Sandpiper Golf Course Renovation and New Clubhouse Project

Project Description

prepared by

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1 Project Description

This section describes the Sandpiper Golf Course Renovation and New Clubhouse Project (proposed project), including the project applicant, lead agency, the project site and surrounding land uses, primary project characteristics, project objectives, and discretionary actions needed for approval.

1.1 Project Applicant

Sandpiper Golf Trust, LLC
280 Chestnut Avenue
Westmont, Illinois 60559

1.2 Lead Agency Contact Person

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City of Goleta
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1.3 Project Location

The approximately 193-acre project site is located at 7925 Hollister Avenue (Assessor's Parcel Number 079-210-059) in Goleta, California. The project site is currently developed with the Sandpiper Golf Club, maintenance yard, and the vacant historic Barnsdall Rio Grande Gas Station. Site access is provided from Hollister Avenue, west of the Hollister Avenue/Cathedral Oaks Road intersection. Figure 1-1 shows the project site in a regional context.

Figure 1-2 shows the project site boundary.

The project site is located adjacent to the Pacific Ocean and within the Coastal Zone. Portions of the project site are designated as Environmentally Sensitive Habitat Area (ESHA) in the City of Goleta's General Plan/Coastal Land Use Plan Conservation Element. ESHA designations on the project site include Open Water (the golf course pond), Riparian/Marsh/Vernal Pool (along Devereux Creek [in the eastern portion of the project site] and Bell Canyon Creek [in the western portion of the project site]), Sage Scrub/Dune/Bluff Scrub (along the southern bluffs), and Monarch Butterfly and/or Raptor Roosting Habitat (along the eastern project site boundary and in Bell Creek Canyon in the west).

Figure 1-1 Regional Location

Basemap provided by Esri and its licensors © 2022.

Project Location

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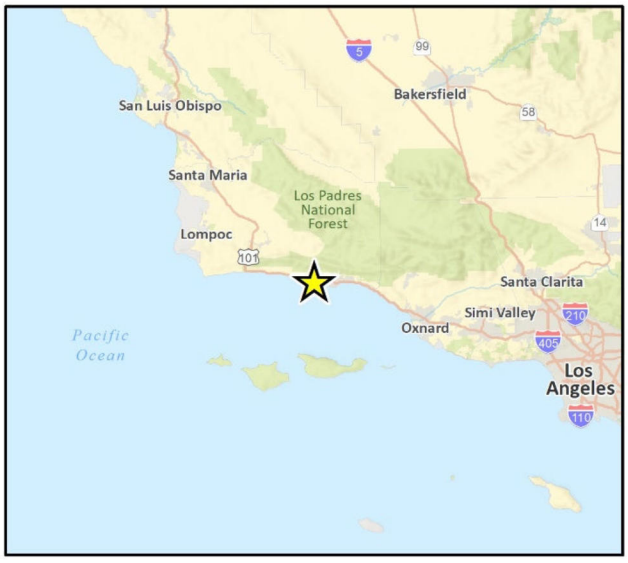


Figure 1-2 Project Site Location

The project site is not located within a Safety Zone for the Santa Barbara Airport (Santa Barbara County Association of Governments 2023). The majority of the project site, including all developed areas, is located within Federal Emergency Management Agency (FEMA) Zone X, defined as an area of minimal flood hazard. The project site contains Zone AE flood zones and regulatory floodways along Bell Canyon and Devereaux Creek. Zone AE is defined as a flood hazard area with a one percent annual chance of flooding. A regulatory floodway is defined as a channel of a river or other watercourse that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Development within floodways is regulated to ensure that there are no increases in upstream flood elevations. The coastline along the southern project site boundary is designated as Zone VE, defined as a coastal area with a one percent or greater chance of flooding and an additional hazard associated with storm waves (Stantec 2023).

1.4 Surrounding Land Uses

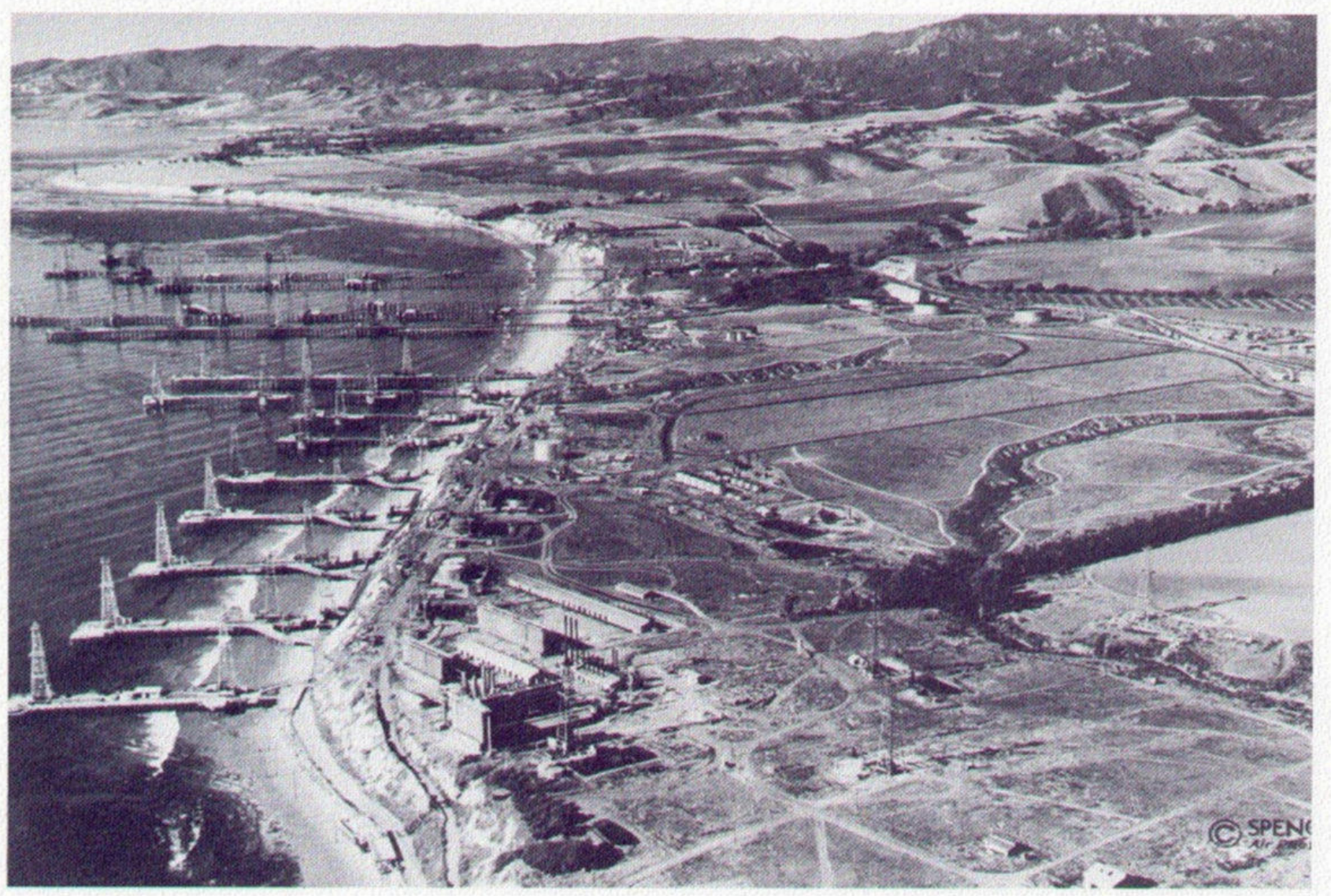
The project site is surrounded by the Pacific Ocean to the south; the former Ellwood Onshore Oil processing facility (Venoco facility), hotel uses, and Haskell's Beach to the west; Hollister Avenue, United States Highway 101 (U.S. 101), Fire Station Number 10 (approved but not constructed), and residential uses to the north; and residential uses and Ellwood Mesa Open Space and Sperling Preserve to the east.

1.5 Historic and Current Land Use and Zoning

The project site was previously occupied by the former Ellwood Oil Field, which ceased operation in the 1960s after over 30 years of operations (Figure 1-3). While much of the previous oil infrastructure has been removed, some legacy components remain on the project site. There are thirteen abandoned oil wells on the project site, all of which are shown to be near the southern portion of the project site, with the exception of one well near the eastern boundary. In 2018, following Venoco Inc.'s declaration of bankruptcy, the California State Lands Commission took over maintenance of onshore oil operations and infrastructure at the Ellwood Oil Field. In 2023, the California State Lands Commission removed the last two oil production shore zone piers associated with the on-site facility, concluding the plugging, removal, and abandonment of the oil field and related infrastructure near or on the project site (California State Lands Commission 2023, Campbell Geo, Inc. 2023).

The Sandpiper Golf Club, which now occupies part of the former oil field, was developed in 1972 prior to the enactment of the California Coastal Act (1976). The golf course's initial construction was approved by the County of Santa Barbara with building and grading permits. The project site was incorporated as part of the City of Goleta in 2002, which brought the project site under the jurisdiction of City regulations and planning. Some aspects of the Sandpiper Golf Club are considered legal non-conforming, as they were approved and operated under the previous County's approval; consequently, while the existing developments do not conform to current City codes, they are allowed to continue operating because they were legally established under the regulations in place at the time of their approval. However, the project applicant is required to obtain several necessary permits to ensure compliance with current environmental and land use regulations. These include a Conditional Use Permit (CUP), Development Plan/Coastal Development Permit (DP/CDP) in concept, CEQA compliance, and approval from the California Coastal Commission (CCC).

Figure 1-3 Historical Conditions of the Project Site



Most of the project site is currently used for recreational purposes, and is developed with the Sandpiper Golf Club, which includes a golf course, clubhouse, parking lot with 124 spaces for golfers and employees, comfort station,[1] and maintenance yard (consisting of buildings, trailers, sheds, and a fuel station). The existing golf course, clubhouse, parking lot, and comfort station were built in 1971 and have not been upgraded since the original opening date. The existing clubhouse contains a golf cart storage facility, kitchen, café, pro-shop and retail area, restrooms, and various storage areas. The parking lot is located to the north of the clubhouse and is accessed by a driveway that connects to Hollister Avenue. A secondary access road provides access from Hollister Avenue to the maintenance yard. The Barnsdall Rio Grande Gas Station, located along Hollister Avenue in the northeastern portion of the project site, was originally constructed in 1929 and has been vacant since the 1960s. The gas station was designated as a historic landmark by the County of Santa Barbara in 1990 and is currently listed within the Goleta Historic Resources Inventory. The western portion of the project site is undeveloped, consisting of a vegetated open space area with Bell Canyon Creek, which flows south into the Pacific Ocean. Surface waters that occur on the project site include Bell Canyon, Devereaux Creek, and a man-made pond within the golf course.

The project site is designated as Open Space/Active Recreation in the Goleta General Plan/Coastal Land Use Plan (City of Goleta 2023). Allowed uses within this land use designation include active and passive recreation, open space, golf courses (including customary ancillary uses and structures) with the approval of a CUP, and nature preserves.

The project site is zoned as Open Space/Active Recreation (City of Goleta 2024). This zoning designation is intended for public parks or active recreational activities and facilities and is implemented through the Open Space/Active Recreation land use designation in the Goleta General Plan/Coastal Land Use Plan. Allowed uses within this zoning designation include recreational facilities with the approval of a CUP and passive open space.

1.6 Project Characteristics

The proposed project involves the demolition of the existing clubhouse; construction of a new, two-story clubhouse with basement; provision of additional parking spaces; modifications to and routing enhancements of the existing 18-hole golf course; landscaping and irrigation improvements; replacement of existing maintenance facilities; replacement of an existing comfort station; construction of the Rio Grande Coffee Shop adjacent to the historic Barnsdall Rio Grande Gas Station; adaptive reuse and restoration of the historic Barnsdall Rio Grande Gas Station to provide seating and bicycle amenities for the Rio Grande Coffee Shop; annexation into the Sphere of Influence area for the Goleta West Sanitary District (GWSD); right-of-way (ROW) vacation from the City; dedication of five acres of Bell Canyon to the City for public trail and beach access; and improvements along Hollister Avenue, including revised entry points, a new public trail, undergrounding of electrical and utility lines, bus station relocation, and curb and sidewalk improvements. The following subsections provide further information for each project component. Further details of the proposed improvements are detailed in the following subsections.

[1] A comfort station is a place on a golf course that offers food, beverages, and restrooms to golfers, often as a break during their round.

Table 1-1 provides an overview of project characteristics. Figure 1-4 provides an overview of the location of project improvements. Figure 1-5, Figure 1-6, Figure 1-7, and Figure 1-8 show the existing and proposed profiles of the proposed clubhouse, comfort station, maintenance facility, and Rio Grande Coffee Shop, respectively. Project plans are included in Appendix A.

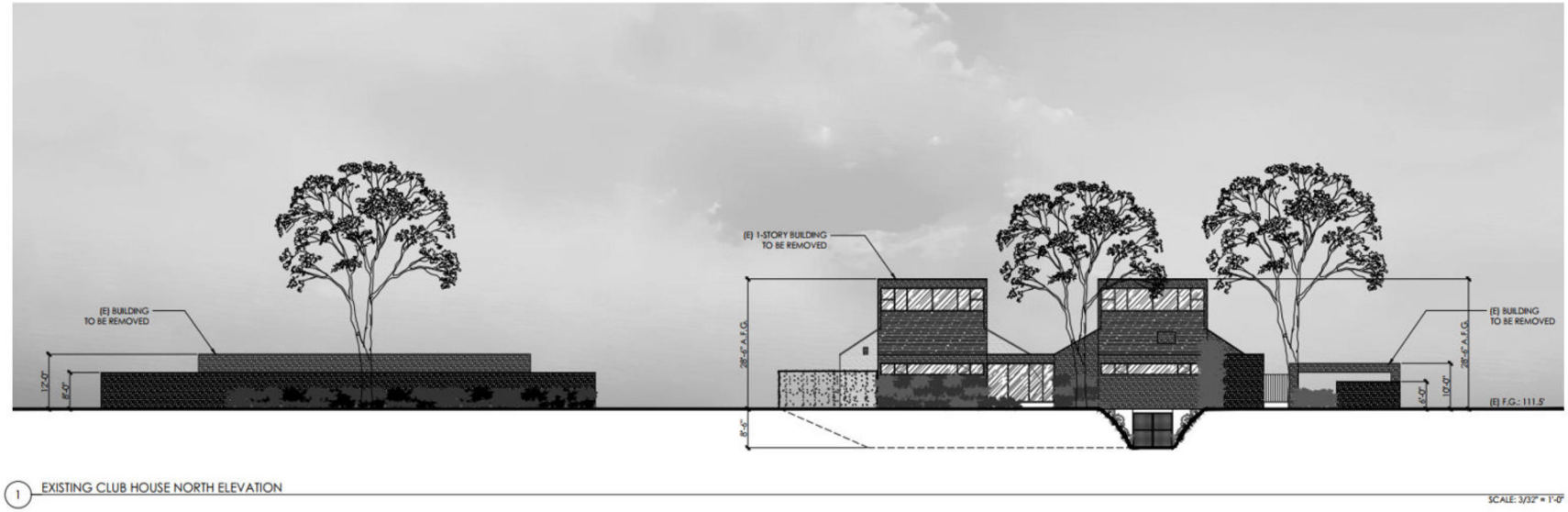
Table 1-1 Project Characteristics

Characteristic	Existing	Change	Total Proposed
Total Lot Coverage[1]	14,222 sf	+19,030 sf	**33,260 sf**
Floor Area	16,969 sf	+29,059 sf	**46,028 sf**
Total Parking Spaces	139 spaces	+26 spaces	**165 spaces**
Accessible Parking Spaces	0 spaces	+8 spaces	**8 spaces**
Electric Vehicle Parking Spaces	0 spaces	+18 spaces	**18 spaces**

[1] Includes accessory structures, such as the trellis.

Figure 1-4 Project Overview Map

Figure 1-5 Clubhouse, Existing and Proposed Profile



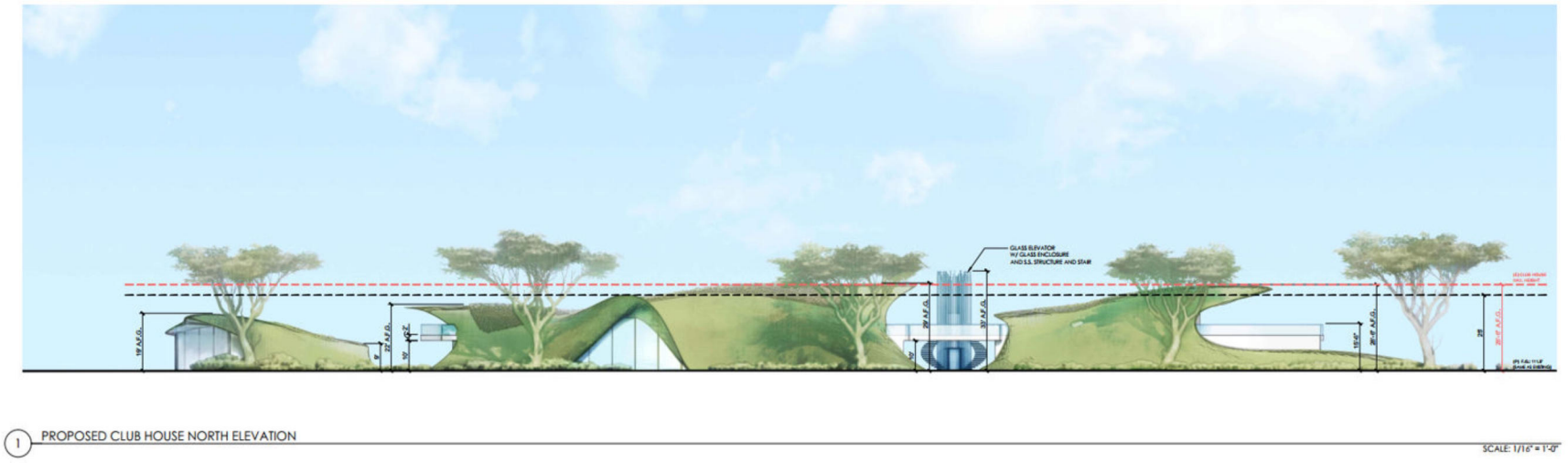
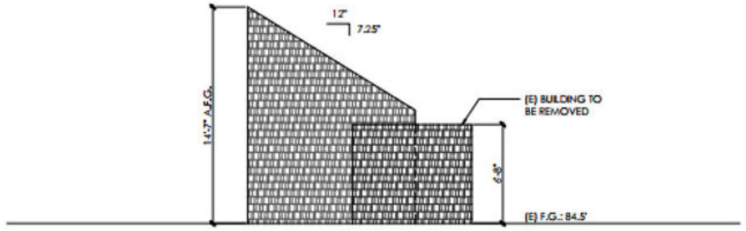
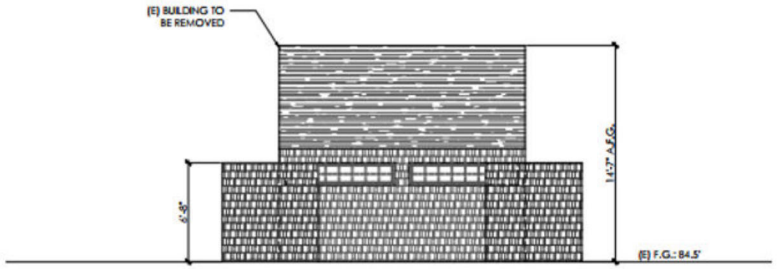


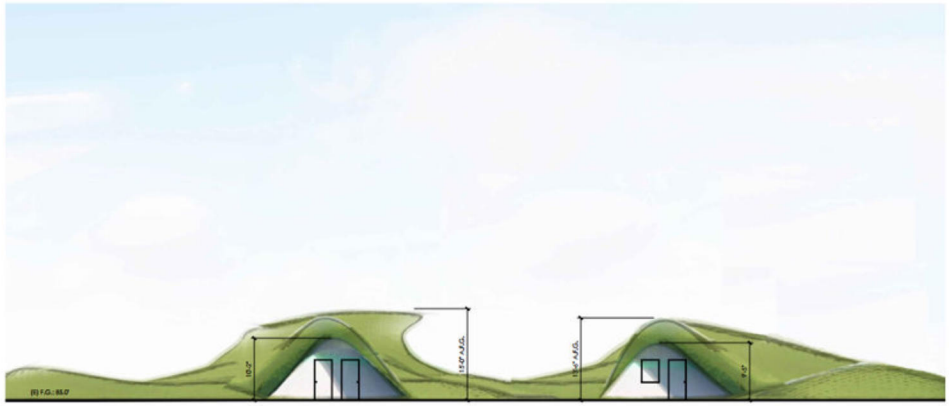
Figure 1-6 Comfort Station, Existing and Proposed Profile





4 EXISTING COMFORT STATION WEST ELEVATION
SCALE: 3/16" = 1'-0"

3 EXISTING COMFORT STATION SOUTH ELEVATION
SCALE: 3/16" = 1'-0"



4 PROPOSED COMFORT STATION WEST ELEVATION
SCALE: 1/8" = 1'-0"

3 PROPOSED COMFORT STATION SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

Figure 1-7 Maintenance Facility, Existing and Proposed Profile

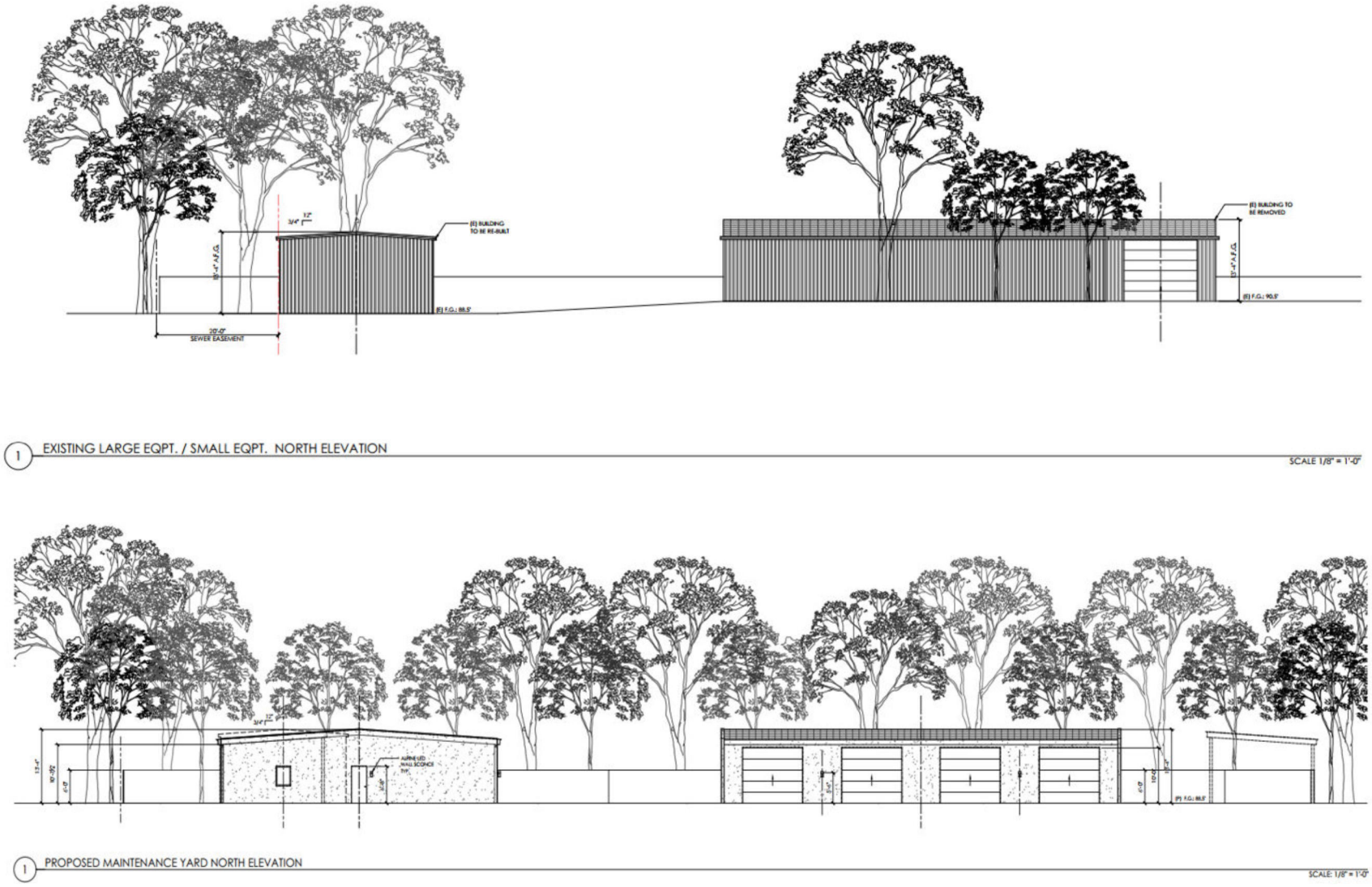
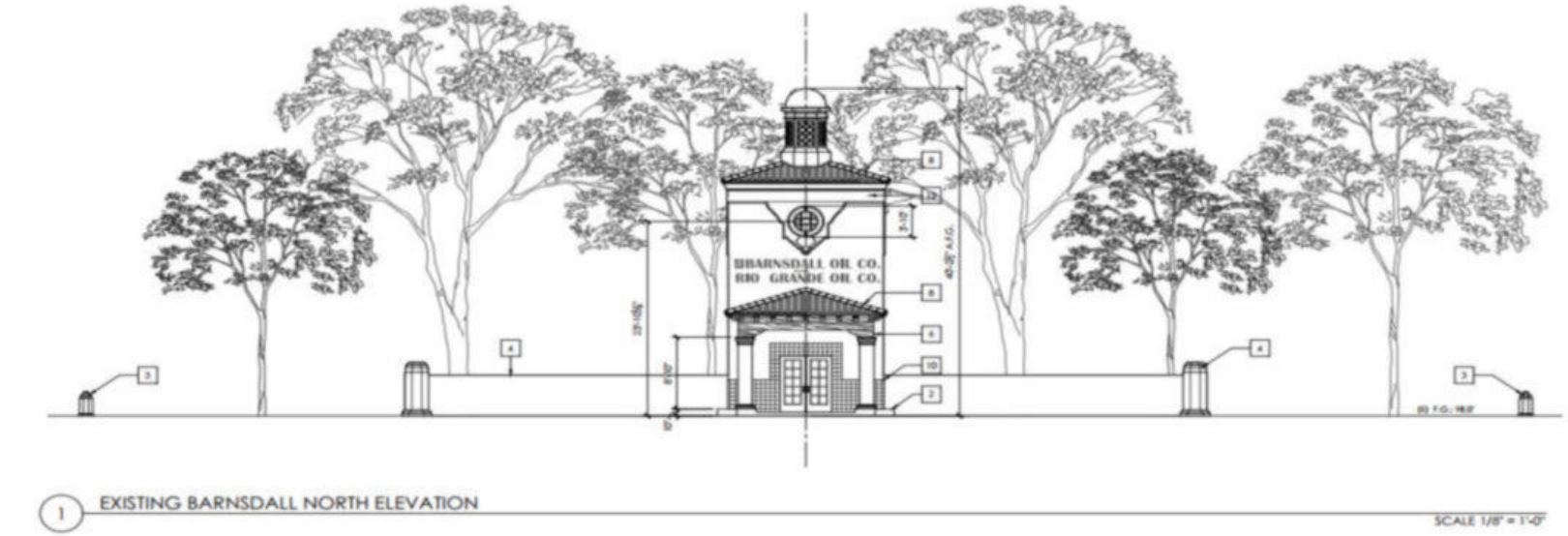


Figure 1-8 Barnsdall Rio Grande Gas Station Existing Profile and Rio Grande Coffee Shop/Barnsdall Rio Grande Gas Station Proposed Profile



1.6.1 Golf Clubhouse

The existing 9,305 sf clubhouse and parking lot would be demolished and replaced with a new, 37,179 sf, two-level clubhouse and basement with 165 parking spaces. Two levels would be located above ground and would cover 16,019 sf; one level would be located below ground and would cover 21,160 sf. The new clubhouse would feature a turf roof which would emulate the natural landscape of the project site and complement the grassy hills, blufftops, and ocean waves.

The basement level of the new clubhouse would be dedicated to receiving materials and supplies and supporting golf operations. This level would consist of golf cart storage, golf cart maintenance spaces, and mechanical spaces. Additionally, the basement level would contain 842 sf of employee support spaces such as break rooms, storage spaces, lockers, and shower spaces. The first above ground level of the clubhouse would be dedicated to golf operations and accessory uses. This level would consist of a lobby, pro-shop, grab and go café, kitchens, gallery, offices, golf simulator rooms, and a guest lounge. The second story level of the clubhouse would be dedicated to food and beverage services. This story would consist of a new restaurant and kitchen, cocktail bar, restrooms, meeting room, and a waiting lounge. Table 1-2 provides clubhouse dining and bar characteristics for both the existing and proposed facilities.

Table 1-2 Clubhouse Dining/Bar Characteristics

Characteristic	Existing	Change	Total Proposed
Clubhouse Floor Area	9,305 sf	+27,874 sf	37,179 sf
Outdoor Dining Terraces	1,971 sf	+4,416 sf	6,387 sf
Restaurant Seating (indoor)	48 seats	+47 seats	95 seats
Restaurant Seating (outdoor)	84 seats	+54 seats	138 seats

Access between the basement, first, and second stories/levels would be provided by a combination of stairs, freight elevator, and a passenger elevator located in the central terrace.

The majority of the new clubhouse would not exceed the OS/AR Zone's 25-foot height limit; however, a minor portion of the main roof structure would have a maximum height of 29 feet exceeding the height limit and the passenger elevator structure would have a maximum architectural projection height of 33 feet.[2] As discussed under Section 1.6.7, *Zoning Code Adjustments*, the project applicant requests an adjustment to allow this portion of the clubhouse to exceed the 25-foot height limit. The clubhouse would be connected to GWSD's sewer system through an agreement, as discussed in Section 1.6.9, *Utility Connections*.

1.6.2 Golf Course Improvements

The proposed project includes redesigning the existing 18-hole golf course, including minor grading and rerouting holes of the course, relandscaping, reduction of 50 percent of irrigated turf, installation of new drought-tolerant turf, and replacement of irrigation systems with a new weather control system. The rerouting plan includes the conversion of the existing Hole 18 to an event lawn near the clubhouse.

The new golf course design includes a new routing plan to be more consistent with the natural topography of the project site to showcase views of the Pacific Ocean. The proposed project would

[2] The existing clubhouse has a maximum height of 28 feet 6 inches and also exceeds the 25-foot height limit.

include new cart return paths only at tee boxes and greens, which would reduce the amount of concrete cart paths from the current 154,829 sf to 92,346 sf. Golf course redesign would minimize cut into native soils and overall ground disturbance. The redesign would also include new drought-tolerant turf, an upgraded irrigation system, and sand capping[3] of turf areas of the golf course. The proposed redesign would reduce the total size of the golf course from 174 acres to 71 acres and reduce the amount of irrigated turf from 125 acres to 62 acres, with a corresponding reduction in the amount of nutrients and agrichemicals required for golf course maintenance. The remaining 63 acres would be converted to native landscaping around the golf course.

The proposed project would include removal of the concrete cart path and existing Arizona-style[4] concrete crossing and culvert west of Hole 4, which pass through Devereaux Creek and associated ESHA. In place of the crossing and culvert in Devereaux Creek, a free-standing wooden bridge with abutments would be installed outside the top of the bank.

1.6.3 Maintenance Facility

The project would include demolition, repair, upgrade, and/or modernization of the existing maintenance buildings, trailers, and sheds east of the Barnsdall Rio Grande Gas Station. Table 1-3 provides the proposed changes associated with each of the existing maintenance facilities.

Table 1-3 Proposed Changes to Existing Maintenance Facility Structures

Existing Structure	Square Footage	Proposed Change
Main maintenance facility	4,000	Demolish
Temporary storage trailer	315	Remove
Temporary office trailer	215	Remove
Agrichemical storage	625	Demolish
Staff restrooms	400	Demolish
Pole barn/storage	2,000	Renovate and Expand
Fuel station	370	Remain

The existing 7,555 sf maintenance facility would be replaced with a 7,476 sf maintenance facility consisting of two structures. The new maintenance facility would include offices, employee restrooms, lockers, and small equipment storage in a new 4,316 sf structure, as well as vehicle and golf course equipment storage in the renovated and expanded 3,160 sf storage structure. The maximum height of the maintenance facility would be 13 feet and 4 inches.

Additionally, the proposed project would include installation of unenclosed structures within this maintenance facility, such as:

- A fenced and covered trash and recycling area
- A 2,531 sf roofed materials and landscape amendment storage (e.g., mulch, sand, soil) and fertilization station
- A 956 sf roofed cart wash utilizing biodegradable soaps and a recycled water system
- Pump equipment on a concrete slab

[3] Sand capping is a technique used primarily in golf course maintenance to improve turf growing conditions. It involves adding several inches of sand or a high-sand mix to the surface of the soil.

[4] An Arizona crossing is a type of at-grade culvert crossing that was developed for use in the southwestern United States.

The existing refueling station would remain in its current location. The maintenance building would continue to use the existing connection to GWSD's sewer system.

1.6.4 Comfort Station

The existing 290 sf comfort station would be replaced with a new, two-structure, 329 sf comfort station located adjacent to Green 6. The proposed comfort station would consist of a 121 sf restroom adjacent to a 208 sf refreshment center and storage, with a counter area for light snacks, as well as television monitors and informal seating to track local tournament play or other sport events. The maximum height of the new comfort station would be 15 feet. The new comfort station would be integrated into the natural landscape and would feature gently sloped, turfed roofs, as depicted in Figure 1-6. The existing septic system that serves the existing comfort station would be abandoned and the new comfort station would be connected to GWSD's sewer system through an agreement, as discussed in Section 1.6.9, *Utility Connections*.

1.6.5 Barnsdall Rio Grande Gas Station/Rio Grande Coffee Shop

The Barnsdall Rio Grande Gas Station, designated by the City and County as a historic landmark, would be restored and adaptively reused as part of a new quick stop café, renamed the Rio Grande Coffee Shop. This café would serve golfers, passerbys, and the public with food and beverage services. The Rio Grande Coffee Shop would consist of two parts: the restored existing 349 sf Barnsdall Rio Grande Gas Station to serve as seating for the café and a new 695 sf café building designed to resemble a 1920s gas station service bay, located to the east of the existing gas station building.

Proposed renovations to the existing gas station building include remodeling the interior to function as an extension of seating for the new coffee shop. The Rio Grande Coffee Shop would offer a total of 14 indoor seats (6 in the new building and 8 in the existing gas station building) and 32 outdoor seats (8 at the new building and 24 under a proposed 727 sf wooden trellis located to the west of the new building). The Rio Grande Coffee Shop building would cover 1,044 sf, with a maximum height of 15 feet and 6 inches. The Rio Grande Coffee Shop would include a 24-foot-wide driveway that leads to a designated parking area, as described under Section 1.6.8, *Site Access and Parking*.

1.6.6 Hollister Avenue Improvements

The project applicant proposes the realignment of the Hollister Avenue right-of-way (ROW) in front of the project site. The applicant has requested the vacation of 22,007 sf of existing City ROW along the Hollister Avenue frontage for use by the project applicant as parking and access, whereas the project applicant would dedicate 94 sf of Hollister Avenue ROW to the City.

The proposed project would include improvements to Hollister Avenue and project site entrances, as well as landscape enhancements on both sides of Hollister Avenue. Proposed improvements would include:

- Improvements to the Hollister Avenue/Cathedral Oaks Road intersection, including:
  - Installation of pedestrian ramps and striping to create crosswalks on all three legs of the intersection
  - Construction of a pedestrian bus shelter on the northeastern corner
  - Extension of an access ramp on the northwestern corner
  - Relandscaping at the northwestern corner

- Reconfiguration of the striped median of Hollister Avenue and addition of a left-hand turn lane for the clubhouse parking lot;
- Undergrounding of overhead utility lines along the project's frontage of Hollister Avenue into a joint power and communications trench;
- Construction of a Type 4[5] trail and landscaping trail along the south side of Hollister Avenue;
- Construction of a curb and gutter along the south side of Hollister Avenue;
- Relocation of the existing bus stop and pocket[6] approximately 200 feet east, across from a planned fire station;
- Improvements to Hollister Avenue at the Rio Grande Coffee Shop, including:
  - Construction of a 10-foot-wide bicycle entrance with a bollard
  - Construction of a new meandering concrete sidewalk, which would extend from the Rio Grande Coffee Shop to the eastern project site boundary
  - Construction of a new 24-foot-wide two-way driveway entrance for access to the parking lot
- Installation of pedestrian ramps and striping to create new crosswalks at the west and south legs of the Hollister Avenue/Las Armas Road intersection, to provide for improved public access to Ellwood Mesa Open Space and Sperling Preserve; and
- Reconstruction of the maintenance facility driveway access and striping for the addition of a left-hand turn lane to enter the maintenance yard.

1.6.7 Coastal Access Improvements and Easement Dedication

To enhance coastal access, the project applicant would:

- Construct a sidewalk east of the Barnsdall Rio Grande Gas Station to connect with an existing sidewalk at the northeast project site boundary that provides access to Ellwood Mesa Open Space and Sperling Preserve;
- Stripe a crosswalk across Hollister Avenue to provide coastal connectivity for residences on the north side of Hollister Avenue; and
- Construct a Type 4 trail along the Hollister Avenue ROW, which would extend westerly from the Rio Grande Coffee Shop to the proposed western clubhouse parking lot, which is described in Section 1.6.8, *Site Access and Parking*. The Type 4 path would offer views of the Pacific Ocean along the majority of the pathway, and would serve as a continuation of the De Anza Trail identified in the Goleta General Plan/Coastal Land Use Plan Open Space Element.

Additionally, the proposed project includes the dedication of lateral access along the beach frontage on the sand and along Hollister Avenue when the sand is impassable because of tides/storms. This dedication would enhance coastal access to Ellwood Mesa Open Space and Sperling Preserve (to the east) and Haskell's Beach (to the west), and is required by the CCC to formalize and permanently dedicate public access along the beach. The project applicant would also dedicate five acres of the project site, to the west in the Bell Canyon area, for open space, conservation, and coastal access. The project does not include development or restoration in these areas; future restoration activities or access improvements at these locations would be a separate project subject separate environmental review.

[5] A Type 4 trail provides a 6-foot-wide path for pedestrian bike and equestrian use.

[6] On October 31, 2022, the Metropolitan Transportation District approved the proposed layout of the relocated bus station and pocket.

The project applicant also intends to contribute to the City of Goleta's Capital Improvement Plan for the Sperling Preserve, specifically to improve Access Point F, located at the coastline south of Sperling Preserve, or to assist in constructing public restrooms or passive recreation facilities at the public parking lot within Sperling Preserve. The project does not include development of these facilities; future construction would be a separate project subject to separate environmental review.

1.6.8 Site Access and Parking

Site Access

Existing access to the project site is provided by three driveways: one leading to the clubhouse and golf course, another to the maintenance yard, and a third to the Barnsdall Rio Grande Gas Station. The proposed project would reconfigure and add new access points, resulting in five driveways, as described below:

- A new, 20-foot wide ingress driveway with a 16-foot entry and barrier curbs would provide primary access to the clubhouse and golf course. This driveway would be located on the south side of the Hollister Avenue/Cathedral Oaks Road intersection and would connect to the clubhouse parking lot from the east.
- The clubhouse's existing 24-foot wide ingress/egress driveway would be reconfigured to serve as secondary access to the clubhouse and golf course, located on the south side of Hollister Avenue to the west of the clubhouse, connecting to the clubhouse parking lot from the west.
- A new 24-foot wide concrete service and parking entrance, situated on the south side of Hollister Avenue to the west of the secondary access driveway, would provide access to the western parking lot and basement loading dock.
- The existing 24-foot wide ingress/egress driveway made of asphalt concrete pavement, accessible via Hollister Avenue, would be repaved and continue to provide access to the maintenance facility.
- A new 24-foot wide ingress/egress driveway made of asphalt concrete pavement, accessible via Hollister Avenue, would provide right in/right out access to the Rio Grande Coffee Shop.

Bicyclists would access the Rio Grande Coffee Shop via Hollister Avenue, through a 10-foot wide dedicated bicycle entrance that would connect to the new Type 4 trail or existing Class II path on Hollister Avenue. Golfers would access the Rio Grande Coffee Shop via a golf cart path from Green 1 to a pickup window. Pedestrians would access the project site via the new Type 4 decomposed granite path along the south side of Hollister Avenue.

Parking

The City of Goleta's Municipal Code does not have a specific parking requirement for recreational land uses and the determination regarding the appropriate amount of parking is made by the Review Authority, likely the City Council. The proposed project would provide a total of 165 parking spaces. This represents an increase of 26 parking spaces compared to existing conditions.

Existing parking lots on the project site are located at the clubhouse (124 spaces), at the maintenance yard (10 spaces), and at the Barnsdall Rio Grande Gas Station (5 spaces). The proposed project would include the redesign of parking areas to support the golf course and associated uses, such that the clubhouse parking lot (including the existing main lot, as well as a new overflow lot to the west of the clubhouse) would provide 141 spaces, the maintenance facility would provide 10 spaces, and the Rio

Grande Coffee Shop would provide 14 spaces. Parking spaces include 8 accessible and 18 electric vehicle charging spaces (some of which are both accessible and electric vehicle charging spaces), including 6 accessible and 17 electric vehicle charging spaces at the clubhouse, 1 accessible space at the maintenance facility, and 1 accessible and 4 electric vehicle charging spaces at the Rio Grande Coffee Shop.

The project would add 52 bicycle parking spaces to the project site. The clubhouse would provide 12 spaces, the maintenance facility would provide 10 spaces, and the Rio Grande Coffee Shop would provide 30 spaces.

The project applicant is proposing to pay for use of an additional 12 parking spaces within the ROW of Hollister Avenue adjacent to the Venoco facility. These spaces would aid in providing public access to the aforementioned conservation easement adjacent to Bell Canyon creek. For the few events that cannot be accommodated by on-site parking (e.g., weddings), shuttling from local hotels or other venues would be arranged by the event sponsor to bring guests to and from the project site.

1.6.9 Utility Connections

Table 1-4 summarizes the utility service providers for the project. The following discussion summarizes the utility infrastructure that would be maintained or installed as part of the project.

Table 1-4 Existing Utility Service Providers

Utility	Service Provider
Water Service	Goleta Water District
Sewer	Goleta West Sanitary District
Natural Gas	Southern California Gas Company
Electricity	Southern California Edison
Cable	Cox Communications
Telecommunications	Verizon, Qwest, AT&T, Level 3
Solid Waste	Marborg Industries

Water

The project site is currently served by Goleta Water District (GWD), with potable and recycled water meters. GWD reviewed the proposed project and issued a Preliminary Water Service Determination Letter, stating that GWD has sufficient water available to support the proposed project. Proposed water infrastructure improvements include:

- Installation of a 4-inch fire water service with backflow that would connect existing GWD infrastructure in Hollister Avenue to the proposed clubhouse;
- Relocation of a 2-inch potable water meter from the maintenance yard to serve the clubhouse;
- Connection of the new comfort station's restroom water service to potable water lines;
- Installation of a new, 1-inch water service that would connect existing GWD infrastructure in Hollister Avenue to the Rio Grande Coffee Shop; and
- Relocation of an existing 6-inch recycled water meter for golf course irrigation in front of the maintenance facility.

The aging irrigation system would be removed and replaced, which would reduce water footprint and maximize water use efficiency and water conservation. Similar to the existing irrigation system, the new irrigation system would continue to use reclaimed water and would consist of a combination of drip, rotor, or drip/rotor irrigation. Additionally, a smart irrigation controller system would be implemented to manage irrigation usage, supported by an on-site weather station.

Wastewater

The existing clubhouse and comfort station are served by an on-site, private septic tank system, while the existing maintenance building has been connected to GWSD's sewer system since 1972. The project applicant proposes to connect the new clubhouse, comfort station, and Rio Grande Coffee Shop to the GWSD sewer system. The new clubhouse, comfort station, and Rio Grande Coffee Shop would require the installation of new sewer laterals to connect to existing GWSD sewer facilities in Hollister Avenue. The existing private septic systems would be abandoned in accordance with Santa Barbara County Environmental Health Services (Santa Barbara County EHS) requirements.

The project would require a change to GWSD's Sphere of Influence to include the clubhouse, Rio Grande Coffee Shop, maintenance facilities, and comfort station. GWSD would provide sewer services to these structures through an Out of Area Service Agreement. Proposed wastewater infrastructure improvements include:

- Installation of a private, 6-inch gravity sewer lateral that would connect the proposed clubhouse to existing GWSD infrastructure in Hollister Avenue;
- Installation of a grinder pump station and 1.25-inch force main lateral that would connect the new golf course comfort station to existing GWSD infrastructure along the eastern boundary of the property;
- Installation of a private, 6-inch sewer lateral that would connect the Rio Grande Coffee Shop to existing GWSD infrastructure in Hollister Avenue;
- Utilize and extend the existing private, 6-inch sewer lateral to serve the proposed cart wash and maintenance facilities;
- Abandonment of the existing septic systems that serve the clubhouse and comfort station;

Energy and Telecommunications

Southern California Edison would provide electricity. Southern California Gas Company would provide natural gas. Verizon, Qwest, AT&T, or Level 3 would provide telecommunications services. Proposed energy and telecommunications infrastructure improvements include the undergrounding of overhead power and telecommunications lines via a joint trench that would run parallel to Hollister Avenue across the northern project site boundary.

Solid Waste, Recycling, and Green Waste

The proposed project would install fenced and roofed solid waste, recycling, and green waste receptacles within enclosed areas, in accordance with City of Goleta standards. These facilities would be located at the clubhouse, the Rio Grande Coffee Shop, and the maintenance facility. All locations would provide adequate maneuvering space for solid waste, recycling, and green waste vehicles.

1.6.10 Stormwater and Drainage

The project site contains two main developed areas: the clubhouse, near the Hollister Avenue/Cathedral Oaks Road intersection; and the maintenance yard and Barnsdall Rio Grande Gas Station, at the northeastern corner of the project site. Under existing conditions, the project site slopes moderately toward watercourses throughout the site and is primarily drained by surface flow. Two creeks flow through the project site: Bell Canyon, at the western edge of the site, which connects to the Pacific Ocean to the south; and Devereaux Creek, which enters via a culvert under Hollister Avenue, flows through the eastern portion of the project site, and exits along the eastern project site boundary to Santa Barbara Shores open space. The project site also contains several unnamed drainages, which have formed on-site and outlet to either the Pacific Ocean or Devereaux Creek.

After the proposed renovation, drainage on the project site would generally follow historic drainage patterns, with the exception of the clubhouse area. Under existing conditions, the clubhouse parking lot drains to a storm drain system in Hollister Avenue, which outlets to Bell Canyon. The proposed project would redirect this flow onto the golf course to provide stormwater quality treatment.

Most of the project site is self-treating, due to substantial existing on-site landscaping and the general lack of impervious surfaces. However, the proposed project includes the installation of six bioretention basins, as described below, which would be designed to treat water from impervious surfaces associated with the proposed structures, parking lots, and pathways. The bioretention basins would be vegetated, would treat water via natural means, and would be routinely maintained for removal of debris and vegetative overgrowth. Treated water and high-flow bypass from all proposed basins would discharge onto the golf course.

- **SCM-MAINT**: This bioretention basin would total 2,250 sf and would be located along the eastern project site boundary, south of the maintenance facility. This basin would treat runoff from impervious and landscaped areas of the maintenance facility, including the gravel parking areas.
- **SCM-BARN**: This bioretention basin would total 900 sf and would be located south of the Rio Grande Coffee Shop, near the northeastern corner of the project site. This basin would treat runoff from impervious and landscaped areas of the Rio Grande Coffee Shop area, as well as the surrounding decomposed granite pathways.
- **SCM-CLUB1**: This bioretention basin would total 2,290 sf and would be located in the landscape island of the clubhouse parking area. This basin would treat runoff from impervious and landscaped areas of the clubhouse and parking area.
- **SCM-CLUB2**: These bioretention basins would total 3,680 sf, would be connected by equalizing pipes, and would be located in the landscape islands of the clubhouse parking area. These basins would treat runoff from impervious and landscaped areas of the clubhouse and parking area.
- **SCM-CLUB3**: This bioretention basin would total 1,500 sf and would be located south of the western parking area. This basin would treat runoff from impervious and landscaped areas of the clubhouse and parking area.

The proposed project would increase the amount of impervious surface areas by 8,680 sf, for a total of 150,060 sf across the approximately 193-acre project site. Therefore, impervious surfaces would constitute 1.8 percent of the total project site, which represents an increase in impervious surfaces of 0.1 percent.

The project would include implementation of site design best management practices (BMPs) to address stormwater quality and control. BMPs would include design of landscaping to minimize

irrigation and runoff, specification of plants that are tolerant of soil-saturated conditions in landscaped self-retaining areas, selection of plants appropriate to site soils and slopes, posting of signage by inlets that prohibits dumping, and regular sweeping of the parking lot and access roads.

The project site contains FEMA-designated Zone AE regulatory floodways along Bell Canyon and Devereaux Creek as well as Zone VE areas along the coastline (Stantec 2023). All proposed structures would be located outside of the special flood hazard areas. The proposed project has been designed to meet Santa Barbara County Flood Control District requirements, including:

- Peak runoff from the project site at or below pre-project flows for 2-year[7] to 100-year[8] flood events;
- On-site storm drain and inlet sizing for peak runoff from a 25-year[9] storm event, or a 100-year storm event when located in a sump position;
- Overland escape for peak runoff from a 100-year storm event;
- Containment of 25-year storm event peak flow rates within the curbs on roadways and within parking areas;
- Containment of 100-year storm event peak flow rates within the public road ROW; and

1.6.11 Landscaping

The following subsections describe landscaping included as part of the proposed project, including restoration of Devereaux Creek and restoration of ESHA.

Vegetation

The proposed planting palette would supplement existing project site vegetation and would include a variety of native plants and shrubs compatible with the project site's coastal climate. On the east side of the golf course, adjacent to existing monarch butterfly habitat in the Ellwood Mesa Open Space, the planting palette would include plant species, such as milkweed, that provide foraging resources for butterflies and that are consistent with the City-proposed plant palette (CCC 2024) for larger groves farther to the east (within Ellwood Mesa Open Space and Sperling Preserve). Proposed landscaping would primarily consist of low-level shrubbery that would not obscure views of the Pacific Ocean.

The project would remove 39 non-native trees and would disturb an additional 12 non-native trees through root damage during grading activities. Trees to be removed are generally located within the proposed parking areas at the new clubhouse and maintenance facility, and within the golf course playing areas. The proposed project would not remove any native trees. To offset the removal of non-native trees, the proposed project includes the planting of 116 trees, resulting in a net increase of 65 trees on the project site. 83 of the new trees would be planted within the new parking areas. Additional trees would be located along the western perimeter of the golf course to provide visual screening of the Venoco facility, near the Hollister Avenue/Cathedral Oaks Road intersection to soften views, and at strategic locations within the golf course. The locations of new trees were selected to maintain views of the Pacific Ocean.

[7] A 2-year storm event refers to a storm that has a 50 percent chance of occurring in any given year.

[8] A 100-year storm event refers to a storm that has a 1 percent chance of occurring in any given year.

[9] A 25-year storm event refers to a storm that has a 4 percent chance of occurring in any given year.

Additional trees that occur on the project site include various small and large stands of trees, primarily eucalyptus (*Eucalyptus globulus*), in the following locations:

- On the eastern portion of the golf course, west of the second fairway and between the fourth and seventh fairways;
- Along the eastern project site boundary;
- West of the Barnsdall Rio Grande Gas Station; and
- Along the western project site boundary, between the golf course and Venoco facility.

The proposed project would not entail removal or grading in the vicinity of these above mentioned tree stands.

Devereaux Creek and ESHA Restoration

The project would include the restoration of Devereaux Creek to its natural condition and flow in this area.

Gates and Fencing

The proposed project would install a 36- to 42-inch high three-rail split fence along the northern project site boundary. The fence would be designed to demarcate the project site, provide security, and allow views through the fence. The proposed project would also install a 6-foot high chain-link fence with a 6-foot high sliding gate around the maintenance facility. The proposed project would not include new, formal gates on the perimeter of the golf course. When the course is closed, a chain would be drawn across parking areas at the clubhouse and Rio Grande Coffee Shop to limit unauthorized entry.

1.6.12 Exterior Lighting

Proposed lighting at the clubhouse, Rio Grande Coffee shop, parking lots, and maintenance facility would consist of a combination of exterior path lights, bollard lights, down lights with tree straps, in-wall lights, under-step and handrail strip lights, and sign lighting at entries and directional signage. Exterior lighting would consist of downward, directed fixtures. Proposed path lighting associated with all project structures would provide safety and security for guests and course personnel who enter or exit the property before dawn or after dusk. Lighting for the project site would be designed to conform with Goleta Municipal Code Chapter 17.35. The proposed project would not include lighting to accommodate night play, as night play neither occurs under existing operational conditions nor is planned as part of the project.

1.6.13 Facilities Operations

The proposed project would maintain the operating hours of the golf course from Monday through Sunday, 6:30 am to 8:30 pm. Golf play typically begins in the morning and ceases at dusk, with exact times varying throughout the year. Morning tee times could be occasionally delayed on account of cold temperatures or frost. The clubhouse and restaurant would remain open until 10:00 pm and the bar would remain open until midnight. The Rio Grande Coffee Shop's operating hours would be 6:30 am to 4:30 pm.

The golf course currently supports an average of 35,368 rounds of golf per year. The proposed project would reduce golf rounds to approximately 32,000 rounds per year by incrementally increasing the

time between tee-offs, which would improve the golfer experience by minimizing delays and backups on the course.

The project site hosts approximately 40 special events of various types and size per year, including wedding receptions, corporate events, and charity events. These events may range from 40 to 500 guests, depending on the type of event. The proposed project would provide upgraded facilities for these special events, such as dedicated event lawn space and additional parking. However, the upgraded facilities are not anticipated to affect the size or number of events currently held at the golf course, and special events would remain unchanged when compared to existing conditions. Special events would conclude by 10:00 pm.

The proposed project would include expansion of the clubhouse restaurant and construction of the Rio Grande Coffee Shop, which would result in increased visitors to the Sandpiper Golf Club. Consequently, the proposed project would increase vehicle trips, water use, and wastewater/solid waste generation, as discussed in this environmental document.

The project applicant does not currently contemplate using the golf course for major PGA or LPGA golf tournaments. Should the applicant decide to pursue that opportunity in the future, such an action would be subject to a separate environmental review and permitting process.

Currently, the project site provides employment for 35 full-time staff members within the clubhouse, restaurant, and maintenance yard. The proposed project would provide an additional 21 full-time employment opportunities, for a total of 56 projected full-time staff. Current and projected employment opportunities are shown in Table 1-5. Employee parking would be provided at the clubhouse and maintenance facility.

Table 1-5 Current and Projected Employment

Work Area/Type	Current Employment (full-time staff)	Projected Employment (full-time staff)
Clubhouse	13	17
Food and Beverage Services	10	22
Golf Course	12	17
Total	**35**	**56**

Golf course maintenance activities would occur throughout the week, including on weekends. Maintenance crews would typically arrive before dawn to commence preparation. Maintenance activities would include the regular upkeep of the greens, fairways, and bunkers, including mowing, irrigation, fertilization, and pest control. Materials such as fertilizers, fuels, and engine oils would be stored on-site in the maintenance facility for operational activities.

1.7 Construction and Grading

Construction activities would include demolition, site preparation, grading, building construction, paving, architectural coating, and landscaping phases. Construction staging and parking would occur on-site. Construction debris would be hauled via U.S. 101 to the Tajiguas Landfill, located at 14470 Calle Real in Goleta. Construction vehicles and equipment would access the project site and staging areas via Hollister Avenue.

Project grading would require approximately 86,500 cubic yards (CY) of soil cut and 56,000 CY of soil fill. After compaction and shrinking, the remaining soil (30,500 CY) would be distributed around graded areas to achieve the proposed golf course design. No net import or export of cut or fill would

occur. Cut and fill slopes would vary in select areas around the golf course. The maximum fill slope would be 27 feet, located at the clubhouse where it transitions to the event lawn to the southwest. The maximum cut slope would be 11 feet, located on the golf course. Use of retaining walls would be limited, except for adjacent to the proposed clubhouse basement, where a 15-foot retaining wall is needed to facilitate delivery access underneath the clubhouse.

Following the completion of grading activities, a subsurface drainage profile,[10] including a 6-inch sand cap, would occur over the 62 acres of irrigated turf. Proposed sand capping would consist of approximately 60,000 tons of sand distributed on the turfed golf areas. Sand import would involve approximately 2,500 one-way truck trips over the course of construction (based on an estimated 24 tons per truckload). Trucks used for sand import would arrive and depart from Hollister Avenue using the freeway on and off ramps on Calle Real, north of U.S. 101.

1.8 Project Objectives

The primary objectives for the proposed project are as follows:

- Maintain and improve golf course playability and establish a new golf course routing plan that more closely follows the natural topography of the project site.
- Reduce golf course turf area and replace with native and coastal appropriate landscaping to restore the golf course to a more natural state, thereby reducing water usage and agrichemical application.
- Provide improved recreational and dining facilities for golfers, diners, and special event attendees at the Sandpiper Golf Club.
- Provide enhanced maintenance facilities to support Sandpiper Golf Club operations.
- Rehabilitate, preserve, and adaptively reuse the historic Barnsdall Rio Grande Gas Station.
- Protect ocean water quality and bluff stability by converting existing private septic systems to public sewers.
- Improve public views across the property from Hollister Avenue by undergrounding overhead utility lines and implementing other improvements.
- Improve coastal access for the public in the vicinity of the project site.

1.9 Required Approvals

The proposed project requires the following approvals from the Agencies listed:

City of Goleta

- **Conditional Use Permit (22-0009-DP-GPAM-CUP).** The Conditional Use Permit would allow the proposed golf course use within the OS/AR Zone, as well as allow special events (e.g., weddings). The Planning Commission would make a recommendation on the merits of the request to the City Council.
- **Development Plan/Coastal Development Plan (in concept) with adjustments and design approval (22-0001-CDPH).** The DP/CDP (in concept) would permit all placement and architectural design of buildings, structures, landscape and lighting improvements, parking, golf course

[10] A subsurface drainage profile refers to the layout and design of a system of perforated piping that removes excess water from below the ground surface.

redesign, and other similar improvements. The proposed adjustment is to allow an increase in peak building height from 25 feet to 29 feet and allow parking of vehicles within the front yard setback. The Planning Commission would make a recommendation to the City Council on the merits of the DP/CDP in concept. As part of the Development Plan, the City Council will decide whether or not to grant the ROW vacation request. As a component of the review process, the City's Historic Preservation Commission would make a recommendation regarding the merits of the adaptive reuse/rehabilitation of the Barnsdall Rio Grande Gas Station to City decision-makers. Also, the City's Design Review Board would make a recommendation to City decision-makers on the design merits of project components, including the proposed building design, landscaping, lighting, alterations to the Barnsdall Rio Grande Gas Station, and general design-related improvements.

- **Demolition Permit.** The City would have ministerial approval over the issuance of a permit for the demolition of the existing clubhouse and comfort station after consideration and approval by the CCC.
- **Building Permit.** The City would have ministerial approval over the issuance of a permit for the construction of the proposed clubhouse, comfort station, and Rio Grande Coffee Shop after consideration and approval by the CCC.

Other public agencies whose approval may be required include the following:

- **California Department of Toxic Substances Control (DTSC).** Based on the project site's history as a former oil field with infrastructure remaining on-site, the DTSC may require approval, if needed, for disturbance of contaminated soil or on-site areas under an existing DTSC order.
- **California Coastal Commission.** Because the City does not have an adopted Local Coastal Program, the project applicant would need to gain approval of a Coastal Development Permit that encompasses the project components (GPA, Development Plan with height adjustment, and the CUP), which must be reviewed and approved by the CCC following City review and action on the proposed project. The City would evaluate and determine the proposed project's consistency with City policies and regulations. The proposed project would be required to obtain a Coastal Development Permit from the CCC. The CCC would evaluate the proposed project's consistency with State of California Coastal Act policies and regulations. Following discretionary approval from the CCC, the City has authority to effectuate the Coastal Development Permit and the Development Plan through issuance of a Zoning Clearance (ministerial level).
- **California Department of Fish and Wildlife.** Prior to construction, California Department of Fish and Wildlife permits would be required to be obtained for impacts to potential jurisdictional non-wetland waters and associated with the proposed bridge crossing of Devereaux Creek.
- **Central Coast Regional Water Quality Control Board (RWQCB).** Prior to construction, the Central Coast RWQCB would require the proposed project to obtain a Water Quality Certification in accordance with Section 401 of the Clean Water Act for discharge to Devereaux Creek and Bell Canyon. Dewatering discharge to surface waters would require coverage under the Central Coast RWQCB's *Waste Discharge Requirements National Pollutant Discharge Elimination System General Permit for Discharges with Limited Threat to Water Quality*; Order No. R3-2022-0035, NPDES No. CAG99304. Based on the concentrations of chemical constituents of potentially contaminated groundwater, the Central Coast RWQCB may require that an individual National Pollution Discharge Elimination System permit and/or waste discharge requirements be obtained for dewatering activities. The Barnsdall Rio Grande service station was previously investigated for subsurface petroleum contamination related to removed underground fuel storage tanks. After

cleanup, the file was closed by Santa Barbara County EHS in 1997. The Central Coast RWQCB now has jurisdiction over leaking underground fuel tank sites in Santa Barbara County, should soil contamination be found at the Barnsdall site.

- **Santa Barbara County Fire District.** The Santa Barbara County Fire District would provide site plan review and building safety inspection in accordance with Santa Barbara County Fire District standards.
- **State Water Resources Control Board (SWRCB).** Prior to construction, coverage would be obtained under the SWRCB's *General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities*, Order No. 2022-0057-DWQ, NPDES No. CAS000002 (Construction Stormwater General Permit).
- **United States Army Corps of Engineers.** Prior to construction, the United States Army Corps of Engineers would require the proposed project to obtain a permit in accordance with Section 404 of the Clean Water Act for impacts to potential jurisdictional non-wetland waters.
- **Goleta West Sanitary District.** Prior to construction, GWSD would require the project applicant to obtain a Sewer Connection Permit. The project applicant would enter into an Out of Area Service Agreement with GWSD such that the proposed development may be connected to existing GWSD facilities.
- **Goleta Water District.** Prior to construction, the Goleta Water District would require the project applicant to obtain a Can and Will Serve Letter.
- **Santa Barbara County Local Agency Formation Commission.** The Santa Barbara County Local Agency Formation Commission would approve the requested changes to GWSD's Sphere of Influence.
- **Santa Barbara County Environmental Health Services.** Santa Barbara County EHS would approve the abandonment of the existing, on-site, private septic systems. Santa Barbara County EHS is regulating the project site under its Site Mitigation Unit (SMU) program based on previously reported (2005) petroleum impacted soil. At this time, EHS is deferring its review of the July 25, 2023 Soils Management Plan (SMP) document, prepared by Campbell Geo. "Based upon the historical and forthcoming data, EHS will likely require a formal Corrective Action Plan for this project. Once the corrective action has been completed, the SMP can be revised to include all historical and post-remediation assessment data" (excerpt from June 20, 2024 letter from EHS).

1.10 References

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Goleta, City of. 2023. Goleta General Plan/Coastal Land Use Plan, Figure 2-1, Land Use Plan Map. https://www.cityofgoleta.org/home/showpublisheddocument/29899/638376418449370000 (accessed September 2024).

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Stantec. 2023. Preliminary Drainage Study for Sandpiper Golf Club. July 11, 2023.