



**TO:** Mayor and Councilmembers

**FROM:** Jaime A. Valdez, Neighborhood Services Director

**CONTACT:** Jaime A. Valdez, Neighborhood Services Director  
Claudia Dato, Senior Project Manager

**SUBJECT:** Public Hearing to Consider Goleta Train Depot Project Final Environmental Impact Report (FEIR)

**RECOMMENDATION:**

- A. Open a public hearing to take verbal and written testimony; and
- B. After considering the evidence presented during the public hearing, adopt Resolution No. 22-\_\_ entitled, “A Resolution of the City Council of the City of Goleta, California Certifying the Goleta Train Depot Final Environmental Impact Report (SCH#2020050499) and Approving the Mitigation Monitoring and Reporting Program for the Goleta Train Depot Project Located at 27 South La Patera Lane and Approving the Project (City Capital Improvement Project 9079).”

**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 prepared by the City of Goleta under the Transit and Intercity Rail Capital Program (TIRCP).

On May 31, 2018, the City closed escrow on the purchase of the former Direct Relief site, an approximately 2.5-acre property located at 27 South La Patera Lane (Assessor’s Parcel Number 073-050-033) for \$6.7M as part of the future Goleta Train Depot (GTD) Project. The site is currently developed with a 39,800 square-foot vacant warehouse structure, with an associated parking lot, outdoor storage area, and vehicle yard. The project site’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 awarded TIRCP grant is to fund the development of a new, multi-modal train station at the location of the existing AMTRAK platform with the intent to increase rail ridership

and reduce greenhouse gas (GHG) emissions. 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, add a food service component and new restrooms, and allow accommodation for potential future additional train storage that will support increased commuter rail needs. The potential future additional train storage is a separate project led by the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN). These improvements will create a new, safer, more functional and inviting rail station in Goleta. The GTD Project site is adjacent to the existing AMTRAK platform at the northern end of South La Patera Lane (SLP).

The proposed GTD structure will be approximately 9,000 square feet in size and will provide a permanent, enclosed, and safe structure for Amtrak passengers to use as they wait to board or after they disembark from trains. The GTD building will be located in the northern portion of the project site, adjacent to the railroad right-of-way, with the parking lot and driveways located in the southern portion of the project site (see site plan in Figure 1). The architecture of the structure would be a traditional depot design with modern elements. The structure would have large windows and columns to support a roof overhang to create protected outdoor areas around the building. An additional turnaround area would be located at the entry of the site and would be designed to allow buses and shuttles to provide easy drop-off and pick-up for passengers. Although the FEIR states that between 116 and 126 parking spaces would be provided for passengers to leave their vehicles for various lengths of time, the current design now provides 111 spaces. This figure will be corrected in the FEIR after certification. This edit is considered insignificant because no specific parking requirement is set forth in the City Zoning Ordinance for the proposed use, and no impact analysis is affected. For sake of comparison, an office building of this size would only require 30 parking spaces at one space for every 300 square feet of floor area.

Electric vehicle charging stations are proposed for the site, and approximately half of the roof would contain solar panels to capture solar energy. The proposed Depot would be designed and constructed consistent with City Resolution No. 12-65 which requires City owned buildings of 2,000 square feet or greater of conditioned space to achieve United States Green Building Council's Leadership in Energy and Environmental Design (LEED) Silver certification.

The first phase of construction would involve demolition and removal of all debris and waste materials associated with the existing 39,800 square foot warehouse structure. Attachment 1 provides a detailed presentation on the update to the Depot design with requested deviations from certain development standards for the Goleta Train Depot. Attachment 2 provides a presentation on the Final Environmental Impact Report for the Goleta Train Depot. Attachment 3 provides a resolution of the City Council certifying the Goleta Train Depot Final Environmental Impact Report (SCH#2020050499) and approving the Mitigation Monitoring and Reporting Program for the Goleta Train Depot Project Located at 27 South La Patera Lane and approving the Project (City Capital Improvement Project 9079). Additional project details can be found in Section 2 of the Final Environmental Impact Report (FEIR) provided as Exhibit 1 of Attachment 3 and development plans for the project are included as Exhibit 3 of Attachment 3.

Figure 1: Goleta Train Depot Overall Site Plan



### GTD Project Timeline

On December 18, 2018, the City Council authorized the Mayor to execute the TIRCP Grant Funding Agreement between SBCAG and the City.

On June 4, 2019, the City Council authorized a Professional Design Services Agreement with Anil Verma Associates (AVA) for the GTD Project in an amount not to exceed \$2,400,000 with the term of agreement expiring on June 30, 2022. In addition to AVA, the multi-firm design team includes RailPros, Rincon Environmental, MNS Engineering, EN GEO, and SE Solutions. They have been providing services for design, rail authority coordination, and environmental planning. The project design team is providing plans, specifications, estimates, and environmental approvals to develop two packages: The Goleta Train Depot facility and site; and South La Patera Lane Improvements.

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 informed the GTD's design in terms of site layout, building features/amenities, and circulation/access to and from the site. 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 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, 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 26, 2020, and closed on June 19, 2020, 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 building design concepts for Council's consideration and the Council concurred with Staff's recommendation to proceed with the "Traditional" theme with modern elements for the train depot building. The City Council asked staff to return in October of 2020 for an update and discussion on potential public roadway improvements along with additional information on refined building design and site plan.

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 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.

The GTP Project went to the Design Review Board (DRB) on January 26<sup>th</sup>, April 27<sup>th</sup> and July 13<sup>th</sup>, 2021, for Advisory Review. Although the GTD Project which does not require formal review or approval by the DRB, as an important gateway project for the community, City staff was interested in soliciting DRB's input. Although advisory, the Project Team addressed DRB's input from these meetings and revised the project renderings accordingly.

## **DISCUSSION:**

### Environmental Review

After completion of an Initial Study with CEQA checklist in May 2020, City staff determined that an Environmental Impact Report (EIR) was needed to further analyze the environmental effects of the proposed GTD Project. As discussed in Section 1.4 of the Final EIR (FEIR), several impact areas were "scoped out" of the EIR analysis because there was no substantial evidence that significant impacts would occur in any of those specific issue areas. These issue areas included, but are not limited to, Aesthetics, Agricultural Resources, Biological Resources, Noise, Geology, Land Use and Planning,

Recreation and Public Services. Please refer to Table 1-2 on FEIR, Section 1.4, for a complete analysis of issues not studied in detail within the EIR.

For issues not scoped out of further analysis, the EIR analyzes the characteristics of the proposed project, the potential environmental impacts for various issue areas, possible alternatives to the proposed project, and mitigation measures to reduce potential impacts associated with the proposed project. A Notice of Preparation for a Draft Environmental Impact Report (EIR) was issued in May 2020, with comments due in late June 2020. Rincon Consultants was the lead firm on the environmental review and completed the Draft EIR in early June 2021. The City's Environmental Hearing Officer held a public meeting on June 30, 2021, to take public comments on the DEIR, and a 45-day public comment period for review of the DEIR was conducted from June 3<sup>rd</sup> to July 19<sup>th</sup>, 2021. There were no comments provided by the public during the June 30, 2021, public hearing. The City of Goleta only received one comment letter on the Draft EIR during the public review period asking for minor revisions related to law enforcement and fire services. The FEIR responded by making these minor edits.

The Draft EIR identified potentially significant impacts in the following issue categories: biological resources, cultural and tribal cultural resources, and geology and soils. All impacts were determined to be less than significant with the implementation of mitigation measures. Please refer to Table ES-1 in the Executive Summary of the FEIR for a complete listing of environmental impacts, mitigation measures and residual impacts (Exhibit 1 of Attachment 3). Mitigation measures are required in the areas of biology (roosting bats and nesting birds/raptors), cultural resources (unanticipated discovery), geology (unanticipated discovery of paleontological resources), hazardous materials (related to existing and historical industrial use of the project site), and tribal cultural resources (archaeological and Native American monitoring for ground disturbing activities and unanticipated discovery of tribal cultural resources).

As required by CEQA, the FEIR also examines alternatives to the proposed project. Those studied include the following two alternatives.

- Alternative 1: No Project/Existing Warehouse
- Alternative 2: Reduced Depot Footprint and On-Site Amenities

The No Project Alternative would not fulfill any Project Objectives because the existing warehouse would not provide a train depot to improve train ridership or City identity, improve transit connectivity, or reduce greenhouse gas emissions.

Under Alternative 2, the depot would be reduced in size to approximately 2,000 square feet and would not include a café or kitchen area, meeting room, or formal lobby. Based on the alternatives analysis of the FEIR, Alternative 2 was determined to be the environmentally superior alternative. While the impacts associated with Alternative 2 would be lower than the Project, they would not be significantly lower because substantial demolition and construction still need to occur. Under the area of Utilities only Alternative 2 impacts would be less than the Project due to reduced water demand from the smaller facility. However, as discussed in the FEIR, the impacts of Alternative 2 would not be significantly less in comparison to the Project. In addition, Alternative 2 does not include

a café, meeting room, and formal waiting room and, therefore, would not meet the critical Project objective of developing a full-service train depot that would provide gathering spaces and convenience for patrons which are intended to increase ridership of the rail system and constitute a space for community education. The absence of these amenities would also not meet the TIRCP grant objectives which include increasing train ridership and creating a regional hub for alternative transportation through the development of a full-service train station defined as an approximately 8,000 square foot building that:

*“...will include a lobby, electronic ticketing area, waiting room, café, community meeting room, restrooms/shower/changing facilities, bike storage and baggage storage lockers. In addition, the design of the depot will accommodate opportunities for public art projects both inside and outside the building.”*

Moreover, the additional input on recommendations for on-site improvements and amenities from the STAMP would not be possible under Alternative 2.

Overall, the FEIR concludes that the project will not result in any significant, unmitigable impacts to the environment. All environmental impacts of the project are less than significant with the incorporation of mitigation measures. The project would result in a significant benefit to the public by creating a regional multi-modal transportation hub. In addition to the benefits of increased multi-modal transportation for the public, especially rail service, other benefits of the project include a reduction in greenhouse gas emissions from alternative transportation, greatly increased site landscaping and tree plantings, improved stormwater runoff treatment, and significantly enhanced architectural and site aesthetics. Given these benefits, staff also supports the minor deviations to the setbacks and height restriction requested for the project because they facilitate enhanced parking and circulation, the aesthetics and functionality of the building, and the enjoyment of the site by the public by way of covered bus shelters, and kiosks that provide opportunities to display information and public art.

### General Plan and Zoning Consistency

The project is consistent with the General Plan (see Exhibit 4 to the Resolution in Attachment 3) and Title 17 with the exception of a few deviations (see Exhibit 5 to the Resolution in Attachment 3).

The proposed GTD project includes deviations to the required 10-foot south side yard setback and the 10-foot westerly rear yard setback to accommodate encroachments of the parking area as shown on plan sheet L100 (Exhibit 3 of Attachment 3). These are needed to provide for greater drive aisles which will more easily allow for circulation of larger vehicles such as buses and fire trucks. On the north, side property line, the existing warehouse building is currently located on the property line. The new depot building will be predominantly located outside the 10-foot setback (at approximately 15 feet); however, the outdoor arcade columns are placed at a 7-foot setback and the roof overhang of this is at a 5.5-foot setback. While the depot building complies with the 50-foot front yard setback, there are a few minor accessory structures, including the bus shelter and three information kiosks that are located within this area. Also proposed is a small deviation in the 35-foot maximum height standard to allow a small portion of the roof peak (5% of the

total roof area) to extend up to 38 feet in height. These deviations are also detailed in Section 5 of the resolution (Attachment 3).

It should be noted that under the City’s new Zoning Ordinance, no land use entitlements or zoning permits are required for City capital projects. No action by the Planning Commission is required and review by the Design Review Board and Public Tree Advisory Committee is optional. In this case, as discussed in greater detail below, the GTP Project was taken to the Design Review Board (DRB) for Advisory Review. The DEIR incorrectly stated that the project would be required to be reviewed by the Design Review Board, Public Tree Advisory Commission, and the Planning Commission. The City Council is the only required review and decision-making entity for the project.

**GOLETA STRATEGIC PLAN:**

The GTD Project seeks to address the following five strategies in bold in the City’s Strategic Plan:

- **Support Environmental Vitality**
- **Ensure Financial Stability**
- **Support Economic Vitality**
- **Strengthen Infrastructure**
- **Maintain a Safe Community**

**FISCAL IMPACTS:**

There is no new fiscal impact associated with this item. Expenditures for the GTD Project are specifically tracked and paid out of Account No. 321-90-9079-57070 on a reimbursement basis from SBCAG.

The existing not-to-exceed \$2.4M Professional Design Services Agreement with AVA remains intact and has an expiration date of June 30, 2022. No additional funding is anticipated to complete the design and environmental aspects of the GTD Project.

Overall, the GTD Project is estimated at \$19 million which is composed of \$6.7 million in City funding for site acquisition and \$12.2 million in TIRCP grant funding for development and construction.

**ALTERNATIVES:**

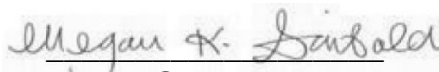
Not applicable.


**Reviewed By:**

**Legal Review By:**

**Approved By:**

  
 Kristine Schmidt  
 Assistant City Manager

  
 Megan Garibaldi  
 City Attorney

  
 Michelle Greene  
 City Manager

**ATTACHMENTS:**

1. Presentation on Design Update with Requested Deviations from Certain Development Standards for the Goleta Train Depot
2. Presentation on the Final Environmental Impact Report for the Goleta Train Depot
3. Resolution of the City Council of the City of Goleta, California Certifying the Goleta Train Depot Final Environmental Impact Report (SCH#2020050499) and Approving the Mitigation Monitoring and Reporting Program for the Goleta Train Depot Project Located at 27 South La Patera Lane and Approving the Project (City Capital Improvement Project 9079), including:

Exhibit 1: Goleta Train Depot Final Environmental Impact Report

Exhibit 2: Mitigation Monitoring and Reporting Program

Exhibit 3: Development Plans

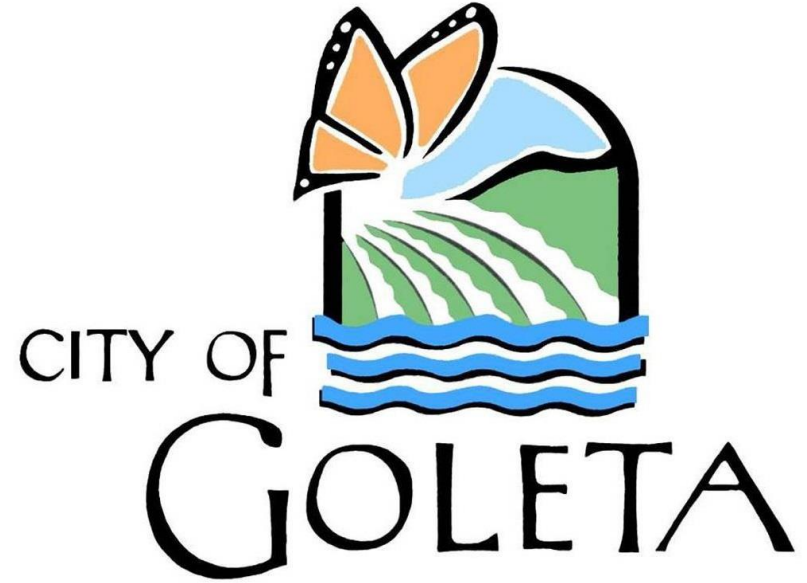
Exhibit 4: General Plan Consistency

Exhibit 5: Zoning Consistency Analysis



## **ATTACHMENT 1**

Presentation on Design Update with Requested Deviations from Certain Development Standards for the Goleta Train Depot



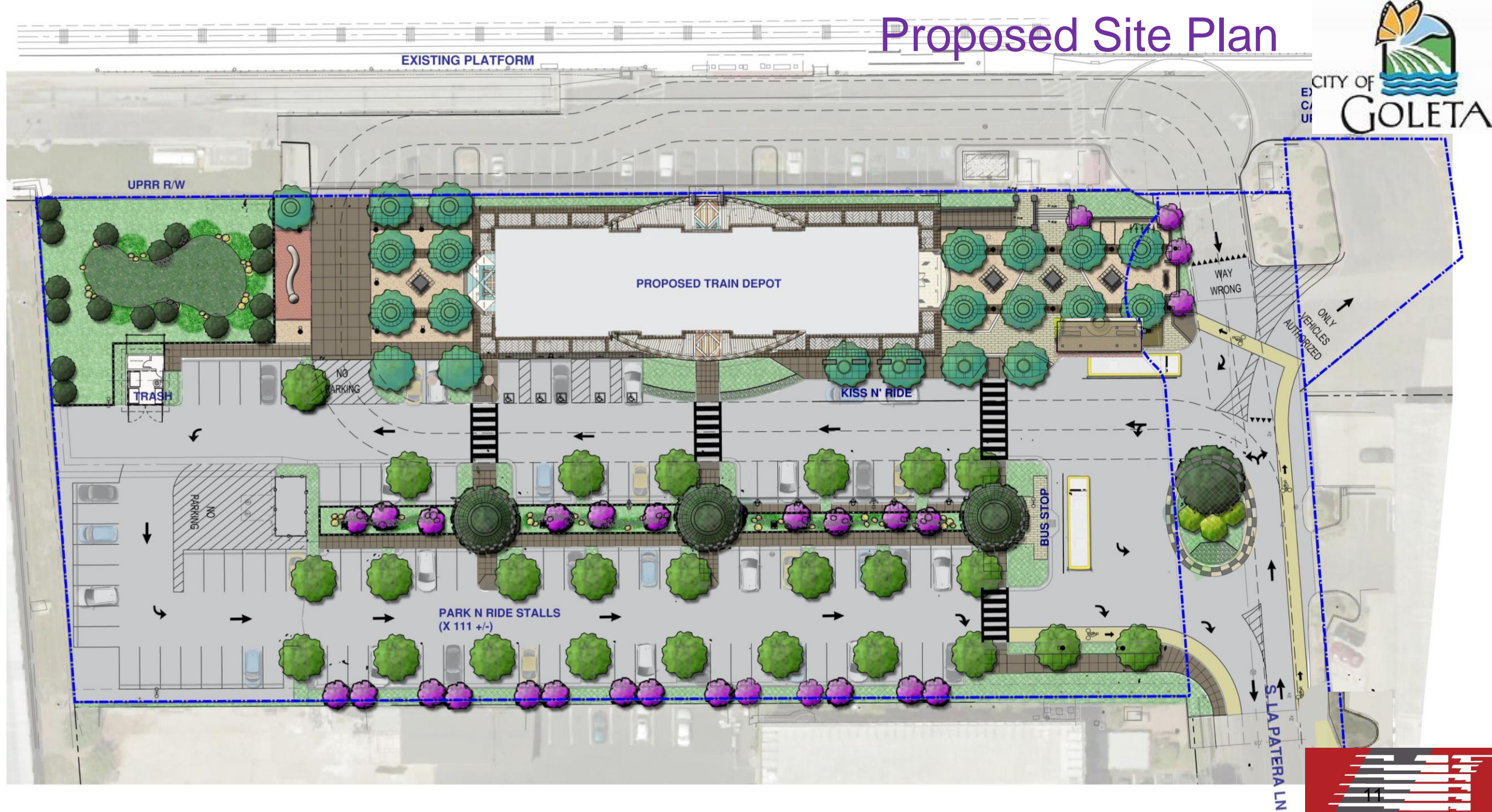
## **GOLETA TRAIN DEPOT**

Design Update

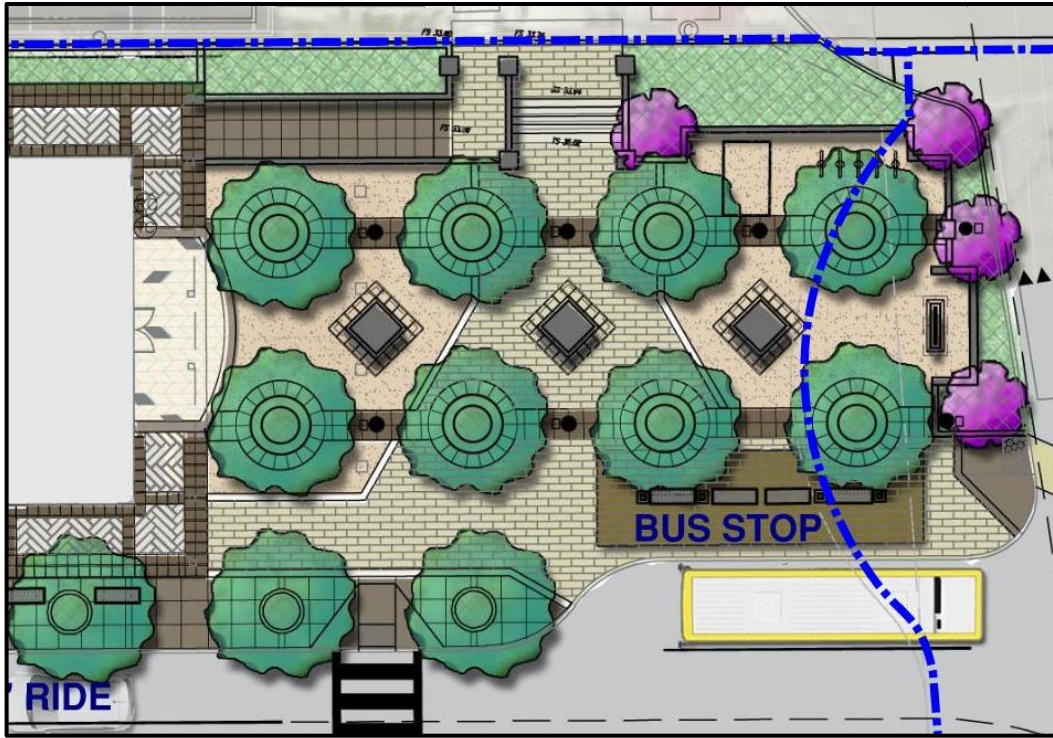
Presentation to City Council, January 18, 2022

Department of Neighborhood Services

# Proposed Site Plan



# Plaza and Amenities



Avocado, Olive or Citrus Tree



# Current View – from Drive Entry



# Current View – from Train approach



# Current Design – South View



# Current View – Main Entry

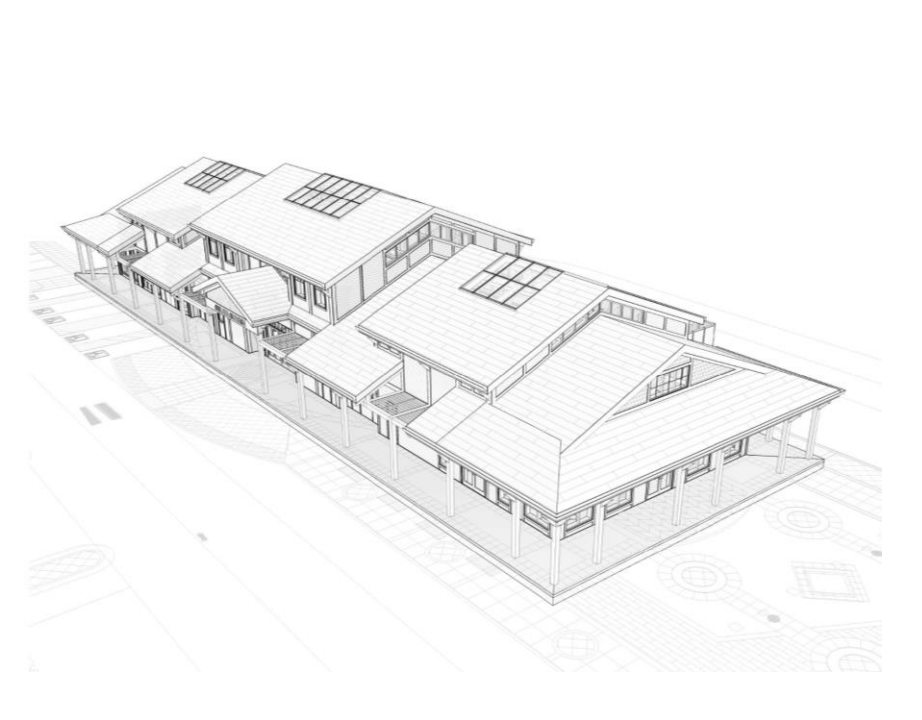




# Interior Views



# Interior Views





## **GOLETA TRAIN DEPOT**

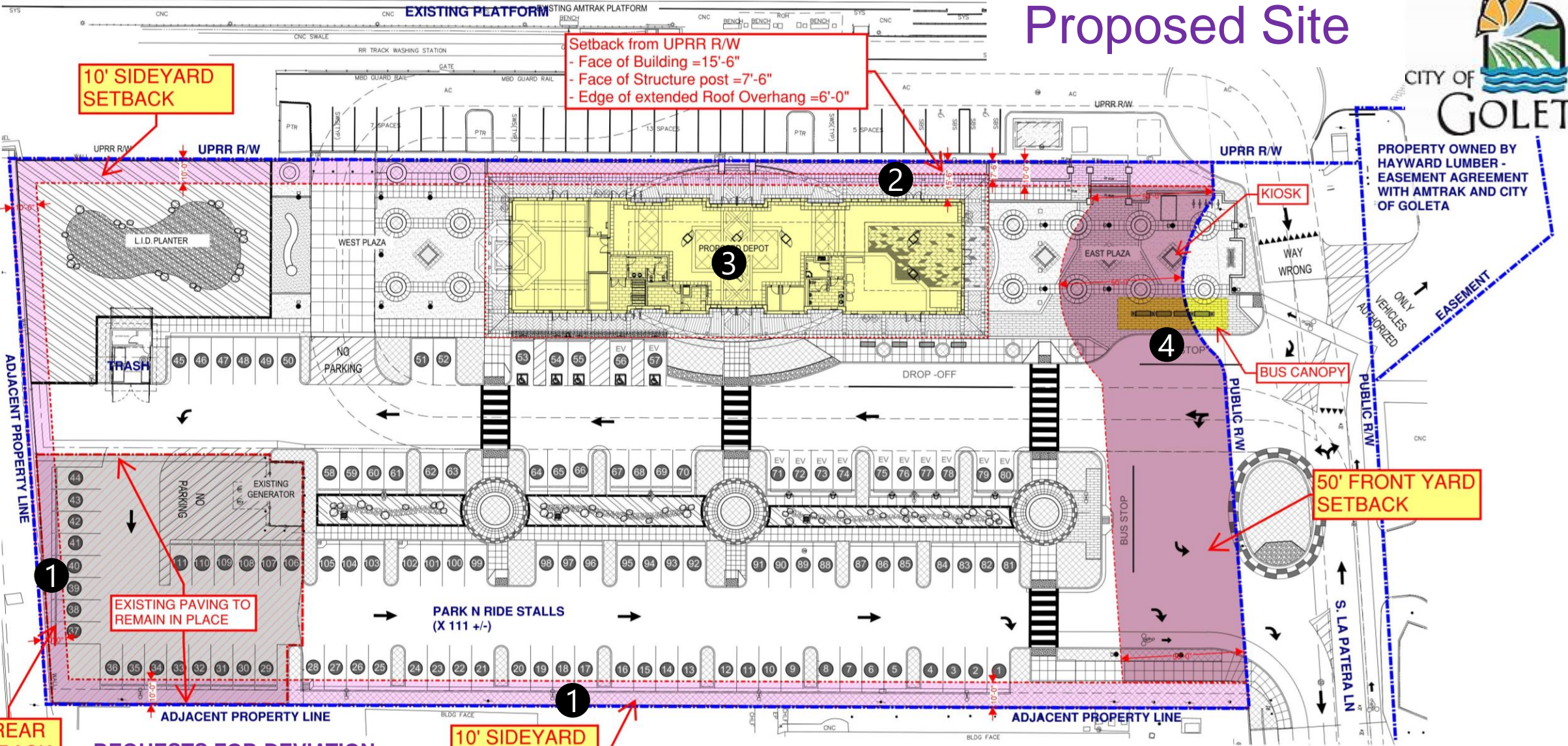
### Site Deviation Requests

Presentation to City Council, January 18, 2022

Department of Neighborhood Services



# Proposed Site



Setback from UPRR R/W  
 - Face of Building = 15'-6"  
 - Face of Structure post = 7'-6"  
 - Edge of extended Roof Overhang = 6'-0"

PROPERTY OWNED BY HAYWARD LUMBER - EASEMENT AGREEMENT WITH AMTRAK AND CITY OF GOLETA

10' SIDEYARD SETBACK

50' FRONT YARD SETBACK

10' REAR SETBACK

10' SIDEYARD SETBACK

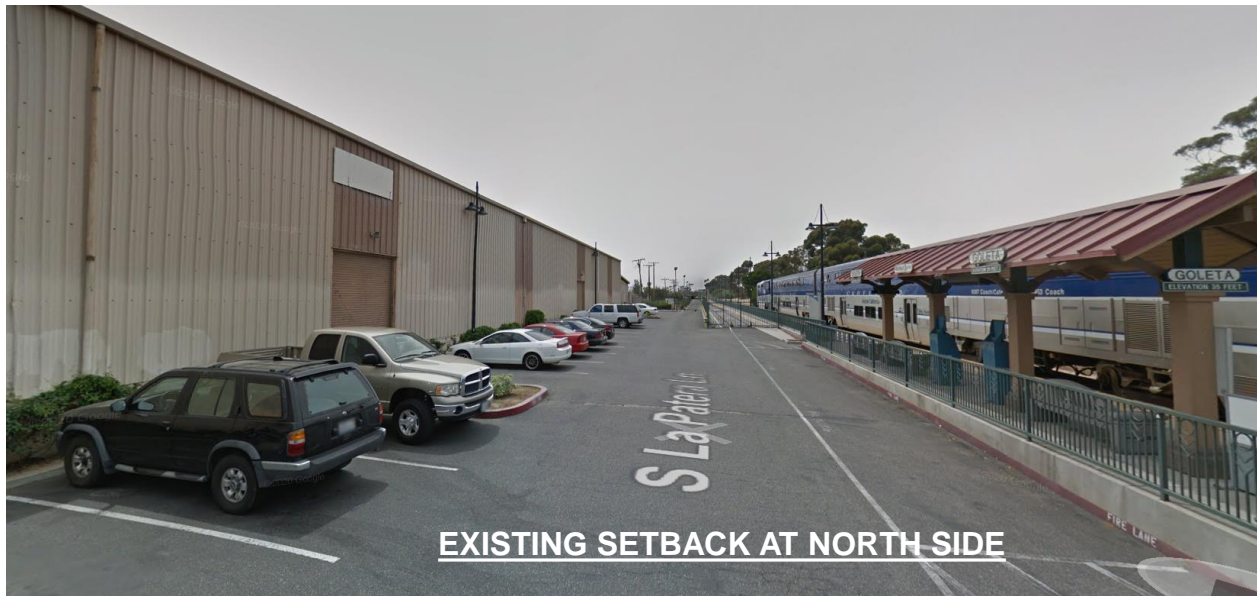
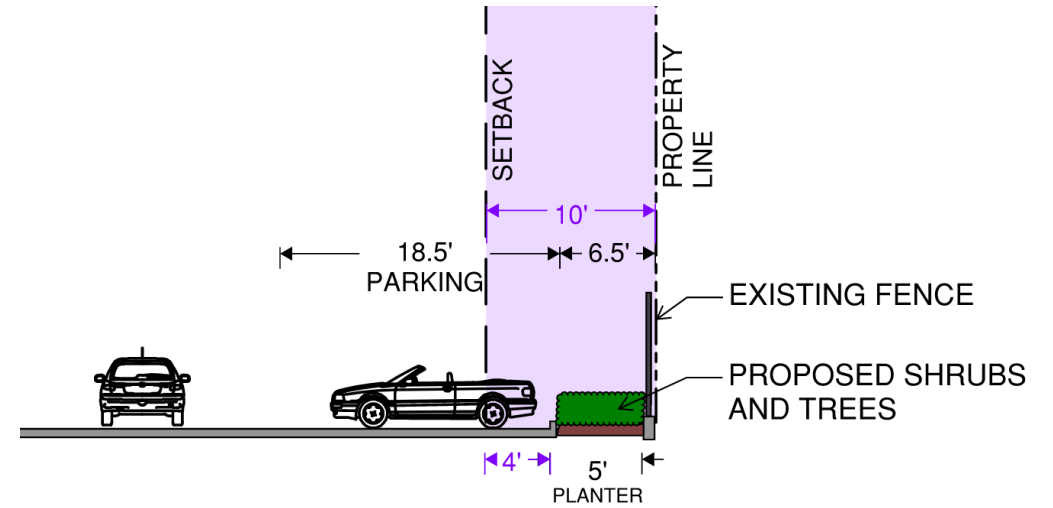
## REQUESTS FOR DEVIATION:

- 1 SOUTH AND WEST SIDEYARDS - 10' SIDEYARD SETBACK (17.09.030). ALLOW UP TO 4'-0" ENCROACHMENT FOR PARKING IN SCREENED AREAS.
- 2 SETBACK FROM UPRR R/W - 10' SIDEYARD SETBACK FOR BUILDING (17.09.030). PROPOSED BUILDING IS SETBACK 15'-3" OR MORE FROM THE UPRR R/W. REQUEST ALLOW THE OUTDOOR ARCADE COLUMNS TO ENCROACH 3'-0" / 7'-0" CLEAR FROM UPRR R/W AND ROOF OVERHANG IS 5'-6" CLEAR.
- 3 BUILDING HEIGHT: 35'-0" MAX HEIGHT FOR WITHIN DP ZONE. 94.6% IS BELOW 35'-0" IN HEIGHT. 5.6% OF THE ROOF IS 35' TO 38' IN HEIGHT.
- 4 50' FRONT YARD SETBACK: ALLOW PROPOSED BUS CANOPY AT THE BUS STOP AND PROPOSED INFORMATION KIOSKS PLACED WITHIN THIS SETBACK.

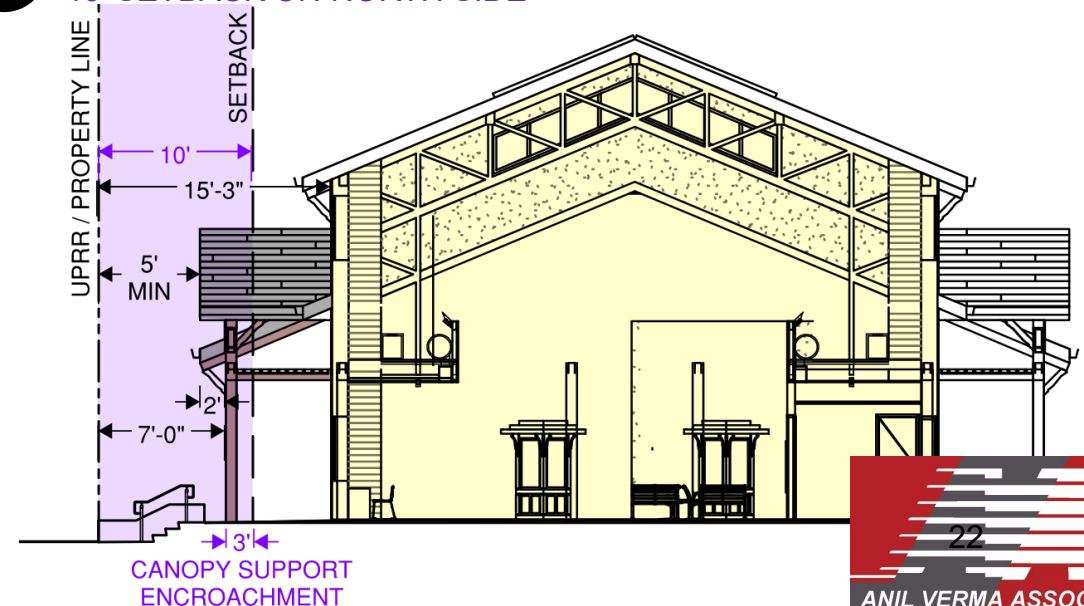
# Request for Deviation: Side Setbacks



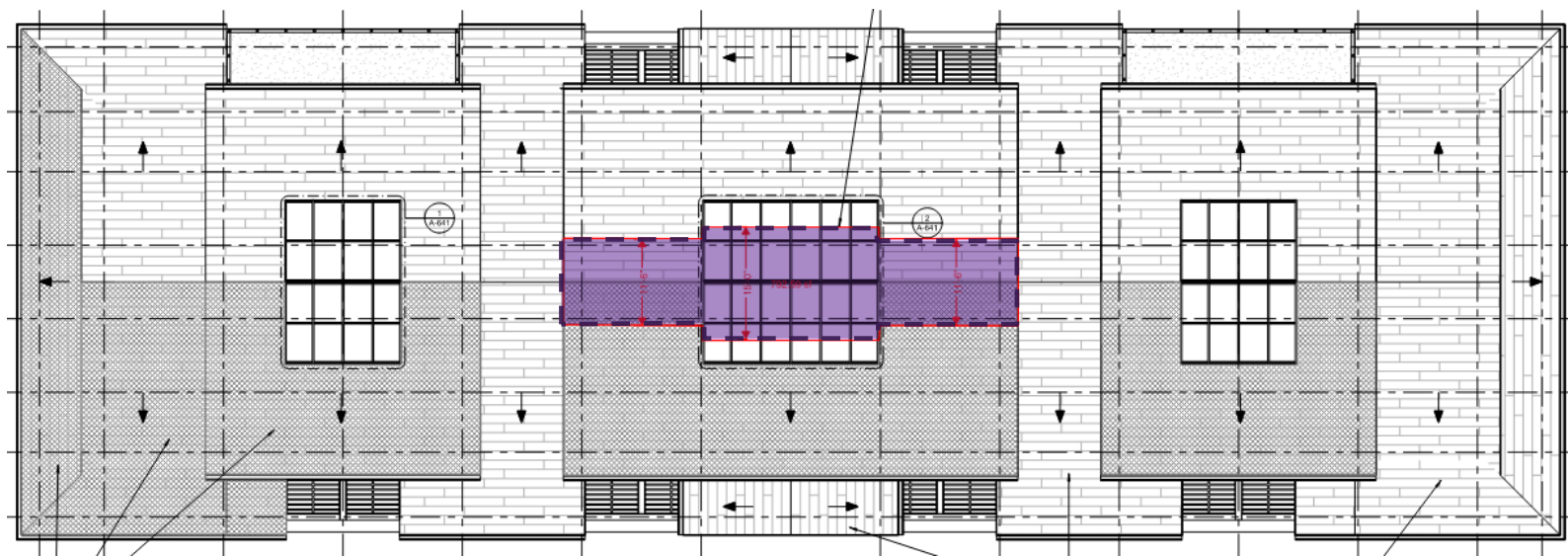
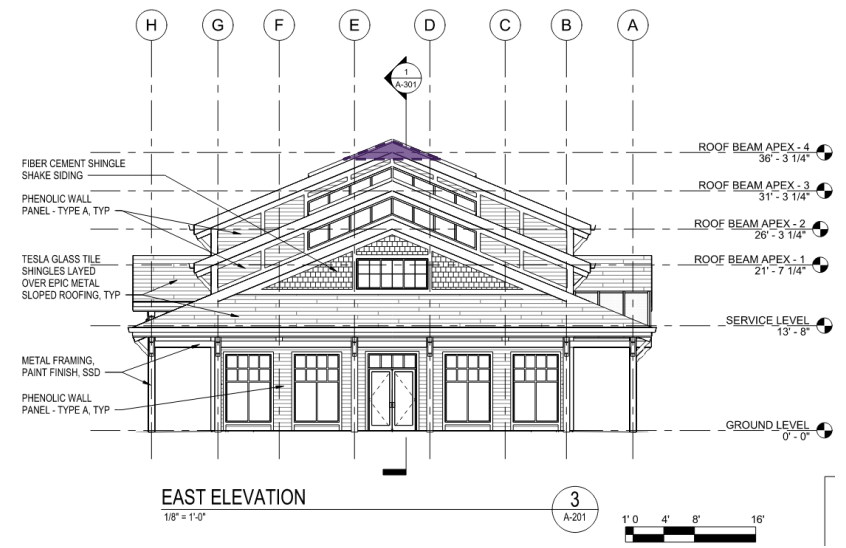
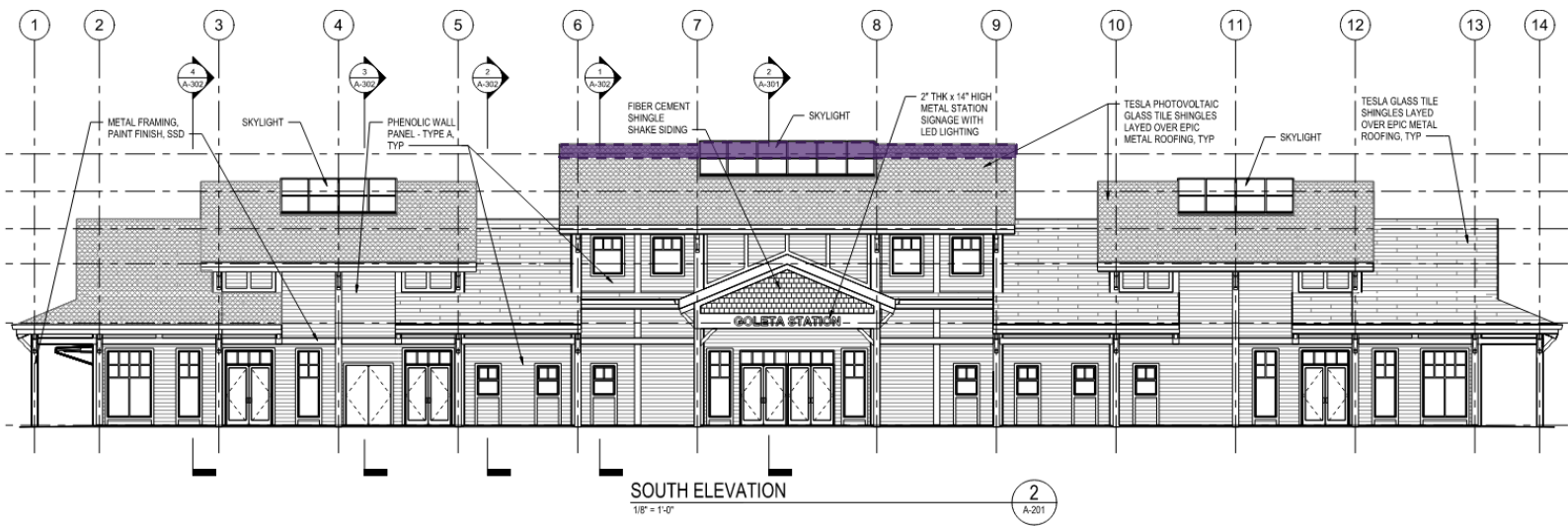
## 1 REQUESTS FOR DEVIATION: Parking Encroachment 10' SETBACK ON WEST AND SOUTH SIDES



## 2 REQUESTS FOR DEVIATION: Building Canopy Encroachment 10' SETBACK ON NORTH SIDE



# 3 Request for Deviation: Building Height



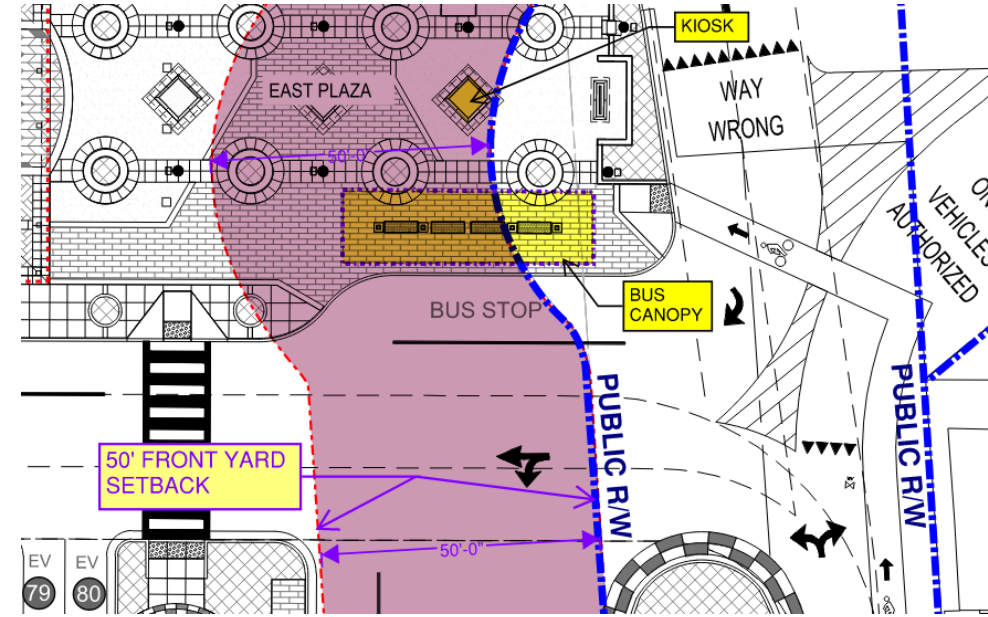
**REQUESTS FOR DEVIATION:**  
BUILDING HEIGHT: FOR WITHIN DP ZONE,  
35-FT MAX HEIGHT.

94.6% OF THE PROPOSED DEPOT IS  
BELOW 35-FT IN HEIGHT

MIDDLE SKYLIGHT RAISED ROOF AREA,  
APPROXIMATELY 5.6% OF THE ROOF RANGES  
FROM 35-FT UP TO 38-FT MAXIMUM IN HEIGHT.

4

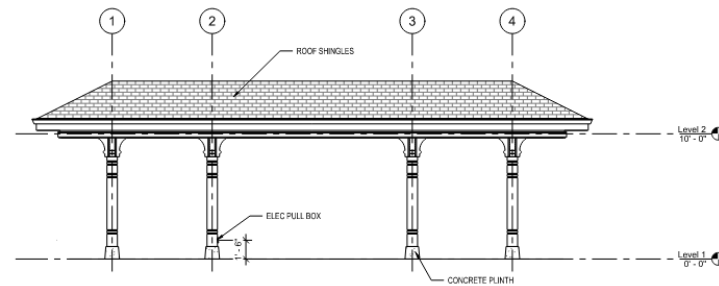
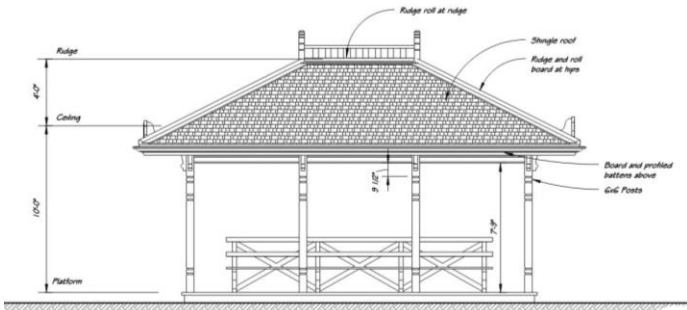
# Request for Deviation: Front Setback



**REQUESTS FOR DEVIATION:**  
FRONT YARD SETBACK: 50-FT MIN. FOR BUILDING

DEPOT IS CLEAR OF PUBLIC R/W SETBACK

BUS TURNAROUND CROSSES BETWEEN THE STREET AND THE DEPOT SITE. TWO BUS STOPS ARE PROVIDED. THE SHELTER IS LOCATED WITHIN THE 50-FT SETBACK



**EXISTING SOUTHERN PACIFIC CANOPY ELEVATION**

**PROPOSED BUS CANOPY ELEVATION**



## **ATTACHMENT 2**

Presentation on the Final Environmental Impact Report  
for the Goleta Train Depot



# **GOLETA TRAIN DEPOT**

## **Final Environmental Impact Report**

**City Council Presentation**  
**January 18, 2022**



**Contact:**  
**City of Goleta Neighborhood Services Department**  
**Jaime Valdez, Neighborhood Services Director**  
**Claudia Dato, Senior Project Manager**



**RINCON CONSULTANTS, INC.**  
Environmental Scientists | Planners | Engineers  
[rinconconsultants.com](http://rinconconsultants.com)

## Environmental Review Process

- Initial Study with CEQA checklist completed in May 2020; determined an Environmental Impact Report (EIR) was needed and focused issues to be analyzed.
- A Notice of Preparation for a Draft Environmental Impact Report (DEIR) was issued in May 2020, with comments due in late June 2020.
- Rincon Consultants was the lead firm on the environmental review and completed the DEIR in early June 2021.
- The City's Environmental Hearing Officer held a public meeting on June 30, 2021, to take public comments on the DEIR.
- 45-day public comment period for review of the DEIR conducted from June 3<sup>rd</sup> to July 19<sup>th</sup>, 2021. No comments provided during the June 30, 2021, public hearing.
- One comment letter received on the DEIR during the public review period asking for minor revisions related to law enforcement and fire services.
- Final EIR (FEIR) released on January 6, 2022.

## Environmental Review – FEIR

Final Environmental Impact Report (FEIR) prepared to analyze impacts from development of the Goleta Train Depot:

- No significant and unavoidable impacts were identified in the project.
- Project is expected to reduce overall VMT in the area by approximately 6 million miles per year

## Environmental Review – Project Specific FEIR

Class I Impacts (Significant and Unavoidable): *None*

Class II Impacts (Significant but Mitigable):

- Biological Resources
- Cultural Resources
- Geology and Soils – paleontological resources
- Hazards and Hazardous Materials
- Tribal Cultural Resources

## Environmental Review – Project Specific FEIR

### Class III Impacts (Adverse but Less than Significant):

- Aesthetics
- Agriculture and Forestry Resources – no impact
- Air Quality
- Energy
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Land Use
- Noise
- Mineral Resources – no impact
- Population and Housing
- Public Services
- Recreation – no impact
- Transportation
- Utilities and Service Systems
- Wildfire – no impact

## Project Specific FEIR (cont.)

### Class IV Impacts (Beneficial Impacts):

- Greenhouse Gas Emissions – reduction of regional GHG emissions by approximately 525,000 MT CO<sub>2</sub>e
- Transportation – new transit facility that will enhance train service and reduction of regional VMT through increased train ridership

## Project Alternatives

As required by CEQA, the FEIR also examines alternatives to the proposed project. Those studied include the following two alternatives:

- **Alternative 1: No Project/Existing Warehouse**
- **Alternative 2: Reduced Depot Footprint and On-Site Amenities**

The **No Project Alternative** would not fulfill any Project Objectives because the existing warehouse would remain, and no train station would be developed.

Under **Alternative 2**, the depot would be reduced in size to approximately 2,000 square feet and would not include a café, meeting room, or formal lobby. It is recommended that the City Council reject Alternative 2 because:

- Environmental impacts, while lessened in some cases, are similar to the Project and would not be significantly lower because substantial demolition and construction still need to occur;
- Alternative 2 would not meet the critical objectives of developing a multi-modal full-service train depot that would increase train ridership and create a regional hub for alternative transportation; and
- Alternative 2 would not meet the TIRCP grant objectives.



## Recommended City Council Action:

Adopt Resolution No. 22-\_\_ entitled, “A Resolution of the City Council of the City of Goleta, California Certifying the Goleta Train Depot Final Environmental Impact Report (SCH#2020050499) and Approving the Mitigation Monitoring and Reporting Program for the Goleta Train Depot Project Located at 27 South La Patera Lane (City Capital Improvement Project 9079)”

### **ATTACHMENT 3**

Resolution of the City Council of the City of Goleta, California Certifying the Goleta Train Depot Final Environmental Impact Report (SCH#2020050499) and Approving the Mitigation Monitoring and Reporting Program for the Goleta Train Depot Project Located at 27 South La Patera Lane (City Capital Improvement Project 9079)

## RESOLUTION NO. 22- \_\_\_\_

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GOLETA, CALIFORNIA, CERTIFYING THE GOLETA TRAIN DEPOT FINAL ENVIRONMENTAL IMPACT REPORT (SCH #2020050499) AND APPROVING THE MITIGATION MONITORING AND REPORTING PROGRAM FOR THE GOLETA TRAIN DEPOT PROJECT LOCATED AT 27 SOUTH LA PATERA LANE AND APPROVING THE PROJECT (CITY CAPITAL IMPROVEMENT PROJECT 9079)

The City Council of the City of Goleta does resolve as follows:

SECTION 1: Recitals. The City Council finds and declares that:

- A. The State supported Pacific Surfliner passenger rail service was expanded north of Los Angeles in the 1990s, which lead to the Goleta Rail Station opening in 1998; and
- B. The current Goleta Rail Station consists primarily of a passenger platform with a 40-foot long canopy and restrooms, which lacks amenities to support existing train passengers and promote new passengers; and
- C. In 2018 the Santa Barbara County Association of Governments and City of Goleta applied for the California Transit and Capital Rail Capital Program (“TIRCP”) and was awarded \$13 million in funding to construct a modern rail depot station and improve connections in order to attract new ridership and accommodate regional transportation plans; and
- D. In May 2018, the City closed escrow on the 2.5-acre property located at 27 South La Patera Lane (“Property”) and adjacent to the existing Goleta Rail Station for the purpose of locating the new modern rail depot station on the property (“Goleta Train Depot”); and
- E. The Station Area Master Plan was prepared in order to inform the Goleta Train Depot design in terms of site layout, building features and amenities, and circulation and connections, and the City Council unanimously adopted the Station Area Master Plan on February 4, 2020; and
- F. The proposed 8,531 square foot Goleta Train Depot includes a ticket office, restrooms, café, community room, and indoor and outdoor waiting areas, as well as 111 parking spaces, information kiosks, bus shelter, and new site landscaping; and

- G. On August 5, 2020, during a Special City Council Meeting, the City Council unanimously selected the traditional theme design for the Goleta Train Depot; and
- H. The Design Review Board provided advisory input and guidance at the January 26, 2021, April 27, 2021, and July 13, 2021 meetings and provided input and support of its latest design; and
- I. On June 30, 2021, the City of Goleta Environmental Hearing Officer held a public hearing to receive comments on the Draft Environmental Impact Report; and
- J. The City reviewed the Project's environmental impacts in accordance with the California Environmental Quality Act (Public Resources Code, §§ 21000, *et seq.*, "CEQA"), the regulations promulgated thereunder (14 California Code of Regulations, §§ 15000, *et seq.*, the "CEQA Guidelines"), and the City's Environmental Review Guidelines ("Goleta Guidelines").

SECTION 2: Factual Findings and Conclusions: The City Council finds as follows:

- A. The Project site is located at 27 South La Patera Lane consisting of a 2.5-acre property (Assessor's Parcel No. 073-050-033) currently developed with a 39,800 square-foot warehouse structure. The Project site has a General Plan/Coastal Land Use Plan (GP/CLUP) land use designation of Business Park (I-BP) and a Zoning Designation of Business Park (BP).
- B. The Property is not located within the Coastal zone.
- C. Access to the project site is from South La Patera Lane.
- D. The Project includes minor deviations from the requirements of the BP zone district, including encroachment into the southern side setback and to the rear setback on the western edge of the lot in order to provide sufficient parking, minor encroachment into the northern side setback to allow for the outdoor arcade columns of the Depot building to encroach, and minor encroachment into the front setback on the eastern edge of the lot to allow for small ancillary structures, including a bus shelter and information kiosks. The project also includes a minor deviation from the 35-foot height limitation in order to allow an approximately 5 percent portion of the Train Depot building's roof peak to extend up to a maximum of 38 feet.
- E. The Project is located within Safety Zone 2 of the Santa Barbara Municipal Airport, but transit uses are compatible with Safety Zone 2 and the project would be consistent with the Airport Land Use Plan.

- F. The Property is a generally flat, rectangular-shaped lot.
- G. The Property has adequate ingress and egress that also meets Fire Department requirements.
- H. The factual findings in this Section are based upon substantial evidence found within the entirety of the administrative record. Notwithstanding the identification of specific facts within this Section, the entire administrative record adequately provides substantial evidence for all findings set forth in this Resolution.

SECTION 3: Environmental Assessment Findings: The City Council makes the following environmental findings pursuant to CEQA § 21081 and CEQA Guidelines 15090 and 15091:

- A. The City completed a Final EIR for the Goleta Train Depot Project in accordance with applicable law including, without limitation, CEQA Guidelines §§ 15082, 15083, 15085, 15087 and 15088. The Final EIR is dated October 2021 and entitled “Goleta Train Depot Project Final Environmental Impact Report” (Exhibit 1).
- B. The Final EIR was presented to the City Council, which reviews the record of the proceedings and considers all information contained in the Final EIR, its appendices and the testimony and additional information presented at or before all public hearings in accordance with CEQA Guidelines §15090.
- C. Based upon the factual findings in Section 2, the Project FEIR identifies potentially significant impacts and mitigation measures to reduce those impacts to a level of insignificance, as summarized in the Mitigation Monitoring and Reporting Program, provided in Exhibit 2.
- D. Pursuant to CEQA Guidelines §15090, the Final EIR reflects the City’s independent judgment and analysis. The City Council has independently reviewed and analyzed the Final EIR prepared for the Project. The Final EIR is an accurate and complete statement of the potential environmental impacts of the project. The Final EIR was prepared under the direction of the City of Goleta Neighborhood Services Department and reflects the City Council’s independent judgment and analysis of the environmental impacts and comments received on the Draft EIR and Final EIR.
- E. Pursuant to CEQA Guidelines § 15091, any changes or alterations required for the project, or incorporated into the project, which avoid or substantially lessen the significant environmental effects are identified in the Final EIR. Any

potential changes or alterations that may be made to the proposed mitigation measures are addressed and analyzed in the Final EIR. None of the facts or circumstances requiring recirculation of the Final EIR has occurred.

- F. In accordance with CEQA Guidelines § 15093, a Statement of Overriding Considerations ("SOC") is not required to be included in the project's record for City Council consideration of the Project because there are no significant and unavoidable impacts.
- G. In accordance with CEQA Guidelines §§ 15126.6 and 15364, Final EIR Chapter 6 evaluated a reasonable range of potentially feasible project alternatives which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the effects of the project and evaluate the merits of the alternatives.

1. *Section 6 of the Final EIR evaluated the following alternatives:*

a. Alternative 1 – No Project/Existing Warehouse Alternative. This alternative assumes that the proposed depot building with indoor waiting areas, café, and restroom facilities, parking lot area, and City and Amtrak signage are not constructed, and the site remains in its existing conditions. This alternative would reduce all the impacts associated with the Project but would not fulfill any Project objectives.

b. Alternative 2 – Reduced Depot Footprint and On-site Amenities. Similar to the Project, this alternative would involve demolition of the existing warehouse to develop the site with a train depot which would support the adjacent Amtrak passenger train platform. However, the Goleta Train Depot under this alternative would be reduced to approximately 2,000 square feet and would only include restrooms, a custodial room, and a small informal waiting area, but not include a café or kitchen area, meeting room, or formal lobby. The impacts of Alternative 2 would be similar to the Project because the existing building would need to be demolished and construction of a new building would be required. However, because of the reduced footprint and size, all impacts under Alternative 2, including air quality, greenhouse gas emissions, hazards and hazardous materials, noise, transportation, tribal cultural resources, and utilities, such as water demand, would be less than the Project but would not be significantly less in comparison to the Project.

Although impacts are similar and also less than significant under Alternative 2, Alternative 2 would not meet one of the Project's critical objectives, namely development of a full-service train station that

includes amenities such as a café, a community meeting space, and a formal lobby/waiting area, the inclusion of which creates a sense of gathering, spaciousness and convenience for patrons of the rail system and visitors of the train station. These amenities all go toward the purposes of attracting greater ridership, providing a more comfortable space for patrons and serving as a community education space. The reduced building size under Alternative 2 would eliminate these amenities, thereby not meeting this critical objective of the Project. In addition, the absence of these amenities would not meet the TIRCP grant objectives of increasing train ridership and creating a regional hub for alternative transportation through the development of a full-service train station.

2. *Environmentally Superior Alternative:*

CEQA Guidelines § 15126.6(e) (2) requires that an environmentally superior alternative be identified among the alternatives. The environmentally superior alternative is defined as the alternative that would result in the least adverse environmental impacts, when compared to the impacts of the Project. As discussed in Section 6 of the Final EIR, under the No Project Alternative, the existing site and uses would remain. However, the No Project Alternative would not fulfill any Project Objectives because a train depot would not be developed. In comparison, Alternative 2, Reduced Footprint and On-Site Amenities, results in similar impacts as compared to the Project. While the impacts associated with Alternative 2 would be lower than the Project, they would not be significantly lower because substantial demolition and construction still need to occur. Under the area of Utilities only would Alternative 2 impacts be less than the Project due to reduced water demand from the smaller facility. However, as discussed in the above section, the impacts of Alternative 2 would not be significantly less in comparison to the Project. In addition, Alternative 2 does not include a café, meeting room, and formal waiting room and, therefore, would not meet the critical Project objective of developing a full service train depot that would provide gathering spaces and convenience for patrons, which are intended to increase ridership of the rail system and constitute a space for community education. The absence of these amenities would also not meet the TIRCP grant objectives of increasing train ridership and creating a regional hub for alternative transportation through the development of a full-service train station.

H. Pursuant to CEQA Guidelines §15090, the Final EIR reflects the City's independent judgment and analysis. The City Council has independently

reviewed and analyzed the Final EIR prepared for the Project. The Final EIR is an accurate and complete statement of the potential environmental impacts of the project. The Final EIR was prepared under the direction of the City of Goleta Neighborhood Services and Public Safety Department and reflects its independent judgment and analysis of the environmental impacts and comments received on the Final EIR.

SECTION 4: General Plan Consistency Findings. As set forth in the Project Final EIR and based on the General Plan/Coastal Land Use Plan Consistency Analysis (Exhibit 4), which is incorporated herein by reference, the City Council finds that the Project conforms to the General Plan/Coastal Land Use Plan.

SECTION 5: Zoning Ordinance Consistency. As set forth in the Project Final EIR and based on the Zoning Consistency Analysis (Exhibit 5), which is incorporated herein by reference, the City Council finds that the Project is consistent with the Zoning Ordinance, as applicable to the Inland Area, and approves that Project's minor deviations in setback and height standards:

1. The reduced setbacks will not expose sensitive receptors to greater noise levels because the Project site is located in an industrial area and adjoins the existing railway corridor; and
2. The south side and rear setback deviations facilitate increased parking; and
3. The front setback deviations facilitate greater site amenities for the public through placement of small information kiosks and a bus shelter, thereby encouraging alternative modes of transportation; and
4. The north side setback deviation for the depot facilitates placement of structural columns that create a covered entry and outdoor waiting area for train passengers; and
5. The proposed building height was reviewed by the City's Design Review Board and is justified because it allows for improved building function and results in a more aesthetic building design by allowing a small percentage (5%) of the roof, along the peak, to exceed the 35-foot maximum height standard.

SECTION 6: Actions. The City Council takes the following actions:

- A. Certifies the Final EIR, attached as Exhibit 1, which is incorporated herein by reference, based on the findings outlined in Section 3 above, subject to the MMRP, attached as Exhibit 2, which is incorporated herein by reference, required by CEQA § 21081.6 and CEQA Guidelines § 15097, and find that the



Final EIR constitutes a complete, accurate, adequate and good faith effort at full disclosure under CEQA.

- B. Approves the Goleta Train Depot Project (City Capital Improvement Project 9079), including plans provided in Exhibit 3 to this Resolution, and the associated deviations listed on Plan Sheet L100 detailing the deviations to the setbacks and building height, based on the findings of § 4 above.
- C. Directs the City Manager, or designee, to file a Notice of Determination in accordance with CEQA §§ 21152 (f); CEQA Guidelines § 15094; and any other applicable law.

SECTION 7: *Reliance on Record.* Each and every one of the actions in this Resolution is based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the project. The findings and determinations constitute the independent findings and determinations of the City Council in all respects and are fully and completely supported by substantial evidence in the record as a whole.

SECTION 8: *Limitations.* The City Council analysis and evaluation of the project, including this Resolution, are based on the entire record and best information currently available. It is inevitable that in evaluating a project that absolute and perfect knowledge of all possible aspects of the project will not exist. One of the major limitations on analysis of the project is the City Council's lack of knowledge of future events. In all instances, best efforts have been made to form accurate assumptions. Somewhat related to this are the limitations on the City's ability to solve what are in effect regional, state, and national problems and issues. The City must work within the political framework within which it exists and with the limitations inherent in that framework.

SECTION 9: *Summaries of Information.* All summaries of information in the findings, which precede this section, are based on the substantial evidence in the record. The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact.

SECTION 10: This Resolution will become effective immediately upon adoption and will remain effective unless superseded by a subsequent Resolution.

SECTION 11: The City Clerk is directed to mail a copy of this Resolution to Michelle Greene, City Manager of the City of Goleta, 130 Cremona Suite B, Goleta, CA 93117 and to any other person requesting a copy.

SECTION 12: This Resolution will become effective upon adoption.

SECTION 13: The City Clerk shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

**PASSED, APPROVED AND ADOPTED this \_\_\_\_ day of \_\_\_\_\_, 2022**

\_\_\_\_\_  
PAULA PEROTTE, MAYOR

ATTEST:

\_\_\_\_\_  
DEBORAH S. LOPEZ  
CITY CLERK

\_\_\_\_\_  
MEGAN GARIBALDI  
CITY ATTORNEY

STATE OF CALIFORNIA  
COUNTY OF SANTA BARBARA )  
CITY OF GOLETA )

I, DEBORAH LOPEZ, City Clerk of the City of Goleta, California, DO HEREBY CERTIFY that the foregoing Resolution No. 22-\_\_\_\_ was duly adopted by the Planning Commission of the City of Goleta at a regular meeting held on the 18<sup>th</sup> day of January, 2022, by the following vote of the City Council:

AYES:

NOES:

ABSENT:

ABSTAIN:

(SEAL)

---

Deborah S. Lopez  
CITY CLERK

## **EXHIBIT 1**

### **FINAL ENVIRONMENTAL IMPACT REPORT GOLETA TRAIN DEPOT PROJECT STATE CLEARINGHOUSE NO. 2020050499**

Distributed separately

Available at:

<https://www.cityofgoleta.org/projects-programs/studies-and-other-projects/goleta-train-depot-project>

and available upon request.

## **EXHIBIT 2**

**Goleta Train Depot Project  
Final Environmental Impact Report  
Mitigation Monitoring and Reporting Program  
(Appendix J of FEIR)**

## **MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)**

The Final Environmental Impact Report (EIR) for the Goleta Train Depot Project (Project) identifies mitigation measures that will be implemented to reduce the environmental impacts associated with the Project. The California Environmental Quality Act (CEQA) was amended in 1989 to add Section 21081.6, which requires a public agency to adopt a monitoring and reporting program for assessing and ensuring compliance with any required mitigation measures applied to proposed development. As stated in Section 21081.6 of the Public Resources Code:

*... the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.*

Section 21081.6 also provides general guidelines for implementing mitigation monitoring programs and indicates that specific reporting and/or monitoring requirements, to be enforced during Project implementation, shall be defined as part of adopting a mitigated negative declaration.

The mitigation monitoring table that follows lists those mitigation measures that may be included as conditions of approval for the Project. To ensure that the mitigation measures are properly implemented, a monitoring program has been devised which identifies the timing and responsibility for monitoring each measure. The Project applicant will have the responsibility for implementing the measures, and the various City of Goleta departments will have the primary responsibility for monitoring and reporting the implementation of the mitigation measures.

**Goleta Train Depot Project Final Environmental Impact Report  
 Mitigation Monitoring and Reporting Program**

Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action	Verification of Completion	
				Initial	Date
<b>BIOLOGICAL RESOURCES</b>					
<p><b>BIO-1a: Special-status Bat Species Avoidance and Minimization.</b>                      To avoid disturbance of maternal bat roosts, demolition of the warehouse building and any other structures that may support roosting bats shall be conducted outside of the bat breeding season (typically April 1 through August 31), if feasible. If work must begin during the bat breeding season, a qualified biologist shall conduct presence/absence surveys for bats where suitable roosting habitat is present no more than 30 days prior to initiation of project activities.</p> <p>Surveys shall be conducted using acoustic detectors and by visually searching ledges, crevices, and overhangs in the warehouse and any other locations in the study area where bats may roost.</p> <p>If a maternal roost is detected, project activity shall cease. CDFW shall be</p>	Permittee	Prior to project construction, a timeline shall be implemented which avoids demolition of structures that may support roosting bats during bat breeding season. If not feasible, a qualified biologist shall conduct a survey at a minimum 30 days prior to initiation of project activities. If maternal roost is present, CDFW shall be consulted immediately.	City staff shall verify compliance prior to issuance of a building/grading permit(s).		

Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action	Verification of Completion	
				Initial	Date
<p>consulted to determine if protective buffers may be established surrounding the roost, allowing project activities to resume in other parts of the project site. Demolition of a structure supporting a maternal roost shall not occur until the young have left the site. If a non-breeding roost is detected, CDFW shall be consulted to determine if the bats can be safely evicted.</p> <p>If no roosting bats are observed during pre-construction surveys, no further actions would be necessary.</p>					
<p><b>BIO-1b: Preconstruction Nesting Bird Surveys.</b></p> <p>To avoid disturbance of nesting and special-status birds, including raptor species protected by the MBTA and CFGC, project activities including vegetation removal, ground disturbance, construction, and demolition shall occur outside of the bird breeding season (February 1 through August 31), if feasible.</p> <p>If work must begin during the breeding season, a pre-construction nesting bird survey shall be conducted no more than seven days prior to initiation of project activities. The nesting bird survey shall be conducted inside the project footprint plus a 500-foot for raptors and special-status</p>	Permittee	Prior to project construction, a timeline shall be implemented which avoids activities that could disturb nesting and special-status birds. If not feasible, a nesting bird survey shall be conducted a minimum of seven day prior to initiation of project activities. If active nests are observed no activity shall occur inside a set buffer until it is determined the nest is no longer active.	City staff shall verify compliance prior to issuance of a building/grading permit(s).		



Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action	Verification of Completion	
				Initial	Date
<p>species and a 300-foot buffer for all other birds. Inaccessible parts of the survey area shall be scanned using binoculars to ensure 100 percent visual coverage. The survey shall be conducted by a biologist familiar with the identification of bird species known to occur in southern California communities.</p> <p>If active nests (those containing eggs, nestlings, or associated with dependent fledglings) are found on-site, an avoidance buffer shall be implemented around each nest and demarcated with fencing or flagging. The size of the buffers shall be determined by the biologist based upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site. No project activity shall occur inside a nest buffer until the biologist determines that the nest is no longer active.</p> <p>If no nesting birds are observed during pre-construction surveys, no further actions would be necessary.</p>					

Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action	Verification of Completion	
				Initial	Date
<b>CULTURAL RESOURCES *</b>					
<p><b>CR-1: Unanticipated Discovery of Cultural Resources.</b></p> <p>If cultural resources are encountered during ground disturbing activities, work in the immediate area must halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) should be contacted immediately to evaluate the find. If the discovery proves to be eligible for listing on the California Register of Historical Resources, additional work may be warranted, such as data recovery excavation, Native American consultation, and archaeological monitoring to treat the find.</p>	Permittee	Continuous monitoring for cultural resources during grading activities is required. This measure is implemented throughout the duration of ground-moving activities.	If cultural resources are encountered, verification of an archaeologist evaluation of the find should be provided prior to the continuance of any construction activities.		
<b>GEOLOGY AND SOILS †</b>					
<p><b>GEO-1 Unanticipated Discover of Paleontological Resources:</b> In the event an unanticipated fossil discovery is made during construction, in accordance with SVP (2010) guidelines, construction shall stop within 50 feet of the find or be</p>	Permittee	Continuous monitoring for paleontological resources during grading activities is required. This measure is implemented throughout the duration of ground-moving	If paleontological resources are encountered, verification of coordination with a qualified paleontologist must be submitted to the City. The paleontologist, in coordination		

\* Also applies to Land Use impacts

† Also applies to Land Use impacts

Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action	Verification of Completion	
				Initial	Date
<p>redirected to another area of the site and a qualified professional paleontologist shall be retained to evaluate the discovery, determine its significance and if additional mitigation or treatment is warranted. Work in the area of the find will resume once the find is properly documented and authorization is given to resume.</p>		activities.	with the City, shall give authorization to resume construction work.		
<b>HAZARDS AND HAZARDOUS MATERIALS</b>					
<p><b>HAZ-1 Assessment Removal, and Remediation.</b> Prior to demolition or onsite grading/site disturbance or improvements, a soil, soil vapor, and/or groundwater sampling assessment shall be completed to identify and/or define hazardous material impacts in the areas of concern. The areas of concern and associated chemicals of concern include:</p> <ul style="list-style-type: none"> <li>• Former agricultural use of the subject property – pesticides and arsenic;</li> <li>• Adjacent presence of railroad tracks along the northern site boundary which transport and produce pesticides, heavy metals, petroleum hydrocarbons, herbicides, and SVOCs (including creosote,</li> </ul>	Permittee	Prior to project construction a sampling assessment shall be completed, a geophysical survey shall be conducted to located historical UST prior to sampling, and an SMP shall be prepared. Throughout project activities, all proper waste handling and disposal procedures shall be followed.	Prior to the issuance of building/grading permit(s) all necessary reports will be approved by the Santa Barbara County Environmental Health – Hazardous Materials Unit. Upon completion of remediation, a report shall be completed by the City.		

Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action	Verification of Completion	
				Initial	Date
<p>naphthalene);</p> <ul style="list-style-type: none"> <li>Former and current USTs/AST onsite - historic 6,000- gallon UST, existing 1,800-gallon diesel UST, and existing 3,000-gallon AST with secondary containment and associated drum that is utilized to store emergency overflow used oil onsite - heavy metals, petroleum hydrocarbons, and VOCs; and</li> <li>Former use of a bus ‘service shop’ that includes underground sumps, trench drains and possibly other features - heavy metals, petroleum hydrocarbons, and VOCs.</li> </ul> <p>A geophysical survey shall be conducted to locate the historical UST prior to sampling. The sampling assessment shall be performed under the supervision of a professional geologist or other qualified environmental professional. The analytical results shall be compared to the most current applicable environmental screening levels, as recommended by Santa Barbara County Environmental Health – Hazardous Materials Unit.</p> <p>A Soil Management Plan (SMP) shall be prepared and followed by the demolition/grading contractor. The SMP</p>					

Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action	Verification of Completion	
				Initial	Date
<p>will identify procedures to address the current onsite features and unidentified features (USTs, clarifiers, sumps or other underground features) that are uncovered during the redevelopment of the site. If the sampling assessment analytical results are greater than the environmental screening levels, the Santa Barbara County Environmental Health – Hazardous Materials Unit shall be contacted to review and oversee the SMP and any additional assessments, site remediation, and/or health risk assessments that are deemed necessary. The onsite USTs, AST, drum, trench drains, and sumps shall be removed in accordance with local permits and guidelines as identified and required by Santa Barbara County Environmental Health – Hazardous Materials Unit.</p> <p>All necessary reports, regulations and permits shall be followed to achieve remediation of the site. The contaminated materials shall be remediated under the supervision of an environmental consultant licensed to oversee such remediation and under the direction of the lead oversight agency. The remediation program shall also be approved by a regulatory oversight agency, such as the Santa Barbara County</p>					

Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action	Verification of Completion	
				Initial	Date
<p>Environmental Health – Hazardous Materials Unit. Alternatively, the Hazardous Materials Unit may determine that RWQCB or DTSC should be the lead agency for remediation oversight.</p> <p>All proper waste handling and disposal procedures shall be followed. Upon completion of the remediation, the environmental professional shall prepare a report summarizing the project, the remediation approach implemented, and the analytical results after completion of the remediation (including all waste disposal or treatment manifests) and site closure by the lead agency will be obtained.</p>					
<p><b>HAZ-2: Hazardous Building Material Survey and Demolition Plan.</b> A hazardous building material survey shall be conducted prior to demolition or removal of any onsite structures. If any ACM, LBP, or PCBs are identified, the materials shall be removed in accordance with California and Federal OSHA as well as other state and federal regulations by licensed abatement contractors. All ACM, LBP, and PCB materials removed from the site shall be hauled and disposed</p>	Permittee	Prior to demolition or removal of onsite structures a hazardous building material survey shall be conducted. If ACM, LBP, or PCBs are found they must be removed prior to demolition or removal of onsite structures.	Prior to the issuance of building/grading permit(s) the City shall receive verification that a hazardous building survey has been conducted and any ACM, LBP, or PCBs have been removed in accordance with relevant regulations, if applicable.		

Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action	Verification of Completion	
				Initial	Date
of by a transportation company certified to handle these materials.					
<b>TRIBAL CULTURAL RESOURCES</b>					
<p><b>TCR-1: Archaeological and Native American Monitoring.</b> Prior to the issuance of a Grading Permit, or ground disturbing activities, the developer shall obtain a qualified archaeological and Native American monitor for the ground disturbing activities of the project. Archaeological monitoring should be performed under the direction of the qualified archaeologist, defined as an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (NPS 1983). The qualified archaeologist, in consultation with the City of Goleta and the Native American monitor, may recommend the reduction or termination of monitoring depending upon observed conditions (i.e., no resources encountered within the first 50 percent of ground disturbance).</p>	Permittee	Prior to ground-disturbing activities, an archaeological and Native American monitor shall be obtained.	Prior to the issuance of a grading permit, verification the applicant has obtained an archaeological and Native American monitor shall be sent to the City.		
<p><b>TCR-2: Unanticipated Discovery of Tribal Cultural Resources.</b> In the event that cultural resources of Native American origin are identified during construction activity all work shall be halted in the vicinity of the discovery until the</p>	Permittee	Continuous monitoring for resources of Native American origin during ground-moving activities is required. This measure is implemented throughout the duration of	If potential resources of Native American origin are found work must be halted. Coordination between the applicant, Native American consultant, qualified archaeologist, and the City		

Mitigation Measure	Implemented By	When Implemented	Monitoring or Reporting Action	Verification of Completion	
				Initial	Date
significance of the resource can be assessed. The city shall begin or continue Native American consultation procedures, in coordination with a qualified archaeologist, if appropriate. If the city, in consultation with local Native Americans, determines that the resource is a tribal cultural resource and thus significant, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with local Native American group(s). The mitigation plan may include but would not be limited to capping and avoidance, excavation and removal of the resource, interpretive displays, sensitive area signage, or other mutually agreed upon measure.		ground-moving activities.	shall occur.		

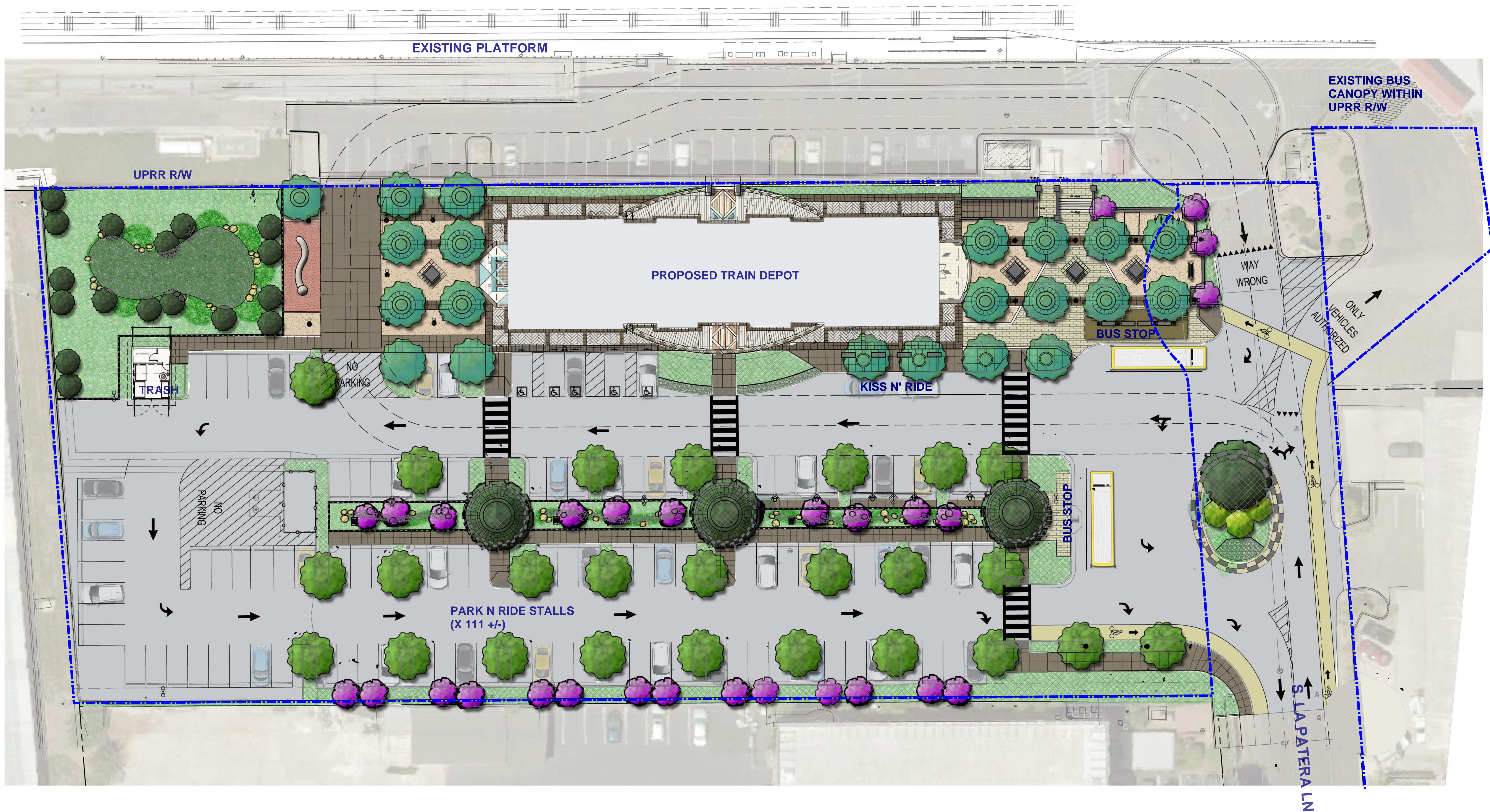
(End of Exhibit 2, Mitigation Monitoring and Reporting Program)



## **EXHIBIT 3**

### **DEVELOPMENT PLANS GOLETA TRAIN DEPOT PROJECT**

ALL IDEAS, DESIGN ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND THE PROPERTY OF ANIL VERMA ASSOCIATES, INC. AND WERE CREATED, DEVELOPED AND DESIGNED FOR USE ON AND IN CONNECTION WITH THE SPECIFIED PROJECT. NONE OF SUCH DESIGN ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF ANIL VERMA ASSOCIATES, INC.



Use of the plans and specifications contained herein shall be restricted to the original site for which they were prepared; publication thereof is expressly limited to such use. Reproduction, publication, or reuse by any method, in whole or in part, without the express written consent of Anil Verma Assoc. is prohibited. Title to said plans remains the sole property of Anil Verma Assoc.; visual contact shall constitute acceptance of these restrictions.

REVISION	DATE
A	65% COMPLETE SUBMITTAL
B	
C	
D	
E	
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K	

**GOLETA TRAIN DEPOT**  
 27 SOUTH LA PATERA LANE, GOLETA, CA 93117  
 CITY OF GOLETA  
 130 CREMONA DRIVE, STE B, GOLETA, CA 93117

DESIGNED BY  
**SITE RENDERING**



PLAN CHECK #XXXXXXXX  
**G201**

2019-GTD  
 JOB NUMBER  
 1/4" = 1'-0"  
 SCALE  
 65% DESIGN DEVELOPMENT  
 ISSUED AS  
 11/18/2021  
 ISSUE DATE  
 SHEET 03 OF 184  
 58

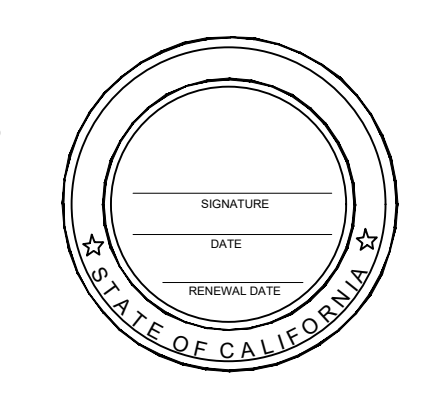


65% 11-18-2021

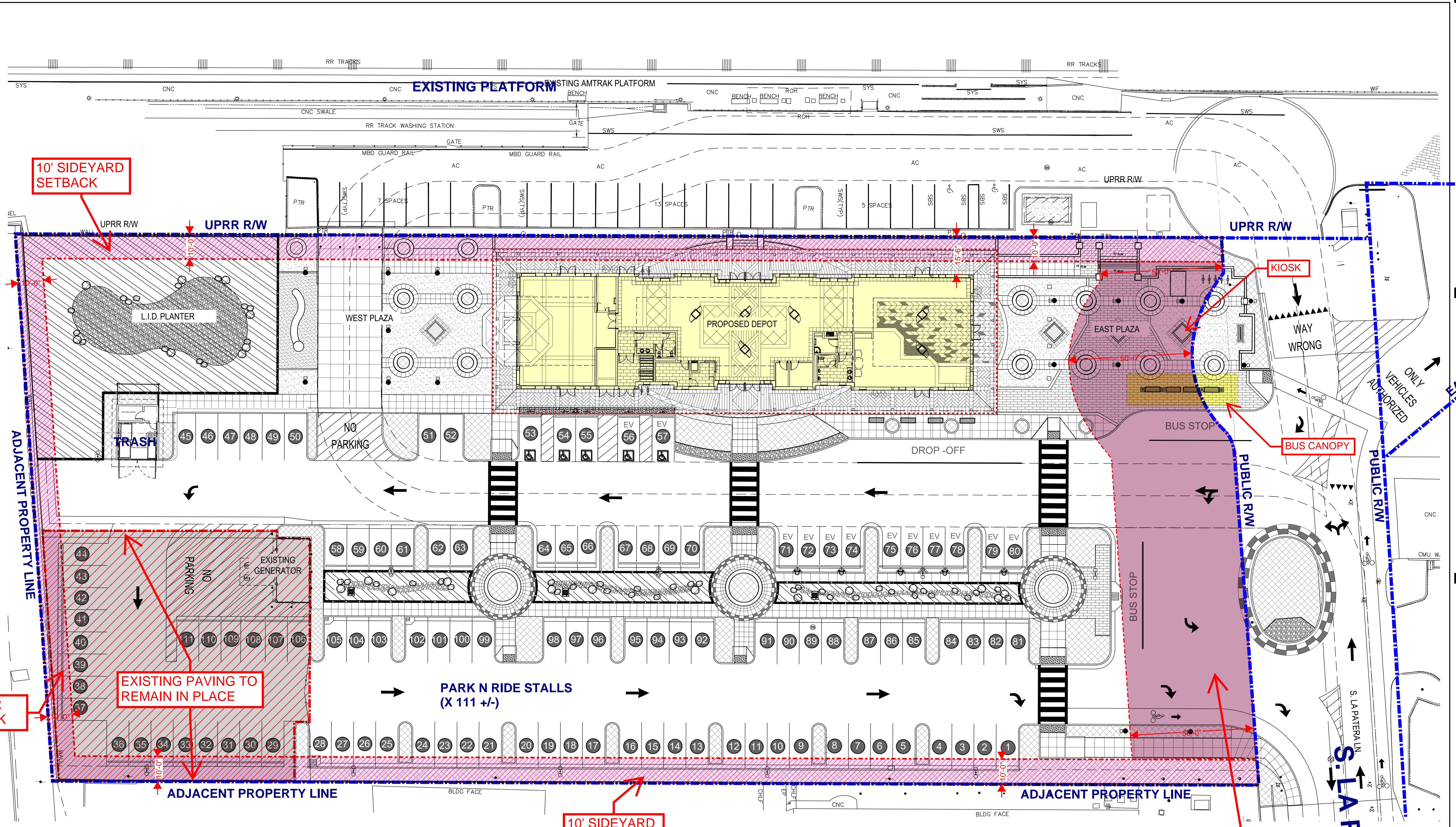
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GOLETA TRAIN DEPOT  
 27 SOUTH LA PATERA LANE, GOLETA, CA 93117  
 CITY OF GOLETA  
 130 CREMONA DRIVE, STE B, GOLETA, CA 93117

Overall Landscape  
 Site Plan

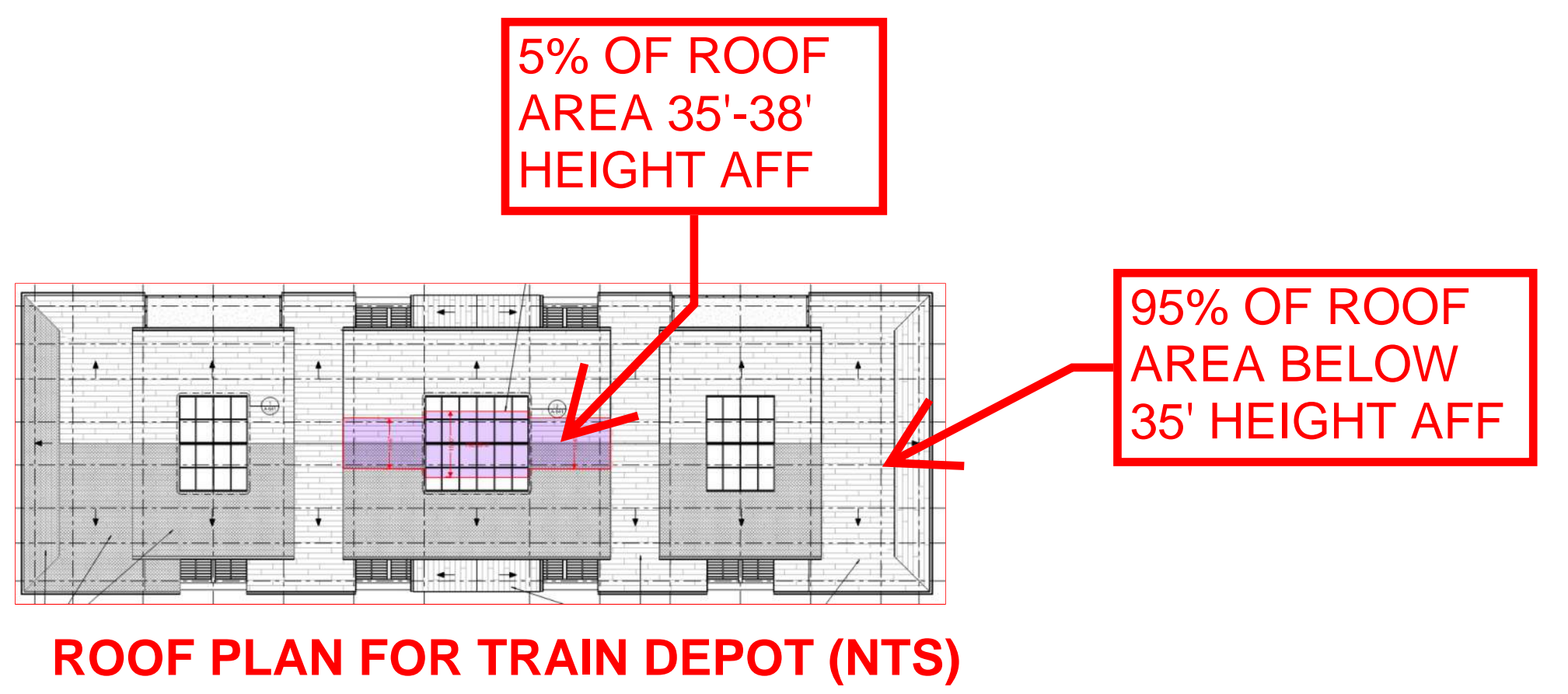


PLAN CHECK #XXXXXXXXXX  
**L100**  
 2019-GTD  
 JOB NUMBER  
 SCALE 65% DESIGN DEVELOPMENT  
 ISSUED AS 11/18/2021  
 ISSUE DATE  
 SHEET 23 OF 184  
 59



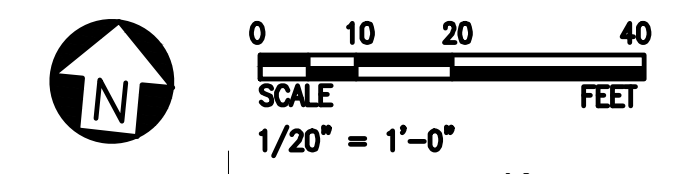
OVERALL GROUND LEVEL CONSTRUCTION PLAN  
 SCALE 1/16" = 1'-0"

- REQUESTS FOR DEVIATION:**
- \* 10' SIDEYARD SETBACK (17.09.030) FROM SOUTH AND WEST SIDEYARDS. REDUCE TO 6'-0" AS CURRENTLY SHOWN. THE SETBACK HAS A 5' LANDSCAPE STRIP AND HAS A FULL HEIGHT BARRIER FENCE. ADJACENT PARKING STALLS ARE CURRENTLY 18'-6" DEEP, 24" LONGER THAN STANDARD.
  - \* 10' SIDEYARD SETBACK FOR BUILDING (17.09.030) SETBACK FROM UPRR R/W. EXISTING BUILDING TO BE DEMOLISHED IS BUILT DIRECTLY ON THE R/W. PROPOSED BUILDING IS SETBACK 15'-3" OR MORE FROM THE UPRR R/W. HOWEVER, THE OUTDOOR ARCADE COLUMNS ARE 7'-0" CLEAR FROM UPRR R/W AND ROOF OVERHANG IS 5'-6" CLEAR.
  - \* BUILDING HEIGHT: FOR WITHIN DP ZONE, 35'-0" MAX HEIGHT. 94.6% OF THE PROPOSED DEPOT IS BELOW 35'-0" IN HEIGHT HOWEVER, AT THE MIDDLE SKYLIGHT RAISED ROOF AREA, APPROXIMATELY 5.6% OF THE ROOF HEIGHT HAS AN ELEVATION OF 35' TO 38' IN HEIGHT.
  - \* 50' FRONT YARD SETBACK: THE PROPOSED DEPOT IS WELL CLEAR OF THIS SETBACK DISTANCE. HOWEVER, THERE IS A PROPOSED BUS CANOPY AT THE BUS STOP AND PROPOSED INFORMATION KIOSKS PLACED WITHIN THIS SETBACK. CONFIRM THIS IS ACCEPTABLE.



ROOF PLAN FOR TRAIN DEPOT (NTS)

- NOTES:**
- REFER TO L300 FOR CONSTRUCTION SCHEDULE.
  - OFF-SITE IMPROVEMENTS PER RIGHT-OF-WAY PACKAGE
  - PROVIDE (2) 18" SLIP DOWELS AT INTERFACE BETWEEN EXISTING WALK AND PROPOSED WALK



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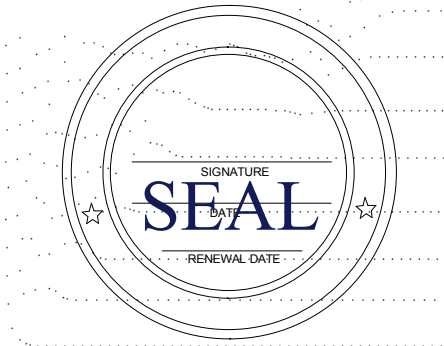
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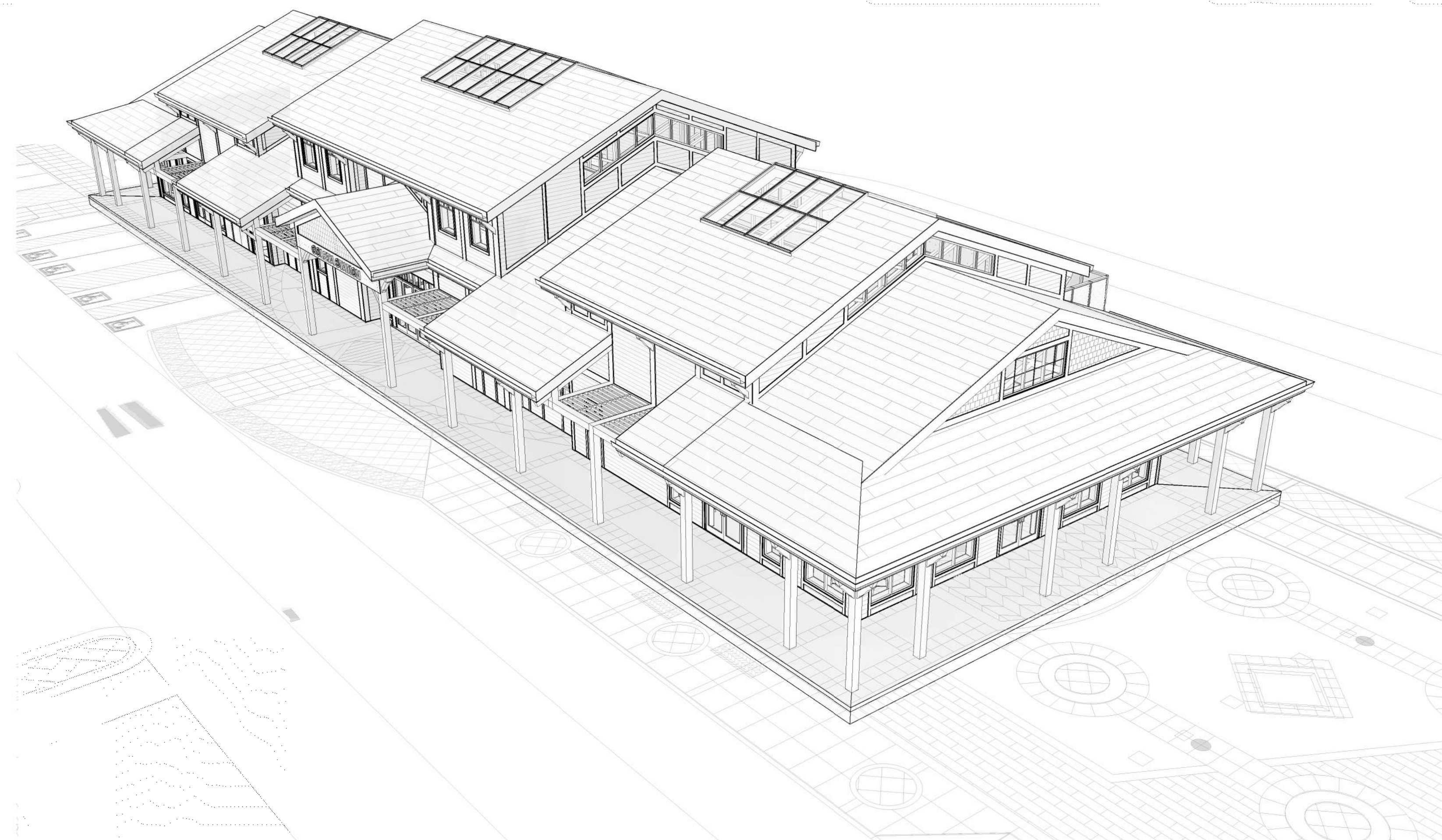
REVISION	DATE
A	11/18/2021
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D	
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GOLETA TRAIN DEPOT  
27 SOUTH LA PATERA LANE, GOLETA, CA 93117  
CITY OF GOLETA  
130 CREMONA DRIVE, STE B, GOLETA, CA 93117

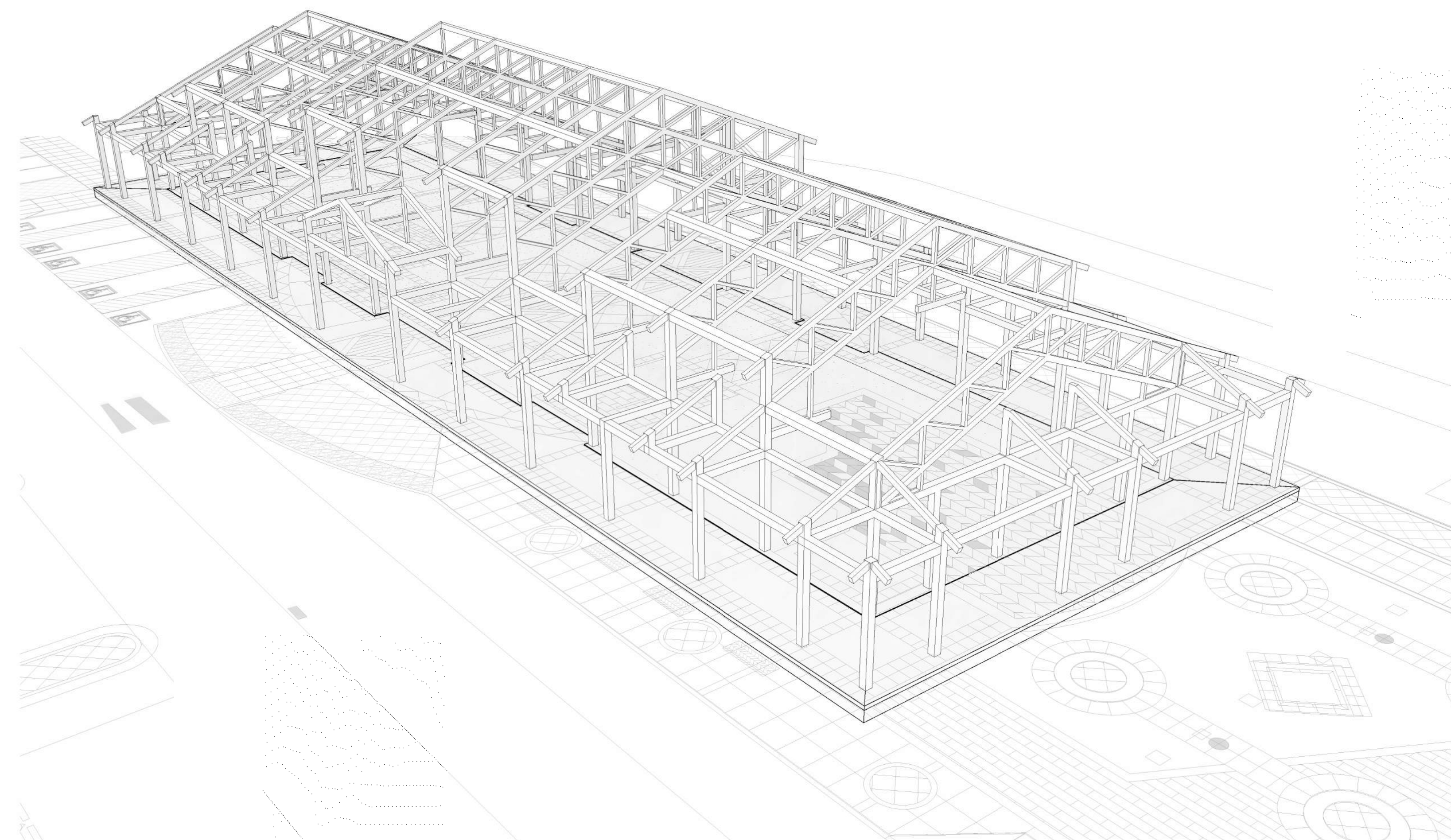
3D Depot Views



PLAN CHECK #XXXXXXXXX  
**G-202**  
2019-GTD  
JOB NUMBER  
SCALE  
65% DESIGN DEVELOPMENT  
ISSUED AS  
11/18/2021  
ISSUE DATE  
SHEET 04 OF 184  
60



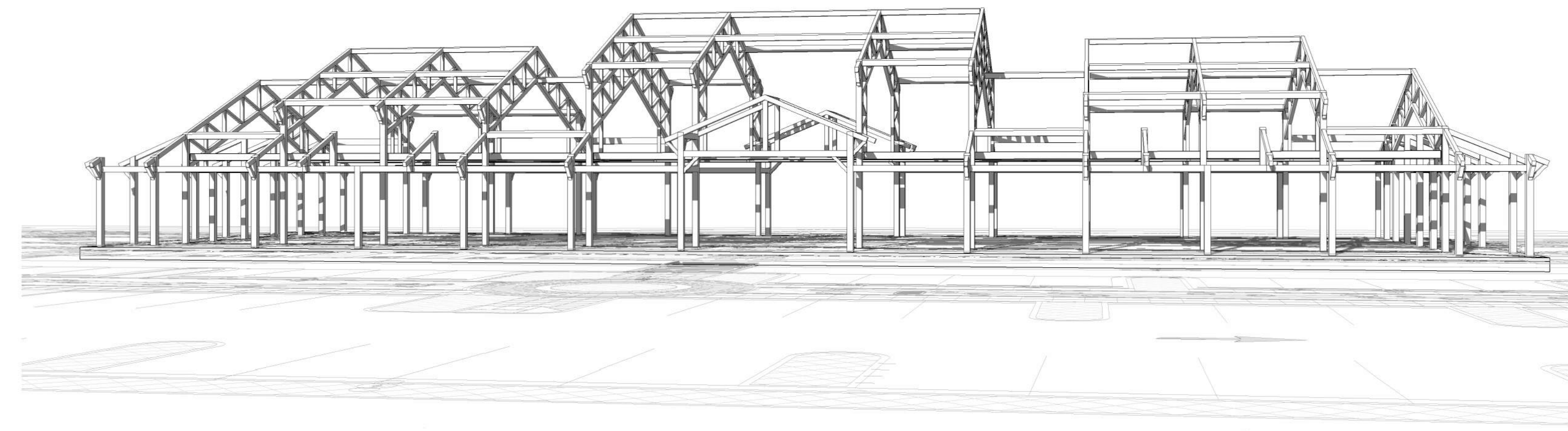
3D Aerial View - Architectural 1 G-202



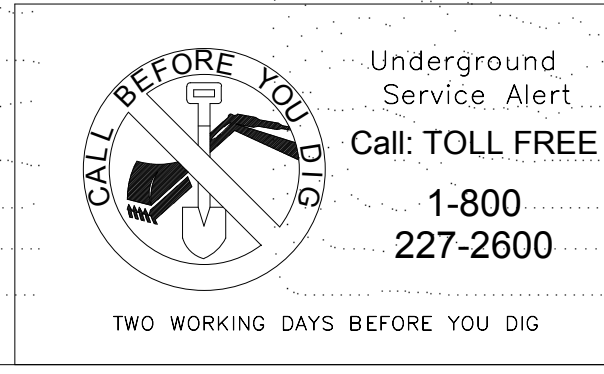
3D Aerial View - Structural 2 G-202



3D Normal View - Architectural 3 G-202



3D Normal View - Structural 4 G-202



65% 11-18-2021

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D		

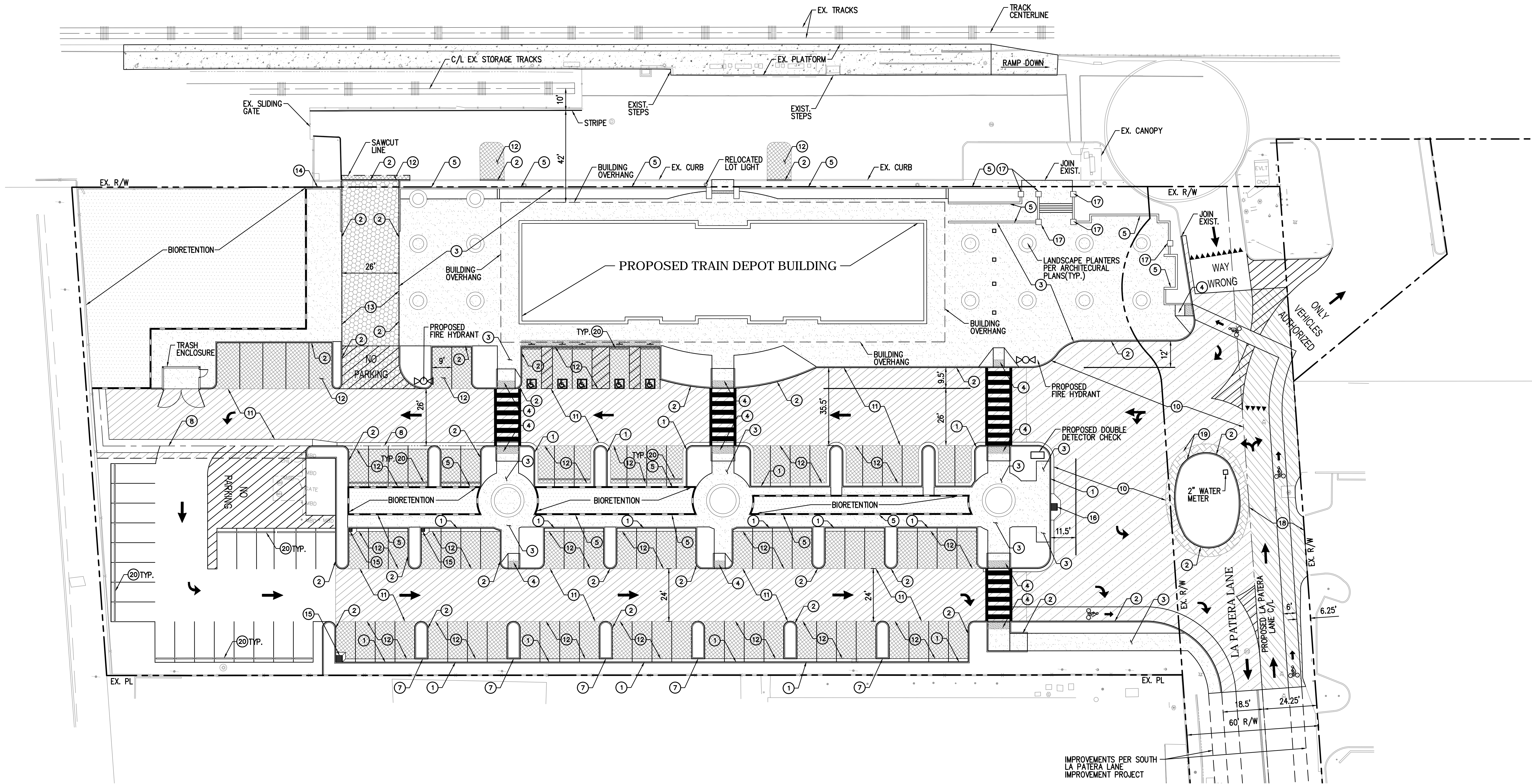
**GOLETA TRAIN DEPOT**  
 27 SOUTH LA PATERA LANE, GOLETA, CA 93117  
 CITY OF GOLETA  
 130 CREMONA DRIVE, STE B, GOLETA, CA 93117

**Paving Plan**



PLAN CHECK #XXXXXXXXXX  
**C-201**  
 2019-GTD  
 JOB NUMBER  
 SCALE 65% DESIGN DEVELOPMENT  
 ISSUED AS 11/18/2021  
 ISSUE DATE  
 SHEET 08 OF 184  
 61

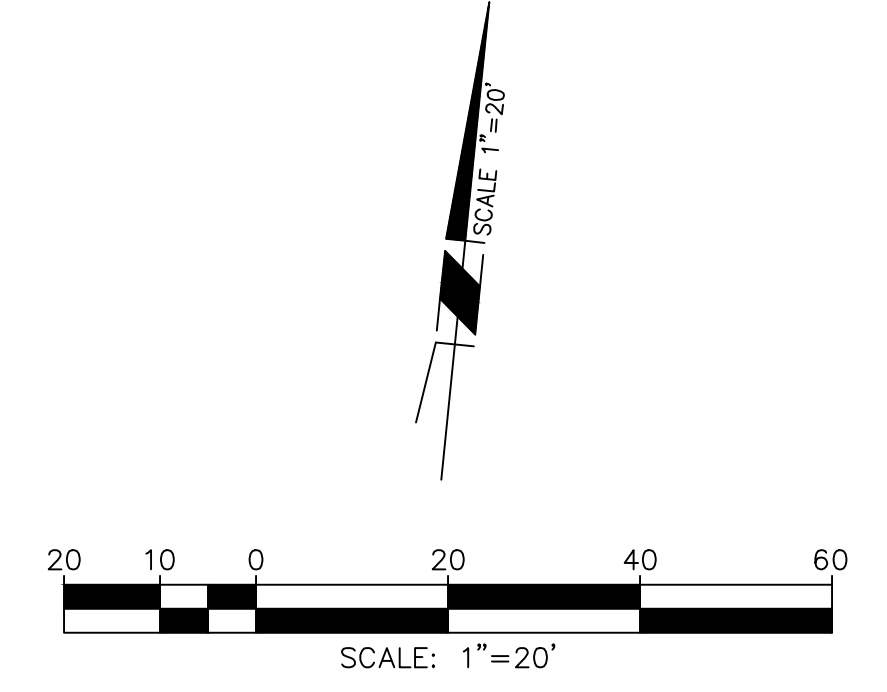
1  
2  
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4  
5  
6  
7  
8  
9  
DRAFT 65% 11-1-2021



**LEGEND:**

[Pattern]	CONCRETE SIDEWALK
[Pattern]	AC PAVEMENT IN PARKING AREAS
[Pattern]	AC PAVEMENT IN DRIVE AREAS
[Pattern]	BUS TURNAROUND AREA
[Pattern]	DECORATIVE PAVEMENT
[Pattern]	EMERGENCY ACCESS AREA
[Pattern]	BIORETENTION
[Pattern]	SLURRY SEAL
[Pattern]	DETECTABLE WARNING SURFACE

- CONSTRUCTION NOTES:**
- 1 CONSTRUCT 6" CURB AND GUTTER
  - 2 CONSTRUCT 6" CURB ONLY
  - 3 CONSTRUCT 4" SIDEWALK OVER COMPACTED SUBGRADE FINISH PER LANDSCAPING PLANS
  - 4 CONSTRUCT CURB RAMP
  - 5 CONSTRUCT RETAINING CURB
  - 6 CONSTRUCT V-GUTTER
  - 7 CONSTRUCT CURB AND GUTTER CHANNEL
  - 8 CONSTRUCT CONCRETE CROSS GUTTER
  - 9 CONSTRUCT RIP-RAP
  - 10 CONSTRUCT 8" HMA OVER 23" AB IN BUS TURNAROUND AREA
  - 11 CONSTRUCT 3" HMA OVER 11" AB IN DRIVE AREAS
  - 12 CONSTRUCT 3" HMA OVER 7" AB IN PARKING AREAS
  - 13 CONSTRUCT 6" CONCRETE OVER COMPACTED SUBGRADE (PER CITY OF GOLETA STANDARDS)
  - 14 CONSTRUCT RETAINING WALL WITH FENCE. MATCH IN KIND
  - 15 CONSTRUCT DRAINAGE INLET WITH GRATE (TBD ON TYPE)
  - 16 CONSTRUCT LOCAL DEPRESSION WITH GRATE (TBD ON TYPE)
  - 17 CONSTRUCT CONCRETE PILASTER
  - 18 APPLY SLURRY SEAL
  - 19 CONSTRUCT DECORATIVE PAVEMENT
  - 20 INSTALL CONCRETE WHEEL STOPS



**65% SUBMITTAL - NOT FOR CONSTRUCTION**



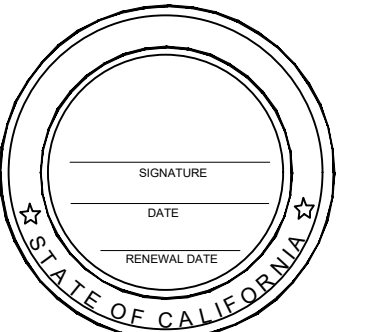
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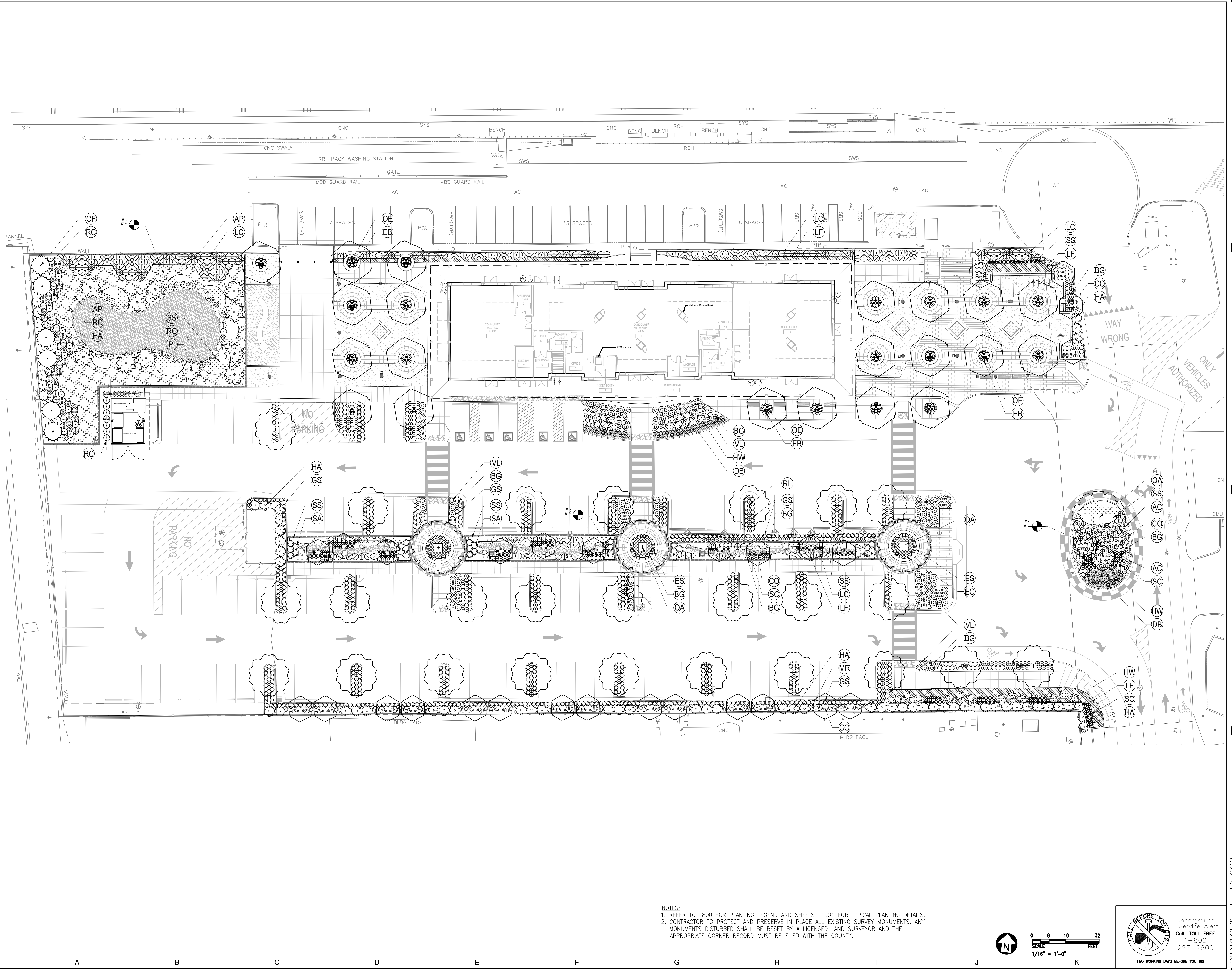
REVISION	DATE	DESCRIPTION
A	11/18/2021	85% COMPLETE SUBMITTAL
B		
C		

**GOLETA TRAIN DEPOT**  
 27 SOUTH LA PATERA LANE, GOLETA, CA 93117  
 CITY OF GOLETA  
 130 CREMONA DRIVE, STE B, GOLETA, CA 93117

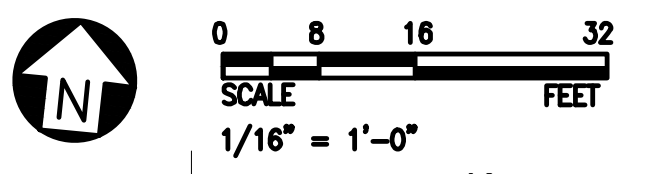
Planting Plan



PLAN CHECK #XXXXXXXXX  
**L801**  
 2019-GTD  
 JOB NUMBER  
 SCALE 65% DESIGN DEVELOPMENT  
 ISSUED AS 11/18/2021  
 ISSUE DATE  
 SHEET 44 OF 184  
 62



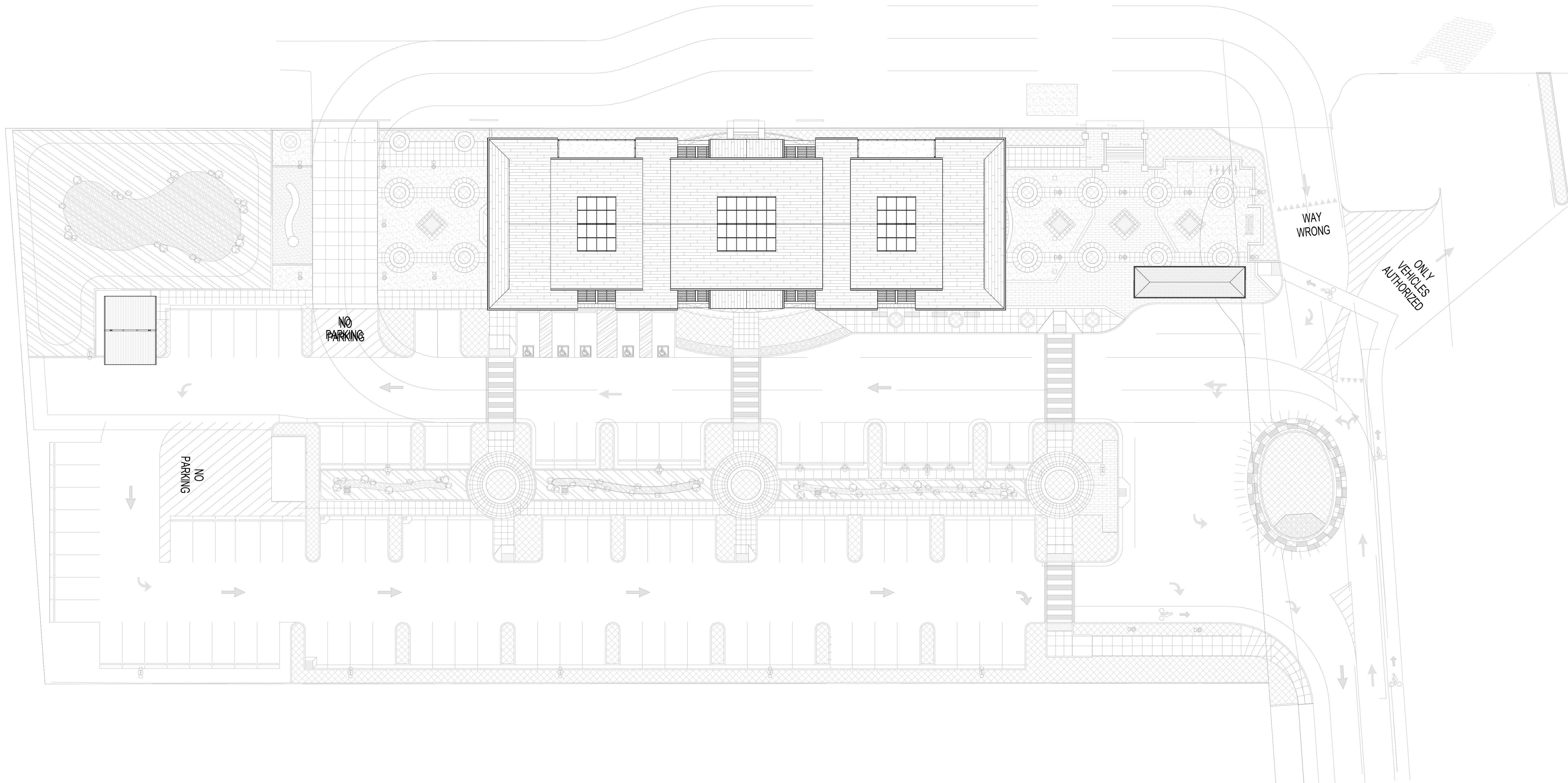
NOTES:  
 1. REFER TO L800 FOR PLANTING LEGEND AND SHEETS L1001 FOR TYPICAL PLANTING DETAILS.  
 2. CONTRACTOR TO PROTECT AND PRESERVE IN PLACE ALL EXISTING SURVEY MONUMENTS. ANY MONUMENTS DISTURBED SHALL BE RESET BY A LICENSED LAND SURVEYOR AND THE APPROPRIATE CORNER RECORD MUST BE FILED WITH THE COUNTY.



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SITE PLAN  
1" = 20'-0"

1  
AG-101

A B C D E F G H I J K



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REVISION	REVISIONS	DATE
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B		
C		
D		

65%  
11-18-2021

**GOLETA TRAIN DEPOT**  
27 SOUTH LA PATERA LANE, GOLETA, CA 93117  
CITY OF GOLETA  
130 CREMONA DRIVE, STE B, GOLETA, CA 93117

ISSUED AS  
**SITE PLAN**



PLAN CHECK  
#XXXXXXXXXX

**AG-101**

2019-GTD  
JOB NUMBER  
1" = 20'-0"  
SCALE  
65% DESIGN DEVELOPMENT  
ISSUED AS  
11/18/2021  
ISSUE DATE  
SHEET 51 OF 184  
63

CITY OF GOLETA

**Anil Verma Associates, Inc.**  
Professional Engineer  
No. 50517  
130 CREMONA DRIVE, STE B, GOLETA, CA 93117  
WWW.ANILVERMA.COM

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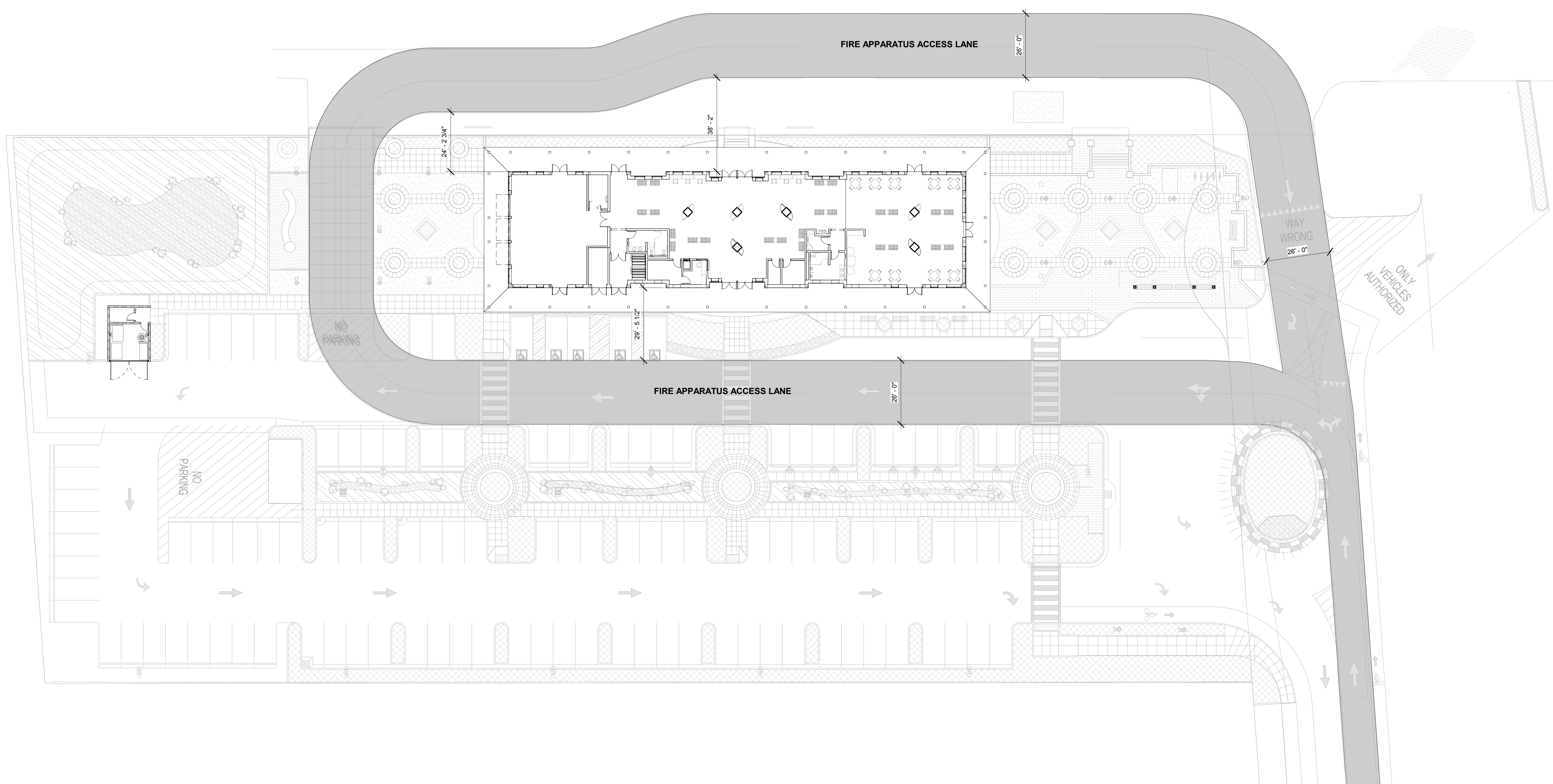
REVISION	REVISIONS	DATE
A	65% COMPLETE SUBMITTAL	11/18/2021
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GOLETA TRAIN DEPOT  
 27 SOUTH LA PATERA LANE, GOLETA, CA 93117  
 CITY OF GOLETA  
 130 CREMONA DRIVE, STE B, GOLETA, CA 93117

FIRE AND LIFE SAFETY PLAN



PLAN CHECK #XXXXXXXXX  
**AG-301**  
 2019-GTD  
 JOB NUMBER  
 As indicated  
 65% DESIGN DEVELOPMENT  
 ISSUED AS  
 11/18/2021  
 ISSUE DATE  
 SHEET 55 OF 184  
 64



**FIRE AND LIFE SAFETY PLAN**  
 1  
 AG-301  
 1" = 20'-0"

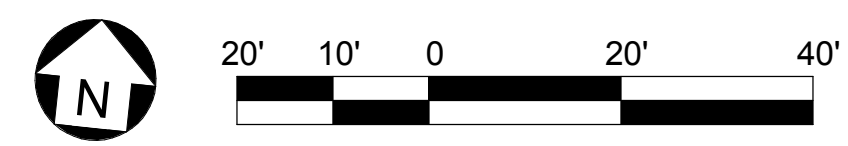
**TABLE 601 - FIRE RESISTANCE REQUIREMENTS**

BUILDING ELEMENT	TYPE VB	
PRIMARY STRUCTURAL FRAME	0	
BEARING WALLS	0	
NON-BEARING INTERIOR PARTITIONS	0	
ROOF CONSTRUCTION	0	

- C. FIRE FLOW DATA:**  
 THE REQUIRED FIREFLOW IS BASED ON THE FOLLOWING CALCULATIONS:
- TYPE OF CONSTRUCTION PER BUILDING CODE TYPE V-B
  - FIRE-FLOW CALCULATION AREA 8,531 SF
  - FIRE-FLOW BASED ON THE FIRE-FLOW CALCULATION AREA 25% OF THE VALUE (PER TABLE B105.1(2)) 2,500 GPM
  - TOTAL FIRE-FLOW REQUIRED 625 GPM
  - FLOW DURATION (PER TABLE B105.1(2)) 2 HOURS
  - NUMBER OF FIRE HYDRANTS (PER TABLE C 102.1) 1

- B. HEIGHT, AREA AND CODE COMPLIANCE:**
- USE TRANSPORTATION WAITING STATION
  - TYPE OF OCCUPANCY: A-3
  - TYPE OF CONSTRUCTION: V-B
  - SPRINKLERS: PER SECTION 903.3.1.1
  - BUILDING HEIGHT ALLOWED: 60 FEET
  - NUMBER OF STORIES ALLOWED: 1
  - FLOOR AREA 8,531 SF

- A. CODE COMPLIANCE:**  
 THIS PROJECT SHALL COMPLY WITH THE FOLLOWING CODES:
- 2021 EDITION CALIFORNIA BUILDING CODE
  - 2021 EDITION COUNTY FIRE CODE
  - 2021 EDITION CALIFORNIA GREEN BUILDING CODE
  - 2021 EDITION CALIFORNIA MECHANICAL CODE
  - 2021 EDITION CALIFORNIA PLUMBING CODE
  - 2021 EDITION CALIFORNIA ELECTRICAL CODE
  - 2021 EDITION CALIFORNIA ENERGY CODE



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65% 11-18-2021



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3D EXTERIOR VIEWS

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C		
D		
E		

**GOLETA TRAIN DEPOT**  
 27 SOUTH LA PATERA LANE, GOLETA, CA 93117  
**CITY OF GOLETA**  
 130 CREMONA DRIVE, STE B, GOLETA, CA 93117

**3D EXTERIOR VIEWS**



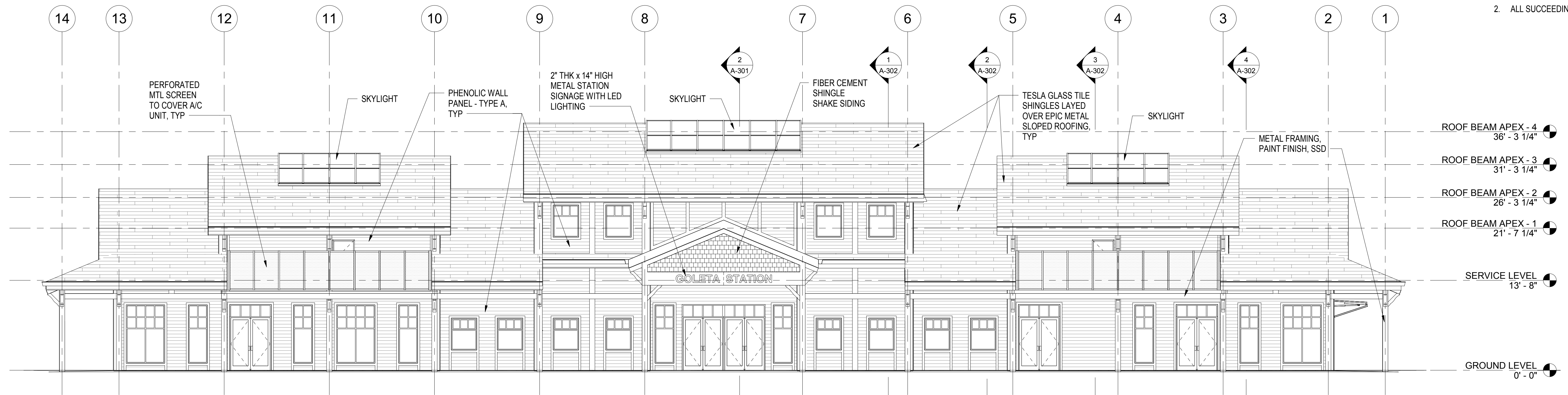
PLAN CHECK #XXXXXXXX  
**AG-501**  
 2019-GTD  
 JOB NUMBER  
 SCALE  
 65% DESIGN DEVELOPMENT  
 ISSUED AS  
 11/18/2021  
 ISSUE DATE  
 SHEET 56 OF 184  
 65

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 TWO WORKING DAYS BEFORE YOU DIG

65% 11-18-2021

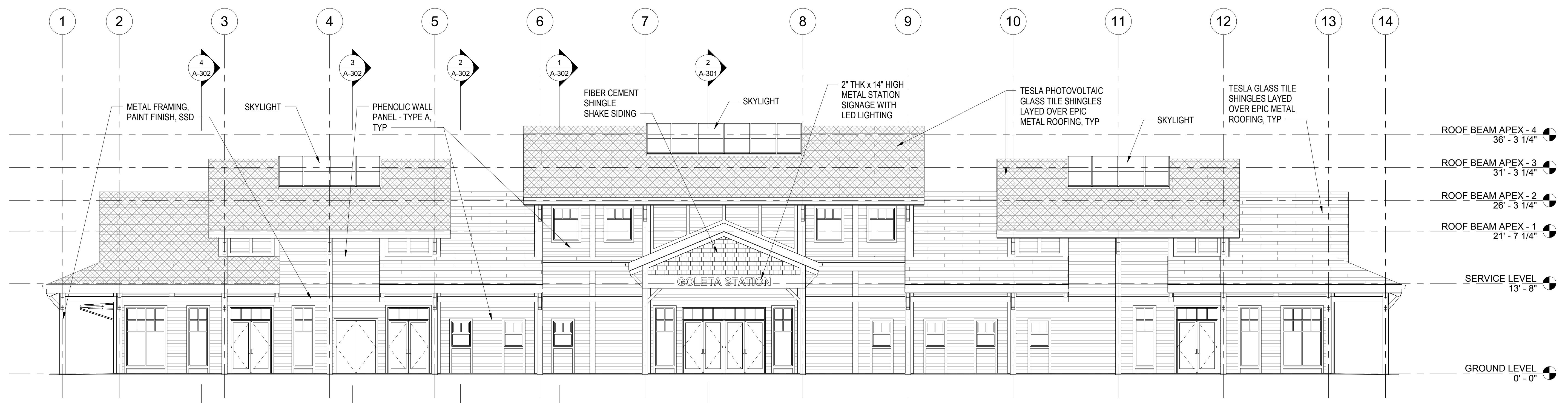
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- NOTE:**
1. ALL LEVELS OF ELEVATION AND SECTION OF TRAIN DEPOT BUILDING GROUND LEVEL 0' - 0" SHALL EQUAL TO FF 36.50
  2. ALL SUCCEEDING LEVELS SHALL REFER TO THIS.



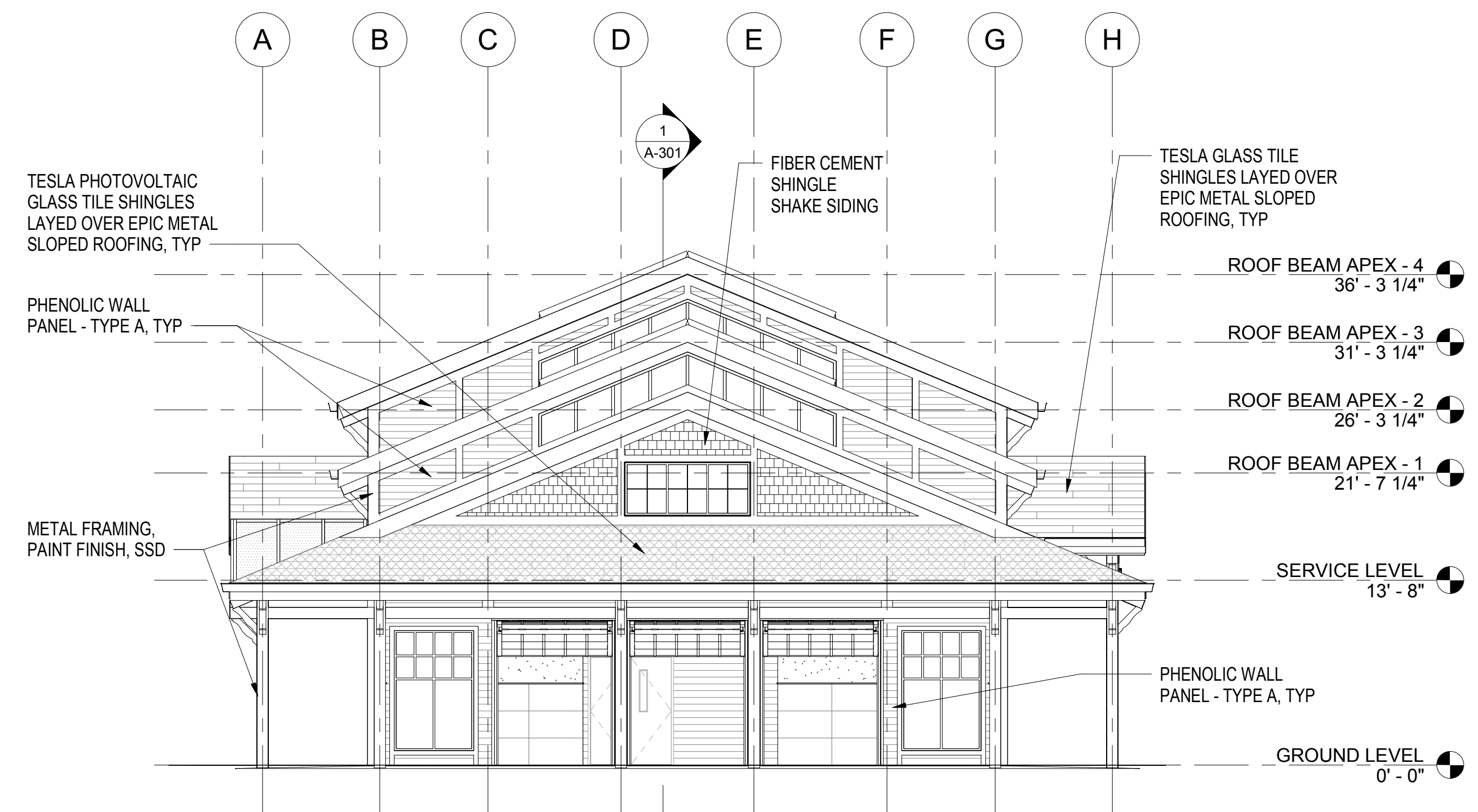
**NORTH ELEVATION**  
 1/8" = 1'-0"

1  
A-201



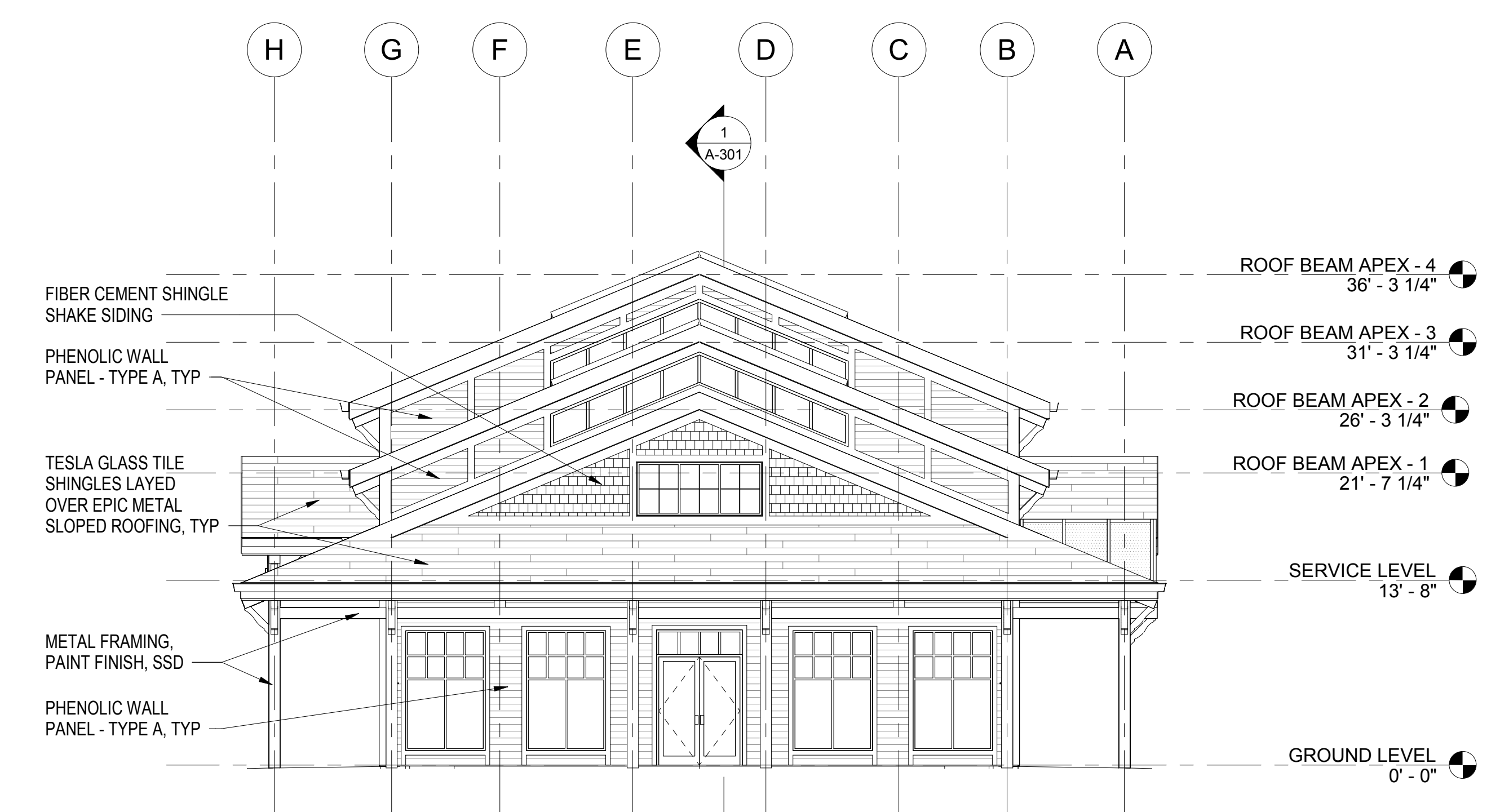
**SOUTH ELEVATION**  
 1/8" = 1'-0"

2  
A-201



**WEST ELEVATION**  
 1/8" = 1'-0"

4  
A-201



**EAST ELEVATION**  
 1/8" = 1'-0"

3  
A-201



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**GOLETA TRAIN DEPOT**  
 27 SOUTH LA PATERA LANE, GOLETA, CA 93117  
 CITY OF GOLETA  
 130 CREMONA DRIVE, STE B, GOLETA, CA 93117

**BUILDING ELEVATIONS**



PLAN CHECK #XXXXXXXXX  
**A-201**

2019-GTD  
 JOB NUMBER  
 As Indicated  
 65% DESIGN DEVELOPMENT  
 ISSUED AS  
 11/18/2021  
 SHEET 72 OF 184

65% 11-18-2021

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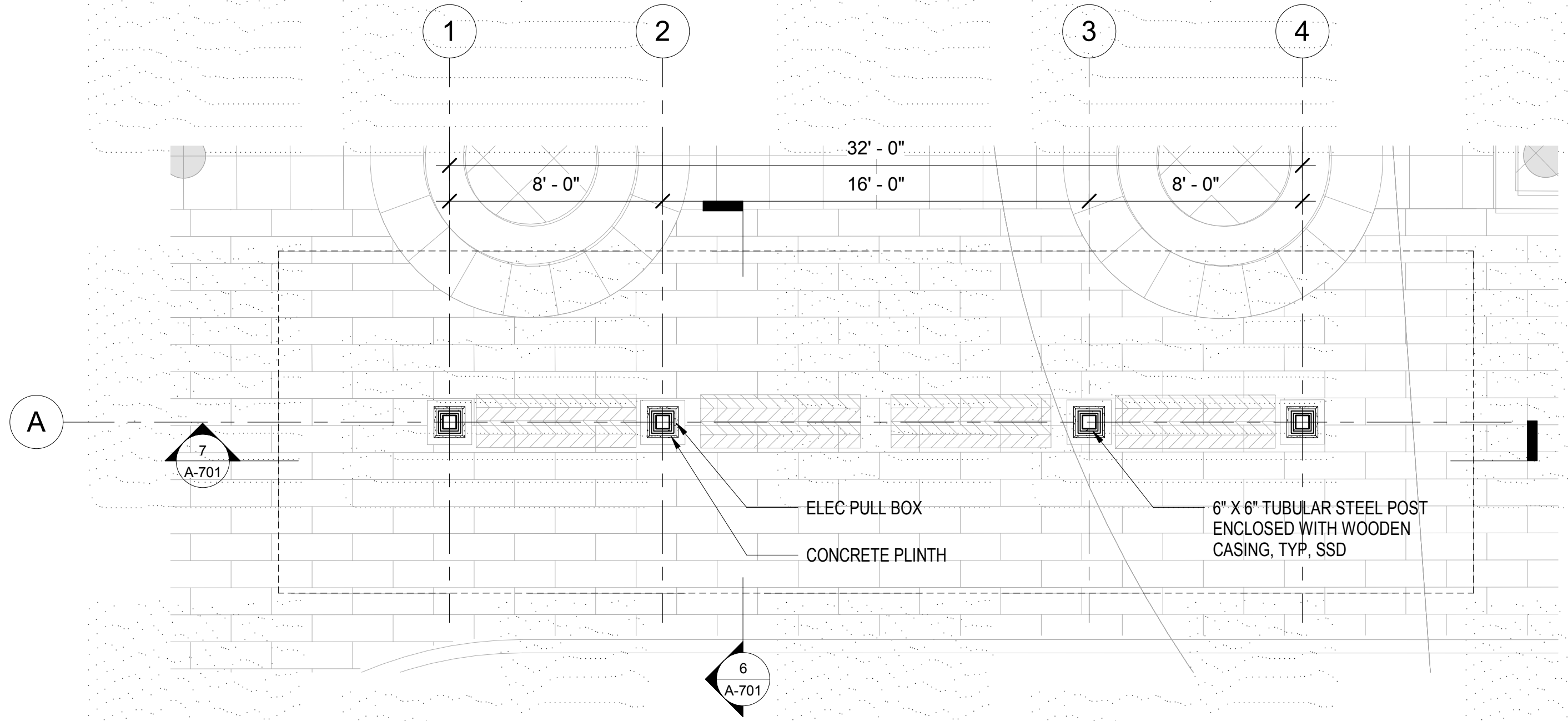
REVISION	DATE
A	11/18/2021
B	
C	
D	

**GOLETA TRAIN DEPOT**  
 27 SOUTH LA PATERA LANE, GOLETA, CA 93117  
 CITY OF GOLETA  
 130 CREMONA DRIVE, STE B, GOLETA, CA 93117

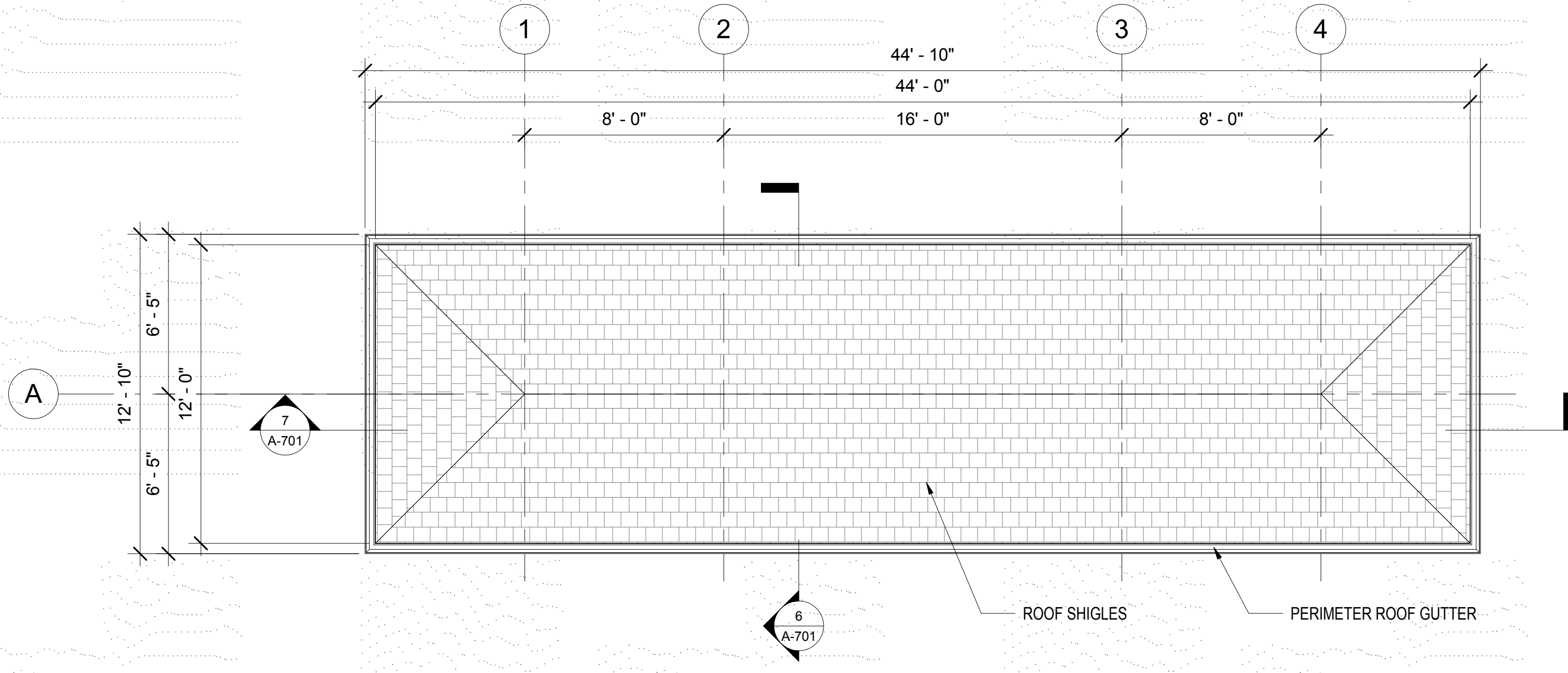
65% DESIGN DEVELOPMENT  
**BUS SHELTER**



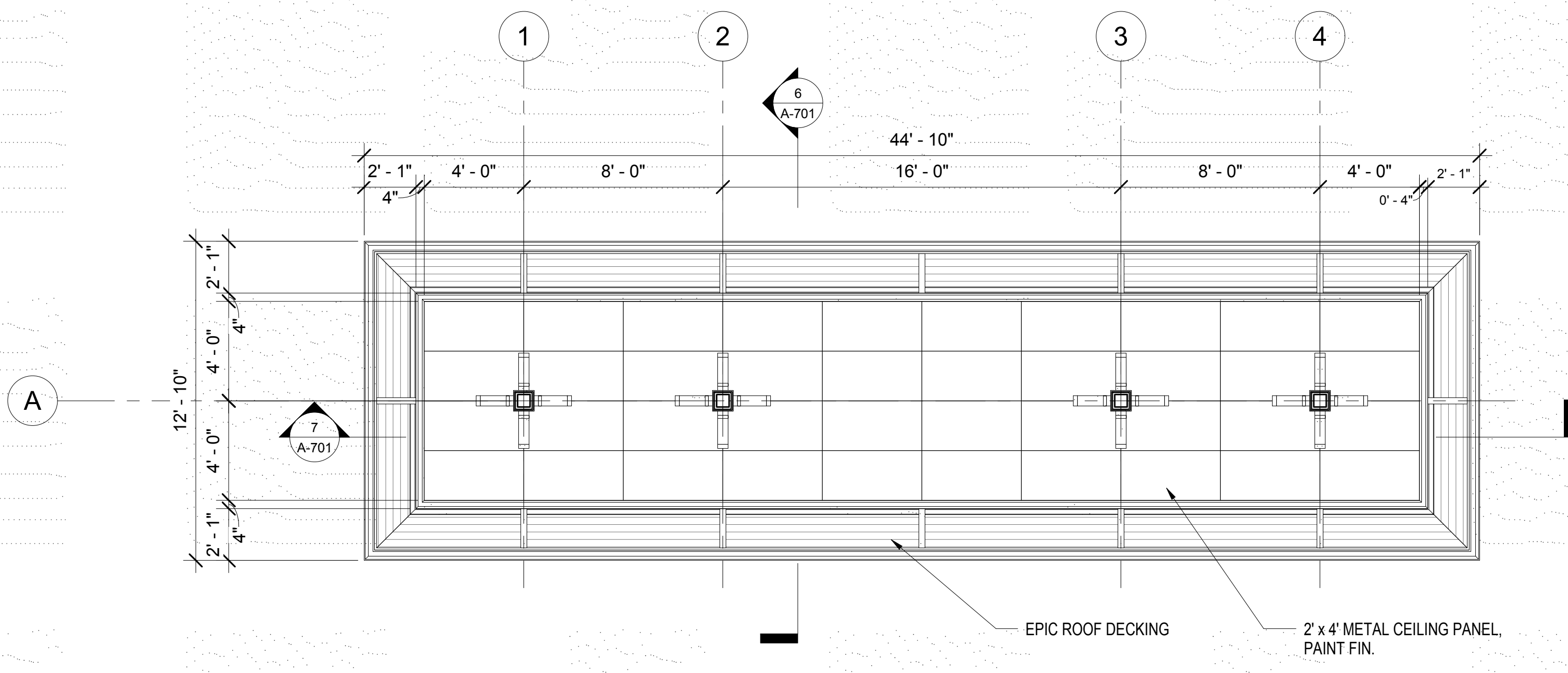
PLAN CHECK #XXXXXXXXX  
**A-701**  
 2019-GTD  
 JOB NUMBER 1/4" = 1'-0"  
 SCALE 65% DESIGN DEVELOPMENT  
 ISSUED AS 11/18/2021  
 ISSUE DATE SHEET 92 OF 184  
 67



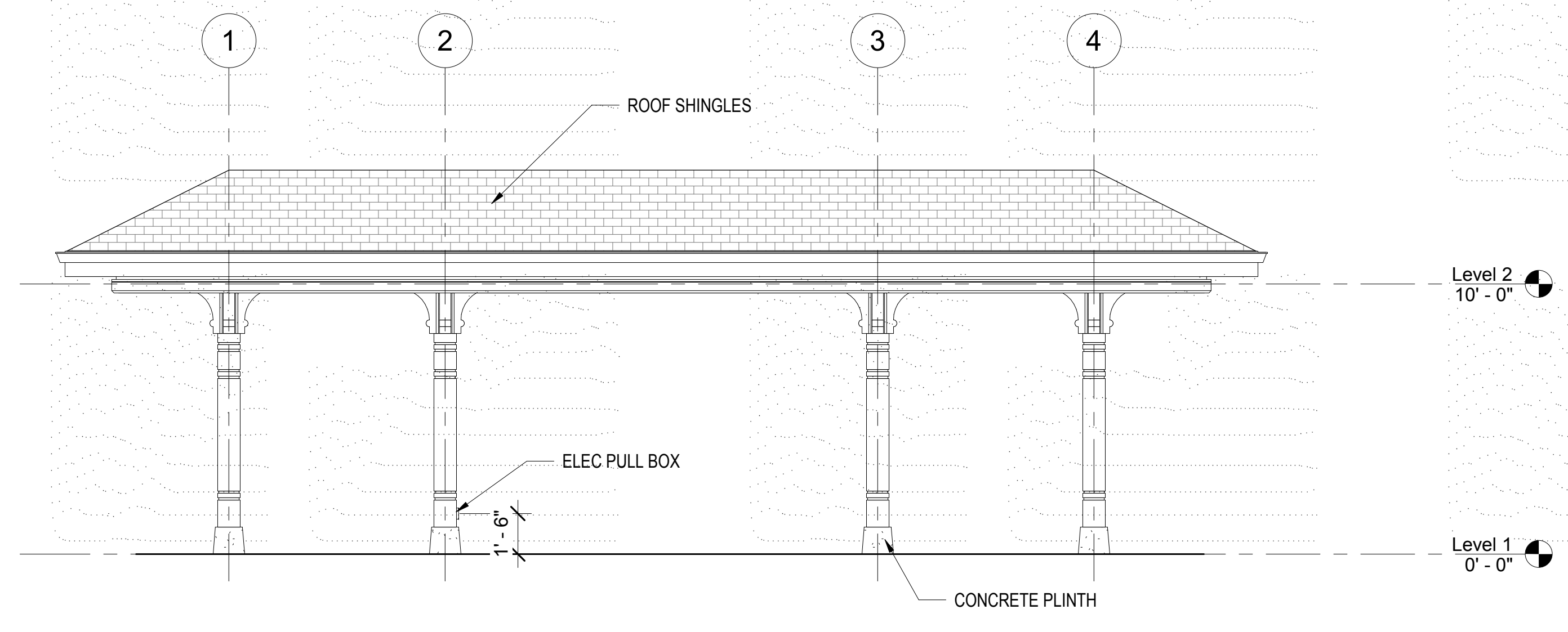
**BUS SHED - FLOOR PLAN**  
 1/4" = 1'-0"  
 1 A-701



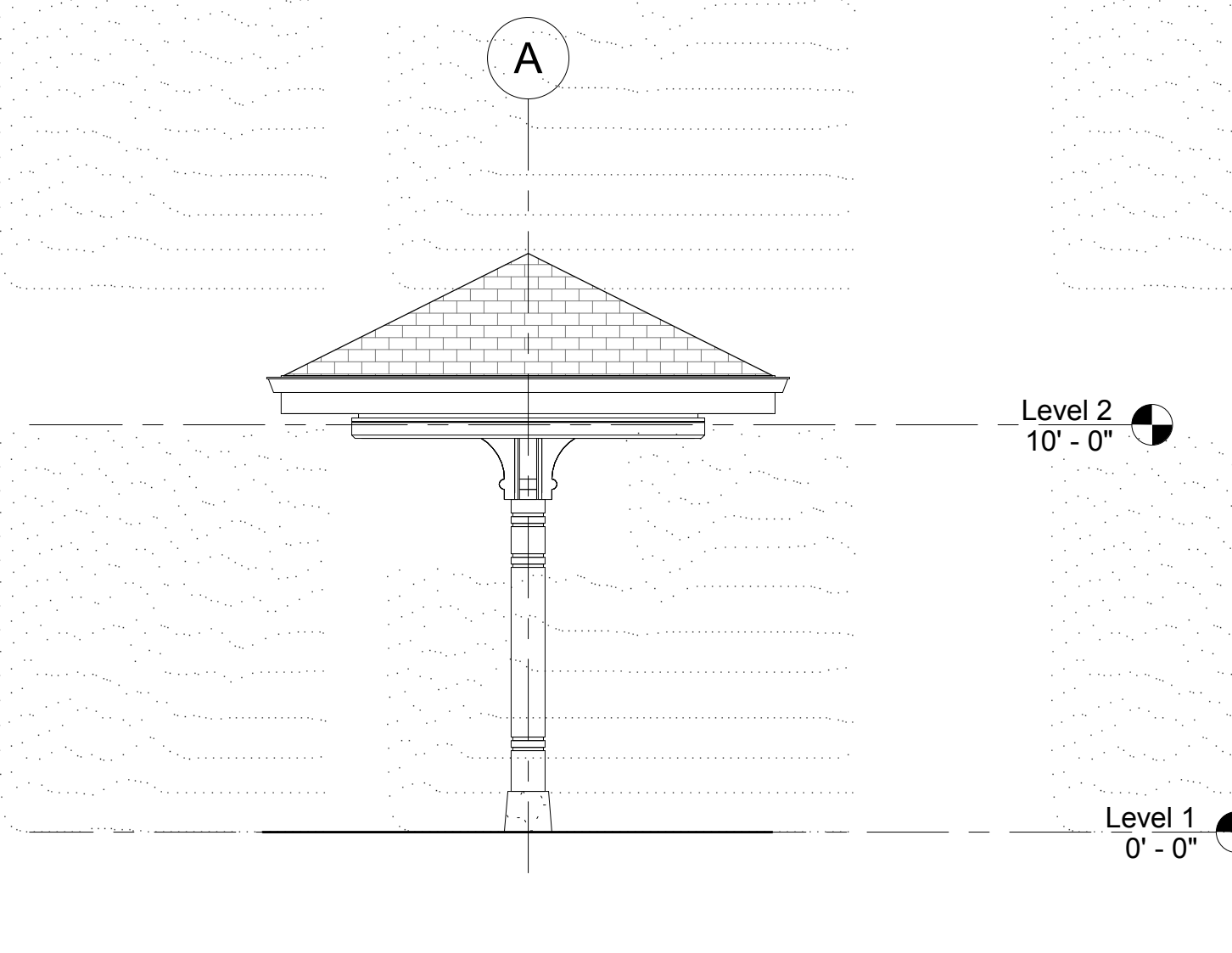
**BUS SHED - ROOF PLAN**  
 1/4" = 1'-0"  
 2 A-701



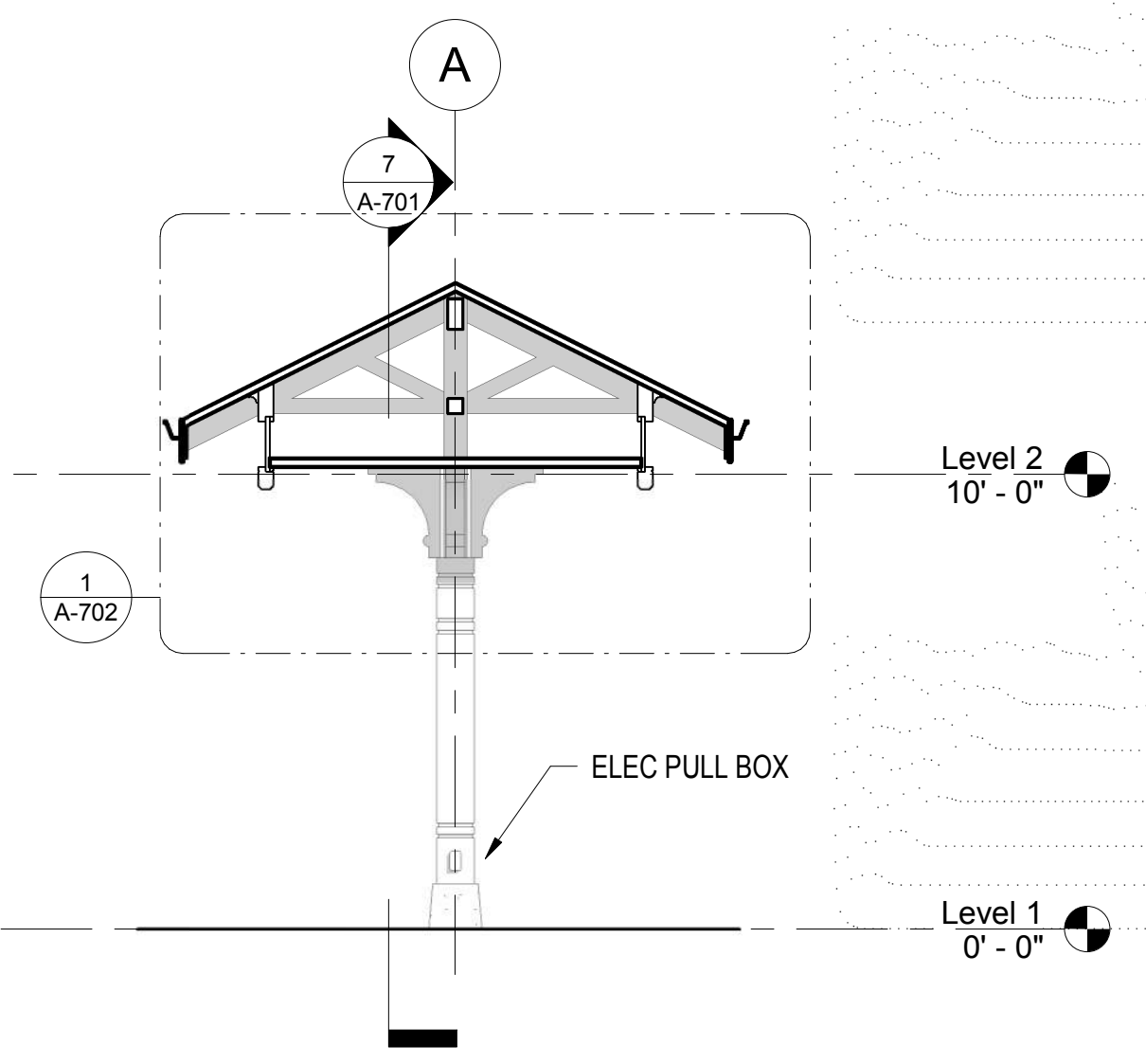
**BUS SHED - REFLECTED CEILING PLAN**  
 1/4" = 1'-0"  
 3 A-701



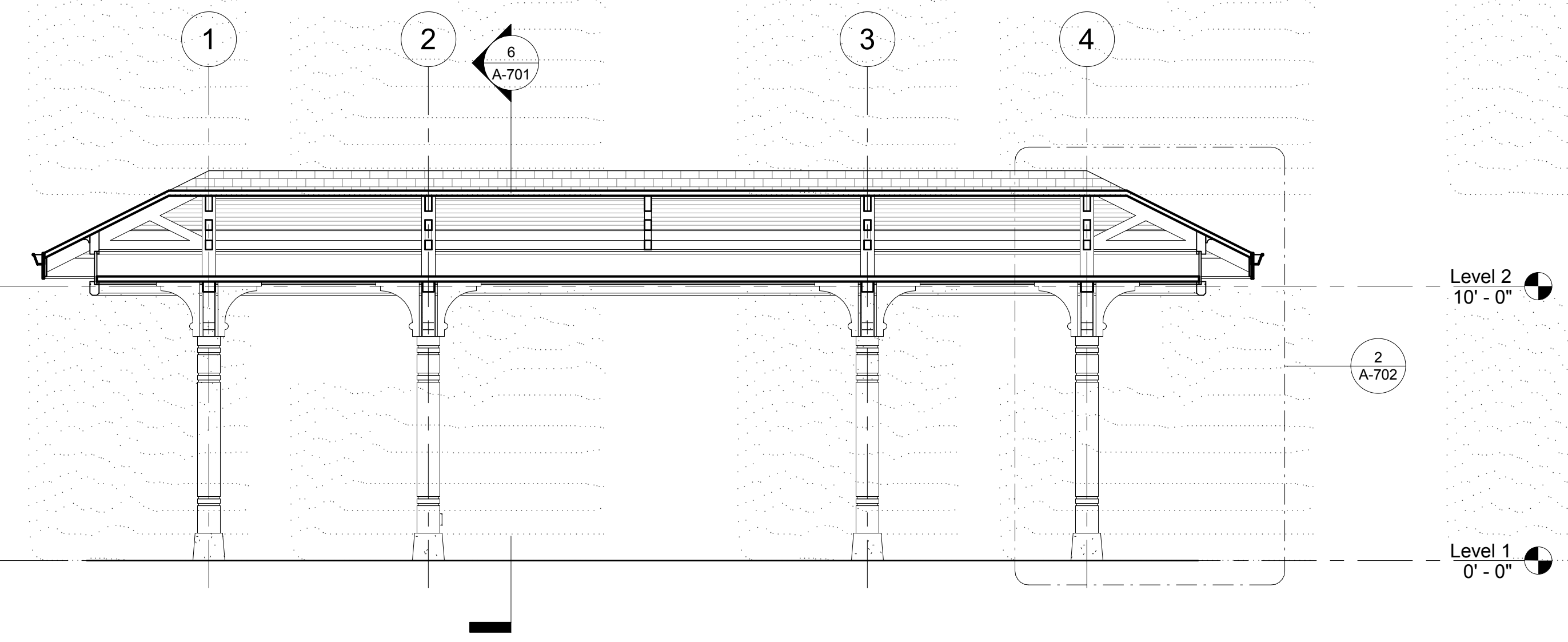
**BUS SHED - SOUTH ELEVATION**  
 1/4" = 1'-0"  
 4 A-701



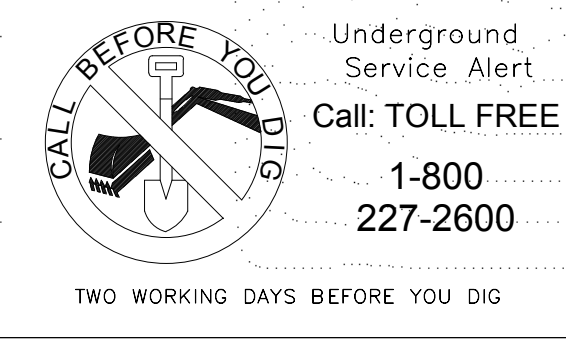
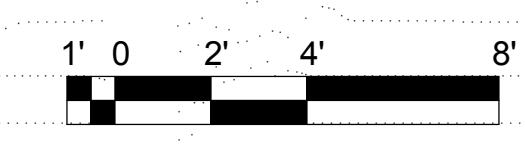
**BUS SHED - WEST ELEVATION**  
 1/4" = 1'-0"  
 5 A-701



**BUS SHED - TRANSVERSE SECTION**  
 1/4" = 1'-0"  
 6 A-701



**BUS SHED - LONGITUDINAL SECTION**  
 1/4" = 1'-0"  
 7 A-701



A B C D E F G H I J K

65% 11-18-2021

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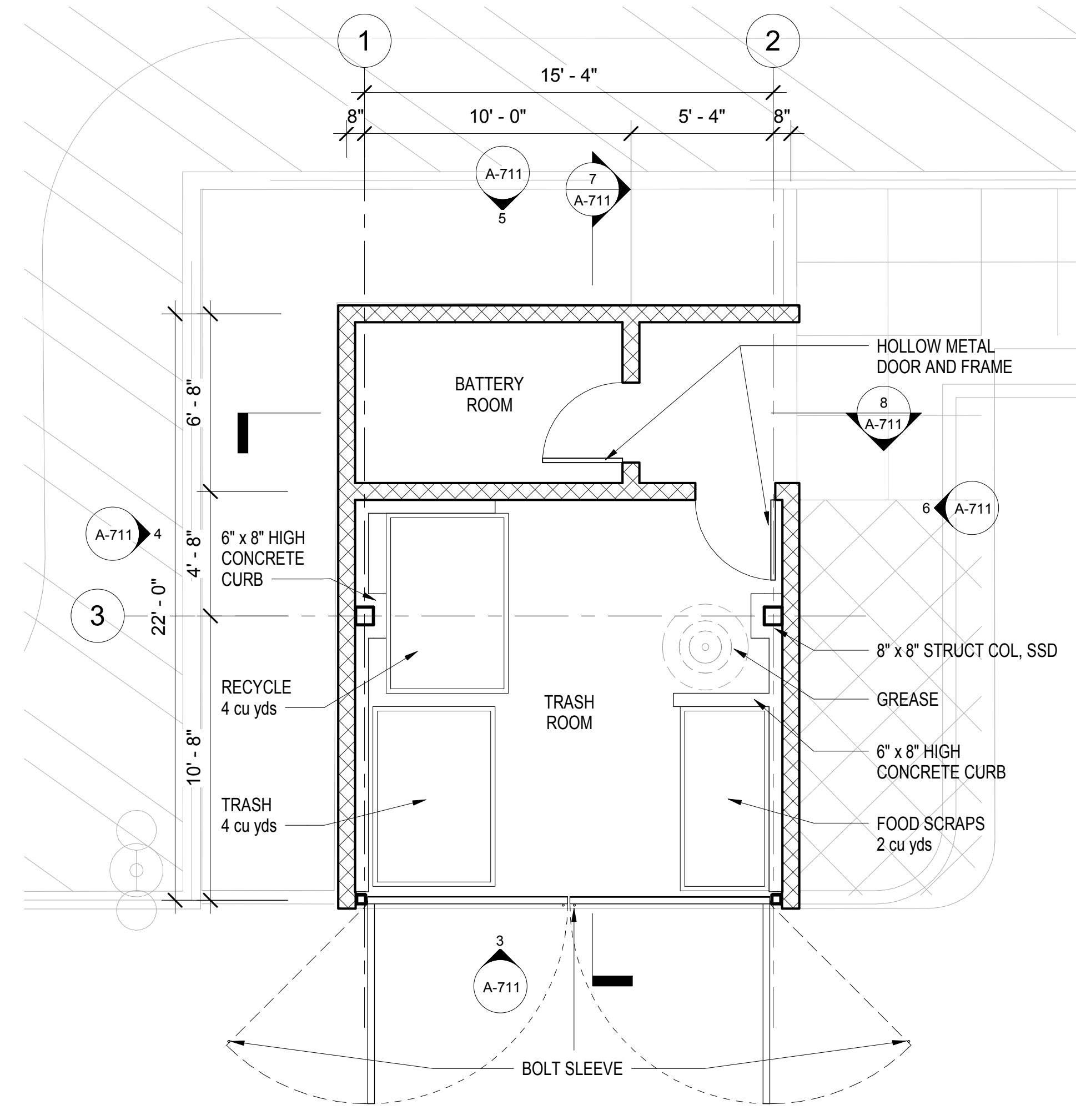
REVISION	DATE
A	11/18/2021
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**GOLETA TRAIN DEPOT**  
 27 SOUTH LA PATERA LANE, GOLETA, CA 93117  
 CITY OF GOLETA  
 130 CREMONA DRIVE, STE B, GOLETA, CA 93117

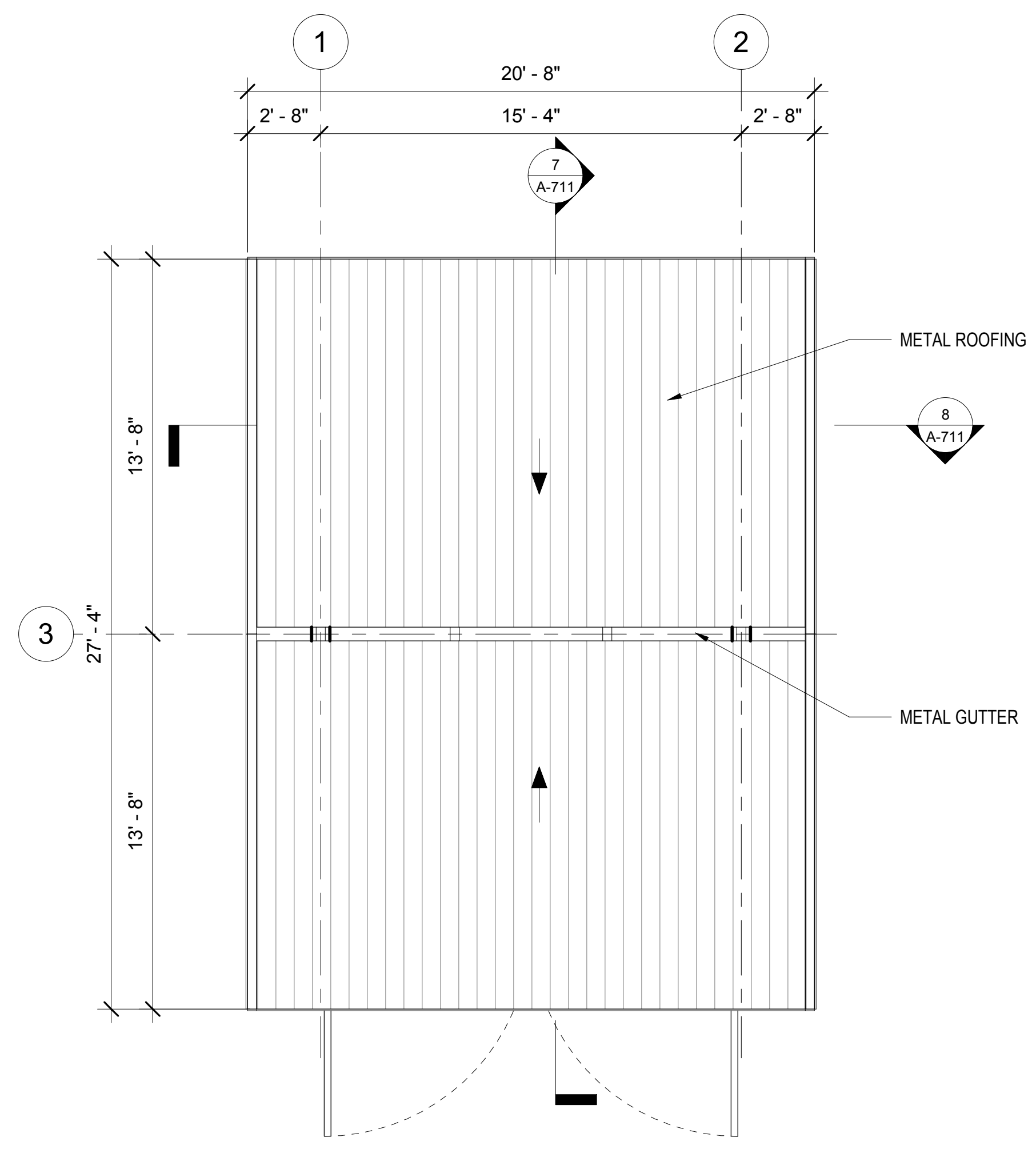
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 TRASH ENCLOSURE



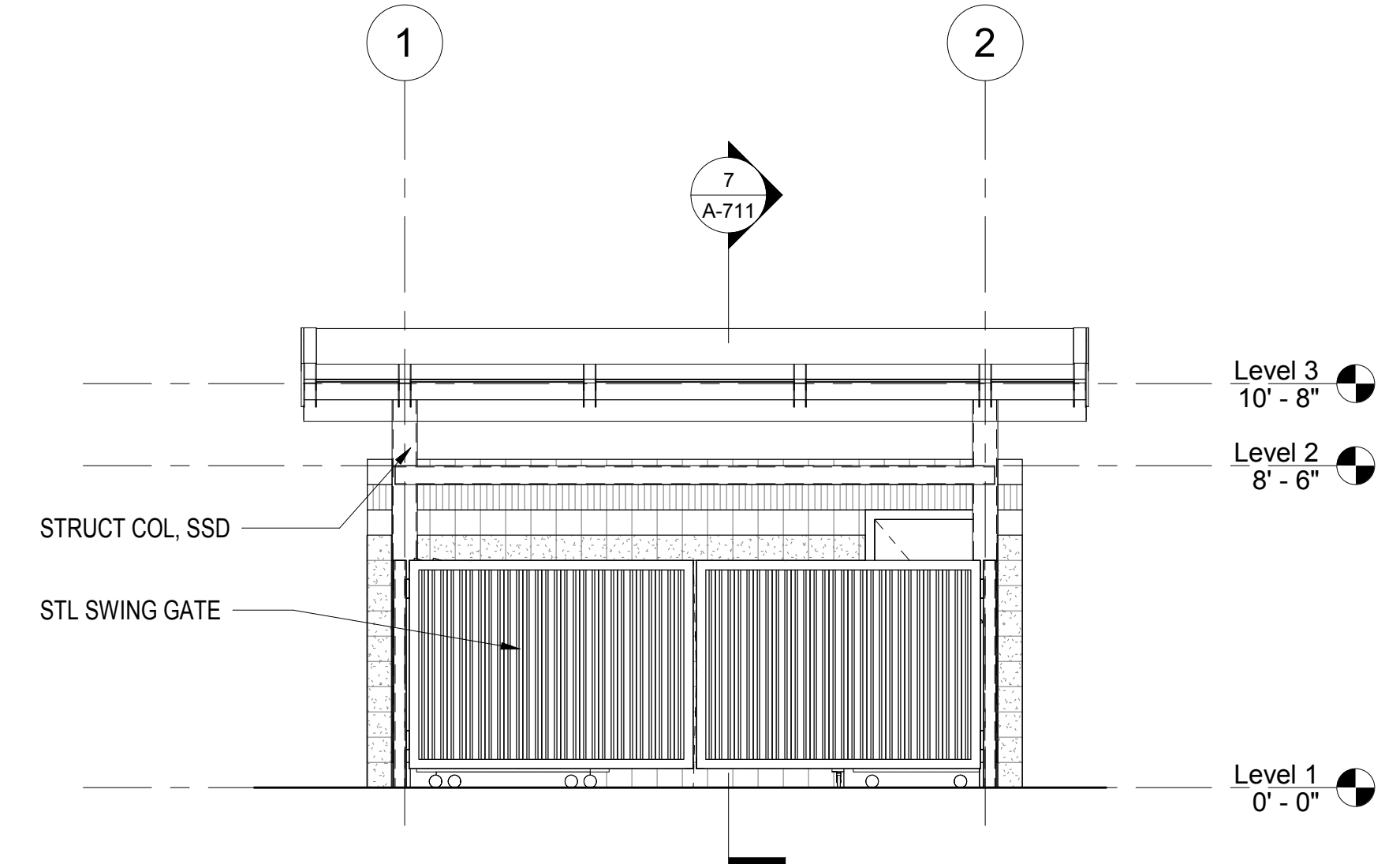
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 11/18/2021  
 ISSUE DATE  
 SHEET 94 OF 184  
 68



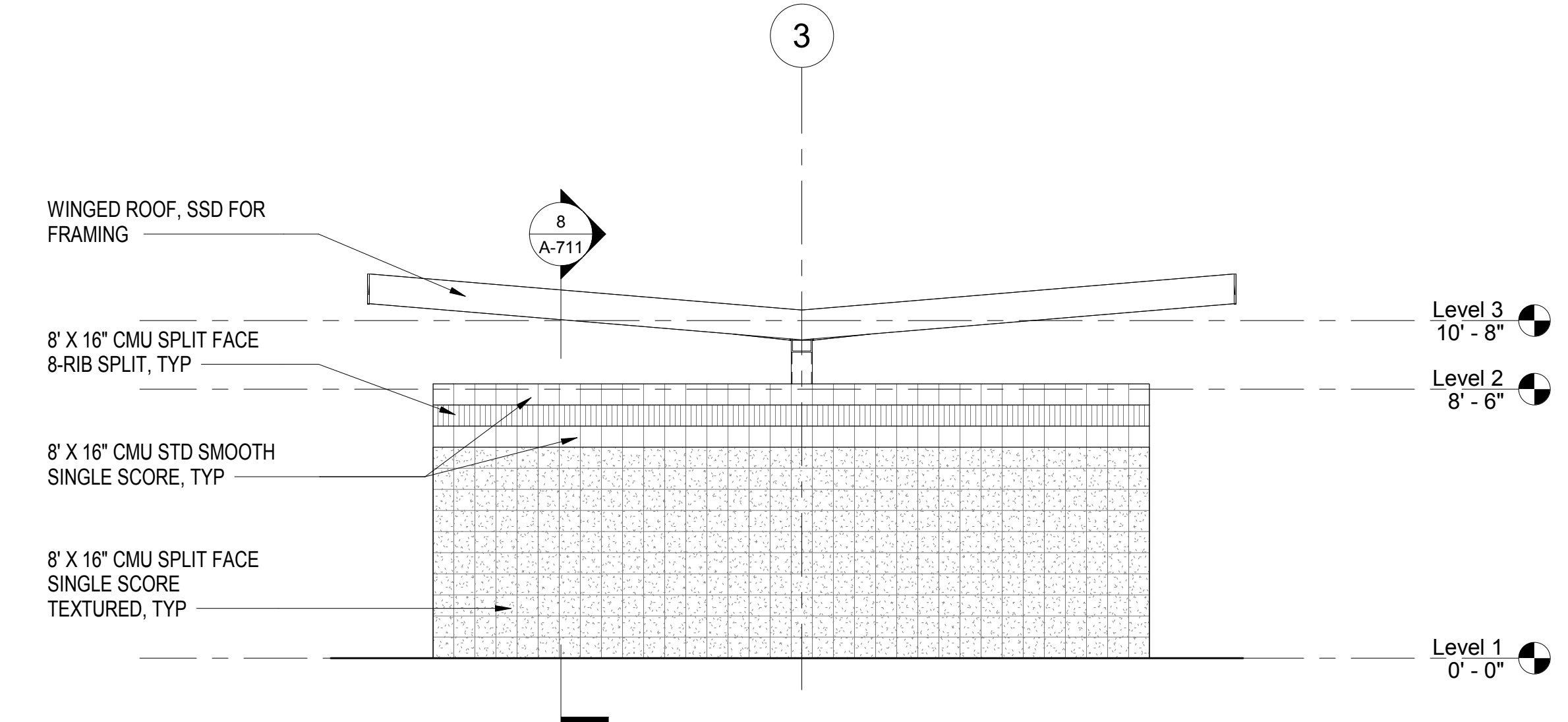
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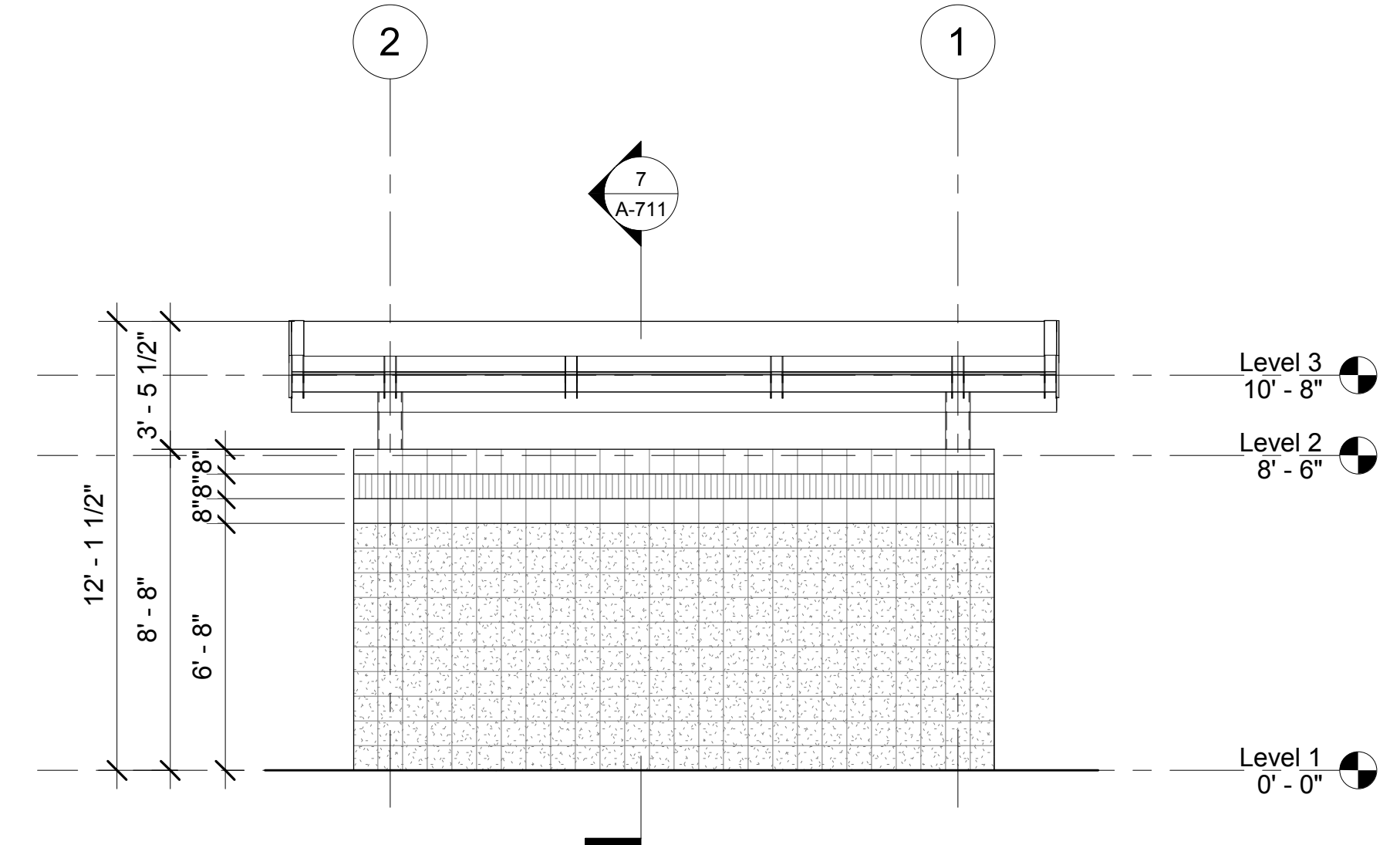
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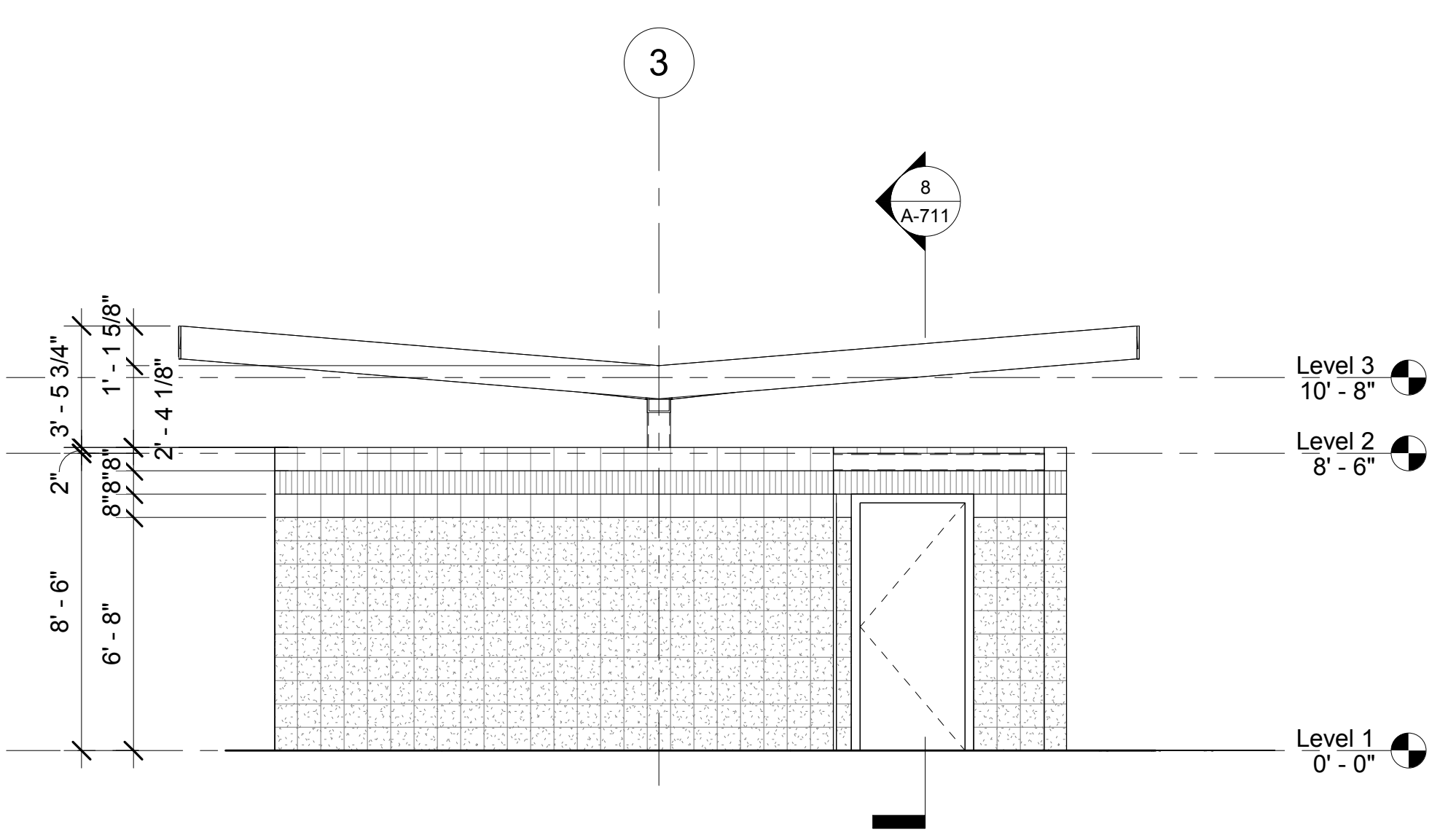
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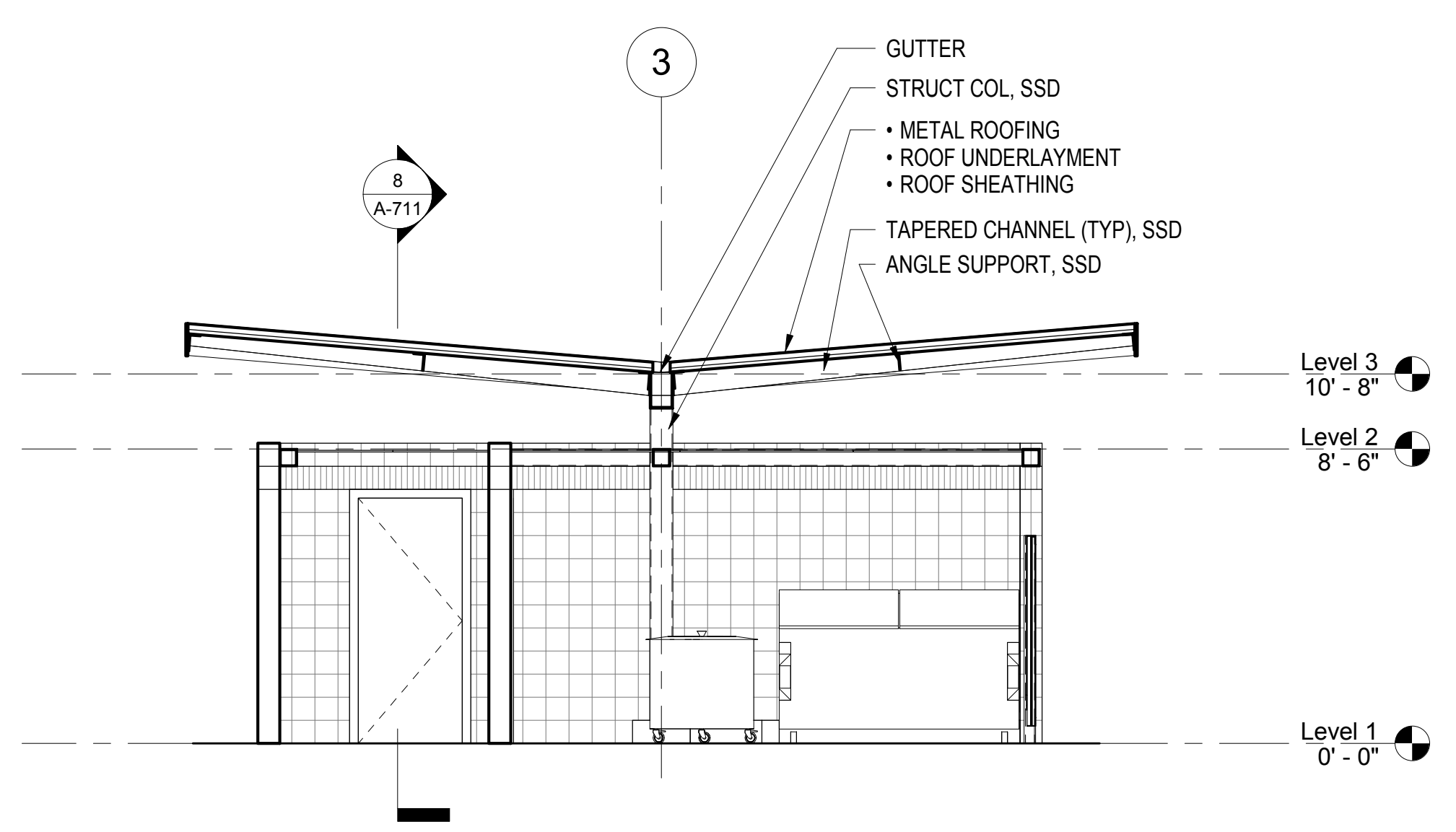
**TRASH ENCLOSURE - WEST ELEVATION**  
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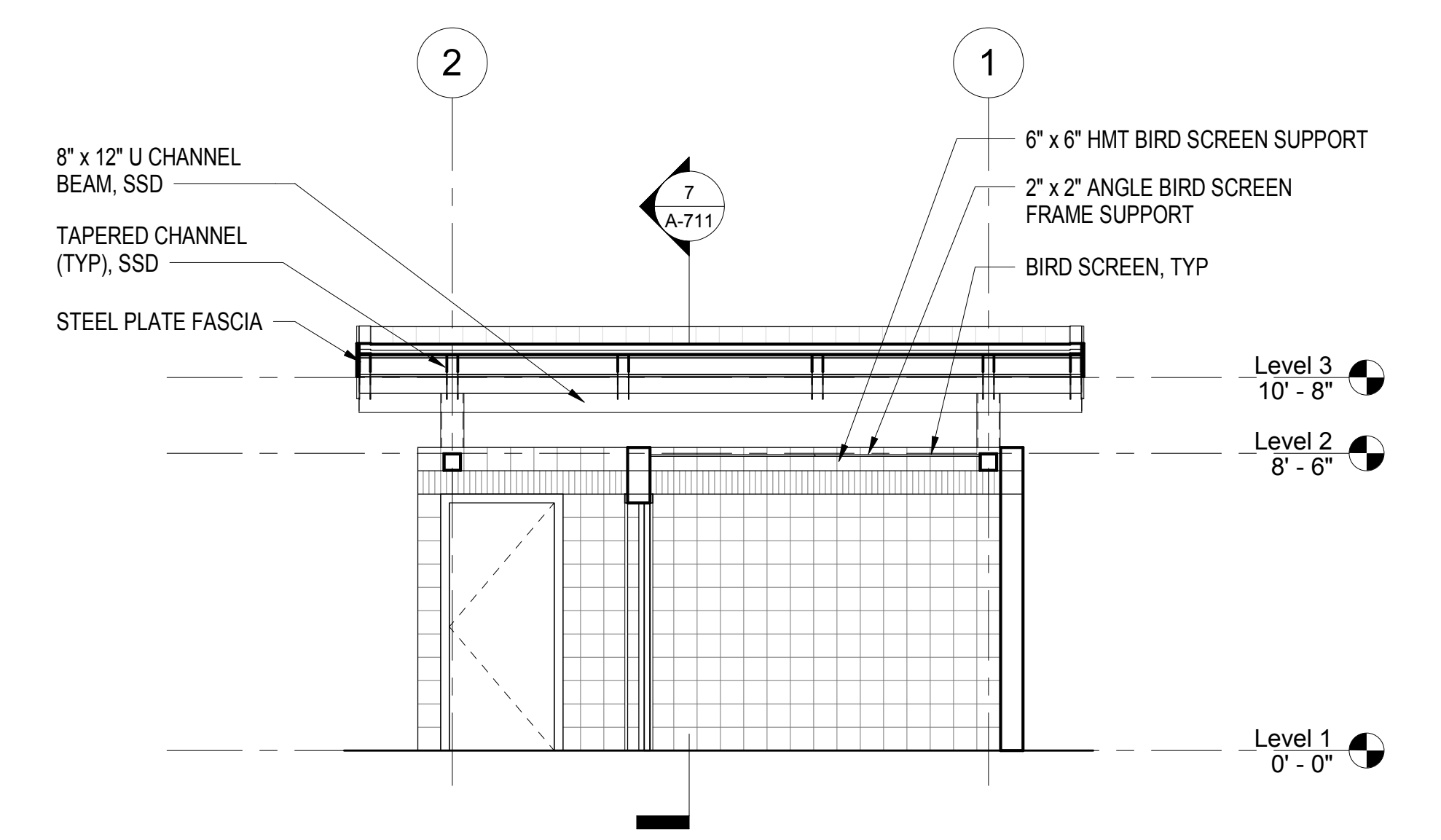
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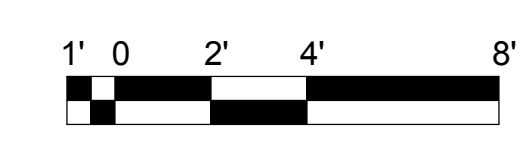
**TRASH ENCLOSURE - EAST ELEVATION**  
 1/4" = 1'-0"



**TRASH ENCLOSURE - TRANSVERSE SECTION**  
 1/4" = 1'-0"



**TRASH ENCLOSURE - LONGITUDINAL SECTION**  
 1/4" = 1'-0"



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 Underground Service Alert  
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 1-800-227-2600  
 TWO WORKING DAYS BEFORE YOU DIG

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## **EXHIBIT 4**

### **GENERAL PLAN CONSISTENCY**

## EXHIBIT 4

### GOLETA TRAIN DEPOT – 27 S. LA PATERA LANE GENERAL PLAN/COASTAL LAND USE PLAN CONSISTENCY ANALYSIS

The Goleta Train Depot located at 27 S. La Patera Lane is consistent with all applicable provisions of the Goleta General Plan/Coastal Land Use Plan.

1. **Land Use Element:** The Project is consistent with the Land Use Plan Map (Figure 2-1) and the zoning designation of the existing site, Office District with Business Park designation. The Project meets all applicable policies and standards of the Land Use Element. No environmentally sensitive habitat areas, as identified by the General Plan, are in or adjacent to the Project site. The Project includes mitigation measures to avoid and/or minimize impacts to three special-status bat species and nesting birds. Additional mitigation measures are included to address cultural resources, paleontological resources, and hazardous materials. The proposed architecture is modern in design, compatible with the surrounding industrial and office uses, and together with new landscaping features will enhance the visual character of the site.
2. **Open Space Element:** The Project site is located south of Lake Los Carneros Park on the opposite side of U.S. 101 and approximately 1 mile from the nearest shoreline. The Project will have no impact on recreational facilities, agricultural resources, or forest resources. The City sent out AB 52 consultation letters to tribal representatives and a Cultural Resources Assessment with pedestrian field survey and records search was completed. The assessment determined the area is sensitive for archaeological resources but concluded the existence of archaeological resources on the Project site is unlikely. No tribes requested formal consultation and no cultural resources were identified on site. However, in response to letters sent to Native American contacts during the Cultural Resources Assessment, a member of the Santa Ynez Band of Chumash Indians stated the Project site is in an extremely sensitive archaeological area and recommended archaeological and Native American monitoring during ground disturbing activities. Mitigation measures are included to address unanticipated discoveries of cultural resources and archaeological and Native American monitoring during ground disturbing activities. Therefore, the Project is consistent with Open Space Element polices for the preservation of natural resources and site design.
3. **Conservation Element:** The Project site does not include any environmentally sensitive habitat area resources. The Project site is currently developed with a large warehouse and associated parking area and truck loading area, and there is very little landscaped open space (7.3%) currently. The type of vegetation community that occurs onsite is developed lands which no longer support native vegetation. Special status wildlife species with potential to occur in the area include three species of bats as well as nesting birds. Although no

special-status species were observed on the Project site, mitigation measures have been included to avoid/minimize impacts to special-status bat species and nesting birds. The Project site does not include any wetlands or sensitive wildlife habitat and is not within a wildlife movement corridor. Construction and operation related greenhouse gas emissions will comply with established thresholds and the Project will indirectly reduce regional greenhouse gas emissions and vehicle miles traveled (VMT) by increasing train ridership and alternative modes of transport. Project landscaping includes drought tolerant, native plants/trees, flow-through rain gardens, permeable pavers, with potential for recycled water use for irrigation. The Project will be constructed to LEED silver certification standards and includes solar installation as part of the depot roofing. Therefore, the Project is consistent with Conservation Element and polices.

4. **Safety Element:** The Project site is located approximately 0.6 miles from the More Ranch Fault which could result in strong ground shaking during a seismic event. To reduce potential impacts related to seismic ground shaking the Project will comply with the California Building Code seismic safety standards. The Project site is also located approximately 0.3 miles north of the Santa Barbara Municipal Airport within Safety Zone 2, the Inner Approach/Departure Zone. The Project is consistent with the Airport Land Use Plan which allows transportation uses within Safety Zone 2. A Phase 1 Environmental Site Assessment of the Project site identified the potential for hazardous materials in the existing warehouse structure and in the soil that may have resulted from past agricultural activities, past and present storage of hazardous materials, past use as a bus transportation facility, and past presence of sumps, trench drain and service shops. The Project has incorporated mitigation measures to address hazardous materials including assessment prior to site disturbance, removal, and remediation. Therefore, the Project is consistent with the Safety Element and policies.
5. **Visual and Historic Resources Element:** Views of the Pacific Ocean, shoreline, agricultural resources, and riparian corridors are not visible from the Project site. The Santa Ynez foothills are visible to the north of the Project site which will not be impacted by the replacement of the existing warehouse by the smaller train depot structure. The Project site is located along U.S. 101, a designated state scenic highway, and is intermittently visible from U.S. 101 but views are partially blocked by existing vegetation and topography. The Daniel Hill Adobe is a local significant historic resource located just south of the Project site; however, it is not visible from U.S. 101 and visibility will not be impacted by the Project. The Project will improve the visual character of the site by replacing the existing warehouse with a smaller, modern depot structure with new landscaping. Therefore, the Project is consistent with Visual and Historic Resources Element and policies.
6. **Transportation Element:** Development of the new transit facility will enhance train service and support transportation connections to Santa Barbara Airport. The Project is expected to generate a total of 202 daily new trips and 36 AM peak hour and 36 PM peak hour trips which does not exceed any thresholds

for nearby intersections. VMT may increase compared to existing conditions, however any increase will be offset by the reduction of regional VMT through increased train ridership, an estimated decrease of 5.8 million VMT. The Project will replace existing sidewalks and driveways near the Project site and insert a new crosswalk near the terminus of South La Patera Lane. A portion of South La Patera Lane will be reconfigured at the terminus of the road to accommodate turnaround for large vehicles, buses, and trucks. Therefore, the project is consistent with the Transportation Element and its policies and standards

7. **Public Facilities Element:** The new train depot will serve existing residents within the city and throughout California and will not generate an increase in demand for parks or other public facilities. The Project site has existing connections to utilities including water, wastewater, stormwater, electric, gas, and telecommunication facilities. While water demand will increase from the current low demand uses, the water demands of the Project will not exceed the existing water credits provided for the site from the Goleta Water District. Additionally, irrigation water can be supplied by water trucks through the GWD Recycled Water Hauling Program. Therefore, the Project is consistent with the Public Facilities Element and policies.
8. **Noise Element:** During the construction phase of the Project, construction will be limited to the allowed hours and noise levels and ground borne vibration will remain below the required thresholds. Noise increases from stationary sources and traffic will be less than significant. The primary stationary noise source evaluated, mechanical equipment associated with the HVAC system, will comply with noise level standards. The HVAC units will be positioned on the building's roof top with parapets and roofs that block line-of-sight and provide noise reduction. Therefore, the Project is consistent with the Noise Element, policies, and standards.
9. **Housing Element:** The Project serves existing residents of the City and residents throughout California and will not result in direct or indirect population growth. Therefore, the Project has no impact on housing and is consistent with the Housing Element and policies.



**EXHIBIT 5**

**ZONING CONSISTENCY ANALYSIS**

## EXHIBIT 5

### ZONING CONSISTENCY ANALYSIS

The Goleta Train Depot located at 27 S. La Patera Lane is consistent with all applicable provisions of the Goleta Zoning Ordinance (Title 17 of the Goleta Municipal Code) with the approval of certain setback and height deviations:

- 1. Zoning District.** The Project is consistent with the BP Business Park zoning district which allows Transportation Passenger Terminals. The Zoning Ordinance outlines transportation uses, including passenger terminals and accessory uses incidental to the primary use, as allowed uses in the Office District with Business Park designation. The Project does not require a zoning change and is compatible with nearby land uses, which include the Goleta Rail Station, Union Pacific Railroad, and U.S. 101 to the north, light industrial and warehouse facilities to the east and west, and office and business park uses to the south.
- 2. Exempt Development.** Pursuant to section 17.53.020 Exempt Development of the Goleta Zoning Code, Subsection X, City Projects in the Inland Area, including Capital Improvement Program projects, are exempt from Zoning Permits and Discretionary Approvals unless located in an ESHA. The Project Site is located in the Inland Area, is not in the Coastal Zone and is not located in an ESHA and is therefore exempt.
- 3. Development Standards.** The Project site is adequate in size, shape, location, and physical characteristics to accommodate the density and intensity of the proposed Project and with the approval of proposed deviations to the setbacks and building height as set forth in Section 5 of the FEIR Resolution, is consistent with the following development standards:

Development Standard	Requirement	Proposed
<u>Front Setback</u>	<b>50 feet</b>	<b>Zero foot setback for placement of minor accessory structures including information kiosks and bus shelter; depot building has 75 foot front setback.</b>
<u>Side/Rear</u>	<b>10 feet</b>	<b>6 feet on south side and rear for parking area; 7.5 feet on north side for outdoor building arcade columns.</b>
Distance Between Buildings	<b>None, except residential to be 5 feet</b>	<b>Not applicable – only one building proposed; no residences</b>
Building Coverage	<b>35%</b>	<b>13.6% proposed</b>
Height Limit	<b>35 feet</b>	<b>35'-38' for 5% of roof area along the peak</b>
Parking	<b>No requirement specified. Determined by the Review Authority.</b>	<b>111 spaces provided</b>
Landscaping	<b>30%</b>	<b>30.6% landscaping is proposed</b>