@cityofgoleta.org](mailto:lprasse@cityofgoleta.org)>

**Cc:** Christine Lazzaretto <[christine@historicrosourcesgroup.com](mailto:christine@historicrosourcesgroup.com)>

**Subject:** **Citywide Historic Context Statement, March 5, 2018**

Lisa,

I am writing to express my very strong support for Historic Resources Group's recent Historic Context Statement of March 5, 2018. It is comprehensive, fact-based, well-written, and adheres to rigorous professional historical standards. As I have stated before, I appreciate the extent to which HRG listened, understood, and incorporated suggestions and edits submitted by the public and professional historians. This document will be an essential planning, educational, and governing tool in Goleta for many years to come.

I want to point out a small error, however: On page 97, the photo for the style "agricultural vernacular" states "Bunkhouse and Horace Sexton Museum." In fact, the one-story building closest to the camera is a former garage presently occupied by the Rancho La Patera Visitor Center and the two-story building is the former bunkhouse now occupied by the RLP Administrative Center. You may want to double-check this with Amanda D. of the GVHS in event that a very recent name change has occurred.

Many thanks to you, the City, and HRG for completing this very important task of providing Goletans with their own modern history of their community.

Ron Nye

Ronald L. Nye  
Historian  
805-682-1486

"Sacred Lands Inventory"  
form

RECEIVED

MAR 12 2018

City of Goleta  
Planning & Environmental Svcs.

Rec'd at  
Planning  
Commission  
Mtg.  
3-12-18  
from  
Frank  
Arredondo

CITY OF GOLETA  
PLANNING COMMISSION MEETING

REQUEST TO SPEAK

The public is allowed to speak on any matter appearing on the agenda prior to or at the time that it is being discussed by the Planning Commission. In addition, members of the public may speak at any regular meeting on any matter not appearing on the agenda that is within the subject matter jurisdiction of the Planning Commission during the Public Comment period. In order to assist the Planning Commission in maintaining order and to provide information so that Planning Commission staff may follow-up on questions posed during the meeting, the Planning Commission requests that you complete this Speaker Slip and deliver it to the Planning Commission Secretary PRIOR to the commencement of discussion on the item.

AGENDA ITEM: B-1 DATE: 3.12.18

SPEAKER NAME: Frank Arredondo

ADDRESS: \_\_\_\_\_

EMAIL: Ksen-Sku-Mu@yahoo.com

PHONE NUMBER: \_\_\_\_\_

REPRESENTING: Chumash

**ALL INDIVIDUAL SPEAKERS & ORGANIZED PRESENTATIONS TO THE PLANNING COMMISSION ARE SUBJECT TO TIME LIMITS SET AT THE DISCRETION OF THE CHAIR.**

Usually, 3 minutes is recommended, but this may be reduced to 2 minutes or expanded slightly in certain circumstances. Individuals who are part of a group may be allowed to delegate their time to a representative to speak on their behalf. In addition, an overall time limit may be imposed on a particular matter in order to permit the Planning Commission to complete necessary actions.

The Chair will call you to the microphone at the appropriate time.

Thank you for actively participating in the City of Goleta. (05/13)

# Native American Heritage Commission Sacred Lands Inventory

Site Name:

County:

Location:

NAHC Site No:	Date Entered:
Archaeological Site No:	<input type="text"/>
Date Originally Recorded:	<input type="text"/>
Has this site been recorded by another agency?	<input type="radio"/> Yes <input type="radio"/> No
Agency Name:	<input type="text"/>

<b>Ownership</b>  Owner Name: <input type="text"/> <input type="radio"/> Private Address: <input type="text"/> <input type="radio"/> Federal Phone / Email: <input type="text"/> <input type="text"/> <input type="radio"/> State <input type="radio"/> County	<b>USGS Quad</b> <input type="text"/>								
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<b>Sacred Site Type (Required)</b> Sacred / Power Area <input type="checkbox"/> Worship / Ritual Site <input type="checkbox"/> Burial Site <input type="checkbox"/> Reburial Site <input type="checkbox"/> Petroglyph / Geoglyph Pictographs / Cupules <input type="checkbox"/>	<b>Additional Features</b> Village Site <input type="checkbox"/> Collection Area <input type="checkbox"/> House Pits <input type="checkbox"/> Lithic Scatter <input type="checkbox"/> Camp Site <input type="checkbox"/> Ceramic Scatter <input type="checkbox"/> Rock Shelter / Cave <input type="checkbox"/> Caches <input type="checkbox"/> Bedrock Mortar <input type="checkbox"/>	<b>Other Features (List)</b>  <input type="text"/>  <input type="text"/>
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**Documentation**

<b>Californian Indian Consultant</b> Name: <input type="text"/> Address: <input type="text"/> Phone / Email: <input type="text"/> <input type="text"/> Title / Affiliation: <input type="text"/>	<b>Facilitator</b> Name: <input type="text"/> Address: <input type="text"/> Phone / Email: <input type="text"/> <input type="text"/> Title / Affiliation: <input type="text"/>
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**Comments / Location Description**

Check if additional comments on file

**Wendy Winkler**

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**Subject:** Historic Preservation Context Statement  
**Attachments:** Rudi Schulty Obituary.docx

-----Original Message-----

From: bdmorden@sbceo.org [mailto:bdmorden@sbceo.org]  
Sent: Tuesday, March 13, 2018 5:37 PM  
To: Christine Lazzaretto <christine@historicrosourcesgroup.com>; Lisa Prasse <lprasse@cityofgoleta.org>; Molly Iker <molly@historicrosourcesgroup.com>  
Cc: Wendy Winkler <wwinkler@cityofgoleta.org>  
Subject: Historic Preservation Context Statement

Christine, Lisa and Molly -

This is a follow-up on our quick conversation after last night's presentation to the Goleta Planning Commission.

First an easy one. There was a question as to why the section was labeled Trees and Landscapes when there were only trees. I would suggest rather than remove "landscapes" from the section title, you could include some landscapes. One real easy one would be Coastal Sage Scrub.

There are lots of areas in public and private areas that are still good examples. If you go to the Goleta Butterfly Grove at the end of Coronado Dr there is some restored Coastal Sage Scrub before you get to the Eucalyptus trees and more between the trees and the cliff edge. There is more around Lake Los Carneros. Almost any undisturbed open space in Goleta would be Coastal Sage Scrub. Here are a few links and possible contacts for follow-up:

<<https://www.ccber.ucsb.edu/ecosystem/native-plant-habitats/coastal-sage-scrub>>

and

<<http://ca.audubon.org/news/rare-coastal-sage-scrub-habitat-provides-home-threatened-gnatcatcher-and-many-other-species>>

just to get you started.

You could also include wetlands. While the large and more famous wetlands are outside of the City of Goleta, I believe there are still pockets of wetlands within the city. This might be worth pursuing.

There was a comment by Commissioner Maynard regarding people. I would be glad to provide you with the names of all the agents of the Goleta Depot from 1901 until 1973 when it was closed. While I agree this has a place in the history of Goleta, I am not certain how it affects a landmark ordinance unless that person has some fame or notoriety. Like the "George Washington slept here" example or the work of a famous architect as you mentioned.

Which brings me to some examples of industries that you may want to add. Aerospace was mentioned last night and is included in the Context Statement. While it might be a little outside of the 1969 time frame. Goleta and greater Santa Barbara became a center for several medical device industries including intro-ocular lenses, mammary prostheses endoscopes with digital camera attachments and medical robots. Here is a list of companies that were or are located in Goleta. If I dig a little, I can find some of the old addresses.

Silicon products including neurosurgical implants and mammary prostheses Heyer Schulte McGhan Medical Cox Uphoff Inamed Pudenz Schulte/Medtronic

Intro-ocular lenses  
IO Lab

Endoscopes  
Karl Storz  
Circon Surgical



For people I have attached an obituary for Rudi Schulte.

I have expressed my opinion that locations that no longer have buildings or structures may still have an historic importance. I have mentioned the walking path across from City Hall that extends along the flood control channel all the way to the current tracks. I was also recently contacted by Annie McCausland who is an Architectural Historian working on a project near Ellwood Station Road. I believe the project is an overpass over the railroad and the 101 near Ellwood Station Road. This might be something to follow-up on as it is in the general area of the 1887 route of the Southern Pacific Railroad.

While I focus on the railroad, it was clear from the presentations from the public last evening that this concept is very important to the Chumash. It needs to be considered and probably mentioned in the context statement so that these locations could be considered for protection or designation under the expected proposed landmark ordinance.

I can probably provide more specific information. My wife has worked as a volunteer at the Santa Barbara Botanic Garden and is the immediate past president of the Channel Islands Chapter of the California Native Plant Society. Before I retired, I worked for 31 years as a Food and Drug Investigator and inspected all of the medical device manufacturers that I mentioned above. While I do not live in Goleta, my connection with the city as the immediate past president and current member of the Board of Directors of the South Coast Railroad Museum at the Goleta Depot encourages me to continue to take an active interest in the affairs of the city.

Respectfully,

Bruce Morden  
Carpinteria

## B.1 Hist Pres Comment #6 Attach. 1

### Obituaries

Paid obituary notices may be placed by email: [kmeanley@newspress.com](mailto:kmeanley@newspress.com), by fax: (805) 966-1421, or in person at the downtown Santa Barbara office in De La Guerra Plaza. For further information, please call Kelly Meanley at (805) 564-5201.

## Monday Obituaries

12/26/05



### **SCHULTE, Rudi**

Rudolf (Rudi) Robert Schulte passed away on December 20, 2005 after a long battle with pancreatic cancer. Rudi put up a valiant fight which was in keeping with the kind of man he was, strong-minded, ambitious and determined. Born February 8, 1932 in Altenhundem/Sauerland, Germany, it was Rudi's desire from as early as he could remember to make America his home. In 1954 he realized his dream when the *Mauritania* passed below the Statue of Liberty and a twenty-two-year-old German man with his pregnant wife, Maria, and their year-and-a-half-old son, Henry, touched American soil for the first time.

Having achieved the distinction of being the youngest Master Watch Maker in Germany by the age of 21, Rudi utilized those skills and started his new life in Los Angeles working at watch repair for \$40 a week. However, his ambitions, creativity and patience to work with tiny objects soon found him working on the prototype space suit pressure sensors used by Chuck Yeager in his pioneer supersonic flights. As it turned out, this was the perfect segue from which Rudi launched himself toward a future of new inventions and new companies. As destiny would have it, Mr. Ted Heyer, a nearby neighbor from his Pasadena home (which he purchased after only four years of living in the country), was working with a famous neurosurgeon, the late Dr. Robert Pudenz, on developing a shunt for hydrocephalus (excessive fluid on the brain). His watch making skills, his mind for inventing, and his gift to work with doctors initiated a flurry of products that are still widely used today, one of those being the first tri-leaflet heart valve designed in cooperation with the renowned heart surgeon, the late Dr. Charles Hufnagel of Georgetown University and his head nurse, Linda Kildea. The heart valve prototype is on display at the Smithsonian Institute in Washington, D.C.

As Rudi's business career blossomed, in 1961 he chose Santa Barbara to take up permanent residence and it was here the Heyer-Schulte Medical Corporation was born. The company flourished; founded on Rudi's 1961 patent of the hydrocephalus shunt, Heyer-Schulte branched out into the first inflatable breast implant, silicone breast implants, eye lenses, shunts, and a myriad of other silicone implant devices. In 1974, Heyer-Schulte was sold to American Supply Corporation.

Though Rudi's mind never stopped working on inventing more medical products, he held an even deeper love for the land. In many respects it was where his heart truly rested. In 1966 he purchased 260 acres in the foothills of Goleta and immediately began planting avocado trees.

The ranch later expanded to 880 acres. In 1975 he purchased 1,100 acres up the Santa Barbara coast and developed the Baron Ranch into avocados as well. Two years later, word came that the magnificent 2,800 acre Dos Pueblos Ranch was up for sale. It took one visit and Rudi knew it was meant to be. And in 1988 he purchased the 1,400 acre Rancho Dos Vistas which shared its entrance with the late president Ronald Reagan's ranch. Rudi would spend time on one or all of the ranches nearly every day and oversaw the daily operations. His love for the land and the planting of trees was a passion of which he never grew tired. Not entirely satisfied with growing just avocados, Rudi branched out into Christmas trees, macadamia nuts, cherimoyas, raising abalone and producing lavender oil, his much beloved fragrance. Being an unpretentious man, Rudi made it clear many times that he never considered himself an owner but merely a "caretaker of God's land."

Rudi loved life and also shared a passion for boating, traveling around the world to exotic places, sports, daily exercise and making a lot of his own food, including his special blend of teas and soups. He was very proud of the tomatoes he grew every year and he especially enjoyed long walks on the beach with his dog, Sheba, and he made it a point to never miss a sunset.

In the same year that he purchased Dos Pueblos Ranch, Rudi ventured into an entirely different business. He partnered up with another gentleman by the name of Bob Stern and acquired fifty percent of the Pines Resort at Bass Lake, California. He eventually bought Stern's fifty percent and expanded the resort to include 84 chalets and built a 20 suite lake front hotel complete with gourmet restaurant and full service marina.

Rudi went on to establish the Pudenz-Schulte Medical Company which still continues making and selling his products under the ownership of Medtronic, Inc. His legacy will continue on through the not-for-profits Rudi Schulte Research Institute and the Rudi Schulte Family Foundation which contributes financially to worthy causes.

In 1999, Rudi had been awarded the Prestigious Pioneer Award in Santa Barbara for creating hundreds of jobs and bringing the medical business into the community.

Rudi was a man of his word and everyone in the business world knew that when Rudi made a promise he would keep it and his handshake was more powerful than any written contract. His inventions continue to save many lives, his companies still provide food for many tables, and his warm smile and fervor for life will be sorely missed.

Rudi is survived by his wife Berta A. Schulte (Banales); his four children, Henry Schulte (Dundie), Paul Schulte (Shelley), Sylvia Molony (Mike), Peter Schulte (Hollie) and step-daughter Alicia M. Guglielmo (P.J.); his grandchildren, Amber Donati (Rich), Marya Schulte, Jessica Willbanks (Mathew), Taylor Schulte, Brittany Molony, Spenser Schulte, Alec Schulte, Danielle Schulte, Maxton Schulte, Skyler Schulte, Isabella Molony, Tiana Molony and great grandchild Daxton Donati and his brother Heinz Schulte and sister Anita Thamm who live in Germany.

We know Rudi will be expressing his eternal gratitude to all of those who were there for him during his illness with a special debt of gratitude to Dr. Thomas Woliver, Dr. James Dunn, Dr.

Robert Byers and especially all the caring staff at the Santa Barbara Cancer Center and members of the Hospice team with Visiting Nurse and Hospice Care of Santa Barbara, Visiting Care and Companions and his caregiver Nora Gomez.

Of one thing we're certain, Rudi's creativity will be put to timeless use offering God a helping hand.

There will be a visitation on Monday, December 26 from 8am to 5pm at Welch-Ryce-Haider, 15 East Sola Street. Funeral service is Tuesday, 11am at Calvary Cemetery, 199 North Hope Avenue.

In lieu of flowers, a donation can be sent to the Hydrocephalus Association at 870 Market Street, suite 705, San Francisco, CA 94102.

Wendy Winkler

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**Subject:** John M. Conroy - Wikipedia  
**Attachments:** WebPage.pdf

**From:** Edward Fuller [mailto:edfuller@sanroquerealty.com]  
**Sent:** Tuesday, March 13, 2018 2:50 PM  
**To:** Wendy Winkler <wwinkler@cityofgoleta.org>  
**Subject:** John M. Conroy - Wikipedia

For consideration in Goleta's Historical Context Statement:

## The Pregnant Guppy – Aero Spacelines<sup>[edit]</sup>

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The Pregnant Guppy had a humble beginning on the proverbial cocktail napkin. One evening Conroy, Lee Mansdorf and others were discussing the problems NASA were having transporting the rocket booster stages aboard ships through the Panama Canal and the Gulf of Mexico. Mansdorf had recently purchased several surplus [Boeing 377 Stratocruisers](#) but was not really sure what to do with them. Conroy believed that they could take one of the Stratocruisers, enlarge the fuselage big enough to hold a rocket booster and contract with NASA to fly the boosters from California to Cape Canaveral, Florida. Conroy and Mansdorf founded a company, *Aero Spacelines*, to pursue the project.<sup>[3]</sup>

Conroy's drive to build the aircraft was so great, that when financing ran out, he did not: "Conditions reached the point where Conroy no longer owned his house, cars, or furnishings." By flying the Guppy on borrowed [aviation gasoline](#) to the [Marshall Space Flight Center](#), Conroy was able to test fly the aircraft with [Wernher von Braun](#).<sup>[4][5]</sup> On the basis of the test flights, contract negotiations with NASA began in earnest. The "Pregnant Guppy" first flew on September 19, 1962, piloted by Jack Conroy and co-pilot Clay Lacy. When Van Nuys air traffic control realized that Conroy intended to take off, they alerted police and fire departments to be on alert. However the huge aircraft performed flawlessly, the only difference in handling being a slight decrease in speed caused by extra drag of the larger fuselage. Wernher von Braun stated that "The Guppy was the single most important piece of equipment to put a man on the Moon in the decade of the 1960s."



Super Guppy carrying a Saturn V Stage IVB

Conroy then developed the [Super Guppy](#), which first flew on August 31, 1965, in Van Nuys. The [Mini Guppy](#) was built in Santa Barbara, California, and was christened "Spirit of Santa Barbara", on May 24, 1967. Two days later, the Mini Guppy was carrying cargo to the [Paris Air Show](#), where in 1967, Conroy was awarded the "Medal of Paris" for the greatest contribution to aerospace for the prior two-year period for the Guppy aircraft.

Conroy was the founder and president of Aero Spacelines, a subsidiary of Unexcelled, Inc. until he resigned in August 1967.

## Conroy Aircraft<sup>[edit]</sup>

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In 1968 he started [Conroy Aircraft](#) at Santa Barbara Airport. He developed the [Conroy Skymonster](#), a turboprop [Canadair CL-44](#), designated the CL-44-O, the [Conroy Turbo Albatross](#), [Conroy Stolifter](#) (turboprop Cessna 337 Skymaster), and the [Conroy Turbo Three](#) (turboprop DC-3). At this time he had acquired more than 20,000 hours flying time.<sup>[6]</sup> A week after the first flight of the "Turbo-Three" (N4700C), he flew it to the 1969

Paris Air Show. The company was dissolved in 1972. The CL-44-O is currently at Bournemouth Airport, England.

## Specialized Aircraft<sup>[edit]</sup>

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In 1972 he started Specialized Aircraft, originally known as [Turbo-Three Corporation](#), in Santa Barbara. In 1974 the company proposed the [Conroy Virtus](#) to [NASA](#) for use as a [Space Shuttle](#) carrier aircraft, however it was rejected in favor of the [Shuttle Carrier Aircraft](#). In 1976 the company relocated to [Camarillo Airport](#) in Camarillo, California, and developed the [Conroy Tri-Turbo-Three](#) which was used on contract with Polair Research. He christened this aircraft "The Spirit of Hope" for the City of Hope Hospital in [Duarte, California](#), where he had been receiving treatment. This Tri-Turbo Three, N23SA, was used in 1984 to transport eight business people, members of the [Seven Summits](#) organization, plus three crew members to the Antarctic.<sup>[7]</sup>

## Awards<sup>[edit]</sup>

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- In 1967, John M. Conroy was awarded the "Medal of Paris" for the greatest contribution to aerospace for the prior two-year period for the Guppy aircraft.
- In 1973, John M. Conroy, "Guppy", was awarded the Character of the Year Award by the [International Order of Characters](#).<sup>[8]</sup>

[https://en.wikipedia.org/wiki/John\\_M.\\_Conroy](https://en.wikipedia.org/wiki/John_M._Conroy)

<https://www.independent.com/news/2011/mar/15/guppy/>

<http://www.allaboutguppys.com>

Best,

Ed

Ed Fuller, SRS, ABR, GRI, SRES, ePro, BPOR, GREEN, Broker  
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CalBRE #00661695

# John M. Conroy *B.1 Hist Pres Comment #7 Attach. 1*

## John Michael "Jack"

**Conroy** (December 14, 1920 – December 5, 1979)

was an American actor, aviator, and later businessman, whose company [Aero Spacelines](#) developed the [Pregnant Guppy](#), [Super Guppy](#), and [Mini Guppy](#) cargo aircraft. He later founded [Conroy Aircraft](#) and [Specialized Aircraft](#) in Santa Barbara, California.

## Early years

Conroy was born in Buffalo, New York, later attended high school in [Sand Springs, Oklahoma](#), and studied engineering at St. Gregory's College ([St. Gregory's University](#)) in Shawnee, Oklahoma. He hitched a ride on a freight train from Oklahoma to Hollywood, California, where he landed [bit parts](#) in films during the years of 1937–1940 under the screen name of Michael

John M. Conroy



<b>Born</b>	December 14, 1920 <a href="#">Buffalo, New York, U.S.</a>
<b>Died</b>	December 5, 1979 (aged 58) <a href="#">Northridge, California, U.S.</a>
<b>Resting place</b>	<a href="#">Pistol Creek Ranch, Idaho, U.S.</a>
<b>Other names</b>	Jack
<b>Occupation</b>	Businessman Aircraft designer
<b>Spouse(s)</b>	Gloria, Jeanne, Milbrey, Lynn
<b>Children</b>	Michael, Barbara, John Timothy, William, Angelee, Clifford

**Military career**

Conroy, since John Conroy was already taken. Some of the films were with "[The Little Tough Guys](#)". He attended the College of Theatre Arts at the [Pasadena Playhouse](#).

## World War II

In 1940, against the advice of his agent who said "the big parts are coming", he hopped a freighter<sup>[*clarification needed*]</sup> to Honolulu, Hawaii, where he learned to fly and made his first solo flight in 1940. He

was working at Pearl Harbor as a civilian digging underground fuel tanks on [Sunday, December 7, 1941](#). After witnessing the Japanese attack he immediately enlisted in the [United States Army Air Forces](#).

In early 1942, just months after his 21st birthday, he was commissioned as a 2nd Lieutenant, and as the pilot of a [B-17](#) was in command of a nine-man crew. After training in the U.S., he flew his B-17 across the North Atlantic and as part of the [379th Bombardment Group](#) of the 8th Air Force, operating from [Kimbolton](#), England, flew 19 missions over Germany. On his 19th mission, on November 30, 1944, his aircraft was shot down over German farmland. After his crew bailed out, he forced his way out of the nose door, dislocating and fracturing his shoulder and breaking his right arm in the process. He parachuted to earth, landing in a farmer's field somewhere near [Zeitz](#), was captured, interrogated and interned as a prisoner of war at [Stalag Luft I](#), Compound North 3,<sup>[1]</sup> on the Baltic coast until the end of the war.<sup>[2]</sup> Conroy remained on active duty with the USAAF until 1948, serving as a special air

<b>Allegiance</b>	<a href="#">United States of America</a>
<b>Service/branch</b>	<a href="#">United States Army Air Forces</a> <a href="#">California Air National Guard</a>
<b>Years of service</b>	1942–1948 (USAAF) 1954–1957 and 1960–1961 (CANG)
<b>Rank</b>	<a href="#">2nd Lieutenant</a>
<b>Unit</b>	<a href="#">379th Bombardment Group</a> , <a href="#">8th Air Force</a> , USAAC <a href="#">115th Fighter Interceptor Squadron</a> , CAL ANG
<b>Battles/wars</b>	<a href="#">World War II</a> <a href="#">POW</a>
<b>Awards</b>	<a href="#">Purple Heart</a> <a href="#">Air Medal</a> with two <a href="#">Oak Leaf Clusters</a> <a href="#">Distinguished Flying Cross</a>



mission pilot and as an instructor in a Reserve Training Unit. Following an honorable discharge from the service, he spent 12 years as an airline pilot.

## **Record flights**

After returning from the war, Conroy continued to fly with non-scheduled airlines and also joined the [California Air National Guard](#), based at the [Van Nuys Air Base](#). On May 21, 1955, Conroy, then a 1st Lieutenant attached to the [115th Fighter Interceptor Squadron](#), completed "Operation Boomerang". This involved flying from coast-to-coast and back in one day during daylight hours. He flew an [F-86A Sabre](#) from Van Nuys to [Floyd Bennett Field](#), New York, and returned using fuel stops both ways, setting a record of 5058 miles in 11 hours, 26 minutes, 33 seconds (442.0 mph). A decade later in 1965, Conroy and co-pilot [Clay Lacy](#) achieved another record-breaking flight in a [Learjet](#). Operation "Sunrise Sunset" completed a round-trip flight from Los Angeles to New York and back, the first time a business jet made a round-trip flight across the U.S. between sunrise and sunset on the same day.

## **The Pregnant Guppy – Aero Spacelines**

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## Awards

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- In 1973, John M. Conroy, "Guppy", was awarded the Character of the Year Award by the [International Order of Characters](#).<sup>[8]</sup>

## Film credits

- [A Shot in the Dark](#) (1941) — Messenger boy
- [High School](#) (1940) aka [The Texas Kid](#) — Boy
- [A Fugitive from Justice](#) (1940) a.k.a. [Million Dollar Fugitive](#) a.k.a. [Waiting for Lepke](#) — Office boy
- [An Angel from Texas](#) (1940) — Newsboy
- [Castle on the Hudson](#) (1940) — Newsboy
- [Brother Rat and a Baby](#) (1940) — Bellboy
- [Four Wives](#) (1939) — Florist boy
- [First Offenders](#) (1939) — Tony
- [Newsboys' Home](#) (1938) — Newsboy

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8. ^ *"[Character of the Year Awards](#)". iocaviation.org. 2009. Retrieved July 20, 2014.*

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