



DESIGN REVIEW BOARD Staff Report

Agenda Item C.1
Meeting Date: April 27, 2021

TO: Goleta Design Review Board
FROM: Jaime Valdez, Principal Project Manager; (805) 961-7568

SUBJECT: **27 South La Patera Lane (APN 073-050-033)**
Goleta Train Depot Project
City of Goleta Capital Improvement Project 9079

PROJECT DESCRIPTION:

This is a request for **Advisory** input. This is a City of Goleta project which does not require formal review or approval by the DRB. However, this is an important Gateway project for the community and City staff is interested in soliciting DRB's input for a second time. This project is being managed by the staff of the Neighborhood Services and Public Safety Department ("NS &PS").

The property includes an existing 39,800-square foot warehouse structure with an associated parking lot, outdoor storage area, and vehicle yard on an approximately 2.5-acre parcel. The existing warehouse structure covers approximately 50 percent of the overall site and is situated in the center of the northern middle side of the project site. The City is replacing the existing warehouse structure, built in 1967, with a new approximately 9,000 square foot Goleta Train Depot structure.

NS & PS staff is requesting a second round of input on the design concept at this stage (35% conceptual drawings) in the project review process. The DRB first saw this project on January 26, 2021 and provided comments to renderings at that time. The takeaways focused on three central items, which are as follows:

1. "Omit or Reduce and Relocate Tower"
2. "Match Depot Colors"
3. "Reduce Structural Armature"

NS & PS Staff along with the Project Team has addressed DRB's advisory input, revised the renderings, and believes the design presented at this second meeting is in line with the feedback previously provided by the DRB as follows:

1. Reduced Tower height by about half (from 85 feet to 45 feet) and relocated the tower away from the depot building
2. Matched the colors for the Train Depot to those of historic train depots in California
3. Simplified the structure of the building to "reduce structural armature"

These changes along with the addition of a bus drop-off cover are included in the presentation slides.

Project Description Provided in the 1/26/21 DRB Staff Report:

The project would involve demolition of the existing warehouse structure and construction of a new train depot building. Other components of the project include a parking lot and a passenger drop-off area, outdoor waiting areas, bike storage, signage, outdoor lighting, and landscaping.

After demolition, a new Goleta Train Depot (“GTD”) building and required associated amenities for the Depot would be constructed. These amenities would be located both within the project site as well as within the City-owned right-of-way adjacent to and leading to the site. The proposed Depot structure would provide a permanent, enclosed, and safe structure for Amtrak passengers to use as they wait to board or after they disembark from trains.

The reconfigured parking lot would include approximately 118 parking spaces and the parking lot entrance off of South La Patera Lane. New public roadway improvement (including landscaping) would be added to both sides of South La Patera Lane from Hollister Avenue to the northern terminus of South La Patera Lane.

The property’s land use designation is listed as Business Park (I-BP) according to the City’s General Plan/Coastal Land Use Plan (General Plan). The zoning designation of the project site is depicted as an Office District with a Business Park (BP) designation under the City’s Title 17 Zoning Ordinance. The property is not located in the Coastal Zone.

The project site is located within the Santa Barbara Airport Influence Area. The Santa Barbara County Airport Land Use Compatibility Plan (ALUCP) establishes various policies and compatibility maps for individual ALUCP airports, including Santa Barbara Airport. Santa Barbara County Airport Land Use Commission (Santa Barbara County ALUC) review is required when a project is located within the boundaries of an Airport Influence Area and the project proposes a legislative action like a General Plan Amendment, Specific Plan Amendment, Zone Change, or Zoning Ordinance (Santa Barbara County ALUC 1993). The project is located within the Airport Influence Area but does not include a land use change.

The maximum building height in the BP zone is 35’ (17.09.020) and Chapter 17.16 addresses issues within the airport environs. Section 17.24.080 does provide for exceptions to Height limits but those will be tempered by the restrictions of the airport found in Chapter 17.16. As a City project, it is likely the project is exempt from Zoning Permits and Discretionary Approvals (not building permits) in accordance with Section 17.53.020 (X) (1) since the project is not located in an Environmental Sensitive Habitat area. The City will prepare, circulate the CEQA

document, and City Council will review all aspects of the project including the adequacy of the proposed CEQA document at the time the first action is taken on the Capital Improvement Program (CIP) project.

Project Funding and Purpose Background

On April 26, 2018, the California State Transportation Agency (CalSTA) notified the Santa Barbara County Association of Governments (SBCAG) that SBCAG had been awarded \$13 million in funding as a result of submitting an application with the City of Goleta under the Transit and Intercity Rail Capital Program (TIRCP).

The Goleta Train Depot Project will create a new multi-modal train station next to the existing Amtrak platform on South La Patera Lane with the intent to increase rail ridership. Through the completion of a full-service station, the project will improve connections to bus transit, accommodate transit service to/from the Santa Barbara Airport and the University of California Santa Barbara (UCSB), add new bicycle and pedestrian facilities, and allow accommodation for a potential future additional train storage that will support increased commuter rail needs. These improvements will make the new facility safer, functional, and inviting than the existing train platform area. The Project site is adjacent to the existing Amtrak platform at the northern end of South La Patera Lane.

Project Previous Efforts and City Council Direction

The initial key work product required by the TIRCP Grant was the completion of a Station Area Master Plan (SAMP) for the GTD Project, which continues to inform the GTD's design in terms of site layout, building features/amenities, and circulation/access to and from the site. The Planning Commission recommended approval of the SAMP in December of 2019 and the City Council unanimously adopted the SAMP on February 4, 2020.

On March 3, 2020, City staff presented an update of the GTD Project along with three building designs and roadway improvements to SLP. It included background on the site's location and context (land use, road network, etc.), potential community themes for inspiration, as well as potential depot building designs in context of visual perspectives ("Schooner," "Traditional," and "Sunrise" concepts). The update to the City Council also provided existing and proposed site layouts, landscaping, stormwater, and hardscaping design concepts, as well as sustainability design concepts for the building and the site. It briefly touched on the existing SLP configuration and options for roadway improvements of sidewalks, bike accommodations, parking and landscaping.

On June 3, 2020, City staff hosted a virtual community workshop for the GTD Project. The three depot design concepts were presented along with options for the proposed roadway improvements along SLP. The workshop was recorded and continues to be available online. Over 30 members of the public participated in the

live workshop and over 165 views of the recorded workshop have occurred on YouTube. Staff also created a survey open for the public to provide feedback on expectations and preferences for the GTD. The survey went live on May 26th and closed on June 19th with 1,119 complete responses.

Building on the community input received from the community outreach efforts described above, on August 5, 2020, City staff provided an update on the three aforementioned building design concepts for the City Council's consideration and the City Council concurred with Staff's recommendation to proceed with the "Traditional" theme with modern elements for the train depot building.

On August 18, 2020 and September 23, 2020, members of the Project Team met with representatives of the Santa Barbara Bicycle Coalition (SB BIKE) and the Coalition for Sustainable Transportation (COAST) to receive input on bicycle access, circulation, storage and amenities at and to/from the GTD Project. A number of their suggestions were incorporated including the amount, placement, and preferences of bicycle storage as well as input related to bicycle circulation and access. Both SB BIKE and COAST support Staff's recommended "Infill" public roadway improvements from Hollister Avenue to the terminus of SLP.

On October 20, 2020, City Council received another update on the GTD Project potential public roadway improvements along with additional information on a refined building design and site plan. City Council provided consensus to support Staff's recommended "Infill" public roadway improvements from Hollister Avenue to the terminus of South La Patera.

ATTACHMENTS:

- Goleta Train Depot Presentation which includes site plans and renderings.