

**Successor Agency to the Redevelopment Agency of the City of Santa Barbara  
Railroad Depot Regional Transportation Center  
Long-Range Property Management Plan**

Pursuant to State of California Health and Safety Code section 34191.5 (c), below details the Long-Range Property Management Plan (LRPMP) of the Successor Agency to the Redevelopment Agency of the City of Santa Barbara (“SA”) for the Railroad Depot Properties and is inclusive of all of the elements required in a LRPMP as well as supporting documentation. The elements of the Property Management Plan are listed below in italics and addressed in the order that they appear in the statute.

**Property Inventory** (Health and Safety Code § 34191.5(c)(1)):

The Railroad Depot Regional Transportation Center is comprised of nineteen (19) parcels which were owned by the former Redevelopment Agency of the City of Santa Barbara and are currently in the Community Redevelopment Trust Fund established to serve as the repository of the former Redevelopment Agency’s real properties. The properties comprising the entire Center include the following Assessor Parcel Numbers: 033-010-011, 033-010-012, 033-010-013, 033-010-014, 033-010-015, 033-041-012, 033-041-013, 033-042-001, 033-042-002, 033-042-003, 033-042-004, 033-042-012, 033-042-014, 033-042-015, 033-042-016, 033-042-017, 033-042-019, 033-075-012, and 033-075-014.

Assessor Parcel Numbers 033-010-012, 033-042-016, 033-075-012 and 033-075-014, identified with an asterisk (\*) below, make up the property which will ultimately be occupied by the Children’s Museum of Santa Barbara and are extracted from the SA’s property inventory (*in subsections (B) & (C)*) and detailed in a separate Long-Range Property Management Plan.

Of the remaining fifteen (15) parcels, four parcels (APNs 033-010-011, 013, 014 & 015) are encumbered with exclusive easements held by Southern Pacific Transportation Company (SPTC) for railroad track purposes.

*(A) The date of the acquisition of the property and the value of the property at the time, and estimate of the current value of the property.*

The properties are listed by the date of acquisition by the Redevelopment Agency of the City of Santa Barbara.

APN	Acquisition Date	Official Document	Acquisition Value	Current Value Estimate
033-042-001	May 9, 1994	Grant Deed No 94-038853	\$330,750 <sup>00</sup>	See Section (D)
033-042-002				
033-042-003	May 9, 1994	Grant Deed No. 94-038852	\$210,000 <sup>00</sup>	
033-042-004				
033-010-011	June 21, 1995	Grant Deed No. 95-033463	The Redevelopment Agency of the City of Santa Barbara purchased seven (7) parcels from a private party on June 21, 1995 for \$3,600,000 <sup>00</sup>	
033-010-012*				
033-010-013				
033-042-012				
033-042-016*				
033-042-017				
033-075-012*	December 4, 1996	Grant Deed No. 96-072319	\$0.00 ~ Exclusive Track Easements reserved by SPTC in vacated portions of City Streets <i>(Chapala Street &amp; Yanonali Street)</i>	
033-010-014				
033-010-015	January 17, 1997	Grant Deed 97-002986	\$0.00	
033-041-012				
033-041-013				
033-042-014				
033-042-015				
033-075-014*	January 29, 2001	2001-0006319	Approximately \$678,000 <sup>00</sup>	
033-042-019				

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(B) *The purpose for which the property was acquired*

The fifteen (15) parcels comprising the Railroad Depot Regional Transportation Center were acquired to restore the historic Southern Pacific Railroad Depot originally constructed by Southern Pacific Railroad in 1905 and to create and establish a regional, multi-modal public transportation center in the City of Santa Barbara for residents and visitors alike (Exhibit A – Map of Properties).

Restoration of the Railroad Depot Regional Transportation Center was a joint effort undertaken by the Redevelopment Agency of the City of Santa Barbara and the California Department of Transportation, which was initiated in 1993 and completed in 1999. The project included restoration of the historic railroad depot; (perhaps a different word choice since included is used in this same sentence) including interior and exterior changes to meet ADA requirements, raising the passenger loading platforms, enlarging and reconfiguring public parking lots, restoring the historic Signalman's Building (located on parcels designated for use by the Children's Museum of Santa Barbara), landscaping, renovation of baggage and ticketing areas, improving functionality of depot building and providing bicycle parking.

Total project costs expended for the restoration were \$8,837,991. Of this amount, the State of California through the Department of Transportation, provided \$5,462,505 or 62% of the funding and the Redevelopment Agency provided \$3,375,486 or 38% of the funding. The State funds were provided from Proposition 108 funds - the Passenger Rail and Clean Air Bond Act of 1990 and Proposition 116 funds - the Clean Air and Transportation Improvement Bond Act of 1990 which authorized the sale of general obligation rail bonds for rail transit purposes and approved by the voters "*to provide funds for acquisition of rights of way, capital expenditures, and acquisition of rolling stock for intercity rail, commuter rail, and urban rail transit for capital improvements which directly support rail transportation, including exclusive busways which are converted within 10 years after completion of construction into rail lines, grade separates to enhance rail passenger service, and multimodal terminals*" and "*to provide funds principally for passenger and commuter rail systems...*" respectively.

Approval of the funding by the California Transportation Commission contained the express condition that if the Redevelopment Agency, or successor public entity, should fail or cease to utilize the Project property for the intended public passenger rail purposes or sell or transfer title to the Project, the State is then entitled to a "then present value refund, or credit, at State's option, equivalent to the proportionate funding participation by the State towards the Project" (Exhibit B).

With the rehabilitation of the historic buildings and surrounding property, the depot building was entered into the National Register of Historic Places on August 2, 2006. Identified as the Southern Pacific Train Depot, and referenced as National Register Information System Item No. 06000658 (Exhibit C), this building obtained its National Register status for its architectural significance while citing the property's historic and current transportation uses. The property has been historically used and recognized as a major transportation-hub – a freight and passenger enterprise - from 1905 to the present.

As a multi-modal public transportation center, the Railroad Depot Regional Transportation Center offers train service by Amtrak, bus service by Greyhound, and, additional public parking for Santa Barbara residents and visitors. John C. Moore, Rail and Transportation Associate, California Department of Transportation, acknowledged on January 10, 2008 that the Depot Station is "an excellent Amtrak railroad passenger station and transportation center in the City of Santa Barbara, which provides important transportation service to the people of California" (Exhibit D).

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(C) *Parcel data, including address, lot size and current zoning in the former agency redevelopment plan or specific, community, or general plan*

The parcels below are clustered by the Assessors' Parcel Map Book & Page

APN	Address	Lot Size <i>Approximate</i>	Zoning	General Plan Designation
033-041-012	No Site Address	0.17 acres	HRC-2/SD-3 <i>Hotel &amp; Related Commerce/ Coastal Overlay</i>	Ocean Related Commercial/ Medium High Residential (15-27 du/ac)
033-041-013	90 West Yanonali Street	0.21 acres		
033-042-001	29 West Montecito Street	0.19 acres		
033-042-002	29 West Montecito Street 33 West Montecito Street	0.10 acres		
033-042-003	25 West Montecito Street	0.13 acres		
033-042-004	23 West Montecito Street 25 West Montecito Street	0.13 acres		
033-042-012	209 State Street 224 Chapala Street	2.12 acres		
033-042-014	No Site Address	0.34 acres		
033-042-015	No Site Address	0.11 acres		
033-042-017	209 State Street 229 Chapala Street	1.01 acres	C-2/SD-3 <i>Commercial/ Coastal Overlay</i>	Parks/Open Space
033-042-019	235 State Street	0.43 acres	HRC-2/SD-3 <i>Hotel &amp; Related Commerce/ Coastal Overlay</i>	Ocean Related Commercial/ Medium High Residential (15-27 du/ac)
<b>The parcels below are exclusive easements reserved for railroad track purposes by SPTC</b>				
033-010-011	No Site Address	0.46 acres	HRC-2/SD-3 <i>Hotel &amp; Related Commerce/ Coastal Overlay</i>	Ocean Related Commercial/ Medium High Residential (15-27 du/ac)
033-010-013	199 West Montecito Street 200 West Montecito Street	1.16 acres		
033-010-014	No Site Address	0.11 acres		
033-010-015	No Site Address	0.19 acres		

(D) *An estimate of the current value of the parcel including, if available, any appraisal information*

Current market value estimates for each parcel comprising the Railroad Depot Regional Transportation Center are unknown. No appraisal information is readily available. Given the Center's regional, multi-modal use consisting of a railway station, a bus station, and a public parking lot, as well as having a general plan designated one, 1-acre parks/open space parcel, it would be difficult to place a market value on such a facility that offers a wide-range of varied transportation and public uses.

(E) *An estimate of any lease, rental, or any other revenues generated by the property, and description of the contractual requirements for the disposition of those funds*

Income is generated at the Railroad Depot Regional Transportation Center by parking fees collected from the 160 space public parking lot, Lot 13, as well as two leases. By way of the attached Occupancy Survey charts (Exhibit E), Lot 13 averages approximately 35% occupancy on a regular basis with demands surging on weekends (*to approximately 65% capacity*) and holidays (*approximately 75% to 100% capacity*). Both aforementioned Leases encompass portions of the property identified as Assessor's Parcel Number 033-042-012. The former Redevelopment Agency entered into these two leases with the National Railroad Passenger

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Corporation (*identified below as the Amtrak Lease*) and Greyhound Lines, Inc (*identified below as the Greyhound Lease*). The specific details of each lease are provided below including lease terms and rental rates. The total combined annual lease revenue received is \$48,001.

In addition to the aforementioned rents received from Amtrak and Greyhound, as well as revenues generated by parking fees from the public parking lot located on Assessor's Parcel Number 033-042-012, the Railroad Depot Regional Transportation Center also acquires income by way of Parking Business Improvement Area Funds (*PBLA Funds*). The total parking revenue generated in Fiscal Year 2012 was \$86,502 and the total PBLA Funds collected were \$15,000. The total annual operating expenses<sup>1</sup> incurred for the parking lot were \$151,684 in Fiscal Year 2012. The annual operating deficit from the parking lot's operation was \$50,182 in Fiscal Year 2012.

Total net annual income and operating expenses for the Railroad Depot Regional Transportation Center resulted in a deficit of \$2,181 in Fiscal Year 2012. Additional expenses unaccounted for, such as replacement of the revenue control equipment, pavement striping and/or pavement maintenance, tree trimming, or regular property & building maintenance repairs and capital improvement costs which include but are not limited to roof repair and/or replacement, HVAC system maintenance, repair and/or replacement, any major costs associated with the facility's plumbing and exterior building repairs and painting, result in projected expenses that require the need to establish a capital replacement fund that far exceeds revenue generated from the Railroad Depot Regional Transportation Center. Further, the aforementioned regular operating expenses do not take into consideration the \$500,000 dollar seismic improvements required for the Railway Express Building, located on APN 033-042-012, thus creating an additional annual structural deficit of \$31,345.

**Amtrak Lease Details**

The Amtrak Lease commenced on April 21, 1998, by and between the Redevelopment Agency of the City of Santa Barbara and the National Railroad Passenger Corporation for a staffed passenger train station, for an initial term of ten (10) years, terminating on April 21, 2008 (Exhibit F). The rent rate of this Lease was set at \$1.00 per year. No renewal terms or amendment provisions were identified in the original Lease to allow for extension beyond the original 10-year term. On March 24, 2008, both parties agreed to a month-to-month holdover status while a new lease agreement could be negotiated (Exhibit G). A new Lease has since been negotiated and both parties are awaiting execution pending conveyance of the property to the City. A copy of this draft Lease is attached as Exhibit H. The parties expect the rental rate to remain nominal with Amtrak agreeing to assume more of the daily maintenance responsibilities in the future.

**Greyhound Lease Details**

The Greyhound Lease commenced on November 17, 2011, by and between the Redevelopment Agency of the City of Santa Barbara and Greyhound Lines, Inc. for a staffed passenger bus station, for an initial term of ten (10) years, terminating on November 16, 2021, with two (2) five-year options available. The rental rate of the Lease is \$4,000 per month with a 5-year rent adjustment of 12% of the monthly (Exhibit I).

(F) *The history of environmental contamination, including designation as a brownfield site, any related environmental studies, and history of any remediation efforts.*

On behalf of the Redevelopment Agency, Fugro West, Inc. (Fugro) conducted a soil and ground water quality assessment on February 14, 1994, detailing the extent of known and potential onsite soil and ground water contamination at APN 033-042-012, the Railroad Depot site (Exhibit J). An official report was prepared and

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<sup>1</sup> Regular operating expenses include, but are not limited to hourly salaries, water, electricity, landscaping, trash collection and property repairs (e.g. lighting, kiosk repairs, signage, vandalism and sidewalk repairs). These expenses do not include supervision, administration or overhead costs.

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submitted to the Agency in March of 1994. In summary, the report noted potential sources of subsurface contamination on the property due to underground storage tank (UST) sites in three (3) locations of the Railroad Depot Regional Transportation Center properties including: (i) APN 033-042-019 (225 State Street); (ii) in the vicinity of APNs 033-042-001, 002 & 003, at the former site of a Shell Oil Company Service Station, located at the corner of Montecito Street and Chapala Street; and (iii) APN 033-042-012 used for gasoline storage east of the Depot building and north of the train tracks.

The nature and extent of the subsurface contamination on APN 033-042-019 included diesel fuel and gasoline-related soil contamination extending southward into the Depot site at a depth of up to 12-feet. Further studies also revealed fuel related ground water contamination in this location. Records maintained at the County of Santa Barbara Environmental Health Services (EHS) Site Mitigation Unit (SMU)/Leaking Underground Fuel Tank (LUFT) Program also revealed previous occupancy of a dry cleaning facility at 225 State Street. None of the chlorinated solvents associated with the former dry cleaning plant were detected at concentrations at or above laboratory reporting limits or California Department of Health Services maximum contaminant levels for drinking water.

At the location of the former Shell Oil Company Service station - *at the corner of Montecito Street and Chapala Street* - a potential for subsurface contamination still exists on these properties despite the site being granted closure by the County Environmental Health Services Department in January 1993.

The underground storage tank at the Depot property was removed, and 200 cubic feet of contaminated soil was excavated and removed from the site in October of 1988. However, Fugro's study notes that not all of the soil was removed and contamination is believed to still exist east of the former excavation site at depths of up to 12-feet. In January of 1997, the County of Santa Barbara Protection Services Division Hazardous Materials Unit provided a letter confirming completion of site investigation and remedial action for a 7,500 gallon underground storage tank at 209 State Street (APN 033-042-012), the main Railroad Depot Regional Transportation Center parcel. In its letter, the County confirmed removal of the tank and satisfactory remediation of 150 cubic yards of soil. The case was closed on January 21, 1997.

In 1998, five (5) groundwater monitoring wells were also removed from the Railroad Depot Regional Transportation Center property by TRAK Environmental Group (Exhibits K & L) at a cost of approximately \$5,800. The wells were unearthed, inspected and the areas "backfilled by the trimmie-placement method using cement-bentonite grout to near surface grade. The upper one-foot of the borehole was then backfilled with native soil to match the existing surface."

*(G) A description of the property's potential for transit oriented development and the advancement of the planning objectives of the successor agency.*

The Railroad Depot Regional Transportation Center property's potential for transit oriented development is achieved by way of the existing on-site transit services – *a train station, a bus station and two public parking lots*. The parking lots, owned by the Successor Agency to the former Redevelopment Agency of the City of Santa Barbara provide required parking for both Amtrak and Greyhound users, as well as general public parking in the lower State Street and Waterfront areas. The Railroad Depot Regional Transportation Center is surrounded by a mix of relatively high-density residential development as well as commercial properties and is therefore able to maximize user access to public transportation services and encourage multi-modal transit ridership.

*(H) A brief history of previous development proposals and activity, including the rental or lease of property.*

The Santa Barbara Railroad Depot was built in 1905 and was declared a City of Santa Barbara Landmark in 1980. The Santa Barbara Railroad Depot property was owned and operated by Southern Pacific Transportation Company until 1993, when Martin V. Smith and Associates acquired the property. In 1995,

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Smith conveyed the Santa Barbara Railroad Depot properties to the Redevelopment Agency. The renovation of the Railroad Depot in conjunction with the California Department of Transportation is discussed in Section B.

Previous development proposals include a multi-modal Transportation Center Plan, conceptualized in 1976, by the City of Santa Barbara for the station and for the properties east of State Street opposite the station site and a proposal to build a “Railroad Plaza” by a private developer in 1985, which consisted of a large mixed-use development surrounding the Railroad Station. The City’s Transportation Center Plan “arose out of the need to build a new Amtrak station in conjunction with the proposed relocation of the Southern Pacific mainline railroad tracks into the Cross-Town Freeway alignment and in order to assist Greyhound Bus Lines to find a new Santa Barbara Terminal site.”<sup>2</sup> “Railroad Plaza” included a 125-room high-end hotel, a coffee shop, a 200-seat restaurant, +/-18,000 square feet of retail space, +/-3,500 square feet of commercial development, +/-3,500 square feet of office space, a +/-5,700 square foot youth hostel and a parking garage. The application for this project was originally approved by the City however, time lapsed and a request for an extension was subsequently denied by the City.

Another building on the property, commonly known as the “Railway Express Building” (REA) encompasses 2,900 square feet and in 1978 was determined to be eligible for the National Register of Historic Places as a contributing building to the Depot Station’s significance as a major freight and passenger enterprise. This building was originally designed for and used as the Wells Fargo Express Company until 1973, moving mail and freight between communities. After 1973, the building was abandoned by Southern Pacific Railroad. A retail bicycle shop occupied the building for a few years and in 2011 Greyhound Bus Station leased one half of the building from the Redevelopment Agency. Greyhound opted not to lease the entire building because of requirement for seismic upgrade contained in the California Building Code. The other half of this building is vacant and used for construction storage and staging. Although eligible for a National Register status, this building was never formally listed because the owner at the time, the Southern Pacific Transportation Company, opposed the listing.

**Use and Disposition of all Properties in the Redevelopment Property Trust Fund**

(Health and Safety Code § 34191.5(c)(2)):

*Address the use or disposition of all the properties in the Community Redevelopment Property Trust Fund. Permissible uses include 1) the retention of the property for governmental use pursuant to subdivision (a) of Section 34181, 2) the retention of the property for future development, 3) the sale of the property, or 4) the use of the property to fulfill an enforceable obligation. The plan shall separately identify and list properties in the trust dedicated to governmental use purposes and properties retained for purposes of fulfilling an enforceable obligation. With respect to the use or disposition of all other properties, all of the following shall apply:*

- (a) If the plan directs the use or liquidation of the property for a project identified in an approved redevelopment plan, the property shall transfer to the city, county or city and county.*
- (b) If the plan directs the liquidation of the property or the use of revenues generated from the property, such as lease or parking revenues, for any purposes other than to fulfill an enforceable obligation or other than that specified in the bullet directly above, the proceeds from the sale shall be distributed as property tax to the taxing entities.*
- (c) Property shall not be transferred to a successor agency, city, county, or city and county, unless the long-range property management plan has been approved by the oversight board and the Department of Finance.*

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<sup>2</sup> Santa Barbara Amtrak Rail Station Study Final Report , May 8, 1992 (Appendix 2)

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Pursuant to Health and Safety Code Section 34181.2, the Successor Agency to the Redevelopment Agency of the City of Santa Barbara is proposing that the Railroad Depot Regional Transportation Center be retained for governmental purposes and transferred to the City of Santa Barbara.

Due to use of the Railroad Depot Regional Transportation Center for a variety of transportation operations, and the restrictions on the use of the Proposition 108, *the Passenger Rail and Clear Air Bond Act of 1999*, and Proposition 116, *the Bonds for Passenger and Commuter Rail (1990)* funds, the properties that comprise the Railroad Depot Regional Transportation Center should be retained for governmental use pursuant to Health and Safety Code section 34181.2 and transferred to the City of Santa Barbara. Revenues generated from the property – *such as lease or parking revenues* – must be preserved for maintenance and operation of the Railroad Depot as a local and regional transportation center that serves the needs of Santa Barbara residents and visitors by providing multi-modal means of transportation such as trains, buses and waterfront parking.

The Railroad Depot Regional Transportation Center contains several parcels, each host to different components which allow the property to serve as a cohesive governmental use. The properties were acquired and rehabilitated to allow for the continued support and facilitation of the property's public transportation operation. Therefore, the SA to the Redevelopment Agency of the City of Santa Barbara respectfully requests approval by the Oversight Board and the Department of Finance to transfer the Railroad Depot Regional Transportation Center to the City of Santa Barbara for its continued governmental use as a regional multi-modal transportation center.

**Exhibits**

Exhibit A – Map of Properties

Exhibit B – California Transportation Commission Resolution No. MFP-97-16

Exhibit C – National Register Information System Item No. 06000658

Exhibit D – E-mail correspondence from DOT to City RDA dated January 10, 2008

Exhibit E – Occupancy Survey Charts

Exhibit F – Amtrak Lease Agreement (Original)

Exhibit G – Amtrak Lease Agreement Extension Letter dated March 24, 2008

Exhibit H – Amtrak Lease Agreement (New) – Draft pending execution post disposition determination

Exhibit I – Greyhound Lease Agreement

Exhibit J – Fugro West, Inc. Site Assessment

Exhibit K – TRAK Environmental Report dated November 5, 1998

Exhibit L – TRAK Environmental Report dated November 24, 1998

**Appendix**

Appendix 1 - Santa Barbara Amtrak Rail Station Study Final Report dated May 8, 1992

Appendix 2 - Historic Property Clearance Report by Preservation Planning Associates dated April 1994