



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 October 2020 Update: Roadway Improvements, Site Plan, and Building

RECOMMENDATION:

- A. Receive the October 2020 Update on the Goleta Train Depot Project; and
- B. Provide direction to staff regarding the “Infill” public roadway improvements from Hollister Avenue to the terminus of South La Patera Lane.

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 (SLP).

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 SLP 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 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, ENGEO, and SE Solutions. They are 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 SLP Improvements.

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

On June 3, 2020, Staff hosted a virtual community workshop for the GTD Project. The three depot design concepts were presented along with options for the proposed roadway improvements along SLP. The workshop was recorded and continues to be available online. Over 30 members of the public participated in the live workshop and over 165 views of the recorded workshop have occurred on YouTube. Staff also created a survey open for the public to provide feedback on expectations and preferences for the GTD. The survey went live on May 26th and closed on June 19th with 1,119 complete responses.

Building on the community input received from the community outreach efforts described above, on August 5, 2020, City staff provided an update on the three aforementioned building design concepts for the City Council's consideration and the City Council concurred with Staff's recommendation to proceed with the "Traditional" theme with modern elements for the train depot building. City staff asked the City Council to return in October of 2020 for an update and discussion on potential public roadway improvements along with additional information on a 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 the amount, placement, and preferences of bicycle storage as well as input related to bicycle circulation and access. Both SB BIKE and COAST support Staff's recommended "Infill" public roadway improvements from Hollister Avenue to the terminus of SLP.

DISCUSSION:

The focus of this staff report is to provide an update on the public roadway improvements planned for the Goleta Train Depot Project and receive concurrence on the recommended approach from the City Council. For the City Council's convenience, Staff is also including additional information on the most recent set of building renderings, floor plan and site plan.

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 co-leading the presentation and discussion of the GTD Project at this City Council meeting in tandem with Mr. Shawn Kowalewski from MNS Engineers. Mr. Kowalewski will focus on the public roadway improvements. AVA will focus on the train depot building and site plan.

Roadway Improvements

A majority of the public comments and survey responses presented at the August 5, 2020 City Council meeting on the roadway improvements were related to bicycle lane type (class) and trended toward bicycle lanes being 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 bicycle-centric transportation

SLP is effectively a two-block roadway that will continue to serve as the principal roadway from Hollister Avenue to the Goleta Train Depot. It is composed of a "North" block at the terminus of SLP and a "South" block that starts at Hollister Avenue. The *first* portion of the presentation (Attachment 1) will cover the following in much more detail and does so in a visual manner that is easy to follow:

Section 1: Overview of the existing roadway

- Roadway goals
- Constraints

Section 2: Initial concepts with pros and cons

Section 3: Value engineering

- Recommended “Infill Concept”
- Cost comparisons

Section 4: “Infill Concept” details

Section 5: Landscape options

The presentation (Attachment 1) stages and evaluates in great detail the above factors focused on roadway width, traffic volume, stormwater impacts, construction budget and connectivity to other bicycle connections off Hollister Avenue with regards to two original concepts provided to City Council in March as well as a value-engineering infill concept. The first “original concept” has a Class II Bikeway (bike lanes), while the second “original concept” has a Class IV Bikeway (separated bikeways). The principal issue with those two concepts is the required shifting of the roadway which constitutes “reconstruction” and creates stormwater retention challenges with a high relative cost-to-benefit ratio.

Staff strongly recommends the “Infill Concept” for the roadway improvements as it meets the project goals and fits within the constraints of the roadway. Staff asks for City Council’s concurrence with the “Infill Concept.”

Site Plan and Building

AVA continues to refine the depot’s building design based on the “Traditional Theme with Modern Elements” resulting from community input received earlier this year as well as the City Council’s direction at the August 5th City Council meeting. The *second* portion of the presentation (Attachment 1) will cover the following items in much more detail and does so in a visual manner that is also easy to follow:

Section 6: Site Plan Update

- Existing and Proposed Site Plans
- Potential Landscape, Hardscape and Amenities

Section 7: Building Update

- Updated Floor Plan
- Glass and Solar Accommodations
- Potential Color Schemes
- Skylights and Solar Roofing
- Community Room

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.

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:

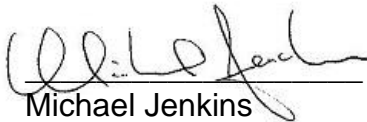
Not applicable.

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 October 2020 PowerPoint Presentation

Attachment 1

Goleta Train Depot Project
October 2020 PowerPoint Presentation



GOLETA TRAIN DEPOT

SOUTH LA PATERA LANE IMPROVEMENTS

Presentation to City Council, October 20, 2020

Department of Neighborhood Services and Public Safety



- 1** S. La Patera Ln. Overview
- 2** Initial Concepts
- 3** Value Engineering
- 4** Infill Concept Details
- 5** Parkway Concepts
- 6** Train Depot Update - Site
- 7** Train Depot Update - Depot





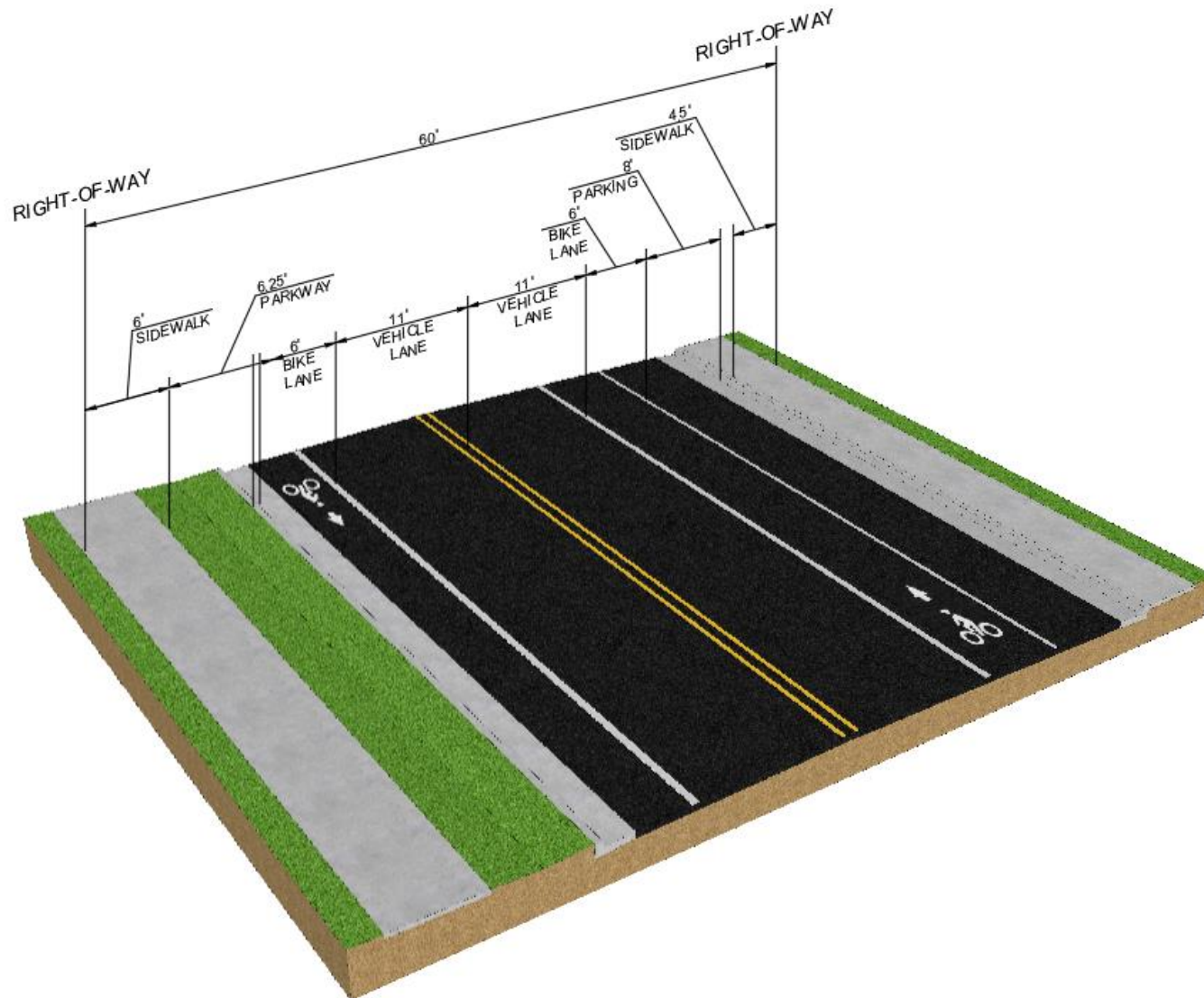
- 1,500 Feet Long x 60 Feet Wide
- Business Park Zoning (Commercial-Industrial)
- North/South Blocks
- Low volume traffic on South La Patera Lane

- Provide ADA Paths of Travel to Hollister Ave
- Provide Bicycle Connection to Hollister Ave
- Integrate Landscape
- Utilize LID Techniques » Storm Water Infiltration
- Minimize Loss of On-Street Parking
- Minimize Utility Relocations
- No Right of Way Acquisition

- 60 Foot Right of Way
- On-Street Parking On Both Side (Now)
- Class II Bikeways on:
 - Hollister Avenue
 - Fairview Avenue
 - Los Carneros Road (North)
- Class I Bike Path on Los Carneros (South)
- High Groundwater and Poor Infiltration Rates
- Non-Standard Features

INITIAL CONCEPTS

Original Concept: Class II Bikeway Bike Lanes



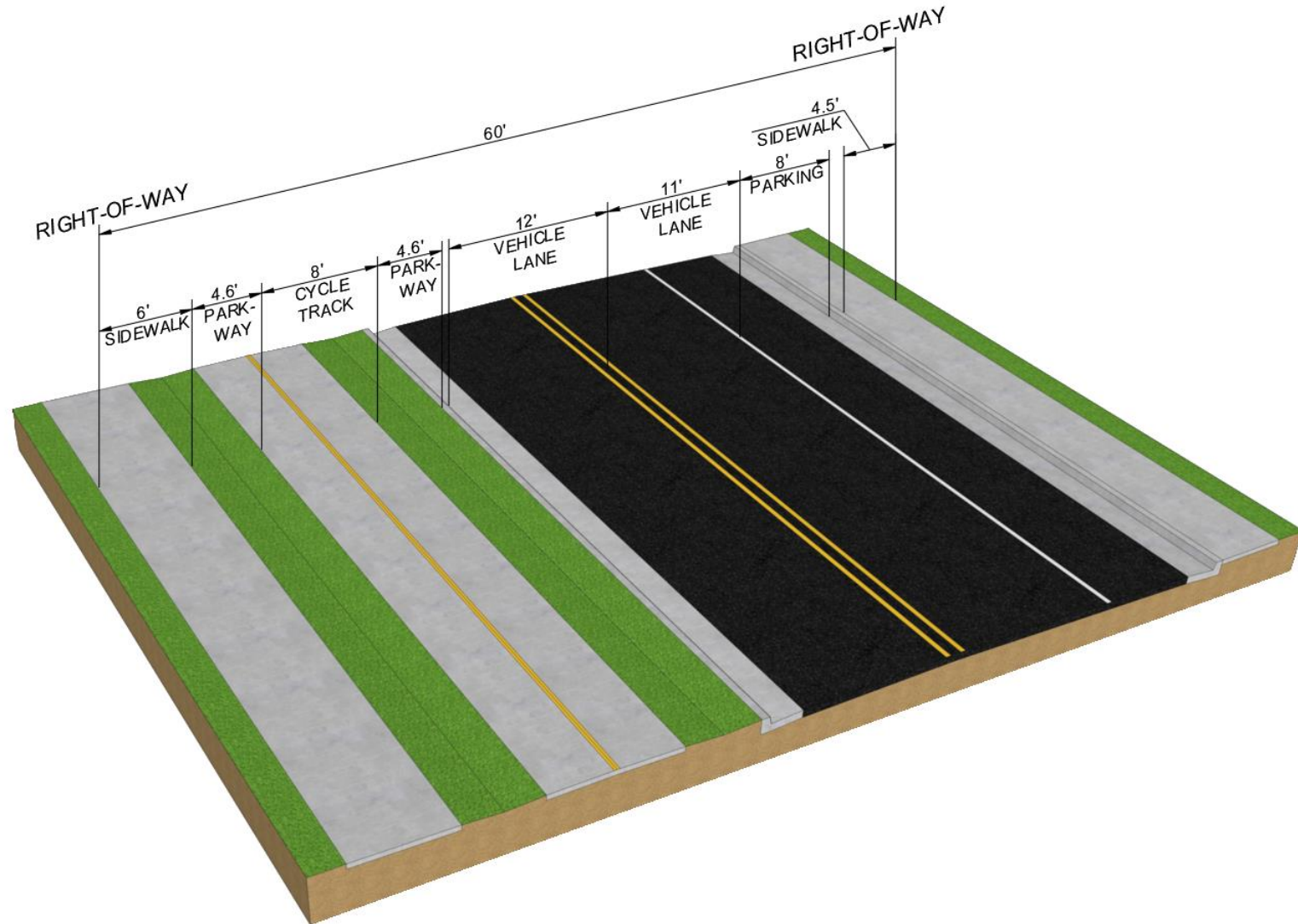
Original Concept: Class II Bikeway Bike Lanes

- Standard Bike Lanes on Both Sides
- Standard Bike Lane Transition at Hollister
- Wide Sidewalk on West Side
- Continuous Landscape Parkway on West Side

Issues:

- Shift Road is Required = Reconstruction = Stormwater Retention Challenges
- Irrigation Meter Moratorium
- Loss of On-Street Parking – One Side
- High Cost = \$1,970,000

Original Concept: Class IV Bikeway Separated Bikeways



Original Concept: Class IV Bikeway Separated Bikeways

- Separated Bikeway for Two Blocks on West Side
- Wide Sidewalk on West Side
- Continuous Landscape Parkway on West Side
- Parking on One Side Only

Issues:

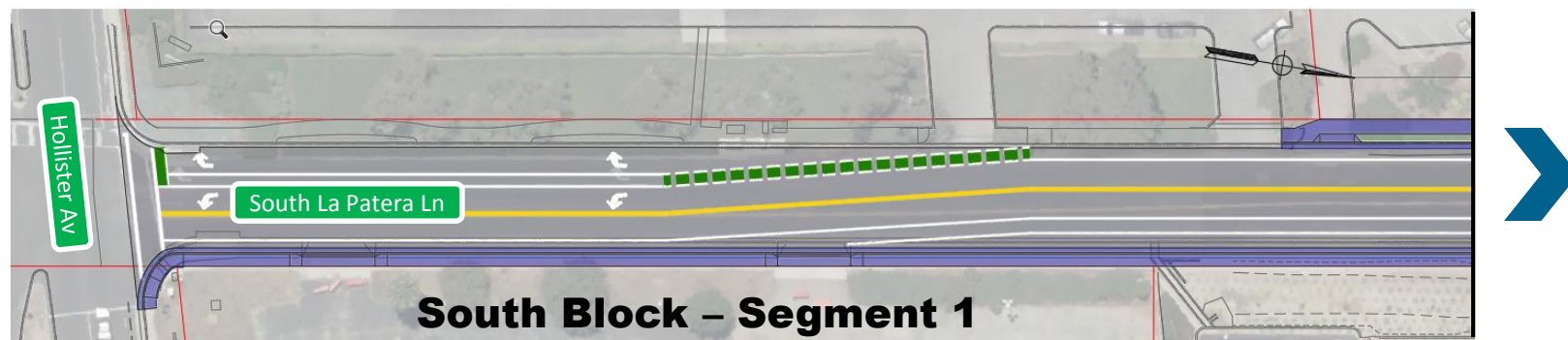
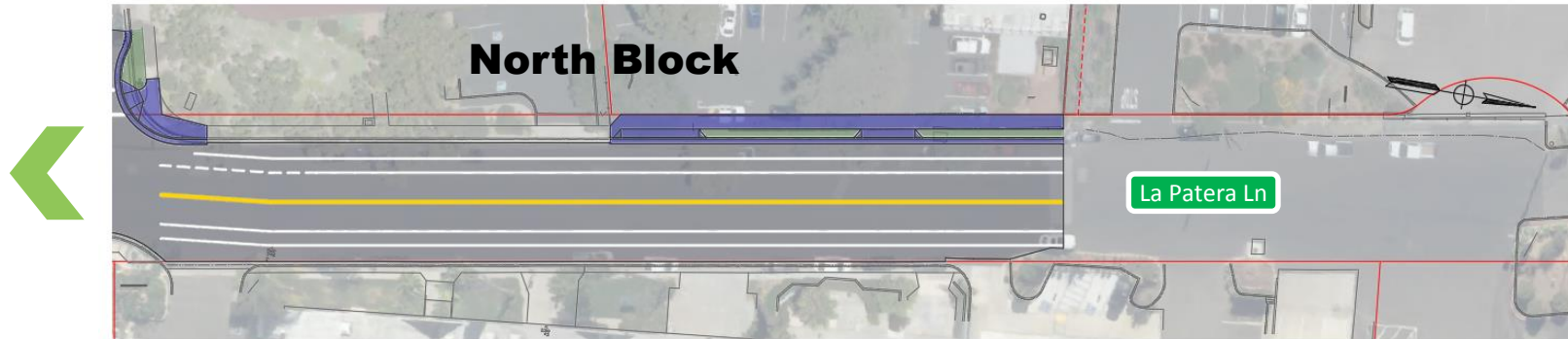
- Shift Road is Required = Reconstruction = Stormwater Retention Challenges
- Irrigation Meter Moratorium
- Atypical Transition to Bike Lanes at Hollister Ave
- Bikeway at Driveways/Intersections
- Loss of On-Street Parking – One Side
- Highest Cost = \$2,085,000

VALUE ENGINEERING

- Roadway Improvement Estimate \approx 25% Project Construction Budget
- Serves only Depot (No Community Connection)
- Reconstruction Triggers Storm Water Quality
- Initial Concepts have High Cost-to-Benefit Ratio
 - Added Complexity and Costs
 - Marginal Increase in Effectiveness
 - Longer Development and Implementation Schedule

Value Engineering: Infill Concept Overview

- Focus on Bike Facility and One ADA Path
- Leave Non-Standard Road Features
- Significantly Reduce Road Reconstruction
- Landscape = Tree Wells
- Loss of On-Street Parking – One Side (Consistent with Original Concepts)
- Low Cost = \$1,005,000



Concept »	Reconstruction with Class II	Reconstruction with Class IV	Sidewalk Infill with Class II
Sidewalk	\$675,000	\$620,000	\$505,000
Roadway	\$790,000	\$675,000	\$280,000
Bike	\$55,000	\$340,000	\$55,000
Landscape	\$170,000	\$170,000	\$110,000
Storm Water	\$280,000	\$280,000	\$55,000
TOTAL	\$1,970,000	\$2,085,000	\$1,005,000

- ✓ ■ Provide ADA Path of Travel to Hollister Ave
- ✓ ■ Provide Bicycle Connection to Hollister Ave
- ⚠ ■ Integrate Landscape
- ✗ ■ Utilize LID Techniques » Storm Water Infiltration
- ✓ ■ Minimize Loss of On-Street Parking
- ✓ ■ Minimize Utility Relocations
- ✓ ■ No Right of Way Acquisition

**Meets Project Goals and
Fits within Constraints**

INFILL CONCEPT DETAILS



- Street View Photographs
- Concept Plan



- Reconstruct Curb and Sidewalk 4' Back at R/W
- Add Bike Lanes



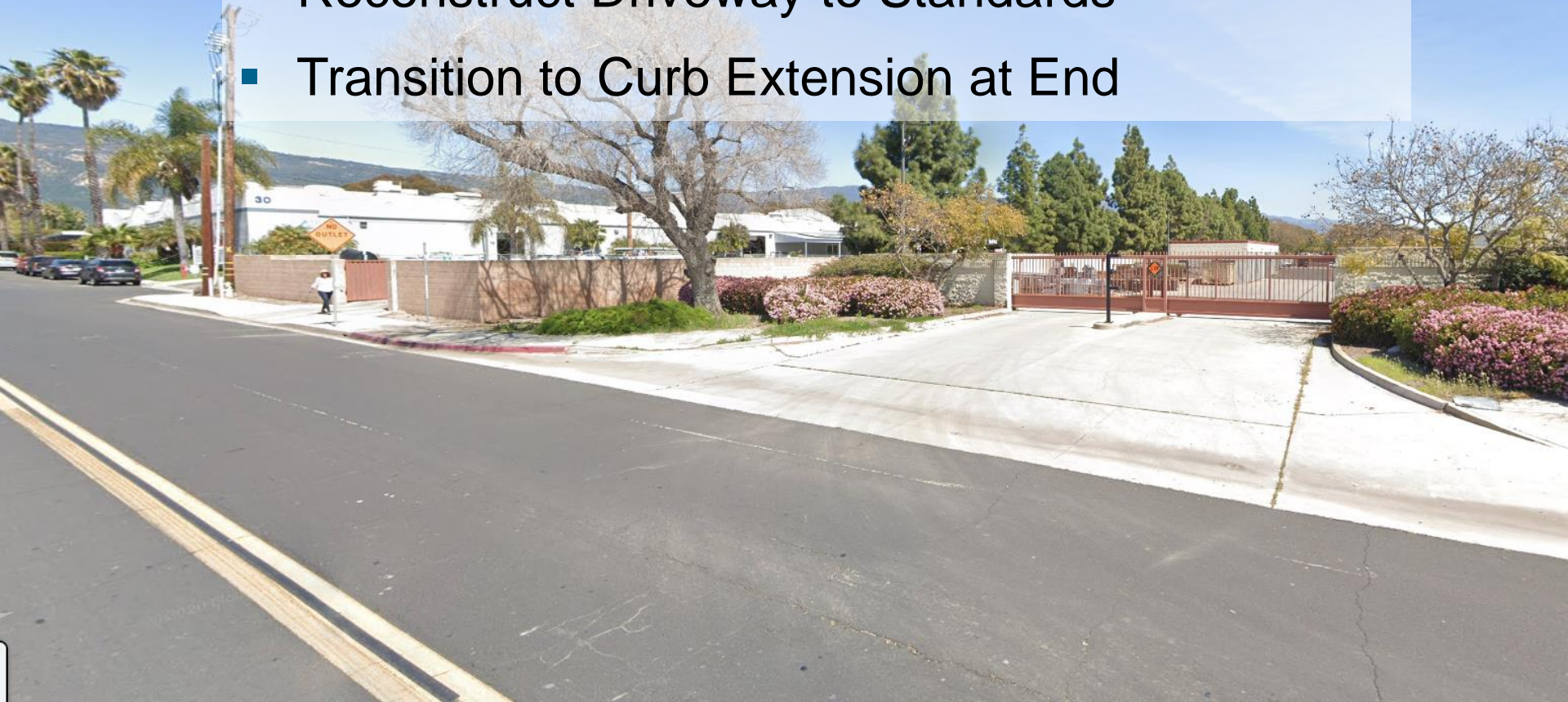


- Reconstruct Curb and Sidewalk 4' Back at R/W
- Reconstruct Driveway to Standards





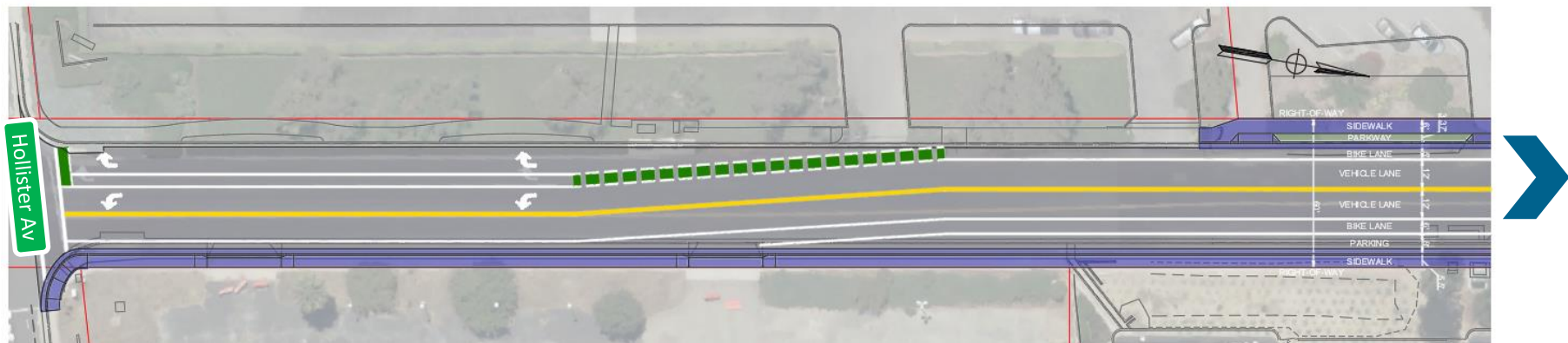
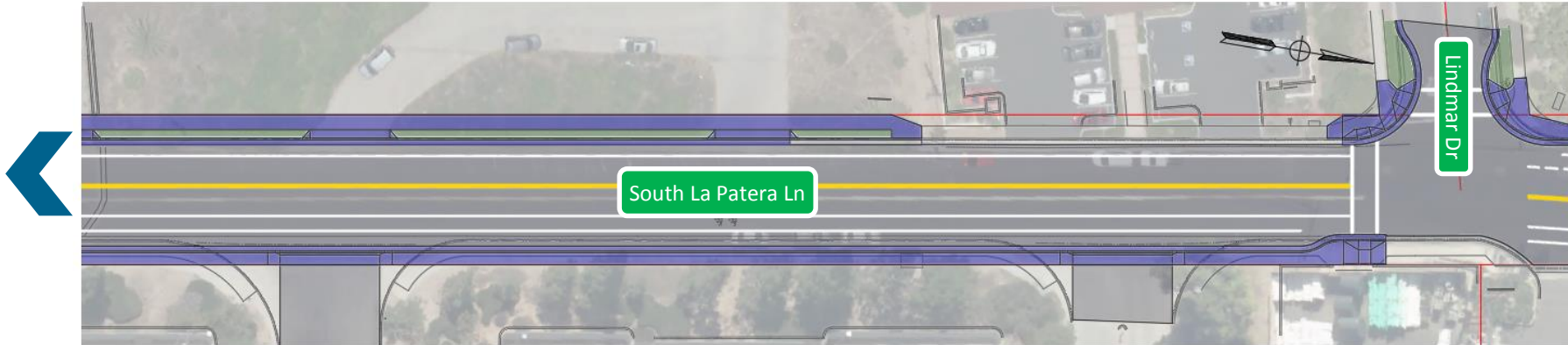
- Reconstruct Curb and Sidewalk 4' Back at R/W
- Reconstruct Driveway to Standards
- Transition to Curb Extension at End



4



Infill Concept



South Block



Infill Concept

- Utilize Existing New Sidewalk
- Work Around Utilities





- Construct Curb and Sidewalk at R/W





- Construct Curb and Sidewalk at R/W



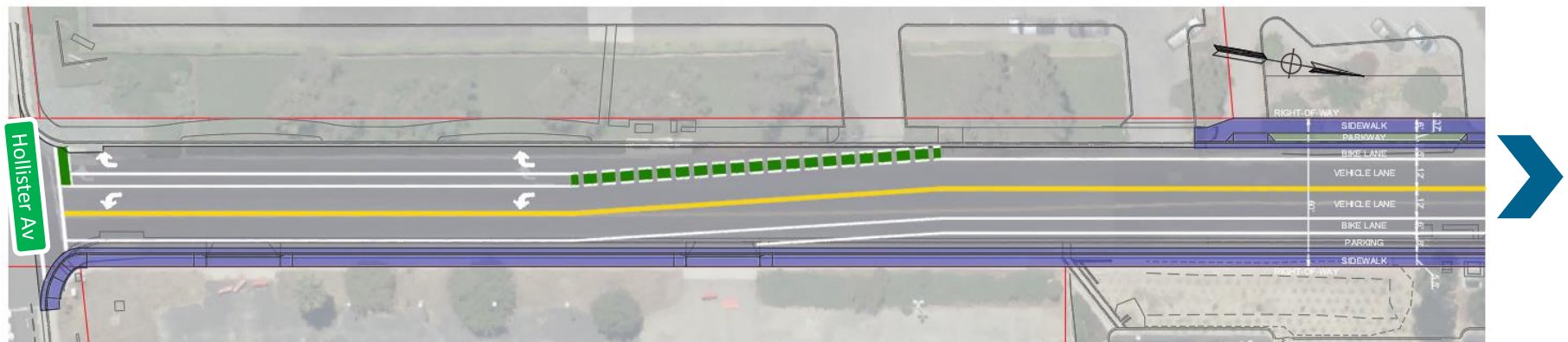
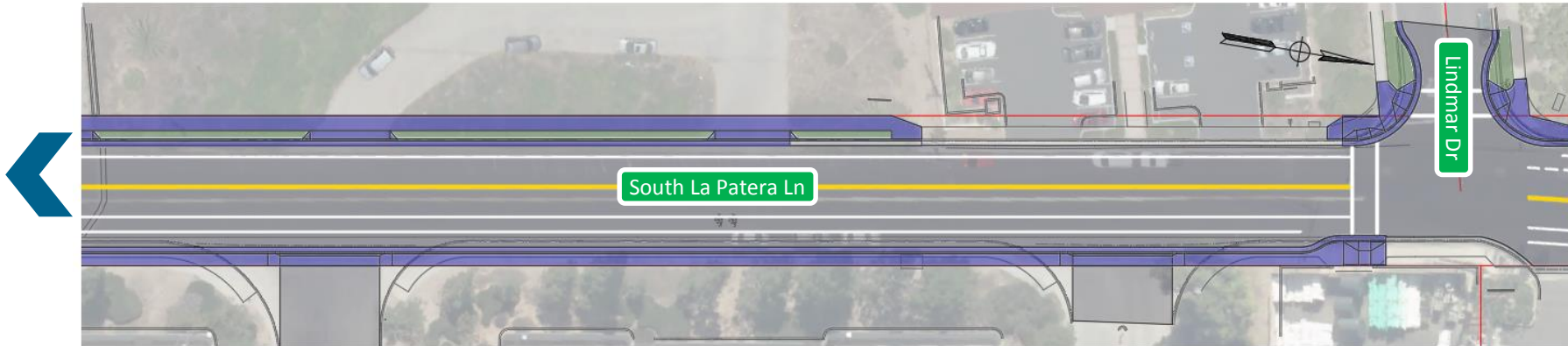


- Reconstruct Driveways for ADA Compliance





Infill Concept

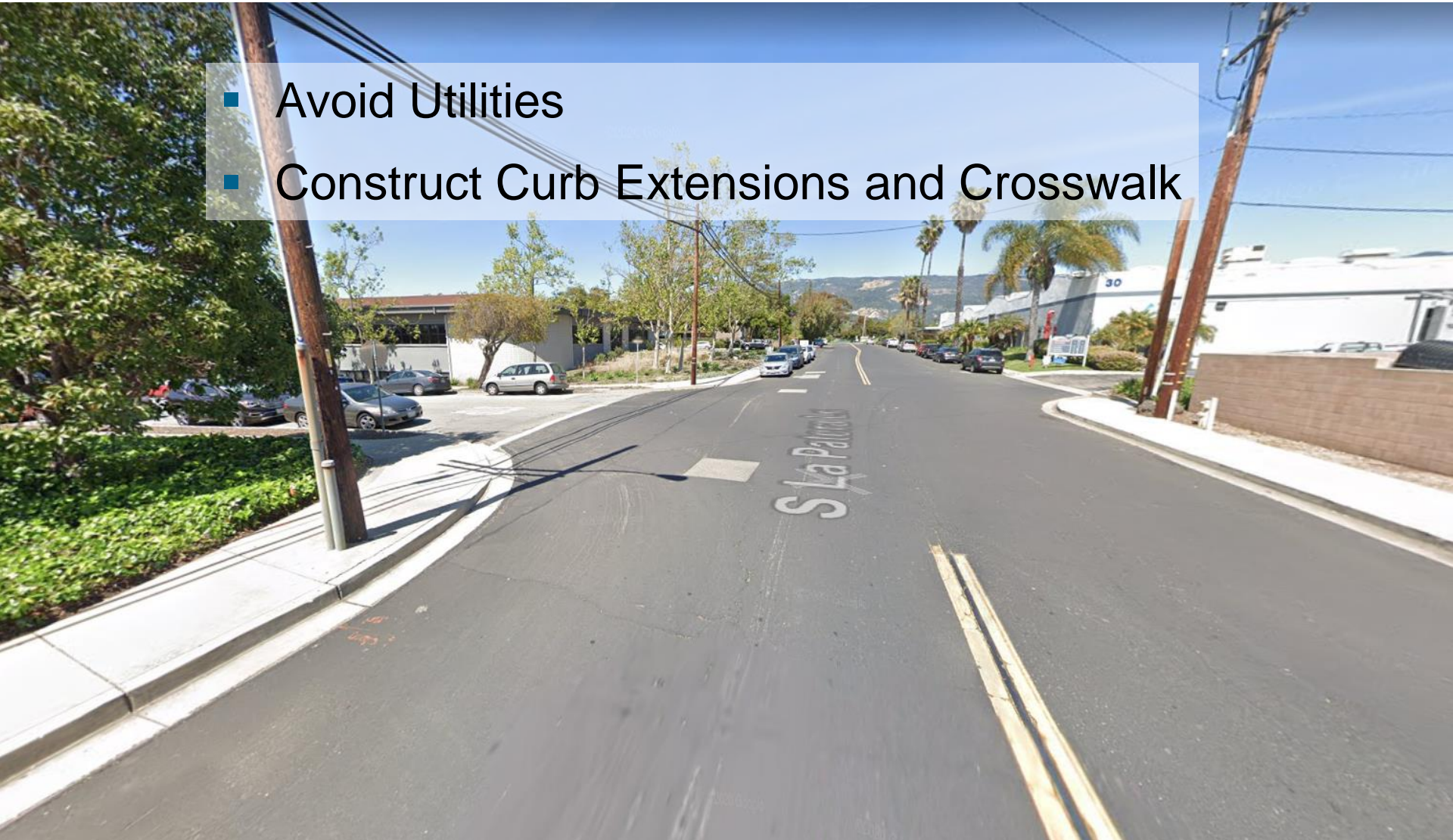


South Block



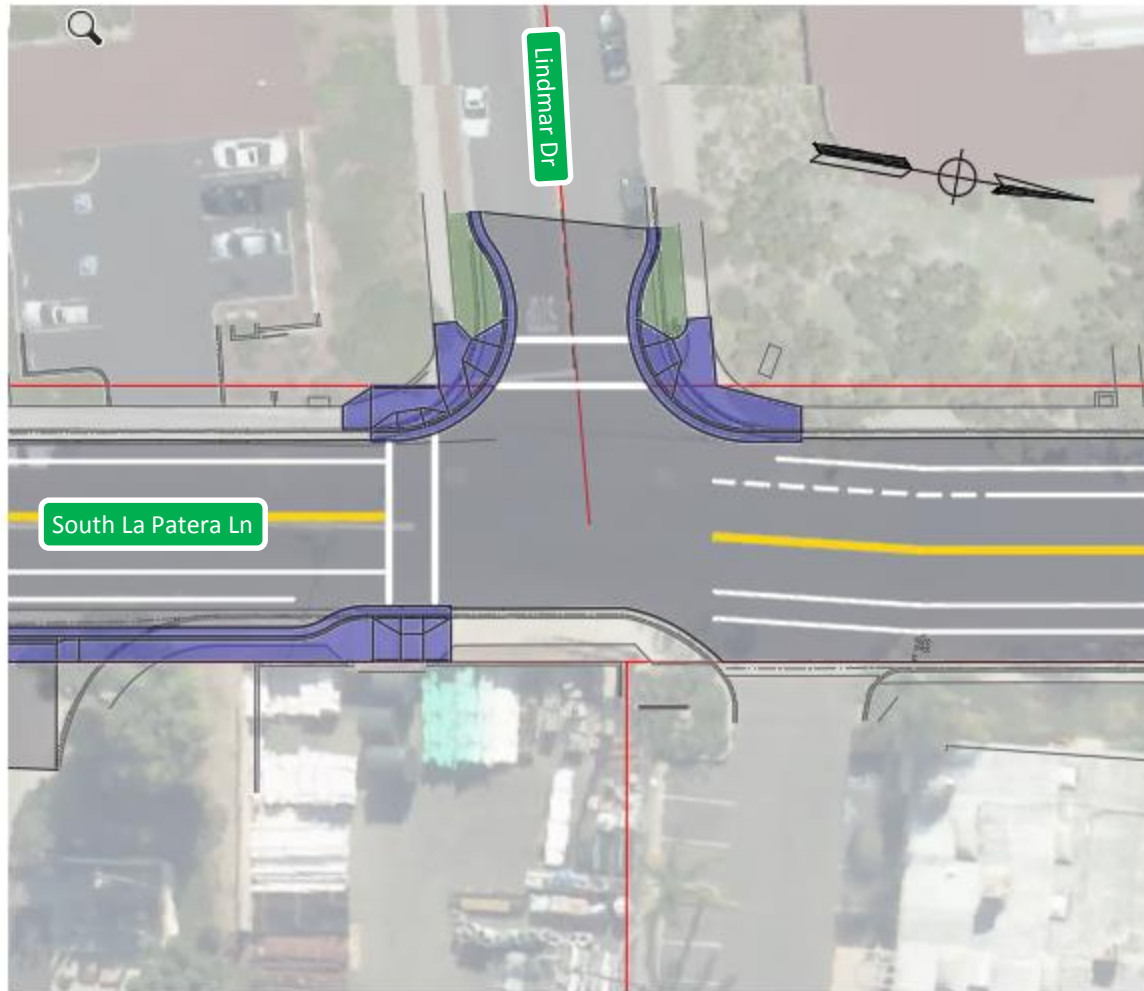
Infill Concept

- Avoid Utilities
- Construct Curb Extensions and Crosswalk





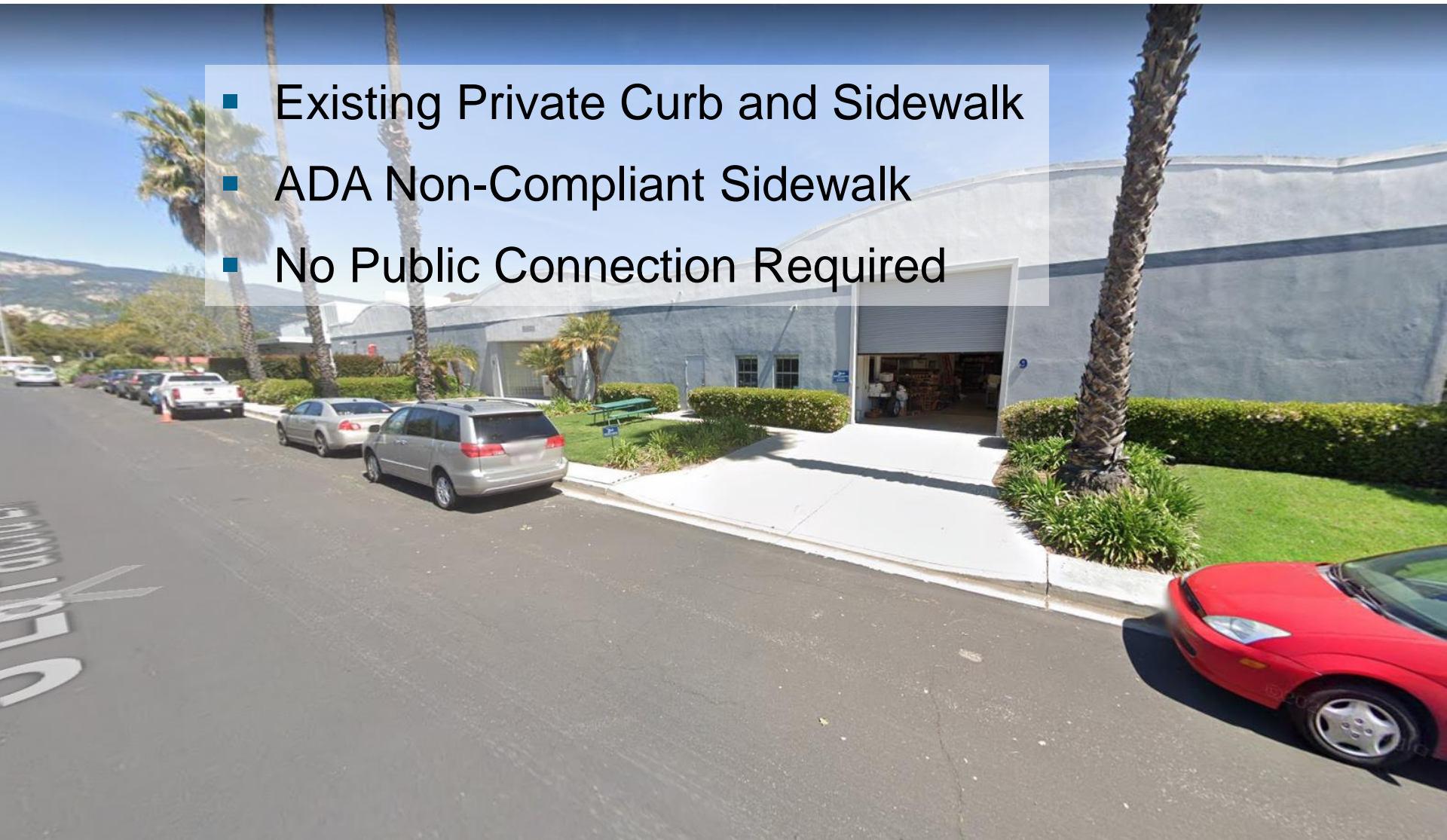
Infill Concept





Infill Concept

- Existing Private Curb and Sidewalk
- ADA Non-Compliant Sidewalk
- No Public Connection Required



North Block ► East Side



Infill Concept





- Reconstruct Driveways for ADA Compliance





- Construct Curb and Sidewalk at R/W





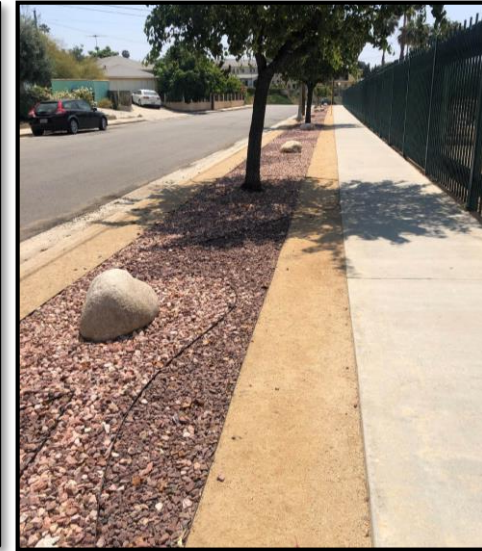
Infill Concept



North Block



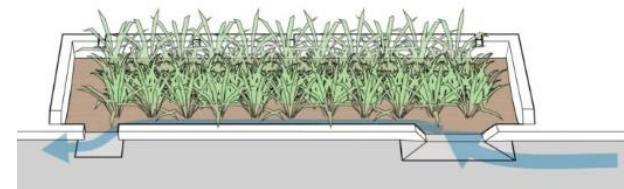
Pink Trumpet Tree
(*Tabebuia impetiginosa*)



Golden Rain Tree
(*Koelreuteria paniculate*)



Australian Willow
(*Geijera parviflora*)





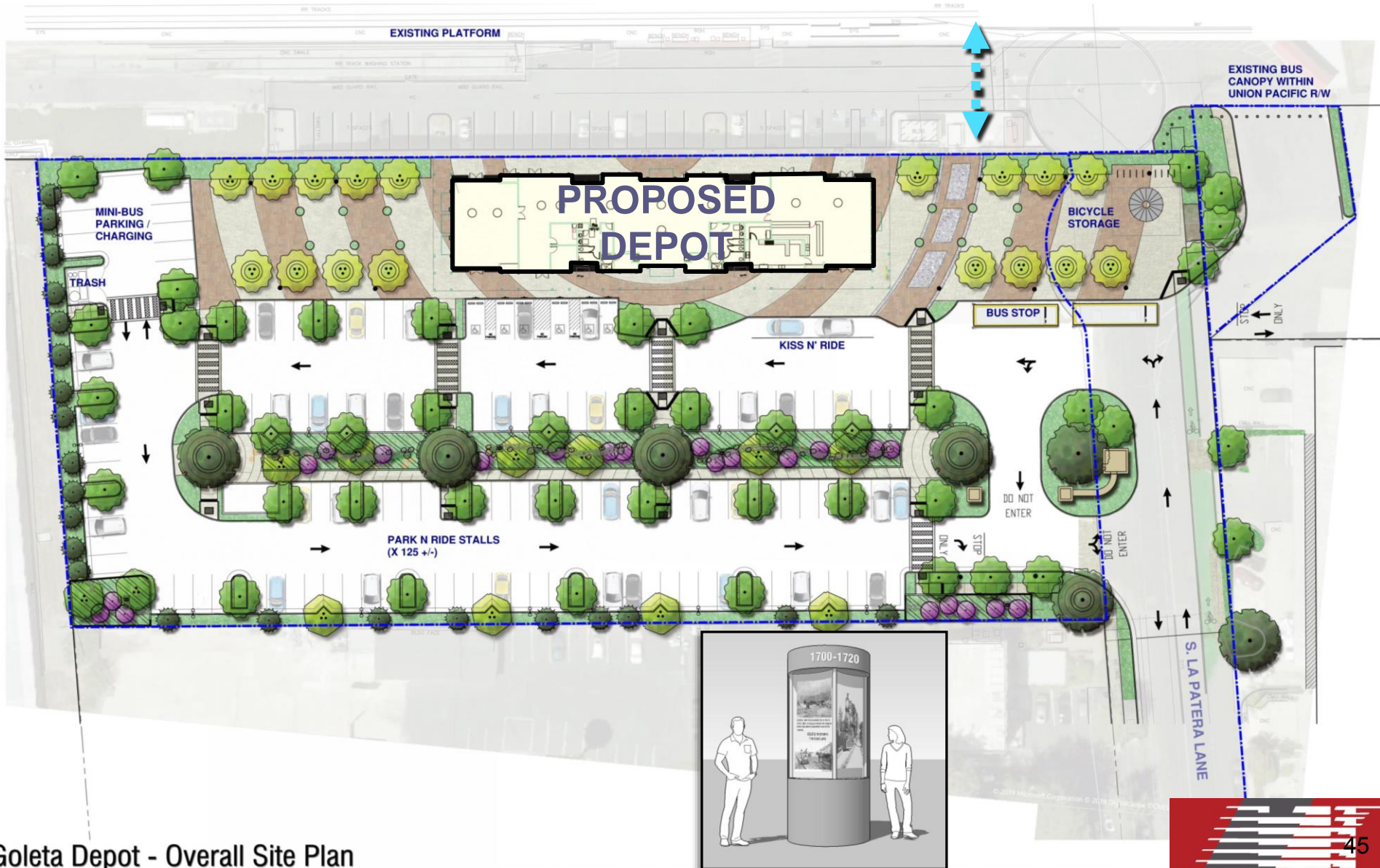
GOLETA TRAIN DEPOT

SITE PLAN AND BUILDING UPDATE

Presentation to City Council, October 20, 2020

Department of Neighborhood Services and Public Safety







Design reflects input on bicycle access, circulation, and storage from SB Bike and COAST.



Proposed Site Plan



Potential Depot Landscape



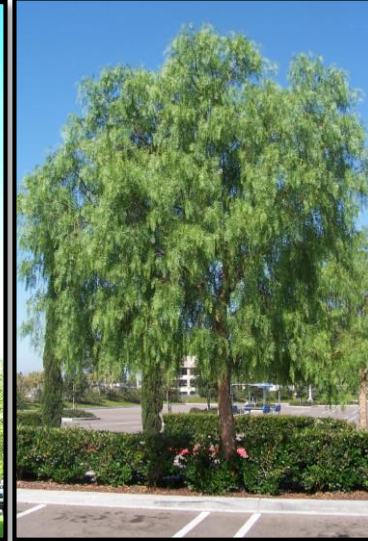
Western Redbud
(*Cercis occidentalis*)



Coast Live Oak
(*Quercus agrifolia*)



Incense Cedar
(*Calocedrus decurrens*)



California Pepper
(*Schinus molle*)



Olive or Citrus Tree



Chumash Uses of Selected Native Plants – Notes for SBBG Docents

Plant Family Name in Caps

California Bay (*Umbellularia californica*)

LAURACEAE

- burls used to make wooden bowls
- leaves boiled in water to make medicinal remedies for diarrhea
- used to cure headache
- used to repel fleas
- as flavoring for food
- in northern California, the fruits were eaten and the seeds roasted and ground into flour

Cattail (*Typha* sp.)

TYPHACEAE

- bread made from powdered dried cattail rhizomes; balls of dough baked in hot ashes
- boiled cattail spikes like corn
- made thin uncooked mush from pollen
- stems and leaves used like tule for thatching

Chia Sage (*Salvia columbariae*)

LAMIACEAE

- seeds harvested for food, toasted and ground, water was added and people drank the mixture
- seeds used to clear the eyes
- seeds used as a poultice for wounds

Coffeeberry (*Frangula californica*)

RHAMNACEAE

- bark for laxative
- leaves for poison oak remedy

Cottonwood

(Fremont Cottonwood = *Populus fremontii*)

SALICACEAE

(Black Cottonwood = *Populus trichocarpa*)

- poles for house construction
- wood used to make bowls
- cottonwood fiber to make skirts
- bark and leaves used to make medicinal teas and washes

Blue Elderberry (*Sambucus nigra*)

ADOXACEAE

- branches used to make musical instruments: clapper sticks and flutes
- fruit used for food
- flowers for medicinal uses
- Note: most parts of this plant are toxic
- bows to hunt small animals

Giant Wild-Rye (*Leymus condensatus*)

POACEAE

- dried stems for arrow shafts for birds and small game
- used for smoking tobacco
- stems cut and sharpened for cane knives
- handles for paintbrushes
- for house thatching

Horsetail, Scouring Rush (*Equisetum* sp.)

EQUISETACEAE

- rough stems have high silica content
- Chumash used dry stems to polish wooden bowls
- other California Indian groups used *Equisetum* sp. to polish arrows and woodwork
- medicinal use

Indian-Hemp (*Apocynum cannabinum*)

APOCYNACEAE

- the most important fiber of the Chumash
- used for fishing lines and nets
- to lash plank canoes
- to make carrying nets and bags

Santa Cruz Island Ironwood (*Lyonothamnus floribundus* subsp. *asplenifolius*)

ROSACEAE

- strong wood used for harpoons
- wood preferred for canoe paddle shafts

Lemonade Berry and Sugar Bush (*Rhus* sp.)

ANACARDIACEAE

- Berries were pounded, dried in the sun and eaten without cooking
- Other California Native Americans soaked fruits in water to make a beverage (e.g., Cahuilla)

Manzanita (*Arctostaphylos* sp.)

ERICACEAE

- berries were dried, ground and eaten as a coarse meal
- fruits and branch tips were used to make a drink
- some Indian groups used berries and leaves for medicine
- some groups used the wood for pipes and in construction

Milkweed (*Asclepias* sp.)

APOCYNACEAE

- to make cordage, but not as strong as that from Indian Hemp
- cordage used for carrying nets and tumplines
- some chewed congealed sap as a bitter chewing gum

Chumash Uses of Selected Native Plants

Live Oak (*Quercus agrifolia*)

- acorns for food
- acorns for necklaces
- acorns rubbed into hair to make it grow well
- acorn paste to prevent sunburn
- wood for firewood

Ley Oak (*Quercus lobata*)

- acorns for food
- not considered good for firewood

Monophyllon Pine (*Pinus monophylla*)

- coastal Chumash traveled inland annually to harvest pine
- bows made from the wood
- pine pitch used for plank canoe building and other uses
- pine soot was used for face painting

Redwood (*Sequoia sempervirens*)

- preferred wood for plank canoes (tomols)
- found in driftwood that floats down the coast from the north
- used bone wedges and hammer-stones to split planks from
- paddle blades made of redwood
- mortuary poles

Amore (*Platanus racemosa*)

- wooden bowls from burls
- poles for construction
- bread wrapped in sycamore leaves (Ohlone)

Plant Amole (*Chlorogalum pomeridianum*)

- bulb used to make soap
- crushed bulbs stirred into small f.w. pools stupefied fish
- fibers surrounding bulb used to make brushes

Yon, Christmas Berry, California Holly (*Heteromeles arbutifolia*)

- toyon berries were either roasted or left in the sun for a few days
- the hard wood was used to make a variety of tools
- fish hooks, harpoons, fish spears, pestles, bowls, digging sticks
- from toyon wood
- wood was burned for fuel
- ceremonial offertory poles decorated with feathers were

Southern Bulrush (*Scirpus californicus*)

- thatching material for ap
- to make sleeping mats
- to make boats for use on calm inland waters

Southern California Black Walnut (*Juglans californica*)

- Chumash ate the tasty nut meats
- walnut shells were used to make dice with tar from the bark
- bark used in basketry

Willow (*Salix* sp.)

- branches very flexible and used to make frame for Ap
- to make poles for ramadas
- to make ladders
- dugout canoes
- thatching needles and other tools
- musical instruments
- firewood for sweatshouses
- baskets
- bark strips used to make belts, sandals, skirts

Yerba Buena (*Clinopodium douglasii*)

- medicinal (for the stomach)

Yucca (*Hesperoyucca whipplei*)

- Yucca crown was roasted in a pit and eaten
- fishing lines, (possibly) nets, men's belts made from Yucca string
- sandals made from fibers
- dried yucca flower stalks used as tinder to start fires



CUPRESSACEAE



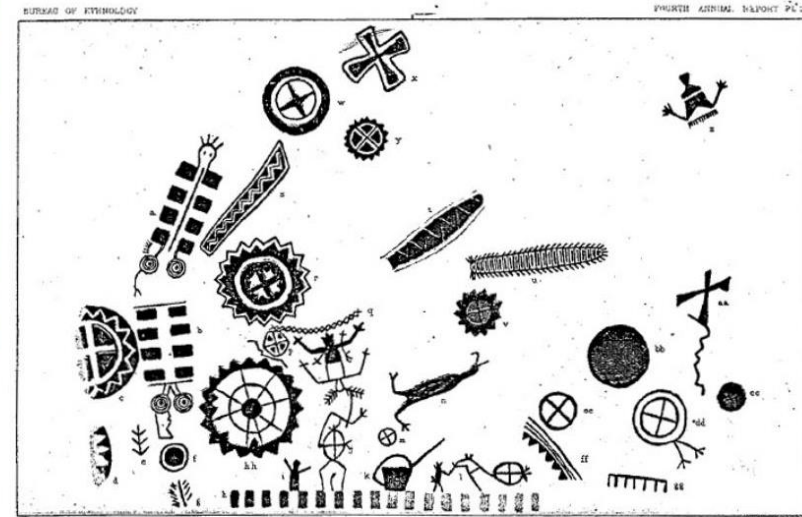
LAMIACEAE

AGAVACEAE





Chumash Painted Caves in Santa Barbara

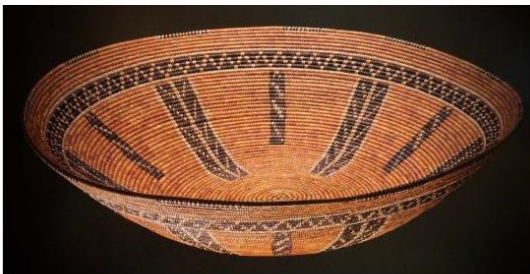


PICTOGRAMS IN SANTA BARBARA COUNTY, CALIFORNIA.

Drawing from 1800s, preserved by CyArk. According to the website, the centipede symbolizes the cause of death



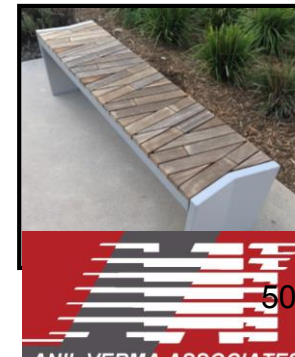
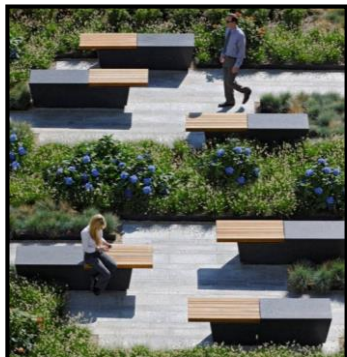
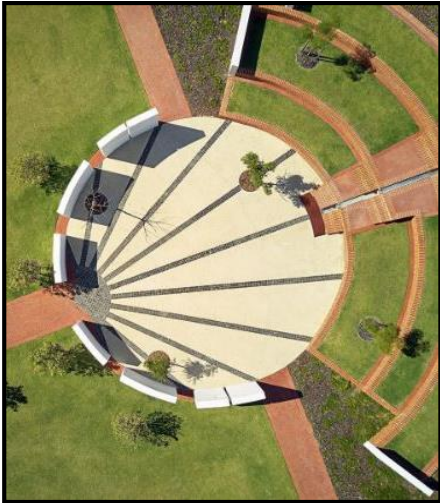
Chumash Sun Circle



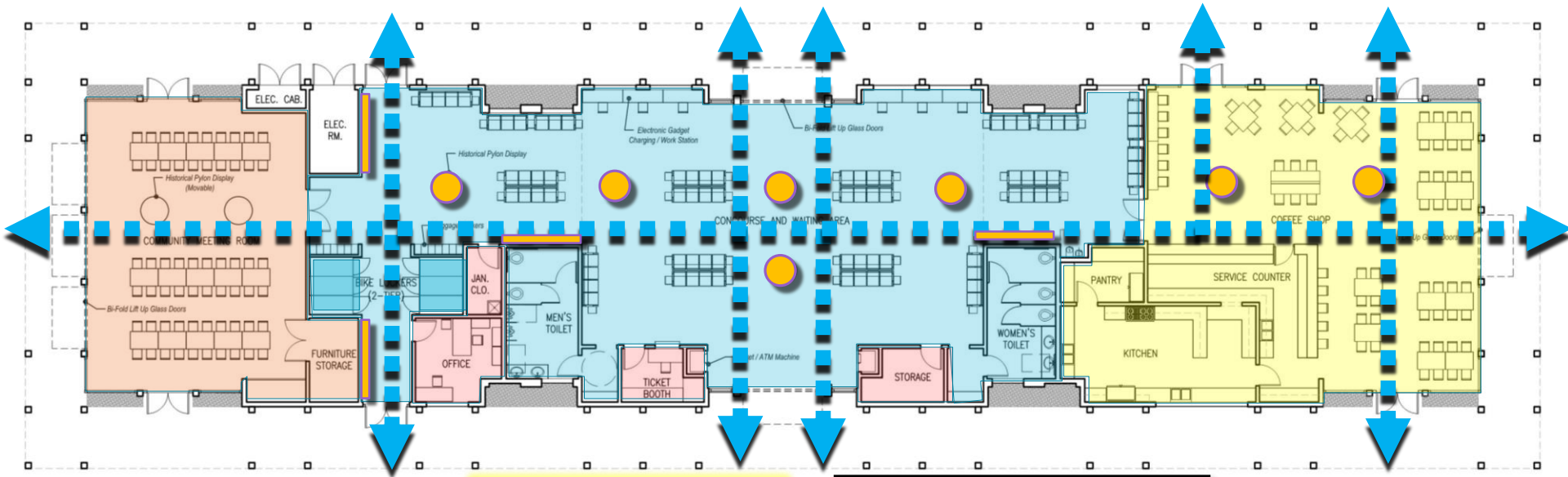
Coiled Bowls



Hardscape Patterns and Amenities



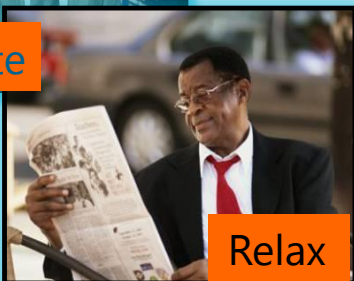
Traditional Theme with Modern Elements - Updated Site Plan



Commute



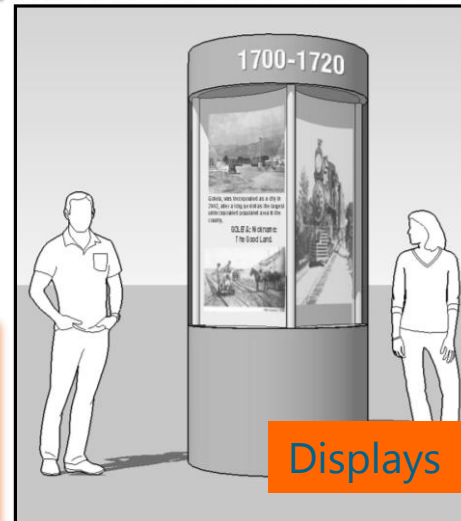
Eat



Relax



Share



Displays



Operate

‘Traditional’ Depot with Modern Elements (Color Scheme 1)

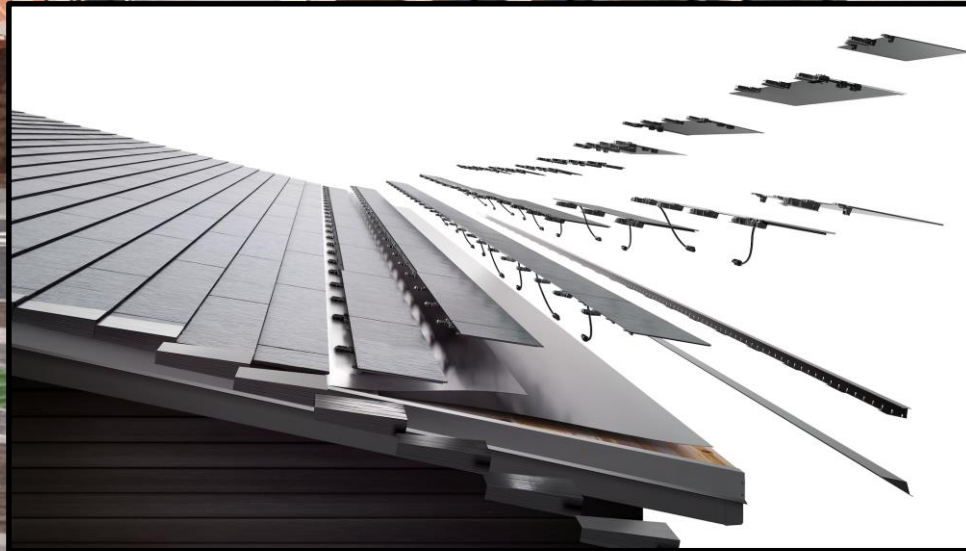


‘Traditional’ Depot with Modern Elements (Color Scheme 2)





'Traditional' Depot with Modern Elements (Skylights and Solar Roofing)





‘Traditional’ Depot with Modern Elements



'Traditional' Depot with Modern Elements (Community Room)



Thank you!

