



TO: Mayor and Councilmembers

FROM: Vyto Adomaitis, Neighborhood Services and Public Safety Director

CONTACT: Jaime A. Valdez, Principal Project Manager
Gerald Comati, Project Manager

SUBJECT: Goleta Train Depot Project August 2020 Update, Building Design Selection and Roadway Improvements

RECOMMENDATION:

- A. Receive Staff's August 2020 Update on the Goleta Train Depot Project.
- B. Select the "Traditional Theme" train depot building design.
- C. Consider deferring a decision on the roadway improvements from Hollister Avenue to the terminus of South La Patera Lane to the Fall of 2020.

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).

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. The project is known as the Goleta Train Depot Project (GTD Project). 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.

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 S. La Patera Lane for \$6.7M as part of the future GTD Project and, on December 18, 2018, the City Council authorized the Mayor to execute the TIRCP Grant Funding Agreement between SBCAG and the City.

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

On June 4, 2019, the City Council authorized a Professional Design Services Agreement with Anil Verma Associate (AVA) for the GTD Project in an amount not to exceed \$2,400,000 with the term of agreement expiring on June 30, 2022.

On March 3, 2020, City staff presented an update of the GTD Project along with three building designs and roadway improvements to S. La Patera Lane, summarized here:

- Background on the site's location and context (land use, road network, etc.)
- Potential community themes for inspiration (Goleta's etymology, agricultural history, train depot history, sun and ocean)
- Potential depot building designs in context of visual perspectives
 - "Schooner," "Traditional," and "Sunrise" concepts
- Existing and proposed site layouts
- Landscaping, stormwater, and hardscaping design concepts
- Sustainability design concepts for the building and the site
- Existing S. La Patera Lane configuration and options for roadway improvements of sidewalks, bike accommodations, parking and landscaping

DISCUSSION:

The focus of this staff report is to provide an update on the actual design/engineering and environmental components of the GTD Project.

AVA has been diligently working since June of 2019 with its team of subconsultants as well as City, SBCAG and LOSSAN staff. AVA's Owner, Anil Verma, and Project Manager, Jim Keenan, will be leading the presentation and discussion of the GTD Project at this City Council meeting.

The following is a summary, not an all-inclusive inventory, of the major work efforts AVA and its subconsultants have completed or are in the process of completing:

Preliminary Design

- Site survey and development of base mapping for project
- Preliminary design concepts for depot building
- Preliminary design for depot site layout including landscape, parking and traffic circulation
- Preliminary design option for South La Patera Lane roadway improvements to include sidewalks, bike accommodations, parking and landscaping
- Geotechnical Report including geotechnical sampling and testing
- Draft Drainage Report
- Storm Water Data Study is in-progress
- Water Resources Assessment Study is in-progress
- Base mapping of existing utilities and initial coordination with utility owners
- Presented preliminary design concepts and received feedback from City staff
- Initial assessment of bio-retention needs/requirements
- Met with stakeholder groups such as adjacent property owners and SB MTD
- Ongoing interface with LOSSAN and AMTRAK regarding design and construction of rail storage facilities

Environmental

- Draft Phase 1 Environmental Site Assessment completed in January of 2020
- Draft Biological Resource Assessment completed in January of 2020
- Cultural Resources Technical Report is in-progress
- Initial Study completed in April of 2020
- Notice of Preparation (NOP) released and Public Comment Period concluded on June 24, 2020
- Tribal Consultation is in-progress
- Preparation of Administrative Draft EIR is in-progress

Continued Community Engagement

Staff anticipated two community meetings in March of 2020 to serve as opportunities for the public to provide additional input on the concept designs selection being presented today. As a result of the stay-at-home orders resulting from the COVID-19 pandemic, and with it, the cancelling of public workshops, Staff switched gears and hosted a virtual community workshop for the GTD Project on June 3, 2020. The workshop was recorded and continues to be available online. Over 30 members of the public participated in the live workshop and over 115 views of the recorded workshop have occurred on YouTube.

Staff also had a survey open for the public to provide feedback that went live on May 26th and closed on June 19th with 1,119 complete responses, which is a very good level of survey participation. The slide deck featuring the design concepts, site plan, building floorplan layout and three roadway designs was posted a week prior to the workshop. Staff worked closely with our Community Relations Division to notify and encourage the public to participate and provide input. Two press releases went out (May 27th and June 1st, respectively) *before* the workshop notifying the public and encouraging their participation. Two additional press releases (June 9th and June 17th) went out *after* the workshop reminding the public that the recorded workshop was available online and survey was open until June 19th.

Selection of Building Design and Roadway Improvement Considerations

The PowerPoint presentation (Attachment 1) for this staff report and the following captures the salient aspects of the presentation, feedback from the community workshop, and results from the survey (Attachment 2):

Survey Result Highlights

- 1,119 complete responses with 1st choice votes as follows:
- Building Design Concepts
 - 53.75% for the “Traditional”
 - 27.68% for the “Sunrise”
 - 21.48% for the “Schooner”
- Amenities
 - 46.51% Café with seating and/or vending machines
 - 27.90% Outdoor community space for farmers markets/community events
 - 13.30% Display gallery
 - 9.50% Community meeting rooms
 - 5.38% Playground and/or outdoor game area
- Landscape Design—California friendly
 - 80.71% High
- South La Patera Lane Streetscape
 - 45.61% Bicycle lanes
 - 36.58% Shade trees
 - 19.07% Wider sidewalks
- South La Patera Lane Streetscape—Bike lanes detail
 - 78.86% Bike lanes separated from the street
 - 15.88% Bike lanes on street with parking on the east side
 - 11.63% Bike lanes on street with parking on the west side
- Overall Design Elements
 - 57.57% Depot Architecture
 - 26.29% Sustainability
 - 3.12% Landscape (third overall because it had the highest 2nd and 3rd choice votes of any of the elements)
 - 12.02% Goleta history
 - 3.82% Streetscape

- Transportation-Arrival to Depot
 - 56.46% Car
 - 30.08% Rideshare, taxi, or drop off
 - 4.24% Carpool (third overall because it had the second highest 2nd choice votes and the highest 3rd choice votes of any of the modes)
 - 6.27% Bike
 - 5.43% Bus
 - 3.11% Walk
 - 0.92% Motorcycle or Scooter

In addition to the above questions, there was an opportunity to provide comments through an open-ended question. There were 440 written opinions provided by respondents. Each of the theme options had strongly worded support and is captured in the “word cloud” on the last slide of Attachment 2.

Staff is looking for the City Council’s direction on the building design of the GTD Project from among the Schooner, Traditional, and Sunrise options. Based on the survey, feedback from the community workshop, and comments submitted online and via email, the Traditional theme was the top choice of the community.

Roadway Improvements

A majority of the public comments and survey responses on the roadway improvements related to bicycle lane type (class) and trended toward bicycle lanes separated from the street. However, it is important to put that in perspective as 90% of respondents ranked car-centric transportation as the most likely form of transportation they would use for getting to the GTD versus just over 6% for bicycles. Staff is currently evaluating additional factors focused on roadway width, traffic volume, stormwater impacts, costs and connectivity to other bicycle connections off Hollister Avenue. Staff recommends deferring a decision on the roadway improvements to allow additional time to analyze these issues and bring back a more comprehensive presentation of feasible options—likely in early Fall of 2020.

Proposed Rail Improvements

Since 2019 LOSSAN, in conjunction with AMTRAK, has been evaluating options to store up to two additional trainsets at the Goleta station to increase Pacific Surfliner service levels and operational flexibility. The existing facility can store one train and has in-place infrastructure for train washing, cleaning, servicing, light maintenance, and fueling. In June, LOSSAN and AMTRAK presented to the City GTD Team a three-phase concept for increasing train storage capacity. The preferred alternative includes three distinct phases, shown in Attachment 1. Phase 1 constructs a siding immediately adjacent to the existing siding east of the current platform that serves the lumber yard nearby. Phase 2 would construct a new passenger platform to serve the new siding and extend the siding to connect it with the existing storage spur, allowing trains to serve the station off the main line. The final phase of the proposed project (Phase 3) would construct an additional storage track parallel to the existing storage spur. The timing for the construction of Phase 1 could be as soon as Fall 2020, pending concurrence and approval from Union Pacific on the design concept and phases proposed. Phases 2 and 3 are not currently funded.

The City has met with the LOSSAN and AMTRAK design team and reviewed the three phases of the proposed track improvements as previously described. The operational function of the depot building will not be impacted by the proposed improvements until the implementation of Phase 2. Because the Phase 2 improvements install a new storage track parallel to the front of the depot, a fence and gate will also need to be installed to allow controlled access for passengers that will need to cross this track in order to access the train platform. The location of the gate will be to the north east of the proposed depot building. This does pose a design question for the depot building in terms of guiding passengers to and from the depot building to the track crossing gate. The design team believes the depot building can be designed to accommodate this without compromising its function and flow.

As more specific schedule information regarding the delivery of all three phases of the proposed track improvements is received, Staff will update the City Council.

Future Check-Ins

Staff plans on returning to the City Council every six months or so to provide more in-depth reports on the GTD Project's progress, including refined design concepts and cost projections.

GOLETA STRATEGIC PLAN:

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

- **Support Environmental Vitality**
- Support Community Vitality and Enhanced Recreational Opportunities
- **Ensure Financial Stability**
- **Support Economic Vitality**
- **Strengthen Infrastructure**
- Return Old Town to a Vital Center of the City
- **Maintain a Safe Community**
- Enhance the Efficiency and Transparency of City Operation

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:



Kristine Schmidt
Assistant City Manager

Legal Review By:



Michael Jenkins
City Attorney

Approved By:



Michelle Greene
City Manager

ATTACHMENTS:

1. Goleta Train Depot Project August 2020 PowerPoint Presentation
2. Goleta Train Depot Survey Results, May/June 2020

Attachment 1

Goleta Train Depot Project August 2020 PowerPoint Presentation

The Goleta Train Depot Project

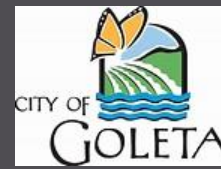


City Council Meeting, August 5, 2020
Department of Neighborhood Services and Public Safety

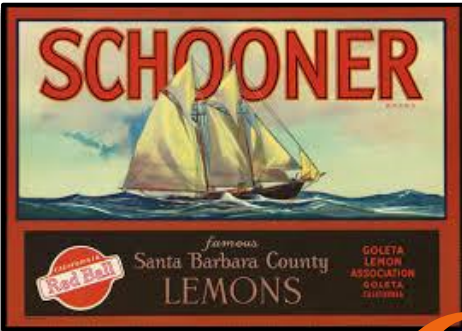




Potential Context Theme Options

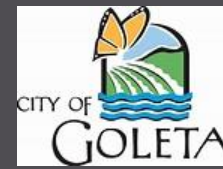


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Community Inspiration

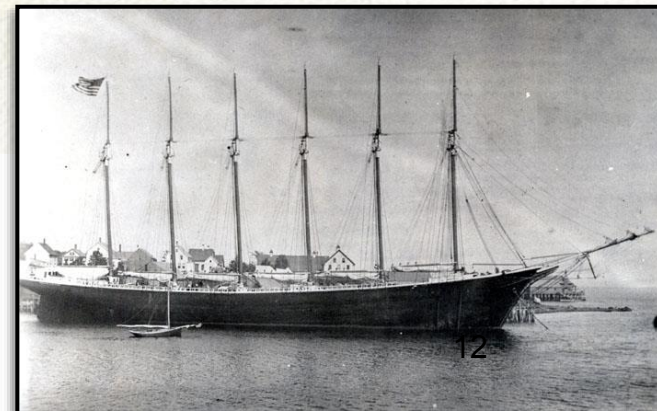
'Schooner' Theme Alternative



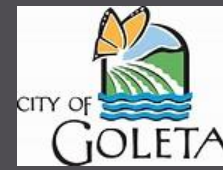
Anil Verma Associates, Inc.



Goleta = "Schooner"



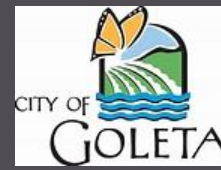
'Traditional' Theme Alternative



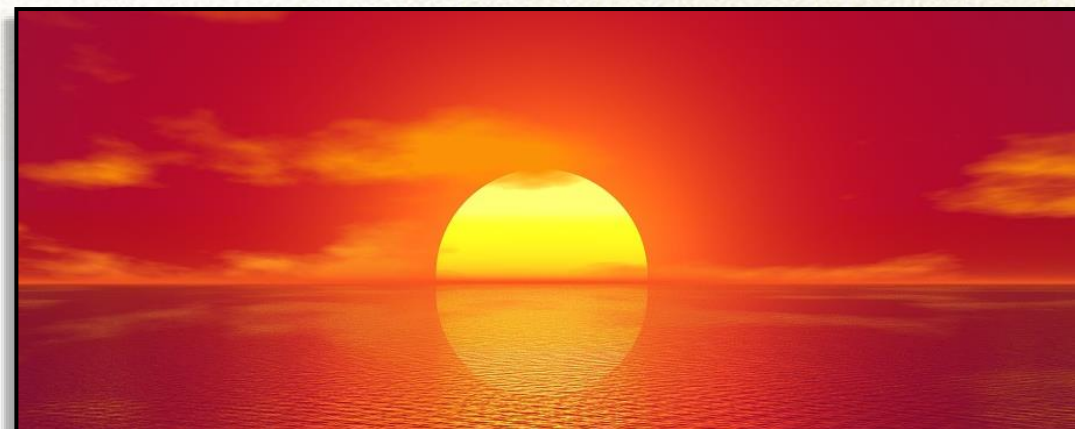
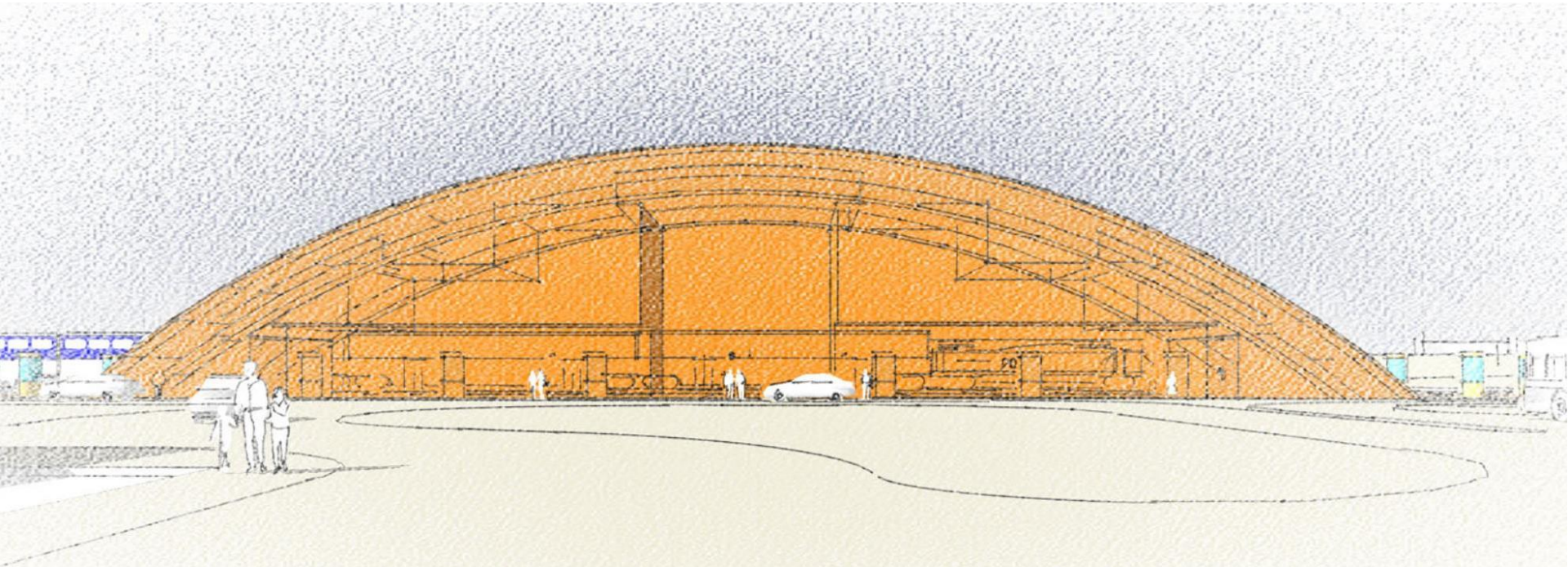
Anil Verma Associates, Inc.



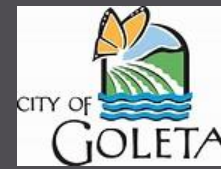
'Sunrise' Theme Alternative



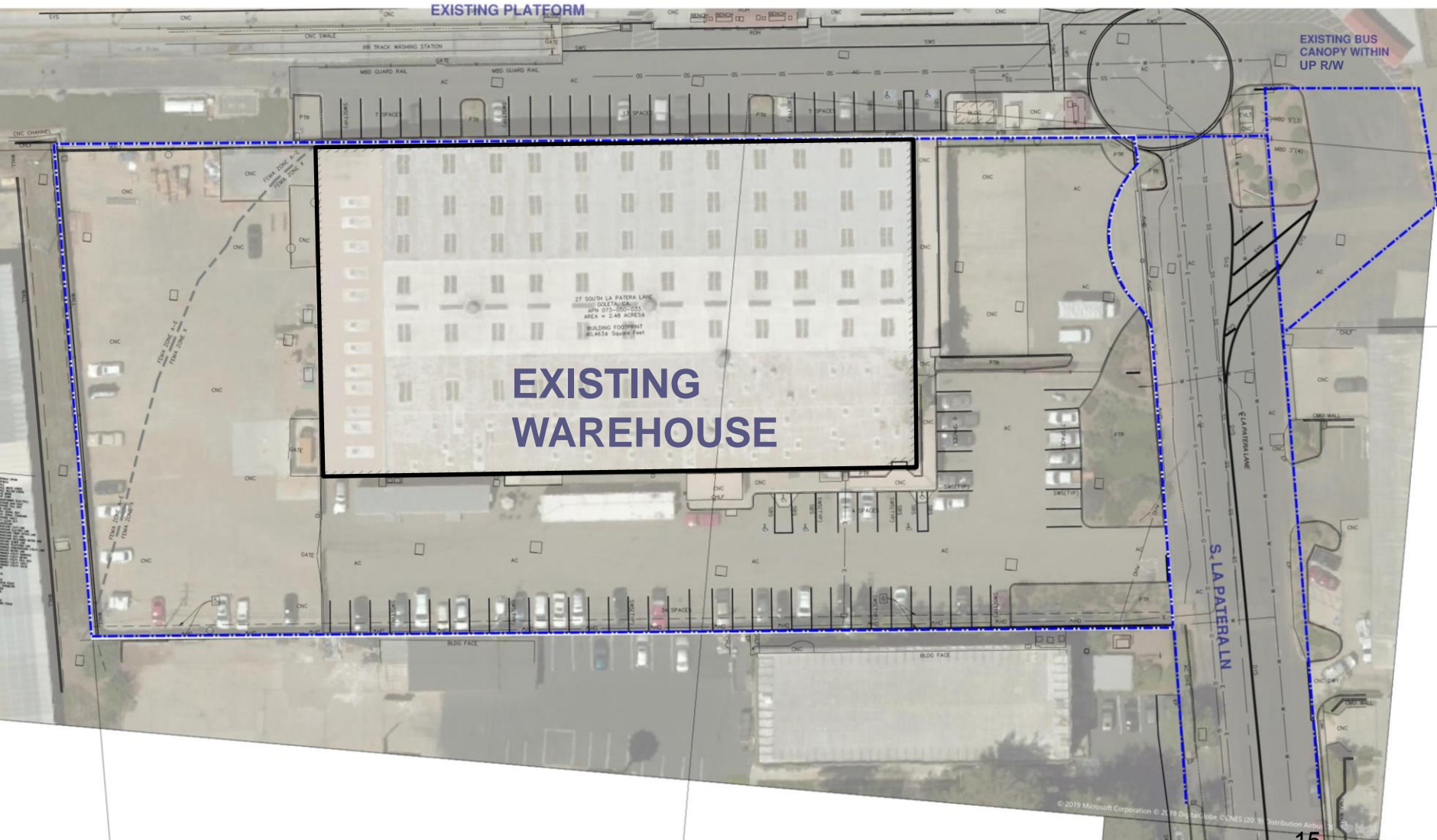
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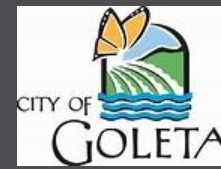
Existing Site Plan



Anil Verma Associates, Inc.



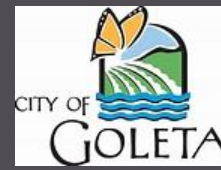
Proposed Site Plan



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Existing Site



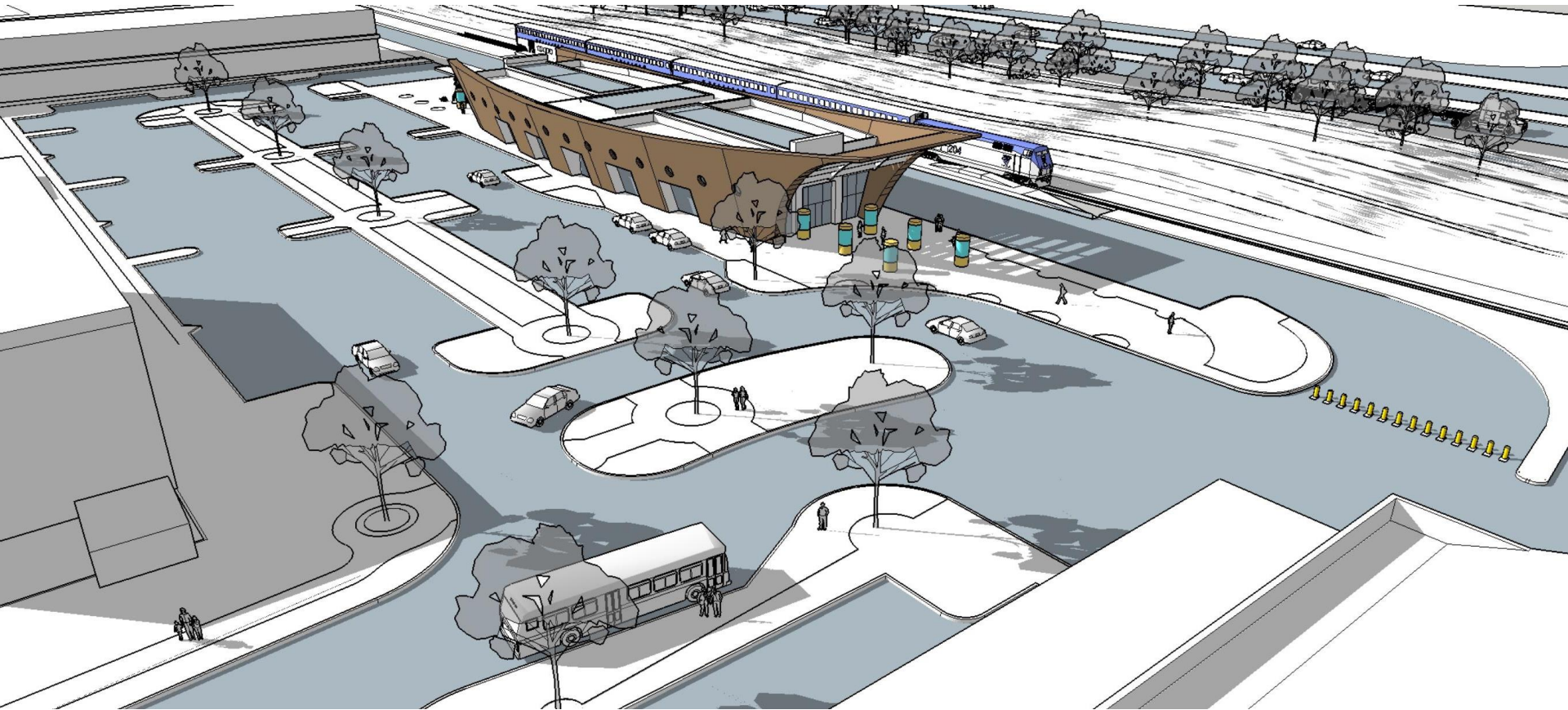
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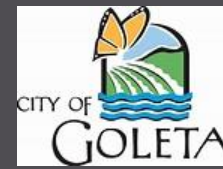
'Schooner' Theme Alternative



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'Traditional' Theme Alternative



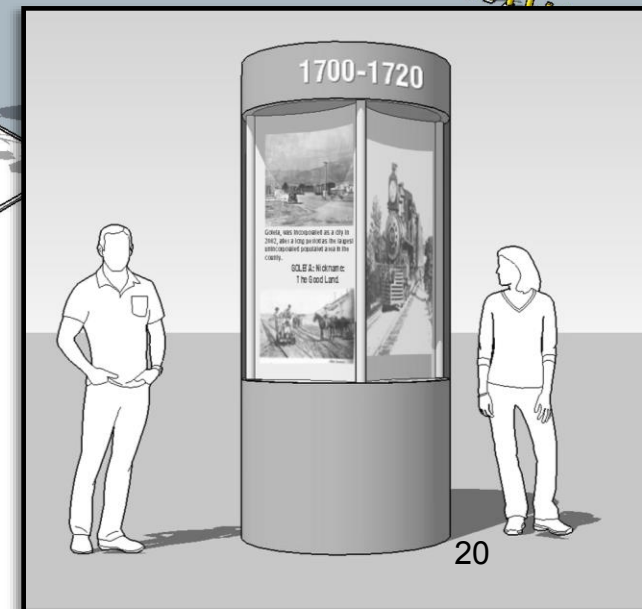
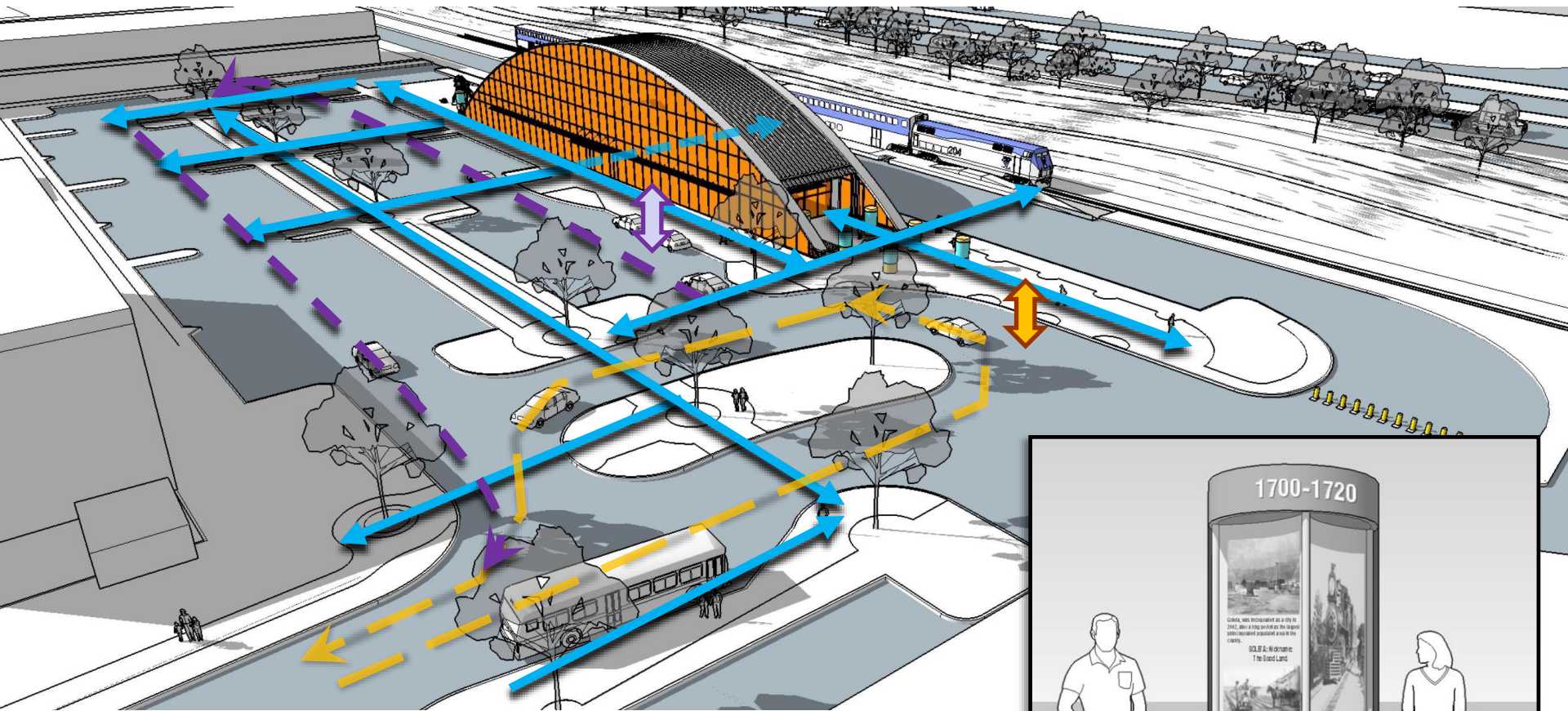
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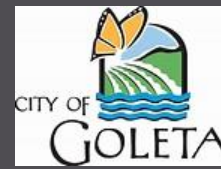
'Sunrise' Theme Alternative



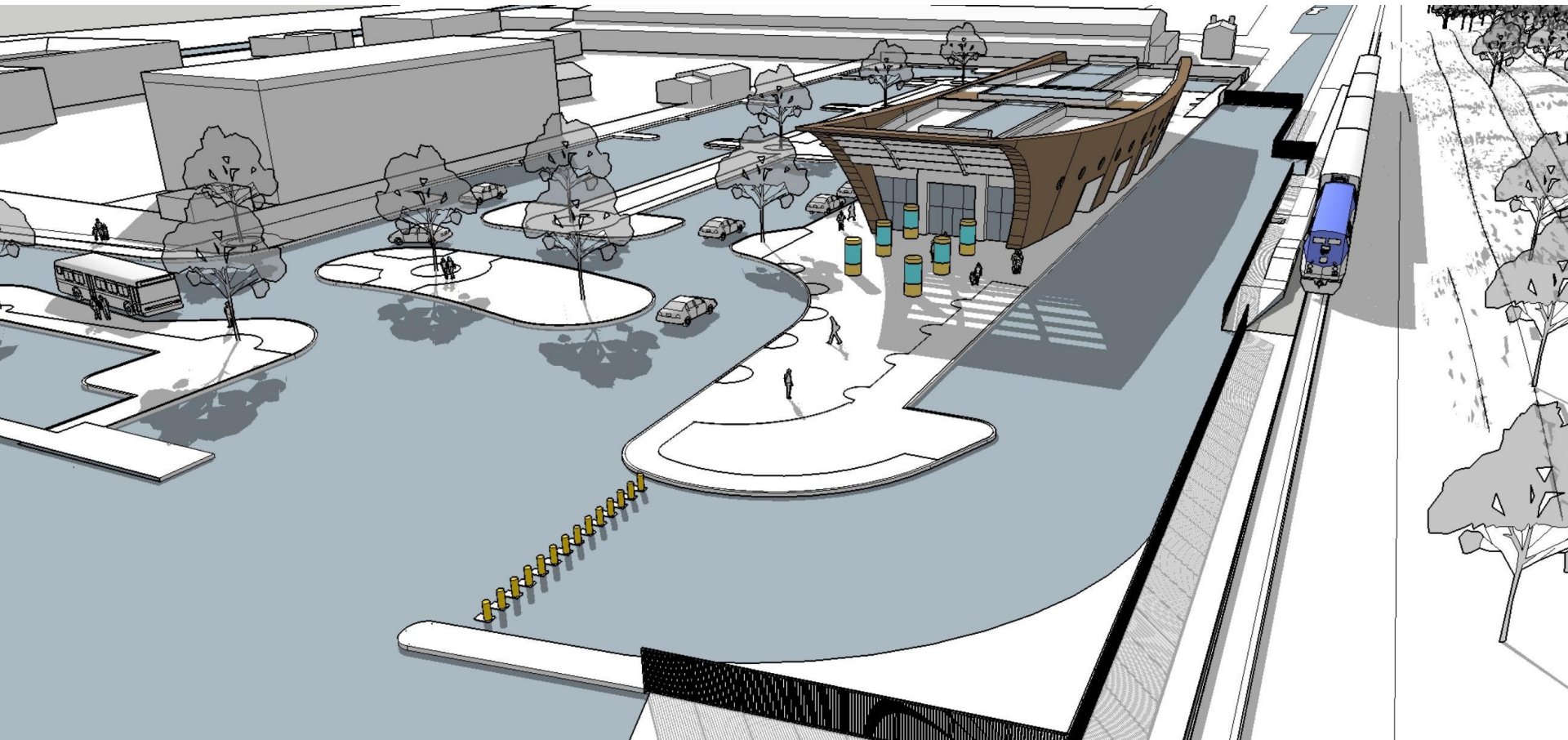
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'Schooner' Theme Alternative



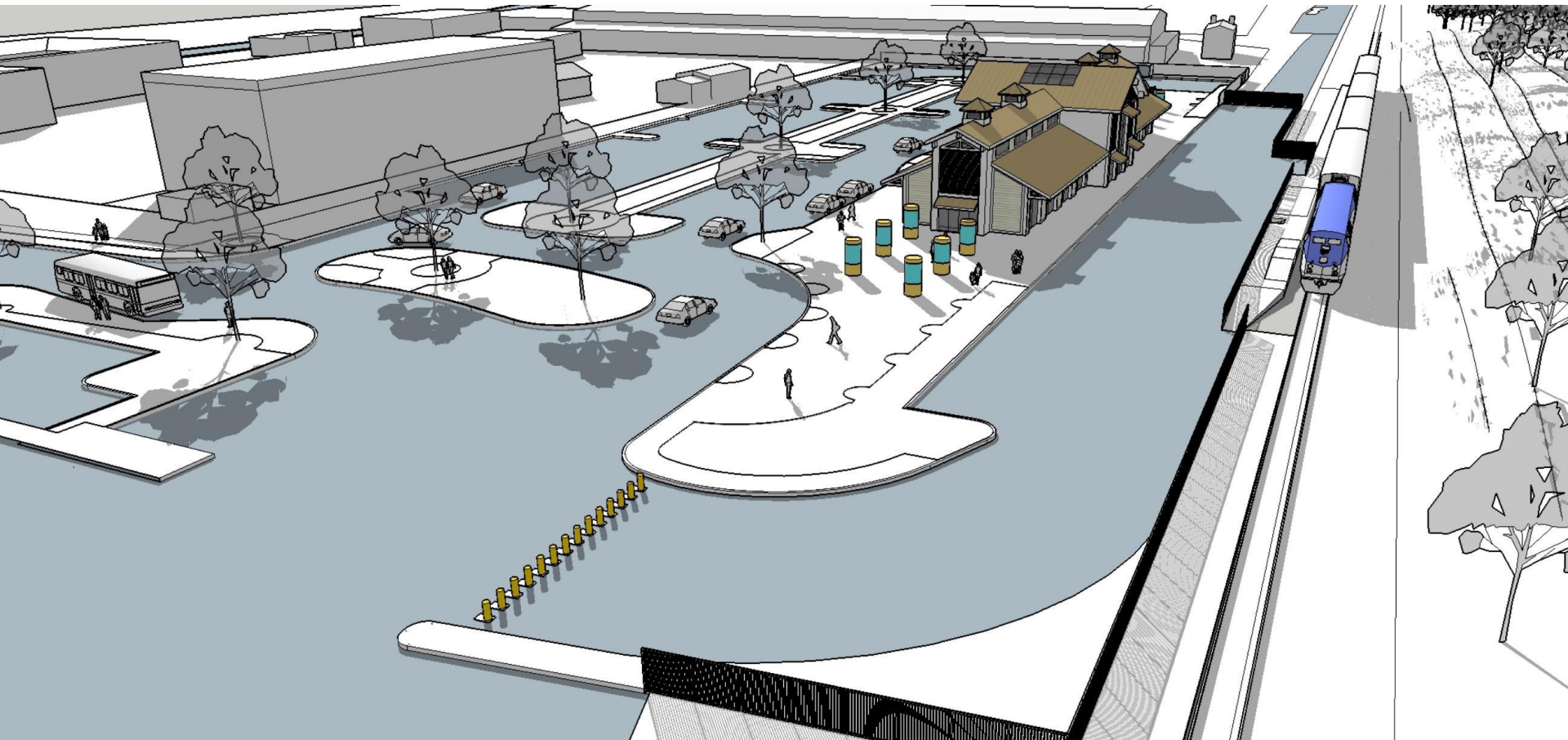
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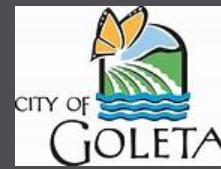
'Traditional' Theme Alternative



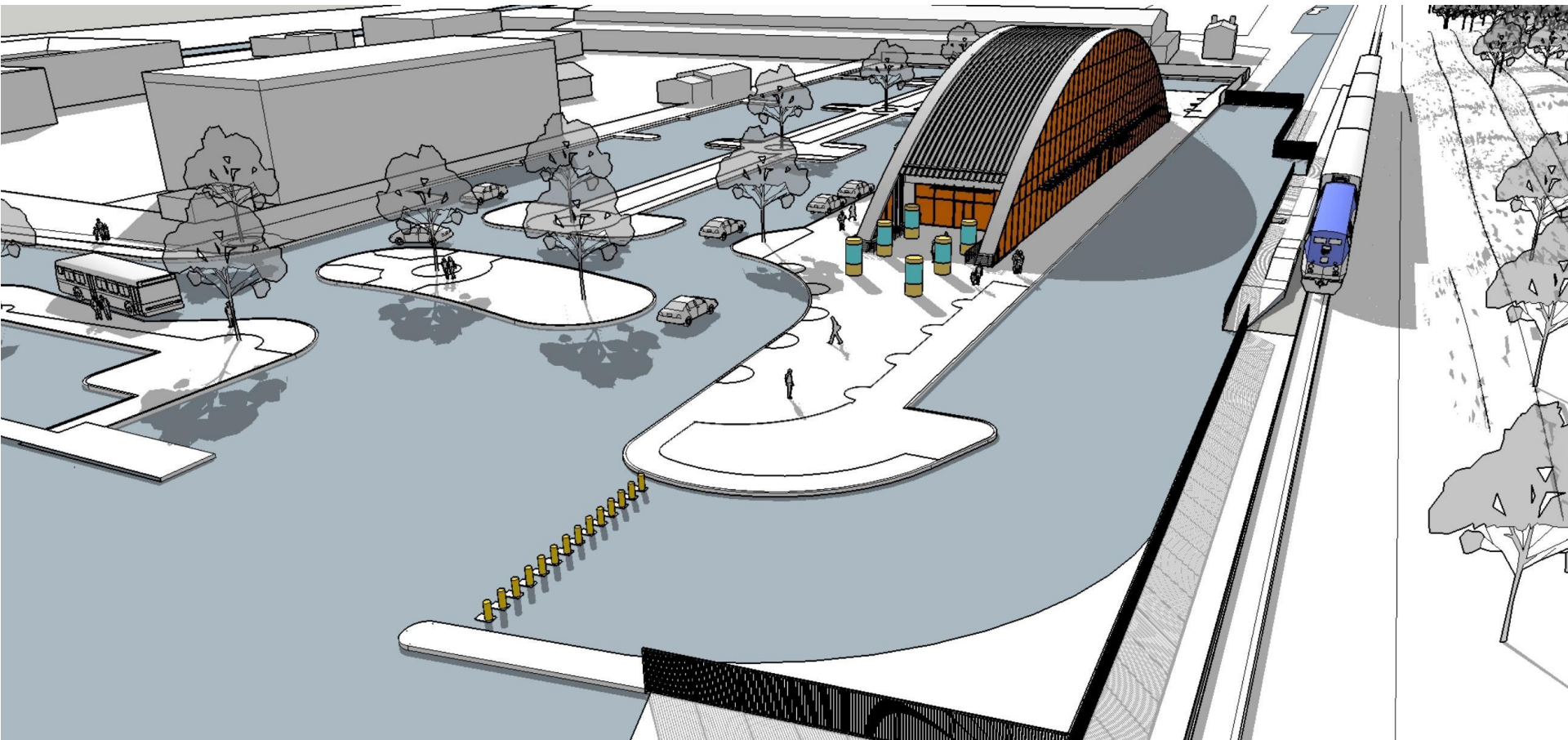
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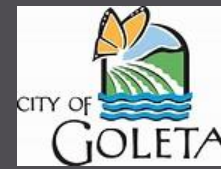
'Schooner' Theme Alternative



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Potential Station Tree / Planting



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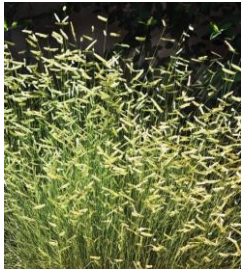
Western Redbud (*Cercis occidentalis*)



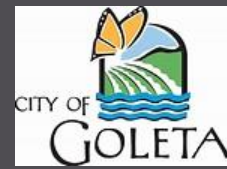
Coast Live Oak (*Quercus agrifolia*)



California Sycamore (*Platanus racemose*)



Hardscape / Amenities

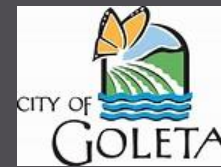


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Sustainability Design

Train Station Sustainability



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THE Sustainable
SITES
Initiative

LEED Credit

LT Credits

SS Credit 4 - Alternative Transportation

Transit oriented and brownfield
Reduce impacts from automobile use

SS Credit 5 – Reduced Site Disturbance

Conserve existing / restore damaged areas

SS Credit 6 – Stormwater Management

Minimize runoff, increasing infiltration, reducing contaminants.

SS Credit 7 – Landscape & Exterior

Design to Reduce Heat Islands

SS Credit 8 – Light Pollution Reduction

Eliminate light trespass from building site, improve sky access

WE Credit 1 – Water Efficiency

Limit or eliminate use of potable water

MR Credit 4 – Recycled Content

Increase demand for building products that have recycled content material

MR Credit 5 – Local Materials

Indoor Environmental Quality

Photovoltaic - Solar panels

Energy & Atmosphere



LEED 2009 for New Construction and Major Renovation
Project Scorecard

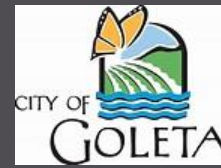
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Project Address: [Redacted]

46 24 8 PROJECT TOTALS (Certification Estimates) 110 Points

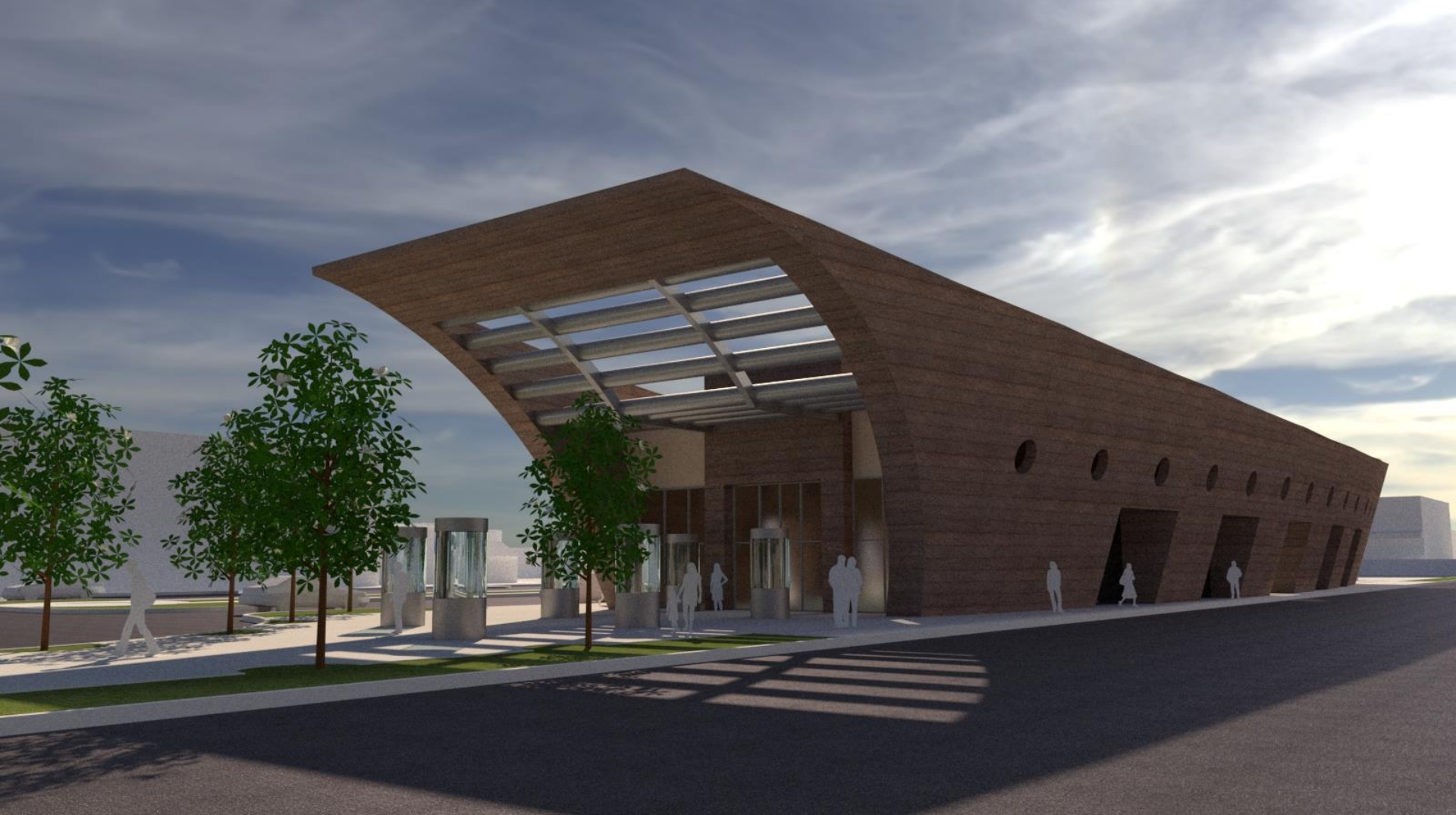
Certified: 40-49 points Silver: 50-59 points Gold: 60-79 points Platinum: 80+ points



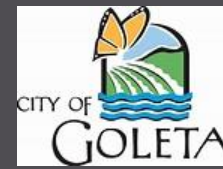
Depot Option 1: 'Schooner' Theme Alternative



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Depot Option 2: 'Traditional' Theme Alternative



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Tehachapi Depot



Danville Depot



At Stow House



Saint Susana Depot



North Hollywood Depot



Saint Helena Depot



Santa Clarita Depot

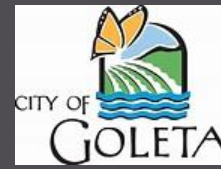


Oceano Depot

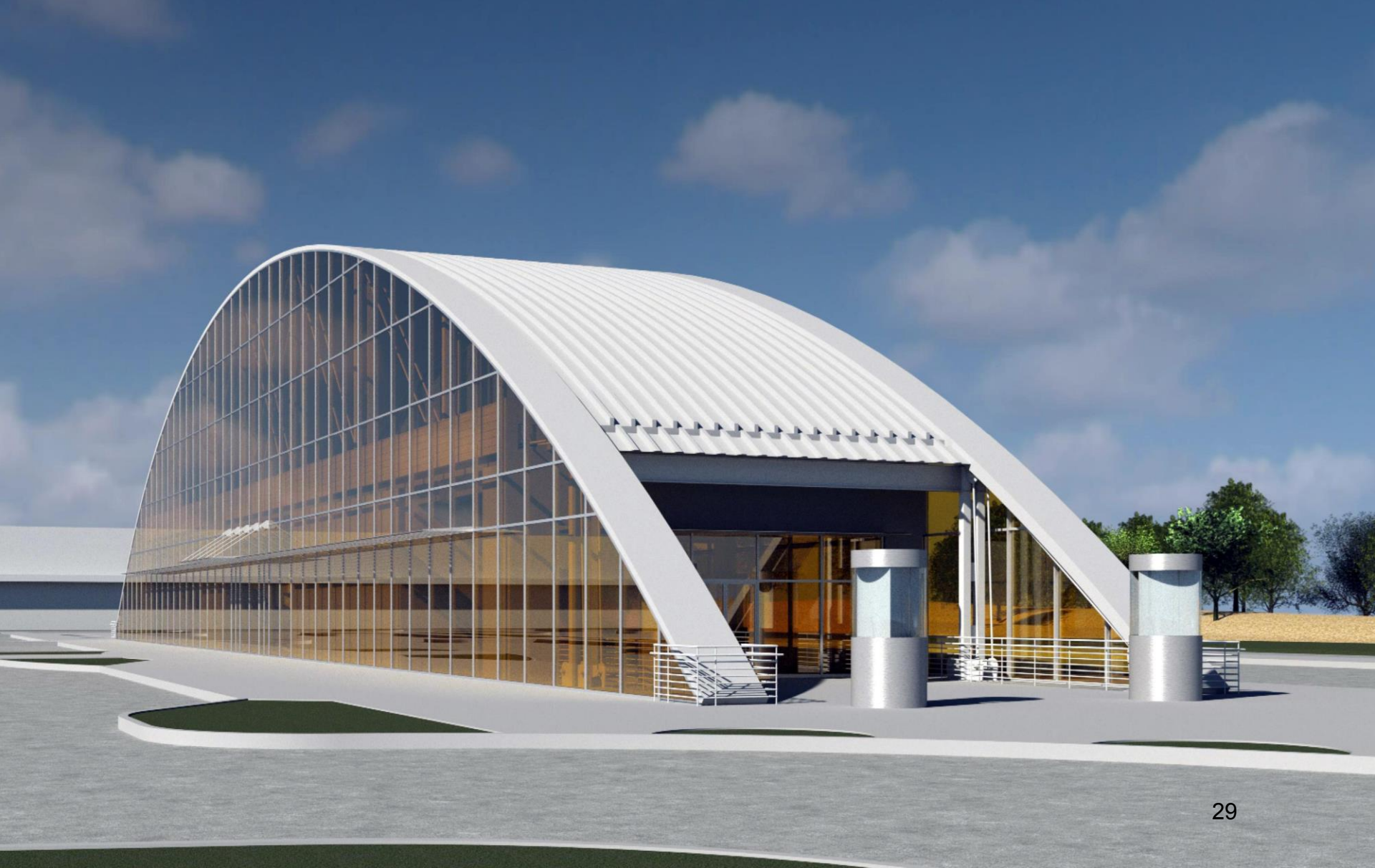


Benicia Depot

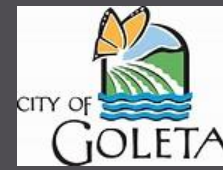
Sunrise Options



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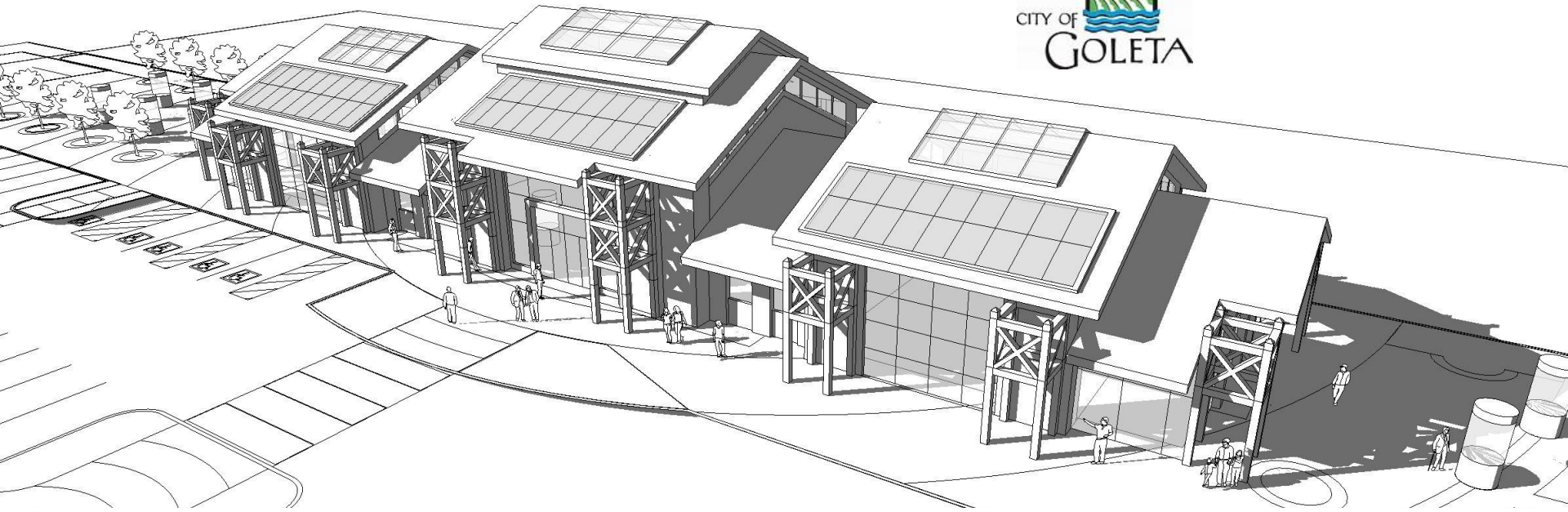


'Traditional' with Modern Elements (Glass and Solar Accommodating)

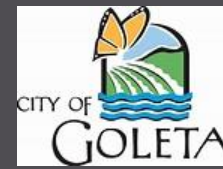


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South La Patera Lane – Existing



Anil Verma Associates, Inc.

A photograph of a two-lane asphalt road with a double yellow line down the center. The road is lined with palm trees and other vegetation. Several cars are parked along the sides of the road. The sky is overcast.

***S. La Patera Lane
Roadway Improvements
Currently under analysis***

LOSSAN / AMTRAK Train Track Storage Plans



Phase 1

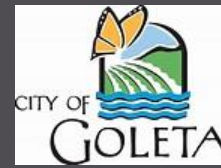


Phase 2



Phase 3

Questions and Answers



Anil Verma Associates, Inc.



Attachment 2

Goleta Train Depot Survey Results, May/June 2020

Goleta Train Depot - Community Outreach Survey

Results downloaded Wednesday, June 24, 2020

1119

Total Responses

Date Created: Friday, May 15, 2020

Survey opened (live): Tuesday, May 26, 2020

Community Workshop: Wednesday, June 3, 2020

Survey ended (closed): Friday, June 19, 2020

Complete Responses: 1119

Q1: Architecture Design - Rate your preference for the three depot design options (1 highest, 3 least)

Answered: 1,109 Skipped: 10

	1	2	3	TOTAL
Traditional Design Option	53.75% 587	23.72% 259	22.53% 246	1,092
Sunrise Design Option	27.68% 294	35.78% 380	36.53% 388	1,062
Schooner Design Option	21.48% 227	38.51% 407	40.02% 423	1,057

Q2: Community Use – rate your preference for community use of the Depot (besides transportation)(1 highest, 5 least)

Answered: 1,107 Skipped: 12

	1	2	3	4	5	TOTAL
Cafe with seating and/or vending machines	46.51% 500	20.93% 225	14.42% 155	11.07% 119	7.07% 76	1,075
Outdoor community space for farmers markets, concerts, or community events	27.90% 301	25.86% 279	19.65% 212	15.94% 172	10.66% 115	1,079
Display gallery for art, historic elements, educational materials	13.30% 143	26.05% 280	28.09% 302	21.12% 227	11.44% 123	1,075
Community meeting rooms	9.50% 101	14.77% 157	18.53% 197	24.65% 262	32.55% 346	1,063
Playground and/or outdoor game area	5.38% 57	13.30% 141	18.96% 201	25.38% 269	36.98% 392	1,060

Q3: Landscape Design – rate the proposed California friendly landscape design

Answered: 1,047 Skipped: 72

	HIGH	MEDIUM	LOWER	TOTAL
☆	80.71% 845	17.57% 184	1.72% 18	1,047

Q4: La Patera Lane Streetscape Design - rate your preference for elements(1 highest, 3 least)

Answered: 1,100 Skipped: 19

	1	2	3	TOTAL
bicycle lanes	45.61% 494	25.48% 276	28.90% 313	1,083
shade trees	36.58% 398	38.79% 422	24.63% 268	1,088
wider sidewalks	19.07% 205	35.44% 381	45.49% 489	1,075

Q5: La Patera Lane Streetscape Design - rate your preference bike lane options(1 highest, 3 least)

Answered: 1,027 Skipped: 92

	1	2	3	TOTAL
Option 3 - bike lanes separated from the street	75.86% 773	5.89% 60	18.25% 186	1,019
Option 1 - bike lanes on street with parking on east side	15.88% 144	45.42% 412	38.70% 351	907
Option 2 - bike lanes on street with parking on west side	11.63% 105	47.84% 432	40.53% 366	903

Q6: Overall Design – rate your preference for most valuable design elements(1 highest, 5 Least)

Answered: 1,097 Skipped: 22

	1	2	3	4	5	TOTAL
Depot Architecture	57.57% 616	21.68% 232	10.65% 114	6.36% 68	3.74% 40	1,070
Sustainability	26.29% 280	19.91% 212	20.47% 218	19.62% 209	13.71% 146	1,065
Landscape	3.12% 33	24.22% 256	34.82% 368	29.71% 314	8.14% 86	1,057
Goleta History	12.02% 128	19.44% 207	14.84% 158	17.56% 187	36.15% 385	1,065
Streetscape	3.82% 40	16.22% 170	19.27% 202	24.81% 260	35.88% 376	1,048

Q7: Transportation – rate the most likely form of transportation you will use for getting to the Depot (1 highest, 7)

Answered: 1,098 Skipped: 21

	1	2	3	4	5	6	7	TOTAL
Car	56.46% 603	21.72% 232	10.67% 114	4.40% 47	2.90% 31	2.25% 24	1.59% 17	1,068
Rideshare, taxi, or drop off	30.08% 311	36.75% 380	20.70% 214	5.71% 59	4.16% 43	1.93% 20	0.68% 7	1,034
Carpool	4.24% 39	22.61% 208	29.89% 275	15.87% 146	13.04% 120	9.89% 91	4.46% 41	920
Bike	6.27% 58	11.35% 105	15.89% 147	19.68% 182	22.38% 207	19.68% 182	4.76% 44	925
Bus	5.43% 50	7.39% 68	14.67% 135	24.57% 226	21.52% 198	19.35% 178	7.07% 65	920
Walk	3.11% 28	4.45% 40	7.01% 63	16.02% 144	22.25% 200	27.36% 246	19.80% 178	899
Motorcycle or Scooter	0.92% 8	0.80% 7	2.17% 19	11.33% 99	9.84% 86	15.45% 135	59.50% 520	874

Q8: Additional Feedback – we welcome any additional comments or suggestions (open-ended feedback), shown as a “word cloud”

Answered: 441 Skipped: 678

project future local wait train two transportation landscape service feel La Patera
something cool keep know nice town place airport one theme sunrise
Sunrise design architecture many important connect also Old Town
bike big schooner Goleta history train Santa Barbara needs
safe traditional new make provide area bus station
cafe look access will trees design plan Goleta well
building time depot shade use see Please much
good seems Thank lot parking considered think parking lot
traditional design modern train station architectural design
train depot lighting great space really None go facility option
schooner design community style idea s way historic City prefer work walk
people now bike lanes old beautiful Calle Real love include