

Sandpiper Golf Course Renovation and New Clubhouse Project

Draft Environmental Impact Report

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Executive Summary

This document is an Environmental Impact Report (EIR) analyzing the environmental effects of the proposed Sandpiper Golf Course Renovation and New Clubhouse Project (hereafter referred to as the "proposed project") in the City of Goleta. This section summarizes the characteristics of the proposed project, alternatives to the proposed project, and the environmental impacts and mitigation measures associated with the proposed project.

Project Synopsis

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Project Description

This EIR has been prepared to examine the potential environmental effects of the proposed project. The following is a summary of the full project description, which can be found in Section 2, *Project Description*.

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. 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.

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. 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 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.

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 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 and is a City designated Historic Landmark. 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 Creek, Devereaux Creek, and a man-made pond within the golf course.

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.

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 re-routing 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; incorporation of the new clubhouse and comfort station into the Sphere of Influence area for the Goleta West Sanitary District (GWSD); right-of-way (ROW) vacation from the City; 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.

Golf Clubhouse

The existing 9,305 square foot clubhouse and parking lot would be demolished and replaced with a new, 37,179 square foot, two-level clubhouse and basement with 162 parking spaces. Two levels would be located above ground and would cover 16,019 square feet; one level would be located below ground and would cover 21,160 square feet. The new clubhouse would feature glass windows, a glass elevator enclosed within a glass structure in the center of the clubhouse, sloped turf walls, and a turf roof. The modern design of the new clubhouse would emulate the natural topography of the project site by integrating the structure within the green landscape and complementing 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. The first above ground level of the

[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.

clubhouse would be dedicated to golf operations and accessory uses. The second story level of the clubhouse would be dedicated to food and beverage services, consisting of a new restaurant and kitchen, cocktail bar, restrooms, meeting room, and a waiting lounge.

The majority of the new clubhouse would not exceed the Open Space/Active Recreation 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] The project applicant requests an adjustment to allow this portion of the clubhouse to exceed the 25-foot height limit.

Golf Course Improvements

The proposed project includes redesigning the existing 18-hole golf course, including grading and rerouting holes of the course, re-landscaping, 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 proposed project would 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 square feet to 92,346 square feet. 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 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.

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. The existing 7,555 square foot maintenance facility would be replaced with a 7,476 square foot 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 square foot structure, as well as vehicle and golf course equipment storage in the renovated and expanded 3,160 square foot storage structure. 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 square foot roofed materials and landscape amendment storage (e.g., mulch, sand, soil) and fertilization station
- A 956 square foot roofed cart wash utilizing biodegradable soaps and a recycled water system
- Pump equipment on a concrete slab

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

Comfort Station

The existing 290 square foot comfort station would be replaced with a new, two-structure, 329 square foot comfort station located adjacent to Green 6. The proposed comfort station would consist of a 121 square foot restroom adjacent to a 208 square foot 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. 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.

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. The Rio Grande Coffee Shop would consist of two parts: the restored existing 349 square foot Barnsdall Rio Grande Gas Station to serve as seating for the café and a new 695 square foot café building designed to resemble a 1920s gas station service bay, located to the east of the existing gas station building.

Hollister Avenue Improvements

The project applicant proposes the realignment of the Hollister Avenue right-of-way (ROW) in front of the project site. A City ROW easement is located along the northern portion of the project site adjacent to Hollister Avenue. As part of the proposed project, the City would abandon 17,306 square feet of ROW to the property owner (the Sandpiper Golf Trust). The ROW area to be retained by the City may be used in the future for the construction of a roundabout at the Hollister Avenue/Cathedral Oak intersection. The construction of a roundabout is not part of the proposed project, and a roundabout at this location is not currently included in any City Capital Improvement Plan. Due to the configuration of the realigned ROW on the project site, eight proposed vehicle parking spaces would encroach into a required 10-foot wide front yard setback, as measured from the proposed ROW alignment. To facilitate the location of the eight parking spaces that would encroach into the required front yard setback, the proposed project would require a Modification request pursuant to the requirements of Zoning Ordinance Section 17.62 (Modifications), as discussed in Section 2, *Project Description*, subsection 2.9, *Required Approvals*.

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;
- 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] path and landscaping trail along the south side of Hollister Avenue;
- Construction of a 6-inch concrete curb and gutter along the south side of Hollister Avenue;
- Undergrounding of overhead utility lines along the project's frontage of Hollister Avenue into a joint power and communications trench approximately 3- to 4-feet south of the proposed curb;
- 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;
- 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.

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 path along the Hollister Avenue ROW, which would extend westerly from the Rio Grande Coffee Shop to the proposed western clubhouse parking lot. 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 a lateral access easement along the beach frontage on the sand and along Hollister Avenue when the sand is impassable because of tides/storms. The project would also include the dedication of five acres of Bell Canyon to a qualified land conservation entity. These easements would be retained as open space.

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.

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.

[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.

PARKING

The proposed project would provide a total of 162 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 such that the clubhouse parking lot would provide 138 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 15 electric vehicle charging spaces at the clubhouse, 1 accessible space at the maintenance facility, and 1 accessible and 3 electric vehicle charging spaces at the Rio Grande Coffee Shop.

Utility Connections

Table ES-1 summarizes the utility providers for the proposed project.

Table ES-1 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

Stormwater and Drainage

Under existing conditions, the project site slopes moderately toward watercourses throughout the site and is primarily drained by surface flow. 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 Creek. The proposed project would redirect this flow onto the golf course to provide stormwater quality treatment. Most of the project site is self-treating,[7] 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 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.

The proposed project would increase the amount of impervious surface areas by 12,250 square feet, for a total of 156,740 square feet across the approximately 193-acre project site. These impervious surfaces consist of replaced and new concrete and asphalt at the maintenance facility, Rio Grande

[7] A "self-treating" area refers to an area where natural processes remove pollutants from stormwater. The efficiency of a self-treating area is maintained by ensuring a dense, healthy vegetated cover, and by keeping the area pervious.

Coffee Shop, and clubhouse.[8] Therefore, impervious surfaces would constitute 1.9 percent of the total project site, which represents an increase in impervious surfaces of 0.2 percent.

The project site contains FEMA-designated Zone AE regulatory floodways along Bell Canyon Creek and Devereaux Creek as well as Zone VE areas along the coastline. All proposed structures would be located outside of the special flood hazard areas.

Landscaping

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. The project would include the removal of an oak tree within the Hollister Avenue ROW as well as 39 non-native trees. The project 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. Four eucalyptus trees (three live, one dead) located in riparian Environmentally Sensitive Habitat Area associated with Devereaux Creek would be removed. The proposed project would not remove any native trees. To offset the removal of the oak tree, the project would include the planting of a replacement 72-inch box oak on the project site. 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.

PROPOSED BRIDGE

The project would include the construction of a new golf cart path bridge crossing Devereaux Creek southwest of the relocated Holes 4 and 5. The bridge would replace an existing 10- to 12-inch concrete culvert and would be a free-standing wooden bridge with abutments outside the top of the bank, which would improve Devereaux Creek's flow conditions. An existing bridge north of Hole 3 would be repaired and maintained.

ESHA RESTORATION

The project would include the restoration of Devereaux Creek through removal of 5,134 square feet of cart path within the Devereaux Creek ESHA, removal of the existing 10- to 12-inch culvert with concrete, and restoration of approximately 2,831 square feet of riparian and upland overwintering monarch butterfly habitat ESHA. Habitat restoration would occur southwest of the proposed bridge crossing north of Hole 3. Restoration activities would consist of re-establishment of the natural creek channel with sandstone boulders and planting of riparian vegetation on the creek bank.

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

[8] For the purposes of stormwater control calculations, the amount of impervious surfaces is based on the facilities which would require implementation of stormwater control features. The golf cart paths and comfort station are not included in the impervious surface square footage, as these features drain to the golf course which is self-treating. Due to the reduction in golf cart paths, impervious surfaces on the golf course would be decreased compared to the existing golf course.

would be drawn across parking areas at the clubhouse and Rio Grande Coffee Shop to limit unauthorized entry.

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. 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.

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. 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.

The project site hosts approximately 40 special events of various types and size per year, including wedding receptions, corporate events, and charity events. The proposed project would provide upgraded facilities for these special events, such as dedicated event lawn space and additional parking. However, the upgraded facilities would not 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.

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. 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.

Construction and Grading

Construction activities would include demolition, site preparation, grading, building construction, paving, architectural coating, and landscaping phases. Construction is anticipated to last 18 months, starting in July 2026 and ending in December 2027. 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. 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. Due to the potential for stained or odiferous soil to be encountered during golf course recontouring approximately 2,422 CY of soil may be exported off-site via 158 total truck trips over 13 days. 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,[9] 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.

Project Objectives

The primary objectives for the proposed project are as follows:

1. 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.
2. 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.
3. Provide improved recreational and dining facilities for golfers, diners, and special event attendees at the Sandpiper Golf Club.
4. Provide enhanced maintenance facilities to support Sandpiper Golf Club operations.
5. Rehabilitate, preserve, and adaptively reuse the historic Barnsdall Rio Grande Gas Station.
6. Protect water quality and bluff stability by converting existing private septic systems to public sewers and utilizing sand capping to filter stormwater.
7. Improve public views across the property from Hollister Avenue by undergrounding overhead utility lines and implementing other improvements.
8. Improve coastal access for the public in the vicinity of the project site.

Alternatives

As required by the California Environmental Quality Act (CEQA), this EIR examines alternatives to the proposed project. Studied alternatives include the following three alternatives.

- Alternative 1: No Project Alternative
- Alternative 2: Clubhouse Renovation
- Alternative 3: Revised Site Plan
- Alternative 4: Extended Bicycle Path

Alternative 1 (No Project Alternative) assumes that the proposed project is not approved and the Sandpiper Golf Club is not renovated. The existing project site would be maintained, and the golf course operations would continue, unchanged compared to existing conditions. The No Project Alternative would not upgrade the existing clubhouse, comfort station, or maintenance yard; would not rehabilitate/adaptively reuse the aging Barnsdall Rio Grande Gas Station; would not reduce the

[9] 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.

irrigated turf area of the golf course; would not provide lateral access or open space easements; and would not eliminate septic system use.

Alternative 2 (Clubhouse Renovation) would consist of just demolition of the existing clubhouse facility and reconstructing a new clubhouse building, and would not involve golf course recontouring, replacement of the existing comfort station or maintenance yard, construction of the Rio Grande Coffee Shop (including restoration and adaptive reuse of the Barnsdall Rio Grande Gas Station), coastal access improvements, dedication of a lateral access easement, dedication of an open space easement in Bell Canyon, or Hollister Avenue improvements. Similar to the proposed project, Alternative 2 would involve the demolition of the existing 9,305 square foot clubhouse, and construction of a new 37,179 square foot, two-level clubhouse and basement, and 138 parking spaces. The new clubhouse would feature expanded storage areas for materials and supplies needed for golf course operations, employee support spaces, a lobby, pro-shop, grab and go café, kitchens, gallery, offices, golf simulator rooms, a guest lounge, a new restaurant and kitchen, and a cocktail bar. The new clubhouse would expand outdoor dining terrace areas by 4,416 square feet, indoor restaurant seating by 47 seats, and outdoor restaurant seating by 54 seats. The new clubhouse would require an additional 12 employees, for a total of 47 projected full-time staff at the Sandpiper Golf Club. Similar to the proposed project, the project applicant would request a zoning code adjustment to allow a portion of the clubhouse to exceed the 25-foot height limit for the Open Space/Active Recreation zone.

Operation of the golf course would be similar to existing conditions, as the number of golf rounds would not change, maintenance activities would be the same as existing conditions, and the amount of turf would not be reduced.

Alternative 3 (Revised Site Plan) would consist of revising the site plan for the proposed project to shift the proposed location of the Rio Grande Coffee Shop 75 feet southwest, such that the Coffee Shop and associated parking lot would be located approximately 50 feet southwest of the Barnsdall Rio Grande Gas Station to ensure vibration from construction vehicles and equipment would not damage the Barnsdall Rio Grande Gas Station. Under the proposed project the new coffee shop would be directly east of the Barnsdall Rio Grande Gas Station. Restoration of the Barnsdall Rio Grande Gas Station, construction of the Rio Grande Coffee Shop, and connection of the Rio Grande Coffee Shop to the existing sewer under Alternative 3 would be similar to the proposed project, with the only change being a 75-foot shift in the location of the Rio Grande Coffee Shop.

To further reduce potential vibration impacts, Alternative 3 would not include the Hollister Avenue improvements (with the exception of undergrounding the utility lines) and would not include the construction of the free-standing bridge over Devereaux Creek. Similar to the proposed project, Alternative 3 would include the construction of a new clubhouse, comfort station, maintenance yard, golf course recontouring, Type 4 trail, dedication of lateral access easements, dedication of open space easement at Bell Canyon, and undergrounding of existing utility lines, which would be the same as the proposed project.

Similar to the proposed project, the project applicant would request a zoning code adjustment to allow a portion of the clubhouse to exceed the 25-foot height limit for the Open Space/Active Recreation zone. Operation of the Sandpiper Golf Club under Alternative 3 would be the same as for the proposed project, as Alternative 3 would require the same number of employees and maintenance activities for the recontoured golf course.

Alternative 4 (Extended Bicycle Path) would include the construction of a new clubhouse, comfort station, Rio Grande Coffee Shop, maintenance yard, golf course recontouring, dedication of lateral access easements, dedication of conservation easement at Bell Canyon, and undergrounding of existing utility lines, which would be the same as the proposed project. Additionally, Alternative 4 would include most of the Hollister Avenue improvements as described for the proposed project. However, rather than a Type 4 path along the south side of Hollister Avenue, Alternative 4 would include a 10- to 14-foot Class I bicycle path within Hollister Avenue's southern right-of-way, extending approximately from the Hollister Avenue and Cathedral Oaks Road intersection to an existing Class I bicycle path just west of Pebble Beach Drive. The proposed Class I bicycle path would facilitate the use of other alternative modes of transportation. Alternative 4 would accommodate an existing bus stop just north of a parking area for the Ellwood Mesa Open Space and Sperling Preserve, as well as a proposed bus stop just east of the Hollister Avenue and Cathedral Oaks Road intersection. Similar to the proposed project, the project applicant would request a zoning code adjustment to allow a portion of the proposed clubhouse to exceed the 25-foot height limit for the Open Space/Active Recreation zone, a Modification request to allow eight (8) vehicle parking spaces to be partially located in a required front yard setback, and the Sphere of Influence request would remain. Operation of the Sandpiper Golf Club under Alternative 4 would be the same as for the proposed project, as Alternative 4 would require the same number of employees and maintenance activities for the recontoured golf course.

Environmentally Superior Alternative

Based on the alternatives analysis, Alternative 2 (Clubhouse Renovation) was determined to be the environmentally superior alternative. Due to Alternative 2's reduced construction footprint and schedule, Alternative 2 would have less potential than the proposed project, Alternative 3, and Alternative 4 to result in impacts related to aesthetics, air quality, biological resources, cultural resources, energy, hydrology and water quality, land use, transportation, and tribal cultural resources. However, Alternative 2 would fail to meet most project objectives, and would only partially meet project objectives related to providing improved recreational and dining facilities and converting existing private septic systems to public sewers. Refer to Section 6, *Alternatives*, for the complete alternatives analysis.

Areas of Known Controversy

Pursuant to Section 15123(b)(2) of the CEQA Guidelines, an EIR shall identify areas of controversy known to the lead agency including issues raised by agencies and the public. Issues raised by agencies and the public during the EIR scoping process involve project impacts to archaeological resources, biological resources, hazards and hazardous materials, noise, transportation, utilities and service systems, and tribal cultural resources. Responses to the Notice of Preparation of a Draft EIR and input received at the EIR scoping meeting held by the City are summarized in Section 1, *Introduction*.

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 Open Space/Active Recreation 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 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.
- **Grading Permit**. The City would have ministerial approval over the issuance of a permit for the grading of the project site prior to construction activities.
- **Encroachment Permit**. The City would have ministerial approval over the issuance of a permit for the creation of crosswalks, reconfiguration of the striped median and addition of a left-hand turn lane, relocation of the existing bus stop, reconstruction of the maintenance facility driveway access and striping, and changes to driveways providing access to the project site from Hollister Avenue.
- **Modification Request**. The Modification request would allow eight parking spaces associated with the proposed clubhouse to be partially located within the required front yard setback, as measured from the proposed ROW alignment.

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

- **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 (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, a Lake and Streambed Alteration Agreement from the California Department of Fish and Wildlife 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 Creek. 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. In the event of on-site groundwater contamination, coordination between Santa Barbara County EHS and the Central Coast RWQCB would be required.
- **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. The Santa Barbara County Fire District would ensure site design is consistent with the fire safe standards within the Goleta Community Wildfire Protection Plan.
- **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 revise their Sphere of Influence and 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 program based on previously reported (2001) petroleum impacted soil. At this time, EHS is deferring its review of the July 25, 2023 Soils Management Plan 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 Soils Management Plan can be revised to include all historical and post-remediation assessment data" (excerpt from June 20, 2024 letter from EHS).

Summary of Impacts and Mitigation Measures

Table ES-2 summarizes the environmental impacts of the proposed project, proposed mitigation measures, and residual impacts (the impact after application of mitigation, if required). Impacts are categorized as follows:

- **Class I, Significant and Unavoidable.** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per Section 15093 of the CEQA Guidelines.
- **Class II, Less than Significant with Mitigation Incorporated.** An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings under Section 15091 of the CEQA Guidelines.
- **Class III, Less than Significant.** An impact that may be adverse, but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.
- **Class IV, Beneficial.** An impact that would reduce existing environmental problems or hazards.

Table ES-2 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure (s)	Residual Impact
Aesthetics		
Impact AES-1. Construction and operation of the proposed project would not have a substantial adverse effect on a scenic vista. Although portions of the project would be visible from designated scenic corridors and viewpoints, these impacts would be temporary during construction, minimized through construction screening, and offset during operation by strategic tree planting and undergrounding of utilities to enhance visual quality. Therefore, impacts would be Class III, less than significant.	None required.	Class III, less than significant.
Impact AES-2. The project site is located approximately 430 feet from United States Route 101, which is eligible for designation as a state scenic highway throughout Goleta. The proposed project would not impact scenic resources within a State scenic highway. There would be no impact.	None required.	No impact.
Impact AES-3. The proposed project would be consistent with applicable zoning and other regulations that govern scenic quality, including the California Coastal Act, Goleta Zoning Code, and City of Goleta's General Plan/Coastal Land Use Plan. Impacts would be Class III, less than significant.	None required.	Class III, less than significant.
Impact AES-4. The proposed project would introduce on-site sources of light and glare; however, such sources would be consistent with City lighting regulations. Therefore, impacts involving light and glare would be Class III, less than significant.	None required.	Class III, less than significant.
Cumulative Impacts. Cumulative aesthetic impacts would be potentially significant, but the proposed project's contribution would not be considerable.	None required.	Cumulative impacts would be potentially significant. The project's contribution would not be considerable.
Air Quality		
Impact AQ-1. The proposed project's indirect growth would not result in a population exceeding the growth forecasts used within the Santa Barbara County Air Pollution Control District 2022 Ozone Plan, which is the applicable Air Quality Management Plan for the project site. This impact would be Class III, less than significant.	None required.	Class III, less than significant.
Impact AQ-2. Construction and operation of the proposed project would generate criteria air pollutant emissions; however, these emissions would not exceed applicable thresholds set forth by the Santa Barbara Air Pollution Control District. Therefore, the proposed project's emissions would not result in a cumulatively considerable net increase of any criteria pollutant for which the South Central Coast Air Basin region is in nonattainment under applicable federal or state ambient air quality standards. This impact would be Class III, less than significant.	None required.	Class III, less than significant.
Impact AQ-3. Construction of the proposed project would result in pollutant emissions; however, these emissions would be short-term, and existing on-site wind patterns would carry pollutants away from receptors. Operation of the proposed project does not involve the use of equipment that would result in substantial pollutant concentrations and therefore would not expose sensitive receptors to substantial pollutant concentrations. This impact would be Class III, less than significant.	None required.	Class III, less than significant.
Impact AQ-4. Construction of the proposed project would result in odors associated with equipment use, and operation of the proposed project would result in odors associated with food preparation and maintenance activities. Odors would dissipate rapidly from their sources and would not be carried toward receptors due to on-site wind patterns. Accordingly, the project would not result in substantial emissions leading to odors, that would adversely affect a substantial number of people. This impact would be Class III, less than significant.	None required.	Class III, less than significant.
Cumulative Impacts. Cumulative impacts related to exposing sensitive receptors to substantial pollutant concentrations would be significant, but the proposed project's contribution would not be considerable.	None required.	Cumulative impacts would be potentially significant. The project's contribution would not be considerable.

Impact	Mitigation Measure (s)	Residual Impact
Biological Resources		
Impact BIO-1. Construction of the proposed project has the potential to result in direct and indirect impacts to special-status plant and wildlife species. Operation of the proposed project would be similar to existing conditions and would have a Class II, less than significant, impact to special-status species. Following implementation of Mitigation Measures BIO-1 through BIO-10, the project's construction impact would be Class II, less than significant with mitigation.	**BIO-1 Pre-Construction Special-Status Plant Survey and Avoidance** Prior to the start of construction activities, a City-approved, qualified biologist (retained by the project applicant) shall conduct a pre-construction special-status plant survey within the areas of proposed ground disturbance. The survey shall be conducted at the appropriate season, and in appropriate habitat, for identifying potentially occurring special-status plant species, including cliff malacothrix, woolly seablite, and Santa Barbara honeysuckle. The special-status plant survey shall be conducted in conformance with the California Native Plant Society Botanical Survey Guidelines (CNPS 2001), Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities (CDFW 2018), and the USFWS's General Rare Plant Survey Guidelines (Cypher 2002). Reference sites shall be visited to document if target species are detectable prior to the special-status plant survey. If special-status plant species are encountered, the qualified biologist shall flag an appropriate buffer for avoidance prior to the start of construction activities, including landscaping activities. Any habitat area supporting special-status plants shall be considered ESHA, and appropriate setbacks shall be established within which no construction activities may occur and no landscaping may occur that will result in removal of or harm to rare plants. If construction has not commenced within two years of the most recent plant survey, the special-status plant survey shall be repeated prior to the start of construction. The qualified biologist shall submit a summary of the survey results to the City of Goleta's Planning and Environmental Review Director, or designee, for review and approval prior to initiation of construction activities, including landscaping activities. **Plan Requirements and Timing**. The qualified biologist shall conduct a pre-construction special-status plant survey and submit a summary of the pre-construction special-status plant survey results to the City of Goleta's Planning and Environmental Review Director, or designee, within two years prior to the start of construction activities, including landscaping activities. If special-status plant species are detected, the qualified biologist shall flag an appropriate avoidance buffer prior to Zoning Clearance for the grading permit. **Monitoring**: The City of Goleta's Planning and Environmental Review Director, or designee, shall review and approve the survey results and keep the results on file with the City. The City of Goleta's Planning and Environmental Review Director, or designee, shall conduct periodic spot checks to ensure that construction does not occur within the buffer during construction. **BIO-2 Environmentally Sensitive Habitat Fencing and Protection** Prior to initiation of construction activities, the project applicant shall retain a qualified biologist to delineate all ESHA, aquatic resources, and required setbacks with temporary construction fencing and/or flagging and signage. The fencing shall serve as a visual boundary for construction personnel and be maintained throughout the duration of construction. The construction contractor shall ensure that construction personnel and equipment do not enter the setback areas during the duration of construction activities. No non-native or invasive plant species that have a potential to displace or alter sensitive vegetation communities or vegetation communities supporting sensitive species shall be planted within ESHA or ESHA buffers. Areas protected under this measure shall include sensitive coastal sage scrub and coastal bluff scrub communities, riparian habitats associated with Devereux Creek, coastal wetlands, native grasslands, open water associated with the golf course pond, areas supporting special-status plant species, and aquatic resources. Unless otherwise authorized, the setbacks shall be as follows: ▪ Sensitive scrub communities: 25 feet ▪ Riparian vegetation: 100 feet unless otherwise authorized ▪ Coastal wetlands: 100 feet ▪ Native grasslands: 10 feet ▪ Monarch roost: 100 feet ▪ Aquatic resources and open water: 100 feet unless otherwise authorized No grading, vehicles or heavy machinery, or construction shall be permitted with the setbacks, unless reduced setbacks are approved by the City for specific activities and locations. No grading, sand capping, vehicles, heavy machinery, or construction activities shall be permitted within any ESHA at any time, unless these activities are covered under compensatory mitigation described in Mitigation Measure BIO-11. **Plan Requirements and Timing**. The project applicant shall retain a qualified biologist to delineate all ESHA and required setbacks with temporary construction fencing and/or flagging and signage prior to the start of construction activities. **Monitoring**: The qualified biologist and construction contractor shall provide evidence of ESHA delineation and BMP installation to the City of Goleta's Planning and Environmental Review Director, or designee, prior to the start of construction. The City of Goleta's Planning and Environmental Review Director, or designee, shall conduct periodic spot checks to ensure that construction does not occur within the buffer during construction.	Construction impacts would be Class II, less than significant with mitigation incorporated. Operational impacts would be Class III, less than significant.

Impact	Mitigation Measure (s)	Residual Impact
	BIO-3 Biological Monitoring and Worker Education Prior to initiation of construction activities, the project applicant shall retain a qualified biologist familiar with special-status plant and wildlife species with the potential to occur in the project work area. The qualified biologist shall be present on-site daily during grading and vegetation removal. The monitor shall be responsible for the following: ▪ Ensure that procedures for verifying compliance with biological resource mitigation measures are followed. ▪ Lines of communication and reporting methods. ▪ Guiding the construction contractor in marking/flagging construction area limits. ▪ Conducting construction crew Worker Environmental Awareness Program (WEAP) training. ▪ Authority to stop non-emergency work. ▪ Action to be taken in the event of non-compliance. ▪ Conducting daily wildlife clearance surveys prior to any grading, turf removal, other vegetation removal. ▪ Inspecting ESHA fencing around sensitive habitats. ▪ Preparing monitoring summaries of special-status species' presence, or the lack thereof, on the project site during grading or vegetation removal. All construction personnel shall attend a WEAP training conducted by the qualified biologist prior to commencement of construction activities. The construction contractor(s) shall be responsible for ensuring that all new personnel receive the training after construction is initiated. The WEAP shall include a description of a special-status species potentially present in the area, jurisdictional habitats present proximate to the Project site, information on sensitive habitats to be avoided, and specific measures that shall be implemented to protect special-status species. Special-status plant species addressed in the WEAP training shall include, at a minimum, cliff malacothrix, red sand verbena, Santa Barbara honeysuckle, Southern California black walnut, and woolly seablite. Species-status wildlife species addressed in the WEAP, at a minimum, shall include California red-legged frog, tidewater goby, monarch butterfly, Crotch's bumble bee, Cooper's hawk, southwestern pond turtle, yellow warbler, and white-tailed kite. **Plan Requirements and Timing**. The qualified biologist shall be present on-site daily during grading and vegetation removal. This measure shall be incorporated into the grading plans and the WEAP shall be available on-site during construction. The qualified biologist shall submit a monitoring summary to the City of Goleta's Planning and Environmental Review Director within 30 days after completing each phase of construction. **Monitoring**: Records of construction worker WEAP participation shall be kept on file with the City of Goleta's Planning and Environmental Review Director for the duration of construction. Monitoring summaries shall be kept on file with the City for the duration of construction. **BIO-4 General Best Management Practices** The construction contractor shall ensure that all construction personnel are informed of and adhere to the general requirements listed below prior to the start of construction activities. This measure shall be incorporated into the construction plans, including demolition, grading, building, and landscaping plans. The project applicant shall submit the construction plans to the City of Goleta's Planning and Environmental Review Director prior to issuance of Zoning Clearance for the grading permit. The City of Goleta's Planning and Environmental Review Director, or designee, shall review and approve the construction plans to ensure the below measures are included. ▪ Best management practices, such as silt fending or straw wattles, shall be installed prior to conducting any project activity within 100 feet of any aquatic resource, including sand capping, grading, cart path construction, or bridge construction. Implementation of BMPs shall be consistent with any requirements from the approved Stormwater Pollution Prevention Plan (SWPPP) for the Project. ▪ Project-related vehicles shall observe a 5-mile-per-hour speed limit within the unpaved limits of construction. ▪ All open trenches shall be fenced and sloped to prevent entrapment of wildlife species. ▪ All hollow posts and pipes shall be capped, and metal fence stakes shall be plugged with bolts or other plugging materials to prevent wildlife entrapment and mortality. ▪ All food-related trash items such as wrappers, cans, bottles, and food scraps generated during proposed project construction shall be disposed of in closed containers and removed daily from the project site. ▪ No deliberate feeding of wildlife shall be allowed. ▪ No pets shall be allowed on the project site. ▪ No firearms shall be allowed on the project site. ▪ If vehicle or equipment maintenance is necessary, it shall be performed in the designated staging areas. ▪ During construction, heavy equipment shall be operated in accordance with standard BMPs. All equipment used on-site shall be properly maintained to avoid leaks of oil, fuel, or residues. The construction contractor shall prevent oil, petroleum products, or any other pollutants	

Impact	Mitigation Measure (s)	Residual Impact
	from contaminating the soil or entering a watercourse (dry or otherwise). When vehicles or equipment are stationary, mats or drip pans shall be placed below vehicles to contain fluid leaks. Provisions shall be in place to remediate any accidental spills. ▪ Refueling of any equipment shall only occur in designated staging areas. Designated areas shall not be located near any storm drain inlets, drainage swales, or surface waterways. When refueling gas powered equipment or mixing herbicide, workers shall refuel or mix over drip pan which is appropriately sized to catch any spillage. The designated refueling area shall be inspected frequently to ensure no spill of hazardous materials have occurred and could contaminate the ground or water. The construction contractor shall advise workers to clean and report spills immediately. ▪ Standard dust control measures shall be implemented to reduce impacts on nearby plants and wildlife. This includes a variety of options to reduce dust including replacing ground cover in disturbed areas as quickly as possible, watering active sites regularly, and suspending all excavating and grading operations during periods of high winds. **Plan Requirements and Timing**. This measure shall be incorporated into the construction plans, including demolition, grading, building, and landscaping plans. The project applicant shall submit the construction plans to the City of Goleta's Planning and Environmental Review Director, or designee, for review and approval prior to issuance of Zoning Clearance for the grading permit. The construction contractor shall ensure that all construction personnel are informed of and adhere to the general requirements listed above prior to the start of construction activities. **Monitoring**: The City of Goleta's Planning and Environmental Review Director, or designee, shall review and approve the construction plans to ensure this measure is included. **BIO-5 Crotch's Bumble Bee Pre-construction Survey and Avoidance** Should ground-disturbing activities, including grading, trenching, and vegetation removal such as grubbing, be scheduled to occur during the Crotch's bumble bee colony active period (typically spring to late summer), a qualified biologist shall conduct a habitat assessment prior to ground-disturbing activities to identify areas containing suitable habitat for Crotch's bumble bee. The habitat assessment shall be conducted in areas supporting suitable vegetation communities and land covers and shall focus on presence of suitable floral resources and potential nest sites, and shall be conducted within areas of proposed ground disturbance that meet the preceding criteria. The qualified biologist shall submit the habitat assessment results to the City of Goleta's Planning and Environmental Review Director for review and approval within five days of completing the habitat assessment. Following completion of the habitat assessment, if suitable habitat is present, the qualified biologist shall conduct pre-construction surveys for Crotch's bumble bee in the areas identified as suitable, using a methodology (including number of surveys, timing of surveys, suitable survey conditions, and time of day) accepted by CDFW. The pre-construction surveys shall be conducted prior to ground-disturbing activities. The qualified biologist shall submit the pre-construction survey results to the City of Goleta's Planning and Environmental Review Director for review and approval within five days of completing the pre-construction surveys. If Crotch's bumble bees are not detected during the pre-construction surveys but suitable habitat is present, a qualified biologist shall be present during ground-disturbing project activities that occur during the Crotch's bumble bee colony active period, to ensure that no impacts occur to a previously unidentified Crotch's bumble bee nest. No additional work restrictions with regard to Crotch's bumble bee shall be implemented for the remainder of the colony active period. If Crotch's bumble bees are detected, ground-disturbing activities shall be prohibited within 100 feet of any known, occupied Crotch's bumble bee nest, or as determined by the qualified biologist, who shall demarcate the 100-foot buffer via flagging. Work shall not resume in this area for the duration of the Crotch's bumble bee colony active period, unless the qualified biologist determines the nest is inactive, with concurrence from CDFW. If Crotch's bumble bee remains a State candidate species or is listed as endangered or threatened under the California Endangered Species Act, and should ground-disturbing activities in areas potentially supporting habitat extend into one or more subsequent years, the habitat assessment and, if necessary, the surveys, shall be repeated in areas where ground disturbance may occur that year. Prior to initiation of ground-disturbing activities, should the California Fish and Game Commission remove the candidate status of Crotch's bumble bee and determine the species shall not be listed, then no measures protecting Crotch's bumble bee shall be required. **Plan Requirements and Timing**. The qualified biologist shall conduct a habitat assessment prior to any ground-disturbing activities during the Crotch's bumble bee colony active period. Following the habitat assessment, the qualified biologist shall conduct pre-construction surveys in the identified suitable areas. If Crotch's bumble bees are detected, prior to ground-disturbing activities, the qualified biologist shall demarcate a 100-foot buffer for any known, occupied nest via flagging. If Crotch's bumble bees are not detected, a qualified biologist shall be present during ground-disturbing activities. The qualified biologist shall submit the habitat assessment results and pre-construction survey results to the City of Goleta's Planning and Environmental Review Director, or designee, prior to ground-disturbing activities. The qualified biologist shall submit monitoring results to the City of Goleta's Planning and Environmental Review Director, or designee, following the completion of ground-disturbing activities. **Monitoring**: The City of Goleta's Planning and Environmental Review Director, or designee, shall review and approve the habitat assessment results, pre-construction survey results, and monitoring results. The City of Goleta's Planning and Environmental Review Director, or designee, shall conduct periodic spot checks to ensure that construction does not occur within the buffer during construction.	

Impact	Mitigation Measure (s)	Residual Impact
	BIO-6 Monarch Butterfly Roost Protection Construction activities (including grading and sand capping) within 200 feet of monarch butterfly ESHA shall be scheduled by the construction contractor to occur between April 1 and September 30 where feasible, to avoid overwintering monarch butterflies. If construction activities within 200 feet of monarch butterfly ESHA cannot feasibly be scheduled to avoid the overwintering season, the project applicant shall ensure the following measures are implemented prior to construction activities: ▪ A monarch specialist or qualified biologist shall conduct a survey for roosting monarchs prior to the start of ground-disturbing activities, including vegetation removal, and confirm the absence of roosting monarchs before the work can commence. Roosting monarch surveys must follow the Xerces Society Protocol (2022). Surveys shall be conducted in the early morning while temperatures are low enough that monarch butterflies remain clustered from the evening before (usually when temperatures are below 13 °C or 55 °F). ▪ Surveys shall be spaced sufficiently apart to capture roosting individuals during this timeframe and conducted during a time when monarchs are present at a local reference site as feasible. Depending on the observed monarch behavior, more than two site visits may be necessary to conclude the presence/absence of roosting monarchs throughout the season. ▪ During the overwintering season and during construction activities, roosting monarch surveys shall be conducted routinely to confirm continued absence or to identify, map, and describe roost locations if presence of roosting monarchs is confirmed. Mapped roosting locations may be adjusted as needed under the guidance of a monarch specialist or qualified biologist. ▪ Any construction activities within 200 ft of roosting monarchs within the monarch butterfly ESHA shall be prohibited (consistent with CE 4.5 and CE 4.6d). ▪ A monarch specialist or qualified biologist shall be present during ground-disturbing activities, including vegetation removal, to document monarch butterfly protection. The monarch monitor shall document that roosting monarchs are not disturbed by ground-disturbing activities. The monarch monitor shall have authority to stop ground-disturbing activities if monarchs show signs of unnatural disturbance. **Plan Requirements and Timing**: If construction activities within 200 feet of monarch butterfly ESHA cannot feasibly be scheduled to avoid the overwintering season, the project applicant shall retain a monarch specialist or qualified biologist to conduct surveys for roosting monarchs prior to the start of construction activities. The monarch specialist or qualified biologist shall submit survey results to the City of Goleta's Planning and Environmental Review Director, or designee, within five days of completing the pre-construction survey. The monarch specialist or qualified biologist shall monitor ground-disturbing activities, including vegetation removal, during construction. The monarch specialist or qualified biologist shall submit monitoring results to the City of Goleta's Planning and Environmental Review Director following the completion of construction activities within 200 feet of monarch butterfly ESHA. **Monitoring**. The City of Goleta's Planning and Environmental Review Director, or designee, shall review and approve the survey and monitoring results. **BIO-7 Implementation of Monarch Roost Protection Plan** The project applicant shall retain a qualified biologist to prepare a Monarch Roost Protection Plan prior to the start of construction activities. The Monarch Roost Protection Plan shall include the following. ▪ Trees majorly impacted by construction, grading, and trenching of the project improvement elements within the monarch butterfly ESHA shall be replaced at a 3:1 ratio within the ESHA and as close to the impacted tree as is reasonably feasible. ▪ If understory vegetation that supports overwintering habitat is removed within monarch butterfly ESHA, as determined by a monarch specialist, the vegetation shall be replaced at a 1:1 ratio as close to the removed vegetation as is feasible. ▪ Grading or other activities that could alter the surface hydrology that sustains the groves of trees within monarch butterfly ESHA are prohibited within the ESHA buffer (50- or 100- feet depending on whether the site is transitory or overwintering habitat). The qualified biologist shall submit the Monarch Roost Protection Plan to the City of Goleta's Planning and Environmental Review Director, or designee, for review and approval prior to the start of construction activities. The construction contractor shall implement the Monarch Roost Protection Plan for the duration of construction. **Plan Requirements and Timing**: The qualified biologist shall prepare a Monarch Roost Protection Plan, which shall be submitted to the City of Goleta's Planning and Environmental Review Director, or designee, for review and approval prior to Zoning Clearance for the grading permit. **Monitoring**: The City of Goleta's Planning and Environmental Review Director, or designee, shall review and approve the Monarch Roost Protection Plan prior to Zoning Clearance for the grading permit. **BIO-8 Tree Protection Measures** The construction contractor shall implement the following tree protection measures to ensure that impacts to mature native (protected) trees are minimized to the extent feasible or avoided, consistent with the City of Goleta's General Plan/Coastal Land Use Policy CE 4 and CE 9, prior to the start of project construction. The following tree protection measures shall be included within the project construction plans, including the	

Impact	Mitigation Measure (s)	Residual Impact
	grading and landscaping plans. All measures below shall be conducted by or under the direct supervision of an International Society of Arboriculture (ISA) certified arborist retained by the project applicant: **Prior to Construction** ▪ A certified arborist or qualified biologist under the supervision of the certified arborist shall monitor any ground disturbance or vegetation removal activities that have a potential to impact protected trees. ▪ Temporary fencing such as snow fencing, not less than 3 feet high with tree protection signs shall be erected around all protected trees (or tree groups) to be preserved that have a potential to be impacted during construction. The protective fence shall be installed at the protected zone boundary of each tree (or tree group), which is defined as the critical root zone. The contractor shall maintain the fence to keep it upright, taut and aligned during active construction. Fencing shall be in place and inspected by a City approved biologist prior to the start of activities with the potential to impact protected trees. Fencing shall be removed only after all construction activities with the potential to impact protected trees are complete. ▪ A pre-construction meeting shall be held between all contractors (including grading, tree removal/pruning, builders, etc.) and the project arborist. The meeting shall focus on instructing the contractors on tree protection practices. All equipment operators and spotters, assistants, or those directing operators from the ground shall provide written acknowledgement of their receiving tree protection training. This training shall include information on the location and marking of protected trees, the necessity of preventing damage, and the discussion of work practices that will accomplish such. **Protection and Maintenance During Construction** ▪ Contractors shall avoid heavy equipment operations, grade changes, ponding water, and fill or compaction within the protected tree zone unless where specifically approved and under the supervision of a Certified Arborist or qualified biologist in direct communication with the Certified Arborist. ▪ Contractors shall ensure that damage to the tree be avoided to the extent feasible when transporting or moving construction materials and working within or adjacent to the protected zone). If contact with the tree crown is unavoidable, affected branches may be pruned by a qualified arborist under supervision of a Certified Arborist and shall adhere to industry standards. ▪ Except where specifically approved in writing beforehand, all trenching shall be done outside of the fenced protected zone. Where trenching is necessary in areas that contain roots from retained trees, contractors should use trenching techniques that include the use of either a root pruner or an Air-Spade to limit root impacts. A Certified Arborist or qualified biologist in direct communication with the Certified Arborist shall ensure that all pruning cuts be clean and sharp to minimize ripping, tearing, and fracturing of the root system. Use of both root-pruning and Air-Spade equipment shall be accompanied only by hand tools to remove soil from trench locations. The trench should be made no deeper than necessary, and when possible, alternatives to trenching should be utilized. ▪ The contractor shall be responsible for irrigating (deep watering) the trees in the summer and fall irrigation as necessary and determined by a Certified Arborist. One irrigation cycle shall thoroughly soak the root zones of the trees to a depth of two feet. The soil shall be allowed to dry out between watering to avoid keeping a consistently wet soil.. Soil moisture shall be checked with a soil probe before irrigating. The area within three feet of the trunk shall never be soaked, especially in summer months. ▪ If any protected trees are damaged to the point where continued viability is threatened, as determined by a certified arborist, the tree shall be replaced at a 3:1 ratio with like species grown from locally obtained seed. Replacement shall occur on site as feasible, or off site (within the same watershed) if on site replacement is not feasible. Replacement trees shall be monitored for a period of 5 years. **Maintenance After Construction** ▪ The contractors shall ensure that the mulch is kept a minimum one foot away from the trunk base and no more than 8 inches deep to avoid creating conditions favorable to the establishment and growth of decay-causing fungal pathogens. **Plan Requirements and Timing**: The project applicant shall submit the construction plans that include the tree protection measures to the City of Goleta's Planning and Environmental Review Director for review and approval prior to Zoning Clearance for the grading permit. **Monitoring**: The City of Goleta's Planning and Environmental Review Director, or designee, shall review and approve the construction plans to ensure this measure is included. The City of Goleta's Planning and Environmental Review Director, or designee, shall approve the arborist prior to Zoning Clearance for the grading permit. **BIO-9 Preconstruction Semi-Aquatic Species Survey, Avoidance, and Relocation** Prior to the start of construction activities, a qualified biologist (retained by the project applicant) shall conduct a pre-construction survey for semi-aquatic species (e.g., California red-legged frog, southwestern pond turtle) within areas of proposed ground disturbance. The survey shall be completed seven days prior to ground disturbance in dry conditions or 48 hours prior to ground disturbance in favorable conditions for upland amphibian migration (e.g., during or immediately after heavy rain events, heavy fog, or high humidity). The qualified biologist shall	

Impact	Mitigation Measure (s)	Residual Impact
	submit a summary of the survey results to the City of Goleta's Planning and Environmental Review Director, or designee, for review and approval prior to initiation of ground disturbance. If a special status species is identified during construction, the construction contractor shall halt construction activities within 100 feet of the location and contact the qualified biologist. If identified during pre-construction surveys or during construction, individual special-status species in the work area shall be allowed to move out of the work area of their own volition. If special-status species are detected and do not move out of the work area, a Species Relocation and Exclusion Plan shall be prepared by the qualified biologist and submitted to the City of Goleta's Planning and Environmental Review Director, or designee, for approval prior to relocation. The Species Relocation and Exclusion Plan shall specify that if relocation by humans is required, the animal shall be captured by a qualified biologist and relocated out of harm's way to the nearest suitable habitat, a minimum of 100 feet from the project work area where it was found. Species listed as threatened or endangered (e.g., California red-legged frog) shall only be handled as authorized by United States Fish and Wildlife Service. The qualified biologist shall document observations of special-status species on California Natural Diversity Database forms and submit the documentation to the California Department of Fish and Wildlife upon project completion. If one or more special status semi-aquatic species are detected, surveys are required each day prior to construction activities until the species has moved out of the work area or the qualified biologist has determined that construction may resume. Construction can commence when the semi-aquatic species moves or is relocated out of the work area and when approved by the qualified biologist. If construction ceases for more than 30 days, a new special status survey is required. **Plan Requirements and Timing**: Prior to issuance of Zoning Clearance for the grading permit, the qualified biologist shall submit a summary of the survey results to the City of Goleta's Planning and Environmental Review Director. If no special-status species are found, grading activities can commence and no further reporting is required. If species are detected and do not move out of the work area, a Species Relocation and Exclusion Plan shall be prepared by the qualified biologist and submitted to the City of Goleta's Planning and Environmental Review Director, or designee, for approval prior to relocation and commencing construction. If construction ceases for more than 30 days, a new special status survey is required. **Monitoring**: The City of Goleta's Planning and Environmental Review Director, or designee, shall review any biological survey, relocation, or exclusion reports in consultation with CDFW or USFWS. The City of Goleta's Planning and Environmental Review Director, or designee, shall conduct periodic site inspections to verify compliance with survey recommendations in the field. The City of Goleta's Planning and Environmental Review Director, or designee, shall conduct periodic spot checks to ensure that construction does not occur within the buffer during construction. **BIO-10 Preconstruction Nesting Bird Surveys and Avoidance** To avoid construction impacts to nesting birds and raptors, the construction contractor shall conduct vegetation removal and initial ground disturbance outside the bird and raptor breeding season, which is typically February 1 through September 1 but can vary based on local and annual climatic conditions. If construction begins within the breeding season, then not more than seven days before demolition, ground disturbance, and/or vegetation removal commences, a bird and raptor preconstruction survey shall be conducted by a City-approved biologist (retained by the project applicant) within the disturbance footprint, plus a 300-foot buffer. The survey shall be conducted by a biologist familiar with the identification of bird species known to occur in southern California. The City-approved biologist shall conduct the preconstruction nesting bird and raptor surveys during the time of day when bird species are active and for a sufficient duration to reliably conclude presence/absence of nesting birds and raptors within the 300-foot buffer. The City-approved biologist shall submit a summary of the nesting bird and raptor survey results to the City of Goleta's Planning and Environmental Review Director, or designee. Survey conclusions shall be reviewed and approved by the City of Goleta's Planning and Environmental Review Director, or designee, prior to initiation of construction. If no bird nests are observed no further mitigation is required. If an active nest of species protected by the California Fish and Game Code (§ 3503) or Migratory Bird Treaty Act are found within 300 feet of the disturbance footprint, the City-approved biologist shall flag their locations and map their locations on an aerial photograph of the disturbance footprint at a scale no less than 1"=200' and/or recorded with the use of a Global Positioning System (GPS) unit. If active raptor nests are detected, the map shall include topographic lines, parcel boundaries, adjacent roads, known historical nests for protected nesting species, and known roosting or foraging areas, as required by the City of Goleta's General Plan/Coastal Land Use Policy CE 8.3. The buffer shall be 300 feet in compliance with the City of Goleta's General Plan/Coastal Land Use Policy CE 8.4. If the 300-foot buffer is infeasible, the City-approved biologist may reduce the buffer distance as appropriate, depending upon the species and the proposed work activities. If any active non-raptor bird nests are found, the City-approved biologist shall establish a suitable buffer area (varying from 25 to 300 feet), depending on the species. The construction contractor shall ensure that no ground disturbance occurs within the buffer until the City-approved biologist confirms that the breeding/nesting is completed and all the young have fledged, and removes the buffer. If work within the buffer is necessary, a City-contracted biological monitor (funded by the project applicant) shall monitor the active nest full-time during construction activities within the buffer to ensure project activities are not indirectly impacting protected nesting birds and raptors. If work ceases for more than 30 days, a new nesting bird survey shall be conducted in accordance with this measure. **Plan Requirements and Timing**: The survey shall be conducted no more than seven (7) days prior to commencement of any demolition, grading, and/or vegetation removal activities. Survey conclusions shall be reviewed and approved by the City of Goleta's Planning and Environmental	

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	Review Director, or designee, prior to the commencement of construction activities that could disturb suitable nesting habitat, such as demolition, grading, and/or vegetation removal. This measure, and any buffer requirements, shall be incorporated into the grading plans. **Monitoring**: The City of Goleta's Planning and Environmental Review Director, or designee, shall review any biological survey reports and conduct periodic site inspections to verify compliance with survey recommendations in the field. The City of Goleta's Planning and Environmental Review Director, or designee, shall conduct periodic spot checks to ensure that construction does not occur within the buffer during construction.	
Impact BIO-2. Construction of the proposed project has the potential to result in direct and indirect impacts to arroyo willow thickets, Devereux Creek and associated riparian habitat, coastal bluff scrub/coastal sage scrub, and Monarch Butterfly Roosting Habitat. Operation of the proposed project would be similar to existing conditions and would have a Class III, less than significant, impact on riparian habitat and sensitive natural communities. Following implementation of Mitigation Measures HYD-1, BIO-2, BIO-3, BIO-4, BIO-6, BIO-7, BIO-8, and BIO-11, the project's construction impact would be Class II, less than significant with mitigation.	Mitigation Measures HYD-1, BIO-2, BIO-3, BIO-4, BIO-6, BIO-7, BIO-8, and BIO-11 would be required. **BIO-11 Compensatory Mitigation for Impacts on Sensitive Communities and Riparian Habitat** Onsite mitigation shall be provided to compensate for the permanent loss of arroyo willow thickets/riparian habitat (0.002 acre) at a ratio of 5:1. Temporary impacts to arroyo willow thickets/riparian habitat (0.005 acre), eucalyptus woodland/riparian habitat (0.04 acre), and non-wetland waters of the United States and State (0.002 acre) shall be restored at a 1:1 ratio. Details of the mitigation program requirements shall be described in a Habitat Mitigation and Monitoring Program (HMMP). A qualified biologist, retained by the project applicant, shall prepare the HMMP. Final landscape plans for the project shall not include removal of sensitive vegetation or aquatic resources in areas for landscaping purposes only (where no construction ground disturbances, including grading, trenching, excavation for bioretention basins or other drainage or utility features, is proposed). Requirements described in the HMMP shall include: ▪ Specification that mitigation shall be on-site and shall occur adjacent, or as near as possible, to any removed habitat area. Mitigation for loss of arroyo willow/riparian habitat associated with Devereux Creek shall occur only along Devereux Creek, and near the area of impacts to the extent possible. ▪ Mitigation for the loss of riparian habitat and non-wetland waters of the United States and State shall conform with any requirements included within a Lake and Streambed Alteration Agreement provided by the California Department of Fish and Wildlife, a Clean Water Act 401 Certification issued by the Central Coast Regional Water Quality Control Board, or USACE Clean Water Act Section 404 permit. ▪ The mitigation program shall conform with all requirements of the City of Goleta's General Plan/Coastal Land Use Plan and the City of Goleta Creeks and Watershed Management Plan. ▪ Specification of a 5-year monitoring period for all restoration areas. ▪ Development of a plant palate for each restoration area (arroyo willow thicket/riparian, eucalyptus woodland, non-wetland waters of the United States and State) in keeping with the character and plant composition of the native community being restored. ▪ Restoration for temporary impacts within monarch butterfly winter roosting habitat shall conform with requirements of the City of Goleta's General Plan/Coastal Land Use Plan. ▪ Defined attainable and measurable goals and objectives to be achieved through implementation of the HMMP. ▪ A restoration work plan that details methodologies, a restoration schedule, plant materials (seed), and implementation strategies. Performance standards for the restoration work plan shall include achievement of vegetation cover, species diversity, and soil stability standards. ▪ A detailed maintenance plan to include removal of invasive non-native species. ▪ A monitoring plan that includes methods and analysis of results, goals for success or failure, and an adaptive management plan and suggestions for failed restoration efforts. ▪ Restoration activities using native species from locally collected stock. The qualified biologist shall submit the HMPP to the City of Goleta's Planning and Environmental Review Director, or designee, for review and approval prior to initiation of construction activities. **Plan Requirements and Timing**: The project applicant shall retain a qualified biologist to prepare an HMMP prior to Zoning Clearance for the grading permit. The qualified biologist shall submit the HMMP to the City of Goleta's Planning and Environmental Review Director, or designee, for review and approval prior to Zoning Clearance for the grading permit. **Monitoring**: The City of Goleta's Planning and Environmental Review Director, or designee, shall review and approve the HMMP prior to the start of construction activities. The City of Goleta's Planning and Environmental Review Director, or designee, shall ensure compliance with the onsite mitigation requirements and monitor the restoration efforts throughout the 5-year monitoring period.	Construction impacts would be Class II, less than significant with mitigation incorporated. Operational impacts would be Class III, less than significant.

Impact	Mitigation Measure (s)	Residual Impact
Impact BIO-3. Project construction has the potential to result in direct and indirect substantial adverse effects to aquatic resources, including Devereux Creek and the Golf Course Pond. Operation of the proposed project would be similar to existing conditions and would have a less than significant impact to aquatic resources. Following implementation of Mitigation Measures HYD-1, BIO-2, BIO-3, BIO-4, and BIO-11, the project's construction impact would be Class II, less than significant with mitigation.	Mitigation Measures HYD-1, BIO-2, BIO-3, BIO-4, and BIO-11 would be required.	Construction impacts would be Class II, less than significant with mitigation incorporated. Operational impacts would be Class III, less than significant.
Impact BIO-4. Project construction would have the potential to result in substantial disturbances to wildlife movement through the introduction of noise, light, and increased human presence, which would be a potentially significant impact. Project operation would not substantially interfere with the movement of any native resident or migratory fish or wildlife species. With implementation of Mitigation Measure NOI-1, the project's construction impact would be Class II, less than significant with mitigation incorporated.	Mitigation Measure NOI-1 would be required.	Construction impacts would be Class II, less than significant with mitigation incorporated. Operational impacts would be Class III, less than significant.
Impact BIO-5. The proposed project would be potentially inconsistent with the City of Goleta's General Plan/Coastal Land Use Plan Policies CE 1.6, CE 2.2, CE 4.4, and CE 9.5, as well as Section 17.30.040 of the Goleta Municipal Code, as construction of the proposed project could directly or indirectly impact ESHA, ESHA buffers, or protected trees. Following implementation of Mitigation Measures BIO-2, BIO-3, BIO-4, BIO-6, BIO-7, BIO-8, and BIO-11, the proposed project's impact involving conflict with local policies or ordinances protecting biological resources would be Class II, less than significant with mitigation.	Mitigation Measures BIO-2, BIO-3, BIO-4, BIO-6, BIO-7, BIO-8, and BIO-11 would be required.	Construction impacts would be Class II, less than significant with mitigation incorporated. Operational impacts would be Class III, less than significant.
Impact BIO-6. The proposed project is not within the jurisdiction of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. No impact would occur.	None required.	No impact.
Cumulative Impacts. Cumulative development could result in a potentially significant impact on biological resources, but the proposed project's contribution to such impacts would not be considerable with implementation of Mitigation Measures HYD-1, NOI-1, and BIO-1 through BIO-11.	None required beyond project-level mitigation measures.	Cumulative impacts would be potentially significant. The project's contribution would not be considerable.
Cultural Resources		
Impact CUL-1. The Barnsdall Rio Grande Gas Station qualifies as a historical resource. The proposed restoration and adaptive reuse of the Barnsdall Rio Grande Gas Station would be consistent with all of the applicable Secretary of the Interior's Standards for Rehabilitation and the City of Goleta Historic Preservation Ordinance with implementation of Mitigation Measure CUL-1. Vibration from construction activities has the potential to damage the Barnsdall Rio Grande Gas Station. With implementation of Mitigation Measure NOI-2, the proposed project's construction impacts to the Barnsdall Rio Grande Gas Station would be Class II, less than significant with mitigation incorporated. Operation of the proposed project would involve maintenance of the restored Barnsdall Rio Grande Gas Station and impacts would be Class III, less than significant.	Mitigation Measures NOI-2 and CUL-1 would be required. **CUL-1 Architectural Monitoring for Barnsdall Rio Grande Gas Station** The project applicant shall retain a Secretary of Interior's Professionally Qualified architectural historian and/or the City's Urban Historian (qualified historian) to ensure the project implementation utilizes the Secretary of Interior's Standards for Rehabilitation and guidelines from the National Park Service including: ▪ Preservation Brief #9, The Repair of Historic Wood Windows ▪ Preservation Brief #10, Exterior Paint Problems on Historic Woodwork ▪ Preservation Brief #32, The Preservation and Repair of Historic Stuccowork ▪ Preservation Brief #45, Preserving Historic Wood Porches The project applicant shall provide proof of retainment of the qualified historian to the City of Goleta's Planning and Environmental Review Director prior to the issuance of Zoning Clearance for the building permit for the renovation of the Barnsdall Rio Grande Gas Station. The requirement shall be referenced in the construction plans for the Rio Grande Coffee Shop intended for use by the construction contractor(s). Prior to the start of renovation of the Barnsdall Rio Grande Gas Station, the qualified historian shall review the replacements, materials, finishes, designs, colors, textures, and other visual qualities for consistency with the Secretary of Interior's Standards for Rehabilitation. During renovation of the Barnsdall Grande Gas Station, the qualified historian shall conduct weekly spot checks to monitor construction progress for consistency with the Standards for Rehabilitation. Monitoring may be increased or reduced as deemed necessary by the qualified historian with approval by the City of Goleta's Planning and Environmental Review Director, or designee. The qualified historian shall have the authority to halt work if inconsistent with the Standards for Rehabilitation and develop a plan to revise the work for consistency with the Standards for Rehabilitation in consultation with the City and contractor(s). Throughout the renovation of the Barnsdall Rio Grande Gas Station, the qualified historian shall submit a weekly update to the City of Goleta's Planning and Environmental Review Director to document compliance. The update shall include date of monitoring, project progress, compliance or non-compliance with the Standards for Rehabilitation, and necessary actions to ensure compliance with the Standards for Rehabilitation. **Plan Requirements and Timing**. Prior to renovation of the Barnsdall Rio Grande Gas Station, the project applicant shall retain a qualified historian. The qualified historian shall review project plans for replacements, materials, finishes, designs, colors, textures, and other visual	Construction impacts would be Class II, less than significant with mitigation incorporated. Operational impacts would be Class III, less than significant.

Impact	Mitigation Measure (s)	Residual Impact
	qualities for consistency with the Secretary of Interior's Standards for Rehabilitation prior to and during renovation of the Barnsdall Rio Grande Gas Station. Proof of retainment shall be provided to the City of Goleta's Planning and Environmental Review Director prior to the issuance of Zoning Clearance for the building permit for the renovation of the Barnsdall Rio Grande Gas Station. **Monitoring.** Throughout the renovation of the Barnsdall Rio Grande Gas Station, the qualified historian shall submit a weekly update to the City of Goleta's Planning and Environmental Review Director to document compliance. The update shall include date of monitoring, project progress, and compliance or non-compliance with the Standards for Rehabilitation, and necessary actions to ensure compliance with the Standards for Rehabilitation. The City of Goleta's Planning and Environmental Review Director, or designee, shall review the weekly updates.	
Impact CUL-2. The proposed project would not result in a significant impact to known archaeological resources. However, the proposed project may result in a potentially significant impact to unknown archaeological resources through ground disturbance during project construction. Following implementation of Mitigation Measures CUL-2 through CUL-4, construction impacts would be Class II, less than significant with mitigation incorporated. Operation of the proposed project would be similar to existing conditions and impacts would be Class III, less than significant.	**CUL-2 Archaeological Monitoring** Prior to ground disturbance activities, the project applicant shall retain an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards (qualified archaeologist) and has experience in California prehistoric and historic resources (experience within City of Goleta or Santa Barbara County preferred). The project applicant shall provide proof of retainment of the qualified archaeologist to the City of Goleta's Planning and Environmental Review Director, or designee, prior to the issuance of Zoning Clearance for the grading permit. The qualified archaeologist shall prepare a Cultural Resource Monitoring and Inadvertent Discovery Plan (Plan), conduct archaeological monitoring, and address any inadvertent discoveries identified during project implementation (refer to Mitigation Measure CUL-4). The City of Goleta's Planning and Environmental Review Director, or designee, shall review and approve the Plan prior to the issuance of Zoning Clearance for the grading permit. The Plan shall outline archaeological and Native American resource monitoring protocols, as well as a program for treatment and mitigation in the case of an inadvertent discovery of cultural resources during project-related ground-disturbance. The Plan shall also provide for the proper identification, evaluation, treatment, and protection of any cultural resources in accordance with CEQA throughout the duration of the project. The Plan shall be incorporated and referenced in all grading and construction plans intended for use by the construction contractor(s). The qualified archaeologist shall manage archaeological monitoring during initial ground disturbance activities, defined as construction-related earth moving of sediments from their place of deposition. This definition excludes movement of sediments after they have been initially disturbed or displaced by project-related construction. The qualified archaeologist shall oversee and establish monitoring efforts as needed (increase, decrease, or discontinue monitoring frequency) based on the observed potential for construction activities to encounter cultural deposits or material. The qualified archaeologist shall ensure all daily monitoring logs are maintained. The requirement for archaeological monitoring shall be noted on all demolition and grading plans. The qualified archaeologist shall prepare an archaeological monitoring report within 60 days following completion of ground disturbance, and shall submit the archaeological monitoring report to the City of Goleta's Planning and Environmental Review Director, or designee, for review. The archaeological monitoring report shall document compliance with approved cultural resource mitigation measures, include all monitoring efforts, and include an appendix with the daily monitoring logs. The qualified archaeological shall submit the final archaeological monitoring report to the City of Goleta's Planning and Environmental Review Director and the Central Coast Information Center. **Plan Requirements and Timing**. Prior to ground disturbance, the project applicant shall retain a qualified archaeologist. The qualified archaeologist shall create a Plan, conduct monitoring, and address any discoveries during project construction. Proof of retainment shall be provided to the City of Goleta's Planning and Environmental Review Director prior to the issuance of Zoning Clearance for the grading permit. The Plan shall outline monitoring protocols and treatment for any discovered cultural resources, ensuring compliance with CEQA. The Plan shall be referenced in all grading and construction plans. The City of Goleta's Planning and Environmental Review Director, or designee, shall review and approve the Plan prior to the issuance of Zoning Clearance for the grading permit. **Monitoring**. The qualified archaeologist shall manage monitoring during initial ground disturbance, adjusting efforts based on the potential to encounter cultural deposits. Daily monitoring logs shall be maintained. The qualified archaeologist shall prepare an archaeological monitoring report, documenting compliance and monitoring efforts, and shall submit the archaeological monitoring report to the City of Goleta's Planning and Environmental Review Director, or designee, for review, within 60 days following completion of ground disturbance. The qualified archaeological shall submit the final archaeological monitoring report to the City of Goleta's Planning and Environmental Review Director and the Central Coast Information Center. **CUL-3 Workers Environmental Awareness Program (WEAP) Training** All construction personnel and monitors who are not trained archaeologists shall be briefed regarding unanticipated discoveries of archaeological resources prior to the start of construction activities. A basic presentation shall be prepared and presented by the qualified archaeologist, or their designee, to inform all construction personnel working on the project about the archaeological sensitivity of the area. The purpose of the WEAP training is to provide specific details on the kinds of archaeological materials that may be identified during construction and explain the importance of and legal basis for the protection of significant archaeological resources. Each worker shall also learn the proper procedures to follow in the event archaeological resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate contact of the qualified archaeologist and if appropriate, Native American representative. If new construction personnel are added to the project, the crew foreman shall ensure the new personnel receive the WEAP training before starting work. The necessity of training attendance shall be stated on all demolition, grading, or construction plans and	Construction impacts would be Class II, less than significant with mitigation incorporated. Operational impacts would be Class III, less than significant.

Impact	Mitigation Measure (s)	Residual Impact
	the project applicant shall maintain records demonstrating construction worker WEAP participation. The project applicant shall submit the records of construction worker WEAP participation to the City of Goleta's Planning and Environmental Review Director prior to construction activities and as-needed after the addition of new personnel. **Plan Requirements and Timing**. This measure shall be incorporated into the grading, demolition, and construction plans and the WEAP shall be available on-site during construction. **Monitoring**. Records of construction worker WEAP participation shall be kept on file with the City of Goleta's Planning and Environmental Review Director for the duration of construction. **CUL-4 Unanticipated Discovery of Cultural Resources** If unanticipated cultural resources are discovered during project-related ground disturbance activities, the following procedures shall be implemented: ▪ In the event that archaeological resources are unexpectedly encountered during ground-disturbing activities, the construction contractor(s) shall halt work within 50 feet of the find and contact the qualified archaeologist. The qualified archaeologist retained pursuant to Mitigation Measure CUL-2 shall immediately evaluate the resource. ▪ If the resource is determined to be potentially significant, then the qualified archaeologist, project applicant, Native American monitor (if resources are Native American in origin), and City of Goleta's Planning and Environmental Review Director, or designee, shall meet to discuss the significance of the find. At the meeting, a decision shall be made, with the concurrence by the City of Goleta's Planning and Environmental Review Director, or designee, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resource. ▪ Treatment and avoidance of the newly discovered resource(s) shall be consistent with the Plan prepared pursuant to Mitigation Measure CUL-2. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils, and/or re-burial within the immediate vicinity so they are not subject to further disturbance in perpetuity. If avoidance is infeasible, then treatment shall be implemented pursuant to the Plan. The City of Goleta's Planning and Environmental Review Director, or designee, shall make the final determination based on the provisions of CEQA with respect to archaeological resources and recommendations of the qualified archaeologist. ▪ Further ground disturbance, including but not limited to grading and trenching, shall not resume within the area of the discovery until the City of Goleta's Planning and Environmental Review Director, or designee, has determined the appropriate mitigation has been implemented pursuant to the Plan and the qualified archaeologist has notified the construction contractor(s) to resume work. Work shall be allowed to continue outside of the 50-foot buffer area and shall be monitored by additional archaeological monitors, if necessary. ▪ If the resource proves to be eligible for the California Register of Historical Resources and significant impacts to the resource cannot be avoided via project redesign, the qualified archaeologist shall prepare a data recovery plan tailored to the physical nature and characteristics of the resource, pursuant to the requirements of the *CEQA Guidelines* Section 15126.4(b)(3)(C). The data recovery plan shall identify data recovery excavation methods, measurable objectives, and data thresholds to reduce any significant impacts to cultural resources related to the resource. The City of Goleta's Planning and Environmental Review Director, or designee, shall review and approve the treatment plan and archaeological testing as appropriate. The qualified archaeologist shall submit the resulting documentation to the regional repository of the California Historical Resources Information System pursuant to *CEQA Guidelines* Section 15126.4(b)(3)(C). ▪ The qualified archaeologist shall provide evidence of compliance with this mitigation measure, if a significant archaeological resource is found, to the City of Goleta's Planning and Environmental Review Director and the appropriate California Historical Resources Information System Information Center upon completion of the data recovery plan detailing the significance of the resource and treatment findings. **Plan Requirements and Timing**. If unanticipated cultural resources are discovered during ground disturbance, the construction contractor(s) shall halt work within 50 feet of the find and contact the qualified archaeologist. The qualified archaeologist shall evaluate the resource immediately. If the resource is potentially significant, the qualified archaeologist, project applicant, Native American monitor (if applicable), and City of Goleta's Planning and Environmental Review Director, or designee, shall meet to decide on appropriate mitigation. Treatment and avoidance shall follow the Plan from Mitigation Measure CUL-2. The City of Goleta's Planning and Environmental Review Director, or designee, shall make the final determination based on CEQA provisions. Ground disturbance shall not resume in the area until the City of Goleta's Planning and Environmental Review Director, or designee, has verified that mitigation is implemented. Work outside the 50-foot buffer shall continue with additional monitoring if necessary. **Monitoring**. The City of Goleta's Planning and Environmental Review Director, or designee, shall review and approve the data recovery plan (if applicable). The qualified archaeologist shall submit documentation to the California Historical Resources Information System. The qualified archaeologist shall provide evidence of compliance to the City of Goleta's Planning and Environmental Review Director and the California Historical Resources Information System upon completion.	

Impact	Mitigation Measure (s)	Residual Impact
Impact CUL-3. Construction of the proposed project would involve ground disturbing activities such as grading and surface excavation, which have the potential to unearth or adversely impact previously unidentified human remains. With adherence to existing regulatory requirements, this impact would be Class III, less than significant. Operation of the proposed project would be similar to existing conditions and impacts would be Class III, less than significant.	None required.	Class III, less than significant.
Cumulative Impacts. Cumulative impacts related to the disturbance of archaeological resources would be significant, but the proposed project's contribution would not be considerable with implementation of Mitigation Measures CUL-2 through CUL-4.	None required beyond project-level mitigation measures.	Cumulative impacts would be potentially significant. The project's contribution would not be considerable.
Energy		
Impact E-1. Construction and operation of the proposed project would utilize gasoline, diesel, and electricity, but would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. This impact would be Class III, less than significant.	None required.	Class III, less than significant.
Impact E-2. The proposed project would consume energy during construction and operation, but energy consumption would not conflict with Senate Bill 100, the City's Climate Action Plan, Strategic Energy Plan, or Municipal Code requirements related to energy. This impact would be Class III, less than significant.	None required.	Class III, less than significant.
Cumulative Impacts. Cumulative impacts related to energy would be Class III, less than significant.	None required.	Cumulative impacts would be less than significant.
Geology and Soils		
Impact GEO-1. The project site does not overlie an Alquist-Priolo Fault Zone but does overlie a portion of the More Ranch Fault. Proposed project activities would not create stresses that could contribute to fault rupture The proposed project would avoid placing structures within 50 feet of the More Ranch Fault. Construction and operational impacts would be Class III, less than significant.	None required.	Class III, less than significant.
Impact GEO-2. The project site is located in a seismically active area and seismic activity could affect structures on the project site. Mitigation Measure GEO-1 would require incorporation of seismic design recommendations from geotechnical reports prepared for project structures into the project's structural design, which would reduce impacts involving seismic ground shaking. Construction and operational impacts would be Class II, less than significant with mitigation incorporated.	**GEO-1 Geotechnical Design** The applicant's project design engineer shall incorporate the recommendations listed below from the *Site-Specific Hazards Study and Preliminary Foundation Investigation* (Appendix F-1), *Preliminary Geotechnical Investigation for Proposed Club House* (Appendix F-2), and the *Preliminary Geotechnical Investigation for Proposed Comfort Station* (Appendix F-3) into the project's grading and building plans. The applicant shall submit the grading and building plans to the Planning and Environmental Review Director or designee for review and approval prior to issuance of a Zoning Clearance for the grading and building permits for the project. The applicant shall also retain a licensed geotechnical professional approved by the Planning and Environmental Review Director or designee prior to the start of construction. The licensed geotechnical professional shall be responsible for ensuring proper implementation of the recommendations below and providing a report to the Planning and Environmental Review Director or designee certifying the recommendations below have been incorporated into project design and throughout construction prior to the issuance of a certification of occupancy. **Grading (General)** 1. The area to be graded shall be cleared of surface vegetation, including roots and root structures. 2. If, during the removal and scarification process, excessive root structures are encountered, these areas shall be deep ripped in two directions to the depth of the root structure, after which the disturbed soils and the roots shall be completely removed, and the resulting cavities shall be scarified and processed to receive fill in accordance with recommendations contained in this section. 3. If, during the grading operations, previously placed undocumented fill material is encountered, this fill material shall be removed under the direction of the project design engineer prior to commencement of the filling operations. 4. Removed surface soils and/or imported approved fill will be placed in loose lifts of approximately 6 inches, thoroughly mixed, moistened or dried to near optimum moisture content, and compacted to a minimum of 90 percent relative compaction. 5. Rocks greater than 6 inches in size shall be removed from the soil being spread for compaction. 6. Import soils, if required for compacted fill, shall be granular, non-expansive soils which are equal to, or superior in quality to, the on-site soils as determined by the project design engineer prior to importation of the fill material to the site. 7. The compaction standard shall be the latest adoption of the ASTM D-1557 method of compaction. 8. Positive surface drainage shall direct water away from all slopes and away from the foundation system of the proposed structure.	Class II, less than significant with mitigation incorporated.

Impact	Mitigation Measure (s)	Residual Impact
	Grading (Clubhouse) 1. In areas where compacted fill soil is to be placed, the area to receive the fill soil shall be prepared. In the area to be prepared, the loose topsoil and compressible surface soils shall be removed and observed by the project design engineer. Upon approval of excavation, the exposed ground surface shall be scarified an additional 6 to 8 inches, moistened or dried to near the optimum moisture content, and compacted to 90 percent of the relative compaction. 2. The footings of the proposed structures shall be supported completely on firm undisturbed original ground. The structures shall not be supported over a cut/fill transition unless the foundation is engineered to account for the transition. 3. All fill slopes which are created during the grading operation shall be properly shaped to a maximum slope angle of 2 horizontal to 1 vertical, and compacted by rolling the sheepsfoot roller or similar compaction equipment over the slope face at vertical lift intervals of 30 inches or less. **Grading (Comfort Station)** 1. The footings of the proposed structures shall be supported completely by a uniform thickness of non-expansive compacted soil. The structures shall not be supported over a cut/fill transition. 2. Beneath the proposed structures and for a minimum distance of 5 feet beyond the exterior perimeters, the loose topsoil and compressible surface soils shall be removed and observed by a representative of our firm. Upon approval of excavation, the exposed ground surface shall be scarified an additional 6 to 8 inches, moistened or dried to near the optimum moisture content, and compacted to 90 percent of the relative compaction. The minimum depth of removal shall be at least 12 inches below the bottom of the proposed footings. **Grading (Rio Grande Coffee Shop)** 1. It should be noted gas tanks that were buried on the property have been removed and the resulting void was backfilled with an imported yellow sand. If these backfilled areas are located below the proposed structures, backfill soil shall be removed and replaced at 95 percent compaction. 2. The footings of the proposed structures shall either be supported completely by a uniform thickness of non-expansive compacted fill or the foundations shall be designed to penetrate the fill and compressible topsoil such that the structure is supported either completely over fill or completely on firm original ground. The structures shall not be supported over a cut/fill transition unless the foundation is engineered to account for the transition. 3. Beneath the proposed structures and for a minimum distance of 5 feet beyond the exterior perimeters, the loose topsoil and compressible surface soils shall be removed and observed by the project design engineer. Upon approval of excavation, the exposed ground surface shall be scarified an additional 6 to 8 inches, moistened or dried to near the optimum moisture content, and compacted to 90 percent of the relative compaction. The minimum depth of removal shall be at least 12 inches below the bottom of the proposed footings. **Foundations (General)** 1. All footings shall contain a minimum of two No. 4 horizontal rebar; one placed in the base and one in the stem of the footing. The project design engineer shall specify the foundation steel reinforcement. 2. Concrete slab-on-grade floors shall be placed over a subgrade soil conforming to the *Grading* recommendations of this mitigation measure. 3. As a minimum, concrete slabs on grade shall be a full 4 inches thick and shall contain No. 3 rebar spaced 24 inches on center each way. The steel reinforcement shall be placed near the center of the slab. Concrete slabs on grade shall be doweled into all adjacent footings using No. 3 rebar spaced 24 inches on center. The traditional or conventional subgrade preparation below a concrete slab-on-grade floor is some variation of the following: A minimum 4- inch coarse, washed concrete sand layer is placed over the soil subgrade. A 10- mil or heavier impervious membrane is placed over the sand layer. These concrete slab-on-grade and sand layer recommendations shall be modified and/or eliminated as needed by the designers for surcharge loads, wheel loads, concentrated loads, or for moisture control. The floor covering supplier or manufacturer will be contacted for their specifications for design features, which will result in a successful bond between the concrete slab and floor covering. Floor flatness and shrinkage crack control must be addressed by a competent contractor experienced in the skill of concrete placement. The owners or their agents shall inform those designing, building, and installing the concrete slab on grade and flooring of the performance and aesthetics expected. 4. The licensed geotechnical engineer shall be requested to inspect the footing excavation prior to placement of reinforcing steel and timber form boards. 5. Floor elevations located lower than the surrounding exterior grades are recommended to be protected from moisture intrusion. The project design engineer shall consider installation of features, such as waterproofing and French drains. **Foundations (Clubhouse)** 1. These recommendations assume the undisturbed native soil will support the proposed footings. If the final graded conditions positions part of the building over the compacted fill soil, extended footings and/or a pile and grade beam foundation may be required over the fill	

Impact	Mitigation Measure (s)	Residual Impact
	sections. The footing depth below the lowest adjacent grade shall be minimum of 24 inches. The soil encountered at this depth must be firm, non-porous, undisturbed native soil and the footing excavation must penetrate at least 12 inches into the firm soil. An allowable soil bearing value of 2,000 pounds per square foot may be assumed for the 24 inch deep footing described above with a one-third increase for wind or seismic forces. 2. Specification No. 1 shall apply at the basement foundation elevation and at the basement level a 20% increase in allowable soil bearing is allowed for each additional 6 inches of depth below the lowest adjacent grade, up to maximum allowable soil bearing value of 3,000 pounds per square foot. 3. Isolated piers may be utilized and shall extend a minimum of 24 inches below the lowest adjacent ground surface. 4. If footings are to be located on, adjacent to, or within 10 feet of the top of a slope, these footings shall extend to such a depth so that the horizontal distance between the bottom outside edge of the footing and the face of the adjacent slope is a minimum distance of 10 feet The slope setback required by the CBC, Figure 1808.7.1, shall also apply. **Foundations (Comfort Station)** 1. These recommendations assume a uniform thickness of compacted soil will support the proposed footings. 2. Isolated piers may be utilized and shall extend a minimum of 18 inches below compacted ground surface. 3. Based upon compliance with these recommendations, an allowable soil bearing value for compacted soil of 1,500 pounds per square foot for 12-inch-deep footings and 2,000 pounds per square foot for 18-inch-deep footings, with a one-third increase when considering wind or seismic forces, may be assumed. **Foundations (Rio Grande Coffee Shop)** 1. These recommendations assume a uniform thickness of compacted soil will support the proposed footings. 2. Footings below two-story portions of the structure shall extend 18 inches below compacted ground surface. 3. Isolated piers may be utilized and shall extend a minimum of 18 inches below compacted ground surface. 4. Based upon compliance with the above recommendations, an allowable soil bearing value for compacted soil of 1,300 pounds per square foot for 12-inch-deep footings and 1,500 pounds per square foot for 18-inch-deep footings, with a one-third increase when considering wind or seismic forces, may be assumed. **Pavement (Clubhouse)** 1. In the areas to be paved, the top loose surface soils shall be removed from below the proposed final soil subgrade elevation, moistened or dried to at or near the optimum moisture content, and compacted to 90 percent relative compaction with the top 9 inches being compacted to 95 percent relative compaction where pavement will be subject to vehicle travel or parking. The subgrade area shall be check rolled in order to detect isolated soft spots. Any areas found to be yielding under the wheel loads of the equipment shall be stabilized by removal and compaction. 2. The Class 2 aggregate base shall be recompacted to a minimum of 95 percent relative compaction in accordance with the ASTM D-1557 test method. Asphalt concrete shall be placed only after the Class 2 aggregate base has been demonstrated to be firm and unyielding. 3. If asphalt pavement is selected for the finished pavement surface, an R-Value of the subgrade soil shall be performed by a licensed geotechnical professional in order to provide appropriate thickness of Class 2 aggregate base and asphalt concrete. 4. Maintenance to assist in reducing the potential for rapid deterioration of the asphalt paved areas shall include surface treatment approximately six months to one year after construction and approximately three years from the first treatment. Pavement conditions shall be reviewed at least once a year for cracks, puddling of surface water, and overall appearance. This review should be done in the fall such that cracks may be repaired which may otherwise allow moisture to pass through the pavement and weaken the subgrade. 5. For concrete slab on grade pavements the slab shall be a minimum of 5.5 inches thick and be placed over a 4 inch thick layer of compacted Class 2 base (at 95 percent relative compaction) and shall be reinforced with No. 3 rebar at 24 inches on center each way and placed at the mid-height of the slab thickness. **Pavement (Rio Grande Coffee Shop)** 1. In the areas to be paved, the top loose surface soils shall be removed from below the proposed final soil subgrade elevation, moistened or dried to at or near the optimum moisture content, and compacted to 90 percent relative compaction with the top 9 inches being compacted to 95 percent relative compaction where pavement will be subject to vehicle travel or parking. The subgrade area shall be check rolled in order to detect isolated soft spots. Any areas found to be yielding under the wheel loads of the equipment shall be stabilized by removal and compaction. 2. The Class 2 aggregate base shall be recompacted to a minimum of 95 percent relative compaction in accordance with the ASTM D-1557 test method. Asphalt concrete shall be placed only after the Class 2 aggregate base has been demonstrated to be firm and unyielding.	

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3. If asphalt pavement is selected for the finished pavement surface, an R-Value of the subgrade soil shall be performed by a licensed geotechnical professional in order to provide appropriate thickness of Class 2 aggregate base and asphalt concrete.
4. Maintenance to assist in reducing the potential for rapid deterioration of the asphalt paved areas shall include surface treatment approximately six months to one year after construction and approximately three years from the first treatment. Pavement conditions shall be reviewed at least once a year for cracks, puddling of surface water, and overall appearance. This review should be done in the fall such that cracks may be repaired which may otherwise allow moisture to pass through the pavement and weaken the subgrade.

Retaining Walls (Clubhouse)

The following retaining wall recommendations assume a single wall on level ground or a slope of less than 25 degrees. If there is more than one retaining wall, creating a multilevel terraced condition, the upper footing must be at a depth that passes below a 50 percent sloping line projected up from the top of the footing of the retaining wall below.

Cantilevered: For cantilevered retaining walls, such as site walls and garden walls, which do not form part of the structure, the following shall apply:

1. The cantilevered retaining wall shall be designed assuming an active soil pressure equivalent to a fluid (EFP) whose weight is 35 pounds per cubic foot for level backfill conditions and 52 pounds per cubic foot for backfill slopes, which are constructed at an angle of up to 27 degrees. These values are based on Coulomb's Equation and the following assumed backfill soil values: internal angle of friction equal to 34 degrees, cohesion equal to 0, and a total unit weight of soil equal to 125 pounds per cubic foot. The EFP value does not include surcharge loads and is based on a free-draining condition. The free-draining condition must be created by placing the backfill specified in the *Preliminary Geotechnical Investigation for Proposed Club House*.
2. Retaining walls may be designed using pseudostatic analyses based on a modified Seed Whitman (1970) approach. The need to apply the lateral seismic load is to be determined by the project design engineer or by the building code. The seismic earth force was estimated using the modified Seed Whitman (1970) method, assuming a horizontal peak ground acceleration of 1.142g, and assuming drained backfill conditions. The peak horizontal ground acceleration (PGAm) was determined in accordance with Section 1803.5.12 of the 2019 CBC, Paragraph 2.2. The seismic earth resultant force (ΔPae), acting on the stem of the retaining wall, may be estimated as ΔPae = 34.4H2. The resultant force (ΔPae) may be assumed to act at 0.33H above the base of the wall2. Kh = 0.765.
3. The bottom of the retaining wall footing shall extend a minimum distance of 24 inches below the lowest adjacent undisturbed natural grade or 12 inches into firm, undisturbed original ground (whichever is deeper) and shall be designed assuming an allowable soil bearing value of 2,000 pounds per square foot. For footings placed on slopes, the base of the toe or keyway placed at the toe shall extend to such a depth that there exists 10 horizontal feet between the bottom of the footing and the daylight line of the adjacent slope. The key may be placed adjacent to the downhill edge of the retaining wall footing in order to attain the recommended downhill grade footing embedment. The slope setback required by the CBC, Figure 1808.7.1, shall also apply.
4. A passive soil pressure equivalent to a fluid whose weight is 350 pounds per cubic foot and a coefficient of friction against sliding of 0.35 may be assumed for the footing excavation described in the recommendation above.
5. The use of equipment to compact soil within the wedge of backfill defined by a 1:1 line projected up from behind the retaining wall to the surface shall be limited to handheld rammer plate compactors, such as a Wacker BS 45Y. A string line shall be placed along the top of the wall to monitor possible rotation of the wall due to the compaction surcharge. If the wall begins to bow or lean away from the backfilling operations, the compaction process shall stop and the licensed geotechnical professional shall be notified immediately such that modified compaction recommendations can be given at that time.
6. The finish covering on the face of the wall, such as stucco or paint, may be adversely affected by moisture intrusion from the backfill through the back of the wall. To prevent this, the back of the wall and footing shall be waterproofed. All waterproofing and application of waterproofing shall be in accordance with the specifications of the product supplier.
7. Retaining wall backfill shall be a clean, coarse sand or gravel wrapped in a filter fabric. The gravel shall be separated from adjacent native soil by a filter fabric. The retaining wall shall be serviced by appropriately placed weep holes or a perforated drain. This drainage feature must include at least 2 cubic feet of gravel wrapped in filter fabric. Lower quality native backfill material may be utilized outside the triangular wedge, which extends upwards from the inside edge of the retaining wall and is a minimum width of 60 percent of the wall height at ground surface. The sand between the wall and native soil shall have a Sand Equivalent of 20 or greater and an Expansion Index equal to 0. To avoid excessive amounts of sand and gravel backfill, the construction contractor is prohibited to cut a vertical excavation 2 to 4 feet beyond the back of the retaining wall footing or stem. Cuts shall only occur to the point needed to install the drainpipe and slope the excavation back as specified.
8. It is assumed that the rough grade excavation behind the retaining wall is to be cut at a temporary slope angle of 1 horizontal to 1 vertical in order to comply with Cal-OSHA safety requirements.
9. All soil backfill shall be compacted to a minimum of 90 percent relative compaction. It should be noted, retaining walls designed assuming active soil conditions are anticipated to deflect seasonally. In addition, surface features which obtain their support from retaining wall

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backfill materials are anticipated to express differential movement with respect to the retaining wall as the wall may be resting upon a thinner depth of fill or undisturbed original ground, and the surface features may be resting upon a considerable thickness of compacted fill, which has settlement characteristics differing from that of original ground. The differential movement between the wall and slab patio may be undesirable. In order to hide or prevent such differential movement, an alternate design may be required, such as, but not limited to, placing a planter between the wall and slab, or connecting the slab to the wall, creating a retaining wall which is pinned at the top, not cantilevered.

Partially Restrained: For restrained or partially restrained retaining walls or cantilevered retaining walls which form a portion of the foundation system of the structure, the wall shall be designed as a braced wall utilizing at-rest pressures in accordance with the following recommendations:

1. The retaining wall shall be designed assuming an at-rest soil pressure equivalent to a fluid (EFP) whose weight is 60 pounds per cubic foot for level backfill conditions and 73 pounds per cubic foot for backfill slopes, which are constructed at an angle of up to 27 degrees. These values are based on the same assumed conditions stated in Recommendation No. 1 under the Cantilevered section. The at-rest condition for a level backfill is based on the following equation: EFP=Koy where Ko=1-sin ϕ, y is the total unit weight of soil, and ϕ is the internal angle of friction.
2. The retaining wall footing shall conform to the *Foundations* recommendations and may be designed assuming an allowable soil bearing value of 2,000 pounds per square foot. For footings placed on or adjacent to slopes, the base of the toe or keyway placed at the toe shall extend to such a depth that there exists 10 horizontal feet between the bottom of the footing and the daylight line of the adjacent slope.
3. A passive soil pressure equivalent to a fluid whose weight is 350 pounds per cubic foot and a coefficient of friction against sliding of 0.35 may be assumed for the footing excavation described in the recommendation above.
4. The retaining wall shall be serviced by a perforated drain which is located a minimum of 12 inches below top of the adjacent interior concrete slab-on-grade floor.
5. Walls, foundations, and connections between walls and foundations forming interior finished rooms of the structure shall be waterproofed by the proper application of a moisture barrier. All waterproofing products shall be applied in strict conformance with the manufacturer's recommendations.
6. It is assumed that the rough grade excavation behind the retaining wall is to be cut at a temporary slope angle of 1 horizontal to 1 vertical in order to comply with Cal-OSHA safety requirements.
7. Footings located near the retaining wall stem and in the zone of the granular backfill material shall extend through the retaining wall backfill, shall be supported on the firm underlying undisturbed ground, and below a 1 horizontal to 1 vertical line projected upward from the base of the wall; whichever is deeper. As an alternative, the footing can be designed to span across the backfill area and be supported by footings able to receive the reaction load of the spanning member. This may include tying into the retaining wall for support, if that portion of the retaining wall has been designed to receive the additional load.
8. Retaining wall backfill shall include 2 cubic feet per linear foot of wall of 3/8- to 1- inch gravel placed around a 4-inch perforated rigid PVC drainpipe. The perforations of the pipe shall be placed down at the positions of 5 and 7 o'clock. A filter fabric shall separate the gravel from the other backfill soils.
9. Retaining wall backfill above the drainpipe shall be a clean, coarse sand or gravel, creating an inverted triangular wedge. Lower quality native backfill material may be utilized outside the triangular wedge which extends upwards from the outside edge of the pipe/gravel at the base of the retaining wall and is a minimum width of 60 percent of the wall height at ground surface. Clean, coarse sand is acceptable when the Sand Equivalent is greater than 20 and the Expansion Index equals 0. To avoid excessive amounts of sand and gravel backfill, do not allow the excavation contractor to cut a vertical excavation 2 to 4 feet beyond the back of the retaining wall footing or stem. Cut only to the point needed to install the drainpipe and slope the excavation back as specified.
10. The use of equipment to compact soil within the wedge of backfill defined by a 1:1 line projected up from behind the retaining wall to the surface shall be limited to handheld rammer plate compactors, such as a Wacker BS 45Y. A string line shall be placed along the top of the wall to monitor possible rotation of the wall due to the compaction surcharge. If the wall begins to bow or lean away from the backfilling operations, the compaction process shall stop and the licensed geotechnical professional shall be notified immediately such that modified compaction recommendations can be given at that time.
11. The project design engineer designing the retaining wall shall address the following conditions:
    a. When a retaining wall is backfilled without a top restraint, such as a wood floor diaphragm, the stem of the retaining wall acts as a cantilever.
    b. Depending on the rigidity of the top restraint, the wall may act as a beam spanning between the top and bottom points, reversing the tension side of the stem to the front of the wall as opposed to the back as in the case of a cantilever condition.
    c. Structure members deflect when loaded. The users guide to the widely used computer program RetainPro recommends the deflection of the wall be checked because the program does not calculate deflection. Refer to Section 9 titled “Related Design Considerations” in the manual titled “Basics of Retaining Wall Design”, Page 50. As an estimate, the Concrete Reinforcing Steel Institute (CRSI) manual estimates

Impact	Mitigation Measure (s)	Residual Impact
	concrete reinforced stems of cantilevered retaining walls will deflect a horizontal distance at the top of the wall equal to the height of the wall divided by 240. The appropriate deflection equation and values corresponding to load, condition, and material shall be employed to determine the deflection corresponding to the lateral loads recommended herein such that appropriate connections, tiebacks, bracing, or construction joints can be placed within the structural design to properly account for the deflection. The total deflection may not occur during the backfilling operation, but rather sometime after the frame structure is built over and adjacent to the retaining wall. **Adjacent Loads (General)** 1. Where footings are placed at varying elevations, the effect of adjacent loads will be calculated using the widely published Formulas for Stresses in Semi-infinite Elastic Foundations or the Boussinesq figures and equations for both vertical and horizontal surcharge loads. **Settlement (General)** 1. It is the intent of the recommendations contained in this report to achieve angular distortions of approximately 1/480. A total settlement of approximately 1 inch or less is anticipated for foundations supported on the undisturbed native soil and approximately 1 percent to 1.5 percent of the fill height is the anticipated total settlement at areas where compacted fill soil is placed in accordance with the *Grading* measures provided in this mitigation measure. The soil bearing values and estimated settlements contained in this report are preliminary and can be modified after the foundation and grading plans are substantially complete. **Plan Requirements and Timing.** Grading and building plans shall be submitted for review and approval by the Planning and Environmental Review Director or designee before the City issues a Zoning Clearance for the grading and building permits. The Planning and Environmental Review Director or designee shall approve the licensed geotechnical professional prior to the start of construction. The licensed geotechnical professional shall submit the report to the Planning and Environmental Review Director or designee certifying the recommendations have been incorporated prior to the issuance of a certification of occupancy. **Monitoring.** Once during the grading phase of construction, the Planning and Environmental Review Director or designee shall visit the project site to confirm with the licensed geotechnical professional that the construction contractor is implementing the applicable geotechnical recommendations.	
Impact GEO-3. Soils underlying the proposed clubhouse, Rio Grande Coffee Shop, and comfort station have very low liquefaction potential. Compliance with the CBC would ensure the proposed project would minimize the risk of loss, injury, or death involving liquefaction. Construction and operational impacts would be Class III, less than significant.	None required.	Class III, less than significant.
Impact GEO-4. Portions of the project site have high landslide potential. However, the project would not place structures in these areas and would not create substantial slopes which could otherwise exacerbate on-site landslide risk. Construction and operational impacts would be Class III, less than significant.	None required.	Class III, less than significant.
Impact GEO-5. On-site development has the potential to increase erosion during and after construction. Compliance with existing regulations would ensure construction and operation of the proposed project would minimize the potential for the project to cause substantial soil erosion or the loss of topsoil. This impact would be Class III, less than significant.	None required.	Class III, less than significant.
Impact GEO-6. The project site is not at risk of substantial lateral spreading, subsidence, liquefaction, or collapse. Implementation of California Building Code requirements into project design would ensure the potential for the proposed project to result in risks related to unstable geologic and soil units is minimized. Construction and operational impacts would be Class III, less than significant.	None required.	Class III, less than significant.
Impact GEO-7. Project site soils have a very low expansion potential, and proposed project facilities would be constructed in accordance with the requirements of the California Building Code, which would minimize the potential for structural hazards associated with expansive soils. Construction and operational impacts would be Class III, less than significant.	None required.	Class III, less than significant.
Impact GEO-8. The proposed project would include the abandonment of the on-site septic tank system and would not require the use of septic tanks or alternative wastewater disposal systems. No impact would occur.	None required.	No impact.

Impact	Mitigation Measure (s)	Residual Impact
Impact GEO-9. Project ground-disturbing activities would occur on geologic units with a high potential to contain paleontological resources. With implementation of Mitigation Measure GEO-2 the proposed project's construction impact on paleontological resources and unique geologic features would be Class II, less than significant with mitigation incorporated. Operation of the proposed project would be similar to existing conditions and impacts would be Class III, less than significant.	**GEO-2: Paleontological Resources Impact Plan and Monitoring** Prior to the commencement of any grading activities, the project applicant shall retain a qualified professional paleontologist as defined in the Society of Vertebrate Paleontology's *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources* (2010). The qualified professional paleontologist shall prepare a Paleontological Resources Impact Mitigation Program consistent with the guidance provided in the *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources*. The Paleontological Resources Impact Mitigation Program shall be reviewed and approved by the City's Planning and Environmental Review Director or designee prior to the issuance of a Zoning Clearance for a grading permit. The Paleontological Resources Impact Mitigation Program shall include, but not be limited to, the following: ▪ **Worker Environmental Awareness Program Training.** The qualified professional paleontologist shall conduct WEAP training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. A basic presentation shall be prepared and presented by the qualified professional paleontologist to inform all construction personnel working on the project about the paleontological sensitivity of the area. Each worker shall also learn the proper procedures to follow in the event paleontological resources or unique geologic features are uncovered during ground-disturbing activities. These procedures include halting construction and resource assessment. If new construction personnel are added to the project, the construction contractor shall ensure the new personnel receive the training before starting work. The qualified professional paleontologist shall ensure construction personnel sign a form affirming they received WEAP training. The qualified professional paleontologist shall submit this form to the Planning and Environmental Review Director or designee. ▪ **Monitoring.** The qualified professional paleontologist shall identify the locations on the project site where paleontological monitoring is required. The qualified professional paleontologist, or a paleontological resource monitor designated by the qualified professional paleontologist, shall observe initial grading and drilling activities on-site in areas underlain by late Pleistocene marine terrace deposits, the Sisquoc Formation, and the Monterey Formation. No monitoring is required for ground disturbing activities in areas of artificial fill, subject to the discretion of the qualified professional paleontologist. ▪ **Discovery of Paleontological Resources.** In the event that fossils are unearthed during grading, the qualified professional paleontologist or designated paleontological resource monitor will temporarily halt and/or divert grading activity within a 50-foot radius of the find to allow for recovery of the resource. ▫ **Fossil Salvage.** The qualified professional paleontologist shall salvage (i.e., excavate and recover) the fossil to protect it from damage/destruction. Bulk matrix sampling may be necessary to recover small invertebrates or micro vertebrates from paleontologically sensitive deposits. After the fossil(s) is (are) salvaged, construction activity may resume. ▫ **Fossil Preparation and Curation**. Fossils shall be identified to the lowest (i.e., most-specific) possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection along with all pertinent field notes, photos, maps, and data required by the curating institution. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the qualified professional paleontologist. ▫ **Final Paleontological Mitigation Report.** Upon completion of ground-disturbing activities (or laboratory preparation and curation of fossils, if necessary), the qualified professional paleontologist shall prepare a final report describing the results of the paleontological monitoring efforts. The report shall include a summary of the field and laboratory methods employed; an overview of project geology; and, if fossils were discovered, an analysis of the fossils, including physical description, taxonomic identification, and scientific significance. The report shall be submitted to the City's Planning and Environmental Review Director or designee and, if fossil curation occurred, the Santa Barbara Museum of Natural History. **Plan Requirements and Timing.** The Planning and Environmental Review Director or designee shall approve the Paleontological Resources Impact Mitigation Program prior to the issuance of a Zoning Clearance for a grading permit. The qualified professional paleontologist shall conduct WEAP training prior to the start of ground-disturbing activities and submit the signed form to the Planning and Environmental Review Director within 24 hours following the completion of WEAP training. The qualified professional paleontologist or designated paleontological resource monitor shall observe initial grading and drilling activities throughout construction on-site in areas underlain by late Pleistocene marine terrace deposits, the Sisquoc Formation, and the Monterey Formation. If a fossil is discovered, the qualified professional paleontologist shall submit the Final Paleontological Mitigation Report to the Planning and Environmental Review Director or designee within 90 days of completion of salvage and preparation. If curation occurred, the qualified professional paleontologist shall also submit the Final Paleontological Mitigation Report to the Santa Barbara Museum of Natural History. **Monitoring.** The Planning and Environmental Review Director or designee shall review and approve the form provided by the qualified professional paleontologist certifying WEAP training was completed. The Planning and Environmental Review Director or designee shall confirm the qualified professional paleontologist or designated paleontological resource monitor observed grading and drilling activities. The Planning and Environmental Review Director or designee shall review and approve the Final Paleontological Mitigation Report, if applicable.	Construction impacts would be Class II, less than significant with mitigation incorporated. Operational impacts would be Class III, less than significant.

Impact	Mitigation Measure (s)	Residual Impact
Cumulative Impacts. Cumulative geology and soils impacts would be less than significant. Cumulative impacts to paleontological resources would be potentially significant, but the proposed project's contribution would not be considerable with implementation of Mitigation Measure GEO-2.	None required beyond project-level mitigation measures.	Cumulative impacts to geology and soils would be less than significant. Cumulative impacts to paleontological resources would be potentially significant. The project's contribution would not be considerable.
Greenhouse Gas Emissions		
Impact GHG-1. The proposed project's construction and operation greenhouse gas emissions would not exceed the threshold of 2.63 metric tons carbon dioxide equivalent per year per employee. This impact would be Class III, less than significant.	None required.	Class III, less than significant.
Impact GHG-2. Construction and operation of the proposed project would be consistent with applicable plans, policies, and regulations adopted for the purpose of reducing greenhouse gas emissions, including the 2022 Scoping Plan, 2050 Regional Transportation Plan/Sustainable Communities Strategy, City of Goleta's General Plan/Coastal Land Use Plan, and City of Goleta's Climate Action Plan. This impact would be Class III, less than significant.	None required.	Class III, less than significant.
Cumulative Impacts. The project would not exceed the County of Santa Barbara greenhouse gas thresholds, nor conflict with greenhouse gas reduction plans. Therefore, the project would not have a considerable contribution to cumulative greenhouse gas impacts.	None required.	Cumulative impacts would be potentially significant. The project's contribution would not be considerable.
Hazards and Hazardous Materials		
Impact HAZ-1. Construction and operation of the proposed project would involve the transportation, use, and disposal of hazardous materials. However, all hazardous materials would be transported, used, and disposed of in compliance with existing federal, State, and local regulations. Proposed project impacts would be Class III, less than significant.	None required.	Class III, less than significant.
Impact HAZ-2. Construction and operation of the proposed project could result in the accidental release of hazardous materials through demolition of the existing clubhouse and comfort station, restoration of the Barnsdall Rio Grande Gas Station, grading of potentially contaminated soils, and future environmental impacts related to potential oil well contamination. However, implementation of Mitigation Measures HAZ-1 through HAZ-6 would reduce impacts to Class II, less than significant with mitigation incorporated.	**HAZ-1: Asbestos Containing Materials Abatement.** Prior to the issuance of Zoning Clearance associated with the demolition permit, the project applicant shall prepare an asbestos abatement plan addressing the items/topics listed below. The asbestos abatement plan shall be reviewed and approved by SBCAPCD. Proof of SBCAPCD approval shall be provided to the City of Goleta's Planning and Environmental Review Director, or designee. During project construction and demolition activities, the project applicant shall follow the measures outlined in the asbestos abatement plan, which shall be undertaken by properly trained and licensed asbestos contractors currently registered with Cal/OSHA and/or OSHA (herein referred to as "abatement contractors"). Abatement contractors shall be selected and vetted by the project applicant and reviewed by SBCAPCD ten working days prior to starting demolition as part of the Notification for Renovation and Demolition Form ENF-28 submittal. Project-specific requirements to be addressed in the asbestos abatement plan include the following: ▪ Disturbance activities shall be performed only by abatement contractors using appropriate controls to prevent fiber emissions during the removal process. This may include, but is not limited to, the use of wet methods (water mist), negative pressure containment, high efficiency particulate air filtration, and other engineering controls, as deemed appropriate, to keep fibers from being dispersed in accordance with current federal, State, and local regulations. Presumed asbestos containing roofing materials shall be sampled by abatement contractors prior to demolition to determine proper handling and disposal requirements. ▪ Windows with trace (defined as less than 1 percent) asbestos in putty shall be removed intact to avoid disturbance of the putty, if possible. Other materials with trace asbestos shall be point counted to determine the asbestos concentrations; if asbestos concentrations are not determined, these materials shall be managed as ACMs. ▪ Workers performing removal shall be properly protected to prevent exposure, including the use of respiratory protection with high efficiency particulate air filtration, protective suits, or other protective equipment deemed necessary by abatement contractors. Disturbance of greater than 100 square feet of any ACMs or asbestos-containing construction materials must be performed by trained and licensed abatement contractors. ▪ Asbestos containing waste materials must be properly contained and transported for off-site disposal at a permitted landfill or disposal facility. Friable asbestos with greater than 1 percent asbestos content is considered hazardous waste per current federal and State regulations and must be transported and disposed of using proper manifest documentation. Non-friable asbestos is categorized as non-	Class II, less than significant with mitigation incorporated.

Impact	Mitigation Measure (s)	Residual Impact

hazardous, asbestos containing waste and can typically be disposed to the local Class III landfill with prior approval from landfill operators. As noted, materials with less than 1 percent total asbestos can be disposed of as construction debris if proper lab analysis is provided.

- Proper removal techniques must be followed to prevent the dissemination of asbestos fibers. All required notification and permitting shall be administered by the abatement contractor, and proper completion shall be verified by the City's Director of Planning and Environmental Review.
- If suspect materials are found during site work, the area shall be isolated, and any suspect materials tested to confirm or deny the presence of asbestos, lead, or other hazards, as determined appropriate by the abatement contractor.

Plan Requirements and Timing. The project applicant shall prepare the asbestos abatement plan, obtain SBCAPCD's approval, and contract with an abatement contractor prior to the issuance of Zoning Clearance associated with the demolition permit.

Monitoring. The City of Goleta's Director of Planning and Environmental Review, or designee, shall verify SBCAPCD has approved the asbestos abatement plan prior to the issuance of Zoning Clearance. The City of Goleta's Director of Planning and Environmental Review, or designee, shall spot-check compliance with the asbestos abatement plan during demolition activities and verify compliance documentation following the proposed project's demolition activities.

HAZ-2: Lead-Based Paint Abatement

Prior to the issuance of Zoning Clearance associated with the demolition permit, the project applicant shall prepare an LBP abatement plan. This plan can be combined with the plan required in Mitigation Measure HAZ-1. The LBP abatement plan shall be reviewed and approved by the City of Goleta's Planning and Environmental Review Director, or designee. During proposed project construction and demolition activities, the project applicant shall follow the measures outlined in the LBP abatement plan. These requirements shall be undertaken by properly trained contractors that utilize lead-safe work practices (or "abatement contractors"). Abatement contractors shall be selected and vetted by the project applicant and reviewed by the City of Goleta's Planning and Environmental Review Director. Prior to abatement, the applicant shall notify CDPH of lead-based abatement activities through submittal of CDPH Form 8551, and provide evidence of the notification to the City of Goleta's Planning and Environmental Review Director or designee. Project-specific requirements of the LBP abatement plan include the following:

- Any disturbance by abatement contractors that might generate dust or create a lead exposure hazard shall be performed by lead-trained workers using lead-safe work practices. Lead safe work practices include appropriate containment, wet methods, and use of hand tools or similar methods that will minimize the generation of airborne dust emissions and potential lead hazards.
- To prevent lead exposure hazard due to the generation of lead dust and debris, lead-painted components (e.g., windows, doors, baseboards) or similar lead-containing items shall be removed intact and segregated from the overall waste stream by abatement contractors.
- Lead-containing waste is classified as hazardous waste if total lead concentration exceeds 1,000 milligrams per kilogram (or parts per million) or if soluble lead concentration exceeds 5.0 milligrams per liter. Proper waste characterization testing or waste profiling shall be conducted prior to disposal of lead containing waste. If practicable, lead wastes shall be segregated to minimize the volume of possible hazardous waste. If lead-containing and non-lead waste materials are comingled during demolition, composite samples of representative waste shall be analyzed by a certified lab to determine proper disposal requirements.

Plan Requirements and Timing. The project applicant shall prepare the LBP abatement plan, notify CDPH, and contract with an abatement contractor prior to the issuance of Zoning Clearance associated with the demolition permit.

Monitoring. The City of Goleta's Director of Planning and Environmental Review, or designee, shall approve the LBP abatement plan and verify CDPH has been notified prior to the issuance of Zoning Clearance. The City of Goleta's Director of Planning and Environmental Review, or designee, shall check the abatement contractor's monitoring log to ensure project-specific recommendations are enacted during proposed project demolition activities.

HAZ-3: Corrective Action Plan/Soil and Groundwater Management Plan Revision

Prior to commencement of grading activities at the project site, the project applicant shall retain a qualified environmental consultant approved by Santa Barbara County EHS to revise the existing CAP/SGMP prepared for the project site such that the CAP/SGMP addresses potential contamination in the maintenance yard, and addresses Santa Barbara County EHS's comments on the CAP/SGMP. The revised CAP/SGMP shall address:

1. On-site handling and management of impacted soils or other impacted wastes (e.g., stained soil, and soil or groundwater with solvent or chemical odors) if such soils or impacted wastes are encountered;
2. The notification process if an unknown well or leaking well is discovered (e.g., notification of the Santa Barbara County Petroleum Unit, as well as the California Department of Conservation Geologic Energy Management Division); and,
3. Specific actions to reduce hazards to construction workers and off-site receptors during the construction phase.

Impact	Mitigation Measure (s)	Residual Impact
	The CAP/SGMP must establish engineering controls and soil management practices to ensure construction worker safety, ensure the health of future workers and visitors, and prevent the off-site migration of contaminants from the proposed project. These measures and practices shall include, but are not limited to: ▪ Stockpile management, including stormwater pollution prevention and the installation of best management practices. ▪ Proper disposal procedures of contaminated materials. ▪ Investigation procedures for encountering known and unexpected odorous or visually stained soils, other indications of hydrocarbon piping or equipment, and/or debris during ground-disturbing activities. ▪ Monitoring and reporting. ▪ An environmental health and safety plan for contractors working at the project site that addresses the safety and health hazards of each phase of site construction activities with the requirements and procedures for employee protection. ▪ The environmental health and safety plan shall outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction. The City of Goleta's Planning and Environmental Review Director, or designee, shall review the CAP/SGMP and have the authority to propose and include modifications prior to submittal to Santa Barbara County EHS. Santa Barbara County EHS shall review and approve the CAP/SGMP prior to construction (demolition and grading) activities at the project site. The project applicant shall submit proof of Santa Barbara County EHS's approval of the CAP/SGMP to the City of Goleta's Planning and Environmental Review Director prior to construction activities. The City of Goleta's Planning and Environmental Review Director, or designee, shall verify Santa Barbara County EHS's approval of the CAP/SGMP and shall review the final CAP/SGMP prior to issuance of Zoning Clearance for the grading permit. The project applicant shall implement the CAP/SGMP during demolition, grading, and construction at the project site. **Plan Requirements and Timing.** Prior to commencement of construction and grading activities at the project site, the project applicant shall retain a qualified environmental consultant approved by Santa Barbara County EHS to revise the existing CAP/SGMP prepared for the proposed project. The project applicant shall submit proof of Santa Barbara County EHS' approval of the CAP/SGMP to the City of Goleta's Planning and Environmental Review Director prior to construction activities. The project applicant shall implement the CAP/SGMP during demolition, grading, and construction at the project site. **Monitoring.** The City of Goleta's Planning and Environmental Review Director, or designee, shall review the CAP/SGMP and have the authority to propose and include modifications prior to submittal to Santa Barbara County EHS. Once Santa Barbara County EHS has reviewed the CAP/SGMP, the City of Goleta's Planning and Environmental Review Director or designee shall verify Santa Barbara County EHS' approval of the CAP/SGMP and that Santa Barbara County EHS's comments on the CAP/SGMP have been appropriately addressed by the qualified environmental consultant. The City of Goleta's Planning and Environmental Review Director, or designee, shall review the final CAP/SGMP prior to issuance of Zoning Clearance of construction or grading permits, and shall review project construction plans to ensure applicable recommendations from the CAP/SGMP are integrated into construction plans. **HAZ-4: Sub-slab Vapor Mitigation System** Where soil vapor is known and is identified to be present at chemical concentrations exceeding regulatory screening thresholds for sub-slab/soil vapor intrusion, the project applicant shall retain a qualified environmental consultant (PG or PE) or other qualified person to prepare a Sub-slab Vapor Mitigation System Design for the proposed project. The plan shall include, but is not limited to, design specifications, material specifications, installation requirements, and monitoring requirements. Santa Barbara County EHS shall review and approve the Sub-slab Vapor Mitigation System Design prior to issuance of Zoning Clearance for building permits. The project applicant shall incorporate a sub-slab vapor barrier into the project's building plans, the implementation of which shall prevent the potential for soil vapor VOCs from migrating to indoor air. The project's building plans, which shall include engineering measures or institutional controls, shall be submitted by the qualified environmental consultant to the City of Goleta's Planning and Environmental Review Director, or designee, prior to the issuance of Zoning Clearance for building permits. **Plan Requirements and Timing.** The project applicant shall retain a qualified environmental consultant (PG or PE) or other qualified person to prepare a Sub-slab Vapor Mitigation System Design for the proposed project prior to construction. The project applicant shall incorporate a sub-slab vapor barrier during construction. **Monitoring.** Santa Barbara County EHS shall review and approve the Sub-slab Vapor Mitigation System Design prior to issuance of Zoning Clearance for building permits. The qualified environmental consultant shall submit the project's building plans, which shall include engineering measures or institutional controls, to the City of Goleta's Planning and Environmental Review Director, or designee, prior to the issuance of Zoning Clearance for building permits. **HAZ-5: Groundwater Disposal** If disposal of contaminated groundwater is required during construction of the proposed project, Santa Barbara County EHS shall be consulted to determine if the treated groundwater can be disposed of through one of their waste discharge permit options. Based on the concentrations	

Impact	Mitigation Measure (s)	Residual Impact
	of chemical constituents of contaminated groundwater, an individual NPDES permit and/or waste discharge requirements may be required to be obtained for dewatering activities. If disposal of contaminated groundwater is required, proof of consultation with Santa Barbara County EHS and compliance with Santa Barbara County EHS's disposal requirements shall be submitted to the City of Goleta's Planning and Environmental Review Director. **Plan Requirements and Timing.** If dewatering is required, the project applicant shall consult with Santa Barbara County EHS and provide proof of consultation and compliance with EHS's disposal requirements to the City of Goleta's Planning and Environmental Review Director prior to the issuance of Zoning Clearance. **Monitoring.** If disposal of contaminated groundwater is required, the City of Goleta's Planning and Environmental Review Director, or designee, shall verify consultation with Santa Barbara County EHS and compliance with Santa Barbara County EHS's disposal requirements has occurred prior to the issuance of Zoning Clearance. **HAZ-6: Well Access for Service or Reabandonment** The property owner shall grant access to all wells located on the project site to any public agency or legal inheritor of the wells for the purposes of inspection, maintenance, service, or reabandonment such that future remediation or abandonment of existing wells is not impeded by project-related redevelopment. This access shall be maintained in perpetuity and shall not be restricted by any physical or legal barriers resulting from project construction or operation. **Plan Requirements and Timing.** Prior to issuance of Zoning Clearance for the grading permit, the project applicant shall provide documentation to the City of Goleta's Planning and Environmental Review Director demonstrating that the property owner has agreed to grant access to all wells on the project site to any public agency or legal inheritor of the wells for the purposes of inspection, maintenance, service, or reabandonment. This documentation shall also reference the indemnification provisions outlined in the Condition of Approval. **Monitoring.** The City of Goleta's Planning and Environmental Review Director, or designee, shall verify that the required documentation has been submitted and that it includes provisions for both access and indemnification prior to issuance of Zoning Clearance for the grading permit.	
Impact HAZ-3. The proposed project would involve the handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of the Ellwood School. Following the implementation of Mitigation Measures HAZ-1 through HAZ-6, the construction impact would be Class II, less than significant with mitigation incorporated. The Operational Impact would be Class III, less than significant.	Implementation of Mitigation Measures HAZ-1 through HAZ-6 is required.	Construction and operational impacts would be Class II, less than significant with mitigation incorporated.
Impact HAZ-4. The proposed project would be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Ground disturbance during construction of the proposed project may result in exposure to contaminated soil or groundwater, which would create a significant hazard to the public or the environment. Following implementation of Mitigation Measures HAZ-3 through HAZ-7, the proposed project's construction and operational impact would be Class II, less than significant with mitigation incorporated.	Implementation of Mitigation Measures HAZ-3 through HAZ-7 is required. **HAZ-7: Regulatory Agency Notification and Oversight** Given the project site is listed as an open Santa Barbara County EHS Cleanup Program Site (EHS case #375) and a closed LUST Cleanup Site (EHS case #51238, Central Coast RWQCB case #213), the EHS case #375, EHS case #51238, and Central Coast RWQCB case #213 shall continue to be utilized for agency oversight of assessment and remediation of the project site. The project applicant shall submit the following documents to the Santa Barbara County EHS project manager of the open Cleanup Program Site case, and the Santa Barbara County EHS and Central Coast RWQCB project managers of the closed LUST Cleanup Site case. The Santa Barbara County EHS project manager and Central Coast RWQCB project manager shall review and approve the following documents prior to issuance of Zoning Clearance for the grading permit at the project site: ▪ Current development plan (e.g., architectural drawings and project description) and any modifications to the development plan ▪ All environmental assessment documents completed for the project site, including the Environmental Impact Report for the Sandpiper Golf Course Renovation and New Clubhouse Project (this EIR) ▪ All future hazardous material reports completed for the project site Upon submittal of the listed information, and in accordance with the regulatory agency's voluntary oversight agreement, the regulatory agency may require additional actions such as: development of subsurface investigation workplans; completion of additional soil, soil vapor, and/or groundwater subsurface investigations; installation of soil vapor or groundwater monitoring wells; soil excavation and off-site disposal; completion of human health risk assessments; and/or completion of remediation reports or case closure documents. The project applicant shall retain a qualified environmental consultant (PG or PE) to conduct any required subsurface soil, soil vapor, groundwater investigations, or human health risk assessments in accordance with a sampling plan that shall be reviewed and approved by the regulatory agency. In the event the regulatory agency identifies the need for installation of soil vapor or groundwater monitoring wells to reduce potential hazards to the public or the environment, the project applicant shall identify soil vapor or groundwater monitoring wells on the final project plans for review and approval by the regulatory agency. In the event the regulatory agency identifies the need for soil excavation and off-site disposal to reduce potential hazards to the public or the environment, the City of Goleta's Planning and Environmental Review Director, or designee, shall review the final grading plans to ensure soil excavation and off-site disposal are included, and shall approve the final grading plans prior to issuance of Zoning Clearance for the grading permit. If required workplans, investigations, or other mitigation actions require regulatory agency remediation reports or case closure documents, the qualified environmental consultant shall submit these	Construction impacts would be Class II, less than significant with mitigation incorporated. Operational impacts would be Class III, less than significant.

Impact	Mitigation Measure (s)	Residual Impact
	documents to the City of Goleta's Planning and Environmental Review Director, or designee, for review and approval prior to issuance of Zoning Clearance for the grading permit. The project applicant shall also provide proof of Santa Barbara County EHS's and Central Coast RWQCB's approval of the current development plan, environmental assessment documents, hazardous material reports, and additional workplans, investigations, human health risk assessments, remediation reports, or case closure documents (as applicable) to the City of Goleta's Planning and Environmental Review Director prior to issuance of Zoning Clearance for the grading permit. **Plan Requirements and Timing.** Prior to issuance of Zoning Clearance for the grading permit at the project site, the project applicant shall submit the abovementioned documents to the Santa Barbara County EHS project manager of the open Cleanup Program Site case, and the Santa Barbara County EHS and Central Coast RWQCB project managers of the closed LUST Cleanup Site case. Prior to issuance of Zoning Clearance for the grading permit, the project applicant shall also retain a qualified environmental consultant to conduct any required subsurface soil, soil vapor, groundwater investigations, or human health risk assessments in accordance with a sampling plan that shall be reviewed and approved by Santa Barbara County EHS or the Central Coast RWQCB. **Monitoring.** If required workplans, investigations, or other mitigation actions require regulatory agency remediation reports or case closure documents, the qualified environmental consultant shall submit these documents to the City of Goleta's Planning and Environmental Review Director or designee for review and approval prior to issuance of Zoning Clearance for the grading permit.	
Impact HAZ-5. The project site is located outside of the safety and noise contours for the Santa Barbara Airport. The proposed project would not result in a safety hazard or excessive noise related to airport operations for people residing or working in the project area. This impact would be Class III, less than significant.	None required.	Class III, less than significant.
Impact HAZ-6. Implementation of a Construction Traffic Management Plan would reduce the potential for construction to result in substantial disruption to evacuation on Hollister Avenue during construction. Proposed project operation would not result in impairment or interference with emergency response or evacuation plans. This impact would be Class III, less than significant.	None required.	Class III, less than significant.
Impact HAZ-7. Implementation of a Construction Traffic Management Plan would reduce the potential for construction to result in substantial disruption to evacuation on Hollister Avenue during construction. Proposed project operation would not result in impairment or interference with emergency response or evacuation plans. This impact would be Class III, less than significant.	None required.	Class III, less than significant.
Cumulative Impacts. Cumulative impacts related to hazards and hazardous materials would be Class III, less than significant.	None required beyond project-level mitigation measures.	Cumulative impacts would be less than significant.
Hydrology and Water Quality		
Impact HYD-1. Construction of the proposed project could degrade water quality through discharge of hazardous materials, contaminated groundwater, or during work within Devereaux Creek. This impact would be Class II, less than significant with mitigation incorporated. Project operation would comply with Central Coast Regional Water Quality Control Board requirements, City Municipal Code requirements, and County requirements, and operational impacts would be Class III, less than significant.	Implementation of Mitigation Measures HYD-1, BIO-4, HAZ-1, HAZ-2, and HAZ-5 is required. **HYD-1: Dry Season Construction in Devereaux Creek** Prior to the issuance of Zoning Clearance for the grading permit, the project applicant shall include within the construction contract the requirement that work related to culvert removal and bridge installation and maintenance at Devereaux Creek must occur during the dry season (June 1 to October 15) when water flows are low. The construction contractor shall only conduct work related to culvert removal and bridge installation/maintenance at Devereaux Creek during the dry season. **Plan Requirements and Timing.** The construction contract shall be reviewed and approved by the Planning and Environmental Review Director or designee prior to the issuance of Zoning Clearance for the grading permit. During construction, the construction contractor shall schedule culvert removal and bridge installation to occur during the dry season. The construction contractor shall provide the Planning and Environmental Review Director with a minimum of a 7-day notice for when culvert removal and bridge installation are scheduled to occur. **Monitoring.** The Planning and Environmental Review Director or designee shall visit the site during scheduled culvert removal and bridge installation to confirm such activities are taking place during the dry season.	Construction impacts would be Class II, less than significant with mitigation incorporated. Operational impacts would be Class III, less than significant.
Impact HYD-2. The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge due to the minimal increase in impervious surfaces and the absence of on-site groundwater extraction. Temporary and localized dewatering during construction, if needed, would not result in substantial groundwater loss, and operational water demands would be met within existing allocations under the Wright Judgement. Construction and operational impacts would be Class III, less than significant.	None required.	Class III, less than significant.

Impact	Mitigation Measure (s)	Residual Impact
Impact HYD-3. The proposed project would not substantially alter the existing drainage pattern of the site or surrounding area in a way that would result in substantial erosion or siltation. Construction would include a SWPPP and BMPs to control sedimentation, while project operation would include bioretention basins, drought-tolerant landscaping, and smart irrigation systems that reduce runoff and erosion potential. Construction and operational impacts would be Class III, less than significant.	None required.	Class III, less than significant.
Impact HYD-4. The proposed project would not substantially alter the existing drainage pattern of the site in a way that could result in on- or off-site flooding. Construction would include a SWPPP and BMPs to manage runoff, while project operation would reduce peak stormwater flows through bioretention basins and remove a culvert to improve creek flow conditions. Construction and operational impacts related to flooding would be Class III, less than significant.	None required.	Class III, less than significant.
Impact HYD-5. The proposed project could introduce additional sources of polluted runoff during construction due to activities such as hazardous materials handling, groundwater dewatering, and work within Devereaux Creek. This impact would be Class II, less than significant with mitigation incorporated. Operational impacts would be Class III, less than significant, due to reduced turf areas, stormwater treatment through bioretention basins, and decreased use of fertilizers and pesticides.	Implementation of Mitigation Measures HYD-1, BIO-4, HAZ-1, HAZ-2, and HAZ-5 are required.	Construction impacts would be Class II, less than significant with mitigation incorporated. Operational impacts would be Class III, less than significant.
Impact HYD-6. The proposed project would not substantially alter the existing drainage pattern of the site in a way that could impede or redirect flood flows. All proposed structures would be located outside of designated special flood hazard areas, and the removal of the culvert within Devereaux Creek would improve flow conditions rather than obstruct them. Construction and operational impacts would be Class III, less than significant.	None required.	Class III, less than significant.
Impact HYD-7. The proposed project would not risk the release of pollutants due to inundation from flooding, tsunami, or seiche events. All proposed structures, including those storing hazardous materials, would be located outside designated flood and tsunami hazard areas, and hazardous materials would be stored in compliance with regulatory requirements. Construction and operational impacts would be Class III, less than significant.	None required.	Class III, less than significant.
Impact HYD-8. Construction activities could temporarily degrade water quality in Devereaux and Bell Canyon Creeks due to pollutant discharges, conflicting with the Basin Plan. This impact would be Class II, less than significant with mitigation incorporated. Operation of the proposed project would reduce pollutant loads through bioretention basins and decreased chemical use, and would not interfere with groundwater basin management. Operational impacts would be Class III, less than significant.	Implementation of Mitigation Measures HYD-1, BIO-4, HAZ-1, HAZ-2, and HAZ-5 are required.	Construction impacts would be Class II, less than significant with mitigation incorporated. Operational impacts would be Class III, less than significant.
Cumulative Impacts. The proposed project's contribution to cumulative hydrology and water quality impacts would not be considerable with implementation of Mitigation Measures HYD-1, BIO-4, HAZ-1, HAZ-2, and HAZ-5.	None required beyond project-level mitigation measures.	Cumulative impacts would be potentially significant. The project's contribution would not be considerable.
Land Use and Planning		
Impact LU-1. The proposed project would consist of renovation of the Sandpiper Golf Club and would not include new components, such as roads, that could physically divide an established community. The proposed project would improve local connectivity through the construction of sidewalks and trails along Hollister Avenue. There would be no impact.	None required.	No impact.
Impact LU-2. The proposed project would be consistent with the Goleta Municipal Code and the Santa Barbara County Airport Land Use Plan. The proposed project would conflict with the City's Bicycle and Pedestrian Master Plan but such conflict would not result in a significant environmental impact. With implementation of mitigation, the project would be consistent with applicable Goleta General Plan policies. This impact would be Class II, less than significant with mitigation.	Implementation of Mitigation Measures BIO-1 through BIO-11, CUL-1 through CUL-4, HYD-1, NOI-1, TCR-1, TCR-2, and UTIL-1 are required.	Class II, less than significant with mitigation incorporated.
Cumulative Impacts. Cumulative land use and planning impacts would be Class III, less than significant.	None required.	Cumulative impacts would be less than significant.

Impact	Mitigation Measure (s)	Residual Impact
Noise		
Impact NOI-1. Short-term construction of the project would temporarily increase local noise levels that may exceed Goleta's construction noise standard of 65 dBA. Through implementation of Mitigation Measure NOI-1, impacts would be Class II, less than significant with mitigation incorporated.	**NOI-1: Construction Noise Reduction** The construction contractor shall prepare and submit a Construction Noise Control Plan to the City of Goleta Planning and Environmental Review Director or designee for review and approval prior to issuance of a Zoning Clearance for a grading permit/demolition permit. The Construction Noise Control Plan shall specify the noise reduction measures to be implemented during project construction that uses heavy-duty equipment within 400 feet of residences, which may include improvements to the golf course (e.g., grading of the course), maintenance yard, Barnsdall area, and Hollister Avenue to ensure noise levels do not exceed 65 dBA at nearby sensitive receptors at the nearest residences. The measures specified in the Construction Noise Control Plan shall be included on the building and grading plans and shall be implemented by the construction contractor during construction. Measures in the Construction Noise Control Plan may include, but would not be limited to, the following: ▪ Prior to the start of and for the duration of construction, the contractor shall properly maintain and tune all construction equipment in accordance with the manufacturer's recommendations to minimize noise emissions. ▪ Prior to use of any construction equipment, the contractor shall fit all equipment with properly operating mufflers, air intake silencers, and engine shrouds no less effective than as originally equipped by the manufacturer. ▪ Staging and delivery areas shall be located as far as feasible from existing residences. ▪ Installation of temporary sound barriers/blankets to break the line of sight between construction equipment and residences within 400 feet of heavy-duty equipment operation. The barriers shall be constructed with a solid material that has a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier. ▪ To the extent consistent with applicable safety regulations, trucks operating with reverse motions alarms shall be outfitted with SAE J994 Class D or equivalent alarms (ambient-adjusting, or "smart alarms" that automatically adjust the alarm to 5 dBA above the ambient near the operating equipment), or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws. ▪ A construction notification sign shall be posted at the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City of Goleta's and the contractor's authorized representatives that are assigned to respond in the event of a noise complaint. ▪ If the authorized contractor's representative receives a complaint, either City code enforcement or a contractor-retained and Goleta-approved noise consultant shall conduct noise measurements at the properties that registered the complaint. The noise measurements shall be conducted for a minimum of one hour to determine if noise levels are compliant with City's 65 dBA standard. The consultant shall prepare a letter report for code enforcement summarizing the measurements, calculation data used in determining impacts, and potential measures to reduce noise levels to the maximum extent feasible. **Plan Requirements and Timing:** The Planning and Environmental Review Director or designee shall approve the Construction Noise Control Plan prior to issuance of the zoning clearance for the grading permit/demolition permit. The measures specified in the Construction Noise Control Plan shall be included on the building and grading plans. Monitoring: The City shall monitor compliance with the requirements of the Construction Noise Control Plan periodically during construction and shall promptly investigate and respond to all noise complaints.	Class II, less than significant with mitigation incorporated.
Impact NOI-2. The project would include mechanical equipment that would increase noise levels during project operation. However, noise levels generated during project operation would not exceed the City's noise thresholds at the nearest properties. Impacts would be Class III, less than significant.	None required.	Class III, less than significant.
Impact NOI-3. Project construction and operation would generate new vehicle trips that would increase noise levels on nearby roadways. Project construction and operation would not result in a traffic noise increase of 3 dBA or more. Impacts would be Class III, less than significant.	None required.	Class III, less than significant.
Impact NOI-4. Project construction would result in groundborne vibration in the project site vicinity and potentially cause damage to the Barnsdall Rio Grande Gas Station. This impact would be Class II, less than significant with mitigation incorporated. The proposed project would not involve substantial vibration sources associated with operation, and operational impacts would be Class III, less than significant.	**NOI-2: Construction Vibration Reduction Measures** Prior to the issuance of Zoning Clearance for grading and building permit, the City of Goleta Planning and Environmental Review Director or designee shall verify that the construction plans include the following requirements: ▪ For paving activities within 42 feet of the Barnsdall Rio Grande Gas Station, a static roller shall be used in lieu of a vibratory roller. ▪ For grading and earthwork activities within 20 feet of the Barnsdall Rio Grande Gas Station, off-road equipment shall be limited to 100 horsepower or less. **Plan Requirements and Timing:** The Planning and Environmental Review Director or designee shall confirm the requirements are included on the grading and building permits prior to the issuance of Zoning Clearance for grading and building permits. **Monitoring:** The City shall monitor compliance with the requirements of the vibration reduction measure periodically during grading and construction activities within 50 feet of Barnsdall Rio Grande Gas Station.	Construction impacts would be Class II, less than significant with mitigation incorporated. Operational impacts would be Class III, less than significant.

Impact	Mitigation Measure (s)	Residual Impact
Impact NOI-5. The project site is located outside of the noise contours for the Santa Barbara Airport. The project would not result in exposure of people working in the area to excessive airport noise levels. Construction and operational impacts would be Class III, less than significant.	None required.	Class III, less than significant.
Cumulative Impacts. Cumulative impacts related to construction noise and vibration and stationary operational noise would be Class III, less than significant. Cumulative traffic noise impacts would be potentially significant, but the proposed project's contribution would not be considerable.	None required beyond project-level mitigation measures.	Cumulative impacts related to construction noise, vibration, and stationary operational noise would be less than significant. Cumulative impacts related to traffic noise would be potentially significant. The project's contribution would not be considerable.
Parks and Recreation		
Impact REC-1. The proposed project could indirectly induce population growth, but the resulting growth would not generate a substantial increase in the use of existing parks and recreational facilities or the substantial physical deterioration or need for the construction of park and recreation facilities. Construction and operational impacts would be Class III, less than significant.	None required.	Class III, less than significant.
Impact REC-2. The project includes the construction of recreational facilities, the potential environmental impacts of which are identified and evaluated throughout this Environmental Impact Report. Construction and operational impacts would be Class III, less than significant.	None required.	Class III, less than significant.
Cumulative Impacts. Cumulative impacts related to parks and recreation would be potentially significant, but the proposed project's contribution would not be considerable.	None required.	Cumulative impacts would be potentially significant. The project's contribution would not be considerable.
Public Services		
Impact PS-1. The project would not increase the demand for fire protection services such that new or physically altered fire protection facilities would be needed to adequately maintain service ratios. The project site's proximity to existing facilities would not necessitate the provisions of new or physically altered fire protection facilities. Construction and operational impacts would be Class III, less than significant.	None required.	Class III, less than significant.
Impact PS-2. The project would not increase the demand for police protection services such that new or physically altered police protection facilities would be needed. Construction and operational impacts would be Class III, less than significant.	None required.	Class III, less than significant.
Impact PS-3. The project would not substantially increase the amount of students in GUSD or SBUSD such that new or physically altered school facilities would be needed. Construction and operational impacts would be Class III, less than significant.	None required.	Class III, less than significant.
Impact PS-4. The project would not substantially increase demand for libraries such that new or physically altered library facilities would be needed. Construction and operational impacts would be Class III, less than significant.	None required.	Class III, less than significant.
Cumulative Impacts. Cumulative impacts related to public services would be Class III, less than significant.	None required.	Cumulative impacts would be less than significant.
Transportation and Circulation		
Impact TRA-1. The proposed project would be consistent with the City's General Plan/Coastal Land Use Plan. The proposed project would conflict with the City's Bicycle and Pedestrian Master Plan but such conflict would not result in a significant environmental impact. Construction and operational impacts would be Class III, less than significant.	None required.	Class III, less than significant.

Impact	Mitigation Measure (s)	Residual Impact
Impact TRA-2. The proposed project would reduce vehicle miles traveled associated with use of the golf course, and the proposed project's clubhouse restaurant and Rio Grande Coffee Shop are presumed by the City to have a less than significant impact on vehicle miles traveled. Therefore, the proposed project would not conflict with California Environmental Quality Act Guidelines Section 15064.3, subdivision (b), and construction and operational impacts would be Class III, less than significant.	None required.	Class III, less than significant.
Impact TRA-3. The proposed project would not substantially increase hazards in accordance with local regulations and review from the City and Santa Barbara County Fire Department Standards. Construction and operational impacts would be Class III, less than significant.	None required.	Class III, less than significant.
Impact TRA-4. The proposed project would not result in inadequate emergency access in accordance with local regulations and review from the City and Santa Barbara County Fire Department Standards. Construction and operational impacts would be Class III, less than significant.	None required.	Class III, less than significant.
Cumulative Impacts. Cumulative impacts related to conflicts with circulation-related policies, emergency access, and vehicle miles traveled are potentially significant, but the proposed project's contribution would not be considerable.	None required.	Cumulative impacts would be potentially significant. The project's contribution would not be considerable.
Tribal Cultural Resources		
Impact TCR-1. The project may result in a potentially significant impact to tribal cultural resources through ground disturbance during project construction. Following implementation of Mitigation Measures TCR-1, TCR-2, and CUL-2 through CUL-4, construction impacts would be Class II, less than significant with mitigation incorporated. Operation of the proposed project would be similar to existing conditions and impacts would be Class III, less than significant.	Mitigation Measures CUL-2, CUL-3, and CUL-4 are required. **TCR-1: Native American Monitoring** At least 30 days prior to the commencement of project-related ground-disturbing activities, including, but not limited to, site clearing, grubbing, trenching, and excavation, the project applicant shall secure a tribal monitoring agreement with Native American Tribes. Should more than one of the Tribes wish to provide monitoring for the project, they may do so on a rotating basis to provide equal representation onsite during ground-disturbing activities. The tribal monitoring agreement shall be consistent with the processes and procedures outlined in the Cultural Resource Monitoring and Inadvertent Discovery Plan (Plan) prepared under Mitigation Measure CUL-1, and the project applicant shall submit the tribal monitoring agreement to the City of Goleta's Planning and Environmental Review Director prior to the commencement of project-related ground-disturbing activities. The Native American monitor(s) shall have the authority to temporarily divert, redirect, or halt ground-disturbing activities to allow recovery of cultural resources, in coordination with the qualified archaeologist retained under Mitigation Measure CUL-2. The project applicant shall notify the retained Native American monitor(s) of scheduled ground disturbance at least five business days in advance. Work may proceed if the retained Native American monitor(s) are unavailable at the time of ground disturbance. Native American monitoring may be reduced or terminated in consultation with the project applicant and the City of Goleta's Planning and Environmental Review Director, or designee, as warranted by conditions such as encountering bedrock, the presence of fill soil, or negative findings during initial ground disturbance. The Native American monitor(s) shall maintain monitoring logs throughout project-related ground-disturbing activities and submit the monitoring logs to the City of Goleta's Planning and Environmental Review Director after each phase of construction (e.g., site clearing, grubbing, trenching) has concluded. **Plan Requirements and Timing.** At least 30 days before ground-disturbing activities begin, the project applicant shall secure a tribal monitoring agreement with the Native American Tribes. The agreement shall align with the Cultural Resource Monitoring and Inadvertent Discovery Plan from Mitigation Measure CUL-2 and shall be provided to the City of Goleta's Planning and Environmental Review Director prior to the commencement of project-related ground-disturbing activities. The project applicant shall notify the Native American monitor(s) at least five business days before ground disturbance. Work can proceed if the Native American monitor(s) are unavailable. **Monitoring**. The Native American monitor(s) shall maintain monitoring logs throughout project-related ground-disturbing activities and submit the monitoring logs to the City of Goleta's Planning and Environmental Review Director after each phase of construction has concluded. Monitoring logs shall be kept on file with the City of Goleta's Planning and Environmental Review Director for the duration of construction. **TCR-2: Final Disposition of Unanticipated Tribal Cultural Resources** Inadvertent discoveries of archaeological resources found during construction shall be immediately evaluated by the qualified archaeologist (retained under Mitigation Measure CUL-2) for their potential to qualify as tribal cultural resources, and shall be treated in accordance with the Cultural Resource Monitoring and Inadvertent Discovery Plan (Plan) prepared under Mitigation Measure CUL-2. The appropriate treatment method, which may include one or more of the following treatments, shall be determined by the qualified archaeologist in consultation with the City of Goleta's Planning and Environmental Review Director, or designee, and the Native American monitor(s). The qualified archaeologist shall provide the data recovery plan prepared pursuant to Mitigation Measure CUL-4 to the City of Goleta's Planning and Environmental Review Director, or designee, for review and approval prior to initiation of the appropriate treatment. ▪ Preservation-in-place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.	Construction impacts would be Class II, less than significant with mitigation incorporated. Operational impacts would be Class III, less than significant.

Impact	Mitigation Measure (s)	Residual Impact
	▪ Reburial of the resources in the immediate vicinity of the project site. The measures for reburial may include the following in accordance with the Plan: a) measures and provisions to protect the future reburial area from any future impacts in perpetuity; b) reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods, and Native American human remains are excluded; c) any reburial process shall be culturally appropriate; and d) listing of contents and location of the reburial shall be included in the data recovery plan prepared pursuant to Mitigation Measure CUL-4. ▪ If preservation in place or reburial is not feasible, then the resource(s) may be curated in a culturally appropriate manner as described in the Plan prepared pursuant to Mitigation Measure CUL-2 at a Santa Barbara County curation facility that meets the California Office of Historic Preservation Guidelines for the Curation of Archaeological Resources, ensuring access and use pursuant to these guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided to the City of Goleta's Planning and Environmental Review Director by the project applicant. No destructive or invasive testing on sacred items, burial goods, and Native American human remains shall be permitted. Results concerning finds of any inadvertent discoveries shall be included in the data recovery plan prepared pursuant to Mitigation Measure CUL-4. **Plan Requirements and Timing.** Inadvertent discoveries of archaeological resources during construction shall be immediately evaluated by the qualified archaeologist for their potential to qualify as tribal cultural resources and treated according to the Cultural Resource Monitoring and Inadvertent Discovery Plan from Mitigation Measure CUL-2. The qualified archaeologist shall provide the data recovery plan prepared pursuant to Mitigation Measure CUL-4 to the City of Goleta's Planning and Environmental Review Director, or designee, for review and approval prior to initiation of the appropriate treatment. **Monitoring.** The City of Goleta's Planning and Environmental Review Director, or designee, shall consult with the qualified archaeologist and Native American monitor(s) to determine the appropriate treatment process. The City of Goleta's Planning and Environmental Review Director, or designee, shall also review and approve the data recovery plan prior to initiation of the appropriate treatment. The qualified archaeologist shall submit evidence of completion of the appropriate treatment method, to the City of Goleta's Planning and Environmental Review Director within 30 days of completion.	
Cumulative Impacts. Cumulative impacts related to tribal cultural resources would be Class III, less than significant.	None required beyond project-level mitigation measures.	Cumulative impacts would be less than significant.
Utilities and Service Systems		
Impact UTIL-1. The proposed project would require the installation and relocation of utility infrastructure, the environmental effects of which are analyzed throughout this Environmental Impact Report. The proposed project would not require or necessitate the construction of additional water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities beyond those evaluated throughout this Environmental Impact Report. Construction and operational impacts would be Class III, less than significant.	None required.	Class III, less than significant.
Impact UTIL-2. The proposed project would reduce the project site's existing water demand by approximately 150.7 acre-feet per year. The Goleta Water District has determined it has sufficient water supplies to serve the proposed project's anticipated water demand, and the proposed project's anticipated demand would not cause a reduction in water supplies such that a water deficit would occur. Therefore, the proposed project would have no impact.	None required.	No impact.
Impact UTIL-3. The proposed project's anticipated wastewater generation would be adequately accommodated by the existing capacity of the Goleta Sanitary District Wastewater Treatment Plant. Therefore, construction and operational impacts would be Class III, less than significant.	None required.	Class III, less than significant.
Impact UTIl-4. During operation, the proposed project would generate 105.5 tons annually of solid waste, which would not exceed the operational solid waste threshold of 196 tons per year. The proposed project would generate an estimated 1,380 tons of nonrecyclable solid waste during demolition and construction. The estimated nonrecyclable solid waste generated during demolition and construction activities would exceed the construction and demolition solid waste threshold of 350 tons. With implementation of mitigation requiring additional material recycling of concrete construction materials, construction impacts would be reduced to Class II, less than significant with mitigation incorporated. Operational impacts would be Class III, less than significant.	**UTIL-1: Additional Diversion Requirements** Demolition debris generated by removal of the existing concrete golf cart paths shall be recycled at a minimum 98 percent diversion rate. All other materials (non-concrete materials) shall be recycled at a minimum 65 percent diversion rate. The project applicant's Waste Management Plan, required in accordance with Chapter 8.10, Article IV of the City's Municipal Code, shall include a measure that requires the construction contractor to recycle all concrete debris from the existing concrete golf cart path removal. The Waste Management Plan shall be submitted to the City Director of Public Works or designee for review and approval prior to the start of construction. During construction, the City Director of Public Works or designee shall assign a monitor to inspect the project site on a quarterly basis to ensure the requirements of the Waste Management Plan are being implemented. In addition, the project applicant shall retain proof of 98 percent diversion rate of the demolition waste generated from the concrete golf cart paths via waste tonnage data, supported by original or certified photocopies of receipts and weight	Construction impacts would be Class II, less than significant with mitigation incorporated. Operational impacts would be Class III, less than significant.

Impact	Mitigation Measure (s)	Residual Impact
	tickets on other records of measurement from recycling companies, deconstruction contractors, and/or landfill and disposal companies, and submit these to the City Director of Public Works or designee for review and approval prior to the issuance of a certificate of occupancy. **Plan Requirements and Timing**. The project applicant shall prepare and submit the Waste Management Plan to the City Director of Public Works or designee prior to the start of construction. The project applicant shall submit proof of achieving a 98 percent diversion rate of the demolition waste generated from the concrete golf cart paths to the City Director of Public Works or designee following the completion of construction. The City Director of Public Works or designee shall review and approve the applicant-provided proof prior to the issuance of a certificate of occupancy. **Monitoring**: A monitor chosen by the Director of Public Works Department, or designee, shall inspect the project site on a quarterly basis from the start of construction activities.	
Cumulative Impacts. Cumulative impacts related to solid waste generation would be potentially significant, and the proposed project's contribution would be adverse, but not considerable, with implementation of Mitigation Measure UTIL-1.	None required beyond project-level mitigation measures.	Cumulative impacts would be potentially significant. The project's contribution would not be considerable.

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1 Introduction

This document is an Environmental Impact Report (EIR) for the proposed renovation of the Sandpiper Golf Club located at 7925 Hollister Avenue in Goleta, California. The proposed Sandpiper Golf Course Renovation and New Clubhouse Project (hereafter referred to as the "proposed project") would involve demolition of the existing clubhouse and construction of a new clubhouse; provision of additional parking spaces; golf course modifications and routing revisions; landscaping and irrigation improvements; replacement of existing maintenance facilities; replacement of an existing comfort station; construction of the Rio Grande Coffee Shop and adaptive reuse and restoration of the Barnsdall Rio Grande Gas Station; dedication of a five acre easement at Bell Canyon to a qualified land conservation entity; pedestrian connectivity improvements; and improvements along Hollister Avenue. The proposed project is described in detail in Section 2, *Project Description*.

This section discusses (1) the legal basis for preparing an EIR; (2) the scope and content of the EIR; (3) the lead, responsible, and trustee agencies; and (4) the environmental review process required under the California Environmental Quality Act (CEQA).

1.1 Purpose and Legal Authority

The proposed project requires the discretionary approval of the Goleta Planning Commission and City Council. Therefore, the project is subject to the environmental review requirements of CEQA. In accordance with Section 15121 of the *CEQA Guidelines* (California Code of Regulations, Title 14), the purpose of this EIR is to serve as an informational document that:

> "...will inform public agency decision makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project."

This EIR has been prepared as a Project EIR pursuant to Section 15161 of the *CEQA Guidelines*. A Project EIR is appropriate for a specific development project. As stated in the *CEQA Guidelines*:

> "This type of EIR should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project, including planning, construction, and operation."

This EIR is to serve as an informational document for the public and the decision makers of the City of Goleta. The process will include public hearings before the Goleta Planning Commission and City Council to consider certification of a Final EIR and approval of the proposed project.

1.2 Environmental Scoping

The City of Goleta distributed a Notice of Preparation (NOP) of the EIR for a 30-day agency and public review period starting on December 26, 2024 and ending on January 27, 2025. In addition, the City held a scoping meeting on January 15, 2025, at 5:00 pm at the Goleta City Hall. The City received nineteen comment letters from five agencies and fourteen members of the public or organizations. The NOP and NOP comments are presented in Appendix A of this EIR. Table 1-1 summarizes the comments received and where the issues raised in comments are addressed in the EIR.

Table 1-1 NOP Comments and EIR Response

Commenter	Comment/Request	How and Where It Was Addressed
Agency Comments		
Bryan Wong, Santa Barbara County Air Pollution Control District	The commenter notes that the proposed project is subject to air quality-related regulatory requirements and recommends best practices to be considered for inclusion as conditions of approval.	Section 4.2, *Air Quality*, provides a discussion of air quality-related regulatory requirements, including those identified by the Santa Barbara County Air Pollution Control District, that would be implemented for project construction.
Jon Iverson, California Department of Conservation, Geologic Energy Management Division (CalGEM)	The commenter notes that the project site is within the boundaries of the Elwood Oil Field, and recommends verification of the location of wells in close proximity to the project site to ensure construction does not impede access. If well locations differ from agency records, the commenter requests the project applicant provide an updated plot plan identifying the well locations relative to the proposed structures.	The precise location of oil wells will be included on the construction plans. As discussed in Section 4.8, *Hazards and Hazardous Materials*, construction would not impede access to, or impact, the existing oil wells.
	The commenter indicates that there are 15 known oil or gas wells located within the project site, and recommends against building over, or in any way impeding access to, oil, gas, or geothermal wells.	Section 4.8, *Hazards and Hazardous Materials*, describes project construction in relation to known oil wells. As discussed in that section, the proposed project would not impede access to existing oil wells. As identified in the Revised *Corrective Action Plan/Soil and Groundwater Management Plan* (Appendix I-2), only 13 wells were identified within the project site.
	The commenter advises that all wells identified on the project site be tested for liquid and gas leakage prior to or during development activities. The commenter requests that the project applicant provide the surveyed locations to CalGEM and expects any leaking wells to be reported immediately.	Soil sampling near the existing oil wells was conducted in 2005. As discussed in Section 4.8, *Hazardous and Hazardous Materials*, it is possible that the existing wells have resulted in the contamination of adjacent soils. While grading and earth-moving activities could potentially disturb hazardous materials in soil, the proposed project would not involve grading or excavation in areas where existing oil wells are located and would not have the potential to damage or directly encounter these wells. Mitigation Measure HAZ-3 would require implementation of the Revised *Corrective Action Plan/Soil and Groundwater Management Plan* that addresses handling and management of potentially contaminated soils.
	The commenter states that no well work may be performed on any oil, gas, or geothermal well without written approval from CalGEM.	The proposed project would not involve well work.
	The commenter recommends that information regarding the identified well(s), and any other pertinent information obtained after the issuance of this comment letter, be communicated to the appropriate county recorder for	The project applicant would communicate well-related information within the comment letter to the Santa Barbara County Clerk-Recorder.

Commenter	Comment/Request	How and Where It Was Addressed
	inclusion in the title information of the project site.	
	The commenter recommends that any soil containing hydrocarbons be disposed of in accordance with local, State, and federal laws, and the appropriate authorities are notified if soil containing significant amounts of hydrocarbons is discovered during development.	Section 4.8, *Hazards and Hazardous Materials*, describes the disposal procedures and applicable regulations for hydrocarbon-containing soils. As discussed in that section, the proposed project would dispose of potentially contaminated soils in accordance with applicable local, State, and federal laws, as well as notify agencies as appropriate.
	The commenter states that if any wells are encountered during construction activities, that were not included in this comment letter, the project applicant is expected to immediately notify the CalGEM's construction site well review engineer in the Northern district office, and file for CalGEM's review an amended site plan with well casing diagrams.	The project applicant would immediately notify CalGEM and file an amended site plan for CalGEM's review, should any unidentified wells be encountered during construction activities.
Victoria Tang, California Department of Fish and Wildlife	The commenter states that the EIR should specify if the proposed open space in Bell Canyon is intended as compensatory mitigation for impacts to biological resources. The commenter also states that the EIR should address restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, and increased human intrusion.	Section 4.3, *Biological Resources*, provides a discussion of mitigation measures for impacts to biological resources. The proposed open space dedication in Bell Canyon is not intended as compensatory mitigation for impacts to biological resources. Section 4.9, *Hydrology and Water Quality*, provides a discussion of potential impacts involving water pollution.
	The commenter states that the EIR should provide a discussion of the direct and indirect impacts that recreational trails would have on biological resources and requests the inclusion of a Recreational Trails Plan as a mitigation measure.	Section 4.3, *Biological Resources*, provides a discussion of potential impacts on biological resources of the proposed project, including access improvements and the Type 4 trail and sidewalks along Hollister Avenue. After the project NOP was distributed for review and comment, the project's design was revised. The project no longer includes the potential future construction and use of a new trail in Bell Canyon.
	The commenter recommends that the City notify the California Department of Fish and Wildlife for a Lake and Streambed Alteration Agreement prior to the start of project activities, and states that the EIR should discuss the project's impact on streams.	Section 4.3, *Biological Resources*, and Section 4.9, *Hydrology and Water Quality*, provide a discussion of potential impacts to on-site waters. The project applicant would coordinate with the California Department of Fish and Wildlife for a Lake and Streambed Alteration Agreement.
	The commenter states that the EIR should address the project's direct, indirect, and cumulative impacts on monarchs and overwintering habitat. The commenter recommends that the City retain a qualified biologist to assess the project area for monarchs and overwintering habitat.	Section 4.3, *Biological Resources*, provides a discussion of potential impacts to monarch butterflies and their overwintering habitat.

Commenter	Comment/Request	How and Where It Was Addressed
	The commenter states that the EIR should address potential impacts to burrowing owl.	Section 4.3, *Biological Resources*, provides a discussion of potential impacts to burrowing owls.
	The commenter requests focused surveys to determine Crotch's bumble bee presence/absence on the project site, and states that the EIR should address habitat suitability and potential impacts on Crotch's bumble bee.	Section 4.3, *Biological Resources*, provides a discussion of potential impacts to Crotch's bumble bee.
	The commenter requests focused surveys to determine California red-legged frog presence/absence on the project site, and states that the EIR should address potential impacts on California red-legged frog.	Section 4.3, *Biological Resources*, provides a discussion of potential impacts to California red-legged frog.
	The commenter states that the EIR should address the project's impact on fish species population, habitat, substrate, and passage and how the project may impact special-status fish species. The commenter requests that project activities fully avoid impacts to tidewater goby.	Section 4.3, *Biological Resources*, provides a discussion of potential impacts to special-status fish species and aquatic habitat.
	The commenter states that the EIR should provide full disclosure of the project's impacts on rare plants and their associated seedbank, and include measures that avoid, minimize, or mitigate potential impacts on rare plants and supporting habitat.	Section 4.3, *Biological Resources*, provides a discussion of potential impacts to rare and special-status plant species.
	The commenter states that the EIR should address the project's impact on nesting birds and raptors and include measures to fully avoid impacts on nesting birds, such as the measure provided by the commenter.	Section 4.3, *Biological Resources*, provides a discussion of potential impacts to nesting birds.
	The commenter recommends the City provide a native plant palette for the project, and states that the EIR should address potential impacts to natural communities. The commenter recommends retaining any standing, dead, or dying trees where possible.	Section 4.3, *Biological Resources*, provides a discussion of potential impacts to natural communities. As discussed in Section 2, *Project Description*, Subsection 2.6.11, *Landscaping*, 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. The project would remove 39 trees within the proposed parking areas, and would retain native trees where feasible.
	The commenter overall recommends the City selects project designs and alternatives that would avoid or minimize impacts on biological resources. The commenter recommends an alternative that would not impede the existing	Section 6, *Alternatives*, provides a discussion of project alternatives that could avoid or minimize impacts on biological resources to a greater extent than the proposed project.

Commenter	Comment/Request	How and Where It Was Addressed
	surface flow, water-dependent ecosystems, or natural communities.	
Mathew Lin, Native American Heritage Commission	The commenter recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources.	The City of Goleta sent Assembly Bill (AB) 52 consultation request letters to local Native American Tribes notifying them of the project on February 28, 2024, shortly after the project application was deemed complete in accordance with Government Code Section 65352. The City received requests from the Santa Ynez Band of Chumash Indians, the Barbareño Band of Chumash Indians, and the Coastal Band of the Chumash Nation, all of which requested to visit the project site. The results of the Native American consultation process are discussed in Section 4.14, *Tribal Cultural Resources*.
Cris Sandoval, Director of Coal Oil Point Reserve, University of California-Santa Barbara	The commenter requests that restoration of Devereaux Creek should involve locally sourced plants, rather than sourcing plants from older restoration projects. The commenter offers the University of California-Santa Barbara's Coal Oil Point Reserve and North Campus Open Space as places to collect seeds for restoration. The commenter requests to review the plant list, once determined, so they may add the information to their coastal ecosystem database.	Restoration of Devereaux Creek will use locally sourced plants. The project applicant has agreed to share the plant list, once finalized, with the commenter.
Public Comments		
Alice Alldredge	The commenter notes their support for the proposed project.	The commenter's support is noted.
Frank Arredondo	The commenter requests an archaeological subsurface investigation of the project site, development of a mitigation and monitoring plan that includes the disposition of archaeological resources prior to project approval, and monitoring for archaeological resources during ground-disturbing activities.	As discussed in Section 4.4, *Cultural Resources*, an archaeological investigation was conducted as part of the *Phase I and Extended Phase I Archaeological Resources Assessment Report*, which is available to qualified professionals upon request. A Cultural Resource Monitoring and Inadvertent Discovery Plan would be prepared under Mitigation Measure CUL-1, which would include procedures for the disposition of archaeological resources. Furthermore, the project would include archaeological monitoring during ground-disturbing activities under Mitigation Measure CUL-2.
Glen Burns	The commenter notes their support for the proposed project.	The commenter's support is noted.
Robin Cederlof	The commenter notes their support for the adaptive reuse and restoration of the Barnsdall Rio Grande Gas Station.	The commenter's support is noted.

Commenter	Comment/Request	How and Where It Was Addressed
Jeremy Herwitt, Attorneys for Western States Regional Council of Carpenters	The commenter states that the City should use a local workforce to benefit the community's economic development and environment, and that the City should impose training requirements during construction activities to prevent the spread of infectious diseases.	CEQA requires the assessment of environmental impacts associated with a proposed project, as stipulated in Public Resources Code Section 21002.1. Economic development and the spread of infectious disease are not environmental impacts under CEQA and are consequently not considered in this EIR's analysis.
	The commenter requests that the EIR thoroughly analyze the project's biological resources impacts and any hazards that may arise from the project site's prior oil extraction uses and coastal proximity.	Section 4.3, *Biological Resources*, discusses potential impacts to special-status species, sensitive habitat areas, riparian areas, and wildlife movement. Section 4.8, *Hazards and Hazardous Materials*, analyzes potential impacts arising from the site's former oil extraction uses. Section 4.9, *Hydrology and Water Quality*, discusses potential impacts related to coastal hazards.
Mark Kram	The commenter inquires whether the speed limit along Hollister Avenue would be reduced to avoid the potential for accidents.	The proposed project does not include a request to reduce the speed limit along Hollister Avenue. The analysis of the project's transportation impacts did not identify any potential traffic speed-related impacts.
	The commenter also inquires whether noise-reducing measures would be implemented at the Rio Grande Coffee Shop to avoid nuisance to neighbors.	Operational noise levels associated with the Rio Grande Coffee Shop are discussed in Section 4.11, *Noise*.
Zeke Martin	The commenter notes their opposition to the proposed project and project applicant and states that no renovations are necessary.	The commenter's opposition is noted.
Sarah McLean	The commenter inquires how the proposed project would reduce the use of herbicides.	Section 4.8, *Hazards and Hazardous Materials*, and Section 4.9, *Hydrology and Water Quality*, each provide a discussion of the proposed project's herbicide use associated with the irrigated turf.
George Midwin	The commenter notes their support for the adaptive reuse and restoration of the Barnsdall Rio Grande Gas Station.	The commenter's support is noted.
Tom Modugno	The commenter notes their support for the adaptive reuse and restoration of the Barnsdall Rio Grande Gas Station.	The commenter's support is noted.
Jim Ricci	The commenter notes their support for the proposed project.	The commenter's support is noted.
J. Ritterbeck, True North Land Use Consulting	The commenter asks why annexation into the Goleta West Sanitary District's Sphere of Influence is required.	Annexation into the Goleta West Sanitary District's Sphere of Influence is not required. Rather, the project would require a change to the District's Sphere of Influence to include the clubhouse, Rio Grande Coffee Shop, maintenance facilities, and comfort station. The Goleta West Sanitary District would provide sewer services to these structures through an Out of Area Service Agreement.

Commenter	Comment/Request	How and Where It Was Addressed
	The commenter inquires whether the existing force main line that extends to the Ritz-Bacara Resort and the existing Emily Pump Station will be related to the project.	The proposed project would involve the construction of new water and wastewater lines that would connect to existing infrastructure beneath Hollister Avenue, including the existing force main line. These new lines would not directly connect to the Emily Pump Station. Refer to Section 4.16, *Utilities and Service Systems*, for further information that details the utility infrastructure connections.
	The commenter requests the location of the road rights-of-way for vacation.	The locations of the Hollister Avenue right-of-way vacation are primarily north of the clubhouse. Refer to Appendix B, sheet C-17, for full site plans that identify the exact area of right-of-way vacation.
	The commenter requests the location and further details regarding the 12 off-site parking spaces within Hollister Avenue right-of-way.	The location of the 12 off-site parking spaces within Hollister Avenue's right-of-way is to the west of the proposed overflow parking area. Refer to Appendix B, sheet C-17, for full site plans that identify the exact area of the 12 off-site parking spaces.
	The commenter asks why separate environmental review is necessary, should PGA or LPGA golf tournaments occur in the future.	The proposed project does not include use of the golf course for major PGA and LGPA golf tournaments. Therefore, these types of events are not evaluated in this EIR.
	The commenter asks where and how the Juan Bautista de Anza Trail will terminate at the western edge of the property.	The Juan Bautista de Anza Trail would terminate at the western end of the proposed overflow parking lot and connect to Hollister Avenue. Refer to Appendix B, sheet C-17, for full site plans that identify the proposed alignment of the Juan Bautista de Anza Trail.
	The commenter notes that images and site plans shown at the public hearing were different than previous images and plans for the project.	The commenter is correct. Multiple images and site plans have been developed for the project, and the hearing held on January 15, 2025, displayed the most recent images and plans.
	The commenter asks for further details regarding the coastal easement on the beach. Specifically, the commenter inquires whether the easement would be located on the revetment accessway to the prior piers, and whether the applicant plans to remove some or all of the underground piping.	The proposed easement would be located along the entire southeastern boundary of the project site along the beach frontage above the mean high tide line. The project would not involve the removal of underground piping.
Sharon Spiegelman	The commenter notes their support for the proposed project.	The commenter's support is noted.
Steve Woodward	The commenter notes their support for the proposed project.	The commenter's support is noted.

Through the NOP and EIR scoping process, the City determined there was no substantial evidence the proposed project would cause or otherwise result in significant environmental effects in the areas of Agriculture and Forestry Resources, Mineral Resources, Population and Housing, and Wildfire. The substantiation for determining these issues would result in no impact or a less than significant impact is described in further detail in Section 4.17, *Effects Not Found to be Significant*.

The EIR addresses impacts identified by the initial scoping process to be potentially significant. The following issues were found to include potentially significant impacts and have been studied in detail in the EIR:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Parks and Recreation
- Public Services
- Transportation and Circulation
- Tribal Cultural Resources
- Utilities and Service Systems

Pertinent City policies and guidelines and other background documents were used during preparation of the EIR. A full reference list is contained in Section 7, *References*.

Section 6, *Alternatives*, was prepared in accordance with Section 15126.6 of the *CEQA Guidelines* and focuses on alternatives that are capable of eliminating or reducing significant adverse effects associated with the proposed project while feasibly attaining most of the basic project objectives. In addition, the alternatives section identifies the "environmentally superior" alternative among the alternatives assessed. The alternatives evaluated include the CEQA-required "No Project" alternative and three alternative development scenarios for the project site.

The level of detail contained throughout this EIR is consistent with the requirements of CEQA and applicable court decisions. Section 15151 of the *CEQA Guidelines* provides the standard of adequacy on which this document is based. The *CEQA Guidelines* state:

> "An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good faith effort at full disclosure."

1.3 Lead, Responsible, and Trustee Agencies

The *CEQA Guidelines* define lead, responsible and trustee agencies. The City of Goleta is the lead agency for the project because it holds principal responsibility for approving the proposed project.

A responsible agency refers to a public agency other than the lead agency that has discretionary approval over the project. The EIR will be submitted to responsible agencies for review and comment, which include:

- The California Coastal Commission, which would consider approval of a Coastal Development Permit for the project;
- The State Water Resources Control Board and Central Coast Regional Water Quality Control Board, which regulate water quality in the region;
- The California Department of Fish and Wildlife and United States Army Corps of Engineers, which have jurisdiction over biological resources within the project site;
- Santa Barbara County Environmental Health Services, which would consider the approval of a request for the abandonment of the existing, on-site, private septic systems;
- Goleta West Sanitary District, which would consider the approval of a request to issue a Sewer Connection Permit, and to revise their Sphere of Influence;
- The Santa Barbara County Local Agency Formation Commission, which would consider the approval of the requested changes to the Sphere of Influence;
- Goleta Water District, which would consider the issuance of a Can and Will Serve Letter; and
- The Santa Barbara County Fire District, which would review and consider approval the project site plans.

A trustee agency refers to a state agency having jurisdiction by law over natural resources affected by a project. The California Department of Fish and Wildlife is a trustee agency for the proposed project.

1.4 Environmental Review Process

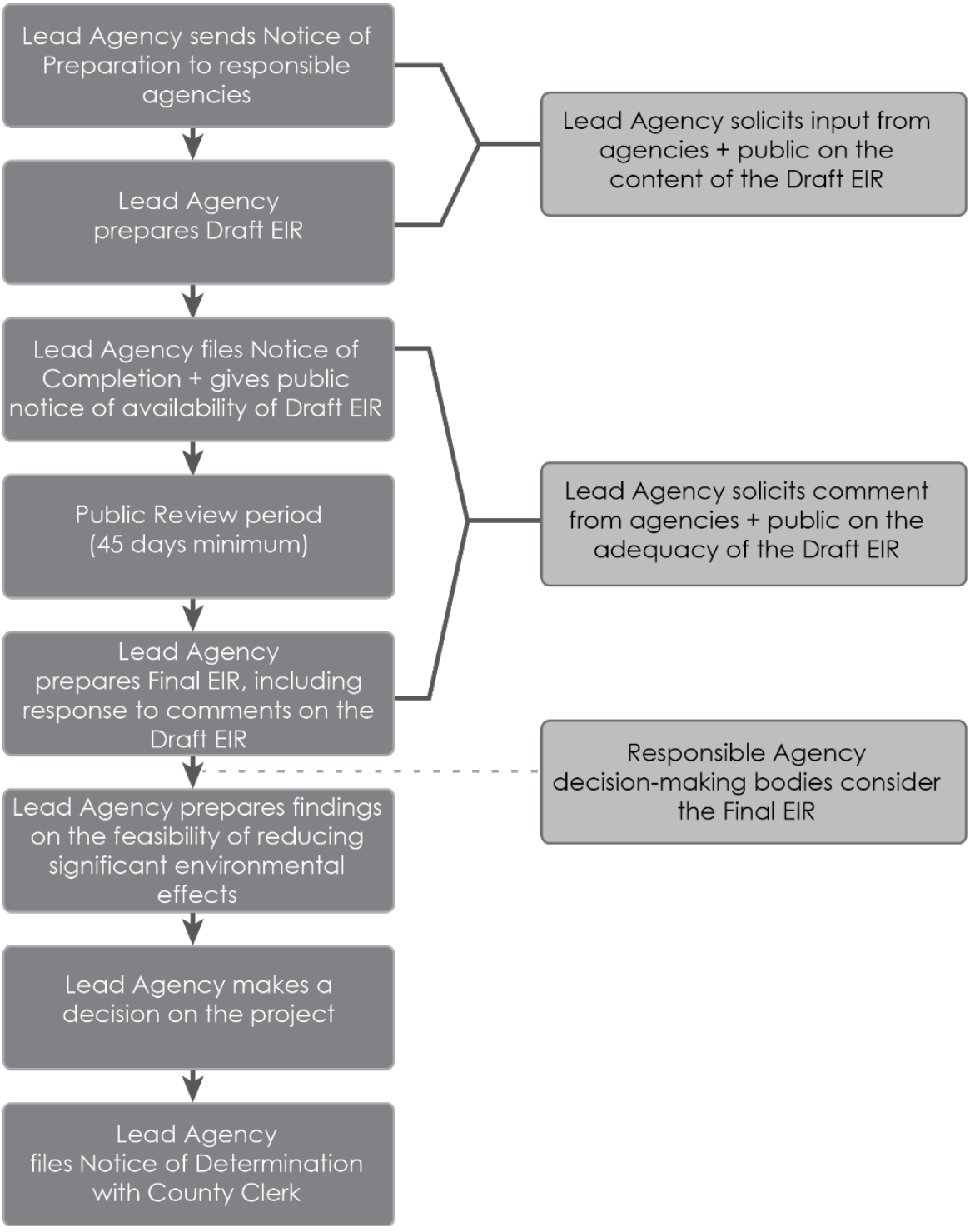
The environmental impact review process, as required under CEQA, is summarized below and illustrated in Table 1-1. The steps are presented in sequential order.

1. **Notice of Preparation and Initial Study**. After deciding that an EIR is required, the lead agency (City of Goleta) must file a NOP soliciting input on the EIR scope to the State Clearinghouse, other concerned agencies, and parties previously requesting notice in writing (*CEQA Guidelines* Section 15082; Public Resources Code Section 21092.2). The NOP must be posted in the County Clerk's office for 30 days.
2. **Draft EIR Prepared.** The Draft EIR must contain: a) table of contents or index; b) summary; c) project description; d) environmental setting; e) discussion of significant impacts (direct, indirect, cumulative, growth-inducing and unavoidable impacts); f) a discussion of alternatives; g) mitigation measures; and h) discussion of irreversible changes.
3. **Notice of Completion/Notice of Availability.** The lead agency must file a Notice of Completion with the State Clearinghouse when it completes a Draft EIR and prepare a Public Notice of Availability of a Draft EIR. The lead agency must place the Notice of Availability in the County Clerk's office for 30 days (Public Resources Code Section 21092) and send a copy of the Notice of Availability to anyone requesting it (*CEQA Guidelines* Section 15087). Additionally, public notice

of Draft EIR availability must be given through at least one of the following procedures: a) publication in a newspaper of general circulation; b) posting on and off the project site; and c) direct mailing to owners and occupants of contiguous properties. The lead agency must solicit input from other agencies and the public and respond in writing to all comments received (Public Resources Code Sections 21104 and 21253). When a Draft EIR is sent to the State Clearinghouse for review, the public review period must be 45 days unless the State Clearinghouse approves a shorter period (Public Resources Code Section 21091).

4. **Final EIR.** A Final EIR must include: a) the Draft EIR; b) copies of comments received during public review; c) list of persons and entities commenting; and d) responses to comments.
5. **Certification of Final EIR.** Prior to making a decision on a proposed project, the lead agency must certify that: a) the Final EIR has been completed in compliance with CEQA; b) the Final EIR was presented to the decision-making body of the lead agency; and c) the decision-making body reviewed and considered the information in the Final EIR prior to approving a project (*CEQA Guidelines* Section 15090).
6. **Lead Agency Project Decision.** The lead agency may a) disapprove the project because of its significant environmental effects; b) require changes to the project to reduce or avoid significant environmental effects; or c) approve the project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted (*CEQA Guidelines* Sections 15042 and 15043).
7. **Findings/Statement of Overriding Considerations**. For each significant impact of the project identified in the EIR, the lead agency must find, based on substantial evidence, that either: a) the project has been changed to avoid or substantially reduce the magnitude of the impact; b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible (*CEQA Guidelines* Section 15091). If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision.
8. **Mitigation Monitoring Reporting Program.** When the lead agency makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.
9. **Notice of Determination.** The lead agency must file a Notice of Determination after deciding to approve a project for which an EIR is prepared (*CEQA Guidelines* Section 15094). A local agency must file the Notice of Determination with the County Clerk and submit it to the State Clearinghouse. The Notice of Determination must be posted for 30 days and sent to anyone previously requesting notice. Posting of the Notice of Determination starts a 30-day statute of limitations on CEQA legal challenges (Public Resources Code Section 21167[c]).

Figure 1-1 Environmental Review Process



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2 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.

2.1 Project Applicant

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

2.2 Lead Agency Contact Person

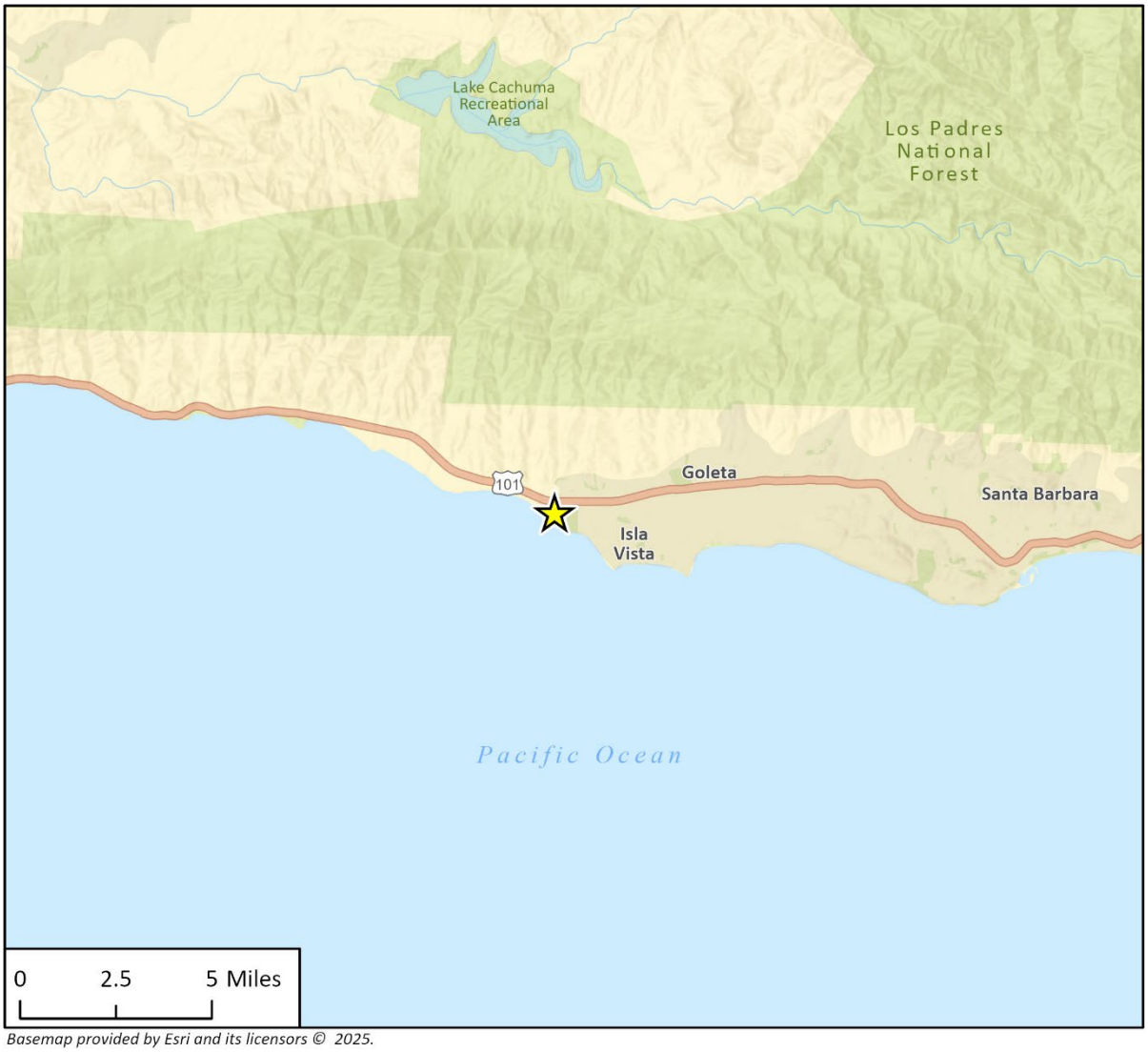
Mary Chang, Supervising Planner
City of Goleta
130 Cremona Drive, Suite B
Goleta, California 93117
(805) 961-7567

2.3 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 2-1 shows the project site in a regional context. Figure 2-2 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 Canyon Creek in the west).

Figure 2-1 Regional Location



Basemap provided by Esri and its licensors © 2025.

Project Location

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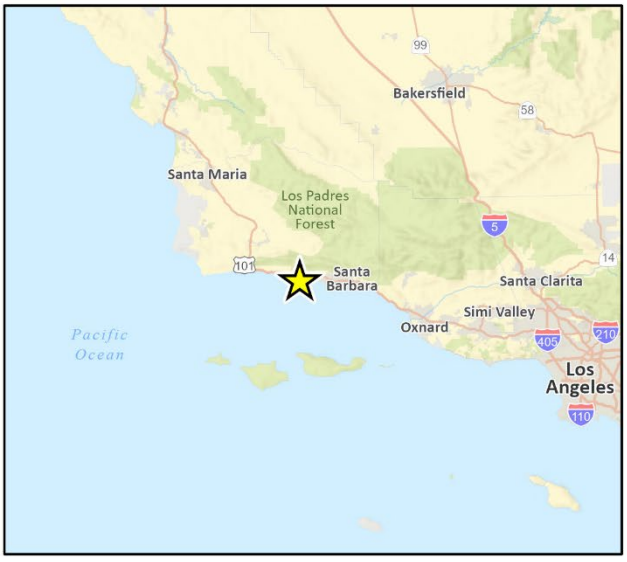


Figure 2-2 Project Site Location



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 Creek 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).

2.4 Surrounding Land Uses

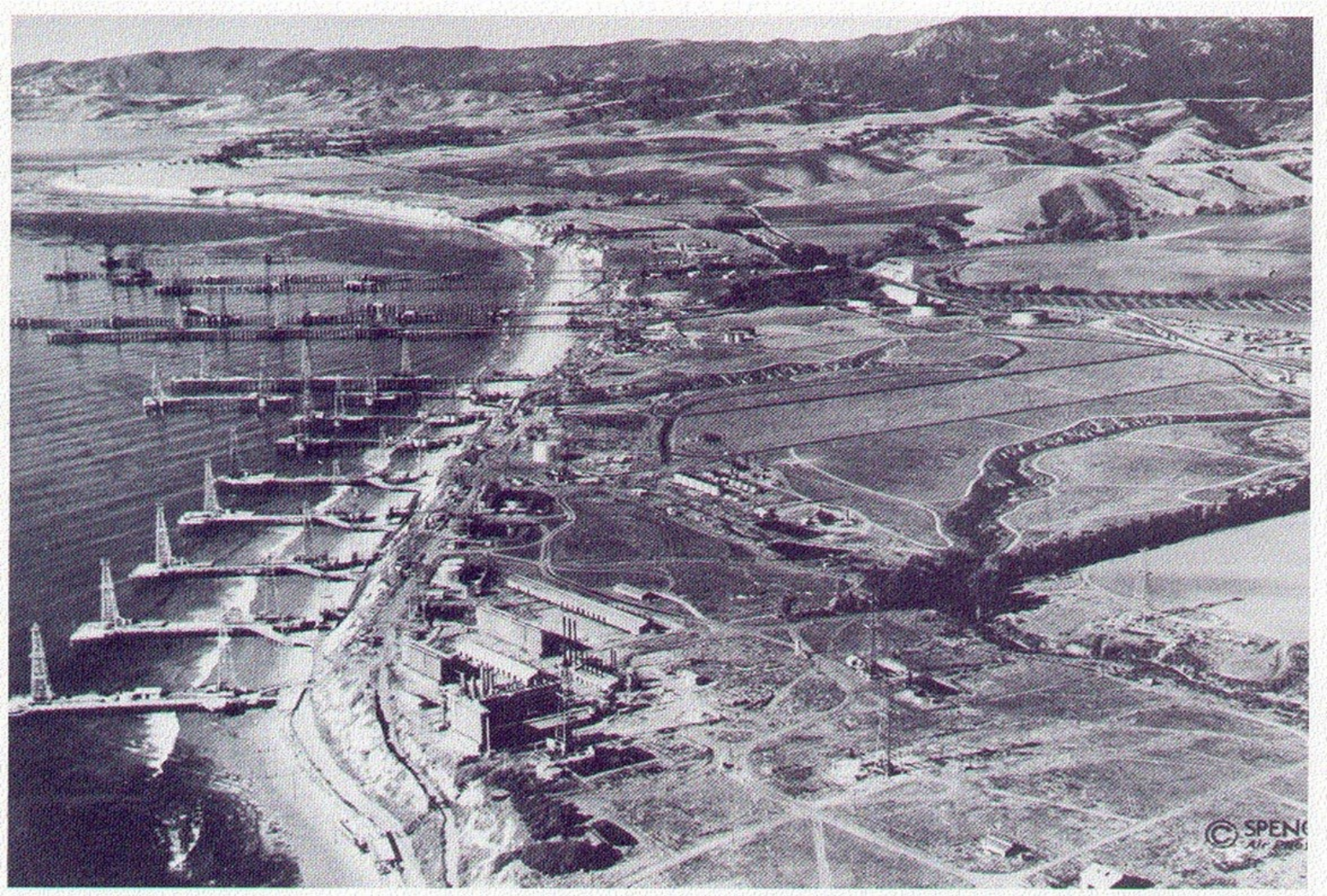
The project site is surrounded by the Pacific Ocean to the south; the former Ellwood Onshore Oil processing facility (Venoco facility), hotel uses, and Haskell's Beach to the west; Hollister Avenue, United States Highway 101 (U.S. 101), Fire Station Number 10 (approved but not constructed), and residential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

2.5 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 2-3). 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). Although the last two oil production shore zone piers were removed in 2023, a deteriorating access road that formerly served the piers remains on the project site. This road, along with a disintegrating rock revetment, constitutes part of the legacy oil infrastructure still present on the project site.

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 2-3 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 located at the northeastern corner of the project site.

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 Creek, Devereaux Creek, and a man-made pond within the golf course.

The project site is designated as Open Space/Active Recreation in the City of Goleta's 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 City of Goleta's 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.

2.6 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 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; incorporation of the new clubhouse and comfort station into the Sphere of Influence area for the Goleta West Sanitary District (GWSD); Hollister Avenue right-of-way (ROW) vacation from the City; dedication of a five acre easement at Bell Canyon to a qualified land conservation entity; and improvements along Hollister Avenue, including revised project site entry points, a new public multi-use path, undergrounding of electrical and utility lines, bus stop 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 2-1 provides an overview of project characteristics. Figure 2-4 provides an overview of the location of project improvements. Figure 2-5, Figure 2-6, Figure 2-7, and Figure 2-8 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 B.

Table 2-1 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	**162 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.

sf = square feet

Figure 2-4 Project Overview Map



Figure 2-5 Clubhouse, Existing and Proposed Profile

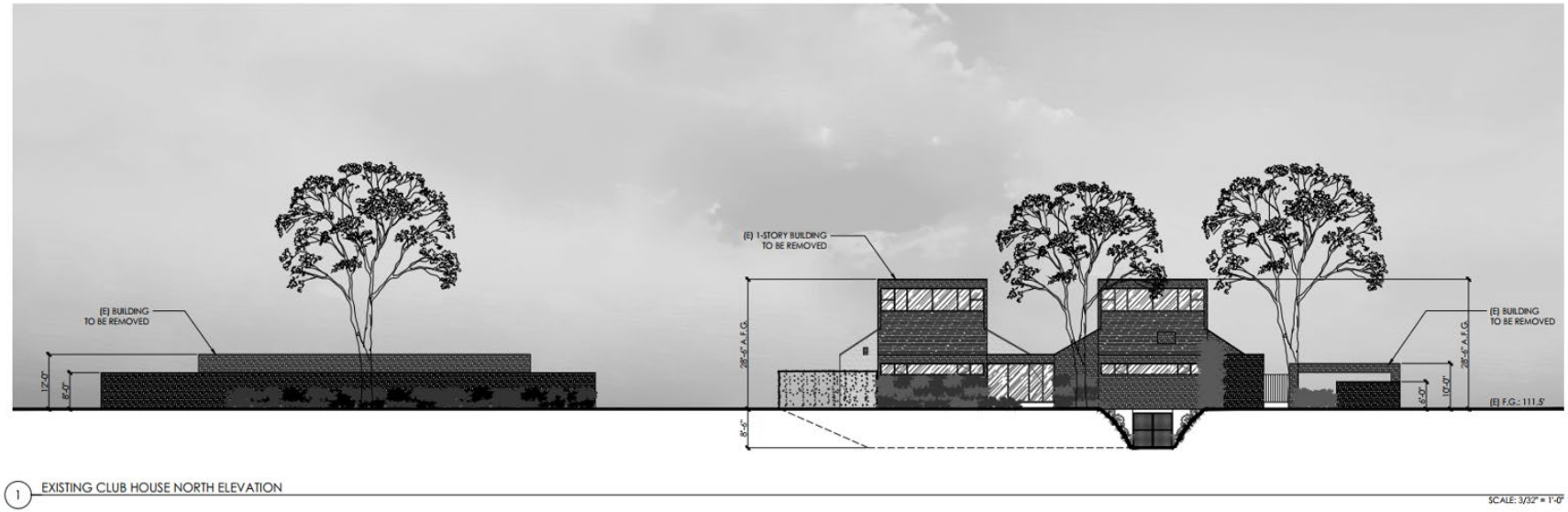
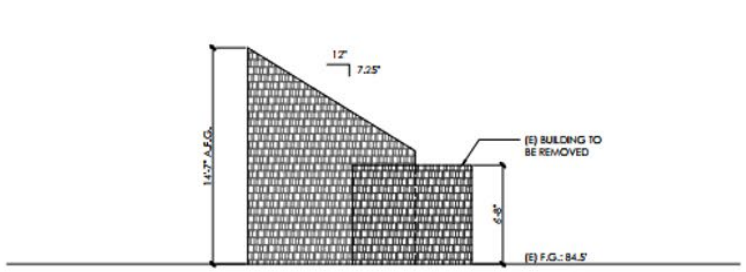
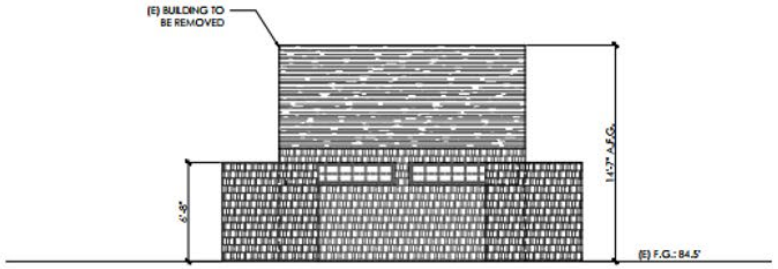




Figure 2-6 Comfort Station, Existing and Proposed Profile

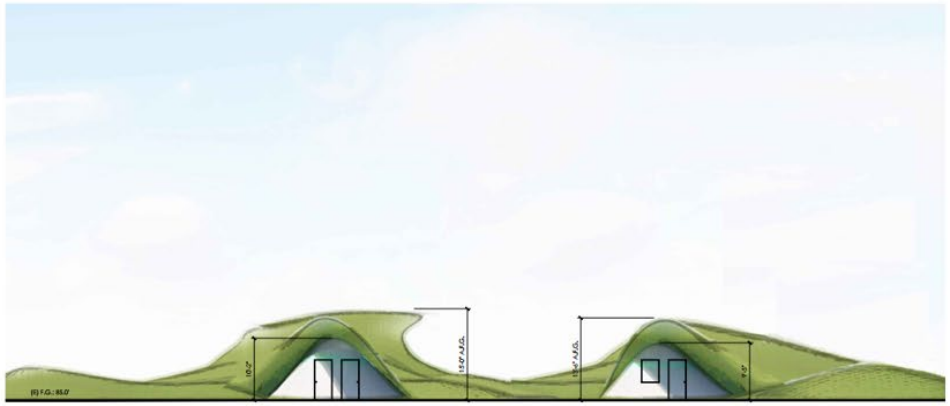




4 EXISTING COMFORT STATION WEST ELEVATION
SCALE: 3/16" = 1'-0"

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 2-7 Maintenance Facility, Existing and Proposed Profile

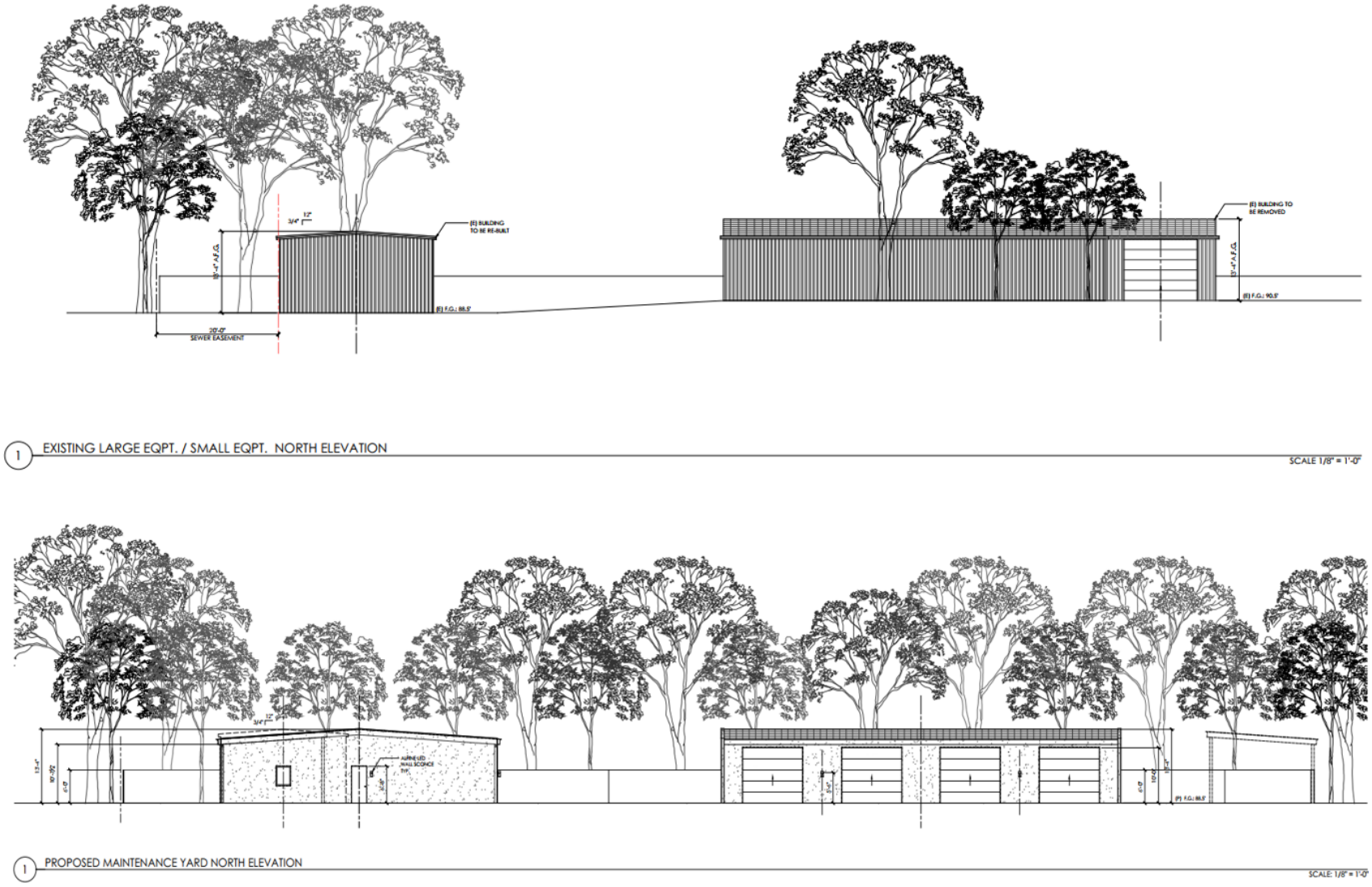
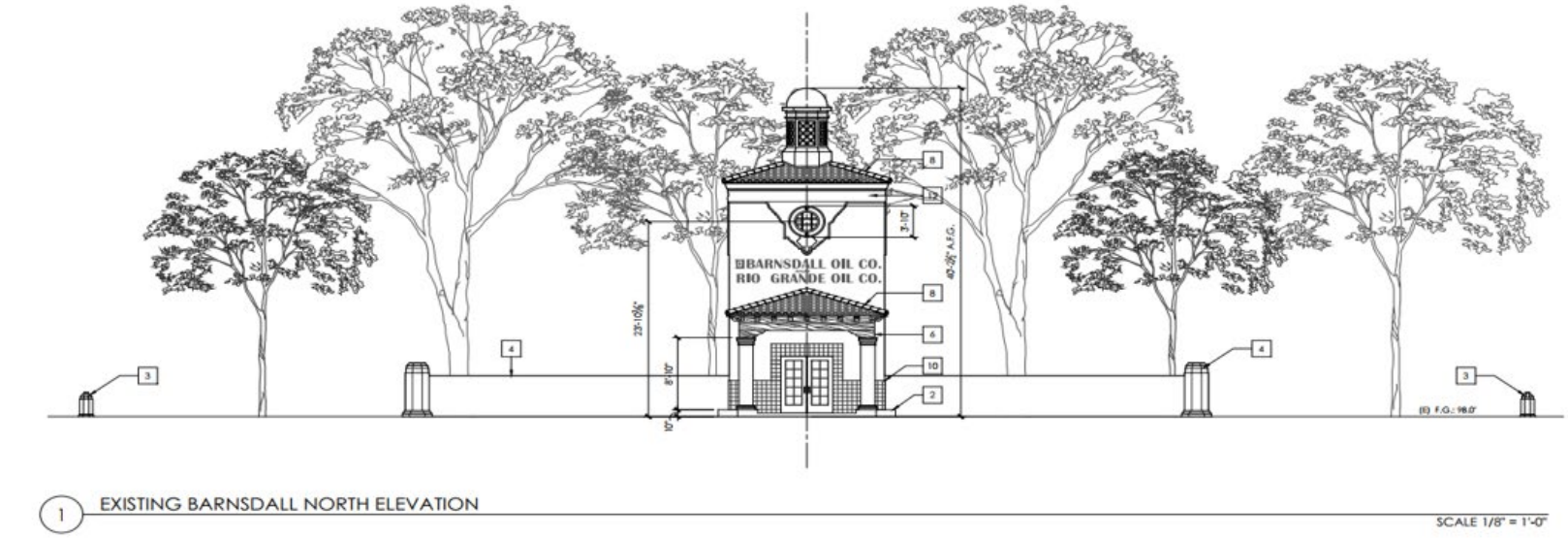


Figure 2-8 Barnsdall Rio Grande Gas Station Existing Profile and Rio Grande Coffee Shop/Barnsdall Rio Grande Gas Station Proposed Profile



2.6.1 Golf Clubhouse

The existing 9,305 square foot clubhouse and parking lot would be demolished and replaced with a new, 37,179 square foot, two-level clubhouse and basement with 162 parking spaces. Two levels would be located above ground and would cover 16,019 square feet; one level would be located below ground and would cover 21,160 square feet. The new clubhouse would feature glass windows, a glass elevator enclosed within a glass structure in the center of the clubhouse, sloped turf walls, and a turf roof. The design of the new clubhouse would emulate the natural topography of the project site by integrating the structure within the green landscape and complementing 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 square feet 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 2-2 provides clubhouse dining and bar characteristics for both the existing and proposed facilities.

Table 2-2 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

sf = square feet

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. Floor plans for the proposed clubhouse are included within Appendix B, sheets CH-100 through CH-102.

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 2.9, *Project Approvals*, 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 2.6.9, *Utility Connections*.

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

2.6.2 Golf Course Improvements

The proposed project includes redesigning the existing 18-hole golf course, including 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 controlled 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 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 square feet to 92,346 square feet. 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 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. Before the completion of the renovated course, a Turf and Pest Management Plan would be developed for the facility to be implemented by maintenance staff. The Turf and Pest Management Plan would include an *Integrated Pest Management* approach to combat turf diseases and pest control based on weather patterns, seasonal observations, historic data trends, and scouting reports. Refer to Figure 2-4 for a depiction of the new golf course design, to Appendix B, sheet SP-001.0 for a depiction of the existing course, and Appendix B, sheets L-1.1 through L-1.9 for detailed plans of the proposed golf course changes.

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.

2.6.3 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. Appendix B, sheet SP-004, provides the location of the existing maintenance facilities. Table 2-3 provides the proposed changes associated with each of the existing maintenance facilities. Figure 2-4 provides a depiction of the location of the upgraded maintenance facilities.

[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.

Table 2-3 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 square foot maintenance facility would be replaced with a 7,476 square foot maintenance facility consisting of two structures (maintenance building and storage facility). The new maintenance facility would include offices, employee restrooms, lockers, and small equipment storage in a new 4,316 square foot structure, as well as vehicle and golf course equipment storage in the renovated and expanded 3,160 square foot 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 square foot roofed materials and landscape amendment storage (e.g., mulch, sand, soil) and fertilization station
- A 956 square foot roofed cart wash utilizing biodegradable soaps and a recycled water system
- Pump equipment on a concrete slab

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.

2.6.4 Comfort Station

The existing 290 square foot comfort station would be replaced with a new, two-structure, 329 square foot comfort station located adjacent to Green 6. The proposed comfort station would consist of a 121 square foot restroom adjacent to a 208 square foot 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 landscape and would feature gently sloped, turfed roofs, as depicted in Figure 2-6. 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 2.6.9, *Utility Connections*.

2.6.5 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, passersby, and the public with food and beverage services. The Rio Grande Coffee Shop would consist of two parts: the restored existing 349 square foot Barnsdall Rio Grande Gas Station to serve as seating for the café and a new 695 square foot café building

designed to resemble a 1920s gas station service bay, located to the east of the existing gas station building. New wooden trellises would be located to the west of the existing gas station building, and on the eastern and western sides of the Rio Grande Coffee Shop. Figure 2-8 provides a depiction of the Barnsdall Rio Grande Gas Station, Rio Grande Coffee Shop, and wooden trellises as viewed from Hollister Avenue.

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 square foot wooden trellis located to the west of the new building). The Rio Grande Coffee Shop building would cover 1,044 square feet, 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 2.6.8, *Site Access and Parking*.

2.6.6 Hollister Avenue Improvements

The project applicant proposes the realignment of the Hollister Avenue right-of-way (ROW) in front of the project site. A City ROW easement is located along the northern portion of the project site adjacent to Hollister Avenue. As part of the proposed project, the City would abandon 17,306 square feet of ROW to the property owner (the Sandpiper Golf Trust). The ROW area to be retained by the City may be used in the future for the construction of a roundabout at the Hollister Avenue/Cathedral Oak intersection. The construction of a roundabout is not part of the proposed project, and a roundabout at this location is not currently included in any City Capital Improvement Plan. Due to the configuration of the realigned ROW on the project site, eight proposed vehicle parking spaces would encroach into a required 10-foot wide front yard setback, as measured from the proposed ROW alignment. To facilitate the location of the eight parking spaces that would encroach into the required front yard setback, the proposed project would require a Modification request pursuant to the requirements of Zoning Ordinance Section 17.62 (Modifications), as discussed in Section 2.9, *Required Approvals*.

The proposed project would include improvements to Hollister Avenue and project site entrances, as well as landscape improvements 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 refuge[5] 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;

[5] A "pedestrian refuge" is an area for pedestrians preparing to cross the street to stand that is cut into the intersection corner when no sidewalks exist.

- Construction of a Type 4[6] path and landscaping along the south side of Hollister Avenue;
- Construction of a 6-inch concrete curb and gutter along the south side of Hollister Avenue;
- Undergrounding of overhead utility lines along the project's frontage of Hollister Avenue into a joint power and communications trench approximately 3- to 4-feet south of the proposed curb;
- Relocation of the existing bus stop and pocket[7] 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.

Appendix B, sheet C-17, provides the proposed street improvements plan for Hollister Avenue.

2.6.7 Pedestrian Connectivity Improvements and Easement Dedication

To improve pedestrian connectivity, 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 path 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 2.6.8, *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 City of Goleta's General Plan/Coastal Land Use Plan Open Space Element.

Appendix B, sheet C-17, provides the proposed connectivity improvements along Hollister Avenue. Additionally, the proposed project includes the dedication of a lateral access easement along the beach frontage above the mean high tide line, and a lateral access easement along Hollister Avenue. The Hollister Avenue access easement would provide pedestrian access along the northern perimeter of the project site that can be used when the beach frontage is impassable because of tides/storms. This dedication would improve pedestrian connectivity to Ellwood Mesa Open Space and Sperling

[6] A Type 4 path provides a 6-foot-wide meandering path for pedestrian bike and equestrian use. The surface of the proposed Type 4 path would be a 4-inch layer of decomposed granite or concrete with a 4-inch compacted stone base and an infilled imported and compacted sub-base. The path would maintain a natural aesthetic and avoid removal of or major impacts to healthy and aesthetic existing trees along the Hollister Avenue ROW and within riparian ESHA to the extent feasible.

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

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 a five acre easement, to the west of the golf course in the Bell Canyon area, for open space and conservation. The easements would be retained as open space.

The project applicant would provide to the City a community benefit payment, for a to-be-determined future activity or project, involving coastal access improvements in the vicinity of the project site. The proposed contribution would not commit the City to any particular project, and it is not reasonably foreseeable to determine the exact activity associated with the community benefit payment. Therefore, the future improvement constructed as a result of this contribution is not included as part of the proposed project and when such a future project is identified, it will be evaluated separately in accordance with CEQA.

2.6.8 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 path 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, as shown in Appendix B, sheet C-17.

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 162 parking spaces. This represents an increase of 23 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, decomposed granite overflow[8] lot to the west of the clubhouse) would provide 138 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 15 electric vehicle charging spaces at the clubhouse, 1 accessible space at the maintenance facility, and 1 accessible and 3 electric vehicle charging spaces at the Rio Grande Coffee Shop. Appendix B, sheet SP-001.0, includes the locations of existing parking areas, and Appendix B, sheets T-012 and T-013 include the locations of proposed parking areas.

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.

For the few events that cannot be accommodated by on-site parking (e.g., weddings; refer to Section 2.6.13, *Facilities Operations*), shuttling from local hotels or other venues would be arranged by the event sponsor to bring guests to and from the project site.

2.6.9 Utility Connections

Table 2-4 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 2-4 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:

[8] The proposed overflow lot would ensure that sufficient vehicle parking is provided when special events (e.g., wedding receptions, corporate events, and charity events) are held at the Sandpiper Golf Club.

- 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;
- Relocation of an existing 6-inch recycled water meter for golf course irrigation in front of the maintenance facility; and
- Installation of an enclosed pump station and fertigation system at the maintenance yard.

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 recycled 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

Appendix B, sheets C-18 and C-19, provide the locations of the proposed wastewater infrastructure improvements.

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. Appendix B, sheets C-18 and C-19, provide the locations of the proposed energy and telecommunications infrastructure improvements.

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.

2.6.10 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 Creek, at the western edge of the site, which connects to the Pacific Ocean to the south; and Devereaux Creek, an ephemeral waterway with limited flows that enters the project site 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 Creek. The proposed project would redirect this flow onto the golf course to provide stormwater quality treatment. Most of the project site is self-treating,[9] 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 square feet 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. This basin would receive flow from a proposed 6- to 8-inch diameter storm drain south of the maintenance facility to an outlet southwest of Goldfield Court, which would require a 3- to 4-feet deep and 18- to 24-inch wide trench outside of monarch butterfly and/or raptor roosting habitat ESHA.

[9] A "self-treating" area refers to an area where natural processes remove pollutants from stormwater. The efficiency of a self-treating area is maintained by ensuring a dense, healthy vegetated cover, and by keeping the area pervious.

- **SCM-BARN**: This bioretention basin would total 900 square feet 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 square feet 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 square feet, 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 square feet 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 12,250 square feet, for a total of 156,740 square feet across the approximately 193-acre project site. These impervious surfaces consist of replaced and new concrete and asphalt at the maintenance facility, Rio Grande Coffee Shop, and clubhouse.[10] Therefore, impervious surfaces would constitute 1.9 percent of the total project site, which represents an increase in impervious surfaces of 0.2 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 Creek 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[11] to 100-year[12] flood events;
- On-site storm drain and inlet sizing for peak runoff from a 25-year[13] 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

[10] For the purposes of stormwater control calculations, the amount of impervious surfaces is based on the facilities which would require implementation of stormwater control features. The golf cart paths and comfort station are not included in the impervious surface square footage, as these features drain to the golf course which is self-treating. Due to the reduction in golf cart paths, impervious surfaces on the golf course would be decreased compared to the existing golf course.
[11] A 2-year storm event refers to a storm that has a 50 percent chance of occurring in any given year.
[12] A 100-year storm event refers to a storm that has a 1 percent chance of occurring in any given year.
[13] A 25-year storm event refers to a storm that has a 4 percent chance of occurring in any given year.

2.6.11 Landscaping

The following subsections describe landscaping included as part of the proposed project, including restoration of Devereaux Creek and restoration of ESHA. Appendix B, sheets LT-1.1 through LT-1.4 and L-1.1 through L-1.14, include the proposed landscaping plans.

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 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 include the removal of an oak tree within the Hollister Avenue ROW as well as the removal of 39 non-native trees. The project 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. Four eucalyptus trees (three live, one dead) located in riparian Environmentally Sensitive Habitat Area associated with Devereaux Creek would be removed. To offset the removal of the oak tree, the project would include the planting of a replacement 72-inch box oak on the project site. 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. Eighty-three 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.

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.

Bridges

The project would include the construction of a new golf cart path bridge crossing Devereaux Creek southwest of the relocated Holes 4 and 5. The bridge would replace an existing 10- to 12-inch concrete culvert and would be a free-standing wooden bridge with abutments outside the top of the bank, which would improve Devereaux Creek's flow conditions. An existing bridge north of Hole 3 would be repaired and maintained.

ESHA Restoration

The project would include the restoration of Devereaux Creek on the project site through removal of 5,134 square feet of cart path within the Devereaux Creek ESHA (which would decrease impervious hardscape within the Devereaux Creek ESHA by nearly 50 percent [for a total of 2,607 square feet of hardscape]), removal of the existing 10- to 12-inch culvert with concrete, and restoration of approximately 2,831 square feet of riparian and upland overwintering monarch butterfly habitat ESHA. Habitat restoration would occur southwest of the proposed bridge crossing north of Hole 3. Restoration activities would consist of re-establishment of the creek channel with sandstone boulders and planting of riparian vegetation on the creek bank.

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.

2.6.12 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.

2.6.13 Facilities Operations

The proposed project would maintain the operating hours of the golf course from Monday through Sunday, generally 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 would not 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 proposed project does not include use of the golf course for PGA or LPGA golf tournaments.

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 2-5. Employee parking would be provided at the clubhouse and maintenance facility.

Table 2-5 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.

2.7 Construction and Grading

Construction activities would include demolition, site preparation, grading, building construction, paving, architectural coating, and landscaping phases. Construction is anticipated to last 18 months, starting in 2026 and ending in December 2027. 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 unincorporated Santa Barbara County. 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. Due to the potential for stained or odiferous soil to be encountered during golf course recontouring (see Section 4.8, *Hazards and Hazardous Materials*), approximately 2,422 CY of soil may be exported off-site via 158 total truck trips over 13 days. Cut and fill slopes would vary in select areas around the golf course. The greatest area of fill would be located at the event lawn to the southwest of the golf course, to create an even surface for the event lawn. The greatest area of cut would be located at the 18th fairway, which would reduce the height and steepness of the slope. 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. Appendix B, sheets C4 though C12, provide the proposed grading plans.

Following the completion of grading activities, a subsurface drainage profile,[14] 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.

2.8 Project Objectives

The primary objectives for the proposed project are as follows:

1. 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.
2. 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.
3. Provide improved recreational and dining facilities for golfers, diners, and special event attendees at the Sandpiper Golf Club.
4. Provide enhanced maintenance facilities to support Sandpiper Golf Club operations.
5. Rehabilitate, preserve, and adaptively reuse the historic Barnsdall Rio Grande Gas Station.
6. Protect water quality and bluff stability by converting existing private septic systems to public sewers and utilizing sand capping to filter stormwater.
7. Improve public views across the property from Hollister Avenue by undergrounding overhead utility lines and implementing other improvements.
8. Improve coastal access for the public in the vicinity of the project site.

2.9 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 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

[14] 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.

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.
- **Grading Permit**. The City would have ministerial approval over the issuance of a permit for the grading of the project site prior to construction activities.
- **Encroachment Permit**. The City would have ministerial approval over the issuance of a permit for the creation of crosswalks, reconfiguration of the striped median and addition of a left-hand turn lane, relocation of the existing bus stop, reconstruction of the maintenance facility driveway access and striping, and changes to driveways providing access to the project site from Hollister Avenue.

  Modification Request (25-001-MOD). The Modification request would allow eight parking spaces associated with the proposed clubhouse to be partially located within the required front yard setback, as measured from the proposed ROW alignment.

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

- **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, a Lake and Streambed Alteration Agreement from the California Department of Fish and Wildlife would be required to be obtained for impacts to potential jurisdictional non-wetland waters and associated with the proposed bridge crossings 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 Creek. 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. In the event on-site groundwater contamination is encountered, coordination between Santa Barbara County EHS and the Central Coast RWQCB would be required.

- **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. The Santa Barbara County Fire District would ensure site design is consistent with the fire safe standards within the Goleta Community Wildfire Protection Plan.
- **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 may 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 revise their Sphere of Influence and 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 (2001) 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).

3 Environmental Setting

This section provides a general overview of the environmental setting for the proposed project. More detailed descriptions of the environmental setting for each environmental issue area can be found in Section 4, *Environmental Impact Analysis*.

3.1 Regional Setting

The project site is located in the Goleta Valley. The Goleta Valley is a coastal plain bounded by the Santa Ynez Mountains to the north and the Pacific Ocean to the south. The Goleta Valley is characterized by rolling hills, oak woodlands, native and non-native grasses, chaparral, and beaches. The area has been subject to geologic uplift, as evidenced by its coastal bluffs. Much of the Goleta Valley is rural in nature, characterized by uses such as grazing, open space, and agriculture. Developed areas in the Goleta Valley include the City of Goleta.

Water features in the Goleta Valley include San Jose Creek, Old San Jose Creek, San Pedro Creek, Atascadero Creek, Tecolote Creek, Bell Canyon Creek, El Encanto Creek, and the Goleta Slough. Except for Bell Canyon Creek and Tecolote Creek, the creeks present within the City of Goleta drain to the Goleta Slough and the Devereux Slough. Bell Canyon Creek and Tecolote Creek drain to the Pacific Ocean at Haskell's Beach, west of the golf course.

The Goleta Valley's Mediterranean climate is characterized by warm, dry summers and cool, damp winters with occasional rainy periods. Annual rainfall is approximately 18 inches of rain with nearly all precipitation occurring between October and April. Light to moderate sea breezes blow west to east.

3.2 Project Site Setting

The project site is located at 7925 Hollister Avenue (Assessor's Parcel Number 079-210-059) in the City of Goleta. The project site contains the Sandpiper Golf Club, which was developed in 1972. Prior to the development of the Sandpiper Golf Club, the project site was historically occupied by the former Ellwood Oil Field. The Ellwood Oil Field ceased operation in the 1960s. There are thirteen abandoned oil wells on the project site, primarily located near the southern portion of the project site, with one well near the eastern boundary. Most of the project site is currently used for recreational purposes. The Sandpiper Golf Club includes a golf course, clubhouse, parking lot with 124 spaces for golfers and employees, comfort station, and maintenance yard (consisting of buildings, trailers, sheds, and a fuel station). 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.

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, 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.

The project site is located adjacent to the Pacific Ocean and within the Coastal Zone. 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.

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. Mapped ESHA on the project site include Open Water (the golf course pond), Riparian/Marsh/Vernal Pool (along Devereaux 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 Canyon Creek in the west). Refer to Section 4.3, *Biological Resources*, for additional discussion of existing ESHA on the project site.

The project site contains Zone AE flood zones and regulatory floodways along Bell Canyon and Devereaux creeks. 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. 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.

3.3 Cumulative Development

A project's cumulative impacts are the possible environmental effects that are individually limited but cumulatively considerable. Section 15065[a][3]) of the CEQA Guidelines states that: *"Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.* Section 15355 of the CEQA Guidelines states that: *"Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts:*

a. *The individual effects may be changes resulting from a single project or a number of separate projects.*
b. *The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.*

According to Section 15130 of the *CEQA Guidelines*, the discussion of cumulative impacts must reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great of detail as is provided for the effects attributable to the project alone. The discussion should be guided by standards of practicality and reasonableness and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects that do not contribute to the cumulative impact. Impacts that do not result in part from the project evaluated in an Environmental Impact Report (EIR) need not be discussed.

The impact subsections of Chapter 4 of this EIR discuss the potential cumulative environmental impacts resulting from the project in association with other planned, pending, and reasonably foreseeable projects in the vicinity of the project area. The list of cumulative projects considered in

this analysis was based on planned, pending, and reasonably foreseeable projects at the time of the Notice of Preparation in December 2024. Projects proposed following the release of the Notice of Preparation in December 2024 are not considered.

Table 3-1 lists the planned, pending, and reasonably foreseeable projects considered for the purposes of the cumulative analyses within this EIR. These projects are located within the City of Goleta and include developments listed in the City's cumulative projects list, projects detailed on the City's website, and projects in Goleta requiring approval from the California Coastal Commission. The cumulative analyses consider projects in the City of Goleta as these projects share the same jurisdiction and are subject to the same local planning and regulatory frameworks; however, individual cumulative analyses within each impact subsection of Chapter 4 also define the appropriate geographic scope considered within the analysis. Each cumulative project considered within this EIR has, at a minimum, begun the process of completing a development application.

As detailed in Table 3-1 and summarized herein, cumulative projects include construction of a total of 467 residential units, 378,670 square feet of industrial space (storage facilities, warehouses, distribution and delivery facilities, and a repurposed hangar building), and 58,690 square feet of commercial space (office space, car dealership facilities, and shopping center improvements). Cumulative projects also include healthcare facility remodeling and expansion, a synagogue and storage building, a church, a fire station, habitat restoration projects within Ellwood Mesa Open Space and Sperling Preserve, three oil and gas infrastructure removal projects, two battery energy storage system projects, and several infrastructure improvements.

Table 3-1 Cumulative Projects List

Project Name	Location	Project Description	Distance from Project Site	Status
Beach Hazards Removal	Haskell's Beach	Removal of remnant oil and gas infrastructure hazards along the coastline.	Adjacent to the south-southeast	Under Construction
Annual Pavement Rehabilitation Project and Pavement Management Program	Cathedral Oaks Road, Hollister Avenue, Kellogg Avenue, Glen Annie Road, Calle Real, and a few residential roadways	Annual pavement rehabilitation and management of city streets.	Adjacent to the northeast	Under Construction
Hazardous Fuel Reduction at Ellwood Mesa/Sperling Preserve Open Space	Ellwood Mesa/Sperling Preserve Open Space	Vegetation thinning and removal.	Adjacent to the east	Under Construction
Ellwood Butterfly Habitat Management Plan Implementation	Ellwood Mesa Open Space and Sperling Preserve	Implementation of a management program to restore Monarch butterfly aggregation sites, enhance biodiversity, maintain public access, and other management plan activities.	0.1 mile southeast	Under Construction
Ellwood Tree Safety Emergency Permit and Ellwood North Restoration	Ellwood Mesa Open Space and Sperling Preserve	Emergency tree removal for safety reasons through habitat enhancements in monarch butterfly aggregation sites.	0.1 mile southeast	Under Construction
Cathedral Oaks Crib Wall Repair	Cathedral Oaks Road	Repair of the crib wall along Cathedral Oaks Road.	0.3 mile north	Under Construction
Hollister Class I Bike Path Lighting	Hollister Avenue from Pacific Oaks Road to Ellwood Elementary School	Installation of lighting along the Class I bike path on Hollister Avenue.	0.3 mile northeast	Under Construction
Rectangular Rapid Flashing Beacons Improvements at School Crossings	Cathedral Oaks Road at Brandon Drive and Evergreen Drive	Installation of rectangular rapid flashing beacons at two school crosswalks across Cathedral Oaks Road at Brandon Drive and Evergreen Drive to enhance pedestrian safety.	0.9 mile north	Under Construction
Costco	7095 Marketplace Drive	Addition of a proposed 828-square-foot mezzanine for the locker room.	1.5 miles east	Under Construction
Storke Road - Hollister Avenue Transit, Bike-Ped, and Median Improvements	Storke Road south of Hollister Avenue	Improvements to transit, bike-pedestrian facilities, and medians along Storke Road and Hollister Avenue.	2 miles east	Under Construction
Platform Holly Decommissioning	Pacific Ocean, 2 miles from shore	Plugging and abandonment of 32 existing oil wells.	2.2 miles south	Under Construction

Project Name	Location	Project Description	Distance from Project Site	Status
Heritage Ridge	North side of Camino Vista between Aero Camino and Calle Koral Roads	Construction of 102 affordable housing units, two caretaker units, and 228 market rate apartments.	2.8 miles northeast	Under Construction
Hollister Avenue Old Town Interim Striping	Hollister Avenue, between South Fairview Avenue and South Kellogg Avenue	Interim striping improvements to enhance safety and traffic flow.	4 miles northeast	Under Construction
Crosswalk at Calle Real - Fairview Center - Pedestrian Hybrid Beacon	Calle Real, approximately 550 feet west of the Fairview Avenue and Calle Real intersection	Installation of a pedestrian hybrid beacon at the crosswalk near Fairview Center.	4 miles northeast	Under Construction
Auto Service Bay Addition and Conversion	180 North Fairview Avenue	Addition to the floor area of the existing service station of 779 square feet and the addition of a trash enclosure of 119 square feet. Interior improvements and removal of the service bays, installation of new roofing, windows doors and exterior finish.	4.1 miles northeast	Under Construction
San Jose Creek Bike Path	Adjacent to San Jose Creek, from Armitos Avenue to Hollister Avenue	Construction of a bike path along the extent of San Jose Creek.	4.3 miles east	Under Construction
Ekwill Street & Fowler Road Extensions	Old Town Goleta from Kellogg Avenue to Fairview Avenue	Extension of Ekwill Street and Fowler Road to improve connectivity.	4.3 miles northeast	Under Construction
Goleta Community Center Upgrade	5679 Hollister Avenue	Upgrades and improvements to the Goleta Community Center.	4.4 miles east	Under Construction
Caltrans San Jose Creek Bridge Replacement	United States Highway 101 at post mile 21.6	Replacement of existing State Route 217 bridge and bicycle/pedestrian path over San Jose Creek.	4.8 miles northeast	Under Construction
Santa Barbara Humane Campus Renovation	5399 Overpass Road	Replacement of all existing buildings (10 buildings and 1 barn) except the education building (renovation only) and relocating historic Beck House on-site (remove non-historic addition) and reducing on-site parking from 79 required spaces to 65.	5 miles northeast	Under Construction
Goleta Valley Cottage Hospital New Rehabilitation Pool/Center	351 South Patterson Avenue	Interior remodel of the main hospital building and the construction of an aquatic facility in the southern parking lot.	5.1 miles east	Under Construction

Project Name	Location	Project Description	Distance from Project Site	Status
Goleta Valley Cottage Hospital Permanent Hollipat Parking Lot	334 South Patterson Avenue	Approval of the existing temporary parking lot for permanent use.	5.2 mile east	Under Construction
Viajero Battery Storage Project	Northern terminus of Viajero Drive	Construction and operation of a utility-scale battery energy storage system with batteries arrayed in separate ground-mounted enclosures with a stormwater retention basin constructed on the southern edge of the facility and landscaping installed along the perimeter of the parcel.	0.1 mile northeast	Application Approval Pending
Fire Station 10	7952 Hollister Avenue	Construction of an 11,600 square foot fire station.	North of the project site	Approved
Ellwood Mesa Coastal Trails and Habitat Restoration Project	Ellwood Mesa Open Space and Sperling Preserve	Improvement of 7.1 miles of trails, three drainage crossings, and two beach access points; 13 acres of habitat restoration.	0.1 mile southeast	Approved
Storke Medical Center	6975 Santa Felicia	Specific Plan Amendment and construction of two medical office buildings of 18,600 square feet each with accessory childcare in 2,113 square feet of the westerly building.	1.7 miles east	Approved
Distribution and Delivery Facility	355 Coromar Drive	Development of a new 54,080 square foot distribution/delivery facility.	2.1 miles east	Approved
14 Residential Unit Mixed Units	6491 Calle Real	Mixed- use development consisting of 14 one-bedroom residential units, ranging in size from 587 to 869 square feet, and one commercial office space of 585 square feet.	2.9 miles northeast	Approved
New 7,390-square-foot Synagogue	6045 Stow Canyon Road	Construction of a new 7,390-square-foot synagogue and 841-square-foot storage building, with sanctuary, event hall, office spaces, and kitchen. Revised parking, landscaping, and hardscaping are also included.	4.2 miles northeast	Approved
Old Town Coffee Parking Modification	5877 Hollister Avenue	Reduce required parking.	4.2 miles northeast	Approved

Project Name	Location	Project Description	Distance from Project Site	Status
Honda Dealership	475 South Kellogg Avenue	New service bays (3,504 square feet) and auto-detailing canopy (1,176 square feet). New showroom addition and canopy structures totaling 6,860 square feet and associated site improvements.	4.6 miles east	Approved
Santa Barbara Corporate Center Office and Research and Development Building	5385 Hollister Avenue	New parcel map with a 14,000 square foot office and research and development building, and other associated improvements.	5.1 miles east	Approved
Office and Research and Development Building	5385 Hollister Avenue	New parcel map with a 34,002 square foot office and research and development building, and other associated improvements.	5.1 miles east	Approved
Toyota Dealership	5611 Hollister Avenue	Construction of a 3,000-square-foot service bay and associated site improvements.	4.6 miles east	This zoning clearance will be superseded by a new DP (24-0011-DP).
3D Printed Dwelling	550 Cambridge Drive	New 1,433 square foot single story residence with a 460 square foot attached two-car garage. The proposed dwelling will be constructed using 3D-printing.	4.9 miles northeast	Permit Issued
Shelby Residential Project	7400 Cathedral Oaks Road	Construction of 56-60 new residential single-family lots/homes with four open space lots.	1.4 miles north	Pending/EIR circulated – No action taken as project is on hold waiting for water allocation
Kenwood Village	7300 block of Calle Real, west of Baker Lane	Construction of 60 new residences including 13 new lots for single family homes, 20 duplexes for residences, 27 triplex residences and 145 parking spaces.	4.5 miles northeast	Pending Complete Application/ EIR circulated – No action taken as project is on hold waiting for water allocation
Ellwood Mesa Vertical Access Project	Ellwood Mesa/Sperling Preserve Open Space	Construction of two trail segments that provide vertical access from the blufftop to the beach below and 5 acres of restoration that would create two bioswales to retain water on the blufftop.	Adjacent to the east	Environmental Review

Project Name	Location	Project Description	Distance from Project Site	Status
Ellwood Beach Drive Drainage Repair	Southern terminus of Ellwood Beach Drive	Demolition of unsuitable concrete, removal of existing stormwater drainage infrastructure, replacement of existing 18-inch pipes, and revegetation.	0.9 mile east	Environmental Review
Greenbark Battery Energy Storage Project	Viajero Lane, between United States Highway 101 to the north and Hollister Avenue to the south	Construction and operation of a 39.6-megawatt battery storage project.	0.1 mile northeast	Environmental Review
Hangar 5 Relocation	115 Castilian Drive	Development of a re-purposed two-story hangar building totaling 17,912 square feet. The hangar building would be relocated to the subject property from Airport property at 500 Fowler Road, Santa Barbara.	2.3 miles northeast	Environmental Review
Stow Grove Park Master Plan and Renovation	580 North La Patera Lane	Addition or expansion of 25 total components/amenities, of which nine are general park improvements, six are play/active amenities, five are social/educational in nature, and five are passive/nature based.	3.4 miles northeast	Environmental Review
Sywest Industrial Building	907 South Kellogg Avenue	Construction of a new, 70,594 sf high cube industrial building.	4.2 miles east	Environmental Review
Calle Real Shopping Center Improvement	5697, 5785, 5677, and 5687 Calle Real	Updates and rebranding of L.P. (north side of Calle Real) and Cal-Real Properties, L.P. (south side of Calle Real).	4.5 miles northeast	Environmental Review
San Jose Creek Fish Passage Improvements	San Jose Creek, extending approximately 100 feet upstream and 4,000 feet downstream of Hollister Avenue	Redesign, maintenance, and repair (or removal) of the existing weirs within the San Jose Creek concrete channel.	4.7 miles northeast	Environmental Review
Anthem Chapel	6595 Covington Way	Construction of a new 2-story 21,077 square foot Church/Day Care with a reduction in Environmentally Sensitive Habitat Area (monarch) buffer, and an increase in building height above zoning standards.	3 miles northeast	Application Approval Pending

Project Name	Location	Project Description	Distance from Project Site	Status
Indoor Storage Building	Northwest of the Technology Drive and Thornwood Drive intersection	Construction of an indoor storage building totaling 66,924 square feet.	4.0 miles east	Application Approval Pending
Kellogg Outdoor Fenced Storage Yard	891 South Kellogg Road	Construction of an outdoor storage yard with 136 individual outdoor storage plots totaling 169,160 square feet.	4.2 miles east	Application Approval Pending
Goleta United States Highway 101 Overcrossing	US 101 at Hollister Avenue	Construction of a new overcrossing over United States Highway 101 in Goleta.	4.75 mi northeast	Conceptual Design

Source: City of Goleta 2024, 2025

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4 Environmental Impact Analysis

This section discusses the possible environmental impacts of the proposed project for specific issue areas that were identified through the Notice of Preparation and scoping process as having the potential to experience significant effects.

A "significant effect" is defined by the *CEQA Guidelines* Section 15382 as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant."

The assessment of each issue area begins with a discussion of the environmental setting related to the issue, which is followed by the impact analysis. In the impact analysis, the first subsection identifies the methodologies used and the "significance thresholds," which are the criteria and thresholds adopted by the City. The analysis relies on the significance thresholds from Appendix G of the *CEQA Guidelines* and the County of Santa Barbara's *Environmental Thresholds and Guidelines Manual*, which have been adopted by the City of Goleta.[1] Where appropriate, the analysis also relies on criteria and thresholds adopted by other agencies, universally recognized, or developed specifically for this analysis to determine whether potential effects are significant. The next subsection describes each impact of the proposed project, mitigation measures for significant impacts, and the level of significance after mitigation. Each effect under consideration for an issue area is separately listed in bold text with the discussion of the effect and its significance. Each bolded impact statement also contains a statement of the significance determination for the environmental impact as follows:

- **Class I, Significant and Unavoidable.** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per Section 15093 of the CEQA Guidelines.
- **Class II, Less than Significant with Mitigation Incorporated.** An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings under Section 15091 of the CEQA Guidelines.
- **Class III, Less than Significant.** An impact that may be adverse but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.
- **Class IV, Beneficial.** An impact that would reduce existing environmental problems or hazards.

[1] In 2008, the City adopted the County's 2002 *Environmental Thresholds and Guidelines Manual* (published May 1992, last revised in October 2002). Since adoption by the City, the County has revised the *Environmental Thresholds and Guidelines Manual* multiple times to reflect changes to the CEQA Guidelines. For consistency with current CEQA requirements, the analysis in this EIR relies on the most current County *Environmental Thresholds and Guidelines Manual* published in January 2024.

Following each environmental impact discussion is a list of mitigation measures (if required) and the residual effects or level of significance remaining after implementation of the measure(s). In cases where the mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed and evaluated as a secondary impact. The impact analysis concludes with a discussion of cumulative effects, which evaluates the impacts associated with the proposed project in conjunction with other planned and pending developments in the area listed in Section 3, *Environmental Setting*.

4.1 Aesthetics

This section evaluates the proposed project's potential impacts to aesthetic and visual resources within and adjacent to the project site. Impacts are assessed relative to the environmental baseline, which consists of the current use of the site as the Sandpiper Golf Course.

4.1.1 Environmental Setting

a. Visual Character and Scenic Resources

The project site is a 193-acre area located in the City of Goleta, Santa Barbara County, California. The project site is currently developed with the Sandpiper Golf Club and the vacant historic Barnsdall Rio Grande Gas Station. The western portion of the project site is undeveloped, consisting of Bell Canyon, a vegetated open space area, and Bell Canyon Creek, which flows south into the Pacific Ocean. Surface waters that occur on the project site include Bell Canyon Creek, Devereaux Creek, and a man-made pond within the golf course.

The Sandpiper Golf Club includes a clubhouse, parking lot, comfort station, maintenance yard (consisting of buildings, trailers, sheds, and a fuel station), and golf course. The clubhouse consists of a single-story structure with a simple design, featuring a combination of stucco and wood siding, with a pitched roof. The clubhouse exterior consists of neutral tones of wood. Figure 4.1-1 provides representative photos of the Sandpiper Golf Club's clubhouse, including primary visual features such as the clubhouse structure (Photographs 1 through 4), surrounding landscaping (Photographs 1 through 4), associated outdoor dining areas (Photographs 2 and 4), golf course (Photograph 4), and Pacific Ocean (Photograph 4).

The comfort station is a small, stand-alone building with a similar design to the clubhouse, consisting of stucco and wood siding, a pitched roof, and a neutral exterior. Figure 4.1-2 provides representative photos of the comfort station, including primary visual features such as the comfort station structure (Photographs 1 through 4), the Ellwood Mesa Open Space and Sperling Preserve (Photographs 2 and 3), and the Santa Ynez Mountains (Photographs 3 and 4).

The maintenance yard buildings are primarily constructed from metal and wood, with corrugated metal roofs, with a design tailored for functionality rather than visual appeal. The maintenance yard is fenced, and tall hedges along the frontage of Hollister Avenue prevent views from the public roadway to the maintenance facility. The golf course features rolling fairways and native vegetation, with a seaside-links-style layout[1] that includes wide, undulating fairways and well-bunkered greens that integrate into the natural, coastal, visual landscape. Figure 4.1-3 provides representative photos of the golf course, including primary visual features such as the on-site power lines (Photographs 1 through 3), the Ellwood Mesa Open Space and Sperling Preserve (Photographs 2 and 3), the Pacific Ocean (Photograph 3), and the existing cart storage building (Photograph 4).

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 Barnsdall Rio Grande Gas Station has a distinctive vintage appearance and features classic architectural elements typical of early 20th-century service stations, such as brick and stucco, a flat roof, and large windows. Figure 4.1-4 provides representative photos of the Barnsdall Rio Grande Gas Station (Photographs 1 through 4).

[1] A seaside links-style layout refers to a type of golf course design that is typically found near coastal areas. Defining characteristics include natural terrain, minimal artificial landscaping, and wide fairways.

Figure 4.1-1 Sandpiper Golf Club, Clubhouse Visual Character



Photograph 1. View of the existing clubhouse and landscaping, facing southwest.



Photograph 2. View of the existing clubhouse and landscaping, including outdoor dining areas, facing north.



Photograph 3. View of the existing clubhouse and landscaping, facing southeast.



Photograph 4. View of the existing clubhouse, including outdoor dining areas, as well as the golf course, facing southeast.

Figure 4.1-2 Sandpiper Golf Club, Comfort Station Visual Character



Photograph 1. View of the existing comfort station, facing southeast.



Photograph 2. View of the existing comfort station, facing northeast.



Photograph 3. View of the existing comfort station, facing north.



Photograph 4. View of the existing comfort station, facing northwest.

Figure 4.1-3 Sandpiper Golf Club, Golf Course Visual Character



Photograph 1. View of the existing golf course and power lines, facing west.



Photograph 2. View of the existing golf course and power lines, with Ellwood Mesa Open Space in the background, facing east.



Photograph 3. View of the existing golf course and power lines, with Ellwood Mesa Open Space in the background, facing southeast.



Photograph 4. View of the existing golf course and cart storage building, facing north.

Figure 4.1-4 Barnsdall Rio Grande Gas Station Visual Character



Photograph 1. View of the existing gas station building and perimeter chain-link fencing, facing southwest.



Photograph 2. View of the existing gas station building and perimeter chain-link fencing, facing north.



Photograph 3. View of the existing gas station building and perimeter chain-link fencing, facing west.



Photograph 4. View of the existing gas station building and concrete wall, facing north.

The project site is characterized by its coastal location. As shown in Figure 4.1-6 through Figure 4.1-11 in Section 4.1.3, *Impact Analysis*, the project site offers largely unobstructed views of visual resources such as the Pacific Ocean to the south, Ellwood Mesa Open Space and Sperling Preserve to the east, and the Santa Ynez Mountains to the north. The Pacific Ocean, Goleta shoreline, and Santa Ynez Mountains are specifically designated as scenic resources pursuant to Policy VH 1.1 in the Visual and Historic Resources Element of the City of Goleta's General Plan/Coastal Land Use Plan. The project site itself is not designated as a scenic resource (City of Goleta 2006).

b. Scenic Highways and Corridors

The California Department of Transportation (Caltrans) designates highways throughout California as scenic highways. For a highway to be declared as scenic, the government with jurisdiction over the abutting land must adopt a "scenic corridor protection program" that limits development, outdoor advertising, and earthmoving around the highway. U.S. 101, approximately 430 feet north of the project site, is eligible for state designation as a scenic highway (Caltrans 2018). There are no officially designated state scenic highways in the vicinity of the project site.

The City's Visual and Historic Resources Element identifies Hollister Avenue, U.S. 101, Calle Real, and Cathedral Oaks Road, all of which are in the vicinity of the project site, as local scenic corridors. The City defines local scenic corridors as roadways that pass through, or provide visual access to, areas of high scenic value (City of Goleta 2006).

The project site includes the Hollister Avenue scenic corridor and is within the vicinity of the U.S. 101, Calle Real, and Cathedral Oaks Road scenic corridors. The centerline of U.S. 101 is approximately 430 feet north of the project site, Calle Real is approximately 600 feet north of the project site, and Cathedral Oaks Road is approximately 650 feet north of the project site. These scenic corridors in the vicinity of the project site are designated and protected pursuant to Policies VH 2.1, VH 2.2, and VH 2.3 and Figure 6.1 in the City of Goleta's General Plan/Coastal Land Use Plan (City of Goleta 2006). Views of the project site, as experienced from designated local scenic corridors, are discussed below.

Views from Hollister Avenue

Hollister Avenue, designated as a local scenic corridor, is adjacent to the Sandpiper Golf Club's northern to northeastern boundary, and the right-of-way for Hollister Avenue is within the project site (refer to Section 2.6.6, *Hollister Avenue Improvements*). Hollister Avenue provides direct eastbound and westbound views of the Sandpiper Golf Club, including the clubhouse and golf course; the Pacific Ocean; and the Barnsdall Rio Grande Gas Station. Views of the existing maintenance yard from Hollister Avenue are obstructed by intervening vegetation.

Views from U.S. 101 Mainline

As a local scenic corridor throughout Goleta, U.S. 101 provides scenic views from the roadway to surrounding areas. However, U.S. 101 is located approximately 430 feet to the north of the project site and intervening buildings, topography, and vegetation completely obstruct southward views of the project site.

Views from Calle Real

Calle Real is designated as a local scenic corridor and is located approximately 600 feet north of the project site. Southward views of the project site from Calle Real are obstructed by intervening vegetation, topography, buildings and U.S. 101.

Views from Cathedral Oaks Road

Cathedral Oaks Road is designated as a local scenic corridor and its western terminus intersects Hollister Avenue near the project site's parking lot entrance. Southward views of the project site from the Cathedral Oaks Road and Hollister Avenue intersection have an extensive view of the Pacific Ocean across the project site, and northward views from this intersection have a clear view to the Santa Ynez mountains. Southward views along Cathedral Oaks north of U.S. 101 are obstructed by intervening vegetation, topography, and U.S. 101.

c. Scenic Viewpoints

In addition to scenic corridors, the City of Goleta's General Plan/Coastal Land Use Plan designates scenic viewpoints, which are designated locations with protected views or vistas. One designated scenic viewpoint is located along the coast on the central portion of the project site. Additionally, three designated scenic viewpoints are located along Hollister Avenue adjacent to the project site. These four scenic viewpoints within and in the vicinity of the project site are discussed below. General views from locally designated scenic corridors, including Hollister Avenue, U.S. 101, Calle Real, and Cathedral Oaks Road, are discussed in the above subsection, "Scenic Corridors." The project site is also visible from recreational trails within Santa Barbara Shores Park, which offer scenic views of the Pacific Ocean and Goleta shoreline.

Coastal Bluff

The City of Goleta's General Plan/Coastal Land Use Plan identifies a scenic viewpoint along the southern coastal bluff of the Sandpiper Golf Club. This viewpoint provides both north-facing views of the Sandpiper Golf Club and Santa Ynez Mountains and foothills, and south-facing views of the Pacific Ocean. The Coastal Bluff scenic viewpoint is accessible to patrons of the Sandpiper Golf Club and does not constitute a publicly accessible scenic viewpoint, and is therefore excluded from the analysis within Section 4.1.3.

Sandpiper Golf Club

The City of Goleta's General Plan/Coastal Land Use Plan identifies a scenic viewpoint directly north of the project site along Hollister Avenue. This viewpoint provides both north-facing views of the Santa Ynez Mountains, and south-facing views of the project site, including the golf course, clubhouse, and distant Pacific Ocean.

Hollister Avenue, East Devereaux Creek

The City of Goleta's General Plan/Coastal Land Use Plan identifies a scenic viewpoint directly northeast of the project site along Hollister Avenue, to the east of Devereaux Creek. This viewpoint provides both north-facing views of residences and landscaped vegetation, and south-facing views of the Barnsdall Rio Grande Gas Station. Southward views of the golf course and Pacific Ocean are obscured by existing vegetation.

Hollister Avenue, West Devereaux Creek

The City of Goleta's General Plan/Coastal Land Use Plan identifies a scenic viewpoint directly northeast of the project site along Hollister Avenue, to the west of Devereaux Creek. This viewpoint provides both north-facing views of residences, scrub vegetation, and the distant Santa Ynez Mountains, and south-facing views of the project site, including the golf course and Pacific Ocean.

d. Existing Light and Glare Conditions

The project site is primarily developed with the Sandpiper Golf Club. On-site sources of illumination include exterior lighting at the clubhouse, comfort station, parking lot, and maintenance yard, as well as pathway lighting around the golf course cart paths. Additionally, interior lighting of the clubhouse, comfort station, and maintenance yard provides on-site illumination at nighttime. The existing Barnsdall Rio Grande Gas Station does not contain lighting.

The project site receives indirect lighting from off-site sources of industrial and residential development in the vicinity of the site, as well as adjacent roadways. Off-site sources include streetlamps, light fixtures along building exteriors, light emanating from windows, and headlights from passing vehicles on Hollister Avenue.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass or reflective materials, and, to a lesser degree, from broad expanses of light-colored surfaces. Glare can also be produced during evening and nighttime hours by artificial light directed toward a light-sensitive land use. Existing sources of glare on the project site include sunlight reflecting from light-colored building materials and glass within existing structures.

4.1.2 Regulatory Setting

a. Federal Regulations

Federal Aviation Regulations Part 77

The project site is within the Federal Aviation Regulations (FAR) Part 77 airspace surface for the Santa Barbara Airport (Santa Barbara County Association of Governments 2023). The FAR Part 77 airspace surface reflects areas around airports determined by Federal Aviation Administration regulations that should be protected from obstructions and visual impacts that may interfere with the safe operation of aircraft (14 Code of Federal Regulations Part 77). Height restrictions for development on the project site, as identified by FAR Part 77, range from 361 feet to 411 feet.

b. State Regulations

State Scenic Highway Program

Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. U.S. 101 is eligible for designation throughout Santa Barbara County, but is not designated as a State Scenic Highway in the vicinity of the project site (Caltrans 2018).

California Coastal Act

The California Coastal Act of 1976 establishes procedures for the review of proposed developments in the Coastal Zone and policies for the protection of coastal resources and public access to the coastline. The project site is located in the Coastal Zone; therefore, Section 30251, Scenic and visual qualities, of the California Coastal Act pertains to aesthetics of the proposed project.

> **Section 30251, Scenic and visual qualities**: The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize

the alteration of natural landforms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas, such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government, shall be subordinate to the character of its setting.

c. Local Regulations

City of Goleta General Plan/Coastal Land Use Plan

The City of Goleta's General Plan/Coastal Land Use Plan Visual and Historic Resources Element (2006) outlines several goals and policies related to the aesthetics of development and preservation of scenic resources. Policies that are relevant to the proposed project include:

- **Policy VH 1.1: Scenic Resources.** An essential aspect of Goleta's character is derived from the various scenic resources within and around the city. Views of these resources from public and private areas contribute to the overall attractiveness of the city and the quality of life enjoyed by its residents, visitors, and workforce. The City shall support the protection and preservation of the following scenic resources:
  a. The open waters of the Pacific Ocean/Santa Barbara Channel, with the Channel Islands visible in the distance.
  b. Goleta's Pacific shoreline, including beaches, dunes, lagoons, coastal bluffs, and open costal mesas.
  c. Goleta and Devereux Sloughs.
  d. Creeks and the vegetation associated with their riparian corridors.
  e. Agricultural areas, including orchards, lands in vegetable or other crop production, and fallow agricultural lands.
  f. Lake Los Carneros and the surrounding woodlands.
  g. Prominent natural landforms, such as the foothills and the Santa Ynez Mountains.
- **Policy VH 1.2: Scenic Resources Map**. The Scenic Resources Map in Figure 6-1 identifies locations on public roads, trails, parks, open spaces, and beaches that serve as public vantage points for viewing scenic resources. Views from these locations shall be protected by minimizing any impairment that could result from new development.
- **Policy VH 1.3: Protection of Ocean and Island Views**. Ocean and island views from public viewing areas shall be protected. View protection associated with development should be accomplished first through site selection and then by use of design alternatives that enhance rather than obstruct or degrade such views. To minimize impacts to these scenic resources and ensure visual compatibility, the following development practices shall be used, where appropriate:
  a. Limitations on the height and size of structures.
  b. Limitations on the height and use of reflective materials for exterior walls (including retaining walls) and fences.
  c. Clustering of building sites and structures.
  d. Shared vehicular access to minimize curb cuts.
  e. Downcast, fully shielded, full cut off lighting of the minimum intensity needed for the purpose.

f. Use of landscaping for screening purposes and/or minimizing view blockage as applicable.
g. Selection of colors and materials that harmonize with the surrounding landscape

- **Policy VH 1.4: Protection of Mountain and Foothill Views.** Views of mountains and foothills from public areas shall be protected. View protection associated with development that may affect views of mountains or foothills should be accomplished first through site selection and then by use of design alternatives that enhance, rather than obstruct or degrade, such views. To minimize structural intrusion into the skyline, the following development practices shall be used where appropriate:
  a. Limitations on the height and size of structures.
  b. Limitations on the height of exterior walls (including retaining walls) and fences.
  c. Stepping of buildings so that the heights of building elements are lower near the street and increase with distance from the public viewing area. Increased setbacks along major roadways to preserve views and create an attractive visual corridor.
  d. Downcast, fully shielded, full cut off lighting of the minimum intensity needed for the purpose.
  e. Limitations on removal of native vegetation.
  f. Use of landscaping for screening purposes and/or minimizing view blockage as applicable.
  g. Revegetation of disturbed areas.
  h. Limitations on the use of reflective materials and colors for roofs, walls (including retaining walls), and fences.
  i. Selection of colors and materials that harmonize with the surrounding landscape.
  j. Clustering of building sites and structures.

- **Policy VH 1.5: Protection of Open Space Views.** Views of open space, including agricultural lands, from public areas shall be protected. View protection associated with development should be accomplished first through site selection and then by use of design alternatives that enhance rather than obstruct or degrade such views. To minimize impacts to these scenic resources, the following development practices shall be used, where appropriate:
  a. Limitations on the height and size of structures.
  b. Clustering of building sites and structures.
  c. Shared vehicular access to minimize curb cuts.
  d. Downcast, fully shielded, full cut off lighting of the minimum intensity needed for the purpose.
  e. Use of landscaping for screening purposes and/or minimizing view blockage as applicable.
  f. Selection of colors and materials that harmonize with the surrounding landscape

- **Policy VH 1.6: Preservation of Natural Landforms**. Natural landforms shall be protected. Protection associated with development should be accomplished first through site selection to protect natural landforms and then by use of alternatives that enhance and incorporate natural landforms in the design. To minimize alteration of natural landforms and ensure that development is subordinate to surrounding natural features such as mature trees, native vegetation, drainage courses, prominent slopes, and bluffs, the following development practices shall be used, where appropriate:

a. Limit grading for all development including structures, access roads, and driveways. Minimize the length of access roads and driveways and follow the natural contour of the land.
b. Blend graded slopes with the natural topography.
c. On slopes, step buildings to conform to site topography.
d. Minimize use of retaining walls.
e. Minimize vegetation clearance for fuel management.
f. Cluster building sites and structures.
g. Share vehicular access to minimize curb cuts.

- **Policy VH 1.8: Private Views**. Project development and architecture shall be considerate of private views.
- **Policy VH 2.1: Designated Scenic Corridors**. The Scenic Resources Map in Figure 6-1 identifies corridors that pass through, or provide visual access to, areas of high scenic value. These corridors, or segments of corridors, include but are not limited to the following:
  a. U.S. 101
  b. Cathedral Oaks Road
  c. Hollister Avenue
  d. Los Carneros Road
  e. Fairview Avenue
  f. Calle Real
- **Policy VH 2.2: Preservation of Scenic Corridors.** The aesthetic qualities of scenic corridors shall be preserved through retention of the general character of significant natural features; views of the ocean, foothills, and mountainous areas; and open space associated with recreational and agricultural areas including orchards, prominent vegetation, and historic structures. If landscaping is used to add visual interest or for screening, care should be taken to prevent a wall-like appearance. Bridges, culverts, drainage ditches and other roadway ancillary elements should be appropriately designed; side slopes and earthen berms adjacent to roadways should be natural in appearance.
- **Policy VH 2.3 Development Projects Along Scenic Corridors.** Development adjacent to scenic corridors should not degrade or obstruct views of scenic areas. To ensure visual compatibility with the scenic qualities, the following practices shall be used, where appropriate:
  a. Incorporate natural features in design.
  b. Use landscaping for screening purposes and/or for minimizing view blockage as applicable.
  c. Minimize vegetation removal.
  d. Limit the height and size of structures.
  e. Cluster building sites and structures.
  f. Limit grading for development including structures, access roads, and driveways. Minimize the length of access roads and driveways and follow the natural contour of the land.
  g. Preserve historical structures or sites.
  h. Plant and preserve trees.
  i. Minimize use of signage.
  j. Provide site-specific visual assessments, including use of story poles.

k. Provide a similar level of architectural detail on all elevations visible from scenic corridors.
l. Place existing overhead utilities and all new utilities underground.
m. Establish setbacks along major roadways to help protect views and create an attractive scenic corridor. On flat sites, step the heights of buildings so that the height of building elements is lower close to the street and increases with distance from the street.

- **Policy VH 2.4: Public Improvements**. Public improvements visible from scenic corridors including landscaping, street lighting, signage, medians, noise attenuation walls, and other hardscape elements shall include a high level of design through appropriate detailing and use of high quality, durable materials.
- **Policy VH 2.5: Linkages between Scenic Areas**. Corridors of high scenic value should be linked with adjacent public recreation areas such as parks and trails where feasible.
- **Policy VH 3.3: Site Design**. The city's visual character shall be enhanced through appropriate site design. Site plans shall provide for buildings, structures, and uses that are subordinate to the natural topography, existing vegetation, and drainage courses; adequate landscaping; adequate vehicular circulation and parking; adequate pedestrian circulation; and provision and/or maintenance of solar access.
- **Policy VH 3.4: Building Design**. The city's visual character shall be enhanced through development of structures that are appropriate in scale and orientation and that use high quality, durable materials. Structures shall incorporate architectural styles, landscaping, and amenities that are compatible with and complement surrounding development.
- **Policy VH 3.5. Pedestrian-Oriented Design**. The city's visual character shall be enhanced through provision of aesthetically pleasing pedestrian connections within and between neighborhoods, recreational facilities, shopping, workplaces, and other modes of transportation, including bicycles and transit.
- **Policy VH 4.9: Landscape Design**. Landscaping shall be considered and designed as an integral part of development, not relegated to remaining portions of a site following placement of buildings, parking, or vehicular access. Landscaping shall conform to the following standards:
  a. Landscaping that conforms to the natural topography and protects existing specimen trees is encouraged.
  b. Any specimen trees removed shall be replaced with a similar size tree or with a tree deemed appropriate by the City.
  c. Landscaping shall emphasize the use of native and drought-tolerant vegetation and should include a range and density of plantings including trees, shrubs, groundcover, and vines of various heights and species.
  d. The use of invasive plants shall be prohibited.
  e. Landscaping shall be incorporated into the design to soften building masses, reinforce pedestrian scale, and provide screening along public streets and off street parking areas.
- **Policy VH 4.10: Streetscape and Frontage Design**. A unified streetscape shall be created to improve the interface between pedestrians and vehicles. The following design elements shall be incorporated where feasible:
  a. Abundant street trees and landscaped medians.
  b. Landscaping that buffers pedestrians and bicyclists from traffic without creating site distance conflicts.

c. Coordination of landscaping within the public right-of-way and adjacent development to provide an integrated street frontage.
d. Provision of street furniture including benches, planter seating, trash containers, and pedestrian scale light fixtures.
e. Use of pavement treatments and decorative tree wells.
f. Accent planting, textured paving, and specimen trees used to establish identities at building entries.
g. Traffic control and utility hardware such as backflow devices, traffic control cabinets, cable television boxes, and air vacuum and release enclosures shall be screened from view and colored to blend in with the surroundings. Such hardware should be placed outside sidewalks and away from intersections to the extent feasible.

- **Policy VH 4.11: Parking Lots**. Parking lots shall be adequately designed and landscaped. The following standards shall apply (see related Policy TE 9):
  a. Adequate parking requirements shall be established for all zone districts and conditionally permitted uses.
  b. Adequate parking space dimensions and aisle widths shall be established.
  c. Angled parking spaces are encouraged in order to maximize visibility for drivers and pedestrians. Retail parking lot design that includes 90-degree parking spaces is discouraged.
  d. Pedestrian circulation shall be adequate, clearly delineated, and integrated with internal vehicle circulation to allow for safe and convenient pedestrian links from parking areas to building entrances. Planting strips should be used between traffic zones and sidewalks wherever possible.
  e. Retail parking lots shall provide for adequate shopping cart storage that is adequately screened.
  f. Parking lot landscaping shall provide for adequate visual relief, screening, and shade. Adequate tree density shall be established and shall include approximately one tree for every four parking spaces. Deciduous trees in parking lots are discouraged due to the visual effects of loss of canopy.
  g. Parking lot lighting shall be considered relative to the selection and location of parking lot trees and their height at maturity.
  h. Shared parking arrangements are encouraged where neighboring uses have different peak use periods.
  i. Permeable parking surfaces and grass-incorporated paving systems are encouraged to reduce stormwater runoff. Water quality protection measures such as storm drain filters should be used to minimize pollutants that would result in impacts to downstream water bodies or habitat.

- **Policy VH 4.12: Lighting**. Outdoor lighting fixtures shall be designed, located, aimed downward or toward structures (if properly shielded), retrofitted if feasible, and maintained in order to prevent over-lighting, energy waste, glare, light trespass, and sky glow. The following standards shall apply:
  a. Outdoor lighting shall be the minimum number of fixtures and intensity needed for the intended purpose. Fixtures shall be fully shielded and have full cut off lights to minimize

visibility from public viewing areas and prevent light pollution into residential areas or other sensitive uses such as wildlife habitats or migration routes.

b. Direct upward light emission shall be avoided to protect views of the night sky.

c. Light fixtures used in new development shall be appropriate to the architectural style and scale and compatible with the surrounding area.

- **Policy VH 4.14: Utilities**. New development projects shall be required to place new utility lines underground. Existing overhead utility lines should be placed underground when feasible. Undergrounding of utility hardware is encouraged. Any aboveground utility hardware, such as water meters, electrical transformers, or backflow devices, shall not inhibit line of sight or encroach into public walkways and, where feasible, should be screened from public view by methods including, but not limited to, appropriate paint color, landscaping, and/or walls.
- **Policy VH 4.15: Site-Specific Visual Assessments**. The use of story poles, physical or software-based models, photo-realistic visual simulations, perspectives, photographs, or other tools shall be required, when appropriate, to evaluate the visual effects of proposed development and demonstrate visual compatibility and impacts on scenic views.
- **Policy VH 4.16: Green Building**. The City encourages the incorporation of green building practices in design. Such practices may include the use of recycled materials, drought tolerant and native plants, energy efficient features, water conservation, allowance for solar access, and permeable surfaces.
- **Policy VH 5.5: Alterations to Historic Resources**. Any proposed alterations to a designated historic resource or property listed in the City's Historic Resources Inventory shall respect the character- defining features of the building, its setting, and maintain architectural consistency with the original site or structure. Such proposals may require the submittal of an historic evaluation from a recognized professional as part of the design review process, that, depending upon the nature of the proposed alternation, may include review by the Historic Preservation Commission or Design Review Board prior to approval. To encourage rehabilitation, maintenance, and sensitivity in additions and remodels, the City encourages and supports adaptive reuse of structures listed on the Historic Resources Inventory and may consider allowing for flexibility when applying building code regulations, including use of the California Historic Building Code, in order to facilitate the retention of character-defining features and maintaining historical significance.
- **Policy VH 5.7: New Construction**. Development approved in proximity to an identified historic resource shall respect and be aesthetically compatible with the structures or sites in terms of scale, materials, and character.

Goleta Coastal Zoning Ordinance

The project site is zoned as Open Space/Active Recreation (City of Goleta 2025). According to Section 17.12.010(C) of the City's Zoning Code, the Open Space/Active Recreation zone is intended for existing or planned areas for public parks and active recreational activities and facilities through implementation of the Open Space/Active Recreation land use designation in the City of Goleta's General Plan/Coastal Land Use Plan. Individual recreational areas may include a mix of passive and active recreational features or improvements. Allowed uses within this zoning designation include recreational facilities, with the approval of a Conditional Use Permit, and passive open space. Section 17.12.030 of the City's Zoning Code prescribes development regulations for the Open Space/Active Recreation zone, including maximum building height (25 feet) and setback requirements (10 feet).

4.1.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

This section evaluates the existing visual resources compared to the proposed redevelopment, analyzing the nature of the anticipated change and its compatibility with the visual character of the area. The assessment of a project's aesthetic impacts is inherently subject to personal and cultural interpretation; to ensure objectivity, this analysis uses the County's 2024 *Environmental Thresholds and Guidelines Manual* to direct the assessment of aesthetic impacts.

Consistent with the County's 2024 *Environmental Thresholds and Guidelines Manual,* the assessment of aesthetic impacts includes an evaluation of visual resources on the project site, visual resources in areas surrounding the project site, and public views that include the project site, including the physical attributes of the project site, its relative visibility, and its relative uniqueness. Visual resources visible from or through the project site include the Pacific Ocean, Goleta shoreline, and Santa Ynez Mountains. This analysis includes an evaluation of the potential impacts of the proposed project on views of these visual resources, and includes a determination of compliance with local policies that pertain to visual resources.

Significance Thresholds

As described in more detail in Section 4, *Environmental Impact Analysis*, the following thresholds are based on Appendix G of the *CEQA Guidelines* which provides the following to determine if a project would have a potentially significant impact on cultural resources. Would the project:

1. Have a substantial adverse effect on a scenic vista;
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
3. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings; in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality; or
4. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

The County's 2024 *Environmental Thresholds and Guidelines Manual* does not include specific significance thresholds for aesthetics; however, it offers guidance for the methodology of assessing visual impacts, as summarized in the above subsection, *Methodology*.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project have a substantial adverse effect on a scenic vista?

Impact AES-1 Construction and operation of the proposed project would not have a substantial adverse effect on a scenic vista. Although portions of the project would be visible from designated scenic corridors and viewpoints, these impacts would be temporary during construction, minimized through construction screening, and offset during operation by strategic tree planting and undergrounding of utilities to enhance visual quality. Therefore, impacts would be Class III, *less than significant*.

Construction

The proposed project would include construction of a new, 37,179 square foot, two-level clubhouse with glass windows, a glass elevator enclosed within a glass structure in the center of the clubhouse, sloped turf walls, and a turf roof. A minor portion of the main roof structure would have a maximum height of 29 feet, and the passenger elevator structure would have a maximum architectural projection height of 33 feet. As discussed under Section 2.9, *Project Approvals*, the project applicant requests an adjustment to allow these portions of the clubhouse to exceed the 25-foot height limit for the Open Space/Active Recreation zone. The existing clubhouse has a maximum height of 28 feet 6 inches and also exceeds the 25-foot height limit.

The proposed project would also include the construction of a 7,476 square foot maintenance facility with a maximum height of 13 feet and 4 inches; a new, two-structure, 329 square foot comfort station with a maximum height of 15 feet; and the Rio Grande Coffee Shop, consisting of restoration and adaptive reuse of the Barnsdall Rio Grande Gas Station and construction of a new 695 square foot café building designed to resemble a 1920s gas station service bay with a maximum height of 15 feet and 6 inches. Ground-level improvements would consist of recontouring the existing 18-hole golf course, conversion of 63 acres of existing golf course to native landscaping, and improvements to Hollister Avenue.

The project site includes portions of Hollister Avenue, a locally designated scenic corridor, and is in the vicinity of three locally designated scenic corridors (U.S. 101, Calle Real, and Cathedral Oaks Road). As discussed under Section 4.1.1, *Environmental Setting*, existing views of the project site from U.S. 101, Calle Real, and most of Cathedral Oaks Road are obscured by intervening buildings (single-family residences), elevated topography, and mature vegetation. Construction of the proposed project would thus not substantially degrade views of scenic vistas from these three scenic corridors. The project site is in the vicinity of three publicly accessible scenic viewpoints (Sandpiper Golf Club, Hollister Avenue [East Devereaux Creek], and Hollister Avenue [West Devereaux Creek]). Furthermore, the project site is visible from recreational trails within Santa Barbara Shores Park, which offer views of the Goleta shoreline and Pacific Ocean.

Construction of the proposed project would be visible from public locations that offer views of City-designated scenic vistas. Specifically, construction of the proposed clubhouse, maintenance facility, Rio Grande Coffee Shop, Hollister Avenue improvements, golf course recontouring, and installation of underground utility lines would be visible from the Hollister Avenue scenic corridor and related scenic viewpoints. Golf course recontouring would also be visible from Santa Barbara Shores Park. Construction activities would include site preparation, grading, paving, utility trenching, and building construction, all of which would require heavy machinery and materials storage on the project site. Temporary construction features, such as scaffolding, construction trailers, or safety fencing, may also occur on the project site.

Although construction activities would be visible to the public from the Hollister Avenue scenic corridor, scenic viewpoints, and Santa Barbara Shores Park, such visual impacts would be temporary.

Moreover, the phasing of construction activities would limit the duration and extent of visual degradation such that construction would not occur throughout the entire project site at one time. Furthermore, as a Condition of Approval, the City would require that buildings (such as at the Rio Grande Coffee Shop, maintenance yard, and new clubhouse) be screened with fencing during construction, which would obstruct views of equipment and the construction sites from public viewing areas. Therefore, construction of the proposed project would not have a substantial adverse effect on a scenic vista, and impacts would be less than significant.

Operation

As discussed above, views of the project site would be visible from public locations that offer views of City-designated scenic vistas, including the Hollister Avenue scenic corridor, scenic viewpoints, and Santa Barbara Shores Park. Figure 4.1-5 depicts the location of five key viewpoints (KVP) that provide prominent views of and through the project site. These viewpoints were used to depict existing conditions and simulated[2] views of the proposed project. Figure 4.1-6 through Figure 4.1-11 display the existing and simulated views from each KVP and were provided by Winick Architects in March 2025 (Winick Architects 2025).

The project would include the removal of an oak tree within the Hollister Avenue ROW as well as the removal of 39 non-native trees generally located within the proposed parking areas at the new clubhouse and maintenance yard, and within the golf course playing areas. The proposed project includes the planting of 116 trees, resulting in a net increase of 65 trees on the project site. To offset the removal of the oak tree, the project would include the planting of a replacement 72-inch box oak on the project site. Eighty three (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 of the proposed clubhouse and parking areas; and at strategic locations within the golf course to soften views of the maintenance yard and Rio Grande Coffee Shop. The locations of new trees were selected to maintain existing views of the Pacific Ocean. The addition of new trees along the western perimeter of the golf course, around the clubhouse, at the maintenance yard, and at the Rio Grande Coffee Shop would not interfere with public views of the Pacific Ocean because no views of the Pacific Ocean are visible from public roads at these locations. Furthermore, the addition of new trees at the maintenance yard would screen the maintenance yard structures and fence from Hollister Avenue and improve existing views from the roadway. The addition of new trees at the clubhouse would maintain the existing, vegetated conditions that surround the clubhouse, and would screen views of the new, paved parking areas from Hollister Avenue. Therefore, the addition of new trees would not interfere with previous, unobstructed, scenic views from public locations.

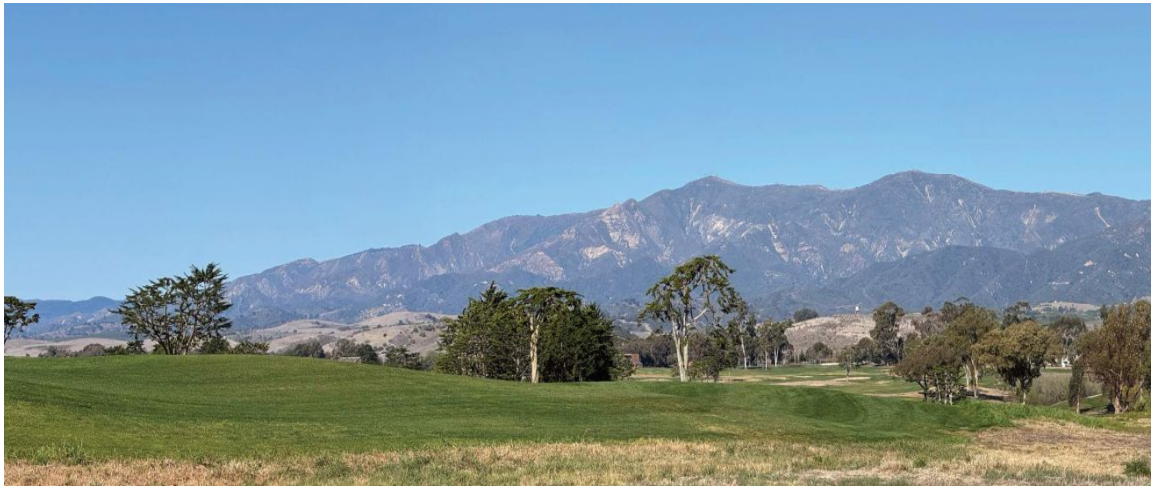
The proposed project includes the undergrounding of overhead power and telecommunications lines via a joint trench that would run parallel to Hollister Avenue across the northern project site boundary. The undergrounding of the existing power lines would improve scenic views from Hollister Avenue of the Pacific Ocean by removing the existing obstruction.

[2] Simulated views of the proposed golf course layout are not included in this analysis. The proposed golf course layout would be similar to existing conditions, consist of turf and landscaping, and the golf course improvements (as discussed in Impact AES-1) would not result in a substantial change to the current visual landscape.

Figure 4.1-5 Key Observation Point Locations for Project Site



Figure 4.1-6 Project Site Existing and Simulated Views from KVP 1 (Santa Barbara Shores Park)



Photograph 1. Existing northwestern view of the project site from Santa Barbara Shores Park. The project site is directly visible from this viewpoint.



Photograph 2. Simulated northwestern view of the project site from Santa Barbara Shores Park (Winick Architects 2025). Proposed project structures would not be visible from this viewpoint, and the proposed golf course layout would be substantially similar to existing conditions.

Figure 4.1-7 Project Site Existing and Simulated Views from Roadway at KVP 2 (Barnsdall Rio Grande Gas Station)



Photograph 1. Existing southward view of the project site from Hollister Avenue and the East Devereaux Creek scenic viewpoint. The Barnsdall Rio Grande Gas Station is clearly visible from this viewpoint.



Photograph 2. Simulated southward view of the project site from Hollister Avenue and the East Devereaux Creek scenic viewpoint, including the visual simulation of the proposed Rio Grande Coffee Shop and the undergrounding of power lines (Winick Architects 2025).

Figure 4.1-8 Project Site Existing and Simulated Views from Sidewalk at KVP 2 (Hollister Avenue at Barnsdall Rio Grande Gas Station)



Photograph 1. Existing southward view of the project site from Hollister Avenue and the East Devereaux Creek scenic viewpoint, taken at the sidewalk on the north side of Hollister Avenue. The Barnsdall Rio Grande Gas Station is clearly visible from this viewpoint, with the maintenance yard barely visible in the lefthand portion of the image.



Photograph 2. Simulated southward view of the project site from Hollister Avenue and the East Devereaux Creek scenic viewpoint, taken at the sidewalk on the north side of Hollister Avenue, including the visual simulation of the proposed Rio Grande Coffee Shop, the undergrounding of power lines, Hollister Avenue improvements, and the addition of new trees that screen the maintenance yard from Hollister Avenue (Winick Architects 2025).

Figure 4.1-9 Project Site Existing and Simulated Views from KVP 3 (Hollister Avenue at Sandpiper Golf Club Golf Course)



Photograph 1. Existing southward view of the project site from Hollister Avenue and the West Devereaux Creek scenic viewpoint. The project site is directly visible from this viewpoint.



Photograph 2. Simulated southward view of the project site from Hollister Avenue and the West Devereaux Creek scenic viewpoint, including the visual simulation of the Hollister Avenue improvements, including the Type 4 trail and new fencing, as well as the undergrounding of power lines (Winick Architects 2025).

Figure 4.1-10 Project Site Existing and Simulated Views from KVP 4 (Hollister Avenue/Cathedral Oaks Intersection)



Photograph 1. Existing southward view of the project site from the Sandpiper Golf Club scenic viewpoint. The project site is directly visible from this viewpoint.



Photograph 2. Simulated southward view of the project site from the Sandpiper Golf Club scenic viewpoint, including the visual simulation of the Hollister Avenue improvements, undergrounding of power lines, new vehicular access point to the clubhouse, and new clubhouse (in the background of the righthand portion of the image) (Winick Architects 2025).

Figure 4.1-11 Project Site Existing and Simulated Views from KVP 5 (Hollister Avenue at Sandpiper Golf Club Clubhouse)



Photograph 1. Existing southward view of the project site from Hollister Avenue. The project site and existing clubhouse are directly visible from this roadway.



Photograph 2. Simulated southward view of the project site from Hollister Avenue, including the visual simulation of the proposed clubhouse and undergrounding of power lines (Winick Architects 2025).

KVP 1 (Santa Barbara Shores Park)

This location is at Santa Barbara Shores Park, south of Ellwood Mesa Open Space and Sperling Preserve. As shown in Figure 4.1-6, northwestern-facing views of the golf course are visible from this viewpoint (Photograph 1). However, the proposed clubhouse, comfort station, and Rio Grande Coffee Shop would not be visible from this viewpoint (Photograph 2), and the proposed golf course layout would not result in a substantial change to the visual landscape. The proposed project would not result in a substantial adverse effect on scenic vistas of the Santa Ynez Mountains or Goleta shoreline from Santa Barbara Shores Park.

KVP 2 (Hollister Avenue at Barnsdall Rio Grande Gas Station)

This location is along Hollister Avenue, a locally designated scenic corridor, and is the location of the Hollister Avenue (East Devereaux Creek) scenic viewpoint. As shown in Figure 4.1-7 and Figure 4.1-8, south-facing views of the proposed Rio Grande Coffee Shop, Hollister Avenue improvements, and undergrounding of power lines would be visible from this viewpoint (Photograph 1). However, the proposed restoration of the Barnsdall Rio Grande Gas Station would improve the quality of views from Hollister Avenue, as the existing structure is aging and in a state of disrepair; the Rio Grande Coffee Shop would be visually and architecturally compatible with the restored historic Barnsdall Rio Grande Gas Station; the improvements along Hollister Avenue would not result in substantial changes to the visual landscape; and the addition of new vegetation and landscaping, and undergrounding of power lines, would result in a more cohesive and integrated visual landscape (Photograph 2). Therefore, the proposed project would not result in a substantial adverse effect on scenic vistas of the Goleta shoreline or Pacific Ocean visible from this portion of the Hollister Avenue scenic corridor or Hollister Avenue (East Devereaux Creek) scenic viewpoint.

KVP 3 (Hollister Avenue at Sandpiper Golf Club Golf Course)

This location is along Hollister Avenue, a locally designated scenic corridor, and is the location of the Hollister Avenue (West Devereaux Creek) scenic viewpoint. As shown in Figure 4.1-9, south-facing views of the existing project site are visible from this viewpoint (Photograph 1). Features of the proposed project that would be visible from this viewpoint, as shown in Photograph 2, include golf course improvements, Hollister Avenue improvements, and the undergrounding of power lines. However, the golf course improvements would add unintrusive wooden fencing along the project site and would not result in substantial changes to the visual landscape. The Hollister Avenue improvements would add greenery and a recreational pathway through the area, and the undergrounding of power lines would remove visual clutter and provide unobstructed views of the golf course, distant coastal bluffs and Pacific Ocean (Photograph 2). Therefore, the proposed project would not result in a substantial adverse effect on scenic vistas of the Goleta shoreline or Pacific Ocean visible from this portion of the Hollister Avenue scenic corridor or Hollister Avenue (West Devereaux Creek) scenic viewpoint.

KVP 4 (Hollister Avenue/Cathedral Oaks Road Intersection)

This location is near the Hollister Avenue/Cathedral Oaks Road intersection. As shown in Figure 4.1-10, south-facing views of the existing project site are visible from this viewpoint (Photograph 1). Features of the proposed project that would be visible from this viewpoint, as shown in Photograph 2, include golf course improvements, Hollister Avenue improvements, the undergrounding of power lines, and the new clubhouse. However, the golf course improvements and Hollister Avenue improvements would not result in substantial changes to the visual landscape; the

undergrounding of power lines would remove visual clutter and provide unobstructed views of the golf course, distant coastal bluffs and Pacific Ocean; and the new clubhouse would be visually integrated into the landscape via sloped turf walls and a turf roof that would match surrounding greenery (Photograph 2). Therefore, the proposed project would not result in a substantial adverse effect on scenic vistas of the Goleta shoreline or Pacific Ocean visible from the Sandpiper Golf Club scenic viewpoint.

KVP 5 (Hollister Avenue, Sandpiper Golf Club Clubhouse)

This location is along Hollister Avenue, a locally designated scenic corridor. As shown in Figure 4.1-11, south-facing views of the existing project site, including the clubhouse, are visible from this viewpoint (Photograph 1). As shown in Photograph 2, features of the proposed project that would be visible from this viewpoint include the new clubhouse, Hollister Avenue improvements, and undergrounding of power lines. However, the new clubhouse would include scenic features such as glass, turf walls, and a turf roof, which would complement the surrounding scenery; the proposed Hollister Avenue improvements would not result in substantial changes to the visual landscape; and the undergrounding of power lines would remove visual clutter and improve overall views of the Sandpiper Golf Course and clubhouse (Photograph 2). Additionally, visual impacts of the proposed Modification request to allow parking within the front yard setback would be substantially similar to the existing conditions shown in Photograph 1. Therefore, the proposed project would not result in a substantial adverse effect on scenic vistas of the Goleta shoreline or Pacific Ocean visible from this portion of the Hollister Avenue scenic corridor.

Summary of Impacts

As discussed in the above subsections and shown in Figure 4.1-6 through Figure 4.1-11, the proposed changes to existing visual conditions would remove visual clutter and overall would not obstruct existing scenic views, substantially change existing visual conditions associated with the golf course, or result in new structures that are incompatible with existing conditions. Therefore, project operations would not have a substantial adverse effect on a scenic vista, and impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 2:	Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Impact AES-2 The project site is located approximately 430 feet from United States Route 101, which is eligible for designation as a state scenic highway throughout Goleta. The proposed project would not impact scenic resources within a State scenic highway. There would be no impact.

U.S. 101 is eligible for designation as a State Scenic Highway throughout Goleta, but is not officially designated as a State Scenic Highway in the vicinity of the project site. The project site is approximately 430 feet south of U.S. 101. Buildings, topography, and vegetation obscure views of the project site and existing on-site development from vehicles travelling along U.S. 101. Therefore, there would be no impact on scenic resources within an eligible State Scenic Highway.

Mitigation Measures

No mitigation measures are required.

Threshold 3:	Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Impact AES-3 The proposed project would be consistent with applicable zoning and other regulations that govern scenic quality, including the California Coastal Act, Goleta Zoning Code, and City of Goleta's General Plan/Coastal Land Use Plan. Impacts would be Class III, *less than significant*.

Pursuant to Public Resources Code Section 21071, the City of Goleta is in an urbanized area because Goleta and the contiguous city of Santa Barbara have a combined population of at least 100,000 people. Given that the proposed project would facilitate redevelopment in an urbanized area, the impact discussion of visual character and views is focused on consistency with applicable zoning and other regulations governing scenic quality.

The proposed project would involve the redevelopment of the Sandpiper Golf Club, including the construction of a new clubhouse, comfort station, and maintenance yard; restoration and adaptive reuse of the Barnsdall Rio Grande Gas Station into the Rio Grande Coffee shop; recontouring the existing 18-hole golf course; improvements to Hollister Avenue; coastal access improvements; and landscaping with native vegetation throughout the project site. The following subsections describe the proposed project's consistency with applicable zoning and other regulations that govern scenic quality.

City of Goleta General Plan/Coastal Land Use Plan

The proposed project would be consistent with the City of Goleta's General Plan/Coastal Land Use Plan. For example, the proposed project would be consistent with Policies VH 1.1, Scenic Resources; VH 1.2, Scenic Resources Map; VH 1.3, Protection of Ocean and Island Views; VH 1.4, Protection of Mountain and Foothill Views; VH 1.5, Protection of Open Space Views; VH 1.6, Preservation of Natural Landforms; and VH 1.8, Private Views; as the proposed project would maintain or improve both public and private scenic views from or through the project site of the Santa Ynez Mountains, Goleta shoreline, Pacific Ocean, and Ellwood Mesa Open Space and Sperling Preserve. The proposed project would be consistent with Policies VH 2.1, Designated Scenic Corridors; VH 2.2, Preservation of Scenic Corridors; VH 2.3, Development Projects Along Scenic Corridors; VH 2.4, Public Improvements; and VH 2.5, Linkages between Scenic Areas; as the proposed project would maintain or improve scenic views from the locally designated Hollister Avenue scenic corridor. The proposed project would be consistent with Policies VH 3.3, Site Design; VH 3.4, Building Design; VH 3.5, Pedestrian-Oriented Design; VH 4.9, Landscape Design; VH 4.10, Streetscape and Frontage Design; VH 4.11, Parking Lots; VH 4.12, Lighting; VH 4.14, Utilities; and VH 4.16, Green Building; as the proposed project would include visually appealing and unintrusive design, green building practices, and appropriate landscaping in all proposed improvements, including the clubhouse, comfort station, maintenance yard, Rio Grande Coffee Shop, golf course layout, associated parking lots, Hollister Avenue improvements, and coastal access improvements. The proposed project would be consistent with Policy VH 4.15, Site-Specific Visual Assessments, as visual simulations were used to evaluate the effects of the proposed redevelopment and impacts on scenic views (refer to Impact AES-1). The

proposed project would be consistent with Policy VH 5.5, Alterations to Historic Resources, and Policy VH 5.7, New Construction, as the proposed restoration and adaptive reuse of the Barnsdall Rio Grande Gas Station would meet the Secretary of the Interior's Standards for Rehabilitation and the Rio Grande Coffee Shop would be aesthetically compatible with the existing historic building (refer to Impact CUL-1 in Section 4.4, *Cultural Resources*, Subsection 4.4.3, *Impact Analysis*). Refer to Impact LU-2 in Section 4.10, *Land Use and Planning*, Subsection 4.10.3, *Impact Analysis*, for a full analysis of the proposed project's consistency with applicable General Plan/Coastal Land Use Plan policies.

Goleta Zoning Code

The project site is zoned as Open Space/Active Recreation. As identified in Section 17.12.020 of the City's Zoning Code, allowed uses within this zone include community gardens, government buildings, park and recreation facilities, passive open space, and outdoor recreation (with a Conditional Use Permit). As the proposed redevelopment of the project site would consist of outdoor recreational facilities with associated recreational and support structures, and the project applicant would be required to obtain a Conditional Use Permit (as discussed in Section 2, *Project Description*, Subsection 2.9, *Required Approvals*), the proposed project would thus be permitted in the Open Space/Active Recreation zone. The proposed project would be required to comply with development regulations pursuant to Section 17.12.030 of the City's Zoning Code. As discussed in detail under Impact LU-2 in Section 4.10, *Land Use and Planning*, the proposed project would meet the development standards, including maximum lot coverage, maximum building height,[3] and parking, of the Open Space/Active Recreation zone. Additionally, the proposed project would include a Modification request to allow parking within the front yard setback; as discussed under Impact AES-1, this proposed Modification would be substantially similar to existing conditions. The proposed maximum height adjustment to 29 feet would be similar to existing conditions (under which the clubhouse has a height of 28 feet 6 inches) and visual impacts would be minimized due to the presence of existing mature vegetation surrounding the clubhouse.

California Coastal Act

The project site is located in the Coastal Zone. Section 30251 of the California Coastal Act requires that development projects in the Coastal Zone protect scenic and visual qualities, including views of the ocean and scenic coastal areas. Views of the Pacific Ocean through the project site are currently visible from public locations such as Santa Barbara Shores Park, Hollister Avenue, and the western-most portion of Cathedral Oaks Road. As shown in Figure 4.1-6, the proposed project would not obstruct views of the Pacific Ocean from Santa Barbara Shores Park, as no structures would be visible from Santa Barbara Shores Park. In addition, the recontoured golf course would be similar to existing conditions, with the addition of more native plants as landscaping. As shown in Figure 4.1-7 through Figure 4.1-11, the proposed project would improve views of the Pacific Ocean from Hollister Avenue and Cathedral Oaks Road (including from pedestrian facilities along the roadways) due to the proposed undergrounding of power lines, which would provide clearer and unobstructed views of the Pacific Ocean and surrounding Goleta shoreline. Thus, the proposed project would protect scenic and visual qualities, including views of the ocean, thereby adhering to Section 30251 of the California Coastal Act.

[3] Following approval of the requested adjustment to allow the abovementioned portions of the clubhouse to exceed the 25-foot height limit, the proposed project would be consistent with the maximum building height requirement. Refer to Section 2.9, *Project Approvals*.

FAR Part 77

The project site is within the FAR Part 77 airspace surface for the Santa Barbara Airport (Santa Barbara County Association of Governments 2023). Height restrictions for development on the project site, as identified by FAR Part 77, range from 361 feet to 411 feet as stipulated in the Airport Land Use Plan for the Santa Barbara Airport (Santa Barbara County Association of Governments 2023). Proposed project improvements would have a maximum height of 33 feet and thus would not exceed the 361-foot threshold. Therefore, the proposed project would be consistent with regulations for FAR Part 77 airspace surfaces.

Summary

As discussed above, the proposed project would be consistent with applicable zoning and other regulations that govern scenic quality. Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 4:	Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

Impact AES-4 The proposed project would introduce on-site sources of light and glare; however, such sources would be consistent with City lighting regulations. Therefore, impacts involving light and glare would be Class III, *less than significant*.

Proposed project construction is not anticipated to occur during evening or nighttime hours in accordance with Section 17.39.070 of the City's Zoning Code, which limits construction activities from Monday to Friday, 7:00 a.m. to 4:00 p.m. Thus, the proposed project would not introduce new light sources to the project site during the construction time period. 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 proposed project. Any new light sources would be related to the expanded clubhouse and parking lot areas and additional security lighting as needed. Consequently, the following discussion focuses on the proposed project's operational impact involving light and glare.

Light

The proposed project would introduce new sources of security lighting from the proposed parking lot at the Rio Grande Coffee Shop once operational. Light sources associated with the clubhouse, clubhouse parking lots, comfort station, and maintenance yard, as well as lighting of the cart paths, would be similar to existing conditions and used for security purposes. Proposed lighting at the clubhouse, Rio Grande Coffee shop, parking lots, and maintenance yard 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 proposed project structures would provide safety and security for guests and course personnel who enter or exit the property before dawn or after dusk. Proposed project lighting would be designed in accordance with City standards, including the City of Goleta's General Plan/Coastal Land Use Plan Policy 4.12, Lighting, which requires outdoor lighting fixtures to be designed, located, aimed

downward or toward structures (if properly shielded), retrofitted if feasible, and maintained in order to prevent over-lighting, energy waste, glare, light trespass, and sky glow (City of Goleta 2006). The proposed project's lighting plan is included within Appendix B, sheets L-2.1 through L-2.3; and photometric drawings are included within Appendix B, sheets EL-1 through EL-4.

Moving sources of light would come from the headlights of vehicles driving on roadways near the project site, such as Hollister Avenue, and entering or exiting the project site early in the morning and evening. While operation of the proposed project would involve vehicle travel, and thus potential light from vehicles, these lighting sources would be similar to existing conditions surrounding the project site, as residential and commercial vehicles are frequent in the area, given the site's proximity to the U.S. 101 and Hollister Avenue/Cathedral Oaks Road interchange.

As discussed above, the proposed project's light sources would be similar to existing conditions. New sources of light associated with the proposed parking lots and Rio Grande Coffee Shop would be directed downwards, and all project-related lighting would comply with City regulations that aim to prevent over-lighting and light trespass. Therefore, the proposed project would not create a new substantial source of light that could affect daytime or nighttime views.

Glare

The proposed project would introduce new sources of glare in the form of focused, intense light from sunlight reflecting on the glass surfaces of the clubhouse, comfort station, maintenance yard, and Rio Grande Coffee Shop, as well as from parked car windows within the new parking lots associated with the maintenance yard and Rio Grande Coffee Shop. However, the new clubhouse and comfort station would primarily feature turf elements, and the maintenance yard and Rio Grande Coffee Shop would be constructed with muted shades of stucco and tan, all of which would reduce substantial glare from the proposed buildings. Additionally, vegetative screening around the clubhouse and maintenance yard would reduce off-site impacts of glare from both the proposed structures and parked cars, and the comfort station would be located in the southeastern portion of the project site and would have limited potential to produce off-site glare impacts. Adjacent land uses include few glare-sensitive receptors (confined to single-family residences along Hollister Avenue, to the northeast), thus, the potential for glare-related impacts would be limited.

Summary

Overall, potential impacts associated with the creation of a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area would be less than significant.

Mitigation Measures

No mitigation measures are required.

4.1.4 Cumulative Impacts

The geographic scope for cumulative impacts to aesthetics consists of Hollister Avenue, Ellwood Mesa Open Space and Sperling Preserve, and Santa Barbara Shores Park. This geographic scope is appropriate because changes in views from scenic viewpoints and potential lighting or glare associated with cumulative development in this area could collectively contribute to a cumulative impact in the proposed project's vicinity. Cumulative development includes foreseeable future projects from Table 3-1 in Section 3, *Environmental Setting*, within the geographic scope, including ground-level or subsurface infrastructure removal or improvements; vegetation thinning with

Ellwood Mesa Open Space and Sperling Preserve, construction of City of Goleta Fire Station 10, and trail improvements.

Cumulative development in the vicinity of the project site could obstruct scenic views or vistas experienced from public viewing areas, as well as result in the overall degradation of visual character. Cumulative development would mostly consist of ground-level improvements or infrastructure removal. However, the City of Goleta Fire Station 10 would occupy 11,600 square feet with a maximum roof height of 32 feet, and would be located directly across Hollister Avenue from the project site. As discussed in the Final Environmental Impact Report for City of Goleta Fire Station 10, development of the fire station would require tree removal and would alter views along Hollister Avenue (City of Goleta 2018). Cumulative projects, including the fire station, could change views along Hollister Avenue and potentially result in a significant cumulative impact on scenic views experienced from the Hollister Avenue scenic corridor. However, the proposed project would improve the quality of views experienced from Hollister Avenue and the overall visual character of the project site, as the proposed project would add vegetative screening by the maintenance yard, restore the aging Barnsdall Rio Grande Gas Station and add visually appealing landscaping, underground the existing power lines, and add native vegetation throughout the golf course. Therefore, the proposed project would not result in a considerable contribution to significant cumulative impacts to scenic vistas and visual character.

There are no officially designated State Scenic Highways in Goleta. Thus, there would be no cumulative impacts to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

Cumulative development would contribute to an increase in light and glare throughout Goleta. However, future projects, including the proposed project, would be required to implement City lighting regulations, which would minimize the potential for skyglow or light trespass by requiring lighting fixtures to be designed, located, aimed downward or toward structures (if properly shielded), and retrofitted if feasible. Therefore, although several projects listed in Table 3-1 would occur in the near vicinity of the project site, implementation of City lighting regulations would ensure that cumulative impacts involving light and glare would be less than significant.

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4.2 Air Quality

The section analyzes the potential air quality impacts of project construction and operation, including impacts to nearby sensitive receptors. Impacts are assessed relative to the environmental baseline, which consists of the current use of the site as the Sandpiper Golf Course. This section is based, in part, on the *Air Quality and Greenhouse Gas Emissions Technical Memorandum for the Sandpiper Golf Course Redevelopment Project* (Appendix C).

4.2.1 Environmental Setting

Climate and Topography

The project site is located in the South Central Coast Air Basin (SCCAB), which includes all of San Luis Obispo, Santa Barbara, and Ventura Counties. The 2022 Ozone Plan for Santa Barbara County describes the air quality setting for the county in detail, including the local climate and meteorology, current and projected air quality, and the regulatory framework for the management of air quality. The climate of the SCCAB is strongly influenced by its proximity to the Pacific Ocean and the location of the semi-permanent high-pressure cell in the northeastern Pacific. The Mediterranean climate of the Goleta region produces moderate average temperatures although extreme temperatures can be reached in the winter and summer. The warmest months of the year are August and September, and the coldest month of the year is January. The annual average maximum temperature is 69.3 degrees Fahrenheit (°F), while the annual average minimum temperature is 48.6°F. Rainfall is concentrated in the winter months. Local climate conditions are summarized in Table 4.2-1.

Table 4.2-1 Goleta Climate Conditions

Temperature Condition	Amount
Annual average rainfall	16.3 inches
Annual average maximum temperature	69.3°F
Annual average minimum temperature	48.6°F
Warmest month	August/September
Coolest month	January
Annual mean temperature	59°F

°F = degrees Fahrenheit

Note: Averages are based on the period of record from January 2, 1941, to June 9, 2016 at the Santa Barbara Municipal Airport, approximately 2.4 miles east of the project site.

Source: Western Regional Climate Center 2016

Temperature inversions (warmer air on top of cooler air) are a common meteorological condition in the area. Inversions in Goleta are formed by the more rapid cooling of air near the ground at night, especially during the winter. This type of inversion is typically seen at lower elevations and is generally accompanied by stable air. Inversions limit the dispersal of air pollutants within the regional airshed because more stable air conditions (i.e., low wind speeds and uniform temperatures) result in lower rates of pollutant dispersion.

Air Pollutants of Primary Concern

Primary criteria pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory) into the atmosphere. Primary criteria pollutants include carbon monoxide (CO), nitrogen dioxide (NO_2), particulate matter with 10 microns in diameter or less (PM_{10}), particulate matter with 2.5 microns or less ($PM_{2.5}$), sulfur dioxide (SO_2), and lead. Ozone (O_3) is considered a secondary criteria pollutant because it is created by atmospheric chemical and photochemical reactions between reactive organic compounds (ROC) and nitrogen oxides (NO_X). These pollutants can have adverse impacts on human health at certain levels of exposure. The following subsections describe the characteristics, sources, and health and atmospheric effects of air pollutants.

Ozone

O_3 is a highly oxidative unstable gas produced by a photochemical reaction (triggered by sunlight) between NO_X and ROC/volatile organic compounds (VOC).[1] ROC is composed of non-methane hydrocarbons (with specific exclusions), and NO_X is composed of different chemical combinations of nitrogen and oxygen, mainly nitric oxide and NO_2. NO_X is formed during the combustion of fuels, while ROC is formed during the combustion and evaporation of organic solvents. As a highly reactive molecule, O_3 readily combines with many different atmosphere components. Consequently, high O_3 levels tend to exist only while high ROC and NO_X levels are present to sustain the O_3 formation process. Once the precursors have been depleted, O_3 levels rapidly decline. Because these reactions occur on a regional rather than local scale, O_3 is considered a regional pollutant. In addition, because O_3 requires sunlight to form, it mainly occurs in concentrations considered serious between April and October. Groups most sensitive to O_3 include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors (United States Environmental Protection Agency [USEPA] 2025a). Depending on the level of exposure, O_3 can cause coughing and a sore or scratch throat; make it more difficult to breathe deeply and vigorously and cause pain when taking a deep breath; inflame and damage the airways; make the lungs more susceptible to infection; and aggravate lung diseases such as asthma, emphysema, and chronic bronchitis.

Carbon Monoxide

CO is a localized pollutant found in high concentrations near its source. The primary source of CO, a colorless, odorless, poisonous gas, is automobile traffic's incomplete combustion of petroleum fuels. Therefore, elevated concentrations are usually only found near areas of high traffic volumes. Other sources of CO include the incomplete combustion of petroleum fuels at power plants and fuel combustion from wood stoves and fireplaces throughout the year. When CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease. These people already have a reduced ability to get oxygenated blood to their hearts in situations where they need more oxygen than usual. As a result, they are especially vulnerable to the effects of CO when exercising or under increased stress. In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart accompanied by chest pain, also known as angina (USEPA 2025).

[1] California Air Resources Board (CARB) defines VOC and ROC similarly as, "any compound of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate," with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, ROC and VOC are considered comparable in terms of mass emissions, and the term ROC is used in this report.

Nitrogen Dioxide

NO_2 is a by-product of fuel combustion. The primary sources are motor vehicles and industrial boilers, and furnaces. The principal form of NO_X produced by combustion is nitric oxide (NO), but NO reacts rapidly to form NO_2, creating the mixture of NO and NO_2, commonly called NO_X. NO_2 is a reactive, oxidizing gas and an acute irritant capable of damaging cell linings in the respiratory tract. Breathing air with a high concentration of NO_2 can irritate airways in the human respiratory system. Such exposures over short periods can aggravate respiratory diseases leading to respiratory symptoms (such as coughing, wheezing, or difficulty breathing), hospital admissions, and visits to emergency rooms. Longer exposures to elevated concentrations of NO_2 may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. People with asthma, such as children and the elderly are generally at greater risk for the health effects of NO_2 (USEPA 2025). NO_2 absorbs blue light and causes a reddish-brown cast to the atmosphere and reduced visibility. It can also contribute to the formation of O_3/smog and acid rain.

Sulfur Dioxide

SO_2 is included in a group of highly reactive gases known as "oxides of sulfur." The largest sources of SO_2 emissions are from fossil fuel combustion at power plants (73 percent) and other industrial facilities (20 percent). Smaller sources of SO_2 emissions include industrial processes such as extracting metal from ore and burning fuels with a high sulfur content by locomotives, large ships, and off-road equipment. Short-term exposures to SO_2 can harm the human respiratory system and make breathing difficult. People with asthma, particularly children, are sensitive to these effects of SO_2 (USEPA 2025).

Particulate Matter

Suspended atmospheric PM_{10} and $PM_{2.5}$ are comprised of finely divided solids and liquids such as dust, soot, aerosols, fumes, and mists. Both PM_{10} and $PM_{2.5}$ are emitted into the atmosphere as by-products of fuel combustion and wind erosion of soil and unpaved roads. The atmosphere, through chemical reactions, can form particulate matter. The characteristics, sources, and potential health effects of PM_{10} and $PM_{2.5}$ can be very different. PM_{10} is generally associated with dust mobilized by wind and vehicles. In contrast, $PM_{2.5}$ is generally associated with combustion processes and formation in the atmosphere as a secondary pollutant through chemical reactions. PM_{10} can cause increased respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling. For $PM_{2.5}$, short-term exposures (up to 24-hours duration) have been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days. These adverse health effects have been reported primarily in infants, children, and older adults with preexisting heart or lung diseases (CARB 2025a).

Lead

Lead is a metal found naturally in the environment, as well as in manufacturing products. The major sources of lead emissions historically have been mobile and industrial. However, due to USEPA's regulatory efforts to remove lead from gasoline, atmospheric lead concentrations have declined substantially over the past several decades. The most dramatic reductions in lead emissions occurred before 1990 due to the removal of lead from gasoline sold for most highway vehicles. Lead emissions were further reduced substantially between 1990 and 2008, with reductions occurring in the metals industries at least partly due to national emissions standards for hazardous air pollutants (USEPA 2014). As a result of phasing out leaded gasoline, metal processing is currently the primary source of

lead emissions. The highest lead level in the air is generally found near lead smelters. Other stationary sources include waste incinerators, utilities, and lead -acid battery manufacturers. Lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and cardiovascular system depending on exposure. Lead exposure also affects the oxygen-carrying capacity of the blood. The lead effects most likely encountered in current populations are neurological in children. Infants and young children are susceptible to lead exposures, contributing to behavioral problems, learning deficits, and lowered IQ (USEPA 2025).

Toxic Air Contaminants

In addition to the criteria pollutants discussed above, Toxic Air Contaminants (TAC) are airborne substances diverse group of air pollutants that may cause or contribute to an increase in deaths or serious illness, or that may pose a present or potential hazard to human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. One of the main sources of TACs in California is diesel engine exhaust that contains solid material known as diesel particulate matter (DPM). More than 90 percent of DPM is less than one micron in diameter (about 1/70th the diameter of a human hair) and thus is a subset of $PM_{2.5}$. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs (CARB 2025a). TACs are different than criteria pollutants because ambient air quality standards have not been established for TACs. TACs occurring at extremely low levels may still cause health effects and it is typically difficult to identify levels of exposure that do not produce adverse health effects. TAC impacts are described by carcinogenic risk and by chronic (i.e., long duration) and acute (i.e., severe but of short duration) adverse effects on human health. People exposed to TACs at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects. These health effects can include damage to the immune system, as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and other health problems (USEPA 2024a).

Current Air Quality

CARB maintains over 60 air quality monitoring stations throughout California, including two stations in Santa Barbara County. Other monitoring stations in Santa Barbara County are maintained by Santa Barbara County Air Pollution Control District (SBCAPCD). The nearest monitoring station to the project site is the Santa Barbara-University of California Santa Barbara station, located in open space west of Devereux Lagoon, approximately 1.3 miles southeast of the project site. Pollutants monitored at this station include SO_2 and hydrogen sulfide (CARB 2025b). The nearest monitoring station to the project site that monitors O_3, PM_{10}, and $PM_{2.5}$ is the Goleta-Fairview station, located at 380 North Fairview Avenue, approximately 4.3 miles northeast of the project site (CARB 2025c). The nearest monitoring site that collects NO_2 and CO data is approximately 8.8 miles northwest of the project site at the Las Flores Canyon #1 station (CARB 2025d). Table 4.2-2 summarizes the annual air quality data for the local airshed from monitoring stations proximate to the project site.

As shown in Table 4.2-2, measurements exceeded the state standards for PM_{10} in 2022. No other state or federal standards were exceeded at these monitoring stations.

Table 4.2-2 Ambient Air Quality Data

Pollutant	2021	2022	2023
Ozone (ppm), Worst Hour[1]	0.063	0.070	0.055
Number of days of state exceedances (>0.09 ppm)	0	0	0
Number of days of federal exceedances (>0.12 ppm)	0	0	0
Ozone (ppm), 8-Hour Average[1]	0.055	0.059	0.051
Number of days of state and federal exceedances (>0.07 ppm)	0	0	0
NO_2 (ppm), Worst Hour[2]	0.062	0.012	0.010
Number of days of state exceedances (>0.18 ppm)	0	0	0
Number of days of federal exceedances (>0.10 ppm)	0	0	0
Carbon Monoxide (ppm), Highest 8-Hour Average[2]	0.74	0.063	0.058
Number of days above CAAQS or NAAQS (>9.0 ppm)	0	0	0
PM_{10} (µg/ m^3), Worst 24 Hours[1]	49.4	50.6	43.7
Number of days of state exceedances (>50 µg/ m^3)	0	1	0
Number of days of federal exceedances (>150 µg/ m^3)	0	0	0
$PM_{2.5}$ (µg/ m^3), Worst 24 Hours[1]	19.4	15.4	22.8
Number of days of federal exceedances (>35 µg/m^3)	0	0	0

ppm= parts per million, ppb= parts per billion, µg/m^3 = microgram per cubic meter, NO2= nitrogen dioxide, PM10= particulate matter with 10 microns in diameter or less, PM2.5 = particulate matter with 2.5 microns in diameter or less.

[1] Data collected at the Goleta-Fairview station.

[2] Data collected at the Las Flores Canyon #1 station.

Source: CARB 2025e; CARB 2025f

Sensitive Receptors

CARB and the Office of Environmental Health Hazard Assessment have identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis (CARB 2005; Office of Environmental Health Hazard Assessment 2015). Some land uses considered more sensitive to air pollution than others due to the types of population groups present or activities involved are referred to as sensitive receptors. Examples of these sensitive receptors are residences, schools/daycare centers, and hospitals. The closest sensitive receptors are single-family residences adjacent to the east of the project site (Appendix C). Single-family residences are also located across Hollister Avenue to the north at an approximate distance of 100 feet from the nearest improvements along Hollister Avenue, Barnsdall Rio Grande Gas Station, and at the maintenance yard. In addition, the nearest school is the Ellwood Elementary School, located 1,100 feet to the east.

4.2.2 Regulatory Setting

a. Federal Regulations

Federal Clean Air Act

The Federal Clean Air Act (CAA) was enacted in 1970 and amended in 1977 and 1990 [42 United States Code (USC) 7401] for the purposes of protecting and enhancing the quality of the nation's air resources to benefit public health, welfare, and productivity. In 1971, to achieve the purposes of

Section 109 of the CAA [42 USC 7409], USEPA developed primary and secondary National Ambient Air Quality Standards (NAAQS) for six criteria pollutants: O_3, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead.

The primary NAAQS "In the judgment of the Administrator[2], based on such criteria and allowing an adequate margin of safety, are requisite to protect the public health," and the secondary standards are to "protect the public welfare from any known or anticipated adverse effects associated with the presence of such air pollutant in the ambient air" [42 USC 7409(b)(2)]. USEPA classifies specific geographic areas as either "attainment" or "nonattainment" areas for each pollutant based on the comparison of measured data with the NAAQS. States are required to adopt enforceable plans, known as a State Implementation Plan (SIP), to achieve and maintain air quality meeting the NAAQS. State plans also must control emissions that drift across state lines and harm air quality in downwind states.

Table 4.2-3 Federal and State Ambient Air Quality Standards

Pollutant	NAAQS	CAAQS
Ozone	0.070 ppm (8-hr avg)	0.09 ppm (1-hr avg) 0.070 ppm (8-hr avg)
Carbon Monoxide	35.0 ppm (1-hr avg) 9.0 ppm (8-hr avg)	20.0 ppm (1-hr avg) 9.0 ppm (8-hr avg)
Nitrogen Dioxide	0.100 ppm (1-hr avg) 0.053 ppm (annual avg)	0.18 ppm (1-hr avg) 0.030 ppm (annual avg)
Sulfur Dioxide	0.075 ppm (1-hr avg) 0.5 ppm (3-hr avg) 0.14 ppm (24-hr avg) 0.030 ppm (annual avg)	0.25 ppm (1-hr avg) 0.04 ppm (24-hr avg)
Lead	0.15 μg/m³ (rolling 3-month avg) 1.5 μg/m³ (calendar quarter)	1.5 μg/m³ (30-day avg)
Particulate Matter (PM_{10})	150 μg/m³ (24-hr avg)	50 μg/m³ (24-hr avg) 20 μg/m³ (annual avg)
Particulate Matter ($PM_{2.5}$)	35 μg/m³ (24-hr avg) 9 μg/m³ (annual avg)	12 μg/m³ (annual avg)
Visibility-Reducing Particles	No Federal Standards	Extinction coefficient of 0.23 per kilometer – visibility of ten miles or more (0.07–- 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape. (8-hr avg)
Sulfates	No Federal Standards	25 μg/m³ (24-hr avg)
Hydrogen Sulfide	No Federal Standards	0.03 ppm (1-hr avg)
Vinyl Chloride	No Federal Standards	0.01 ppm (24-hr avg)

NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million; avg = average; μg/m³ = micrograms per cubic meter

Source: CARB 2024

[2] "Administrator" refers to the Administrator of USEPA.

To derive the NAAQS, USEPA reviews data from integrated science assessments and risk/exposure assessments to determine the ambient pollutant concentrations at which human health impacts occur, then reduces these concentrations to establish a margin of safety (USEPA 2024b). As a result, human health impacts caused by the air pollutants discussed above may affect people when ambient air pollutant concentrations are at or above the concentrations established by the NAAQS. The closer a region is to attaining a particular NAAQS, the lower the human health impact is from that pollutant (San Joaquin Valley Air Pollution Control District 2015). The NAAQS and the underlying science that forms the basis of the NAAQS are reviewed every five years to determine whether updates are necessary to continue protecting public health with an adequate margin of safety (USEPA 2015).

California is divided geographically into 15 air basins for managing the air resources of the state on a regional basis. Areas within each air basin are considered to share the same air masses and, therefore, are expected to have similar ambient air quality. If an air basin is not in either federal or state attainment for a particular pollutant, the basin is classified as a nonattainment area for that pollutant. Under the federal and state CAA, once a nonattainment area has achieved the air quality standards for a particular pollutant, it may be redesignated to an attainment area for that pollutant. To be redesignated, the area must meet air quality standards and have a 10-year plan for continuing to meet and maintain air quality standards, as well as satisfy other requirements of the federal CAA. Areas that have been redesignated to attainment are called maintenance areas. The project site is within Santa Barbara County, which currently meets the NAAQS for all criteria air pollutants (SBCAPCD 2025).

b. State Regulations

California Clean Air Act

The California Clean Air Act was enacted in 1988 (California Health & Safety Code Section 39000 et seq.). Under the California CAA, the state has developed the California Ambient Air Quality Standards (CAAQS), which are generally more stringent than the NAAQS. Table 4.2-3 lists the current state standards for regulated pollutants. In addition to the federal criteria pollutants, the CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. Similar to the federal CAA, the California CAA classifies specific geographic areas as either "attainment" or "nonattainment" areas for each pollutant, based on the comparison of measured data within the CAAQS. Santa Barbara County is currently classified as a nonattainment area under the CAAQS for O_3 and nonattainment-transitional under the CAAQS for PM_{10} (SBCAPCD 2025).

California Air Toxics Program

In 1983, the California Legislature enacted the California Air Toxics Program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health (Assembly Bill [AB] 1807: Health and Safety Code Sections 39650–39674). The Legislature established a two-step process to address the potential health effects from TACs. The first step is the risk assessment (or identification) phase. The second step is the risk management (or control) phase of the process. The California Air Toxics Program establishes the process for the identification and control of TACs and includes provisions to make the public aware of significant toxic exposures and for reducing risk.

Air Toxics "Hot Spot" Information and Assessment Act

The Air Toxics "Hot Spot" Information and Assessment Act (AB 2588, 1987, Connelly Bill) was enacted in 1987 and requires stationary sources to report the types and quantities of certain substances

routinely released into the air. The goals of the Air Toxics "Hot Spot" Act are to collect emission data, identify facilities having localized impacts, ascertain health risks, notify nearby residents of significant risks, and reduce those significant risks to acceptable levels.

Children's Environmental Health Protection Act

The Children's Environmental Health Protection Act, California Senate Bill (SB) 25 (Chapter 731, Escutia, Statutes of 1999), focuses on children's exposure to air pollutants. The act requires CARB to review its air quality standards from a children's health perspective, evaluate the statewide air quality monitoring network, and develop any additional air toxic control measures needed to protect children's health.

State Implementation Plan

The SIP is a collection of documents that set forth the state's strategies for achieving ambient air quality standards. In California, the SIP is a compilation of new and previously submitted plans, programs (such as monitoring, modeling, and permitting), district rules, state regulations, and federal controls. CARB is the lead agency for all purposes related to the SIP under state law. Local air districts and other agencies, such as the Department of Pesticide Regulation and the Bureau of Automotive Repair, prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to USEPA for approval and publication in the Federal Register. The items included in the California SIP are listed in the Code of Federal Regulations at 40 Code of Federal Regulations 52.220.

The 2022 Santa Barbara County Air Quality Management Plan is the SIP for Santa Barbara County. The Air Quality Management Plan accommodates growth by projecting the growth in emissions based on different indicators. For example, population forecasts adopted by SCCAB are used to forecast population-related emissions. Through the planning process, emissions growth is offset by basin-wide controls on stationary, area, and transportation sources of air pollution.

California Code of Regulations

The California Code of Regulations is the official compilation and publication of the regulations adopted, amended or repealed by state agencies pursuant to the Administrative Procedure Act. They are compiled into Titles and organized into Divisions containing the regulations of state agencies. The following California Code of Regulations would be applicable to the proposed project:

- **Engine Idling.** In accordance with Section 2485 of Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
- **Emission Standards.** In accordance with Section 93115 of Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

c. Local Regulations

Santa Barbara Air Pollution Control District

As the local air quality management agency, SBCAPCD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the SCCAB is classified as being in "attainment" or "nonattainment." In areas designated as non-

attainment for one or more air pollutants, a cumulative air quality impact exists for those air pollutants, and the human health impacts described in Section 4.2.1, *Environmental Setting*, are already occurring in that area as part of the environmental baseline condition.

Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-compliance. The 2001 Clean Air Plan (2002) was the first plan prepared by SBCAPCD and established specific planning requirements to maintain the state one-hour O_3 standard. In 2006, CARB revised the CAAQS and added an 8-hour average to the O_3 standard. Both components of the standard must now be met before CARB can designate an area to be in attainment. The most recent 2022 Ozone Plan was adopted by SBCAPCD in December 2022 and was the seventh update to the 2001 Clean Air Plan. The 2022 Ozone Plan only addresses the state O_3 standards because SBCAPCD is designated "attainment-unclassifiable" for the federal 8-hour O_3 standards, including the most recent standard of 0.070 ppm promulgated by USEPA in 2015.

To minimize potential impacts from project emissions, SBCAPCD implements rules and regulations for emissions that may be generated by various uses and activities. The rules and regulations detail pollution-reduction measures that must be implemented during construction and operation of projects. Rules and regulations relevant to the project include the following:

- **Rule 345 (Control of Fugitive Dust from Construction and Demolition Activities).** This rule establishes fugitive dust control requirements for any activity associated with construction or demolition of a structure or structures.
- **Rule 323.1 (Architectural Coatings).** This rule establishes volatile organic content limits for architectural coatings that are manufactured, blended, repackaged, supplied, sold, or offered for sale within SBCAPCD. Rule 323.1 limits the volatile organic content to 50 grams per liter for flat coatings and 100 grams per liter for non-flat coatings and traffic marking coatings.
- **Rule 329 (Cutback and Emulsified Asphalt Paving Materials).** This rule establishes ROC content limits pertaining to the manufacture, application, and sale of cutback and emulsified asphalt materials for paving, construction, and maintenance of streets, highways, parking lots, and driveways.

City of Goleta General Plan/Coastal Land Use Plan

The City of Goleta's General Plan/Coastal Land Use Plan Conservation Element includes goals and policies to preserve air quality. Goals and policies that are applicable to the proposed project include:

- **CE 12.2 Control of Air Emissions from New Development:** The following shall apply to reduction of air emissions from new development:
  a. Any development proposal that has the potential to increase emissions of air pollutants shall be referred to the Santa Barbara County Air Pollution Control District for comments and recommended conditions prior to final action by the City.
  b. All new commercial and industrial sources shall be required to use the best available air pollution control technology. Emissions control equipment shall be properly maintained to ensure efficient and effective operation.
  c. Adequate buffers between new sources and sensitive receptors shall be required.
  d. Any permit required by the Santa Barbara County Air Pollution Control District shall be obtained prior to issuance of final development clearance by the City.

- **CE 12.3 Control of Emissions during Grading and Construction:** Construction site emissions shall be controlled by using the following measures:
  a. Watering active construction areas to reduce windborne emissions.
  b. Covering trucks hauling soil, sand, and other loose materials.
  c. Paving or applying nontoxic solid stabilizers on unpaved access roads and temporary parking areas.
  d. Hydroseeding inactive construction areas.
  e. Enclosing or covering open material stockpiles.
  f. Revegetating graded areas immediately upon completion of work.

4.2.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

This analysis is based on the *Air Quality and Greenhouse Gas Emissions Technical Memorandum for the Sandpiper Golf Course Redevelopment Project* (Appendix C). As detailed therein, emissions from the construction and operation of the proposed project were estimated using the California Emissions Estimator Model Version 2022. Construction was assumed to last 18 months, starting in July 2026 and ending in December 2027. Operational emissions were assumed to begin in 2027 following the completion of construction. Full model assumptions are included in Appendix C.

Significance Thresholds

As described in more detail in Section 4, *Environmental Impact Analysis*, the following thresholds are based on Appendix G of the *CEQA Guidelines*. *CEQA Guidelines* Appendix G provides the following significance thresholds to determine if a project would have a potentially significant impact on air quality. Would the project:

1. Conflict with or obstruct implementation of the applicable air quality plan;
2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard;
3. Expose sensitive receptors to substantial pollutant concentrations; or
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Construction

The County's 2024 *Environmental Thresholds and Guidelines Manual* (refer to Section 4, *Environmental Impact Analysis*) does not have quantitative thresholds of significance for short-term construction emissions. SBCAPCD recommends that construction-related NO_X, ROC, PM_{10}, and $PM_{2.5}$ emissions, from diesel and gasoline powered equipment, paving, and other activities, be quantified. According to SBCAPCD's *Scope and Content of Air Quality Sections in Environmental Documents*, construction-related emissions should be quantified and compared to a 25 tons per year threshold for ROC or NO_X to determine the significance of construction impacts. This is a limit that requires offsets if the construction activity is for a project that requires SBCAPCD permits and also provides

guidance for other construction projects involving standard grading and building activities. The City of Goleta has elected to use this threshold.

Operation

The County's 2024 *Environmental Thresholds and Guidelines Manual* includes operational thresholds of significance for potential impacts related to air quality. As described in the County's 2024 *Environmental Thresholds and Guidelines Manual*, a project would have a significant air quality effect on the environment if it's operation would:

- Emit (from all sources, both stationary and mobile) more than 55 pounds per day for ROC or NO_X, or more than 80 pounds per day for PM_{10}.
- Emit more than 25 pounds per day of NO_X or ROC from motor vehicle trips only.
- Exceed the health risk public notification thresholds adopted by the SBCAPCD Board (10 excess cancer cases in a million for cancer risk and a Hazard Index of more than 1.0 for non-cancer risk).
- Be inconsistent with the latest adopted in federal and state air quality plans for Santa Barbara County.

SBCAPCD's *Scope and Content of Air Quality Sections in Environmental Documents* states that due to the relatively low background ambient CO levels in Santa Barbara County, localized CO impacts associated with congested intersections are not expected to exceed the CO health-related air quality standards. As such, CO hotspot analyses are not required. A project would have a significant impact related to CO if a project would contribute more than 800 peak hour trips to an existing congested intersection.

b. Project Impacts and Mitigation Measures

Threshold 1:	Would the project conflict with or obstruct implementation of the applicable air quality plan?

Impact AQ-1 The proposed project's indirect growth would not result in a population exceeding the growth forecasts used within the Santa Barbara County Air Pollution Control District 2022 Ozone Plan, which is the applicable Air Quality Management Plan for the project site. This impact would be Class III, *less than significant*.

A project would be consistent with the 2022 Ozone Plan if its direct and indirect emissions have been accounted for in the 2022 Ozone Plan's emissions forecast assumptions and if it would incorporate the standard fugitive dust control measures recommended by SBCAPCD during construction activities. The 2022 Ozone Plan's direct and indirect emissions inventory for the County as a whole is reliant on population projections provided by the Santa Barbara County Association of Governments (SBCAG). SBCAG generates population projections based on local General Plans. In this case, SBCAG utilized population projections contained in the City of Goleta's General Plan/Coastal Land Use Plan, which are based on existing and anticipated land uses in the City including development of the project site at the proposed intensity of development specified in the project plans.

The 2022 Ozone Plan is based on countywide employment data provided by the California Department of Finance. The 2022 Ozone Plan also states that its growth projections are similar to that of the 2019 SBCAG Regional Growth Forecast 2050, in which assumptions about future land development patterns were used to generate future population and jobs forecasts for Santa Barbara County (SBCAG 2019). These growth projections are shown in Table 4.2-4.

Table 4.2-4 SBCAG Population and Job Projections for Goleta

Year	Population Forecast	Job Forecast
2030	33,100	27,970
2035	33,700	28,740
2040	34,300	29,540
2045	34,500	30,290
2050	34,700	31,070

Source: SBCAG 2019

The proposed project does not propose any change to the project site's existing land use and therefore would not conflict with the land use assumptions utilized by SBCAG, which informs the 2022 Ozone Plan's emissions forecast. Based on estimates from the California Department of Finance, in 2024, Goleta's population is approximately 32,515 people (California Department of Finance 2024). The proposed project would result in approximately 21 additional employees, which could cause indirect growth; however, because these jobs would likely come from the local workforce, it is not expected that people would be required to relocate to Goleta. In a conservative scenario where all projected employees and their families were to relocate to Goleta, there would be a population growth of 55 people,[3] which would raise Goleta's population to approximately 32,570 people[4] when the proposed project is operational (California Department of Finance 2024). SBCAG's growth forecast estimates that the population in Goleta would increase by 2,185 residents from the population of 32,515 residents to 34,700 residents by 2050. In addition, the growth forecast estimates that jobs would increase by 3,100 jobs from 27,970 jobs in 2030 to 31,070 jobs by 2050. Therefore, the addition of 21 employees and 55 new residents to Goleta would be within the SBCAG growth projections utilized within the 2022 Ozone Plan to forecast emissions (SBCAG 2019).

In addition, in accordance with standard practices in the City, the following standard SBCAPCD fugitive dust control measures enforced through SBAPCD Rule 345 would be required for project implementation:

- During construction, use water trucks, sprinkler systems, or dust suppressants in all areas of vehicle movement to prevent dust from leaving the site and from exceeding the SBAPCD's limit of 20 percent opacity for greater than 3 minutes in any 60 minute period. When using water, this includes wetting down areas as-needed but at least once in the late morning and after work is completed for the day. Increased watering frequency should be required when sustained wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.
- Onsite vehicle speeds shall be no greater than 15 miles per hour when traveling on unpaved surfaces.
- Install and operate a track-out prevention device where vehicles enter and exit unpaved roads onto paved streets. The track-out prevention device can include any device or combination of devices that are effective at preventing track out of dirt such as gravel pads, pipe-grid track-out control devices, rumble strips, or wheel-washing systems.

[3] 21 employees x 2.59 persons per household (California Department of Finance 2024) = approximately 55 persons.
[4] 55 people + 32,515 (population of Goleta; California Department of Finance 2024) = 32,570 people.

- If importation, exportation, and stockpiling of fill material is involved, soil stockpiled for more than one day shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.
- Minimize the amount of disturbed area. After clearing, grading, earthmoving, or excavation is completed, treat the disturbed area by watering, OR using roll-compaction, OR revegetating, OR by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. All roadways, driveways, sidewalks etc. to be paved should be completed as soon as possible.
- Schedule clearing, grading, earthmoving, and excavation activities during periods of low wind speed to the extent feasible. During periods of high winds (>25 mph) clearing, grading, earthmoving, and excavation operations shall be minimized to prevent fugitive dust created by onsite operations from becoming a nuisance or hazard.
- The contractor or builder shall designate a person or persons to monitor and document the dust control program requirements to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to grading/building permit issuance and/or map clearance.

As the project would be consistent with the 2022 Ozone Plan's emissions forecast assumptions and would incorporate the standard fugitive dust control measures recommended by SBCAPCD during construction activities, the proposed project would be consistent with the 2022 Ozone Plan. Therefore, the proposed project would have a less than significant impact related to conflicts with or obstruction of implementation of the applicable air quality plan.

Mitigation Measures

No mitigation measures are required.

Threshold 2:	Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Impact AQ-2 Construction and operation of the proposed project would generate criteria air pollutant emissions; however, these emissions would not exceed applicable thresholds set forth by the Santa Barbara Air Pollution Control District. Therefore, the proposed project's emissions would not result in a cumulatively considerable net increase of any criteria pollutant for which the South Central Coast Air Basin region is in nonattainment under applicable federal or state ambient air quality standards. This impact would be Class III, *less than significant*.

Construction

Construction-generated emissions are temporary and short-term. Construction activities such as demolition, grading, construction worker travel to and from the project site, delivery and hauling of construction supplies and debris to and from the project site, hauling of import soil to the site, and fuel combustion by on-site construction equipment would generate emissions of O_3 precursors (ROC and NO_X), CO, SO_2, and fugitive dust (PM_{10} and $PM_{2.5}$).

Table 4.2-5 summarizes construction emissions that would be generated from the proposed project. As shown therein, construction emissions would not exceed SBCAPCD construction thresholds used by the City for this analysis. Therefore, project construction would not contribute substantially to an existing or projected air quality violation, and this impact would be less than significant.

Table 4.2-5 Estimated Annual Construction Criteria Air Pollutant Emissions

	Tons Per Year					
Year	**ROC**	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
2026	0.17	1.85	1.56	0	0.70	0.28
2027	1.03	3.04	3.36	0.01	0.92	0.43
Highest Annual Emissions	1.03	3.04	3.36	0.01	0.92	0.43
SBCAPCD Threshold	25	25	--	--	--	--
Threshold Exceeded?	**No**	**No**	**--**	**--**	**--**	**--**

"--" indicates no applicable threshold is available

ROC = reactive organic compounds, NO_X = nitrogen oxides, CO = carbon monoxide, SO_2 = sulfur dioxide, PM_{10} = particulate matter 10 microns in diameter or less, $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter

Source: Appendix C

Operation

Operation of the project would generate criteria air pollutant emissions associated with area sources (e.g., architectural coatings, consumer products, and landscaping equipment) energy sources (i.e., use of natural gas for space and water heating), and mobile sources (i.e., vehicle trips to and from the project site). Table 4.2-6 summarizes the proposed project's operational emissions. As shown therein, while total operational emissions generated from the proposed project would exceed existing conditions, the emissions generated by the operation of the proposed project would not exceed the County's operational thresholds used by the City of Goleta for this analysis. In addition, air pollutant emissions from vehicle trips would be reduced compared to existing conditions, corresponding with the reduction in total rounds of golf allowed annually compared to existing conditions (Appendix C). Therefore, project operation would not contribute substantially to an existing or projected air quality violation and this impact would be less than significant.

Table 4.2-6 Estimated Operational Emissions

	Pounds Per Day					
Emission Source	**ROC**	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Area	1.87	0.02	2.27	0	0	0
Energy	0.04	0.69	0.58	0	0.05	0.05
Mobile	0.71	0.59	4.67	0.01	0.95	0.25
Total	2.61	1.28	7.30	0.01	0.99	0.30
Vehicle source emission threshold	25	25	--	--	--	--
Vehicle source emission threshold exceeded?	No	No	--	--	--	--
Area + vehicle source emission threshold	55	55	--	--	80	--
Area + vehicle source emission threshold exceeded?	No	No	--	--	No	--
Existing Golf Course Emissions	1.59	1.04	6.96	0.01	1.07	0.29

Emission Source	Pounds Per Day					
	ROC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Difference in Emissions (Proposed Golf Course minus Existing Golf Course)	1.02	0.24	0.34	0	(0.08)	0.01

"--" indicates no applicable threshold is available

Negative numbers are expressed in parentheses

ROC = reactive organic compounds, NO_X = nitrogen oxides, CO = carbon monoxide, SO_2 = sulfur dioxide, PM_{10} = particulate matter 10 microns in diameter or less, $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter

Source: Appendix C

Mitigation Measures

No mitigation measures are required.

Threshold 3: Would the project expose sensitive receptors to substantial pollutant concentrations?

Impact AQ-3 Construction of the proposed project would result in pollutant emissions; however, these emissions would be short-term, and existing on-site wind patterns would carry pollutants away from receptors. Operation of the proposed project does not involve the use of equipment that would result in substantial pollutant concentrations and therefore would not expose sensitive receptors to substantial pollutant concentrations. This impact would be Class III, *less than significant*.

Sensitive receptors are facilities or land uses that include members of the population who are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. According to CARB, sensitive receptors include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities (CARB 2005). The closest sensitive receptors are single-family residences located adjacent to the east of the project site (Appendix C).

Construction would not result in substantial increases in vehicle trips and therefore would not result in substantial adverse air quality impacts related to carbon monoxide (Appendix C). Construction-related activities would result in temporary project-generated DPM exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. In addition, construction would involve VOC emission from paints vehicles, and NO_x emissions from construction equipment. VOCs and NO_x are precursors to O_3, which could result in respiratory harm in large concentrations. CARB identifies DPM as a TAC.

The Office of Environmental Health Hazard Assessment has identified carcinogenic and chronic noncarcinogenic effects from long-term exposure but has not identified health effects due to short-term exposure to diesel exhaust. Construction activities including golf course contouring would occur between 210 and 1,800 feet away from existing residential areas and receptors. DPM, VOC, and NO_x emissions during construction would not be concentrated in one area of the project site but would be spread over the entirety of the project site. These emissions would be short-term, temporary, and cease following the completion of construction. Based on the existing wind patterns at the project site, with winds blowing primarily northeast to southwest, emissions would be carried away from sensitive receptors (Appendix C). Based on the distance of emissions to sensitive receptors, wind patterns on the project site, and temporary construction emissions that would not be concentrated in one area, construction of the proposed project would have a less than significant impact related to exposing sensitive receptors to substantial pollutant concentrations.

Operation of the proposed project does not involve the use of equipment that would increase TAC emissions at the project site and therefore would not result in substantial adverse air quality impacts related to carbon monoxide (Appendix C). Therefore, the proposed project would not expose sensitive receptors to substantial pollutant concentrations, and this impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 4:	Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Impact AQ-4 Construction of the proposed project would result in odors associated with equipment use, and operation of the proposed project would result in odors associated with food preparation and maintenance activities. Odors would dissipate rapidly from their sources and would not be carried toward receptors due to on-site wind patterns. Accordingly, the project would not result in substantial emissions leading to odors, that would adversely affect a substantial number of people. This impact would be Class III, *less than significant.*

The project would generate oil and diesel fuel odors during construction from equipment use. The odors would be limited to the construction period and would be intermittent and temporary. Furthermore, these odors would dissipate rapidly with distance from in-use construction equipment. Accordingly, project construction would not result in other emissions, such as those leading to odors, that would adversely affect a substantial number of people.

SBCAPCD's *Scope and Content of Air Quality Sections in Environmental Documents* (2022) states that certain projects have the potential to cause significant odor impacts because of the nature of their operation and their location. Examples include fast food restaurants, bakeries, coffee roasting facilities, agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. The proposed project would include food preparation at the clubhouse restaurant and Rio Grande Coffee Shop. However, odors associated with food preparation would primarily be confined to the indoor dining areas of these project features. Food-related odors would also dissipate rapidly, and given the northeast to southwest wind patterns, would not be carried to nearby development north and east of the project site. Similar to construction rules, odors from activities at the maintenance facility (such as fueling) would be intermittent, temporary, and these odors would dissipate rapidly with distance and be carried away from nearby development given the on-site wind patterns. Therefore, the proposed project would not result in emissions leading to odors that would adversely affect a substantial number of people. This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

4.2.4 Cumulative Impacts

The cumulative impact analysis considers impacts in the SCCAB that would occur from cumulative air pollutant emissions release as a result of reasonably anticipated projects identified in Table 3-1 of Section 3, *Environmental Setting*. The general approach to cumulative impact analysis used in this EIR is discussed in Section 3, *Environmental Setting*.

Conflicts with an Air Quality Management Plan and Criteria Air Pollutant Emissions

Air pollution is largely a cumulative issue, and SBCAPCD has provided guidance on the subject of cumulative impacts. SBCAPCD's *Environmental Review Guidelines and Scope and Content of Air Quality Sections in Environmental Documents* includes recommendations for the analysis of cumulative impacts pertaining to ozone and localized pollutants. Inconsistency with the Ozone Plan is considered a cumulatively adverse air quality impact. As shown in Table 3-1, in Section 3.1, *Environmental Setting*, the planned, pending, and reasonably foreseeable projects within Goleta, at the time of this project, would include the construction of a total of 467 residential units. Based on the Department of Finance's 2.59 persons per household in Goleta, the cumulative growth in Goleta would be approximately 1,209 residents. SBCAG forecasts a population of 34,700 in Goleta in 2050 (SBCAG 2019), which functions as a basis for the 2022 Ozone Plan's emissions forecast. The addition of 1,209 residents to Goleta would result in a population of 33,800, which would be below SBCAG population forecasts. Thus, cumulative development would be accommodated within SBCAG growth projections. Cumulative development would not exceed the SBCAG growth assumptions, which function as a basis for the 2022 Ozone Plan's emissions forecast, and would not result in cumulatively considerable project emissions. Cumulative impacts related to conflicts with the 2022 Ozone Plan and the release of cumulative considerable criteria air pollutant emissions would be less than significant.

Exposure of Sensitive Receptors to Substantial Pollutant Concentrations

Cumulative impacts in proximity to the project site such as the Annual Pavement Rehabilitation Project and Pavement Management Program adjacent to the northeast of the project site and Fire Station 10 located north of the project site could expose sensitive receptors to substantial TAC emissions if construction schedules overlapped. As stated in SBCAPCD's *Environmental Review Guidelines and Scope and Content of Air Quality Sections in Environmental Documents*, significance criteria for cumulative impacts are the same as project-level impacts. Therefore, compliance with SBCAPCD's significance criteria for substantial pollutant concentrations would ensure a cumulative project does not emit substantial pollutants that could harm sensitive receptors. However, projects may still be approved even if they do not meet SBCAPCD significance criteria, which could lead to substantial pollutant concentrations at sensitive receptors. Therefore, cumulative impacts related to exposing sensitive receptors to substantial pollutant concentrations could be significant. As described in Impact AQ-3, the proposed project's construction emissions would be short-term, temporary, and cease following the completion of construction. In addition, based on the existing wind patterns at the project site emissions would be carried away from sensitive receptors (Appendix C). Because the winds at the project site would push pollutant concentrations away from sensitive receptors, the proposed project's emissions would not substantially overlap at the same receptors as cumulative projects. Operation of the proposed project would not result in substantial pollutant concentrations. Therefore, the proposed project's contribution to cumulative impacts related to exposing receptors to substantial pollutant concentrations would not be considerable.

Odors

Cumulative projects would adversely affect sensitive receptors from odor emissions if cumulative projects were typical odor-producing land uses. Construction of cumulative projects would result in construction equipment-related odors; however, the temporary nature of construction would ensure less than significant cumulative odor impacts. In addition, it is likely project odors would not be distinguishable due to vehicle exhaust on Hollister Avenue or United States Route 101. Cumulative

projects in proximity to the project site such as the Annual Pavement Rehabilitation Project and Pavement Management Program and Fire Station 10 do not include odor producing facilities that could result in substantial odors. Therefore, cumulative odors from the surrounding area from construction and operations would not be combined at the same receptors, and cumulative impacts related to odors would be less than significant.

4.3 Biological Resources

This section analyzes the proposed project's potential impacts to biological resources, including potential impacts to special-status species, riparian vegetation and other sensitive natural communities, wetlands, wildlife migration, conflicts with local policies protecting biological resources, and conflict with adopted habitat conservation plans. Impacts are assessed relative to the environmental baseline, which consists of the current use of the site as the Sandpiper Golf Course. This section is based, in part, on the *Biological Resources Assessment Report for the Sandpiper Golf Club Project* (Appendix D-1), the *Memorandum Describing Environmentally Sensitive Habitat Areas (ESHAs) for the Sandpiper Golf Club Project* (Appendix D-2), the *Arborist Reports* (Appendix D-3), the *Memorandum Concerning Preliminary Results for Crotch's Bumble Bee Surveys* (Appendix D-4), and the *Memorandum Concerning Hollister Road Utility Line Installation and Tree Protection* (Appendix D-5).

4.3.1 Environmental Setting

a. Regional Setting

The project site is located in Santa Barbara County, within the Santa Ynez—Sulphur Mountains ecological unit of the Southern California Coast. The Santa Ynez—Sulphur Mountains ecological unit extends from the Santa Ynez River mouth in northern Santa Barbara County, south and east to the Sulphur Mountains in northern Ventura County, and is generally defined by its topography and geography. Locally, the Santa Ynez Mountains to the north of the project site are comprised of relatively steep hillsides vegetated by native chaparral and drained by incised streams, along which grow bands of riparian shrubs and woodlands.

The presence and proximity of the Santa Ynez Mountains adjacent to the Pacific Ocean influence climatic conditions by forcing moving air upwards and causing an increase in precipitation along the coastal plain. The Mediterranean climate of the Goleta region produces moderate average temperatures, although extreme temperatures can be reached in the winter and summer. The warmest months of the year are August and September, and the coldest month is January. The annual average maximum temperature is 69.3 degrees Fahrenheit (°F), while the annual average minimum temperature is 48.6°F (Western Regional Climate Center 2016).

Much of the coastal plain in Goleta between the Santa Ynez Mountains and the Pacific Ocean has been developed or has been historically disturbed by agriculture or ranching uses. The habitats and wildlife resources of the area reflect those typically found in the coastal plains of Southern California. They include resources such as monarch butterfly (*Danaus plexippus*) aggregations and overwintering habitat, raptor nests, coastal estuaries, vernal pools and other wetlands, riparian corridors, and other habitats and associated wildlife. In the City of Goleta, relatively undisturbed native habitats are present along narrow riparian corridors, in scattered undeveloped lands of varying sizes, and in protected open space areas such as Ellwood Mesa Open Space and Sperling Preserve and Lake Los Carneros (City of Goleta 2006).

b. Project Site Setting

The project site consists of the existing Sandpiper Golf Club and an undeveloped area along Bell Canyon Creek west of the golf course. The project site is situated along a coastal bluff and adjacent to open space, including the Ellwood Mesa Open Space and Sperling Preserve to the east and Pacific

Ocean shoreline to the south. The University of California, Santa Barbara's North Campus Open Space and Coal Oil Point Reserve are located approximately 1.8 miles to the east of the project site.

Approximately 61 percent of the project site is occupied by the developed golf course (including fairways, tees, greens, and sand traps) or by structures and hardscape associated with the clubhouse and maintenance yard. Patches of non-native grasses and planted trees occur around the golf course. Sensitive biological resources occur along Bell Canyon Creek, along the beach and coastal bluffs, and along the eastern boundary of the project site, which is largely dominated by eucalyptus trees (*Eucalyptus* spp.).

Vegetation Communities and Land Cover Types

The project site contains a total of 16 vegetation communities and six additional land cover types. Vegetation communities and land cover types are characterized based on vegetation composition, structure, and density, and classified using the second edition of *A Manual of California Vegetation* classification system and California Natural Community List. Sensitive vegetation communities include wetlands and riparian communities, as well as those communities that the California Department of Fish and Wildlife (CDFW) has identified as a high priority for inventory due to rarity or threat in California. Additionally, within the City of Goleta, several communities are identified as sensitive under the Conservation Element of the City of Goleta's General Plan/Coastal Land Use Plan (City of Goleta 2006). For the purposes of this analysis, sensitive vegetation communities include:

- Alliances on CDFW's California Natural Communities List with a State rarity rank of S1, S2, or S3;
- Riparian and wetland communities; or
- Communities designated as sensitive by the City of Goleta's General Plan/Coastal Land Use Plan.

Figure 4.3-1 depicts the location of vegetation communities and land covers on the project site. Table 4.3-1 provides an overview of vegetation communities and land covers on the project site, including a summary of their rarity and designation as an Environmentally Sensitive Habitat Area (ESHA). Vegetation communities and land cover types are described further below.

Figure 4.3-1 Vegetation and Land Cover Types



Source: Dudek 2025 (Appendix D-1)

Table 4.3-1 Vegetation Communities and Land Covers on the Project Site

Category	Vegetation Community/Land Cover Type	State Rarity Rank	ESHA	Sum of Acres
Woodland				
Riparian Woodland	Coast live oak woodland alliance	S4	Yes	0.7
Woodland	Monterey cypress - Monterey pine stands semi-natural alliance	SNA	Potentially Yes	2.9
	Pepper tree or Myoporum groves semi-natural alliance	SNR	No	1.3
Woodland or Riparian Woodland	Eucalyptus (*globulus, camaldulensis*) provisional semi-natural association	SNA	Potentially Yes	11.2
Scrub				
Coastal Bluff Scrub	*Baccharis pilularis - Toxicodendron diversilobum* association	S5?	Yes	0.4
	Coyote brush scrub alliance	S5	Yes	2.7
	Quailbush scrub alliance	S4	Yes	8.3
Coastal Sage Scrub	California brittle bush - Ashy buckwheat scrub alliance	S3	Yes	0.1
	Coastal sage scrub	NA	Yes	0.1
Riparian Scrub	Arroyo willow thickets association	S4	Yes	5.5
Grass and Herb Dominated				
Native Grassland	Needle grass - Melic grass grassland alliance	S3S4	Yes	0.4
Non-native Grassland	Wild oats and annual brome grasslands semi-natural Alliance	SNA	No	28.2
Non-native Herb	Upland mustards or star-thistle fields semi-natural alliance	SNA	No	0.1
Bog and Marsh				
Wetland	Cattail marshes alliance	S5	Yes	1.2
	Emergent wetland	NA	Yes	0.2
Dune				
Dune	Beach	NA	Yes	8.4
	Ice plant mats semi-natural alliance	SNA	No	0.1
Other				
Other	Disturbed habitat	NA	No	0.6
	Golf course - Developed	NA	No	115.2
	Open Water	NA	Yes	2.0
	Parks and ornamental plantings	NA	No	0.7
	Urban/Developed	NA	No	3.4

? = denotes inexact numeric rank. Indicates best estimate of the rank, insufficient samples over the full expected range of the type, but existing information points to this rank.

NA = not applicable. Not identified in A Manual of California Vegetation or California Natural Community List; therefore, there is no sensitivity status.

S3 = Vulnerable, sensitive. At moderate risk of extirpation in the jurisdiction due to a fairly restricted range, relatively few populations or occurrences, recent widespread declines, threats, or other factors.

S4 = Apparently secure, not sensitive. At a fairly low risk of extirpation in the jurisdiction due to an extensive range and/or many population occurrences, but with possible cause for some concern as a result of local recent declines, threats, or other factors.

S5 = secure, not sensitive. At a very low risk of extirpation in the jurisdiction due to a very extensive range, abundant populations or occurrences, with little to no concern from declines or threats.

SNA = Semi-natural alliance or association. Associated with a non-native plant; therefore, there is no sensitivity status.

SNR = State not ranked.

Source: Appendix D-1

Vegetation Communities

COAST LIVE OAK WOODLAND ALLIANCE

Coast live oak woodland alliance includes coast live oak (*Quercus agrifolia*) as the dominant or codominant tree in the canopy. Coast live oak woodland has a continuous to open canopy less than 98 feet in height with a sparse to intermittent shrub canopy, and sparse or grassy ground layer. Coast live oak woodland is designated as ESHA under the City of Goleta's General Plan/Coastal Land Use Plan and is thus a sensitive natural community. Within the project site, there is approximately 0.7 acre of coast live oak woodland alliance limited to a single stand between Bell Canyon Creek and the Ellwood Onshore Oil processing facility. A portion of the oak woodland occurs within an area the City has mapped as Riparian/Marsh/Vernal Pool ESHA. Other species occurring within coast live oak woodland on the project site include California blackberry (*Rubus Ursinus*), poison oak (*Toxicodendron diversilobum*), coyote brush (*Baccharis pilularis*), arroyo willow (*Salix lasiolepis*), western white clematis (*Clematis ligusticifolia*), and fennel (*Foeniculum vulgare*).

MONTEREY CYPRESS – MONTEREY PINE SEMI-NATURAL ALLIANCE

Monterey Cypress – Monterey Pine Semi-Natural Alliance includes Monterey cypress (*Hesperocyparis macrocarpa*) and/or Monterey pine (*Pinus radiata*) as the dominant species in the canopy. Approximately 2.9 acres of Monterey Cypress – Monterey Pine Semi-Natural Alliance occurs in relatively small and open stands across the southern and eastern parts of the golf course, with Monterey cypress stands predominating. Other species occurring within Monterey cypress – Monterey pine include non-native grasses, prickly Russian thistle (*Salsola tragus*), and Australian saltbush (*Atriplex semibaccata*).

PEPPER TREE OR MYOPORUM GROVES SEMI-NATURAL ALLIANCE

Pepper tree or myoporum groves consist of myoporum (*Myoporum laetum*) or pepper trees (*Schinus* spp.) as the dominant species in the tree canopy. These groves have an open to continuous tree canopy less than 59 feet in height. Understory shrubs are infrequent or common and the herbaceous layer is simple to diverse. Within the project site, approximately 1.3 acres of Pepper Tree or Myoporum Groves Semi-Natural Alliance occurs in limited areas, including the northwest portion of the project site adjacent to Hollister Avenue and to the south near the bluffs. Other species occurring within this community include shortpod mustard (*Hirschfeldia incana*), non-native grasses, white bladderflower (*Araujia sericifera*), castorbean (*Ricinus communis*), and Sydney golden wattle (*Acacia longifolia*)

EUCALYPTUS (GLOBULUS, CAMALDULENSIS) SEMI-NATURAL ASSOCIATION

Eucalyptus (*globulus*, *camaldulensis*) semi-natural association is an association of Eucalyptus - tree of heaven - black locust groves semi-natural alliance that contains eucalyptus trees (*Eucalyptus spp.*) as the dominant species. Eucalyptus trees may be ESHA where they support monarch butterfly roosts or nesting raptors, especially special-status species such as white-tailed kite (*Elanus leucurus*). Within the project site, approximately 11.2 acres of *Eucalyptus* (*globulus, camaldulensis*) semi-natural association occurs, with the largest eucalyptus stand along the eastern border, overlapping Ellwood Mesa Open Space and Sperling Preserve. Isolated areas of *Eucalyptus* (*globulus, camaldulensis*) semi-natural association occurs along the eastern portion of the project site, along Hollister Avenue, and west of Bell Canyon Creek. Eucalyptus trees occurring on site include Tasmanian blue gum (*Eucalyptus*

globulus), river redgum (*Eucalyptus camaldulensis*), lemon-scented gum (*Eucalyptus citriodora*), and red ironbark (*Eucalyptus sideroxylon*).

COYOTE BRUSH SCRUB ALLIANCE

Coyote brush scrub alliance includes coyote brush as the dominant or co-dominant shrub in the canopy. This alliance may be considered ESHA under the City of Goleta's General Plan/Coastal Land Use Plan as coastal bluff scrub or coastal sage scrub. Within the project site, approximately 2.7 acres of Coyote brush scrub alliance occurs, with several stands near the coastal bluffs and one alone Devereux Creek in the eastern portion of the project site. Other species associated with this community on the project site include California sagebrush (*Artemisia californica*), fennel, shortpod mustard, myoporum, sea fig (*Carpobrotus chilensis*), and hottentot fig (*Carpobrotus edulis*).

BACCHARIS PILULARIS - TOXICODENDRON DIVERSILOBUM ASSOCIATION

Baccharis pilularis - Toxicodendron diversilobum association is an association of coyote brush scrub alliance that includes a mixed shrub canopy of coyote brush (*Baccharis pilularis*) and poison oak (*Toxicodendron diversilobum*). This association may be considered ESHA under the City of Goleta's General Plan/Coastal Land Use Plan as coastal bluff scrub or coastal sage scrub and is thus a sensitive natural community. Approximately 0.4 acre of *Baccharis pilularis - Toxicodendron diversilobum* association occurs in the northwestern part of the project site adjacent to the Ellwood Onshore Oil processing facility.

QUAILBUSH SCRUB ALLIANCE

Quailbush scrub alliance includes quailbush as a dominant species, with an open to intermittent scrub canopy less than 16 feet in height and a variable herbaceous layer. This alliance may be considered ESHA under the City of Goleta's General Plan/Coastal Land Use Plan as coastal bluff scrub, when it occurs on bluffs along the immediate coast, and is thus considered a sensitive natural community. Approximately 8.3 acres of quailbush scrub alliance occurs in a large, long stand that extends almost the length of the golf course, along the bluffs. On the project site, this alliance supports small populations of cliff malacothrix (*Malacothrix saxatilis* var. *saxatilis*) and a single population of woolly seablite (*Suaeda taxifolia*), as well as coyote brush, fennel, Hottentot fig, and sea fig.

CALIFORNIA BRITTLE BUSH – ASHY BUCKWHEAT SCRUB ALLIANCE

California brittle bush – ashy buckwheat scrub alliance includes California brittle bush (*Encelia californica*) and or ashy buckwheat (*Eriogonum cinereum*) as dominant or co-dominant in the shrub canopy. This alliance is a State-designated sensitive vegetation community and designated by the City of Goleta's General Plan/Coastal Land Use Plan as ESHA, as a coastal sage scrub community, and is thus a sensitive natural community. Approximately 0.1 acre of California brittle bush – ashy buckwheat scrub alliance occurs along the bluff in the far southwestern part of the golf course. This alliance is dominated by California brittle bush, and other species occurring within this alliance include giant wild rye (*Elymus condensatus*) and New Zealand spinach (*Tetragonia tetragonoides*).

COASTAL SAGE SCRUB

Coastal sage scrub is typically dominated by California sagebrush, but other dominant plants occur, including brittle bush (*Encelia californica*), black sage (*Salvia mellifera*), Menzies' goldenbush (*Isocoma menziesii*), and coyote brush. This community is designated as ESHA by the City of Goleta's General Plan/Coastal Land Use Plan and is thus a sensitive natural community. Approximately 0.1 acre of

coastal sage scrub occurs within the project site, west of Bell Canyon Creek. This vegetation on the project site supports a mixture of California sagebrush and coyote brush.

ARROYO WILLOW THICKETS ASSOCIATION

Arroyo willow thickets association includes arroyo willows (*Salix lasiolepis*) with greater than sixty percent relative cover in the shrub canopy with poison oak (*Toxicodendron diversilobum*), coyote brush (*Baccharis pilularis*), California rose (*Rosa californica*), and quailbush (*Atriplex lentiformis).* This alliance is considered riparian habitat and designated as ESHA in the City of Goleta's General Plan/Coastal Land Use Plan, and is a sensitive natural community. Within the project site, approximately 5.5 acres of arroyo willow thickets association occurs within two patches along Devereux Creek and along Bell Canyon Creek. Other species occurring within arroyo willow thickets on the project site include California rose (*Rosa californica*), California blackberry (*Rubus ursinus*), and western white clematis (*Clematis ligusticifolia*).

NEEDLE GRASS-MELIC GRASS GRASSLAND ALLIANCE

Needle grass – melic grass grassland includes California melic grass (*Melica californica*), Torrey's melic grass (*Melica torreyana*), nodding needle grass (*Stipa cernua*), foothill needle grass (*Stipa lepida*), and/or purple needle grass (*Stipa pulchra*) as dominant or characteristically present in the herbaceous layer with other perennial grasses and herbs. This alliance is designated as ESHA by the City of Goleta's General Plan/Coastal Land Use Plan and is thus a sensitive natural community. Approximately 0.4 acre of needle grass-melic grass grassland alliance, dominated by purple needlegrass, occurs in one location in the southeastern portion of the project site.

WILD OATS AND ANNUAL BROME GRASSLANDS SEMI-NATURAL ALLIANCE

The wild oats and annual brome grasslands semi-natural alliance is dominated by wild oats (*Avena* spp.) and several brome species including ripgut brome (*Bromus diandrus*), soft brome (*B. hordeaceus*), or false brome (*Brachypodium distachyon*). Approximately 28.2 acres of wild oats and annual brome grasslands semi-natural alliance is widely distributed around the golf course. This alliance is the dominant vegetation community on the project site. Ripgut brome and slender wild oats (*Avena barbata*) are dominant species on the project site, and other species occurring within this alliance include mouse barley (*Hordeum murinum*), shortpod mustard, cheeseweed mallow (*Malva parviflora*), and perennial ryegrass (*Festuca perennis*).

UPLAND MUSTARDS OR STAR-THISTLE FIELDS SEMI-NATURAL ALLIANCE

The upland mustard or star-thistle fields semi-natural alliance consists of black mustard (*Brassica nigra*), shortpod mustard, or other mustards at greater than eighty percent relative cover in the herbaceous layer. Approximately 0.1 acre of upland mustard or star-thistle fields semi-natural alliance occurs near Hollister Avenue, west of the clubhouse. Other species occurring with upland mustards include non-native grasses, castor bean, fennel, Maltese star-thistle (*Centaurea melitensis*), and prickly lettuce (*Lactuca serriola*).

CATTAIL MARSHES ALLIANCE

The cattail marshes alliance is dominated by broadleaf cattail (*Typha latifolia*), southern cattail (*Typha domingensis*), or narrowleaf cattail (*Typha angustifolia*). This alliance is designated as ESHA by the City of Goleta's General Plan/Coastal Land Use Plan and is thus a sensitive natural community.

Approximately 1.2 acres of cattail marshes alliance occurs within Bell Canyon Creek. This community consists almost entirely of southern cattail.

EMERGENT WETLAND

Emergent wetland is a general vegetation type that consists of erect, rooted, herbaceous plants growing in water or on a substrate. As a wetland community, emergent wetland is designated as ESHA by the City of Goleta's General Plan/Coastal Land Use Plan and is thus a sensitive natural community. Approximately 0.2 acre of emergent wetland occurs within Bell Canyon Creek. This stand is dominated by California bulrush (*Schoenoplectus californicus*) and also supports southern cattail and saltmarsh bulrush (*Bolboschoenus maritimus*).

ICE PLANT MATS SEMI-NATURAL ALLIANCE

The ice plant mats semi-natural alliance contains hottentot fig (*Carpobrotus edulis*), sea fig (*Carpobrotus chilensis*), or other ice plant taxa as the dominant or co-dominant species in the herbaceous layer. These non-native species invade coastal bluff scrub, dune mat, dune scrub, and coastal prairies and compete with native plants. Approximately 0.1 acre of ice plant mats semi-natural alliance occurs in two small patches in the southwest portion of the project site, along the coastal bluffs. Both sea fig and Hottentot fig occur within ice plant mats on the project site, as well as non-native grasses and New Zealand spinach.

Land Cover Types

BEACH

Beach is an unvegetated land cover characterized as narrow, sandy, and stony areas along the ocean that are partly or completely covered by water during high tide and exposed during low tide. Beach is designated as ESHA by the City of Goleta's General Plan/Coastal Land Use Plan. Approximately 8.4 acres of beach occur below the bluff, mostly in the southwestern extreme of the project site. This land cover does not support plant species.

DISTURBED HABITAT

Disturbed habitat is an anthropogenic land cover consisting of natural, impervious ground with scattered non-native plant species, and evidence of physical disturbance, such as from active maintenance or occasional ground disturbance. Within the project site, approximately 0.6 acre of disturbed habitat occurs along the access road leading from the Ellwood Onshore Oil processing facility and below the bluffs. This area is nearly entirely unvegetated.

GOLF COURSE – DEVELOPED

Golf course is a land cover that includes an abundance of open space largely made up of turf grass and row trees. Although these areas are considered to be developed, wildlife may still utilize the trees as nesting and cover habitat and the turf grass as foraging and movement habitat. These areas are generally irrigated and highly maintained. The approximately 115.2 acres of golf course accounts for the largest portion of the project site.

OPEN WATER

Open water is a land cover that consists of standing water with no emergent vegetation and can occur in marine, estuarine, riverine, lacustrine, and palustrine systems. Within the project site, approximately 2 acres of open water occurs at the golf course pond and within Bell Canyon Creek.

PARKS AND ORNAMENTAL PLANTINGS

Parks and ornamental plantings is a land cover type that includes planted areas where ornamental landscaping has been installed. Within the project site, approximately 0.7 acre of parks and ornamental plantings occurs at several small areas near the clubhouse and around/near the maintenance yard.

URBAN/DEVELOPED

Urban/developed is a land cover type that has been altered from its natural state for human use, and provides no habitat or foraging potential for wildlife due to a lack of cover by native vegetation. Within the project site, approximately 3.3 acres of urban/developed land cover occurs at clubhouse and parking lot.

Environmentally Sensitive Habitat Areas

The project site contains the following types of ESHA, as observed during project site surveys conducted in support of the *Memorandum Describing Environmentally Sensitive Habitat Areas for the Sandpiper Golf Club Project* (Appendix D-2):

- Coastal sage scrub and coastal bluff scrub along the southern coastal bluffs;
- Native grassland in unmaintained parts of the golf course in the southeastern portion of the project site;
- Beach in the southwestern extreme of the project site;
- Open water associated with the golf course pond;
- Riparian habitat associated with Bell Canyon Creek;
- Riparian habitat associated with Devereux Creek;
- Emergent wetland in Bell Canyon Creek;
- Rare plant habitat (refer to Section 4.3.1, *Environmental Setting*, Subsection *Special-Status Plant Species*);
- Monarch Butterfly Roosting Habitat within the eastern and western boundaries of the project site; and
- Historic and recent raptor nest sites.

Figure 4.3-2 depicts the location of observed ESHA on the project site.

Figure 4.3-2 Environmentally Sensitive Habitat Area on the Project Site



Source: Dudek 2025 (Appendix D-1)

Special-Status Species

Special-Status Plant Species

A literature review and focused special-status plant species surveys were conducted on the project site in May and July 2022. A total of 29 special-status plant species were identified that occur in the regional vicinity of the project site. Of these, 21 were determined to have no potential to occur due to a lack of suitable habitat or lack of observations during the focused surveys, and three species were determined to have a low potential to occur. The following subsections describe the five special-status plant species observed on the project site during the focused surveys.

CLIFF MALACOTHRIX

Cliff malacothrix *(Malacothrix saxatilis* var. *saxatilis)* is a perennial herb that occurs in coastal bluff scrub and coastal scrub at approximately 10 to 220 feet in elevation. Cliff malacothrix occurs along the California coast from Orange County to Santa Barbara County, and inland in Kern and San Bernardino Counties. Cliff malacothrix occurs in clusters that are distributed along the coastal bluffs for the length of the project site's southern boundary.

RED SAND VERBENA

Red sand verbena (*Abronia maritima*) is a perennial herb that occurs in coastal dunes and coastal strand habitats at approximately 0 to 330 feet in elevation. Red sand verbena occurs along the California coast from San Luis Obispo County southward, as well as on the Channel Islands. Red sand verbena occurs along the upper beach just west of the Bell Canyon Creek lagoon, at the far western portion of the project site.

SANTA BARBARA HONEYSUCKLE

Santa Barbara honeysuckle (*Lonicera subspicata* var. *subspicata*) is a perennial evergreen shrub that occurs in chaparral, cismontane woodland, and coastal scrub habitats at approximately 35 to 3,280 feet in elevation. Santa Barbara honeysuckle occurs in the eastern portion of the project site within the on-site monarch butterfly grove and in coyote brush scrub associated with Devereux Creek.

SOUTHERN CALIFORNIA BLACK WALNUT

Southern California black walnut (*Juglans californica*) is a perennial deciduous tree that occurs in chaparral, cismontane woodland, coastal scrub, and riparian woodland at approximately 165 to 2,966 feet in elevation. Six of these trees occur just west of the golf course, at the southern end of the Ellwood Onshore Oil processing facility.

WOOLLY SEABLITE

Woolly seablite *(Suaeda taxifolia)* is a perennial evergreen shrub species that occurs in coastal bluff scrub, coastal dune, and marsh and swamp habitats at approximately 0 to 165 feet in elevation. Woolly seablite occurs along the California coast from Orange County to San Luis Obispo County, as well as on the Channel Islands. Within the project site, woolly seablite occurs along the coastal bluff in a patch approximately 20 feet wide by 130 feet long.

Special-Status Wildlife Species

A literature review was conducted that identified 35 special-status wildlife species with potential to occur in the regional vicinity of the project site. Of these 35 species, 14 were identified on the project site or within the 500-foot buffer during surveys, or have at least a moderate potential to occur on-site due to the species' range and occurrence of suitable habitat on the project site. The following subsections describe the special-status species previously identified on or near the project site.

CROTCH'S BUMBLE BEE

Crotch's bumble bee (*Bombus Crotchii*) is a candidate species under the California Endangered Species Act (CESA). This bee was once widespread throughout Central and Southern California, including coastal areas, the Central Valley, and surrounding foothills. The Crotch's bumble bee thrives in open grassland and scrub communities with suitable floral resources. Queens emerge from hibernation and are active from late February to early October, peaking in early April, while workers emerge in late March, peak in abundance in early July, and may remain active until September. The Crotch's bumble bee primarily nests underground, often relying on small mammal burrows, and likely uses microhabitats such as loose soil, leaf litter, and other debris for overwintering.

The California Natural Diversity Database includes an occurrence of Crotch's bumble bee approximately 0.2 mile from the project site. An adult female Crotch's bumble bee was collected near the project site at Santa Barbara Shores Park in 2017. No bumble bee species were observed during biological surveys in 2021 or 2022, which occurred during the species' active season. Focused surveys conducted on the project site in June and July 2025 did not result in the identification of Crotch's bumble bee (Appendix D-4). Suitable habitat for the Crotch's bumble bee likely exists at the eastern boundary of the project site, adjacent to Santa Barbara Shores Park and within the eucalyptus woodland, where conditions may support overwintering and nesting. However, the maintained golf course on the project site is unsuitable due to high levels of maintenance, and even less maintained areas outside fairways, greens, tees, and surrounds are relatively unlikely to support nesting and wintering by this species. The maintained nature of the project site has resulted in limited suitable floral resources. Given the close proximity of species occurrence in Santa Barbara Shores Park, Crotch's bumble bee may occasionally transit through the project site between habitats. This species has a low potential to occur on the project site.

GLOBOSE DUNE BEETLE

The globose dune beetle is listed on CDFW's Special Animals list. While not often considered a special-status species pursuant to CEQA, it is included as a special-status species for the purposes of this analysis because the City of Goleta's General Plan/Coastal Land Use Plan's species map notes occurrences of the species. The globose dune beetle inhabits coastal sand dune habitats from Sonoma County to Mexico. It burrows beneath the sand and is most commonly found under dune vegetation. The nearest occurrences of globose dune beetle are at the mouth of Tecolote Creek, approximately 0.3 mile west of the project site and 0.4 mile west of the golf course. Potential habitat on the project site is limited to areas well away from the golf course, specifically on the west side of Bell Canyon Creek lagoon. The project site generally lacks the dune habitat suitable for this species, with the possible exception of a small area west of Bell Canyon Creek lagoon, which is more than 200 feet from the golf course. This species has a low potential to occur on the project site.

MONARCH BUTTERFLY

The monarch butterfly is protected under the City of Goleta's General Plan/Coastal Land Use Plan and is proposed for listing as threatened under the federal Endangered Species Act. Monarchs migrate seasonally, with eastern monarchs wintering in Mexico and western monarchs along the California coast. Monarch butterflies use eucalyptus stands primarily for roosting during their overwintering period. Their breeding distribution depends on the availability of milkweed, their host plant. Monarchs lay eggs on milkweed, and larvae feed on the plant before pupating into adults. Multiple generations are produced in spring and summer, with the last generation migrating to overwintering sites in fall. Monarch habitat includes two types based on the monarch's length of stay at the habitat: overwintering and transitory habitats. Overwintering habitat will sustain roosting monarch butterflies for the duration of the overwintering period, from October through February or March. Transitory habitat holds monarch butterflies in the beginning of the overwintering season, but the monarchs abandon the site by December or early January. Transitory sites generally offer less protection to monarchs and the butterflies leave these sites for more suitable overwintering sites during the season as winter storms hit the region. The City defines monarch ESHA as sites providing key elements essential for successful monarch aggregation and where monarchs have been historically present.

Four habitat features (key elements) are typically characteristic of suitable overwintering habitat for monarch butterflies, as described in the Conservation and Management Guidelines for Preserving the Monarch Butterfly Migration and Monarch Overwintering Habitat in California (Bell et al. 1993).

1. **Structure and the arrangement of a grove of trees.** The trees need to be tall enough to provide adequate wind protection for roosting monarchs. Trees in overwintering groves are typically 40 feet in height or taller. Generally, there is adequate wind protection when the trees are close (less than 10-15 feet apart), have overlapping upper and lower canopies, and the outside horizon is not visible through the trees in three of the four cardinal directions from the center of the grove.
2. **Open interior.** An open interior with a cathedral-like space surrounded by overhanging canopy in the center of a protective grove of trees (Pelton et al 2016). This open interior space is well protected from wind and weather. Often this open interior is over a drainage or creek.
3. **Presence of branches that extend into the open center or open area of the grove of trees.** These are the branches that the monarchs form their clusters on during the overwintering season. These branches are at varying heights allowing monarchs to move up or down with different temperatures and wind conditions.
4. **Understory vegetation, water and nectar**. Understory vegetation provides substrate for monarchs to climb on and can prevent drowning after being blown to the ground in a storm. Sources of water, and nectar from winter-flowering plants, supply moisture and nutrients to overwintering monarchs and support their longevity at the site and dispersal success.

The dominant tree species in monarch aggregation sites in Santa Barbara County include the non-native blue gum, river red gum, and red iron bark (*Eucalyptus sideloxyron*). Some sites in Santa Barbara County comprise only trees native to California but not the County, including Monterey pine, Monterey cypress, and coast redwood (*Sequoia sempervirens*). Even fewer sites comprise only trees native to Santa Barbara County, such as California sycamore, red willow (*Salix laevigata*), and coast live oak (Meade, et al. 2017). Coastal habitats with tall trees and dense foliage but lacking a key feature as described above, for example widely spaced with an open understory, may be transitory habitat. A monarch may rest in these habitats for a short period while transiting to more protected overwintering habitat in the vicinity. Habitats that fit the description of monarch overwintering habitat described above are potentially suitable habitat. The presence of roosting monarch butterflies

during the overwintering season indicates potentially suitable habitat. When no monarchs are observed during monarch surveys in the overwintering season their absence may be due to low population of monarchs in California. Even suitable suites may be unoccupied in some years because use of the site depends on factors such as changes in climate or overall migrating butterfly abundance.

No milkweed was observed on the project site. Suitable roosting habitat exists in eucalyptus stands along the eastern boundary of the project site and along Bell Canyon Creek. The Xerces Society maps the eucalyptus stands on the eastern boundary of the project site as an overwintering site and describes the aggregation site as the southern portion along Devereux Creek (Xerces 2025). Suitable overwintering habitat is primarily in the southeast corner of the project site where the eucalyptus stand is larger, more dense with mature trees, and surrounding Devereux Creek. The northern narrow and sparse windrow trees up to Hollister Avenue may serve as temporary/transitory habitat. Poor to unsuitable habitat occurs in the interior part of the golf course, as the multiple single cypress (*Cupressus* sp.) and eucalyptus trees scattered throughout the site do not offer the protected habitat and important microhabitat conditions that monarchs require. The eucalyptus groves along Hollister Avenue to the north of the project site also lack key elements due to being sparse windrows with eucalyptus trees in poor health and structure, and monarchs have not been known to roost in these areas. In 2003 and 2004, monarchs were observed roosting at Devereux Creek at the southeastern boundary of the project site. However, in 2021 and 2022, no clustering or overwintering individuals were observed within the project site. Multiple individual monarchs were observed north and west of the project site, but no transitory or overwintering clusters were observed within any areas of the project site, and clustering individuals were only detected in Ellwood Butterfly Grove to the east of the project site. This species has a high potential to occur on the project site.

TIDEWATER GOBY

The tidewater goby is federally listed as endangered and a California Species of Special Concern. The tidewater goby is found in brackish or freshwater in bays, sounds, lagoons, and creeks along the California coast from Del Norte County to San Diego County. This species inhabits creeks along the entire coast of Santa Barbara County, and is known to be present in Bell Canyon Creek, which is designated critical habitat for the species. Tidewater goby was observed on the project site during past surveys conducted between 1984 and 1999, but was not observed during surveys in 2008. The species is presumed to still be present in Bell Canyon Creek and has a high potential to occur on the project site.

CALIFORNIA RED-LEGGED FROG

The California red-legged frog (*Rana draytonii*) is federally listed as threatened and is a California Species of Special Concern. It inhabits various aquatic, riparian, and upland habitats across Southern California, the coast ranges, and the Sierra Nevada and Cascade foothills. Preferred aquatic habitats include areas with dense riparian vegetation, such as arroyo willow, cattails, and bulrushes, associated with deep, still or slow-moving water. The frog can also utilize ephemeral ponds, intermittent streams, seasonal wetlands, springs, seeps, permanent ponds, perennial creeks, manmade aquatic features, marshes, dune ponds, lagoons, riparian corridors, blackberry thickets, nonnative annual grasslands, and oak savannas. They have been known to breed successfully in artificial ponds with little or no emergent vegetation.

In 2002 and 2004, California red-legged frogs were observed at Bell Canyon Creek, the golf course pond, and an unnamed wetland feature near the coastal bluff. In 2021 and 2022, aquatic habitats at Bell Canyon Creek, shallow pools near the bluff, and the golf course pond were identified. Bell Canyon

Creek was found to have optimal habitat for California red-legged frog, with dense riparian vegetation and substantial woody debris. The shallow pools near the bluff were too shallow to support breeding and lacked debris and overhanding vegetation. The golf course pond lacked suitable vegetation for breeding. No frogs were observed or heard during the 2021 and 2022 surveys. Nevertheless, this species has been previously observed on the project site and has a high potential to occur on the project site.

SOUTHWESTERN POND TURTLE

The southwestern pond turtle (*Actinemys pallida*) is proposed for federal listing as threatened and is a California Species of Special Concern. It is found throughout the Pacific slope of California and is highly associated with water, inhabiting permanent ponds, lakes, streams, and irrigation ditches in forests, open woodlands, and grasslands. These turtles require basking sites such as partially submerged logs, rocks, mats of floating vegetation, or mud banks.

In May 2022, southwestern pond turtle was observed approximately 0.75 mile west of the project site in Tecolote Creek. Bell Canyon Creek, within the project site, provides suitable aquatic habitat and extensive surrounding upland habitats for the southwestern pond turtle. The golf course pond itself offers suitable aquatic habitat, but basking sites are limited to the steep banks along the maintained areas, and the location is mostly isolated from upland habitats.

No southwestern pond turtles were observed on the project site, at either Bell Canyon Creek or the golf course pond, during surveys from April to July 2022, a period when turtles are typically in aquatic habitats. The lack of observations in 2022 and during previous biological surveys suggests these sites are not regular locations for the southwestern pond turtle. However, Bell Canyon Creek provides suitable habitat for the species and, due to Bell Canyon Creek's proximity to the golf course, the species may occasionally occur on the golf course. This species has a moderate potential to occur on the project site.

AMERICAN PEREGRINE FALCON

The peregrine falcon (*Falco peregrinus*) is a fully protected species that was formerly listed as endangered under both the federal and California Endangered Species Acts. It is widely distributed across California, although the American peregrine falcon (*F. p. anatum*), the subspecies that nests in California, does not nest in the Central Valley and parts of the coast. Peregrine falcons typically nest on ledges and may also use human-made structures like tall buildings or transmission towers, as well as trees. Nests are usually located near water and available prey, although peregrine falcons can travel long distances from their nests to forage.

The American peregrine falcon has known nesting locations in the south slopes of the Santa Ynez Mountains, including the Goleta area. The species is not known to nest near the Goleta coast. The eBird citizen-science database includes several reports of peregrine falcons from the project site. However, nesting habitat is absent from the project site and its immediate area, so any observations of peregrine falcons from the project site likely involve wintering individuals or breeding falcons foraging far from their nest sites. This species has a low potential to occur on the project site.

AMERICAN WHITE PELICAN

The American white pelican (*Pelecanus erythrorhynchos*) is a California Species of Special Concern. It is found throughout California in winter, during migration, and as a non-breeding summer resident. Historically, it nested in the San Joaquin Valley, the Colorado River Valley, and the Salton Sink, but

now its breeding range in the State is limited to northeastern California. American white pelicans nest in colonies on remote islands with abundant suitable habitat, such as lakes, marshes, canals, and reservoirs, which support their fish prey.

In Santa Barbara County, American white pelicans can be seen almost any season, especially from late summer through winter. Reports of sightings from the south coast are mostly from late fall and winter. Although this species was not recorded during formal surveys on the project site, the eBird citizen-science database includes multiple winter reports of this easily identified species. However, the project site does not support breeding habitat for American white pelicans, which do not breed in the region. These reports likely involve individuals moving about the region. This species has a low potential to occur on the project site.

CALIFORNIA BROWN PELICAN

The California brown pelican (*Pelecanus occidentalis californicus*) is a fully protected species in California and was formerly listed as federally endangered. It nests exclusively on the Channel Islands, specifically Anacapa Island and Santa Barbara Island, but is widely found along the California coast throughout the year. These pelicans often roost communally on beaches, sandspits, nearshore islands, and other isolated or protected coastal areas. They forage primarily in marine environments along and near the coast, occasionally venturing into deep waters far from shore.

In southern Santa Barbara County, California brown pelicans are common year-round. While this species is generally not expected at the project site due to its preference for coastal habitats, one pelican was observed roosting along the edge of the golf course pond in May 2022. This species has a low potential to occur on the project site.

COOPER'S HAWK

The Cooper's hawk (*Accipiter cooperii*) is a CDFW Watch List species, found throughout California in wooded areas. This species nests in various types of trees, both in extensive forests and isolated trees in natural and urbanized landscapes, often in the vicinity of water.

Along the south coast of Santa Barbara County, Cooper's hawks are common transients and winter visitors, breeding locally along several rivers and creeks. An active nest was observed just east of the project site in 2006, as well as 0.5 mile east of the project site, within the Ellwood Butterfly Preserve, in 2017. Although Cooper's hawk was not recorded on the project site during surveys in 2022, it was observed once in the survey buffer on March 22, 2022, perched in a eucalyptus tree on the north side of Hollister Avenue and north of the clubhouse. This species has a high potential to occur on the project site.

REDHEAD

The redhead [duck] (*Aythya americana*) is a California Species of Special Concern. It winters throughout California and breeds in wetlands in the Central Valley, northeastern California, the eastern deserts, and some locations along the southern coast up to northern Santa Barbara County. Redheads nest in emergent vegetation in deep wetlands with extensive open water and winter in large, deep bodies of water.

Redheads were not observed during surveys of the project site, but the eBird citizen-science database reports a sighting of a redhead in January 2022, which was likely a wintering individual. The project site lacks suitable nesting habitat, and the species is not known to nest in southern Santa Barbara County. This species has a low potential to occur on the project site.

WHITE-TAILED KITE

The white-tailed kite (*Elanus leucurus*) is a fully protected species in California and is a common to uncommon year-round resident in coastal and valley lowlands throughout the Pacific slope of California. It nests in treetops with dense foliage, including orchards, and hunts in undisturbed, open grasslands, meadows, farmlands, and emergent wetlands. They roost communally during the non-nesting season.

This species breeds locally along the southern coast of Santa Barbara County. A pair of white-tailed kites was observed on the project site in 2004, vocalizing from several trees on the golf course, but no evidence of nesting was detected during subsequent breeding bird surveys. Nesting was recorded in eucalyptus trees just east of the site in March 2006, and the species has been observed over the golf course on occasions prior to 2000. The white-tailed kite is known to nest and forage in Ellwood Mesa Open Space and Sperling Preserve to the east of the project site, and has been recorded nesting as close as approximately 0.3 mile away in 2010. However, the species was not observed on the project site or within the survey buffer during surveys in 2022. This species has a moderate potential to occur on the project site.

YELLOW WARBLER

The yellow warbler (*Setophaga petechia*) is a California Species of Special Concern. It breeds widely across California, but the species is largely absent from the State in winter. Spring migrants pass through from April to early June, and fall migrants occur from late July to mid-October, during which they inhabit a variety of habitats. Yellow warblers primarily breed in deciduous riparian woodlands, as well as in montane chaparral and open conifer forests.

In the Santa Barbara and Goleta area, yellow warblers breed in locations with ornamental plantings and irrigation, as well as in riparian habitats typically associated with the species. This species was detected during 2022 surveys but not subsequently, suggesting the individuals were migrants. There is a moderate to low potential for yellow warblers to nest on the project site, particularly in the riparian areas of Bell Canyon Creek or near Devereux Creek.

YELLOW-HEADED BLACKBIRD

The yellow-headed blackbird (*Xanthocephalus xanthocephalus*) is a California Species of Special Concern. In California, it breeds locally in the Great Basin, Colorado Valley, Imperial Valley, western Mojave Desert, Central Valley, and select coastal areas. This species nests in colonies within emergent wetlands.

In Santa Barbara County, including the Goleta area, yellow-headed blackbirds are regularly observed in spring and fall. However, they have not bred in Goleta since the early 20th century. During 2022 surveys, a female yellow-headed blackbird was observed at the golf course pond. Additionally, the eBird citizen-science database includes reported sightings of up to two individuals in May 2022. This species has a low potential to occur on the project site.

Aquatic Resources

In 2022, a formal aquatic resources delineation was conducted within the project site to delineate the boundaries of waters of the United States regulated by the United States Army Corps of Engineers (USACE), waters of the State regulated by the Central Coast Regional Water Quality Control Board (Central Coast RWQCB), jurisdictional streambed and riparian vegetation regulated by CDFW, and

coastal wetlands and riparian area regulated by the California Coastal Commission (CCC) and City of Goleta (Appendix D-1).

As discussed in the subsections below, Aquatic Resources A, B, D, and F may be regulated by USACE given their duration of flow and downstream connection to a traditional navigable water (the Pacific Ocean). These features may also be regulated by the Central Coast RWQCB, CDFW, CCC, and the City of Goleta. In addition, the Central Coast RWQCB, CDFW, CCC, and the City of Goleta may regulate streambeds beyond the ordinary high water mark (to top of bank) and associated riparian habitat. Figure 4.3-3 depicts the location of potential jurisdictional aquatic resources within the project site. Table 4.3-2 provides a summary of potential jurisdictional aquatic resources within the project site, and the following subsections describe aquatic resources identified during the delineation.

Aquatic Resource A – Bell Canyon Creek

Aquatic Resource A – Bell Canyon Creek is an intermittent stream that forms the western project site boundary. In northwestern Goleta above Cathedral Oaks Road, Ellwood Canyon Creek and Winchester Canyon Creek converge to become Bell Canyon Creek, which continues to the coast and discharges into a lagoon at the Pacific Ocean. Flow within Bell Canyon Creek is intermittent and regularly inundated, which makes it a relatively permanent water. Within the project site, the creek supports extensive riparian habitat, wetland waters, and non-wetland waters. The riparian habitat is dominated by arroyo willow thickets, pepper tree or myoporum groves, eucalyptus groves, and coast live oak woodland. Cattail marsh, emergent wetland, and open water habitats comprise the wetland waters and non-wetland waters.

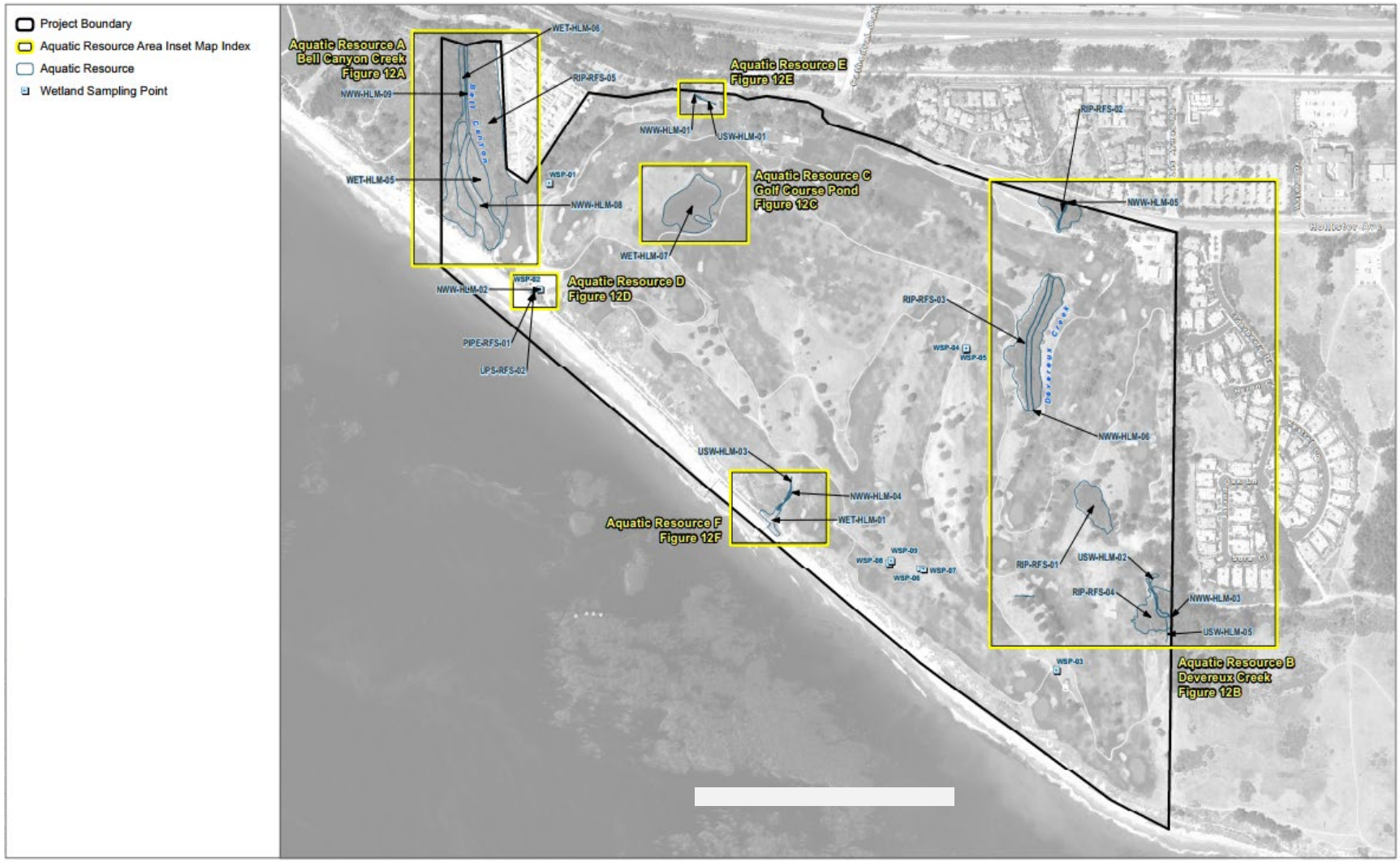
As shown in Table 4.3-2, Aquatic Resource A – Bell Canyon Creek contains the following potentially jurisdictional areas: 1.20 acres of USACE wetland waters of the United States, 0.86 acre of USACE non-wetland waters of the United States, 1.20 acres of Central Coast RWQCB wetland waters of the State – stream channel, 6.85 acres of Central Coast RWQCB non-wetland waters of the State – stream channel, 5.99 acres of CDFW riparian, 2.06 acres of CDFW streambed, 2.06 acres of CCC and City wetland, and 5.99 acres of CCC and City riparian.

Aquatic Resource B – Devereux Creek

Aquatic Resource B – Devereux Creek is an intermittent stream that enters the project site south of Hollister Avenue and near the northeast corner of the project site, with flows directing south and southeast to the eastern boundary of the project site. Devereux Creek enters the project site via an approximately 4-foot by 4-foot culvert, and flow is conveyed through a channel with a top of bank width of 6 feet and an overstory of riparian habitat. The creek then enters an approximately 1.5 diameter culvert and pipe under the fairway of existing Hole 1. Devereux Creek daylights again on the south side of the fairway of existing Hole 1 into a wide channel with a top of bank width of 30 feet and an overstory of riparian habitat. As Devereux Creek extends southeast, approximately 450 feet of surface flows occur across the fairway of existing Hole 2, under a bridge, and into an arroyo willow habitat. A culvert within this area suggests that flows are conveyed through a subsurface pipe. From this point, approximately 310 feet of surface flows occur across the fairway of existing Hole 5 into a channel with riparian habitat dominated by eucalyptus. Two upland swales convey water into this downstream portion of Devereux Creek.

As shown in Table 4.3-2, Aquatic Resource B – Devereux Creek contains the following potentially jurisdictional areas: 0.59 acre of USACE non-wetland waters of the United States, 4.17 acres of Central Coast RWQCB non-wetland waters of the State – stream channel, 3.58 acres of CDFW riparian, 0.59 acre of CDFW streambed, 0.59 acre of CCC and City wetland, and 3.58 acres of CCC and City riparian.

Figure 4.3-3 Aquatic Resources on the Project Site



Source: Dudek 2025 (Appendix D-1)

Table 4.3-2 Summary of Potential Jurisdictional Aquatic Resources

Feature	USACE Wetland Waters of the United States (acres)	USACE Non-Wetland Waters of the United States (acres)	RWQCB Wetland Waters of the State - Stream Channel (acres)	RWQCB Wetland Waters of the State – Wetland (acres)	RWQCB Non-Wetland Waters of the State - Stream Channel (acres)	CDFW Lake (acres	CDFW Riparian (acres)	CDFW Streambed (acres)	CCC/City Wetland (acres)	CCC/City Riparian (acres)
Aquatic Resource A - Bell Canyon Creek	1.20	0.86	1.20	-	6.85	-	5.99	2.06	2.06	5.99
Aquatic Resource B - Devereux Creek	-	0.59	-	-	4.17	-	3.58	0.59	0.59	3.58
Aquatic Resource C - Golf Course Pond	-	-	-	1.26	-	1.26	-	-	1.26	-
Aquatic Resource D	-	0.01	-	-	0.01	-	-	0.01	0.01	-
Aquatic Resource E	-	-	-	-	0.01	-	-	0.01	-	-
Aquatic Resource F	0.14	0.03	0.14	-	0.03	-	-	0.17	0.17	-
Total	**1.34**	**1.49**	**1.34**	**1.26**	**11.06**	**1.26**	**5.97**	**2.84**	**4.09**	**9.57**

Source: Appendix D-1

Acronyms: USACE = United States Army Corps of Engineers; RWQCB = Regional Water Quality Control Board; CDFW = California Department of Fish and Wildlife; CCC = California Coastal Commission; City = City of Goleta

Aquatic Resource C – Golf Course Pond

Aquatic Resource C – golf course pond is a man-made, perennial aquatic feature surrounded by maintained and mowed turf with no emergent wetland vegetation. This feature is located in the northwestern portion of the project site. The pond is not hydrologically connected to downstream features and is approximately 780 feet from Bell Canyon Creek riparian habitat and approximately 900 feet from the Pacific Ocean.

As Aquatic Resource C – golf course pond is isolated, it is not expected to be within the jurisdiction of USACE. As shown in Table 4.3-2, the limits of the pond contain the following potentially jurisdictional areas: 1.26 acres of Central Coast RWQCB wetland waters of the State – wetland, 1.26 acres of CDFW lake, and 1.26 acres of CCC and City wetland.

Aquatic Resource D

Aquatic Resource D is an unnamed feature within the southwestern portion of the project site. This aquatic resource was inundated during the 2022 aquatic resources delineation and is likely fed by golf course irrigation, resulting in an intermittent to perennial feature. This aquatic resource has an observed natural line impressed on the bank, scour, and bed and banks; downstream of the channel, the flow is conveyed by a pipe onto the beach and via an undefined swale through iceplant.

As shown in Table 4.3-2, Aquatic Resource D contains the following potentially jurisdictional areas: 0.01 acre of USACE non-wetland waters of the United States, 0.01 acre of Central Coast RWQCB non-wetland waters of the State – stream channel, 0.01 acre of CDFW streambed, and 0.01 acre of CCC and City wetland.

Aquatic Resource E

Aquatic Resource E is an unnamed, anthropogenic feature along the northern boundary within the northwestern portion of the project site. This aquatic resource was dry during the 2022 aquatic resources delineation and is likely an ephemeral feature constructed to convey storm flows from the area immediately west of the clubhouse. Upstream of the aquatic resource is an undefined swale. At the downstream end of the channel, a 3-foot wide by 2-foot tall culvert conveys water into a storm drain that flows to the Pacific Ocean. This anthropogenic feature shows no signs of recent maintenance.

As shown in Table 4.3-2, Aquatic Resource E contains the following potentially jurisdictional areas: 0.01 acre of Central Coast RWQCB non-wetland waters of the State – stream channel, and 0.01 acre of CDFW streambed.

Aquatic Resource F

Aquatic Resource F is an unnamed feature along the southern boundary within the central portion of the project site. Aquatic Resource F begins with an undefined swale that conveys water south to a channel. The swale had no surface water observed during the 2022 aquatic resources delineation. However, two pipes were observed within the inundated channel, which are likely fed by golf course irrigation water. Downstream of the channel is a large wetland area dominated by cattails. Water was observed flowing from the limits of the cattail wetland through the seawall to the beach.

As shown in Table 4.3-2, Aquatic Resource F contains the following potentially jurisdictional areas: 0.14 acre of USACE wetland waters of the United States, 0.03 acre of USACE non-wetland waters of the United States, 0.14 acre of Central Coast RWQCB wetland waters of the State – stream channel,

0.03 acre of Central Coast RWQCB non-wetland waters of the State – stream channel, 0.17 acre of CDFW streambed, and 0.17 acre of CCC and City wetland.

Protected Trees

The City of Goleta's General Plan/Coastal Land Use Plan Policy CE 9.1 defines protected trees as the following: oaks (*Quercus* spp.), walnut (*Juglans californica*), sycamore (*Platanus racemosa*), cottonwood (*Populus* spp.), willows (*Salix* spp.), or other native trees that are not otherwise protected in ESHA (City of Goleta 2006).

In 2023, an inventory of trees was conducted on the golf course (Appendix D-3). The tree inventory included all of the golf course except trees along Devereux Creek and tree clusters consisting mostly of *Eucalyptus* spp. along the eastern boundary of the project site, immediately west of the Barnsdall Rio Grande Gas Station, and east of the clubhouse parking area. No trees along Bell Canyon Creek were mapped or assessed as the proposed project would not involve vegetation or tree removal or ground disturbance at this location. The arborist report concluded that all surveyed trees consist of non-native species.

Wildlife Corridors and Habitat Linkages

Wildlife corridors are linear features that connect large patches of natural open space, facilitating the dispersal or migration of animals and plants. These corridors are crucial for maintaining population viability by ensuring the continual exchange of genes between populations, which helps preserve genetic diversity. Habitat linkages are smaller patches that join larger habitat blocks, mitigating the adverse effects of habitat fragmentation. They serve as potential routes for gene flow and long-term dispersal, especially for small animals like reptiles, amphibians, and rodents. Habitat linkages can be continuous patches of habitat or nearby habitat "islands" that act as steppingstones for dispersal and movement, particularly for birds and flying insects.

The project site is adjacent to a large area of open space, consisting of the Ellwood Mesa Open Space and Sperling Preserve to the east, which extends eastward to the University of California, Santa Barbara's Coal Oil Point Reserve, the North Campus Open Space, and Devereux Slough. To the west, Bell Canyon provides access for various wildlife species from undeveloped lands in the Santa Ynez Mountains' foothills to the coast. The project site is mostly developed with the Sandpiper Golf Club, and daytime human activity likely deters movement by larger and medium-size terrestrial mammals. However, the project site may facilitate gene flow for plants and smaller animals between the Santa Ynez Mountains' foothills and coastal open spaces, offer nighttime movement opportunities for larger and medium-sized wildlife traveling between these areas, and offer foraging opportunities for various species. Within the project site, scrub habitat along the coastal bluff and riparian habitat along Devereux Creek may enhance gene flow along the coast and between inland and coastal areas.

The golf course is almost entirely free of structures and human activity at night, allowing more mobile wildlife species, such as coyotes (*Canis latrans*) and bobcats (*Lynx rufus*), to move through the area occasionally to access foraging habitats at Ellwood Mesa Open Space and Sperling Preserve or Bell Canyon. Medium-sized to smaller mammals, such as red foxes (*Vulpes vulpes*) and striped skunks (*Mephitis mephitis*), may occupy areas along the coastal bluff or in Bell Canyon and forage on the golf course at night. Although larger mammals like mule deer (*Odocoileus hemionus*) or American black bears (*Ursus americanus*) might use these areas for movement, the available foraging habitat along the coast is limited for these species.

4.3.2 Regulatory Setting

a. Federal Regulations

Federal Endangered Species Act

Under the federal Endangered Species Act (ESA), authorization is required to "take" a listed species. Take is defined under ESA Section 3 as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." Under federal regulation (50 Code of Federal Regulations Sections 17.3, 222.102); "harm" is further defined to include habitat modification or degradation where it would be expected to result in death or injury to listed wildlife species by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering. Critical habitat is a specific geographic area(s) that is essential for the conservation of a threatened or endangered species and that may require special management and protection. Critical habitat may include an area that is not currently occupied by the species but that will be needed for its recovery. Section 7 of the ESA outlines procedures for federal interagency cooperation to conserve federally listed species and designated critical habitat. The United States Fish and Wildlife Service (USFWS) and National Marine Fisheries Service share responsibility and regulatory authority for implementing the ESA (7 United States Code Section 136, 16 United States Code Section 1531 et seq.).

Section 7(a)(2) of the ESA and its implementing regulations require federal agencies to consult with USFWS or National Marine Fisheries Service to ensure they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species, or result in the destruction or adverse modification of critical habitat. For projects where federal action is not involved and take of a listed species may occur, the project proponent may seek to obtain an incidental take permit under Section 10(a) of the ESA. Section 10(a) allows USFWS and National Marine Fisheries Service to permit the incidental take of listed species if such take is accompanied by a Habitat Conservation Plan that includes components to minimize and mitigate impacts associated with the take.

Migratory Bird Treaty and Bald and Golden Eagle Protection Acts

The Migratory Bird Treaty Act authorizes the Secretary of the Interior to regulate the taking of migratory birds. The Act provides that it is unlawful, except as permitted by regulations, "to pursue, hunt, take, capture, kill, attempt to take, capture, or kill, possess, […] any migratory bird, or any part, nest, or egg of any such bird" (16 United States Code Section 703[a]). In addition, the Bald and Golden Eagle Protection Act is the primary law protecting eagles, including individuals and their nests and eggs. The USFWS implements the Migratory Bird Treaty Act (16 United States Code Section 703-711) and the Bald and Golden Eagle Protection Act (16 United States Code Section 668). Under the Bald and Golden Eagle Protection Act's Eagle Permit Rule (50 Code of Federal Regulations 22.26), USFWS may issue permits to authorize limited, non-purposeful take of bald eagles and golden eagles.

Clean Water Act of 1977, Section 404 and 401

Congress enacted the Clean Water Act "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters." Under Section 404 of the Clean Water Act, the USACE has authority to regulate activities that result in discharge of dredged or fill material into wetlands or other "waters of the United States." In achieving the goals of the Clean Water Act, the USACE seeks to avoid adverse impacts and to offset unavoidable adverse impacts on existing aquatic resources. Any discharge of

dredged or fill material into jurisdictional wetlands or other jurisdictional waters of the United States requires a Section 404 permit from the USACE prior to the start of work.

Section 502 of the Clean Water Act further defines "navigable waters" as “waters of the United States, including the territorial seas.” “Waters of the United States” are broadly defined at 33 Code of Federal Regulations Part 328.3 to include navigable waters, perennial and intermittent streams, lakes, rivers, ponds, as well as wetlands, marshes, and wet meadows. The United States Supreme Court issued its decision in Sackett v. EPA on May 25, 2023, holding that the jurisdiction of the Clean Water Act extends only over wetlands that have a “continuous surface connection” with a water of the United States. Also, in accordance with CWA Section 401, applicants for a Section 404 permit must obtain water quality certification from the appropriate RWQCB. Under the Clean Water Act, the USACE and RWQCB typically have jurisdiction over non-wetland waters with positive indicators of an ordinary high water mark and wetland waters that exhibit three parameters: suitable wetland hydrology, hydric soils, and hydrophytic vegetation.

The USACE has regulatory jurisdiction over Waters of the United States that are tidally influenced to the “high tide line” (33 Code of Federal Regulations 3283(c)). The USACE defines the high tide line as: “the line of intersection of the land with the water’s surface at the maximum height reached by a rising tide. The high tide line encompasses spring high tides and other high tides that occur with periodic frequency but does not include storm surges.”

b. State Regulations

California Coastal Act

The CCC derives its authority from the California Coastal Act. The Coastal Act places a high priority on the protection of biological and natural resources. Strict limits are placed on development in ESHA areas. The Coastal Act (Section 30107.5) defines Environmentally Sensitive Habitat Area as: “Any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.” Very limited types of development are allowed in ESHA areas and then only where there is no feasible less environmentally damaging alternative. and feasible mitigation measures have been adopted. In general, only land uses that are dependent on the habitat resources are allowable within ESHA areas.

- Section 30121 identifies wetlands, which often qualify as ESHA, as "lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens." Under the Coastal Commission’s definition of wetlands (California Code of Regulations Section 13577(b)), a wetland need only display one of the parameters typically used to define wetland areas, in contrast to the USACE, which uses a three-parameter definition under its federal authorities. The diking, filling, or dredging of wetlands is generally permitted for specific purposes listed in Coastal Act Section 30233, regardless of whether the wetland also meets the definition of ESHA.
- Section 30231: The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges- and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface

water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

- Section 30233: Diking, filling, or dredging; continued movement of sediment and nutrients.

  (a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

  […]

  (4) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.

  […]

  (b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. […]

  (c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish and Game […]

  (d) Erosion control and flood control facilities constructed on watercourses can impede the movement of sediment and nutrients that would otherwise be carried by storm runoff into coastal waters. […]

- Section 30240 Environmentally sensitive habitat areas; adjacent developments

  (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

  (b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those area.

Porter-Cologne Water Quality Control Act

The State Water Resources Control Board (SWRCB) and nine RWQCBs have jurisdiction over "waters of the State," which are defined as any surface water or groundwater, including saline waters, within the boundaries of the State pursuant to the Porter-Cologne Act (California Water Code Section 13050(e)). The SWRCB has issued general Waste Discharge Requirements regarding discharges to "isolated" waters of the State (Water Quality Order No. 2004- 0004-DWQ, Statewide General Waste Discharge Requirements for Dredged or Fill Discharges to Waters Deemed by the USACE to be Outside of Federal Jurisdiction). In the City of Goleta, the Central Coast RWQCB implements this general order for isolated waters not subject to federal jurisdiction and is also responsible for the issuance of water quality certifications pursuant to Clean Water Act Section 401 for waters subject to federal jurisdiction, as described above.

California Endangered Species Act (CESA)

The CESA (California Fish and Game Code [CFGC] Section 2050 et seq.) prohibits the take of State-listed threatened and endangered species without a CDFW incidental take permit. "Take" under the CESA is defined as to "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill" and is therefore restricted to direct harm of a listed species. Take under the CESA does not prohibit indirect harm by way of habitat modification (California Fish and Game Code [CFGC] Section 86). CFGC Section 2081(b) and (c) allow CDFW to issue an incidental take permit for a State listed threatened and endangered species only if specific criteria are met. These criteria can be found in 14 California Code of Regulations Section 783.4(a) and (b). No Section 2081(b) permit may authorize the taking of "fully protected" species and "specified birds." If a project is planned in an area where a fully protected species or specified bird occurs, an applicant must design the project to avoid all takings; CDFW cannot authorize takings under these circumstances. Requirements for the protection of fully protected species are described in CFGC (Sections 3511, 4700, 5050 and 5515). These statutes prohibit the take or possession of fully protected species. Incidental take of fully protected species may be authorized under an approved Natural Community Conservation Plan.

Native Plant Protection Act

CDFW has authority to administer the Native Plant Protection Act (CFGC Section 1900 et seq.). The Native Plant Protection Act requires CDFW to establish criteria for determining if a species, subspecies, or variety of native plant is endangered or rare. Under Native Plant Protection Act Section 1913(c), the owner of land where a rare or endangered native plant is growing is required to notify CDFW at least 10 days in advance of changing the land use to allow for salvage of the plant(s).

California Fish and Game Code

The CFGC is designed to protect and manage the State's fish, wildlife, and natural habitats. It establishes regulations for hunting, fishing, and conservation efforts to ensure sustainable use of these resources. The CFGC also aims to preserve biodiversity and promote ecological balance by addressing issues such as endangered species protection and habitat restoration.

- **Sections 3503, 3503.5 and 3511.** Describe unlawful take, possession, or destruction of birds, nests, and eggs. CFGC Section 3503.5 protects all birds-of-prey and their eggs and nests against take, possession, or destruction of nests or eggs.
- **Section 1600 et seq.** Prohibits the substantial diversion or obstruction of the natural flow of, or substantial change to or use of any material from the bed, channel, or bank of any river, stream, or lake; or deposit or disposal of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake without prior notification to CDFW. In order for these activities to occur lawfully, CDFW must receive written notification regarding the activity in the prescribed manner and may require a lake or streambed alteration agreement. Lakes, ponds, perennial and intermittent streams and associated riparian vegetation, when present, are subject to this regulation.
- **Section 1580.** The CFGC provides specific protection and listing for several types of biological resources, including designated Ecological Reserves. Designated Ecological Reserves are significant wildlife habitats to be preserved in natural condition for the general public to observe and study.

c. Local Regulations

City of Goleta General Plan/Coastal Land Use Plan

The Goleta General Plan/Coastal Land Use Plan Conservation Element (2006) includes policies that protect and preserve biological resources within Goleta by designating protected biological resources, restricting land uses in protected areas and setting forth mitigation requirements for potential impacts to biological resources. Objectives and policies relevant to the proposed project include the following:

- **Policy CE 1.3: Site-Specific Studies and Unmapped ESHAs**. Any area not designated on the ESHA map in Figure 4-1 that meets the ESHA criteria for the resources specified in CE 1.1 shall be granted the same protections as if the area was shown on the map. Proposals for development on sites where ESHAs are shown on the map or where there is probable cause to believe that ESHAs may exist shall be required to provide the City with a site-specific biological study that includes the following information:
  a. A base map that delineates topographic lines, parcel boundaries, and adjacent roads.
  b. A vegetation map that identifies species that may be indicators of ESHAs.
  c. A soils map that delineates hydric and nonhydric soils, if applicable.
  d. A census of animal species that indicates the potential existence of ESHAs.
  e. A detailed map that shows the conclusions regarding the boundary, precise location and extent, or current status of the ESHA based on substantial evidence provided in the biological studies.

- **Policy CE 1.5: Corrections to Map of ESHAs.** If a site-specific biological study, prepared consistent with subpolicy CE 1.3, contains substantial evidence that an area previously shown as an ESHA on Figure 4-1 (and Figure 3-5) does not contain habitat that meets the definition of an ESHA for reasons, other than that set forth in CE 1.4, or an area not shown as ESHA on Figure 4-1 (and Figure 3-5) that meets the definition of an ESHA, the Planning Commission, or the City Council if it is otherwise the Review Authority for the underlying project under Title 17 of the Goleta Municipal Code, shall make a finding based on substantial evidence as part of the project approval regarding the physical extent of the ESHA and detailed justification for revisions at the project site. If the Planning Commission, or the City Council if it is otherwise the Review Authority for the underlying project under Title 17 of the Goleta Municipal Code, finds that a change in the mapped ESHA is warranted, a map revision shall be included in the next General Plan/Coastal Land Use Plan ESHA map amendment as detailed below. In cases of removal of mapped ESHA, the General Plan/Coastal Land Use Plan policies and standards for protection of ESHAs shall not apply, and approval of development consistent with all other requirements of the General Plan/Coastal Land Use Plan may be considered prior to the map revision.

  At a minimum, Figure 4-1 (and Figure 3-5) shall be reviewed and updated every five years to reflect currently available information, including up-to-date information on locations of rare, threatened, or endangered species or habitats; changes made in project approval decisions; and changes due to rising sea level.
- **Policy CE 1.6: Protection of ESHAs.** ESHAs shall be protected against significant disruption of habitat values, and only uses or development dependent on and compatible with maintaining such resources shall be allowed within ESHAs or their buffers. The following shall apply:

f. No development, except as otherwise allowed by this element, shall be allowed within ESHAs and/or ESHA buffers.

g. A setback or buffer separating all permitted development from an adjacent ESHA shall be required and shall have a minimum width as set forth in subsequent policies of this element. The purpose of such setbacks shall be to prevent any degradation of the ecological functions provided by the habitat area.

h. Public accessways and trails are considered resource-dependent uses and may be located within or adjacent to ESHAs. These uses shall be sited to avoid or minimize impacts on the resource to the maximum extent feasible. Measures— such as signage, placement of boardwalks, and limited fencing or other barriers—shall be implemented as necessary to protect ESHAs.

i. The following uses and development may be allowed in ESHAs or ESHA buffers only where there are no feasible, less environmentally damaging alternatives and will be subject to requirements for mitigation measures to avoid or lessen impacts to the maximum extent feasible: 1) public road crossings, 2) utility lines, 3) resource restoration and enhancement projects, 4) nature education, 5) biological research, and 6) Public Works projects as identified in the Capital Improvement Plan, only where there are no feasible, less environmentally damaging alternatives.

j. If the provisions herein would result in any legal parcel created prior to the date of this plan being made unusable in its entirety for any purpose allowed by the land use plan, exceptions to the foregoing may be made to allow a reasonable economic use of the parcel. Alternatively, the City may establish a program to allow transfer of development rights for such parcels to receiving parcels that have areas suitable for and are designated on the Land Use Plan map for the appropriate type of use and development.

- **Policy CE 1.8: ESHA Buffers**. Development adjacent to an ESHA shall minimize impacts to habitat values or sensitive species to the maximum extent feasible. Native vegetation shall be provided in buffer areas to serve as transitional habitat. All buffers shall be of a sufficient size to ensure the biological integrity and preservation of the ESHA they are designed to protect.
- **Policy CE 1.9: Standards Applicable to Development Projects**. The following standards shall apply to consideration of developments within or adjacent to ESHAs:

  a. Site designs shall preserve wildlife corridors or habitat networks. Corridors shall be of sufficient width to protect habitat and dispersal zones for small mammals, amphibians, reptiles, and birds.

  b. Land divisions for parcels within or adjacent to an ESHA shall only be allowed if each new lot being created, except for open space lots, is capable of being developed without building in any ESHA or ESHA buffer and without any need for impacts to ESHAs related to fuel modification for fire safety purposes.

  c. Site plans and landscaping shall be designed to protect ESHAs. Landscaping, screening, or vegetated buffers shall retain, salvage, and/or reestablish vegetation that supports wildlife habitat whenever feasible. Development within or adjacent to wildlife habitat networks shall incorporate design techniques that protect, support, and enhance wildlife habitat values. Planting of nonnative, invasive species shall not be allowed in ESHAs and buffer areas adjacent to ESHAs.

d. All new development shall be sited and designed so as to minimize grading, alteration of natural landforms and physical features, and vegetation clearance in order to reduce or avoid soil erosion, creek siltation, increased runoff, and reduced infiltration of stormwater and to prevent net increases in baseline flows for any receiving water body.

e. Light and glare from new development shall be controlled and directed away from wildlife habitats. Exterior night lighting shall be minimized, restricted to low intensity fixtures, shielded, and directed away from ESHAs.

f. All new development should minimize potentially significant noise impacts on special-status species in adjacent ESHAs.

g. All new development shall be sited and designed to minimize the need for fuel modification, or weed abatement, for fire safety in order to preserve native and/or nonnative supporting habitats. Development shall use fire resistant materials and incorporate alternative measures, such as firewalls and landscaping techniques, that will reduce or avoid fuel modification activities.

h. The timing of grading and construction activities shall be controlled to minimize potential disruption of wildlife during critical time periods such as nesting or breeding seasons.

i. Grading, earthmoving, and vegetation clearance adjacent to an ESHA shall be prohibited during the rainy season, generally from November 1 to March 31, except as follows: 1) where erosion control measures such as sediment basins, silt fencing, sandbagging, or installation of geofabrics have been incorporated into the project and approved in advance by the City; 2) where necessary to protect or enhance the ESHA itself; or 3) where necessary to remediate hazardous flooding or geologic conditions that endanger public health and safety.

j. In areas that are not adjacent to ESHAs, where grading may be allowed during the rainy season, erosion control measures such as sediment basins, silt fencing, sandbagging, and installation of geofabrics shall be implemented prior to and concurrent with all grading operations.

- **Policy CE 2.1: Designation of Protected Creeks**. The provisions of this policy shall apply to creeks shown in Figure 4-1. These watercourses and their associated riparian areas are defined as ESHAs. They serve as habitat for fish and wildlife, provide wildlife movement corridors, provide for the flow of stormwater runoff and floodwaters, and furnish open space and passive recreational areas for city residents.
- **Policy CE 2.2: Streamside Protection Areas**. A streamside protection area (SPA) is hereby established along both sides of the creeks identified in Figure 4-1. The purpose of the designation shall be to preserve the SPA in a natural state in order to protect the associated riparian habitats and ecosystems. The SPA shall include the creek channel, wetlands and/or riparian vegetation related to the creek hydrology, and an adjacent upland buffer area. The width of the SPA upland buffer shall be as follows:

  a. The SPA upland buffer shall be 100 feet outward on both sides of the creek, measured from the top of the bank or the outer limit of wetlands and/or riparian vegetation, whichever is greater. The City may consider increasing or decreasing the width of the SPA upland buffer on a case-by-case basis at the time of environmental review. The City may allow portions of a SPA upland buffer to be less than 100 feet wide, but not less than 25 feet wide, based on a site specific assessment if (1) there is no feasible alternative siting for development that will avoid the SPA upland buffer; and (2) the project's impacts will not have significant adverse effects on streamside vegetation or the biotic quality of the stream.

b. If the provisions above would result in any legal parcel created prior to the date of this plan being made unusable in its entirety for any purpose allowed by the land use plan, exceptions to the foregoing may be made to allow a reasonable economic use of the parcel, subject to approval of a conditional use permit.

- **Policy CE 2.3: Allowable Uses and Activities in Streamside Protection Areas**. The following compatible land uses and activities may be allowed in SPAs, subject to all other policies of this plan, including those requiring avoidance or mitigation of impacts:
  a. Agricultural operations, provided they are compatible with preservation of riparian resources.
  b. Fencing and other access barriers along property boundaries and along SPA boundaries.
  c. Maintenance of existing roads, driveways, utilities, structures, and drainage improvements.
  d. Construction of public road crossings and utilities, provided that there is no feasible, less environmentally damaging alternative.
  e. Construction and maintenance of foot trails, bicycle paths, and similar low-impact facilities for public access.
  f. Resource restoration or enhancement projects.
  g. Nature education and research activities.
  h. Low-impact interpretive and public access signage.
  i. Other such Public Works projects as identified in the Capital Improvement Plan, only where there are no feasible, less environmentally damaging alternatives.

- **Policy CE 2.5 Maintenance of Creeks as Natural Drainage Systems**. Creek banks, creek channels, and associated riparian areas shall be maintained or restored to their natural condition wherever such conditions or opportunities exist. Creeks carry a significant amount of Goleta's stormwater flows. The following standards shall apply:
  a. The capacity of natural drainage courses shall not be diminished by development or other activities.
  b. Drainage controls and improvements shall be accomplished with the minimum vegetation removal and disruption of the creek and riparian ecosystem that is necessary to accomplish the drainage objective.
  c. Measures to stabilize creek banks, improve flow capacity, and reduce flooding are allowed but shall not include installation of new concrete channels, culverts, or pipes except at street crossings, unless it is demonstrated that there is no feasible alternative for improving capacity.
  d. Drainage controls in new development shall be required to minimize erosion, sedimentation, and flood impacts to creeks. Onsite treatment of stormwater through retention basins, infiltration, vegetated swales, and other best management practices (BMPs) shall be required in order to protect water quality and the biological functions of creek ecosystems.
  e. Alteration of creeks for the purpose of road or driveway crossings shall be prohibited except where the alteration is not substantial and there is no other feasible alternative to provide access to new development on an existing legal parcel. Creek crossings shall be accomplished by bridging and shall be designed to allow the passage of fish and wildlife. Bridge abutments or piers shall be located outside creek beds and banks, unless an environmentally superior alternative exists.

- **Policy CE 3.7: Lagoon Protection**. The lagoons at the mouths of Bell Canyon and Tecolote Creeks shall be protected. Lagoon breaching or water level modification shall not be allowed.
- **Policy CE 4.4: Protection of Monarch Butterfly ESHAs**. Monarch butterfly ESHAs shall be protected against significant disruption of habitat values, and only uses or development dependent on and compatible with maintaining such resources shall be allowed within these ESHAs or their buffer areas. The following standards shall apply:
  a. No development, except as otherwise allowed by this policy, shall be allowed within monarch butterfly ESHAs or ESHA buffers.
  b. Since the specific locations of aggregation sites may vary from one year to the next, the focus of protection shall be the entire grove of trees rather than individual trees that are the location of the roost.
  c. Removal of vegetation within monarch ESHAs shall be prohibited, except for minor pruning of trees or removal of dead trees and debris that are a threat to public safety.
  d. Public accessways are considered resource-dependent uses and may be located within a monarch ESHA or its buffer; however, such accessways shall be sited to avoid or minimize impacts to aggregation sites.
  e. Interpretative signage is allowed within a monarch ESHA or its buffer, but shall be designed to be visually unobtrusive.
  f. Butterfly research, including tree disturbance or other invasive methods, may be allowed subject to City approval of a permit.
- **Policy CE 4.5: Buffers Adjacent to Monarch Butterfly ESHAs**. A buffer of a sufficient size to ensure the biological integrity and preservation of the monarch butterfly habitat, including aggregation sites and the surrounding grove of trees, shall be required. Buffers shall not be less than 100 feet around existing and historic roost sites as measured from the outer extent of the tree canopy. The buffer area shall serve as transitional habitat with native vegetation and shall provide physical barriers to human intrusion. The buffer may be reduced to 50 feet in circumstances where the trees contribute to the habitat but are not considered likely to function as an aggregation site, such as along narrow windrows. Grading and other activities that could alter the surface hydrology that sustains the groves of trees are prohibited within or adjacent to the buffer area.
- **Policy CE 5.3: Protection of Coastal Bluff Scrub, Coastal Sage Scrub, and Chaparral ESHA**. In addition to the provisions of Policy CE 1, the following standards shall apply:
  a. For purposes of this policy, coastal bluff scrub is defined as scrub habitat occurring on exposed coastal bluffs. Example species in bluff scrub habitat include Brewer's saltbush (*Atriplex lentiformis*), lemonade berry (Rhus integrifolia), seashore blight (*Suaeda californica*), seacliff buckwheat (*Eriogonum parvifolium*), California sagebrush (Artemisia californica), and coyote bush (Baccharis pilularis). Coastal sage scrub is defined as a drought-tolerant, Mediterranean habitat characterized by soft-leaved, shallow-rooted subshrubs such as California sagebrush (*Artemisia californica*), coyote bush (*Baccharis pilularis*), and California encelia (*Encelia californica*). It is found at lower elevations in both coastal and interior areas where moist maritime air penetrates inland. Chaparral is defined as fire- and drought-adapted woody, evergreen shrubs generally occurring on hills and lower mountain slopes. The area must have both the compositional and structural characteristics of coastal bluff scrub, coastal sage scrub, or chaparral habitat as described in Preliminary Descriptions of Terrestrial Natural Communities of California (Holland 1986) or other classification system recognized by the California Department of Fish and Game.

b. To the maximum extent feasible, development shall avoid impacts to coastal bluff scrub, coastal sage scrub, or chaparral habitat that is part of a wildlife movement corridor and the impact would preclude animal movement or isolate ESHAs previously connected by the corridor such as (1) disrupting associated bird and animal movement patterns and seed dispersal, and/or (2) increasing erosion and sedimentation impacts to nearby creeks or drainages.

c. Impacts to coastal bluff scrub, coastal sage scrub, and chaparral ESHAs shall be minimized by providing at least a 25-foot buffer restored with native species

- **Policy CE 8.2: Protection of Habitat Areas**. All development shall be located, designed, constructed, and managed to avoid disturbance of adverse impacts to special-status species and their habitats, including spawning, nesting, rearing, roosting, foraging, and other elements of the required habitats.
- **Policy CE 8.3: Site-Specific Biological Resources Study**. Any areas not designated on Figure 4-1 that meet the ESHA criteria for the resources specified in CE 8.1 shall be accorded the same protections as if the area were shown on the figure. Proposals for development on sites where ESHAs are shown on the figure, or where there is probable cause to believe that an ESHA may exist, shall be required to provide the City with a site-specific biological study that includes the following information:

  a. A base map that delineates topographic lines, parcel boundaries, and adjacent roads.

  b. A vegetation map that 1) identifies trees or other sites that are existing or historical nests for the species of concern and 2) delineates other elements of the habitat such as roosting sites and foraging areas.

  c. A detailed map that shows the conclusions regarding the boundary, precise location and extent, or current status of the ESHA based on substantial evidence provided in the biological studies.

  d. A written report that summarizes the survey methods, data, observations, findings, and recommendations.

- **Policy CE 8.1: ESHA Designation**. Requisite habitats for individual occurrences of special-status plants and animals, including candidate species for listing under the state and federal endangered species acts, California species of special concern, California Native Plant Society List 1B plants, and other species protected under provisions of the California Fish and Game Code shall be preserved and protected, and their occurrences, including habitat requirements, shall be designated as ESHAs. These habitats include, but are not limited to, the following:

  a. Special-status plant species such as Santa Barbara honeysuckle (*Lonicera subspicata var. subspicata),* southern tarplant (*Centromadia parryi ssp. australis*) and black-flowered figwort (*Scrophularia atrata*).

  b. Habitat capable of supporting special-status invertebrate species, such as the globose dune beetle (*Coelus globosus*), and roosting habitat for the monarch butterfly.

  c. Aquatic habitat capable of supporting special-status fish species such as the steelhead trout (*Oncorhynchus mykiss*) and tidewater goby (*Eucyclogobius newberryi*).

  d. Habitat capable of supporting special-status amphibians and reptiles such as the red-legged frog (*Rana aurora draytonii*) and western pond turtle (*Clemmys marmorata pallida*).

e. Nesting and roosting areas for various species of raptors such as Cooper's hawks (*Accipiter cooperii*), red-tailed hawks (*Buteo jamaicensis*), white-tailed kites (*Elanus leucurus*), and turkey vultures (*Cathartes aura*).

f. Nesting habitat for other special-status bird species such as western snowy plover, southwestern willow flycatcher (*Empidonax traillii extimus*), loggerhead shrike (*Lanius ludovicianus*), yellow warbler (*Dendroica petechia*), or tri-colored blackbird (*Agelaius tricolor*).

g. Nesting and foraging habitat for special-status mammals such as pallid bat (*Antrozous pallidus*), western red bat (*Lasiurus blossevillii*), Yuma myotis (*Myotis yumanensis*), and American badger (*Taxidea taxus*).

- **Policy CE 8.4: Buffer Areas for Raptor Species**. Development shall be designed to provide a 100-foot buffer around active and historical nest sites for protected species of raptors when feasible. In existing developed areas, the width of the buffer may be reduced to correspond to the actual width of the buffer for adjacent development. If the biological study described in CE 8.3 determines that an active raptor nest site exists on the subject property, whenever feasible no vegetation clearing, grading, construction, or other development activity shall be allowed within a 300-foot radius of the nest site during the nesting and fledging season.
- **Policy CE 9.1: Definition of Protected Trees**. New development shall be sited and designed to preserve the following species of native trees: oaks (*Quercus* spp.), walnut (*Juglans californica*), sycamore (*Platanus racemosa*), cottonwood (*Populus* spp.), willows (*Salix* spp.), or other native trees that are not otherwise protected in ESHAs, unless as otherwise allowed in CE 9.
- **Policy CE 9.5: Mitigation of Impacts to Native Trees**. Where the removal of mature native trees cannot be avoided through the implementation of project alternatives or where development encroaches into the protected zone and could threaten the continued viability of the tree(s), mitigation measures shall include, at a minimum, the planting of replacement trees on site, if suitable area exists on the subject site, or offsite if suitable onsite area is unavailable, consistent with the Tree Protection Ordinance (see also CE-IA-4). The Tree Protection Ordinance shall establish the mitigation ratios for replacement trees for every tree removed. Where onsite mitigation is not feasible, offsite mitigation shall be provided by planting of replacement trees at a site within the same watershed. If the tree removal occurs at a site within the Coastal Zone, any offsite mitigation area shall also be located within the Coastal Zone. Minimum sizes for various species of replacement trees shall be established in the Tree Protection Ordinance. Mitigation sites shall be monitored for a period of 5 years. The City may require replanting of trees that do not survive.
- **Policy CE 10.4: New Facilities**. New bridges, roads, culverts, and outfalls shall not cause or contribute to creek bank erosion or creek or wetland siltation and shall include BMPs to minimize impacts to water quality. BMPs shall include construction phase erosion control, polluted runoff control plans, and soil stabilization techniques. Where space is available, dispersal of sheet flow from roads into vegetated areas, or other onsite infiltration practices, shall be incorporated into the project design.

Goleta Municipal Code

Chapter 17.30, Environmentally Sensitive Habitat Areas, of the Goleta Municipal Code establishes standards for development that could impact ESHA and describes the review process for such proposed development. Specifically, Section 17.30.040 provides development and mitigation regulations for projects within ESHA or an ESHA buffer; Section 17.30.050 provides development standards and requires that any project that has the potential to cause adverse impacts to an ESHA

be redesigned, reduced in size, or relocated so as to avoid the impact or reduce the impact where complete avoidance is not possible; Section 17.30.060 provides standards for the management of ESHAs; and Section 17.030.070 provides standards for development within SPA buffers.

4.3.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

Several biological surveys were conducted on the project site in 2021 and 2022 to document the existing site conditions and the potential presence of sensitive biological resources, including sensitive plant and wildlife species, sensitive plant communities, jurisdictional waters and wetlands, and habitat for nesting birds. An inventory of native plant and animal species observed during the site visits was compiled, and an evaluation of potential jurisdictional features was performed. A literature review was conducted for baseline information on biological resources potentially occurring at the project site and surrounding area. The literature review included site-specific and surrounding reports, information in peer-reviewed journals, and standard and location-specific reference materials. Where applicable, citizen science databases were also reviewed (Appendix D-1).

Significance Thresholds

As described in more detail in Section 4, *Environmental Impact Analysis*, the following thresholds are based on Appendix G of the *CEQA Guidelines* which provides the following to determine if a project would have a potentially significant impact on biological resources. Would the project:

1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
3. Have a substantial adverse effect on state or federally protected wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

The County's 2024 *Environmental Thresholds and Guidelines Manual* calls for assessing short- and long-term impacts. Pursuant to the County of Santa Barbara's 2024 *Environmental Thresholds Guidelines Manual*, significant impacts to species or habitats are determined based on whether a project would:

- Substantially reduce or eliminate species diversity or abundance.

- Substantially reduce or eliminate quantity or quality of nesting areas.
- Substantially limit reproductive capacity through loss of individuals or habitat.
- Substantially fragment, eliminate, or otherwise disrupt foraging areas and/or access to food resources.
- Substantially limit or fragment range and movement (geographic distribution of animals and/or seed dispersal routes).
- Substantially interfere with natural processes, such as fire or flooding, upon which the habitat depends.

The County's 2024 *Environmental Thresholds and Guidelines Manual* includes the following criteria specific to habitats in the project site:

- **Wetlands.** Projects which result in a net loss of important wetland area or wetland habitat value, either through direct or indirect impacts to wetland vegetation, degradation of water quality, or would threaten the continuity of wetland-dependent animal or plant species are considered to have a potentially significant effect on the environment. Projects which substantially interrupt wildlife access, use and dispersal in wetland areas would typically be considered to have a potentially significant impact. Projects which disrupt the hydrology of wetlands systems would be considered to have a potentially significant impact.
- **Coastal Salt Marsh.** Project created impacts may be considered significant due to the potential to change species composition and habitat value through: substantial alteration of tidal circulation or decrease of tidal prism; adverse hydrologic changes; substantial increase of sedimentation, introduction of toxic elements or alteration of ambient water temperature; construction activity which creates indirect impacts such as noise and turbidity on sensitive animal species, especially during critical periods such as breeding and nesting; disruption of wildlife dispersal corridors; or disturbance or removal of substantial amounts of marsh habitats.
- **Riparian Habitats.** Project created impacts may be considered significant due to: direct removal of riparian vegetation; disruption of riparian wildlife habitat, particularly animal dispersal corridors and or understory vegetation; or intrusion within the upland edge of the riparian canopy leading to potential disruption of animal migration, breeding, etc. through increased noise, light and glare, and human or domestic animal intrusion; or construction activity which disrupts critical time periods for fish and other wildlife species.

The County's 2024 *Environmental Thresholds and Guidelines Manual* provides examples of areas in Goleta where impacts to habitat are presumed to be less than significant, including:

- Small acreages of non-native grassland if wildlife values are low.
- Individuals or stands of non-native trees if not used by important animal species such as raptors or monarch butterflies.
- Areas of historical disturbance such as intensive agriculture.
- Small pockets of habitats already significantly fragmented or isolated and disturbed or degraded.
- Areas of primarily ruderal species resulting from pre-existing man-made disturbance.

b. Project Impacts and Mitigation Measures

Threshold 1:	Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Impact BIO-1 Construction of the proposed project has the potential to result in direct and indirect impacts to special-status plant and wildlife species. Operation of the proposed project would be similar to existing conditions and would have a Class II, *less than significant,* impact to special-status species. Following implementation of Mitigation Measures BIO-1 through BIO-10, the project's construction impact would be Class II, *less than significant with mitigation*.

Special-Status Plant Species

As discussed in Section 4.3.1, *Environmental Setting*, the following special-status plant species were observed on the project site: cliff malacothrix, red sand verbena, Santa Barbara honeysuckle, southern California black walnut, and woolly seablite.

Direct Impacts

The proposed project would not involve ground disturbance or other construction activities within Bell Canyon, where red sand verbena and southern California black walnut occur. Additionally, recontouring of the golf course would not overlap with the existing location of woolly seablite along the coastal bluff. Therefore, no direct impacts to red sand verbena, southern California black walnut, and wooly seablite would occur.

The proposed project would involve landscaping and ongoing landscaping maintenance within coyote brush scrub occupied by cliff malacothrix, along the coastal bluffs. Additionally, habitat destruction for Santa Barbara honeysuckle may occur, as the honeysuckle is located adjacent to the proposed water main along the project site's eastern boundary. Potential damage to or removal of cliff malacothrix and Santa Barbara honeysuckle would constitute a potentially significant impact to special-status plant species.

As special-status plant surveys were last conducted in 2022, there is the potential for special-status plant species, such as cliff malacothrix, woolly seablite, and Santa Barbara honeysuckle, to occur in locations where not previously detected at the time of construction. Ground disturbance or vegetation removal during construction, as well as trenching for the proposed water main from the comfort station to existing water infrastructure along the project site's eastern boundary (where Santa Barbara honeysuckle is located), could consequently result in a potentially significant impact to special-status plants, if such plants have expanded into the proposed disturbance areas.

Impacts from human presence during operation of the Sandpiper Golf Club, such as the trampling of special-status plant species, could occur. However, the proposed project would limit the overall number of golfers using the golf course, and would not change the existing hours of operation. Therefore, the proposed project would not result in increased human presence such that it could lead to direct impacts to special-status plant species.

Indirect Impacts

Indirect impacts to special-status plant species may occur during project construction. Indirect impacts would include water quality effects, chemical spills or vehicle leaks near special-status plants, or dust. These impacts would be potentially significant as there is the potential that water quality effects, chemical spills or vehicle leaks, and dust could degrade special-status plant species' habitats such that mortality of special-status plant species occurs.

Operation and maintenance (associated with the golf course) of the proposed project would be similar to existing conditions. The proposed project would restore approximately 2,831 square feet of riparian habitat ESHA. Therefore, operation and maintenance activities would have a less than significant impact on special-status plant species.

Special-Status Wildlife Species

As discussed in Section 4.3.1, *Environmental Setting*, 14 special-status wildlife species were identified on the project site during surveys, or have been identified near the project site. The following analysis focuses on potential impacts to the invertebrate, fish, amphibian, reptile, and bird species previously identified on or near the project site. Burrowing owl, which is a California Species of Special Concern, was not observed during surveys of the project site. Furthermore, the project site lacks suitable habitat for burrowing owl, and the potential for the species to occur is low. Consequently, impacts to burrowing owl are not addressed in the following analysis.

Crotch's Bumble Bee

Crotch's bumble bee has the potential to occur on the project site, given the California Natural Diversity Database includes an occurrence of Crotch's bumble bee approximately 0.2 mile from the project site. However, the maintained nature of the project site limits available floral resources, burrows, and microhabitats that Crotch's bumble bee might utilize. Additionally, microhabitats, where available, are primarily located in areas near protected eucalyptus woodland (along the eastern boundary of the project site), as well as scrub and riparian habitat associated with coastal bluffs, Devereux Creek, and Bell Canyon Creek, where no construction activities are proposed. The proposed project would result in minimal new development and would not substantially change the biological setting of the project site, and impacts to Crotch's bumble bee habitat would be less than significant.

Focused surveys conducted on the project site in June and July 2025 did not result in the identification of Crotch's bumble bee (Appendix D-4). If Crotch's bumble bee is present during ground disturbance or vegetation removal during the active season (typically spring to summer), it would likely be able to fly and escape harm. Outside of the active season, the Crotch's bumble bee nests underground, where it would not be seen and at a greater risk of injury or mortality during ground-disturbing activities. Therefore, the possibility of inadvertently damaging a Crotch's bumble bee during project construction activities is present. Grading, trenching, or vegetation removal during project construction could result in loss of individual bees or a nesting Crotch's bumble bee colony and these direct impacts would be potentially significant.

Indirect impacts to Crotch's bumble bee could occur through vehicle maintenance and the potential for chemical leaks or spills outside developed areas to result in contamination that could affect individual Crotch's bumble bees or their habitats. These impacts would be potentially significant.

Operation and maintenance of the proposed project would be similar to existing conditions. However, the proposed project would reduce the amount of irrigated turf from 125 acres to 62 acres, with a corresponding reduction in the amount of fertilizers and pesticides required for golf course

maintenance. Golf course personnel would continue to manage turf to require the minimum amount of fertilizers and pesticides to maintain the golf course. The proposed project would involve the conversion of 63 acres of former golf course to native landscaping. Therefore, operation and maintenance activities would have a less than significant impact on Crotch's bumble bee.

Globose Dune Beetle

The nearest occurrences of globose dune beetle are at the mouth of Tecolote Creek, approximately 0.3 mile west of the project site and 0.4 mile west of the golf course. Potential habitat on the project site is limited to areas well away from the golf course, specifically on the west side of Bell Canyon Creek lagoon. The project site generally lacks the dune habitat suitable for this species, with the possible exception of a small area west of Bell Canyon Creek lagoon, which is more than 200 feet from the golf course. The proposed project would not involve construction activities in Bell Canyon, and would thus not have the potential to impact globose dune beetle or its habitat.

Monarch Butterfly

Monarch butterfly has been observed on the project site. No project activities would occur within 200 feet of the monarch butterfly roost in Bell Canyon. No clustering or overwintering monarch butterflies were detected on the project site during the 2021-2022 surveys. In the eastern portion of the project site, proposed storm drain, grading, replacement of an existing maintenance building, construction of the replacement cart paths, and sandcapping would occur within the western edge of the eucalyptus windrow. The windrow is mapped as part of the Xerces Site #2747 but only provides marginally suitable temporary transitory habitat and is therefore not considered ESHA. These activities would occur in existing developed areas and would not require removal of or major impacts to these trees. Proposed sewer line trenching, grading, cart path replacement, and sandcapping would occur at the northern and western edge of the eucalyptus grove surrounding Devereux Creek, which is designated Monarch Butterfly Roosting Habitat ESHA. The sewer line would occur from the southern on-site portion of Devereux Creek to the proposed comfort station and would be routed or the alignment shifted to avoid removal of mature trees or major damage[1] to their roots through applicant-proposed tree protection measures (Appendix D, Biological Resource Technical Reports). None of the proposed activities within Monarch Butterfly Roosting Habitat ESHA would require removal of trees or vegetation contributing to monarch butterfly habitat.

Grading, construction of the replacement cart path that leads to a free-standing bridge over Devereaux Creek, and sandcapping would occur within the 100-foot Monarch Butterfly Roosting Habitat ESHA buffer. Grading within the ESHA buffer would occur in two areas: a northern area, near the Hole 4 green and a southern area, near the Hole 5 fairway, which is closer to the historic roosting location. Grading and other proposed activities within the buffer are not anticipated to alter the surface hydrology or remove native vegetation that sustains the Monarch Butterfly Roosting Habitat ESHA eucalyptus stands. Proposed activities within the buffer would not introduce new development, but instead would recontour the existing golf course, install new plantings within existing maintained areas, and replace the existing cart pathway and structures. As the proposed project would involve trenching adjacent to eucalyptus trees in the Monarch Butterfly Roosting Habitat ESHA, the proposed project would have a potentially significant direct impact on monarch butterfly.

[1] Impacts exceeding 30 percent of the critical root zone (including pruning or root severance) or that affect the tree's ability to survive long term or structural stability as determined by a Certified Arborist.

Indirect impacts to monarch butterfly could occur through vehicle maintenance and the potential for chemical leaks or spills outside developed areas to result in contamination that could affect individual monarch butterflies or their habitats. These impacts would be potentially significant.

Operation and maintenance of the proposed project would be similar to existing conditions. The proposed project would restore approximately 2,831 square feet of riparian and upland overwintering monarch butterfly habitat ESHA. Therefore, operation and maintenance activities would have a less than significant impact on monarch butterfly.

Tidewater Goby

Tidewater goby occurs on the project site within Bell Canyon Creek. Habitat for tidewater goby is absent elsewhere on the project site. The proposed project would not result in direct impacts to tidewater goby, as the nearest activities to Bell Canyon Creek would consist of sandcapping, approximately 100 feet to the east. However, construction-related indirect impacts could include water quality effects in Bell Canyon Creek due to chemical spills or sedimentation from construction activities. These indirect impacts would be potentially significant.

Operation and maintenance of the proposed project would be similar to existing conditions. Operation and maintenance activities would have a less than significant impact on tidewater goby.

California Red-legged Frog

Suitable habitat for California red-legged frog occurs on the project site within Bell Canyon, which is approximately 100 feet from proposed sandcapping activities. Additionally, although the golf course pond and aquatic habitat in the unnamed wetland feature near the coastal bluff are not considered suitable breeding habitat for California red-legged frog, the species has been observed in these locations during the period when frogs are dispersing through habitats surrounding breeding ponds.

The proposed project would not involve activities that would directly affect aquatic habitat within Bell Canyon. Grading activities have the potential to result in injury or mortality to California red-legged frog should individuals disperse across the golf course during project construction. Additionally, construction-related indirect impacts could include water quality effects, chemical spills in sensitive areas, dust, noise and vibration and construction worker presence,[2] if individual frogs are located on the golf course during project construction. External lighting during project operation would be downcast, low-level lighting outside of ESHA buffers and distant from aquatic habitats. However, construction-related direct impacts and indirect impacts (including water quality effects, chemical spills, dust, and noise or vibration) would be potentially significant.

Operation and maintenance of the proposed project would be similar to existing conditions. Operation and maintenance activities would have a less than significant impact on California red-legged frog.

Southwestern Pond Turtle

Southwestern pond turtle may occur in Bell Canyon Creek, upland habitat in Bell Canyon, or the golf course while dispersing to nest or take temporary shelter during winter. The golf course pond provides suitable aquatic habitat; however, the relatively steep slopes at the edge of the golf course and impenetrable emergent vegetation near the mouth of Bell Canyon Creek may deter southwestern pond turtle from entering the golf course. Nevertheless, there is a possibility that southwestern pond

[2] Indirect impacts from construction worker presence could occur if construction workers bring pets to the project site, or if construction workers bring firearms that accidentally discharge.

turtle may be present on the golf course at the time of construction, and consequently could suffer injury or mortality from construction vehicles or equipment during proposed grading activities. Indirect impacts to southwestern pond turtle, should it occur on or adjacent to the golf course during project construction, could include water quality effects, chemical spills in sensitive areas, inadvertent destruction of habitats from construction equipment, dust, and noise and vibration. Therefore, construction-related direct impacts and indirect impacts (including water quality effects, chemical spills, dust, and noise or vibration) would be potentially significant.

Operation and maintenance of the proposed project would be similar to existing conditions. Operation and maintenance activities would have a less than significant impact on southwestern pond turtle.

Cooper's Hawk, White-Tailed Kite, and Other Raptor Species

Cooper's hawk and white-tailed kite have been observed on the project site, and American peregrine falcon has been observed from the project site. Nests of these species, as well as nests of common raptor species such as red-tailed hawk, are considered ESHA pursuant to the City of Goleta's General Plan/Coastal Land Use Plan Policy CE 8.1 (City of Goleta 2006). The project would not include activities within 200 feet of historic nests for either Cooper's hawk and white-tailed kite, and would avoid impacts involving ESHA or ESHA buffers for special-status raptor nest sites. The proposed replacement cart path would occur near recent nesting locations for red-tailed hawk, and construction associated with the replacement cart path could result in red-tailed hawk nest disturbance due to noise, vibration, and human presence during construction if it occurs within the nesting bird season. If raptor species are nesting on the project site at the time of grading or other project-related construction activities, disturbance to nesting, including nest abandonment and mortality of fledglings, could occur due to noise, vibration, and human presence during construction. Therefore, construction-related impacts would be potentially significant.

Operation of the replacement cart path would not result in substantial adverse effects to red-tailed hawk, as the cart path would not establish new human presence in the area but would maintain existing conditions of human travel in this location. Operation and maintenance of Sandpiper Golf Club under the proposed project would be similar to existing conditions. Operation and maintenance activities would have a less than significant impact on raptors.

Yellow Warbler and Other Special-Status Bird Species

Yellow warbler has been detected on the project site and suitable habitat for this special-status species occurs along Bell Canyon Creek and Devereux Creek. However, the suitable habitat along Bell Canyon Creek does not occur within 400 feet of grading, construction activities, or other project activities that could result in disturbance to yellow warblers, and no direct impacts would occur. Grading would occur within approximately 50 feet of suitable habitat at Devereux Creek; if grading occurs during the nesting season when yellow warblers are present, it could result in disturbance to nesting yellow warblers due to noise, vibration, and human presence during construction. Other special-status bird species with potential to occur on the project site, including American white pelican, California brown pelican, redhead, and yellow-headed blackbird, could also undergo nest disturbance should construction activities occur near active nests for these species. Therefore, construction-related indirect impacts would be potentially significant.

Operation and maintenance of Sandpiper Golf Club under the proposed project would be similar to existing conditions. Operation and maintenance activities would have a less than significant impact on special-status bird species.

Mitigation Measures

BIO-1 Pre-Construction Special-Status Plant Survey and Avoidance

Prior to the start of construction activities, a City-approved, qualified biologist (retained by the project applicant) shall conduct a pre-construction special-status plant survey within the areas of proposed ground disturbance. The survey shall be conducted at the appropriate season, and in appropriate habitat, for identifying potentially occurring special-status plant species, including cliff malacothrix, woolly seablite, and Santa Barbara honeysuckle. The special-status plant survey shall be conducted in conformance with the California Native Plant Society Botanical Survey Guidelines (CNPS 2001), Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities (CDFW 2018), and the USFWS's General Rare Plant Survey Guidelines (Cypher 2002). Reference sites shall be visited to document if target species are detectable prior to the special-status plant survey. If special-status plant species are encountered, the qualified biologist shall flag an appropriate buffer for avoidance prior to the start of construction activities, including landscaping activities. Any habitat area supporting special-status plants shall be considered ESHA, and appropriate setbacks shall be established within which no construction activities may occur and no landscaping may occur that will result in removal of or harm to rare plants. If construction has not commenced within two years of the most recent plant survey, the special-status plant survey shall be repeated prior to the start of construction. The qualified biologist shall submit a summary of the survey results to the City of Goleta's Planning and Environmental Review Director, or designee, for review and approval prior to initiation of construction activities, including landscaping activities.

Plan Requirements and Timing. The qualified biologist shall conduct a pre-construction special-status plant survey and submit a summary of the pre-construction special-status plant survey results to the City of Goleta's Planning and Environmental Review Director, or designee, within two years prior to the start of construction activities, including landscaping activities. If special-status plant species are detected, the qualified biologist shall flag an appropriate avoidance buffer prior to Zoning Clearance for the grading permit.

Monitoring: The City of Goleta's Planning and Environmental Review Director, or designee, shall review and approve the survey results and keep the results on file with the City. The City of Goleta's Planning and Environmental Review Director, or designee, shall conduct periodic spot checks to ensure that construction does not occur within the buffer during construction.

BIO-2 Environmentally Sensitive Habitat Fencing and Protection

Prior to initiation of construction activities, the project applicant shall retain a qualified biologist to delineate all ESHA, aquatic resources, and required setbacks with temporary construction fencing and/or flagging and signage. The fencing shall serve as a visual boundary for construction personnel and be maintained throughout the duration of construction. The construction contractor shall ensure that construction personnel and equipment do not enter the setback areas during the duration of construction activities.

No non-native or invasive plant species that have a potential to displace or alter sensitive vegetation communities or vegetation communities supporting sensitive species shall be planted within ESHA or ESHA buffers. Areas protected under this measure shall include sensitive coastal sage scrub and coastal bluff scrub communities, riparian habitats associated with Devereux Creek, coastal wetlands, native grasslands, open water associated with the golf course pond, areas supporting special-status plant species, and aquatic resources. Unless otherwise authorized, the setbacks shall be as follows:

- Sensitive scrub communities: 25 feet
- Riparian vegetation: 100 feet unless otherwise authorized
- Coastal wetlands: 100 feet
- Native grasslands: 10 feet
- Monarch roost: 100 feet
- Aquatic resources and open water: 100 feet unless otherwise authorized

No grading, vehicles or heavy machinery, or construction shall be permitted with the setbacks, unless reduced setbacks are approved by the City for specific activities and locations. No grading, sand capping, vehicles, heavy machinery, or construction activities shall be permitted within any ESHA at any time, unless these activities are covered under compensatory mitigation described in Mitigation Measure BIO-11.

Plan Requirements and Timing. The project applicant shall retain a qualified biologist to delineate all ESHA and required setbacks with temporary construction fencing and/or flagging and signage prior to the start of construction activities.

Monitoring: The qualified biologist and construction contractor shall provide evidence of ESHA delineation and BMP installation to the City of Goleta's Planning and Environmental Review Director, or designee, prior to the start of construction. The City of Goleta's Planning and Environmental Review Director, or designee, shall conduct periodic spot checks to ensure that construction does not occur within the buffer during construction.

BIO-3 Biological Monitoring and Worker Education

Prior to initiation of construction activities, the project applicant shall retain a qualified biologist familiar with special-status plant and wildlife species with the potential to occur in the project work area. The qualified biologist shall be present on-site daily during grading and vegetation removal. The monitor shall be responsible for the following:

- Ensure that procedures for verifying compliance with biological resource mitigation measures are followed.
- Lines of communication and reporting methods.
- Guiding the construction contractor in marking/flagging construction area limits.
- Conducting construction crew Worker Environmental Awareness Program (WEAP) training.
- Authority to stop non-emergency work.
- Action to be taken in the event of non-compliance.
- Conducting daily wildlife clearance surveys prior to any grading, turf removal, other vegetation removal.
- Inspecting ESHA fencing around sensitive habitats.
- Preparing monitoring summaries of special-status species' presence, or the lack thereof, on the project site during grading or vegetation removal.

All construction personnel shall attend a WEAP training conducted by the qualified biologist prior to commencement of construction activities. The construction contractor(s) shall be responsible for ensuring that all new personnel receive the training after construction is initiated. The WEAP shall include a description of a special-status species potentially present in the area, jurisdictional habitats

present proximate to the Project site, information on sensitive habitats to be avoided, and specific measures that shall be implemented to protect special-status species. Special-status plant species addressed in the WEAP training shall include, at a minimum, cliff malacothrix, red sand verbena, Santa Barbara honeysuckle, Southern California black walnut, and woolly seablite. Species-status wildlife species addressed in the WEAP, at a minimum, shall include California red-legged frog, tidewater goby, monarch butterfly, Crotch's bumble bee, Cooper's hawk, southwestern pond turtle, yellow warbler, and white-tailed kite.

Plan Requirements and Timing. The qualified biologist shall be present on-site daily during grading and vegetation removal. This measure shall be incorporated into the grading plans and the WEAP shall be available on-site during construction. The qualified biologist shall submit a monitoring summary to the City of Goleta's Planning and Environmental Review Director within 30 days after completing each phase of construction.

Monitoring: Records of construction worker WEAP participation shall be kept on file with the City of Goleta's Planning and Environmental Review Director for the duration of construction. Monitoring summaries shall be kept on file with the City for the duration of construction.

BIO-4 General Best Management Practices

The construction contractor shall ensure that all construction personnel are informed of and adhere to the general requirements listed below prior to the start of construction activities. This measure shall be incorporated into the construction plans, including demolition, grading, building, and landscaping plans. The project applicant shall submit the construction plans to the City of Goleta's Planning and Environmental Review Director prior to issuance of Zoning Clearance for the grading permit. The City of Goleta's Planning and Environmental Review Director, or designee, shall review and approve the construction plans to ensure the below measures are included.

- Best management practices, such as silt fending or straw wattles, shall be installed prior to conducting any project activity within 100 feet of any aquatic resource, including sand capping, grading, cart path construction, or bridge construction. Implementation of BMPs shall be consistent with any requirements from the approved Stormwater Pollution Prevention Plan (SWPPP) for the Project.
- Project-related vehicles shall observe a 5-mile-per-hour speed limit within the unpaved limits of construction.
- All open trenches shall be fenced and sloped to prevent entrapment of wildlife species.
- All hollow posts and pipes shall be capped, and metal fence stakes shall be plugged with bolts or other plugging materials to prevent wildlife entrapment and mortality.
- All food-related trash items such as wrappers, cans, bottles, and food scraps generated during proposed project construction shall be disposed of in closed containers and removed daily from the project site.
- No deliberate feeding of wildlife shall be allowed.
- No pets shall be allowed on the project site.
- No firearms shall be allowed on the project site.
- If vehicle or equipment maintenance is necessary, it shall be performed in the designated staging areas.
- During construction, heavy equipment shall be operated in accordance with standard BMPs. All equipment used on-site shall be properly maintained to avoid leaks of oil, fuel, or residues. The

construction contractor shall prevent oil, petroleum products, or any other pollutants from contaminating the soil or entering a watercourse (dry or otherwise). When vehicles or equipment are stationary, mats or drip pans shall be placed below vehicles to contain fluid leaks. Provisions shall be in place to remediate any accidental spills.

- Refueling of any equipment shall only occur in designated staging areas. Designated areas shall not be located near any storm drain inlets, drainage swales, or surface waterways. When refueling gas powered equipment or mixing herbicide, workers shall refuel or mix over drip pan which is appropriately sized to catch any spillage. The designated refueling area shall be inspected frequently to ensure no spill of hazardous materials have occurred and could contaminate the ground or water. The construction contractor shall advise workers to clean and report spills immediately.
- Standard dust control measures shall be implemented to reduce impacts on nearby plants and wildlife. This includes a variety of options to reduce dust including replacing ground cover in disturbed areas as quickly as possible, watering active sites regularly, and suspending all excavating and grading operations during periods of high winds.

Plan Requirements and Timing. This measure shall be incorporated into the construction plans, including demolition, grading, building, and landscaping plans. The project applicant shall submit the construction plans to the City of Goleta's Planning and Environmental Review Director, or designee, for review and approval prior to issuance of Zoning Clearance for the grading permit. The construction contractor shall ensure that all construction personnel are informed of and adhere to the general requirements listed above prior to the start of construction activities.

Monitoring: The City of Goleta's Planning and Environmental Review Director, or designee, shall review and approve the construction plans to ensure this measure is included.

BIO-5 Crotch's Bumble Bee Pre-construction Survey and Avoidance

Should ground-disturbing activities, including grading, trenching, and vegetation removal such as grubbing, be scheduled to occur during the Crotch's bumble bee colony active period (typically spring to late summer), a qualified biologist shall conduct a habitat assessment prior to ground-disturbing activities to identify areas containing suitable habitat for Crotch's bumble bee. The habitat assessment shall be conducted in areas supporting suitable vegetation communities and land covers and shall focus on presence of suitable floral resources and potential nest sites, and shall be conducted within areas of proposed ground disturbance that meet the preceding criteria. The qualified biologist shall submit the habitat assessment results to the City of Goleta's Planning and Environmental Review Director for review and approval within five days of completing the habitat assessment.

Following completion of the habitat assessment, if suitable habitat is present, the qualified biologist shall conduct pre-construction surveys for Crotch's bumble bee in the areas identified as suitable, using a methodology (including number of surveys, timing of surveys, suitable survey conditions, and time of day) accepted by CDFW. The pre-construction surveys shall be conducted prior to ground-disturbing activities. The qualified biologist shall submit the pre-construction survey results to the City of Goleta's Planning and Environmental Review Director for review and approval within five days of completing the pre-construction surveys.

If Crotch's bumble bees are not detected during the pre-construction surveys but suitable habitat is present, a qualified biologist shall be present during ground-disturbing project activities that occur during the Crotch's bumble bee colony active period, to ensure that no impacts occur to a previously

unidentified Crotch's bumble bee nest. No additional work restrictions with regard to Crotch's bumble bee shall be implemented for the remainder of the colony active period. If Crotch's bumble bees are detected, ground-disturbing activities shall be prohibited within 100 feet of any known, occupied Crotch's bumble bee nest, or as determined by the qualified biologist, who shall demarcate the 100-foot buffer via flagging. Work shall not resume in this area for the duration of the Crotch's bumble bee colony active period, unless the qualified biologist determines the nest is inactive, with concurrence from CDFW.

If Crotch's bumble bee remains a State candidate species or is listed as endangered or threatened under the California Endangered Species Act, and should ground-disturbing activities in areas potentially supporting habitat extend into one or more subsequent years, the habitat assessment and, if necessary, the surveys, shall be repeated in areas where ground disturbance may occur that year. Prior to initiation of ground-disturbing activities, should the California Fish and Game Commission remove the candidate status of Crotch's bumble bee and determine the species shall not be listed, then no measures protecting Crotch's bumble bee shall be required.

Plan Requirements and Timing. The qualified biologist shall conduct a habitat assessment prior to any ground-disturbing activities during the Crotch's bumble bee colony active period. Following the habitat assessment, the qualified biologist shall conduct pre-construction surveys in the identified suitable areas. If Crotch's bumble bees are detected, prior to ground-disturbing activities, the qualified biologist shall demarcate a 100-foot buffer for any known, occupied nest via flagging. If Crotch's bumble bees are not detected, a qualified biologist shall be present during ground-disturbing activities. The qualified biologist shall submit the habitat assessment results and pre-construction survey results to the City of Goleta's Planning and Environmental Review Director, or designee, prior to ground-disturbing activities. The qualified biologist shall submit monitoring results to the City of Goleta's Planning and Environmental Review Director, or designee, following the completion of ground-disturbing activities.

Monitoring: The City of Goleta's Planning and Environmental Review Director, or designee, shall review and approve the habitat assessment results, pre-construction survey results, and monitoring results. The City of Goleta's Planning and Environmental Review Director, or designee, shall conduct periodic spot checks to ensure that construction does not occur within the buffer during construction.

BIO-6 Monarch Butterfly Roost Protection

Construction activities (including grading and sand capping) within 200 feet of monarch butterfly ESHA shall be scheduled by the construction contractor to occur between April 1 and September 30 where feasible, to avoid overwintering monarch butterflies. Monarch butterfly ESHA designation shall be based on the City of Goleta's General Plan/Coastal Land Use Plan Policy CE 4.1 and the most current site boundaries from the Xerces Map of Overwintering Sites, as confirmed by a monarch specialist or qualified biologist.

If construction activities within 200 feet of monarch butterfly ESHA cannot feasibly be scheduled to avoid the overwintering season, the project applicant shall ensure the following measures are implemented prior to construction activities:

- A monarch specialist or qualified biologist shall conduct a survey for roosting monarchs prior to the start of ground-disturbing activities, including vegetation removal, and confirm the absence of roosting monarchs before the work can commence. Roosting monarch surveys must follow the Xerces Society Protocol (2022). Surveys shall be conducted in the early morning while

temperatures are low enough that monarch butterflies remain clustered from the evening before (usually when temperatures are below 13 °C or 55 °F).

- Surveys shall be spaced sufficiently apart to capture roosting individuals during this timeframe and conducted during a time when monarchs are present at a local reference site as feasible. Depending on the observed monarch behavior, more than two site visits may be necessary to conclude the presence/absence of roosting monarchs throughout the season.
- During the overwintering season and during construction activities, roosting monarch surveys shall be conducted routinely to confirm continued absence or to identify, map, and describe roost locations if presence of roosting monarchs is confirmed. Mapped roosting locations may be adjusted as needed under the guidance of a monarch specialist or qualified biologist.
- Any construction activities within 200 ft of roosting monarchs within the monarch butterfly ESHA shall be prohibited (consistent with CE 4.5 and CE 4.6d).
- A monarch specialist or qualified biologist shall be present during ground-disturbing activities, including vegetation removal, to document monarch butterfly protection. The monarch monitor shall document that roosting monarchs are not disturbed by ground-disturbing activities. The monarch monitor shall have authority to stop ground-disturbing activities if monarchs show signs of unnatural disturbance.

Plan Requirements and Timing: If construction activities within 200 feet of monarch butterfly ESHA cannot feasibly be scheduled to avoid the overwintering season, the project applicant shall retain a monarch specialist or qualified biologist to conduct surveys for roosting monarchs prior to the start of construction activities. The monarch specialist or qualified biologist shall submit survey results to the City of Goleta's Planning and Environmental Review Director, or designee, within five days of completing the pre-construction survey. The monarch specialist or qualified biologist shall monitor ground-disturbing activities, including vegetation removal, during construction. The monarch specialist or qualified biologist shall submit monitoring results to the City of Goleta's Planning and Environmental Review Director following the completion of construction activities within 200 feet of monarch butterfly ESHA.

Monitoring. The City of Goleta's Planning and Environmental Review Director, or designee, shall review and approve the survey and monitoring results.

BIO-7 Implementation of Monarch Roost Protection Plan

The project applicant shall retain a qualified biologist to prepare a Monarch Roost Protection Plan prior to the start of construction activities. The Monarch Roost Protection Plan shall include the following.

- Trees majorly impacted by construction, grading, and trenching of the project improvement elements within the monarch butterfly ESHA shall be replaced at a 3:1 ratio within the ESHA and as close to the removed tree as is reasonably feasible.
- If understory vegetation that supports overwintering habitat is removed within monarch butterfly ESHA, as determined by a monarch specialist, the vegetation shall be replaced at a 1:1 ratio as close to the removed vegetation as is feasible.
- Grading or other activities that could alter the surface hydrology that sustains the groves of trees within monarch butterfly ESHA are prohibited within the ESHA buffer (50- or 100- feet depending on whether the site is transitory or overwintering habitat).

The qualified biologist shall submit the Monarch Roost Protection Plan to the City of Goleta's Planning and Environmental Review Director, or designee, for review and approval prior to the start of construction activities. The construction contractor shall implement the Monarch Roost Protection Plan for the duration of construction.

Plan Requirements: The qualified biologist shall prepare a Monarch Roost Protection Plan, which shall be submitted to the City of Goleta's Planning and Environmental Review Director, or designee, for review and approval prior to Zoning Clearance for the grading permit.

Monitoring and Reporting: The City of Goleta's Planning and Environmental Review Director, or designee, shall review and approve the Monarch Roost Protection Plan prior to Zoning Clearance for the grading permit.

BIO-8 Tree Protection Measures

The construction contractor shall implement the following tree protection measures to ensure that impacts to protected trees are minimized to the extent feasible or avoided, consistent with the City of Goleta's General Plan/Coastal Land Use Plan Policy CE 4 and CE 9, prior to the start of project construction. The following tree protection measures shall be included within the project construction plans, including the grading and landscaping plans. All measures below shall be conducted by or under the direct supervision of an International Society of Arboriculture (ISA) certified arborist retained by the project applicant:

Prior to Construction

- A certified arborist or qualified biologist under the supervision of the certified arborist shall monitor any ground disturbance or vegetation removal activities that have a potential to impact protected trees.
- Temporary fencing such as snow fencing, not less than 3 feet high with tree protection signs shall be erected around all protected trees (or tree groups) to be preserved that have a potential to be impacted during construction. The protective fence shall be installed at the protected zone boundary of each tree (or tree group), which is defined as the critical root zone. The contractor shall maintain the fence to keep it upright, taut and aligned during active construction. Fencing shall be in place and inspected by a City approved biologist prior to the start of activities with the potential to impact protected trees. Fencing shall be removed only after all construction activities with the potential to impact protected trees are complete.
- A pre-construction meeting shall be held between all contractors (including grading, tree removal/pruning, builders, etc.) and the project arborist. The meeting shall focus on instructing the contractors on tree protection practices. All equipment operators and spotters, assistants, or those directing operators from the ground shall provide written acknowledgement of their receiving tree protection training. This training shall include information on the location and marking of protected trees, the necessity of preventing damage, and the discussion of work practices that will accomplish such.

Protection and Maintenance During Construction

- Contractors shall avoid heavy equipment operations, grade changes, ponding water, and fill or compaction within the protected tree zone unless where specifically approved and under the supervision of a Certified Arborist or qualified biologist in direct communication with the Certified Arborist.

- Contractors shall ensure that damage to the tree be avoided to the extent feasible when transporting or moving construction materials and working within or adjacent to the protected zone). If contact with the tree crown is unavoidable, affected branches may be pruned by a qualified arborist under supervision of a Certified Arborist and shall adhere to industry standards.
- Except where specifically approved in writing beforehand, all trenching shall be done outside of the fenced protected zone. Where trenching is necessary in areas that contain roots from retained trees, contractors should use trenching techniques that include the use of either a root pruner or an Air-Spade to limit root impacts. A Certified Arborist or qualified biologist in direct communication with the Certified Arborist shall ensure that all pruning cuts be clean and sharp to minimize ripping, tearing, and fracturing of the root system. Use of both root-pruning and Air-Spade equipment shall be accompanied only by hand tools to remove soil from trench locations. The trench should be made no deeper than necessary, and when possible, alternatives to trenching should be utilized.
- The contractor shall be responsible for irrigating (deep watering) the trees in the summer and fall irrigation as necessary and determined by a Certified Arborist. One irrigation cycle shall thoroughly soak the root zones of the trees to a depth of two feet. The soil shall be allowed to dry out between watering to avoid keeping a consistently wet soil.. Soil moisture shall be checked with a soil probe before irrigating. The area within three feet of the trunk shall never be soaked, especially in summer months.
- If any protected trees are damaged to the point where continued viability is threatened, as determined by a certified arborist, the tree shall be replaced at a 3:1 ratio with like species grown from locally obtained seed. Replacement shall occur on site as feasible, or off site (within the same watershed) if on site replacement is not feasible. Replacement trees shall be monitored for a period of 5 years.

Maintenance After Construction

- The contractors shall ensure that the mulch is kept a minimum one foot away from the trunk base and no more than 8 inches deep to avoid creating conditions favorable to the establishment and growth of decay-causing fungal pathogens.

Plan Requirements and Timing: The project applicant shall submit the construction plans that include the tree protection measures to the City of Goleta's Planning and Environmental Review Director for review and approval prior to Zoning Clearance for the grading permit.

Monitoring: The City of Goleta's Planning and Environmental Review Director, or designee, shall review and approve the construction plans to ensure this measure is included. The City of Goleta's Planning and Environmental Review Director, or designee, shall approve the arborist prior to Zoning Clearance for the grading permit.

BIO-9 Preconstruction Semi-Aquatic Species Survey, Avoidance, and Relocation

Prior to the start of construction activities, a qualified biologist (retained by the project applicant) shall conduct a pre-construction survey for semi-aquatic species (e.g., California red-legged frog, southwestern pond turtle) within areas of proposed ground disturbance. The survey shall be completed seven days prior to ground disturbance in dry conditions or 48 hours prior to ground disturbance in favorable conditions for upland amphibian migration (e.g., during or immediately after heavy rain events, heavy fog, or high humidity). The qualified biologist shall submit a summary of the

survey results to the City of Goleta's Planning and Environmental Review Director, or designee, for review and approval prior to initiation of ground disturbance.

If a special status species is identified during construction, the construction contractor shall halt construction activities within 100 feet of the location and contact the qualified biologist. If identified during pre-construction surveys or during construction, individual special-status species in the work area shall be allowed to move out of the work area of their own volition. If special-status species are detected and do not move out of the work area, a Species Relocation and Exclusion Plan shall be prepared by the qualified biologist and submitted to the City of Goleta's Planning and Environmental Review Director, or designee, for approval prior to relocation. The Species Relocation and Exclusion Plan shall specify that if relocation by humans is required, the animal shall be captured by a qualified biologist and relocated out of harm's way to the nearest suitable habitat, a minimum of 100 feet from the project work area where it was found. Species listed as threatened or endangered (e.g., California red-legged frog) shall only be handled as authorized by United States Fish and Wildlife Service. The qualified biologist shall document observations of special-status species on California Natural Diversity Database forms and submit the documentation to the California Department of Fish and Wildlife upon project completion. If one or more special status semi-aquatic species are detected, surveys are required each day prior to construction activities until the species has moved out of the work area or the qualified biologist has determined that construction may resume. Construction can commence when the semi-aquatic species moves or is relocated out of the work area and when approved by the qualified biologist. If construction ceases for more than 30 days, a new special status survey is required.

Plan Requirements and Timing: Prior to issuance of Zoning Clearance for the grading permit, the qualified biologist shall submit a summary of the survey results to the City of Goleta's Planning and Environmental Review Director. If no special-status species are found, grading activities can commence and no further reporting is required.

If species are detected and do not move out of the work area, a Species Relocation and Exclusion Plan shall be prepared by the qualified biologist and submitted to the City of Goleta's Planning and Environmental Review Director, or designee, for approval prior to relocation and commencing construction. If construction ceases for more than 30 days, a new special status survey is required.

Monitoring: The City of Goleta's Planning and Environmental Review Director, or designee, shall review any biological survey, relocation, or exclusion reports in consultation with CDFW or USFWS. The City of Goleta's Planning and Environmental Review Director, or designee, shall conduct periodic site inspections to verify compliance with survey recommendations in the field. The City of Goleta's Planning and Environmental Review Director, or designee, shall conduct periodic spot checks to ensure that construction does not occur within the buffer during construction.

BIO-10 Pre-construction Nesting Bird Surveys and Avoidance

To avoid construction impacts to nesting birds and raptors, the construction contractor shall conduct vegetation removal and initial ground disturbance outside the bird and raptor breeding season, which is typically February 1 through September 1 but can vary based on local and annual climatic conditions. If construction begins within the breeding season, then not more than seven days before demolition, ground disturbance, and/or vegetation removal commences, a bird and raptor preconstruction survey shall be conducted by a City-approved biologist (retained by the project applicant) within the disturbance footprint, plus a 300-foot buffer. The survey shall be conducted by a biologist familiar with the identification of bird species known to occur in southern California.

The City-approved biologist shall conduct the preconstruction nesting bird and raptor surveys during the time of day when bird species are active and for a sufficient duration to reliably conclude presence/absence of nesting birds and raptors within the 300-foot buffer. The City-approved biologist shall submit a summary of the nesting bird and raptor survey results to the City of Goleta's Planning and Environmental Review Director, or designee. Survey conclusions shall be reviewed and approved by the City of Goleta's Planning and Environmental Review Director, or designee, prior to initiation of construction. If no bird nests are observed no further mitigation is required.

If an active nest of species protected by the California Fish and Game Code (§ 3503) or Migratory Bird Treaty Act are found within 300 feet of the disturbance footprint, the City-approved biologist shall flag their locations and map their locations on an aerial photograph of the disturbance footprint at a scale no less than 1"=200' and/or recorded with the use of a Global Positioning System (GPS) unit. If active raptor nests are detected, the map shall include topographic lines, parcel boundaries, adjacent roads, known historical nests for protected nesting species, and known roosting or foraging areas, as required by the City of Goleta's General Plan/Coastal Land Use Plan Policy CE 8.3. The buffer shall be 300 feet in compliance with the City of Goleta's General Plan/Coastal Land Use Plan Policy CE 8.4. If the 300-foot buffer is infeasible, the City-approved biologist may reduce the buffer distance as appropriate, depending upon the species and the proposed work activities. If any active non-raptor bird nests are found, the City-approved biologist shall establish a suitable buffer area (varying from 25 to 300 feet), depending on the species. The construction contractor shall ensure that no ground disturbance occurs within the buffer until the City-approved biologist confirms that the breeding/nesting is completed and all the young have fledged, and removes the buffer. If work within the buffer is necessary, a City-contracted biological monitor (funded by the project applicant) shall monitor the active nest full-time during construction activities within the buffer to ensure project activities are not indirectly impacting protected nesting birds and raptors. If work ceases for more than 30 days, a new nesting bird survey shall be conducted in accordance with this measure.

Plan Requirements and Timing: The survey shall be conducted no more than seven (7) days prior to commencement of any demolition, grading, and/or vegetation removal activities. Survey conclusions shall be reviewed and approved by the City of Goleta's Planning and Environmental Review Director, or designee, prior to the commencement of construction activities that could disturb suitable nesting habitat, such as demolition, grading, and/or vegetation removal. This measure, and any buffer requirements, shall be incorporated into the grading plans.

Monitoring: The City of Goleta's Planning and Environmental Review Director, or designee, shall review any biological survey reports and conduct periodic site inspections to verify compliance with survey recommendations in the field. The City of Goleta's Planning and Environmental Review Director, or designee, shall conduct periodic spot checks to ensure that construction does not occur within the buffer during construction.

Significance After Mitigation

Mitigation Measures BIO-1 and BIO-2 would reduce potential impacts to special-status plant species by requiring pre-construction special-status plant surveys and fencing around special-status plant habitat that would ensure avoidance of such habitat during construction activities. Specifically, Mitigation Measures BIO-1 and BIO-2 would reduce potential impacts to special-status plant species, including cliff malacothrix, woolly seablite, and Santa Barbara honeysuckle. Mitigation Measures BIO-3 and BIO-4 would reduce potential impacts to special-status species, both plant and wildlife, by requiring biological monitoring during construction, construction worker environmental awareness training, and implementation of best management practices that would minimize potential impacts

to biological resources during construction. Mitigation Measures BIO-3 and BIO-4 would reduce potential impacts to all special-status species included in the analysis above.

Mitigation Measures BIO-5 through BIO-10 would reduce potential impacts to special-status wildlife species, including nesting birds, by requiring pre-construction surveys and avoidance measures; monarch butterfly roost protection; and tree protection measures. Mitigation Measure BIO-5 would reduce potential impacts to Crotch's bumble bee. Mitigation Measures BIO-6 and BIO-7 would reduce potential impacts to monarch butterfly. Mitigation Measure BIO-9 would reduce potential impacts to California red-legged frog and southwestern pond turtle. Mitigation Measures BIO-8 and BIO-10 would reduce potential impacts to Cooper's hawk, white-tailed kite, yellow warbler, and other raptor or nesting bird species.

Following the implementation of Mitigation Measures BIO-1 through BIO-10, the proposed project's impact involving a substantial adverse effect on special-status species or their habitat would be less than significant with mitigation incorporated.

Threshold 2:	Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Impact BIO-2 Construction of the proposed project has the potential to result in direct and indirect impacts to arroyo willow thickets, Devereux Creek and associated riparian habitat, coastal bluff scrub/coastal sage scrub, and Monarch Butterfly Roosting Habitat. Operation of the proposed project would be similar to existing conditions and would have a Class III, *less than significant,* impact on riparian habitat and sensitive natural communities. Following implementation of Mitigation Measures HYD-1, BIO-2, BIO-3, BIO-4, BIO-6, BIO-7, BIO-8, and BIO-11, the project's construction impact would be Class II, *less than significant with mitigation*.

Indirect Impacts on ESHA and ESHA Buffers

Indirect impacts to riparian habitat types or sensitive natural communities designated as ESHA would include water quality effects, chemical spills or vehicle leaks near and within ESHA, and dust. These impacts would be potentially significant. As discussed under Impact BIO-1, the proposed project would not result in increased human presence during project operation and maintenance activities such that it could lead to indirect impacts to ESHA.

Direct Impacts on ESHA and ESHA Buffers

Direct impacts to riparian habitat types or sensitive natural communities designated as ESHA and ESHA buffers would include the construction and operation of new structures or facilities within ESHA or ESHA buffers. However, the proposed clubhouse, comfort station, maintenance facility, and Rio Grande Coffee Shop would be located within currently developed areas. Construction of new features that could result in direct impacts to ESHA or ESHA buffers include the installation of the decomposed granite path and underground utility trenching on Hollister Avenue, storm drain outlet, cart path, and a sewer line, as well as proposed grading, sandcapping, and landscaping activities, as discussed in the following subsections.

Decomposed Granite Path

The proposed installation of a decomposed granite path would occur on the south side of Hollister Avenue within eucalyptus vegetation associated with the Devereux Creek riparian ESHA. Direct impacts would include removal of three live and one dead eucalyptus tree within riparian ESHA that may be considered permanent impacts if they contribute to habitat based on agency (e.g., CDFW, RWQCB, USACE) determination. Temporary impacts would include vegetation removal and soil disruption during construction (Appendix B). Installation of the path within the riparian ESHA and SPA 100-foot upland buffer is not anticipated to have significant adverse effects on streamside vegetation or the biotic quality of the stream as it would occur primarily in the developed roadway and disturbed areas. Impacts from tree removal would be potentially significant.

Storm Drains

The proposed installation of a storm drain and associated outlet within arroyo willow thickets along Devereux Creek in the eastern portion of the project site would temporarily impact, via trenching, 0.005 acre of arroyo willow thickets; and of the 0.005 acre, approximately 0.002 acre consists of non-wetland waters under the jurisdiction of USACE. Temporary impacts would constitute disturbances, such as vegetation removal and soil disruption during construction, to this sensitive natural community. The proposed storm drain installation would also permanently impact 0.002 acre of arroyo willow thickets through habitat loss. This impact would be a significant impact.

Cart Paths

A proposed replacement cart path extends from just south of the maintenance facility, crosses Devereux Creek at a proposed free-span bridge, and terminates south of Devereux Creek. A portion of the path and the bridge located southwest of proposed Hole 4 and Hole 5, would occur within the ESHA buffer for arroyo willow thickets. The northern portion of the path would occur within Monarch Butterfly Roosting Habitat ESHA and ESHA buffer. However, the City of Goleta's General Plan/Coastal Land Use Plan Policy CE 1.6 and Goleta Municipal Code Section 17.30.040, which provide protection for ESHA and ESHA buffers against development, allow for resource-dependent uses (including public accessways and trails) that are sited to avoid or minimize impacts on the resource to the maximum extent feasible. As designed, the proposed cart path and free-span bridge would minimize impacts to habitat values or sensitive species to the maximum extent feasible from the existing configuration through site design. Furthermore, the new cart path and free-span bridge would replace an existing cart path and Arizona-style concrete crossing that are currently within Devereux Creek riparian ESHA and Monarch Butterfly Roosting Habitat ESHA, along the eastern boundary of the project site. The proposed project would remove 5,134 square feet of cart path within the Devereux Creek ESHA (which would decrease impervious hardscape by nearly 50 percent [for a total of 2,607 square feet of hardscape]), remove the existing 10- to 12-inch concrete culvert, and restore approximately 2,831 square feet of Devereux Creek riparian ESHA and Monarch Butterfly Roosting Habitat ESHA. The portion of the path within Monarch Butterfly Roosting Habitat ESHA and ESHA buffer would replace the existing cart path and would not result in additional impacts as the location would remain consistent.

Construction of the free-span bridge would occur within Devereux Creek, which could temporarily affect water quality and consequently riparian ESHA associated with the creek. As discussed in Section 4.9, *Hydrology and Water Quality*, the construction contractor would implement construction BMPs and stormwater monitoring to reduce the potential to introduce sediment and pollutants and degrade water quality in Devereux Creek. However, construction work inside Devereux Creek during

periods of high flows could result in the degradation of water quality from increased erosion. Therefore, impacts to ESHA from construction of the free-span bridge would be potentially significant.

Utility Trenches

The proposed utility trench (for undergrounding of existing utilities) crosses over a culvert south of Hollister Avenue and above Devereux Creek, and is located within the minimum ESHA and SPA buffers for Devereux Creek. Trenching activities may require removal of unhealthy eucalyptus trees that may contribute to habitat based on jurisdictional water agency (e.g., CDFW, RWQCB, USACE) determination, but impacts would not extend further than the proposed decomposed granite path. Trenching may also have the potential to result in degradation of riparian ESHA associated with Devereux Creek through chemical spills or sedimentation from construction activities. Trenching would be a potentially significant impact to ESHA.

The proposed project would involve the installation of a sewer line within the eastern portion of the project site that connects to the comfort station. Construction of the proposed sewer line would temporarily, directly impact 0.04 acre of riparian habitat under the jurisdiction of CDFW, the Central Coast RWQCB, and CCC. Temporary impacts would constitute disturbances, such as vegetation removal and soil disruption during construction. This impact would be potentially significant. The proposed sewer line trench is not anticipated to require removal of or major impacts to trees within the Monarch Butterfly Roosting Habitat ESHA, however accidental damage to trees through construction accidents could occur that would be a potentially significant impact to ESHA.

Grading, Landscaping and Sandcapping

The proposed project would involve grading for recontouring and sand capping[3] within the 100-foot ESHA and SPA buffers for Devereux Creek, where nonnative grasses (wild oats and annual brome grassland) would be replaced with the recontoured golf course. However, the existing nonnative grasses within the buffer are currently part of the golf course. Furthermore, the proposed daylighting of downstream portions of Devereux Creek, via removal of an underground culvert, would improve the overall biotic quality of Devereux Creek.

Grading and sandcapping would occur within Monarch Butterfly Roosting Habitat ESHA and ESHA buffer along the eastern boundary of the site. These activities are not anticipated to result in removal or major impacts to trees within the ESHA or alter the surface hydrology or remove native vegetation within the ESHA buffer, as the proposed activities would be limited to surface-level modifications that avoid tree root zones and alterations to drainage patterns.

Grading and sandcapping would also occur near the coastal bluffs and within the ESHA buffers for quailbush scrub and California brittle bush – ashy buckwheat scrub alliance, both of which are considered coastal bluff scrub/coastal sage scrub ESHA under the City of Goleta's General Plan/Coastal Land Use Plan. However, the grading (recontouring) and sandcapping would promote infiltration of water, reduced waterlogging, and better root growth. Proposed activities would be consistent with the City of Goleta's General Plan/Coastal Land Use Plan Policy CE 5.3 and would avoid ESHA and occur within the ESHA buffer only in areas that are already existing golf course, and would remain turf or playable areas of the golf course. The proposed project would involve the installation of native plants in all graded and sand capped areas that are not playable, pursuant to the City of

[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.

Goleta's General Plan/Coastal Land Use Plan Policy CE 5.3. Therefore, proposed grading, landscaping and sandcapping activities would have a less than significant impact on ESHA.

Summary of Impacts on ESHA

The proposed project would result in both indirect and direct impacts to riparian habitat types or sensitive natural communities designated as ESHA. Indirect impacts would include water quality effects, chemical spills or vehicle leaks near and within ESHA, dust, and inadvertent habitat destruction during construction. Direct impacts would include permanent impacts to 0.002 acre and temporary impacts to 0.005 acre of arroyo willow thickets and additional impacts to eucalyptus vegetation associated with riparian ESHA in Devereux Creek. The overall project-related impact on riparian habitat or sensitive natural communities would be potentially significant.

Mitigation Measures

Mitigation Measure HYD-1, described in Section 4.9, *Hydrology and Water Quality*, and Mitigation Measures BIO-2, BIO-3, BIO-4, BIO-6, BIO-7, and BIO-8 described in Impact BIO-1, are required. In addition, the following mitigation measure would be required:

BIO-11 Compensatory Mitigation for Impacts on Sensitive Communities and Riparian Habitat

Onsite mitigation shall be provided to compensate for the permanent loss of arroyo willow thickets/riparian habitat (0.002 acre) at a ratio of 5:1. Temporary impacts to arroyo willow thickets/riparian habitat (0.005 acre), eucalyptus woodland/riparian habitat (0.04 acre), and non-wetland waters of the United States and State (0.002 acre) shall be restored at a 1:1 ratio. Details of the mitigation program requirements shall be described in a Habitat Mitigation and Monitoring Program (HMMP). A qualified biologist, retained by the project applicant, shall prepare the HMMP.

Final landscape plans for the project shall not include removal of sensitive vegetation or aquatic resources in areas for landscaping purposes only (where no construction ground disturbances, including grading, trenching, excavation for bioretention basins or other drainage or utility features, is proposed).

Requirements described in the HMMP shall include:

- Specification that mitigation shall be on-site and shall occur adjacent, or as near as possible, to any removed habitat area. Mitigation for loss of arroyo willow/riparian habitat associated with Devereux Creek shall occur only along Devereux Creek, and near the area of impacts to the extent possible.
- Mitigation for the loss of riparian habitat and non-wetland waters of the United States and State shall conform with any requirements included within a Lake and Streambed Alteration Agreement provided by the California Department of Fish and Wildlife, a Clean Water Act 401 Certification issued by the Central Coast Regional Water Quality Control Board, or USACE Clean Water Act Section 404 permit.
- The mitigation program shall conform with all requirements of the City of Goleta's General Plan/Coastal Land Use Plan and the City of Goleta Creeks and Watershed Management Plan.
- Specification of a 5-year monitoring period for all restoration areas.

- Development of a plant palate for each restoration area (arroyo willow thicket/riparian, eucalyptus woodland, non-wetland waters of the United States and State) in keeping with the character and plant composition of the native community being restored.
- Restoration for temporary impacts within monarch butterfly winter roosting habitat shall conform with requirements of the City of Goleta's General Plan/Coastal Land Use Plan.
- Defined attainable and measurable goals and objectives to be achieved through implementation of the HMMP.
- A restoration work plan that details methodologies, a restoration schedule, plant materials (seed), and implementation strategies. Performance standards for the restoration work plan shall include achievement of vegetation cover, species diversity, and soil stability standards.
- A detailed maintenance plan to include removal of invasive non-native species.
- A monitoring plan that includes methods and analysis of results, goals for success or failure, and an adaptive management plan and suggestions for failed restoration efforts.
- Restoration activities using native species from locally collected stock.

The qualified biologist shall submit the HMPP to the City of Goleta's Planning and Environmental Review Director, or designee, for review and approval prior to initiation of construction activities.

Plan Requirements and Timing: The project applicant shall retain a qualified biologist to prepare an HMMP prior to Zoning Clearance for the grading permit. The qualified biologist shall submit the HMMP to the City of Goleta's Planning and Environmental Review Director, or designee, for review and approval prior to Zoning Clearance for the grading permit.

Monitoring: The City of Goleta's Planning and Environmental Review Director, or designee, shall review and approve the HMMP prior to the start of construction activities. The City of Goleta's Planning and Environmental Review Director, or designee, shall ensure compliance with the onsite mitigation requirements and monitor the restoration efforts throughout the 5-year monitoring period.

Significance After Mitigation

Mitigation Measure HYD-1 would require culvert removal and bridge installation at Devereux Creek to occur within the dry season to minimize the potential for construction pollutants to enter water within Devereux Creek. Mitigation Measures BIO-2, BIO-3, and BIO-4 would reduce potential indirect impacts to riparian habitat or sensitive vegetation communities during project construction by requiring fencing around ESHA, biological monitoring during construction, construction worker environmental awareness training, and implementation of best management practices that would minimize potential impacts to biological resources during construction. Mitigation Measure BIO-11 would reduce potential permanent impacts to riparian habitat or sensitive vegetation communities by requiring compensatory mitigation for habitat loss due to project development. Following the implementation of Mitigation Measures HYD-1, BIO-2, BIO-3, BIO-4, and BIO-11, the proposed project's impact involving a substantial adverse effect on riparian habitat or sensitive vegetation communities would be less than significant with mitigation incorporated.

Threshold 3:	Would the project have a substantial adverse effect on state or federally protected wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Impact BIO-3 Project construction has the potential to result in direct and indirect substantial adverse effects to aquatic resources, including Devereux Creek and the Golf Course Pond. Operation of the proposed project would be similar to existing conditions and would have a less than significant impact to aquatic resources. Following implementation of Mitigation Measures HYD-1, BIO-2, BIO-3, BIO-4, and BIO-11, the project's construction impact would be Class II, *less than significant with mitigation*.

As discussed under Impact BIO-2, the proposed project would involve the installation of a storm drain and associated outlet, which would include permanent removal of 0.002 acre of riparian and streambed habitat associated with Devereux Creek (Aquatic Resource B), which is under the jurisdiction of CDFW, the Central Coast RWQCB, and the CCC; and of the 0.002 acre, approximately 0.001 acre consists of non-wetland waters of the United States under the jurisdiction of USACE. Additionally, trenching for construction of the storm drain would result in temporary impacts to 0.005 acre of riparian and streambed habitat under the jurisdiction of CDFW, the Central Coast RWQCB, and the CCC; and of the 0.005 acre, approximately 0.002 acre consists of non-wetland waters under the jurisdiction of USACE. The proposed installation of the storm drain and associated outlet would not impact wetlands.

The proposed project would involve the installation of a water line within the eastern portion of the project site. Trenching for the water line would occur within the minimum 100-foot SPA buffer for non-wetland waters of the State and United States associated with Devereux Creek (Aquatic Resource B). Construction of the proposed water line would temporarily impact 0.04 acre of riparian habitat under the jurisdiction of CDFW, the Central Coast RWQCB, and CCC; and of the 0.04 acre, approximately 0.003 acre consists of non-wetland waters under the jurisdiction of USACE. Trenching would occur at a depth of 4 feet, which could potentially result in damage to existing eucalyptus trees within the riparian habitat. The proposed installation of the water main would not result in the direct, permanent removal of riparian habitat and would not impact wetlands.

The proposed project would involve utility trenching and the installation of a decomposed granite path along Hollister Avenue within the minimum 100-foot SPA buffer of Devereux Creek (Aquatic Resource B). This may result in temporary and permanent impacts to CDFW, RWQCB, CCC, and USACE jurisdiction, particularly to eucalyptus trees within the riparian habitat. The proposed activities along Hollister Avenue would not result in impacts to wetlands.

The proposed project would involve the filling and grading of Aquatic Resource E, which is an anthropogenic stormwater drainage feature within the northwestern portion of the project site. The proposed project would replace this feature with an on-site stormwater treatment basin, which would result in the removal of 0.01 acre of potential CDFW streambed and potential non-wetland waters of the State under the jurisdiction of the Central Coast RWQCB.

The proposed project would involve grading, for recontouring of the golf course, within the 100-foot SPA buffer for the Golf Course Pond (Aquatic Resource C) and for Devereux Creek (Aquatic Resource B). The proposed grading activities would not have a direct effect on streamside vegetation, as grading activities would occur more than 25 feet from riparian habitat, and would not result in permanent development that could directly or indirectly affect the biotic quality of the Golf Course Pond or Devereux Creek.

Indirect impacts to aquatic resources, including Devereux Creek and the Golf Course Pond, could occur during construction and operation of the proposed project. Indirect construction impacts could include increased erosion, sedimentation, or the leakage of chemicals, liquid products, petroleum products, and concrete-related waste to aquatic resources within the project site. These indirect construction impacts would be potentially significant.

Operation and maintenance of the proposed project would be similar to existing conditions at the project site. Indirect operational impacts could include oil leaks from vehicles traveling to and from the project site, oil leaks from on-site vehicles, pesticide or fertilizer spillage, leaching of metals from roof and drains, or transport of litter during storm events to aquatic resources within the project site. With the implementation of Source Control and Low Impact Development BMPs (as discussed in Section 4.9, *Hydrology and Water Quality*), operation of the proposed project would have a less than significant impact to aquatic resources.

Mitigation Measures

Mitigation Measure HYD-1, described in Section 4.9, *Hydrology and Water Quality*, and Mitigation Measures BIO-2, BIO-3, BIO-4, and BIO-11, described in Impacts BIO-1 and BIO-2, are required.

Significance After Mitigation

Mitigation Measure HYD-1 would require culvert removal and bridge installation at Devereux Creek to occur within the dry season to minimize the potential for construction pollutants to enter water within Devereux Creek. Mitigation Measures BIO-2, BIO-3, and BIO-4 would reduce potential indirect impacts to wetlands during project construction by requiring fencing around aquatic resources, biological monitoring during construction, construction worker environmental awareness training, and implementation of best management practices that would minimize potential impacts to biological resources during construction. Mitigation Measure BIO-11 would reduce potential permanent impacts to wetlands by requiring compensatory mitigation for habitat loss due to project development. Following the implementation of Mitigation Measures HYD-1, BIO-2, BIO-3, BIO-4, and BIO-11, the proposed project's impact involving a substantial adverse effect on wetlands would be less than significant with mitigation incorporated.

Threshold 4:	Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Impact BIO-4 Project construction would have the potential to result in substantial disturbances to wildlife movement through the introduction of noise, light, and increased human presence, which would be a potentially significant impact. Project operation would not substantially interfere with the movement of any native resident or migratory fish or wildlife species. With implementation of Mitigation Measure NOI-1, the project's construction impact would be Class II, *less than significant with mitigation incorporated*.

As discussed in Section 4.3.1, *Environmental Setting*, the project site is adjacent to open space areas, and while mostly developed, could facilitate the movement of wildlife between the Santa Ynez Mountains' foothills and coastal open spaces, offer nighttime movement opportunities for larger and medium-sized wildlife traveling between these areas, and offer foraging opportunities for various species. Construction of the proposed project could indirectly affect wildlife movement through the

introduction of noise, light, and increased human presence, all of which could affect essential behavioral activities and physiology of wildlife.

Noise

Construction noise may affect essential behavioral activities of wildlife, including through nest/roost abandonment, interference with behavior, permanent injury to the auditory system, or masking of important sounds or sound components. Short-term construction and long-term operational noise could affect special-status species discussed under Impact BIO-1, along with migratory and resident wildlife. Animal species differ greatly in their response to noise of various characteristics and duration. An individual animal's response to a given noise event or series of events also can fluctuate due to a variety of factors, including the time of day and year, the physical condition of the animal, the physical environment (such as whether the animal is restrained or unrestrained), the experience of the individual animal, and whether or not other physical stressors (e.g., drought) are present (Manci et al. 1988). Generally, sound levels above approximately 90 decibels are likely to be adverse to mammals and are associated with a number of behaviors such as retreat from the sound source, freezing, or a strong startle response (Manci et al. 1988). Noise levels above 75 decibels are known to be capable of producing adverse physiological effects in wildlife (Fletcher 1971). As discussed in Section 4.11, *Noise*, construction noise levels may exceed Goleta's 65 decibel construction noise standard, which could result in a potentially significant impact to wildlife movement. Terrestrial wildlife migration is most pronounced during dusk, nighttime, and dawn. Construction activities would adhere to typical working hours, and construction noise would not affect nocturnal terrestrial wildlife movement. Impacts on wildlife movement from construction-related noise would be potentially significant, and mitigation would be required.

As discussed in Section 4.11, *Noise*, operational noise levels would not exceed the City's 65-decibel noise standard and would be similar to existing conditions. Impacts on wildlife movement from operational noise would be less than significant.

Light

Lighting may affect essential behavioral activities, physiology, population ecology, and ecosystems of both diurnal and nocturnal wildlife. Proposed project construction is not anticipated to occur during evening or nighttime hours in accordance with Section 17.39.070 of the City's Zoning Code, which limits construction activities from Monday to Friday, 8:00 a.m. to 5:00 p.m.. Thus, the proposed project would not introduce new light sources to the project site during the construction time period. Impacts on wildlife movement as a result of construction lighting would be less than significant.

The proposed project would introduce new sources of light from the proposed parking lots and Rio Grande Coffee Shop once operational. Light sources associated with the clubhouse, comfort station, and maintenance yard, as well as lighting of the cart paths, would be similar to existing conditions. Proposed lighting at the clubhouse, Rio Grande Coffee shop, parking lots, and maintenance yard 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. Proposed project lighting would be designed in accordance with City standards, including the City of Goleta's General Plan/Coastal Land Use Plan Policy 4.12, Lighting, which requires outdoor lighting fixtures to be designed, located, aimed downward or toward structures (if properly shielded), retrofitted if feasible, and maintained in order to prevent over-lighting, energy waste, glare, light trespass, and sky glow (City of Goleta 2006). 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 proposed project. Therefore, impacts on wildlife movement as a result of operational project lighting would be less than significant.

Human Presence

Construction of the proposed project would result in increased human presence, due to construction workers, at the project site. However, project construction is not anticipated to occur during evening or nighttime hours in accordance with Section 17.39.070 of the City's Zoning Code, which limits construction activities from Monday to Friday, 8:00 a.m. to 5 p.m.. Many wildlife species are nocturnal or crepuscular, and during the day, when construction activities would occur, these animals are typically resting or hiding. Therefore, increased human presence during construction would be unlikely to substantially interfere with wildlife movement, and construction impacts would be less than significant.

The proposed project would consist of redevelopment of the Sandpiper Golf Club. Following implementation of the proposed project, current land uses would remain the same. As discussed under Impact BIO-1, the proposed project would not result in increased human presence during project operation. Therefore, impacts on wildlife movement as a result of human presence would be less than significant.

Mitigation Measures

Implementation of Mitigation Measure NOI-1, described in Section 4.11, *Noise*, is required.

Significance After Mitigation

Mitigation Measure NOI-1 would reduce potential indirect impacts to wildlife movement during project construction by minimizing construction noise in compliance with existing City noise standards, which are set to a threshold below noise levels known to produce adverse physiological effects in wildlife (Fletcher 1971). Following the implementation of Mitigation Measure NOI-1, the proposed project's impact to wildlife movement would be less than significant.

Threshold 5:	Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Impact BIO-5 The proposed project would be potentially inconsistent with the City of Goleta's General Plan/Coastal Land Use Plan Policies CE 1.6, CE 2.2, CE 4.4, and CE 9.5, as well as Section 17.30.040 of the Goleta Municipal Code, as construction of the proposed project could directly or indirectly impact ESHA, ESHA buffers, or protected trees. Following implementation of Mitigation Measures BIO-2, BIO-3, BIO-4, BIO-6, BIO-7, BIO-8, and BIO-11, the proposed project's impact involving conflict with local policies or ordinances protecting biological resources would be Class II, *less than significant with mitigation*.

The project would result in potentially significant impacts to special-status plants and special-status wildlife (Impact BIO-1), ESHA and other sensitive natural communities (Impact BIO-2), and aquatic resources (Impact BIO-3). Local policies or ordinances that protect biological resources that would pertain to the project include policies within the City of Goleta's General Plan/Coastal Land Use Plan and Goleta Municipal Code.

The proposed project would be consistent with the City of Goleta's General Plan/Coastal Land Use Plan Policy CE 1.3, Site-Specific Studies and Unmapped ESHAs; Policy CE 1.5, Corrections to Map of ESHAs; Policy CE 1.8, ESHA Buffers; Policy CE 1.9, Standards Applicable to Development Projects;

Policy CE 2.1, Designation of Protected Creeks; Policy CE 2.3, Allowable Uses and Activities in Streamside Protection Areas; Policy CE 2.5, Maintenance of Creeks as Natural Drainage Systems; Policy CE 3.7, Lagoon Protection; Policy CE 4.5, Buffers Adjacent to Monarch Butterfly ESHAs; Policy CE 5.3, Protection of Coastal Bluff Scrub, Coastal Sage Scrub, and Chaparral ESHA; Policy CE 8.2, Protection of Habitat Areas; Policy CE 8.1, ESHA Designation; Policy CE 8.3, Site-Specific Biological Resources Study; Policy CE 8.4, Buffer Areas for Raptor Species; Policy CE 9.1, Definition of Protection Trees; and Policy CE 10.4, New Facilities. Refer to Impact LU-2 in Section 4.10, *Land Use and Planning*, Subsection 4.10.3, *Impact Analysis*, for a full analysis of the project's consistency with the above mentioned policies.

The proposed project would be inconsistent with the City of Goleta's General Plan/Coastal Land Use Plan Policy CE 1.6, Protection of ESHAs and Policy CE 2.2, Streamside Protection Areas, as well as Section 17.30.040 (Development and Mitigation of Impacts) of the Goleta Municipal Code. The proposed installation of a storm drain and associated outlet within arroyo willow thickets ESHA along Devereux Creek in the eastern portion of the project site would temporarily impact, via trenching, 0.005 acre of arroyo willow thickets. The proposed storm drain installation would also permanently impact 0.002 acre of arroyo willow thickets through habitat loss. Proposed trenching for underground utilities and decomposed granite path along the Hollister Avenue right-of-way would require removal of eucalyptus trees associated with riparian ESHA on the north side of Devereux Creek. This may be considered a permanent impact if agencies (e.g., CDFW, RWQCB, USACE) determine that the trees contribute to the habitat. Proposed trenching for the sewer line connecting to the comfort station would be located within eucalyptus groves associated with the riparian ESHA in Devereux Creek. This is anticipated to be considered a direct temporary impact by agencies (e.g., CDFW, RWQCB, USACE); although trenching would be located underground, damage to eucalyptus trees associated with the habitat could occur. The permanent loss of ESHA due to storm drain installation and Hollister Avenue right-of-way improvements and damage to riparian habitat due to the sewer line installation would result in an inconsistency with Policy CE 1.6 and Policy CE 2.2. Therefore, the proposed project would conflict with Policy CE 1.6 and Policy CE 2.2, which are designed to protect ESHA, and the proposed project's impact involving conflict with these policies would be potentially significant.

The proposed project would be inconsistent with the City of Goleta's General Plan/Coastal Land Use Plan Policy CE 4.4, Protection of Monarch Butterfly ESHAs. The proposed project would involve sewer line trenching along the eastern project site boundary within Monarch Butterfly Roosting Habitat ESHA. Although the sewer line trenching is not anticipated to result in removal of or major impact to Monarch Butterfly Roosting Habitat ESHA trees, it would subject these trees to critical root zone encroachment that could accidentally damage the trees. Therefore, the proposed project would conflict with Policy CE 4.4, which is designed to protect Monarch Butterfly Roosting Habitat ESHA, and the proposed project's impact involving conflict with this policy would be potentially significant.

The proposed project would be inconsistent with the City of Goleta's General Plan/Coastal Land Use Plan Policy CE 9.5, Mitigation of Impacts to Native Trees. The proposed project would involve removal of a coast live oak tree within a Hollister Avenue median, and trenching for a storm drain and construction of a storm drain outlet within arroyo willow thicket associated with Devereux Creek, which are protected under the City of Goleta's General Plan/Coastal Land Use Plan (as defined in Section 4.3.1, *Environmental Setting*, Subsection *Protected Tree*s). Therefore, the proposed project would conflict with Policy CE 9.5, which is designed to protect native trees, and the proposed project's impact involving conflict with this policy would be potentially significant.

Mitigation Measures

Mitigation Measures BIO-2, BIO-3, BIO-4, BIO-6, BIO-7, BIO-8, and BIO-11, described in Impacts BIO-1 and BIO-2, are required.

Significance After Mitigation

Mitigation Measure BIO-2 would reduce potential impacts to ESHA by requiring fencing around special-status plant habitat that would ensure avoidance of such habitat during construction activities. Mitigation Measures BIO-3 and BIO-4 would reduce potential impacts to ESHA by requiring biological monitoring during construction, construction worker environmental awareness training, and implementation of best management practices that would minimize potential impacts to biological resources during construction. Mitigation Measure BIO-6 would reduce potential impacts to Monarch Butterfly Roosting Habitat ESHA. Mitigation Measures BIO-7 and BIO-8 would reduce potential impacts to protected trees by requiring preparation of a Monarch Roost Protection Plan, as well as implementation of tree protection measures during project construction activities. Specifically, Mitigation Measure BIO-8 would require replacement of protected trees at a 3:1 ratio. Mitigation Measure BIO-11 would reduce potential permanent impacts to ESHA by requiring compensatory mitigation for habitat loss due to project development. Following the implementation of Mitigation Measures BIO-2, BIO-3, BIO-4, BIO-6, BIO-7, BIO-8, and BIO-11, the proposed project would be consistent with the City of Goleta's General Plan/Coastal Land Use Plan Policies CE 1.6, 2.2, 4.4 and CE 9.5, and the proposed project's impact involving conflict with any local policies or ordinances protecting biological resources would be less than significant with mitigation incorporated.

Threshold 6:	Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Impact BIO-6 The proposed project is not within the jurisdiction of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. No impact would occur.

The project site is not subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan (CDFW 2023). Therefore, the proposed project would not conflict with these plans. No impact would occur.

Mitigation Measures

No mitigation measures are required.

4.3.4 Cumulative Impacts

The geographic scope for potential cumulative impacts to biological resources is the City of Goleta. This geographic scope is appropriate given the diversity of sensitive habitats within the City and transient nature of wildlife movement. Past, present, and reasonably foreseeable future projects include the projects listed in Table 3-1 in Section 3, *Environmental Setting*. The cumulative projects listed in Table 3-1 would consist of construction of a total of 467 residential units, 378,670 square feet of industrial space (storage facilities, warehouses, distribution and delivery facilities, and a repurposed hangar building), and 58,690 square feet of commercial space (office space, car dealership

facilities, and shopping center improvements). Cumulative projects also include healthcare facility remodeling and expansion, a synagogue and storage building, a church, a fire station, habitat restoration projects within Ellwood Mesa Open Space and Sperling Preserve, three oil and gas infrastructure removal projects, two battery energy storage system projects, and several infrastructure improvements.

Cumulative development in the City of Goleta would have the potential to disturb special-status species, riparian habitats, sensitive natural communities, wetlands, and wildlife movement. Existing City policies as well as federal and State regulations would protect special-status species, riparian habitats, sensitive natural communities, wetlands, and wildlife movement during the course of cumulative project development. Individual development proposals are reviewed separately by the City and must undergo environmental review when it is determined that the potential for significant impacts exists. Cumulative projects listed in Table 3-1 in Section 3, *Environmental Setting*, would be required to implement mitigation measures, similar to the proposed project, if it is determined that significant impacts for individual cumulative projects would occur. Nevertheless, cumulative development may have a potentially significant cumulative impact on biological resources, given the scope of anticipated development. The proposed project would include the implementation of mitigation measures that would minimize impacts on biological resources such that the proposed project's impacts would be less than significant. Therefore, the proposed project would not have a considerable contribution to potential cumulative impacts.

Cumulative development have a potential to conflict with biological resource plans and policies. However, individual cumulative projects would be required to implement mitigation measures, similar to the proposed project, if it is determined that significant impacts involving conflict with biological resource plans and policies for individual cumulative projects would occur. Therefore, cumulative development would have a less than significant cumulative impact involving conflict with biological resource plans and policies.

There would be no cumulative impact regarding conflict with adopted Habitat Conservation Plans or Natural Community Conservation Plans, as no such plans are implemented within the geographic scope of cumulative impacts to biological resources.

4.4 Cultural Resources

This section analyzes the project's potential impacts related to cultural resources, including historical resources, archaeological resources, and human remains. Impacts are assessed relative to the environmental baseline, which consists of the current use of the site as the Sandpiper Golf Course.

The background information and analysis in this section is partially based on the *Built Environment Inventory and Evaluation Report* prepared by Dudek in February 2025 (Appendix E-1), the *Phase 2 Historic Resources Report for Barnsdall-Rio Grande Gasoline Station* prepared by Post/Hazeltine Associates in August 2022 (Appendix E-2), and the *Phase I and Extended Phase I Archaeological Resources Assessment Report* prepared by Langan Engineering and Environmental Services, Inc. (Langan) in February 2025 (Langan 2025). The *Phase I and Extended Phase I Archaeological Resources Assessment Report* contains confidential information exempt from disclosure under the California Public Records Act, and is available to qualified professionals upon request.

Tribal cultural resources are addressed in Section 4.15, *Tribal Cultural Resources*.

4.4.1 Environmental Setting

a. Regional Setting

The Santa Barbara region was historically occupied by the Chumash. The Chumash were a diverse population living in settlements along the California coast from Malibu Creek in the south to Estero Bay in the north, and from Tejon Pass, Lake Casitas and the Cuyama River inland to the islands of San Miguel, Santa Rosa, and Santa Cruz. The ethnography, prehistory, and history of the region are described below.

Ethnography

The Chumash spoke six closely related Chumashan languages, which have been divided into two broad groups—Northern Chumash (consisting only of Obispeño) and Southern Chumash (Purisimeño, Ineseño, Barbareño, Ventureño, and Island Chumash) (Mithun 2001). Groups neighboring the Chumash included the Salinan to the north, the Southern Valley Yokuts and Tataviam to the east, and the Gabrielino (Tongva) to the south.

Permanent Chumash villages included hemispherical dwellings arranged in close groups. Each Chumash village had a formal cemetery marked by tall painted poles, often with a defined entrance area (Gamble et al. 2001). Archaeological studies have identified separate sections for elite and common families within the cemetery grounds (King 1969).

The acorn was a dietary staple for the mainland Chumash, though its dominance varied by coastal or inland location. Chumash diet also included cattail roots, fruits and pads from cactus, and bulbs and tubers of plants such as amole (Miller 1988). On the coast, the wooden plank canoe (*tomol*) was employed in the pursuit of marine mammals and fish. The *tomol* not only facilitated marine resource procurement but also facilitated an active trade network maintained by frequent crossings between the mainland and the Channel Islands.

Chumash populations were decimated by the effects of European colonization and missionization. Traditional lifeways largely gave way to laborer jobs on ranches and farms in the Mexican and early American periods. At the time of first European contact in 1542, the Goleta area was occupied by a Native American group speaking a distinct dialect of the Chumash language. Historically, this group

became known as the Barbareño Chumash (Landberg 1963); the name deriving from the Mission Santa Barbara under whose jurisdiction many local Chumash came after its founding in 1776. Today, the Santa Ynez Band of Chumash Indians is the only federally recognized Chumash tribe, though many people of Chumash descent continue to live throughout their traditional territory.

Prehistory

Prehistoric chronology for southern California is divided into four distinct periods: Early Man Horizon (ca. 10,000 – 6,000 B.C.), Milling Stone Horizon (6,000 – 3,000 B.C.), Intermediate Horizon (3,000 B.C. – A.D. 500), and Late Prehistoric Horizon (A.D. 500 – Historic Contact).

Early Man Horizon (ca. 10,000 – 6,000 B.C.)

The Early Man Horizon was a diverse mixture of hunting and gathering and focused on use of aquatic resources in coastal and inland lakeshore areas (Jones et al. 2002). However, the Early Man Horizon had a greater emphasis on hunting than later horizons. A warm and dry 3,000-year period called the Altithermal began around 6000 B.C. which was likely responsible for the change in human subsistence patterns, including a greater emphasis on plant foods and small game.

Milling Stone Horizon (6,000 – 3,000 B.C.)

The Milling Stone Horizon is "marked by extensive use of milling stones and mullers, a general lack of well[-]made projectile points, and burials with rock cairns" (Wallace 1955). The dominance of these types of artifacts indicates a subsistence strategy focused on collecting plant foods and small animals. A broad range of food resources were consumed including small and large terrestrial mammals, sea mammals, birds, shellfish and other littoral and estuarine species, near-shore fishes, yucca, agave, and seeds and other plant products (Kowta 1969; Reinman 1964).

Chipped stone artifacts associated with Milling Stone Horizon sites are predominantly manufactured from locally available lithic material. Chopping, scraping, and cutting tools along with grinding tools such as manos and metates[1] were common. Scraper-plane tools were likely used to process agave or yucca for food or fiber (Kowta 1969). Milling stones (such as manos and metates) were used to grind hard seeds into flour. The mortar and pestle, used for pounding acorns or other foods, were first used during the Milling Stone Horizon and their use increased dramatically in later periods (Wallace 1955; Warren 1968). Sometime during this period, people began making *Olivella* shell beads (beads made from the shell of a small sea snail), which possibly indicates the start of a regional exchange system (Glassow et al. 2007).

Intermediate Horizon (3,000 B.C. – A.D. 500)

The Intermediate Horizon is characterized by a shift toward a hunting and maritime subsistence strategy, as well as greater use of plant foods. During the Intermediate Horizon, there was a noticeable trend toward use of local resources along the coast, including a broad variety of fish, land mammal, and sea mammals. Tool kits for hunting, fishing, and processing food and materials reflect this increased diversity, with flake scrapers, drills, various projectile points, and shell fishhooks being manufactured.

[1] Manos are handheld stones used when grinding hard seeds on a metate, a flat or slightly hollowed oblong stone on which materials are ground.

Mortars and pestles became more common during this transitional period, gradually replacing manos and metates as the dominant milling equipment. Many archaeologists believe this change in milling stones signals a change from the processing and consuming of hard seed resources to the increasing reliance on acorns (e.g., Glassow et al. 1988; True 1993). Mortuary practices during the Intermediate Horizon typically included fully flexed burials oriented toward the north or west (Warren 1968).

Late Prehistoric Horizon (A.D. 500 – Historic Contact)

During the Late Prehistoric Horizon, the diversity of plant food resources and land and sea mammal hunting increased even further than during the Intermediate Horizon. More types of artifacts were observed during this period and high quality, exotic lithic materials were used for small, finely worked projectile points for bow and arrows. Steatite[2] containers were made for cooking and storage and there was an increased use of asphaltum, or naturally occurring tar, for waterproofing. More artistic artifacts were recovered from Late Prehistoric sites and cremation became a common mortuary custom. Larger, more permanent villages supported an increased population size and social structure (Wallace 1955).

After A.D. 500, a wealth of ornaments, ceremonial, and artistic items characterize the Chumash Tradition along the central coast and offshore islands (Warren 1968). Ground stone items include bowls, mortars and pestles, balls, grooved stones, doughnut stones, stone beads, pendants, pipes, tubes, and mammal effigies. Projectile points, both large and small, were typically non-stemmed and leaf-shaped, with convex or concave bases. Chipped stone implements also included drills and scrapers. Utilitarian objects were made from bone (e.g., awls, fishhooks, whistles, and tubes) and shell (e.g., fishhooks and abalone shell dishes). Shell beads and ornaments were abundant, and bowls, pestles, pipes, and stone tubes were inlaid with shell beads and engraved. Bowls, pipes, and ornaments were commonly manufactured from steatite.

Characteristic mortuary practices during the Chumash Tradition included burial in crowded cemeteries. Burials were normally flexed, placed face down, and oriented toward the north or west (Warren 1968). The interments were typically marked by vertical pieces of whalebone and contained abundant grave goods, such as ornaments, effigies, and utensils.

History

A summary of the history of the general project area, excerpted from the *Phase I and Extended Phase I Archaeological Resources Assessment Report* (Langan 2025), is provided below. The historic occupation of the area can be divided into three periods: the Spanish Mission Period, the Rancho Period, and the American Period.

Spanish Mission Period (A.D. 1786–1834)

The earliest European exploration of California occurred about a generation after the Spanish conquest of Indigenous groups in present-day Mexico. In 1542, former conquistador Juan Rodríguez Cabrillo led an expedition along the coast, possibly reaching as far north as Mendocino. The expedition recorded aspects of Chumash social and political life and noted the dense population along the mainland coast from Point Mugu to Point Conception. They went ashore at settlements like *Pueblo de las Canoas* (Ventura, Mugu, or Malibu Lagoon), *Pueblo de las Sardinas* (near Santa Barbara), and *Xexo* (Cojo Anchorage at Point Concepcion). Inhabitants from other settlements, such as Dos

[2] A mineral talc, also known as soapstone.

Pueblos and Goleta Lagoon, likely interacted with the European explorers. The expedition also anchored and landed on various islands, where Cabrillo died, possibly on San Miguel Island.

Spanish ships involved in the Manila Galleon trade began sailing along the California coast in 1565, leading to at least two known contacts with indigenous groups. In 1587, Pedro de Unamuno entered Morro Bay, traveled inland to what is now San Luis Obispo, and claimed the land for Spain. In 1595, Sebastian Cermeño visited San Luis Obispo Bay after losing his ship at Point Reyes. These voyages did little to establish a Spanish presence in Alta California. In 1602, Sebastián Vizcaíno sailed through the Santa Barbara Channel, naming the region "Santa Barbara" and encountering Chumash people who greeted them by canoe. Vizcaíno's cosmographer, Jerónimo Martín Palacios, may have briefly visited the mainland to comment on the settlements and natural resources.

After the initial exploratory visits to the Santa Barbara Channel and irregular contacts through the Manila Galleon trade, the Spanish Period in the California Bight began with Captain Gaspar de Portolá's 1769 overland expedition. The expedition aimed to establish a mission in Monterey, the second in Alta California after San Diego, and to survey the region for colonization. Diaries from the Portolá expedition provide detailed accounts of the Santa Barbara mainland, describing Chumash generosity, ceremonies, cuisine, village size, population, and politics. The village names recorded by Portolá did not match those from Cabrillo's expedition 227 years earlier, suggesting changes in village stability and political allegiances over time.

Rancho Period (A.D. 1834 – 1850)

During the Rancho Period, secularization and cattle raising were prominent, with large land grants from Mission lands given to wealthy Spanish families. Before the missions dissolved, Tecolote Canyon lands were used for grazing and agriculture, with a new corral built in 1803 for 1,084 sheep from Mission San Buenaventura. After Mexico's independence in 1822 and the secularization of missions in 1834, Rancho Dos Pueblos was granted to Nicholas Den in 1842 by Governor Juan Alvarado. Following a brief dispute with the Santa Barbara Mission, Den secured permanent ownership. He held the land until his death in 1862, after which it was divided among his widow and ten children. Katherine, Den's firstborn, chose 519 acres, including Las Armas Canyon, later named Bell Canyon after her husband, John Stewart Bell. This property is west of the Sandpiper Golf Club and includes the creek and lagoon visible from the course.

Early American Period (A.D. 1850 – 1911)

Elwood Cooper purchased 2,000 acres east of Bell Canyon, extending from the present-day Sandpiper Golf Club to Sands Beach. Born in Pennsylvania in 1829, Cooper moved to Goleta in the 1870s on William Wells Hollister's recommendation. His ranch included 150 Jersey cattle and thousands of trees, such as eucalyptus, olive, almond, persimmon, and walnut. While he had some success with persimmons and walnuts, his olive oil venture could not compete with Sicilian olive oil, and eucalyptus proved unsuitable for lumber. However, eucalyptus became popular for windbreaks. After his wife's death in 1909, Cooper sold the property and moved to the Arlington Hotel in Santa Barbara, where he lived until his death in 1918.

Contemporary American Period (A.D. 1911 – Present day)

Real estate magnate, oil tycoon, and conservationist Silsby Spalding bought Cooper's former property in 1926 and owned it until his death in 1949. Spalding continued commercial activities like crop cultivation, cattle ranching, and breeding prized livestock. Although a claim for oil rights was made in 1900, no drilling occurred until E. J. Miley drilled successful test wells near Tecolote Canyon between

1925 and 1927. Frank Morgan, a geologist, convinced Rio Grande (an oil company) to drill a test well along Elwood Terrace, striking oil on July 26, 1928. This led to extensive drilling and infrastructure development along the Goleta coast, sparking a 25-year oil boom that substantially impacted land use and property rights.

Infrastructure to support offshore drilling and onshore production included up to six offshore piers, with one just south of the current project site. Ancillary and administrative structures were built on the project site, and pipelines connected the oil rigs to storage facilities, remnants of which still exist. The site was substantially impacted by this construction. Oil production continued from the late 1950s to the mid-1960s, after which all operations ceased, and the infrastructure was gradually dismantled.

The project site is notable for being the location of the only wartime naval attack on the continental United States since the War of 1812. On January 23, 1942, a Japanese Imperial Navy submarine was spotted about a mile off the coast by volunteers at Tecolote Canyon. The submarine fired twenty-five 5.5-inch cannon shells at oil-storage tanks near Tecolote and Winchester Canyons, causing minimal damage and a monetary loss of $500. However, the attack heightened fears of a Japanese invasion, following the Pearl Harbor attack. This event gained international notoriety and spurred a campaign to raise money for war bonds, resulting in the purchase of a bomber and fighter plane named the "Flying Santa Barbaran" and the "Elwood Avenger."

In 1972, Kenneth Hunter, an independent oil producer, purchased the project site to develop the Sandpiper Golf Club, which began construction that year. Ty Warner bought the Sandpiper Golf Club in 2003.

b. Project Site Setting

A review of available historical aerial photographs was conducted to identify landscape changes on the project site. In 1928, the project site was mostly undeveloped, with small structures at the end of a dirt road along the southeastern edge. Two marine terraces ran north to south through the eastern and central sections. Hollister Avenue was present, and there was grading in the northwest portion, south of the current on/off ramp for United States Highway 101. By 1929, the western portion of the project site showed two large round structures where grading had occurred. There were piers and infrastructure for offshore oil drilling and onshore production, with the project site heavily disturbed by dirt roads. The Barnsdall Rio Grande Gas Station, built in 1929, is the only surviving structure from this period. From 1936 to 1948, aerials show increased infrastructure for offshore drilling and onshore production, including piers, dirt roads, tanks, and buildings. The eroded marine terraces from 1928 were still visible. Between 1954 and 1969, aerials show a gradual decrease in piers and oil-related infrastructure, with increased vegetation. By 1966, a dirt road and grading led to the current Ellwood Onshore Beacon West Energy Group Facility, corresponding to the closure of the oil production facility in 1965. In 1972, the project site was graded, with two rectangular structures present along Hollister Avenue. The marine terraces were filled in, with a line of trees marking the eastern terrace. A dirt road ran along the western edge of the project site, connecting to the southern end of the adjacent facility. This corresponds to Kenneth Hunter's purchase and development of the Sandpiper Golf Club. In 1975, the project site became a golf course, with a clubhouse and parking lot. A pond was located southwest of the clubhouse (Langan 2025).

A review of existing structures associated with the Sandpiper Golf Club determined the existing clubhouse, golf course, comfort station, and maintenance yard are not eligible under the National Register of Historic Places (NRHP), California Register of Historic Resources (CRHR), or City designation criteria as historic resources (Appendix E-1). However, a review of the Barnsdall Gas Station

determined the structure is eligible for listing in the CRHR and is a designated City of Goleta Landmark (Appendix E-2). Therefore, there is one eligible historic resource identified on the project site.

In May 2022, Langan conducted a records search of the Central Coast Information Center (CCIC) branch of the California Historical Resources Information System (CHRIS). The search was undertaken to identify previously conducted cultural resource studies and previously recorded cultural resources (prehistoric or historic) within a one-mile radius of the project site. The results from the CHRIS records search identified 114 previous cultural resources studies within one mile of the project site, with 24 of these studies overlapping portions or all of the project site. The CHRIS records search identified 33 cultural resources previously recorded within a one mile radius of the project site. Of the 33 previously recorded resources, three prehistoric archaeological sites (CA-SBA-1321, CA-SBA-3945, and CA-SBA-3496) and one prehistoric isolate (P-42-038647) are recorded within the project site. Additionally, an archaeological field survey identified two newly recorded prehistoric sites (Dudek-Sandpiper-001 and Dudek-Sandpiper-002). The exact locations of these and all cultural resources are exempt from disclosure under the California Public Records Act to protect these sensitive sites from potential harm, vandalism, or unauthorized access.

4.4.2 Regulatory Setting

a. Federal Regulations

National Register of Historic Places

The NRHP was established by the National Historic Preservation Act of 1966 as "an authoritative guide to be used by federal, State, and local governments, private groups, and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment" (Code of Federal Regulations [CFR] 36 60.2). The NRHP recognizes properties that are significant at the national, State, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, and association.

b. State Regulations

California Environmental Quality Act

Section 15064.5 of the California Environmental Quality Act (CEQA) Guidelines states that a cultural resource is "historically significant" if it meets one of the criteria for listing in the CRHR (Public Resources Code [PRC] Section 5024.1; 14 California Code of Regulations Section 4852). A resource may quality for CRHR listing if it:

Criterion A: It is associated with events that have made a significant contribution to the broad patterns of our history.

Criterion B: It is associated with the lives of persons who are significant in our past.

Criterion C: It embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction.

Criterion D: It has yielded, or may be likely to yield, information important in prehistory or history.

Cultural resources meeting one or more of these criteria are defined as "historical resources" under CEQA. Included in the definition of historical resources are prehistoric archaeological sites, historic archaeological sites, historic buildings and structures, traditional cultural properties important to a tribe or other ethnic group, cultural districts and landscapes, and a variety of other property types.

Impacts to "unique archaeological resources" are also considered under CEQA as described under PRC Section 21083.2. This section defines a "unique archaeological resource" as:

> "an archaeological artifact, object, or site, about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:
>
> 1. Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information.
> 2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
> 3. Is directly associated with a scientifically recognized important prehistoric or historic event or person (Public Resources Code Section 21083.2[g])."

Potential impacts to identified cultural resources need only be considered if the resource is an "important" or "unique archaeological resource" under the provisions of *CEQA Guidelines* Sections 15064.5 and 15126.4 and the eligibility criteria. If a resource cannot be avoided, then the resource must be examined pursuant to *CEQA Guidelines* Sections 15064.5 and 15126.4 and pursuant to the eligibility criteria as an "important" or "unique archaeological resource."

A non-unique archaeological resource is an archaeological artifact, object, or site that does not meet the above criteria. Impacts to non-unique archaeological resources and resources that do not qualify for listing on the CRHR receive no further consideration under CEQA.

Section 15064.5(b)(3) of the *CEQA Guidelines* state that if significant cultural resources are identified within a proposed project site, the lead agency is required to identify potentially feasible mitigation measures and ensure that these measures are enforceable through permit conditions. Preservation in place is the preferred mitigation for archaeological sites, which can be accomplished by capping or covering the site with sterile soil (PRC 21083.2 [b]; *CEQA Guidelines* Section 15126.4[b][3]).

California Register of Historical Resources

CEQA (PRC Section 21084.1) requires that a lead agency determine whether a project could have a significant effect on historical resources. A historical resource is a resource listed in or determined to be eligible for listing in the CRHR (PRC Section 21084.1), a resource included in a local register of historical resources (PRC Section 15064.5[a][2]), or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (PRC Section 15064.5[a][3]).

PRC Section 5024.1 requires an evaluation of potential historical resources to determine their eligibility for listing in the CRHR. The purpose of the register is to maintain listings of the state's historical resources and to indicate which properties are to be protected from substantial adverse change. The criteria for listing resources in the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the NRHP.

PRC Section 21083.2(g) defines a unique archaeological resource as an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it does one or more of the following:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.

Has a special and particular quality such as being the oldest of its type or the best available example of its type.

Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Impacts to significant cultural resources that affect the characteristics of any resource that qualify it for the NRHP or adversely alter the significance of a resource listed in or eligible for listing in the CRHR are considered a significant effect on the environment. These impacts could result from physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired (*CEQA Guidelines*, Section 15064.5 [b][1], 2000). Material impairment is defined as demolition or alteration in an adverse manner [of] those characteristics of an historical resource that convey its historical significance and that justify its inclusion or eligibility for inclusion in the CRHR (*CEQA Guidelines*, Section 15064.5[b][2][A]).

California Coastal Act

The project site is located in the Coastal Zone and is thus subject to the California Coastal Act. According to California Coastal Act Chapter 3, Article 5, Section 30244, "where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required." The proposed project must comply with California Coastal Act Chapter 3, Article 5, Section 30244, and implement reasonable mitigation measures should impacts to archaeological or paleontological resources be adverse.

Codes Governing Human Remains

The disposition of human remains is governed by California Health and Safety Code Section 7050.5 and PRC Section 5097.98 and falls within the jurisdiction of the Native American Heritage Commission (NAHC). If human remains are discovered, the County Coroner must be notified within 48 hours and there should be no further disturbance to the site where the remains were found. If the remains are determined by the coroner to be Native American, the coroner is responsible for contacting the NAHC within 24 hours. The NAHC, pursuant to PRC Section 5097.98, will immediately notify those persons it believes to be most likely descended from the deceased Native Americans so they can inspect the burial site and make recommendations for treatment or disposal.

c. Local Regulations

City of Goleta's General Plan/Coastal Land Use Plan

The City of Goleta's General Plan/Coastal Land Use Plan Open Space Element (2006) outlines several policies related to the preservation of historic and cultural resources:

- **Policy OS 8.1: Definition**. Cultural resources include Native American archaeological sites and areas of the natural landscape that have traditional cultural significance. Archaeological sites include prehistoric sites that represent the material remains of Native American societies and

their activities and ethnohistoric sites that are Native American settlements occupied after the arrival of European settlers in California. Such archaeological sites may include villages, seasonal campsites, burial sites, stone tool quarry sites, hunting sites, traditional trails, and sites with rock carvings or paintings. Areas of traditional cultural significance include Native American sacred areas where religious ceremonies are practiced or which are central to their origins as a people, as well as areas traditionally used to gather plants for food, medicinal, or economic purposes.

- **Policy OS 8.3: Preservation**. The City shall protect and preserve cultural resources from destruction. The preferred method for preserving a recorded archeological site shall be by preservation in place to maintain the relationship between the artifacts and the archaeological context. Preservation in place may be accomplished by deed restriction as a permanent conservation easement, avoidance through site planning and design, or incorporation of sites into other open spaces to prevent any future development or use that might otherwise adversely impact these resources.
- **Policy OS 8.4: Evaluation of Significance**. For any development proposal identified as being located in an area of archaeological sensitivity, a Phase I cultural resources inventory shall be conducted by a professional archaeologist or other qualified expert. All sites determined through a Phase 1 investigation to potentially include cultural resources must undergo subsurface investigation to determine the extent, integrity, and significance of the site. Where Native American artifacts have been found or where oral traditions indicate the site was used by Native Americans in the past, research shall be conducted to determine the extent of the archaeological significance of the site.
- **Policy OS 8.5: Mitigation.** If research and surface reconnaissance shows that the project area contains a resource of cultural significance that would be adversely impacted by proposed development and avoidance is infeasible, mitigation measures sensitive to the cultural beliefs of the affected population shall be required. Reasonable efforts to leave these resources in an undisturbed state through capping or covering resources with a soil layer prior to development shall be required. If data recovery through excavation is the only feasible mitigation, the City shall confer with the affected Native American nation or most-likely descendants, as well as agencies charged with the responsibility of preserving these resources and organizations having a professional or cultural interest, prior to the removal and disposition of any artifacts.
- **Policy OS 8.6: Monitoring and Discovery**. On-site monitoring by a qualified archaeologist and appropriate Native American observer shall be required for all grading, excavation, and site preparation that involves earth moving operations on sites identified as archaeologically sensitive. If cultural resources of potential importance are uncovered during construction, the following shall occur:
  a. The grading or excavation shall cease and the City shall be notified.
  b. A qualified archeologist shall prepare a report assessing the significance of the find and provide recommendations regarding appropriate disposition.
  c. Disposition will be determined by the City in conjunction with the affected Native American nation.

Goleta Historic Preservation and Archaeological and Tribal Cultural Ordinance (Ordinance No. 22-05)

Th Goleta Historic Preservation and Archaeological and Tribal Cultural Ordinance, passed in April 2022, establishes regulations and processes associated with historic and archaeological resources.

This includes Chapter 17.33 (Historic Resources Preservation) and Chapter 17.43 (Archaeological and Tribal Cultural Resources), applicable provisions of which are provided below.

Chapter 17.33.030 Historic Resources Inventory

a. **Establishment.** The City shall create and maintain a list of properties known as the Historic Resources Inventory (HRI) adopted by City Council Resolution. The HRI shall collectively consist of buildings, structures, objects, or sites that satisfy one or more of the following:
    1. Are identified as potentially eligible for designation through historic resources survey or other evaluation conducted by a qualified preservation professional using accepted professional practices and formally adopted for inclusion on the HRI by the City Council; or
    2. Are listed in or formally determined eligible for listing in the National Register of Historic Places or the California Register of Historical Resources, either individually or as a Contributor to a designated Historic District; or
    3. Are designated as a County of Santa Barbara Landmark or County of Santa Barbara Place of Historic Merit; or
    4. Are designated Historic Landmarks or contributors to designated Historic Districts by the City Council.

b. **Purpose.** The HRI may be used for reference for future determinations for the designation of Historic Landmarks or Historic Districts. In addition, all properties on the HRI are subject to provisions of this chapter including the standards and review processes associated with alterations to or demolition of historic resources. All properties on the HRI are considered historical resources as defined by the California Environmental Quality Act and may be eligible to use alternative Building Code provisions as determined by the Building Official.

Chapter 17.33.040 Historic Landmarks

Criteria for Designating a Historic Landmark: A building, structure, object or site shall be designated a Historic Landmark if the City Council finds that the following criteria are met:

1. The proposed Historic Landmark is at least 50 years old or exhibits Exceptional Importance; and

The proposed Historic Landmark meets one or more of the following:

a. The proposed Historic Landmark is associated with important events or broad patterns of development that have made a significant contribution to the historical, archaeological, cultural, social, economic, aesthetic, engineering, or architectural development of the City, State, or nation; or
b. The proposed Historic Landmark is associated with persons significant in local, State, or national history; or
c. The proposed Historic Landmark embodies distinctive characteristics of a style, type, period, or method of construction, or is an example of the use of indigenous materials or craftsmanship, or it is a significant example of the work of a notable builder, designer, or architect; or
d. The proposed Historic Landmark has yielded or has the potential to yield, information important to the history or prehistory of the City, State, or nation; and
e. The proposed Historic Landmark retains those aspects of historic integrity that convey the reason for its significance.

Chapter 17.33.080 Design Review of Alterations to Historic Resources

This section establishes the review process for proposed alterations to historic resources.

A. **Compliance with Section.** It shall be unlawful for any person, property owner, or entity to alter any historic resource directly or indirectly except as provided herein. Alterations to historic resources to add an attached accessory dwelling unit are subject to the requirements of Section 17.41.030(F)(8) only.

B. **Alterations that are Exempt from Design Review**. The provisions for the Design Review of proposed alterations to historic resources shall not be construed to prevent ordinary maintenance and repair which does not change the design, materials, architectural features, or character-defining features of a historic resource. The exemptions outlined in Section 17.58.020 apply to historic resources, with the following exceptions:

1. The proposed alteration will affect an identified character-defining feature of the historic resource.
2. All proposed additions to historic resources are subject to Design Review.

C. **Criteria and Procedure for Director Review of Alterations.**

1. Required Findings. The Director shall approve the plans and Design Review Board review is not required if the following findings are made:
    a. The proposed alteration is minor and clearly meets any applicable design guidelines adopted by the City Council; or
    b. In the absence of applicable design guidelines, the proposed alteration is minor and clearly meets the relevant Secretary of the Interior's Standards for the Treatment of Historic Properties; and
    c. The proposed alteration will not diminish, eliminate, or adversely affect the character, character-defining features, or historic integrity of the historic resource; and
    d. Any changes to the proposed alteration requested by the Director are agreed to by the applicant.
2. Changes to the Plans. No changes shall be made to the project once the Director has approved the plans without resubmitting to the Director for approval of the changes.

D. **Criteria and Procedure for Historic Preservation Commission and Design Review Board Review of Alterations.**

1. Historic Preservation Commission Review. The review and decision on the design review for projects involving historic resources will be undertaken by the Design Review Board as outlined in Section 17.58.060, with a recommendation from the Historic Preservation Commission. The Historic Preservation Commission will review the application materials and make a recommendation to the Design Review Board for consideration prior to Preliminary Review as outlined in Section 17.58.060(B).
2. Required Findings. The Historic Preservation Commission shall make recommendations, and the Design Review Board shall decide based on one of the following findings:
    a. The proposed alteration is found to be consistent with any applicable design standards or guidelines adopted by the City Council; or

b. In the absence of applicable design standards or guidelines, the proposed alteration is found to be consistent with the relevant Secretary of the Interior's Standards for the Treatment of Historic Properties; or

c. There is sufficient evidence, including evidence provided by the applicant, that denial of the proposed alteration would cause an immediate hardship because of conditions unique to the specific property.

Chapter 17.43.040 Development Standards

a. The following standards are applicable to all permits issued under this chapter:

1. If unanticipated discovery of archaeological and/or tribal cultural resources occurs during earth-disturbing activities, earth-disturbing activities must be stopped immediately until a qualified archaeologist can evaluate the significance of the archaeological and/or tribal cultural resource pursuant to standards set forth in Council Resolution No. 08-40, Environmental Thresholds and Guidelines Manual as amended, and local Chumash tribal representative(s) can evaluate the importance of the find.
2. If human remains are uncovered as a result of earth-disturbing activities, work must stop immediately and the Planning and Environmental Review Department must be contacted, and the applicant must follow the procedures identified by Public Resources Code Section 5097.98.
3. As applicable, recommendations identified in the Preliminary Archaeological Assessment, Phase 1 Report, or Extended Phase 1 Report and agreed upon by the City, must be implemented and printed on the approved building plans.

Goleta City Council Resolution 22-10

The Barnsdall Rio Grande Gas Station was designated a City of Goleta Landmark under Section D of City Council Resolution 22-10 on April 5, 2022:

Section D. Findings to Add 7825 Hollister Avenue (Barnsdall-Rio Grande Gasoline station) to the Historic Resources Inventory and designate the property as a Goleta Landmark (Sections 17.33.020 and 17.33.040).

1. The Barnsdall-Rio Grande Gasoline Station located at 7825 Hollister Avenue has been identified as a historic resource as part of the Citywide Historic Resource Survey, conducted using accepted professional practices by the Qualified Preservation Professionals at Historic Resources Group. Further, the Barnsdall-Rio Grande Gasoline Station was previously designated as Landmark #29 by the County of Santa Barbara prior to January 1, 2021. Therefore, in accordance with Section 17 .33.020(A), the property meets the criteria established by the City of Goleta to be placed on the Goleta's Historic Resources Inventory.
2. Built in 1927, the Barnsdall Rio Grande Gasoline Station is 92 years old and exceeds the minimum 50-year threshold in accordance with Section 17.33.040(A)(1).
3. The Barnsdall Rio Grande Gasoline Station is associated with important event in Goleta's history namely the development of the oil and gas industry. Further the structure is an excellent local example of Spanish Colonial Revival Architecture by master architects, Morgan, Walls, and Clements. In addition, the Barnsdale Rio Gasoline Station was previously designated by the County of Santa Barbara and is eligible for automatic local designation. For these reasons, the Barnsdall Rio Grande Gasoline Station meets the findings stated in Sections 17.33.040(A)(2)(a) and (c) and 17.33.040(C).

4.4.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

In August 2022, Post/Hazeltine Associates prepared a *Phase 2 Historic Resources Report for Barnsdall-Rio Grande Gasoline Station* to evaluate the Barnsdall Rio Grande Gas Station for historical significance. The *Phase 2 Historic Resources Report for Barnsdall-Rio Grande Gasoline Station* also provided guidance such that implementation of the proposed project would not impair the historical significance of the Barnsdall Rio Grande Gas Station. In February 2025, Dudek prepared a *Built Environment Inventory and Evaluation Report* to evaluate the Sandpiper Golf Club for historical significance in consideration of the NRHP, the CRHR, and the City of Goleta destination and integrity criteria. In February 2025, Langan prepared a *Phase I and Extended Phase I Archaeological Resources Assessment Report* to assess potential project impacts to known and unknown archaeological resources. The analysis of cultural resources impacts in this section is based on information presented in these three studies.

Significance Thresholds

The significance of a cultural resource and impacts to the resource is determined by whether that resource can increase the collective knowledge regarding the past. The primary determining factors are site content and degree of preservation.

As described in more detail in Section 4, *Environmental Impact Analysis*, the following thresholds are based on Appendix G of the *CEQA Guidelines* which provides the following to determine if a project would have a potentially significant impact on cultural resources. Would the project:

1. Cause a substantial adverse change in the significance of a historical resource as defined in *CEQA Guidelines* §15064.5;
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to *CEQA Guidelines* §15064.5;
3. Disturb any human remains, including those interred outside of formal cemeteries.

According to the County's *Environmental Thresholds and Guidelines Manual*, a project would have a significant impact on a cultural resource if it results in the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of such a resource would be materially impaired.

b. Project Impacts and Mitigation Measures

Threshold 1:	Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Impact CUL-1 The Barnsdall Rio Grande Gas Station qualifies as a historical resource. The proposed restoration and adaptive reuse of the Barnsdall Rio Grande Gas Station would be consistent with all of the applicable Secretary of the Interior's Standards for Rehabilitation and the City of Goleta Historic Preservation Ordinance with implementation of Mitigation Measure CUL-1. Vibration from construction activities has the potential to damage the Barnsdall Rio Grande Gas Station. With implementation of Mitigation Measure NOI-2, the proposed project's construction impacts to the Barnsdall Rio Grande Gas Station would be Class II, *less than significant with mitigation incorporated.* Operation of the proposed project would involve maintenance of the restored Barnsdall Rio Grande Gas Station and impacts would be Class III, *less than significant*.

The *Built Environment Inventory and Evaluation Report* evaluated the Sandpiper Golf Club, including the clubhouse, golf course, comfort station, and maintenance yard in accordance with *CEQA Guidelines* Section 15064.5 (a)(2)-(3) and PRC Section 5024.1. The report concludes that the maintenance yard structures are less than 45 years of age and thus ineligible for qualification as historical resources, the golf course is not eligible as a designated historic landscape, and the comfort station and clubhouse are not eligible as individual resources for the NRHP, CRHR, or City of Goleta Landmarks due to a lack of significance and architectural merit (Appendix E-1). Consequently, the clubhouse, golf course, comfort station, and maintenance yard do not constitute historical resources for the purposes of CEQA analysis, and project improvements involving the clubhouse, golf course, comfort station, and maintenance yard would not cause a substantial adverse change in the significance of a historical resource.

As described in the *Phase 2 Historic Resources Report for Barnsdall-Rio Grande Gasoline Station,* the Barnsdall Rio Grande Gas Station, located at 7825 Hollister Avenue (Assessor's Parcel Number 079-210-059), is a designated City of Goleta Landmark pursuant to Goleta City Council Resolution 22-10 and is designated County of Santa Barbara Landmark #29. Therefore, it is a historical resource as defined by CEQA 15064.5(a)(2) because it is "included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code" (Appendix E-2).

As discussed in Section 2, *Project Description*, Section 2.6.5, *Barnsdall Rio Grande Gas Station/Rio Grande Coffee Shop*, the proposed project would include the restoration and adaptive reuse of the Barnsdall Rio Grande Gas Station as a new quick stop café, renamed the Rio Grande Coffee Shop. The Rio Grande Coffee Shop would consist of two parts: the restored existing 349 square foot Barnsdall Rio Grande Gas Station to serve as seating for the café and a new 695 square foot café building designed to resemble a 1920s gas station service bay, located to the east of the existing gas station building. New wooden trellises would be located to the west of the existing gas station building, and on the eastern and western sides of the Rio Grande Coffee Shop. Proposed renovations to the existing gas station building include remodeling the interior to function as an extension of seating for the new coffee shop.

As described in Table 4.4-1, the proposed improvements to the Barnsdall Rio Grande Gas Station would be consistent with all of the applicable Secretary of the Interior's Standards for Rehabilitation and thus the City of Goleta Historic Preservation Ordinance. However, as discussed in Section 4.11, *Noise*, construction activities associated with the Rio Grande Coffee Shop would result in vibration near the Barnsdall Rio Grande Gas Station. Vibration damage, such as through structural damage or material fatigue, to the Barnsdall Rio Grande Gas Station as a result of construction activities would result in a potentially significant impact on the historic building.

Table 4.4-1 Project Consistency with the Secretary of the Interior's Standards for Rehabilitation

Standard for Rehabilitation	Consistency Analysis
Standard 1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.	**Consistent.** The property historically functioned as a gas station with a detached restaurant. The proposed project would continue these historic uses through the conversion of the gas station to restaurant seating for the detached coffee shop. The proposed project requires minimal change to the use and design of the property. It would preserve almost all of the Barnsdall Rio Grande Gas Station's existing materials and design features and would thus meet Standard 1.
Standard 2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.	**Consistent.** The proposed rehabilitation emphasizes repair and replacement in-kind of historic materials, features, and spaces of the building**.** The location of the new café building and trellis would maintain a distinct separation between the historic building and new construction, which would minimize impacts to the Barnsdall Rio Grande Gas Station's setting and would thus meet Standard 2.
Standard 3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.	**Consistent.** The proposed project does not include the addition of building materials from other historic properties or conjunctural features. Meaning, the project does not propose creating a historically inaccurate appearance because no historic materials from other properties are proposed for use in the project, and no materials or features are proposed that are unsupported by physical or documentary evidence. Therefore, the proposed project complies with Standard 3.
Standard 4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.	**Consistent.** The proposed project does not include changes to design features that have achieved historic significance in their own right because the building does not include non-original features that have acquired significance over time. Therefore, Standard 4 does not apply to the proposed project.
Standard 5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.	**Consistent.** Implementation of the proposed project would return the Barnsdall Rio Grande Gas Station to a close approximation of its historic appearance. Therefore, the project, which would preserve, repair, or recreate almost all of the Barnsdall Rio Grande Gas Station's character-defining materials and design features, would meet Standard 5.
Standard 6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.	**Consistent**. The proposed project would ensure the historical resource retains its historic features and materials and would thus meet Standard 6 because the proposed project emphasizes repair and in-kind replacement of deteriorate features informed by historic photographs and architectural plans and physical evidence. Project plans include: ▪ Replicating the missing exterior ceramic tilework to match the existing original tile in dimension, placement, color, and placement; ▪ Repairing exterior plasterwork to match the original in texture, color, and material; ▪ Repairing the roof assembly including its rafter tails to match the original in design, finish, dimensions, and appearance;

Standard for Rehabilitation	Consistency Analysis
	▪ In-kind replacement of damaged or missing terra cotta roof tiles to match the originals; ▪ Repairing or replicating the original windows in design, profile, materials, and glazing pattern; ▪ Repairing or in-kind replacement of the restroom doors to closely match the originals while meeting universal access requirements; ▪ In-kind replacement of the front doors to match the originals in overall appearance while meeting the requirements for universal access; ▪ Repairing existing cast plasterwork and replace missing decorative plasterwork to match the originals as documented by surviving ornamentation; ▪ Repairing the rooftop cupola to its original appearance; and Restyling the painted lettering to read "Barnsdall Oil Co. Rio Grande Coffee" to serve as signage for the coffee shop and recharging station.
Standard 7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.	**Consistent**. The proposed project does not include exterior chemical or physical cleaning treatments such as sandblasting or power washing, thus the project meets Standard 7.
Standard 8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.	**Not Applicable.** The Barnsdall Rio Grande Gas Station does not qualify as an archaeological resource under CEQA pursuant to PRC Section 21083.2. Therefore, this standard does not apply.
Standard 9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.	**Consistent**. New construction would be modest in scale, detached from the historic building, and compatible in materials and design with the historic property. Therefore, the proposed project would meet Standard 9.
Standard 10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.	**Consistent.** Loss of historic fabric is confined to portions of two windows, the front doors, and sections of concrete curbing. Other proposed alterations are reversible as the detached café building could be removed without affecting the physical or design integrity of the Barnsdall Rio Grande Gas Station. Therefore, the proposed project would meet Standard 10.

Source: Appendix E-2

While the proposed project plans comply with the Standards for Rehabilitation, it is possible during project implementation that repairs, replacements, materials, finishes, designs, colors, textures, and other visual qualities may not be implemented with the intent of the Standards for Rehabilitation. If the wrong materials are used during project construction, a potentially significant impact to the Barnsdall Rio Grande Gas Station's historical integrity would occur. To reduce the possibility of inappropriate treatments and protect the historic integrity of the Barnsdall Rio Grande Gas Station the proposed project would comply with Mitigation Measure CUL-1, which requires coordination and monitoring by the City and/or architectural historian.

Mitigation Measures

NOI-2 Construction Vibration Control Plan

Refer to Impact NOI-2 in Section 4.11, *Noise*, Subsection 4.11.3, *Impact Analysis*.

CUL-1 Architectural Monitoring for Barnsdall Rio Grande Gas Station

The project applicant shall retain a Secretary of Interior's Professionally Qualified architectural historian and/or the City's Urban Historian (qualified historian) to ensure the project implementation utilizes the Secretary of Interior's Standards for Rehabilitation and guidelines from the National Park Service including:

- *Preservation Brief #9, The Repair of Historic Wood Windows*
- *Preservation Brief #10, Exterior Paint Problems on Historic Woodwork*
- *Preservation Brief #32, The Preservation and Repair of Historic Stuccowork*
- *Preservation Brief #45, Preserving Historic Wood Porches*

The project applicant shall provide proof of retainment of the qualified historian to the City of Goleta's Planning and Environmental Review Director prior to the issuance of Zoning Clearance for the building permit for the renovation of the Barnsdall Rio Grande Gas Station. The requirement shall be referenced in the construction plans for the Rio Grande Coffee Shop intended for use by the construction contractor(s).

Prior to the start of renovation of the Barnsdall Rio Grande Gas Station, the qualified historian shall review the replacements, materials, finishes, designs, colors, textures, and other visual qualities for consistency with the Secretary of Interior's Standards for Rehabilitation. During renovation of the Barnsdall Grande Gas Station, the qualified historian shall conduct weekly spot checks to monitor construction progress for consistency with the Standards for Rehabilitation. Monitoring may be increased or reduced as deemed necessary by the qualified historian with approval by the City of Goleta's Planning and Environmental Review Director, or designee. The qualified historian shall have the authority to halt work if inconsistent with the Standards for Rehabilitation and develop a plan to revise the work for consistency with the Standards for Rehabilitation in consultation with the City and contractor(s).

Throughout the renovation of the Barnsdall Rio Grande Gas Station, the qualified historian shall submit a weekly update to the City of Goleta's Planning and Environmental Review Director to document compliance. The update shall include date of monitoring, project progress, compliance or non-compliance with the Standards for Rehabilitation, and necessary actions to ensure compliance with the Standards for Rehabilitation.

Plan Requirements and Timing. Prior to renovation of the Barnsdall Rio Grande Gas Station, the project applicant shall retain a qualified historian. The qualified historian shall review project plans for replacements, materials, finishes, designs, colors, textures, and other visual qualities for consistency with the Secretary of Interior's Standards for Rehabilitation prior to and during renovation of the Barnsdall Rio Grande Gas Station. Proof of retainment shall be provided to the City of Goleta's Planning and Environmental Review Director prior to the issuance of Zoning Clearance for the building permit for the renovation of the Barnsdall Rio Grande Gas Station.

Monitoring. Throughout the renovation of the Barnsdall Rio Grande Gas Station, the qualified historian shall submit a weekly update to the City of Goleta's Planning and Environmental Review Director to document compliance. The update shall include date of monitoring, project progress, and compliance or non-compliance with the Standards for Rehabilitation, and necessary actions to ensure compliance with the Standards for Rehabilitation. The City of Goleta's Planning and Environmental Review Director, or designee, shall review the weekly updates.

Significance after Mitigation

Implementation of Mitigation Measure NOI-2 in Section 4.11, *Noise,* would ensure project-related groundborne vibration during construction activities at the Barnsdall Rio Grande Gas Station would be less than the significance threshold of 0.08 inches per second peak particle velocity. With implementation of Mitigation Measure NOI-2, project impacts involving a substantial adverse change in the significance of a historical building due to vibration-related impacts would be less than significant.

Implementation of Mitigation Measure CUL-1 would ensure that repairs, replacements, materials, finishes, designs, colors, textures, and other visual qualities inconsistent with the Standards for Rehabilitation would be avoided during project implementation and the historic integrity of the Barnsdall Rio Grande Gas Station is retained. With the implementation of Mitigation Measure CUL-1 project impacts would be less than significant.

Threshold 2:	Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Impact CUL-2 The proposed project would not result in a significant impact to known archaeological resources. However, the proposed project may result in a potentially significant impact to unknown archaeological resources through ground disturbance during project construction. Following implementation of Mitigation Measures CUL-2 through CUL-4, construction impacts would be Class II, *less than significant with mitigation incorporated.* Operation of the proposed project would be similar to existing conditions and impacts would be Class III, *less than significant*.

As discussed in Section 4.4.1(b), *Project Site Setting*, the study identified six cultural resources within the project site. These resources do not possess subsurface deposits or information substantial enough to address research questions regarding prehistoric/historic activities and technological practices (Langan 2025). Therefore, these resources neither meet the criteria of a significant resource or unique archaeological resource pursuant to CEQA, nor the criteria required to be eligible for listing on the NRHP or CRHR. One previously identified, prehistoric archaeological site (CA-SBA-3496) would not be subject to construction-related ground disturbance. Two previously identified prehistoric archaeological sites (CA-SBA-1321, and CA-SBA-3945), a prehistoric isolate (P-42-038647) and the two newly identified prehistoric archaeological sites (Dudek-Sandpiper-001 and Dudek-Sandpiper-002) would be subject to project-related ground disturbance; however, as these resources are not eligible

for listing on the CRHR or NRHP or for consideration as a unique archaeological resource, impacts to these resources as a result of project implementation would not be significant.

Project-related ground disturbance would extend up to 6 feet below the current ground surface for installation of landscaping and paving; up to 4 feet below the current ground surface within the golf course for utility installation; and up to 25 feet below the current ground surface for construction of the new clubhouse. Although the project site has been subject to previous ground disturbance, the proposed depths of disturbance necessary for utility and clubhouse construction would likely extend deeper than previously disturbed soils. Given the cultural sensitivity of the area (as inferred by archival documents and existing cultural resources located within and surrounding the project site), and the presence of potentially intact native soils, unknown or previously unrecorded archaeological materials may exist within the project site. If these materials constitute unique archaeological resources under CEQA, disturbance of these resources could result in a substantial adverse change in the significance of an archaeological resource and impacts would be potentially significant.

Mitigation Measures

CUL-2 Archaeological Monitoring

Prior to ground disturbance activities, the project applicant shall retain an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards (qualified archaeologist) and has experience in California prehistoric and historic resources (experience within City of Goleta or Santa Barbara County preferred). The project applicant shall provide proof of retainment of the qualified archaeologist to the City of Goleta's Planning and Environmental Review Director, or designee, prior to the issuance of Zoning Clearance for the grading permit. The qualified archaeologist shall prepare a Cultural Resource Monitoring and Inadvertent Discovery Plan (Plan), conduct archaeological monitoring, and address any inadvertent discoveries identified during project implementation (refer to Mitigation Measure CUL-4). The City of Goleta's Planning and Environmental Review Director, or designee, shall review and approve the Plan prior to the issuance of Zoning Clearance for the grading permit. The Plan shall outline archaeological and Native American resource monitoring protocols, as well as a program for treatment and mitigation in the case of an inadvertent discovery of cultural resources during project-related ground-disturbance. The Plan shall also provide for the proper identification, evaluation, treatment, and protection of any cultural resources in accordance with CEQA throughout the duration of the project. The Plan shall be incorporated and referenced in all grading and construction plans intended for use by the construction contractor(s).

The qualified archaeologist shall manage archaeological monitoring during initial ground disturbance activities, defined as construction-related earth moving of sediments from their place of deposition. This definition excludes movement of sediments after they have been initially disturbed or displaced by project-related construction. The qualified archaeologist shall oversee and establish monitoring efforts as needed (increase, decrease, or discontinue monitoring frequency) based on the observed potential for construction activities to encounter cultural deposits or material. The qualified archaeologist shall ensure all daily monitoring logs are maintained. The requirement for archaeological monitoring shall be noted on all demolition and grading plans. The qualified archaeologist shall prepare an archaeological monitoring report within 60 days following completion of ground disturbance, and shall submit the archaeological monitoring report to the City of Goleta's Planning and Environmental Review Director, or designee, for review. The archaeological monitoring report shall document compliance with approved cultural resource mitigation measures, include all monitoring efforts, and include an appendix with the daily monitoring logs. The qualified

archaeological shall submit the final archaeological monitoring report to the City of Goleta's Planning and Environmental Review Director and the Central Coast Information Center.

Plan Requirements and Timing. Prior to ground disturbance, the project applicant shall retain a qualified archaeologist. The qualified archaeologist shall create a Plan, conduct monitoring, and address any discoveries during project construction. Proof of retainment shall be provided to the City of Goleta's Planning and Environmental Review Director prior to the issuance of Zoning Clearance for the grading permit. The Plan shall outline monitoring protocols and treatment for any discovered cultural resources, ensuring compliance with CEQA. The Plan shall be referenced in all grading and construction plans. The City of Goleta's Planning and Environmental Review Director, or designee, shall review and approve the Plan prior to the issuance of Zoning Clearance for the grading permit.

Monitoring. The qualified archaeologist shall manage monitoring during initial ground disturbance, adjusting efforts based on the potential to encounter cultural deposits. Daily monitoring logs shall be maintained. The qualified archaeologist shall prepare an archaeological monitoring report, documenting compliance and monitoring efforts, and shall submit the archaeological monitoring report to the City of Goleta's Planning and Environmental Review Director, or designee, for review, within 60 days following completion of ground disturbance. The qualified archaeological shall submit the final archaeological monitoring report to the City of Goleta's Planning and Environmental Review Director and the Central Coast Information Center.

CUL-3 Workers Environmental Awareness Program (WEAP) Training

All construction personnel and monitors who are not trained archaeologists shall be briefed regarding unanticipated discoveries of archaeological resources prior to the start of construction activities. A basic presentation shall be prepared and presented by the qualified archaeologist, or their designee, to inform all construction personnel working on the project about the archaeological sensitivity of the area. The purpose of the WEAP training is to provide specific details on the kinds of archaeological materials that may be identified during construction and explain the importance of and legal basis for the protection of significant archaeological resources. Each worker shall also learn the proper procedures to follow in the event archaeological resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate contact of the qualified archaeologist and if appropriate, Native American representative. If new construction personnel are added to the project, the crew foreman shall ensure the new personnel receive the WEAP training before starting work. The necessity of training attendance shall be stated on all demolition, grading, or construction plans and the project applicant shall maintain records demonstrating construction worker WEAP participation. The project applicant shall submit the records of construction worker WEAP participation to the City of Goleta's Planning and Environmental Review Director prior to construction activities and as-needed after the addition of new personnel.

Plan Requirements and Timing. This measure shall be incorporated into the grading, demolition, and construction plans and the WEAP shall be available on-site during construction.

Monitoring. Records of construction worker WEAP participation shall be kept on file with the City of Goleta's Planning and Environmental Review Director for the duration of construction.

CUL-4 Unanticipated Discovery of Cultural Resources

If unanticipated cultural resources are discovered during project-related ground disturbance activities, the following procedures shall be implemented:

- In the event that archaeological resources are unexpectedly encountered during ground-disturbing activities, the construction contractor(s) shall halt work within 50 feet of the find and contact the qualified archaeologist. The qualified archaeologist retained pursuant to Mitigation Measure CUL-2 shall immediately evaluate the resource.
- If the resource is determined to be potentially significant, then the qualified archaeologist, project applicant, Native American monitor (if resources are Native American in origin), and City of Goleta's Planning and Environmental Review Director, or designee, shall meet to discuss the significance of the find. At the meeting, a decision shall be made, with the concurrence by the City of Goleta's Planning and Environmental Review Director, or designee, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resource.
- Treatment and avoidance of the newly discovered resource(s) shall be consistent with the Plan prepared pursuant to Mitigation Measure CUL-2. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils, and/or re-burial within the immediate vicinity so they are not subject to further disturbance in perpetuity. If avoidance is infeasible, then treatment shall be implemented pursuant to the Plan. The City of Goleta's Planning and Environmental Review Director, or designee, shall make the final determination based on the provisions of CEQA with respect to archaeological resources and recommendations of the qualified archaeologist.
- Further ground disturbance, including but not limited to grading and trenching, shall not resume within the area of the discovery until the City of Goleta's Planning and Environmental Review Director, or designee, has determined the appropriate mitigation has been implemented pursuant to the Plan and the qualified archaeologist has notified the construction contractor(s) to resume work. Work shall be allowed to continue outside of the 50-foot buffer area and shall be monitored by additional archaeological monitors, if necessary.
- If the resource proves to be eligible for the California Register of Historical Resources and significant impacts to the resource cannot be avoided via project redesign, the qualified archaeologist shall prepare a data recovery plan tailored to the physical nature and characteristics of the resource, pursuant to the requirements of the *CEQA Guidelines* Section 15126.4(b)(3)(C). The data recovery plan shall identify data recovery excavation methods, measurable objectives, and data thresholds to reduce any significant impacts to cultural resources related to the resource. The City of Goleta's Planning and Environmental Review Director, or designee, shall review and approve the treatment plan and archaeological testing as appropriate. The qualified archaeologist shall submit the resulting documentation to the regional repository of the California Historical Resources Information System pursuant to *CEQA Guidelines* Section 15126.4(b)(3)(C).
- The qualified archaeologist shall provide evidence of compliance with this mitigation measure, if a significant archaeological resource is found, to the City of Goleta's Planning and Environmental Review Director and the appropriate California Historical Resources Information System Information Center upon completion of the data recovery plan detailing the significance of the resource and treatment findings.

Plan Requirements and Timing. If unanticipated cultural resources are discovered during ground disturbance, the construction contractor(s) shall halt work within 50 feet of the find and contact the qualified archaeologist. The qualified archaeologist shall evaluate the resource immediately. If the resource is potentially significant, the qualified archaeologist, project applicant, Native American monitor (if applicable), and City of Goleta's Planning and Environmental Review Director, or designee, shall meet to decide on appropriate mitigation. Treatment and avoidance shall follow the Plan from Mitigation Measure CUL-2. The City of Goleta's Planning and Environmental Review Director, or

designee, shall make the final determination based on CEQA provisions. Ground disturbance shall not resume in the area until the City of Goleta's Planning and Environmental Review Director, or designee, has verified that mitigation is implemented. Work outside the 50-foot buffer shall continue with additional monitoring if necessary.

Monitoring. The City of Goleta's Planning and Environmental Review Director, or designee, shall review and approve the data recovery plan (if applicable). The qualified archaeologist shall submit documentation to the California Historical Resources Information System. The qualified archaeologist shall provide evidence of compliance to the City of Goleta's Planning and Environmental Review Director and the California Historical Resources Information System upon completion.

Significance after Mitigation

Mitigation Measures CUL-2 through CUL-4 would minimize potential impacts to unanticipated discoveries of archaeological resources by requiring archaeological monitoring, a cultural resources sensitivity meeting for construction personnel, and implementation of appropriate procedures for evaluation and treatment of any discoveries made during construction. Therefore, implementation of Mitigation Measures CUL-2 through CUL-4 would reduce impacts to archaeological resources to a less than significant level.

Threshold 3:	Would the project disturb any human remains, including those interred outside of formal cemeteries?

Impact CUL-3 Construction of the proposed project would involve ground disturbing activities such as grading and surface excavation, which have the potential to unearth or adversely impact previously unidentified human remains. With adherence to existing regulatory requirements, this impact would be Class III, *less than significant*. Operation of the proposed project would be similar to existing conditions and impacts would be Class III, *less than significant*.

The *Phase I and Extended Phase I Archaeological Resources Assessment Report* did not identify human remains or prehistoric villages where human remains and/or cemeteries are known to exist within the project site. In the event of an unanticipated discovery of human remains during construction, the State of California Health and Safety Code Section 7050.5 requires that all construction activities halt in the vicinity of the discovery and the County Coroner be contacted immediately. The County Coroner would make a determination of origin and disposition of the human remains pursuant to Public Resources Code Section 5097.98. If the human remains are determined to be prehistoric, the coroner would notify the NAHC, which would determine and notify a most likely descendant (MLD). The MLD would complete an inspection of the site within 48 hours of being granted access to the site. The MLD would be responsible for the ultimate disposition of the remains, as required by Section 5097.98 of the Public Resources Code. Recommendations by the MLD may include: (1) the nondestructive removal and analysis of human remains and items associated with Native American human remains; (2) preservation of Native American human remains and associated items in place; (3) relinquishment of Native American human remains and associated items to the descendants for treatment; or (4) other culturally appropriate treatment.

With compliance with existing regulations prescribed in the State of California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.8, impacts to human remains would be less than significant.

Mitigation Measures

No mitigation measures are required.

4.4.4 Cumulative Impacts

The geographic scope for cumulative impacts related to cultural resources is the City of Goleta. This geographic scope is appropriate because all potential development sites in the City are considered sensitive for cultural resources due to their location adjacent to the Goleta Slough. Past, present, and reasonably foreseeable future projects include the projects listed in Table 3-1 in Section 3, *Environmental Setting*. Development of the cumulative projects listed in Table 3-1 would consist of construction of a total of 467 residential units, 378,670 square feet of industrial space (storage facilities, warehouses, distribution and delivery facilities, and a repurposed hangar building), and 58,690 square feet of commercial space (office space, car dealership facilities, and shopping center improvements). Cumulative projects also include healthcare facility remodeling and expansion, a synagogue and storage building, a church, a fire station, habitat restoration projects within Ellwood Mesa Open Space and Sperling Preserve, three oil and gas infrastructure removal projects, two battery energy storage system projects, and several infrastructure improvements.

Cumulative projects would have the potential to adversely impact historical built environment resources. However, the magnitude of impacts for individual projects would depend upon the location, size of development, and proximity to historical built environment resources. Historic resource evaluations would be completed on a case-by-case basis for all future development. Compliance with applicable regulations and implementation of appropriate mitigation measures, including resource avoidance measures and noise and vibration reduction measures, would address impacts related to built environment resources associated with cumulative development. Therefore, cumulative development would have a less-than-significant cumulative impact involving substantial adverse changes in the significance of built environment resources.

Cumulative projects would have the potential to adversely impact buried archaeological resources through ground-disturbing construction activities. However, existing City policies and regulations would protect any unknown resources that might be uncovered in the course of project development. Individual development proposals are reviewed separately by the City and undergo environmental review when it is determined that the potential for significant impacts exists, which is occurring for this project. In the event that future cumulative development would result in impacts to known or unknown cultural resources, impacts to such resources would be addressed on a case-by-case basis. Nevertheless, there is potential for significant cumulative impacts to archaeological resources in the City of Goleta given the breadth of cumulative development and the area's sensitivity for archaeological resources. The proposed project has the potential to impact unknown archaeological resources; however, the proposed project would be required to implement Mitigation Measures CUL-2 through CUL-4, which would require archaeological monitoring, a cultural resources sensitivity meeting for construction personnel, and implementation of appropriate procedures for evaluation and treatment of any discoveries made during construction. With implementation of Mitigation Measures CUL-2 through CUL-4, the project would not have a considerable contribution to significant cumulative impacts to archaeological resources.

Cumulative development projects would have the potential to adversely impact buried human remains through ground-disturbing construction activities. The magnitude of impacts for individual projects would depend upon the location, size of development, and depth of ground disturbance. State of California Health and Safety Code Section 7050.5 would apply to all future development, and

compliance with this regulation would address impacts related to buried human remains associated with cumulative development. Therefore, cumulative development would have a less than significant cumulative impact involving the disturbance of human remains.

4.5 Energy

This section discusses the proposed project's potential impacts related to energy. This analysis follows the guidance for evaluation of energy impacts contained in Appendix F and Appendix G of the *CEQA Guidelines*. Impacts are assessed relative to the environmental baseline, which consists of the current use of the site as the Sandpiper Golf Course. The physical environmental impacts associated with the generation of electricity and burning of fuels have been accounted for in Section 4.2, *Air Quality*, and Section 4.7, *Greenhouse Gas Emissions*.

4.5.1 Environmental Setting

Energy use relates directly to environmental quality because energy use can adversely affect air quality and can generate greenhouse gas (GHG) emissions that contribute to climate change. Fossil fuels are burned to create electricity that powers residences, heats and cools buildings, and powers vehicles. Transportation energy use is dependent on the fuel efficiency of cars, trucks, and public transportation; the different travel modes such as auto, carpool, and public transit; and the miles traveled using these modes. Construction and routine operation and maintenance of transportation infrastructure also consume energy.

a. Energy Supply

Petroleum

California

California is one of the top producers of petroleum in the nation with drilling operations occurring throughout the state but concentrated primarily in Kern and Los Angeles counties. A network of crude oil pipelines connects production areas to oil refineries in Northern and Southern California. California oil refineries also process Alaskan and foreign crude oil (California Energy Commission [CEC] 2024a). According to the United States Energy Information Administration (USEIA), California oil refineries produced approximately 118.3 million barrels of crude oil in 2023 (USEIA 2024a).

Goleta

There are approximately 13 gas stations, but no petroleum refineries in Goleta (USEIA 2023; GasBuddy 2024). According to the California Department of Conservation, Geologic Energy Management Division (CalGEM), there are several idle and plugged oil and gas production wells as well as active observation wells and gas storage wells, including plugged and abandoned oil and gas wells located on the project site. No active oil production wells are located in Goleta (CalGEM 2024a).

Alternative Fuels

A variety of alternative fuels are used to reduce petroleum-based fuel demand. Alternative fuel use is encouraged through various statewide regulations and plans, such as the Low Carbon Fuel Standards and Senate Bill (SB) 32. Alternative vehicle fuels include hydrogen, biodiesel, and electricity. There are no biodiesel or hydrogen fuel stations located in Goleta. There are approximately 89 electric vehicle (EV) charging stations available for public use located in Goleta (PlugShare 2024).

Electricity

California

In 2023, California's in-state electricity generation totaled 215,625 gigawatt-hours (GWh) (CEC 2024b). Primary fuel sources for the state's electricity generation in 2021 included natural gas, solar photovoltaic, nuclear, wind, hydroelectric, and geothermal. According to the CEC, California's electricity sector is becoming increasingly reliant on solar, with more than 39,000 GWh of electricity produced by photovoltaic systems in 2023 (CEC 2023b).

Southern California Edison Company

The Southern California Edison Company (SCE) is responsible for providing electric power supply to Goleta. SCE is one of the nation's largest electric and gas utility companies and maintains 125,000 miles of distribution and bulk transmission lines (SCE 2024a). Power outages in SCE territory may occur as the result of unexpected events, while SCE also plan scheduled outages for routine maintenance or necessary repairs. California Independent System Operator (CAISO) rotating outages (Stage 3 CAISO Emergencies) become necessary when the state's electricity demand outpaces available supply in real time or are unavoidable. SCE manages and rotates these outages across groups of customers throughout the service territory to protect the integrity of the electric system, while limiting the inconvenience to any one customer or community. Every customer in SCE service territory is assigned to a Rotating Outage Group. Maintenance outages occur for work on the electrical system, necessary to protect public safety, reduce wildfire risk, complete customer-requested efforts, and to maintain and improve reliability on the electric system (SCE 2024b). Goleta has greater vulnerability to outages given the city's location at one end of SCE's territory and the geography through which the transmission lines run. Specifically, the area is at risk of experiencing a prolonged electrical outage should the two transmission lines serving the area experience a simultaneous disruption, which has been a potential threat during wildfires in the region in recent years.

According to SCE's 2022 Power Content Label, the most recent Power Content Label publicly available, SCE's power mix consisted of 33.2 percent renewable resources (biomass, geothermal, small hydroelectric, solar, and wind), 24.7 percent natural gas, 8.3 percent nuclear, 3.4 percent large hydroelectric facilities, and 30.3 percent unspecified power (i.e., electricity that has been purchased through open market transactions and is not traceable to a specific generation source) (SCE 2023).

Central Coast Community Energy

Central Coast Community Energy (3CE) is a Community Choice Aggregator established by local communities to source clean and renewable electricity for Santa Barbara, San Luis Obispo, Monterey, San Benito, and Santa Cruz counties while retaining the primary utility provider's (i.e., SCE) traditional role delivering power, maintaining electric infrastructure, and billing for electricity. In 2023, 3CE's default "3Cchoice" power mix consisted of 30.4 percent renewable resources, 0.1 percent large hydroelectric facilities, and 69.5 percent unspecified power (3CE 2025a). 3CE also offers "3Cprime" to residential and commercial electricity customers to consider opting-up to, which provides 100% renewable energy from wind and solar for an added premium cost of $0.008/kilowatt hour (3CE's 3CEprime Certified Report 2023). 3CE serves approximately 95 percent of households and businesses throughout its service region and has an overarching goal of sourcing 100 percent clean energy by 2030 (3CE 2025b). 3CE also provides incentives for EVs, building electrification, and electrification of agricultural equipment.

Goleta

According to the USEIA's U.S. Energy Atlas, there are no solar power plants in Goleta (USEIA 2023). In December 2023, the 60 megawatt Goleta Battery Energy Storage Facility, located at 6864 and 6868 Cortona Drive and connecting to existing SCE infrastructure, became operational (Caraway 2023; USEIA 2023).

Natural Gas

California

California's net natural gas production for 2021 was 121.5 billion cubic feet (CalGEM 2024b). California depends on out-of-state imports for nearly 90 percent of its natural gas supply. The CEC estimates approximately 45 percent of natural gas burned in California is used for electricity generation, 21 percent is used in the residential sector, 25 percent is used in the industrial sector, and 9 percent is used in the commercial sector (CEC 2024c).

Southern California Gas Company

The project site is within the service area of the Southern California Gas Company (SCG) which spans Central and Southern California (CEC 2021). SCG's service area is equipped with 101,000 miles of gas transmission and distribution pipelines (SCG 2024a). Natural gas supplied by SCG is sourced from California, Southwestern United States, the Rocky Mountains, and Canada (California Gas and Electric Utilities 2024). As part of a commitment to supporting the achievement of the state's GHG reduction goals, SCG also provides expertise and assistance to customers who want to convert organic waste material into biogas or renewable natural gas (RNG). RNG can be produced from a variety of existing waste streams and renewable biomass sources, such as: animal waste from dairies; food waste from landfills; organic waste from wastewater treatment plants; and organic waste from landfill diversion facilities. SCG's network of natural gas pipelines allow for RNG to be accepted into their transmission and distribution system and delivered to customers. There are currently no RNG suppliers, active participants, or service providers in the RNG industry located in the City of Goleta. However, SCG provides a packet (the "RNG Toolkit" that offers a wide range of information relating to RNG and interconnecting to SCG pipelines for interested parties (SCG 2024b).

In 2022, the most recent data available publicly, SCG customers consumed a total of 5,026 million therms of natural gas. Residential users accounted for approximately 44 percent of SCG's natural gas consumption. Industrial and commercial users accounted for another 32 percent and 19 percent of consumption, respectively. The remainder was used for agriculture, water pumping, mining, and construction activities (CEC 2024d).

Goleta

There are several idle and former oil and gas production wells in Goleta, as well as active observation wells and gas storage wells (CalGEM 2024a). No natural gas processing plants are located in Goleta (USEIA 2023). An SCG high pressure distribution line is located approximately 30 feet north of the northeastern portion of the project site underlying Hollister Avenue. This high pressure distribution line travels north on Las Armas Road and begins to travel east-west in alignment with an SCG transmission line and United States Route 101 (SCG 2024c).

4.5.2 Regulatory Setting

a. Federal Regulations

Construction Equipment Fuel Efficiency Standard

USEPA sets emission standards for construction equipment. The first federal standards (Tier 1) were adopted in 1994 for all off-road engines over 50 horsepower and were phased in by 2000. A new standard was adopted in 1998 that introduced Tier 1 for all equipment below 50 horsepower and established the Tier 2 and Tier 3 standards. The Tier 2 and Tier 3 standards were phased in by 2008 for all equipment. The current iteration of emissions standards for construction equipment are the Tier 4 efficiency requirements are contained in 40 Code of Federal Regulations Parts 1039, 1065, and 1068 (originally adopted in 69 Federal Register 38958 [June 29, 2004], and most recently updated in 2014 [79 Federal Register 46356]). Emissions requirements for new off-road Tier 4 vehicles were phased in by the end of 2015.

b. State Regulations

Senate Bills 350 and 100

The Clean Energy and Pollution Reduction Act of 2015 (Senate Bill [SB] 350) requires the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources to be increased to 50 percent by December 31, 2030. This act also requires a doubling of the energy efficiency in existing buildings by 2030. Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the State's Renewables Portfolio Standard Program, last updated by SB 350. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

California Code of Regulations Title 24 (California Building Code)

Updated every three years through a rigorous stakeholder process, Title 24 of the California Code of Regulations requires California homes and businesses to meet strong energy efficiency and sustainability measures, thereby lowering their energy consumption. Title 24 contains numerous subparts, including Part 1 (Administrative Code), Part 2 (Building Code), Part 3 (Electrical Code), Part 4 (Mechanical Code), Part 5 (Plumbing Code), Part 6 (Energy Code), Part 8 (Historical Building Code), Part 9 (Fire Code), Part 10 (Existing Building Code), Part 11 (Green Building Standards Code), Part 12 (Referenced Standards Code). The California Building Code is applicable to all development in California (Health and Safety Code Sections 17950 and 18938[b]). The regulations receive input from members of industry, as well as the public, with the goal of "[r]educing of wasteful, uneconomic, inefficient, or unnecessary consumption of energy" (Public Resources Code Section 25402). These regulations are scrutinized and analyzed for technological and economic feasibility (Public Resources Code Section 25402[d]) and cost effectiveness (Public Resources Code Sections 25402[b][2] and [b][3]).

Part 6 – Building Energy Efficiency Standards

California Code of Regulations Title 24 Part 6 is the Building Energy Efficiency Standards. This code, originally enacted in 1978, establishes energy efficiency standards for residential and non-residential buildings in order to reduce California's energy demand. The Building Energy Efficiency Standards is

updated periodically to incorporate and consider new energy-efficiency technologies and methodologies as they become available. New construction and major renovations must demonstrate their compliance with the current Building Energy Efficiency Standards through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission.

In 2022, CEC updated Title 24 standards with more stringent requirements that became effective January 1, 2023. The building efficiency standards are enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for buildings as reasonably necessary due to local climatologic, geologic, or topographic conditions, provided these standards exceed those provided in Title 24. These are also known as reach codes. Reach codes can take the form of local municipal code amendments that extend beyond the state code minimum requirements for energy efficiency and reduced greenhouse gas emissions. These municipal code amendments are not tied to the three-year state code cycle and can be adopted at any time. The City of Goleta adopted an Energy Performance Reach Code in February 2025, which will take effect later in 2025, once approved by the CEC. The City's Energy Performance Reach Code requires a higher source energy score for new buildings than required by the state, as well as "electric ready" requirements for new construction.

In September 2024, CEC adopted the 2025 updates to the Building Energy Efficiency Standards, expanding requirements for heat pumps and electric-ready buildings. The 2025 Building Energy Efficiency Standards focus on key areas including installation of efficient heat pump technologies, replacing end-of-life rooftop heating, ventilation, and air-conditioning (HVAC) units with high efficiency systems, establish electric-ready requirements for commercial kitchens and multifamily developments, updating solar and storage standards, and strengthening ventilation standards. The 2025 Building Energy Efficiency Standards take effect January 1, 2026.

Part 11 – California Green Building Standards

The California Green Building Standards Code, commonly referred to as "CALGreen," originally went into effect on August 1, 2009 and outlines architectural design and engineering principles that are in synergy with environmental resources and public welfare. CALGreen sets minimum standards for buildings, and since 2016, applies to new building construction and some alterations/additions within certain parameters. CALGreen establishes planning and design standards for sustainable site development, including water conservation measures and requirements that new buildings reduce water consumption by 20 percent below a specified baseline. CALGreen requires installations of 1.28 gallons-per-flush toilets and 0.5-gallon-per flush urinals for all non-residential projects as part of the prescriptive method of reducing indoor water use by the required 20 percent.

CALGreen lays out the minimum requirements for newly constructed residential and non-residential buildings to reduce GHG emissions through improved efficiency and process improvements. It also includes voluntary tiers to encourage building practices that improve public health, safety, and general welfare by promoting a more sustainable design. In addition, CALGreen includes several requirements related to solid waste diversion. Importantly, new non-residential construction is required to achieve at least 65 percent construction and demolition waste diversion and provide recycling areas for paper, cardboard, glass, plastics, metal, and organic waste. The 2022 CALGreen update primarily includes new requirements for the inclusion of EV charging stations and carbon dioxide monitoring and controls in classrooms. These requirements went into effect January 1, 2023.

In addition, the State develops and adopts adjustments to its Building Codes and Standards in between the regular three-year adoption cycle, known as intervening cycle changes. Intervening cycle

changes for the 2022 California Building Code and Standards include adjustments to CALGreen for multifamily, hotel, motel and nonresidential EV charging requirements. All jurisdictions are required to immediately adhere to the Intervening Code Adoption Cycle versions of Title 24 on July 1, 2024.

On September 17, 2024, the City Council adopted an EV Reach Code for new construction akin to Tier 2 voluntary standards in CALGreen. The City's EV Reach Code requires more EV chargers and EV capable spaces than the CALGreen Code requires and went into effect October 18, 2024.

In September 2024, the CEC adopted 2025 CALGreen updates, which take effect January 1, 2026. The 2025 CALGreen updates includes voluntary energy efficiency requirements for newly constructed buildings and additions and/or alterations to existing buildings.

CARB In-Use On-Road and Off-Road Diesel Rules

The CARB In-Use On-Road and Off-Road Diesel Rules impose limits on idling, restrict the addition of older vehicles, and require the retirement or replacement of older engines depending on their fleet size category. This policy indirectly impacts energy consumption. More specifically, CARB is also charged with developing air pollution control regulations based upon the best available control measures and implementing every feasible control measure under the State and Federal Clean Air Act (Health and Safety Code Sections 39602.5, 39667, 43013[a, h], 43018, 40600, 40601, 40612[a][2] and [c][1][A]). Pursuant to these directives, stringent emission standards were adopted in 2004 for off-road construction equipment (i.e., "Tier 4" standards) (40 Code of Federal Regulations Parts 1039, 1065, and 1068; Title 13 California Code of Regulations Section 2025). CARB also adopted emission standards for on-road heavy duty diesel vehicles (i.e., haul trucks) (13 California Code of Regulations Section 1956.8). These haul truck regulations mandated fleet turnover to ensure that nearly all on-road diesel trucks had 2010 model year engines or equivalent (i.e., Tier 4) by January 1, 2023.

c. Local Regulations

Goleta Climate Action Plan

The City of Goleta conducted a GHG emissions inventory in the City for 2007, which represents the baseline inventory, or existing conditions in the City. The inventory determined the City produced 325,532 metric tons carbon dioxide equivalent, excluding stationary sources, which is equivalent to the annual GHG emissions generated by approximately 68,000 passenger vehicles. The major source of GHG emissions in the City are associated with transportation, which contributed 48 percent of the City's total GHG emissions, followed by building energy (electricity and natural gas use) at 44 percent (City of Goleta 2014).

Adopted in July 2014, the City of Goleta's Climate Action Plan (CAP) established a 2020 target to achieve a 11 percent reduction below 2007 community-wide emissions. The CAP also has a 2030 target that is derived based on the linear trajectory between the 2020 reduction target and the 2050 target established by Executive Order S-3- 05, which sets a 2030 target of 26 percent below 2020 levels. The CAP contains GHG reduction measures for building energy efficiency, renewable energy, on-road transportation use, water consumption, off-road transportation equipment, solid waste generation, and municipal measures to meet the GHG reduction targets (City of Goleta 2014).

Strategic Energy Plan: City of Goleta

In December 2017, the City of Goleta City Council adopted a goal of 100 percent renewable electricity supply for the City by 2030 with an interim goal of 50 percent renewable electricity for municipal

facilities by 2025. The City of Goleta then partnered with the County of Santa Barbara and the City of Carpinteria to develop a Strategic Energy Plan to meet these goals and improve the resiliency of the local electricity system by promoting local renewable energy development and energy efficiency deployment. The Strategic Energy Plan was completed in July 2019, with the objective of meeting the City's 100 percent renewable electricity goals and address resiliency concerns by promoting renewable energy development in Goleta in the following ways (City of Goleta 2019):

1. Identifying the gap in forecasted electricity demand and baseline growth in renewable energy and energy efficiency to determine the necessary scope of the City's actions.
2. Identifying a set of policy measures and strategies in diverse program areas ranging from drafting regulatory frameworks to creating new financing mechanisms.
3. Evaluating the ability of these policy measures and strategies towards closing this gap and meeting the City's 100 percent renewable electricity goals.
4. Identifying total resource potential for distributed solar development in Goleta on rooftops and parking lots.
5. Creating a list of priority sites for renewable energy development throughout Goleta.

In recent years, the City has taken several steps toward achieving these goals, including, but not limited to, completing a solar photovoltaic project at City Hall that powers nearly 85 percent of Goleta City Hall's energy usage, installation of a solar powered EV ARC-BEAM charger. The City also completed construction of 17 Level-2 EV Chargers at City Hall for public, employee, and fleet use.

The City of Goleta is poised to meet and exceed municipal renewable energy goals earlier than expected following action by the Goleta City Council. On May 7th, 2024 the Council unanimously approved moving to powering all City facilities with 100% clean, renewable energy through the City's Community Choice Aggregator Central Coast Community Energy (3CE), starting in July 2024. Goleta is meeting California Senate Bill 100 mandate early for all City facilities — to power 100% of the state's electricity consumption with zero-carbon, clean renewable energy electricity by 2045.

City of Goleta General Plan/Coastal Land Use Plan

The City of Goleta's General Plan/Coastal Land Use Plan Conservation Element contains policies to promote energy conservation and reduce greenhouse gas emissions. Policies applicable to the proposed project include:

- **CE 13.2: Energy Efficiency in Existing and New Commercial and Industrial Development.** The following measures shall be employed to reduce energy consumption in existing and new commercial and industrial buildings:
  a. Reduction of energy consumption in existing buildings through improved design and management of heating, ventilation, air conditioning systems, and lighting is encouraged. Master metering is discouraged, and conversions to metering for individual tenant spaces shall be promoted where feasible.
  b. The City shall enforce the state's residential energy conservation building standards set forth in Title 24 through its plan check and building permit issuance processes.
  c. The City shall encourage nonresidential buildings to be designed in a manner that is appropriate for local climate conditions, taking into account natural light and ventilation, placement of landscaping, and use of integrated energy systems. This encompasses concepts such as cogeneration, waste heat systems, and other similar technologies.

- **CE 13.3 Use of Renewable Energy Sources.** For new projects, the City encourages the incorporation of renewable energy sources. Consideration shall be given to incorporation of renewable energy sources that do not have adverse effects on the environment or on any adjacent residential uses. The following considerations shall apply:
  a. Solar access shall be protected in accordance with the state Solar Rights Act (AB 2473). South wall and rooftop access should be achievable in low-density residential areas, while rooftop access should be possible in other areas.
  b. New development shall not impair the performance of existing solar energy systems. Compensatory or mitigation measures may be considered in instances where there is no reasonable alternative.
  c. Alternative energy sources are encouraged, provided that the technology does not contribute to noise, visual, air quality, or other potential impacts on nearby uses and neighborhoods.

Goleta Municipal Code

The City's Municipal Code Chapter 15.12 adopts by reference the 2022 California Green Building Standards Code and contains standards and incentives for projects utilizing green building practices. Section 15.12.050 of the Goleta Municipal Code sets forth the standards for implementation of EV charging stations for nonresidential development.

4.5.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

Energy consumption is analyzed in terms of construction and operational energy. Construction energy demand accounts for anticipated energy consumption during construction of the proposed project, such as fuel consumed by construction equipment and construction workers' vehicles traveling to and from the project site. Operational energy demand accounts for anticipated energy consumption during operation of the transportation system and land use scenario proposed by the project, such as fuel consumed by vehicles; natural gas consumed for on-site power generation and heating building spaces; and electricity consumed for building power needs, including, but not limited to lighting, water conveyance, and air conditioning.

For the purposes of this EIR, the evaluation of the proposed project's potential impacts related to energy is assessed qualitatively, based on an identification of project features to promote energy conservation and required compliance with existing energy regulations.

Significance Thresholds

As described in more detail in Section 4, *Environmental Impact Analysis*, the following thresholds are based on Appendix G of the *CEQA Guidelines*. *CEQA Guidelines* Appendix G provides the following significance thresholds to determine if a project would have a potentially significant impact on energy. Would the project:

1. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or
2. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

The County's *Environmental Thresholds and Guidelines Manual* (2024; refer to Section 4, *Environmental Impact Analysis*) does not include thresholds related to energy. Therefore, the following analysis relies solely on the CEQA Guidelines Appendix G thresholds identified above.

b. Project Impacts and Mitigation Measures

Threshold 1:	Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Impact E-1 Construction and Operation of the proposed project would utilize gasoline, diesel, and electricity, but would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. This impact would be Class III, *less than significant.*

Construction

During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road heavy-duty vehicles and equipment on the project site, worker travel to and from the project site, and vehicles used to deliver materials to the project site. The proposed project would require demolition, site preparation, grading, building construction, paving, architectural coating, and installation of landscaping.

Energy use during construction would be temporary in nature and heavy-duty equipment used would be typical of similar-sized construction projects in the region. In addition, project contractors would be required to comply with the provisions of the California Code of Regulations Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Heavy-duty equipment would be subject to the USEPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. These practices would result in efficient use of energy necessary to perform construction of the proposed project. Adherence to regulatory requirements designed to reduce energy consumption would ensure the construction of the proposed project would not involve the wasteful, inefficient, or unnecessary use of energy, and impacts would be less than significant.

Operation

Operation of the proposed project would require energy use in the form of electricity, natural gas, and gasoline consumption. Natural gas or electricity would be used for heating and cooling systems and kitchen facilities, and electricity would be used for lighting and appliances. Golf carts would be powered by electricity. Gasoline consumption would be attributed to vehicular travel to and from the project site. The project would be supplied electricity by SCE and natural gas by SCG.

The proposed project would comply with standards set in California Building Code Title 24, including solar-ready building requirements, which are specifically crafted so that buildings are required to be energy efficient and not consume energy in a wasteful, inefficient, or unnecessary manner. These standards are also more stringent related to energy efficiency than the California Building Code standards applicable at the time the existing on-site structures were developed. Therefore, the proposed project's facilities would be designed to be more energy efficient than the existing on-site facilities. CALGreen (as codified in California Code of Regulations Title 24, Part 11) requires implementation of energy-efficient light fixtures and building materials into the design of new

projects. In addition, CALGreen enforces stringent HVAC guidelines, mandating the installation of energy-efficient HVAC equipment to minimize energy consumption or the more efficient use of heat pumps for heating and cooling. CALGreen also promotes the adoption of a well-insulated building envelope to reduce heating and cooling demands. The 2025 Building Energy Efficiency Standards (California Building Code Title 24, Part 6) requires newly constructed buildings to meet performance standards set by the California Energy Code to achieve energy efficient performance. The proposed project would meet these energy performance standards through compliance with mandatory requirements of the 2025 Building Energy Efficiency Standards. Furthermore, the proposed project would be designed in accordance with the City's Energy Performance Reach Code which would provide electric-ready facilities for the use of electric infrastructure. In addition, the proposed design of the maintenance building allows for the installation of solar panels on the roof which could contribute to renewable energy use on-site.

Under existing conditions, golf carts on-site are electric and would remain electric with implementation of the proposed project. Given that the proposed project would reduce the total amount of golf rounds available per year, energy use associated with the golf carts would not substantially increase energy demand compared with existing conditions.

As mentioned above, the proposed project would comply with CALGreen standards and California Code of Regulations provisions which would minimize the proposed project's potential to result in the wasteful, inefficient, or unnecessary consumption of vehicle fuels. With the implementation of applicable energy efficiency measures, operation of the proposed project would not substantially increase energy demand compared with existing conditions.

Therefore, the proposed project would not result in substantial adverse environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy, and impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 2:	Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Impact E-2 The proposed project would consume energy during construction and operation, but energy consumption would not conflict with Senate Bill 100, the City's Climate Action Plan, Strategic Energy Plan, or Municipal Code requirements related to energy. This impact would be Class III, *less than significant*.

The City's CAP, Strategic Energy Plan, General Plan/Coastal Land Use Plan, and Municipal Code contain measures intended to increase energy efficiency and expand the use of renewable energy in Goleta. As described in Impact E-1, the proposed project would comply with CALGreen and the Building Energy Efficiency Standards, which would result in increased energy efficiency for on-site facilities compared to existing conditions. The proposed project would obtain electricity from SCE. In accordance with SB 100, SCE is required to increase renewable energy procurement to 60 percent by 2030, and 100 percent by 2045. Accordingly, the project would be supplied with renewable electricity in accordance with the requirements of SB 100. In addition, the proposed design of the maintenance building allows for the installation of solar panels on the roof, which would be consistent with the measures of the City's CAP, Strategic Energy Plan, General Plan/Coastal Land Use Plan, and Municipal Code to expand renewable energy infrastructure in Goleta. 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, decomposed granite overflow lot to the west of the clubhouse) would provide an additional 14 spaces and the Rio Grande Coffee Shop would provide an additional 9 spaces compared to existing conditions. Of the 23 net new spaces added from proposed project design, 18 (approximately 78 percent) would be EV charging spaces, which would encourage the use of EVs and the reduction of vehicle fuel consumption. The CALGreen intervening code update, which went into effect July 1, 2024, requires nonresidential development providing between 26-50 parking spaces to provide a minimum of 8 EV capable spaces, 2 of which must include EV charging infrastructure. The project's EV charging spaces would fulfil the requirements of the CALGreen intervening code update. Furthermore, the addition of EV charging spaces would comply with Section 15.12.050 of the City's Municipal Code which requires new non-residential construction to construct at least 30 percent of new parking spaces to be EV capable or include EV charging infrastructure. Accordingly, the proposed project would not conflict with state or local EV parking requirements.

The City's General Plan/Coastal Land Use Plan includes Policies TE 1.6, TE 7.2, and TE 7.12, which allow the City to require developers to provide improvements that reduce the use of single-occupancy vehicles, requires the City to collaborate with the Santa Barbara Metropolitan Transit District to ensure bus transit is reliable throughout Goleta, allows the City to require new or substantially renovated development to incorporate design measures to facilitate transit use. The City's CAP includes measures such as requiring projects to dedicate land for bicycle trails, requiring projects along transit corridors to provide for transit access, and requiring preferential parking to commuters who carpool, vanpool, ride-share, or use alternatively fueled vehicles.

The proposed project would comply with the City of Goleta's General Plan/Coastal Land Use Plan Policies TE 1.6, TE 7.2, and TE 7.12, through the relocation of the bus stop approved by the Santa Barbara Metropolitan Transit District and surrounding Hollister Avenue improvements to facilitate access to the bus stop. The proposed project would comply with the City's CAP through inclusion of 52 bicycle parking spaces and bicycle amenities at the Rio Grande Coffee Shop, including construction of a 10-foot-wide bicycle entrance with a bollard that would connect to the new Type 4 trail or existing Class II bicycle path on Hollister Avenue. These proposed bicycle amenities would encourage the use of alternative modes of transportation, which would reduce vehicle travel and associated fuel consumption. In addition, the continued use of electric-powered golf carts would provide alternatively fueled vehicles, and the reduction in total rounds of golf would correspondingly reduce the electricity consumption associated with golf cart travel on-site. These project design features would ensure the proposed project would not conflict with or obstruct the City's CAP, Strategic Energy Plan, General Plan/Coastal Land Use Plan, or Municipal Code. Therefore, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

4.5.4 Cumulative Impacts

The cumulative impact analysis for energy considers City-wide impacts that would occur from cumulative energy use by reasonably anticipated projects identified in Table 3-1 of Section 3, *Environmental Setting*. The general approach to cumulative impact analysis used in this EIR is discussed in Section 3, *Environmental Setting*.

Cumulative development in Goleta would increase demand for energy resources. However, the California Building Energy Efficiency Standards and CALGreen require energy efficient appliances and building materials that reduce energy consumption in new development. Furthermore, vehicle fuel efficiency is anticipated to continue improving through implementation of the existing Pavley regulations in accordance with Assembly Bill 1493.

The City's General Plan/Coastal Land Use Plan includes Policies TE 1.6, TE 7.2, and TE 7.12, which allow the City to require developers to provide improvements that reduce the use of single-occupancy vehicles, requires the City to collaborate with the Santa Barbara Metropolitan Transit District to ensure bus transit is reliable throughout Goleta, and allows the City to require new or substantially renovated development to incorporate design measures to facilitate transit use.

The City's CAP includes measures such as requiring projects to dedicate land for bicycle trails, requiring projects along transit corridors to provide for transit access, and requiring preferential parking to commuters who carpool, vanpool, ride-share, or use alternatively fueled vehicles. Continual implementation of these policies in the City's General Plan/Coastal Land Use Plan and measures included in the City's CAP would ensure new development would promote alternative transportation and reduce vehicle travel.

As a result of increasing energy efficiency standards associated with electricity and natural gas consumption, water use, and transportation, the combined increase in energy consumption in Goleta would not be expected to result in wasteful, inefficient, and unnecessary consumption of energy resources. Therefore, cumulative energy impacts would be less than significant.

Cumulative development, like the proposed project, would be constructed in accordance with the California Building Energy Efficiency Standards, CALGreen requirements, the City's EV Reach Code, and the City's CAP. Cumulative development would receive electricity that is produced in compliance with SB 100, which would promote the use of renewable energy. As a result, cumulative impacts related to conflicts with renewable energy plans would be less than significant.

4.6 Geology and Soils

This section discusses the proposed project's potential impacts relating to geologic hazards and paleontological resources. Impacts are assessed relative to the environmental baseline, which consists of the current use of the site as the Sandpiper Golf Course. This section is based, in part, on the *Site-Specific Hazards Study and Preliminary Foundation Investigation* (Appendix F-1), the *Preliminary Geotechnical Investigation for Proposed Club House* (Appendix F-2), the *Preliminary Geotechnical Investigation for Proposed Comfort Station* (Appendix F-3), the *Preliminary Drainage Study* (Appendix G-1), the *Preliminary Stormwater Control Plan* (Appendix G-2) and the *Paleontological Resources Inventory Letter Report* (Appendix H).

4.6.1 Environmental Setting

a. Geologic Setting

Regional

The City of Goleta occupies a portion of the eight-mile long and three-mile wide flat alluvial plain known as the Goleta Valley (City of Goleta 2006a). The Goleta Valley is a broad, flat alluvial plain bordered on the south by the bluffs of the Pacific coastline, and on the north by foothills and terraces of the foreland of the Santa Ynez Mountain Range. The valley generally slopes gently into the Goleta Slough, which is located in the south central portion of the valley.

Project Site

The project site slopes moderately towards watercourses throughout the project site, with bluffs which line the southern portion of the project site adjacent to the Pacific Ocean. Surface drainage on the project site directs runoff to Bell Canyon Creek, Deveraux Creek, and open drainages on-site which outlet to the Pacific Ocean (Appendix G-1). The project site soils are primarily classified within Hydrologic Soil Group D, meaning soils which have high runoff potential when wet and typically contain greater than 40 percent clay (United States Department of Agriculture-Natural Resources Conservation Service 2009). In addition, soils classified within Hydrologic Soil Group B[1] are located along Bell Canyon, and soils classified within Hydrologic Soil Group C[2] are located at the southeast corner of the project site (Appendix G-1). The soil erodibility factor, or K-factor, is a measure of the susceptibility of soil particles to detach and transport by rainfall and runoff. K-factors range from 0.02 to 0.69, and other factors being equal, the higher the value, the more susceptible the soil is to sheet and rill erosion by surface water flows (United States Department of Agriculture-Natural Resources Conservation Service 2025). Soil erodibility and the associated K-factor ranges are presented below in Table 4.6-1.

[1] Soils within Hydrologic Soil Group B have a moderately low runoff potential when wet and typically contain between 10 to 20 percent clay.
[2] Soils within Hydrologic Soil Group C have a moderately high runoff potential when wet and contain between 20 to 40 percent clay.

Table 4.6-1 Soil Erodibility and K-Factor Ranges

K-Factor Range	Soil Erodibility
0.05 – 0.2	Low
0.25 – 0.4	Moderate
0.4 – 0.69	High

Source: (Michigan State University 2002)

Project site soils and their K-factor ratings are shown in Table 4.6-2. As shown therein, project site soils have K-factor ratings ranging from 0.15 to 0.43, indicating a range of low to moderate soil erosion potential.

Table 4.6-2 K-Factor Ratings of Project Site Soils

Soil Unit	Acres on Project Site	K-Factor
Beaches	11.2	0.15
Concepcion fine sandy loam, 0 to 2 percent slopes	1.3	0.32
Diablo clay, 2 to 9 percent slopes	1.1	0.20
Diablo clay, 9 to 15 percent slopes, warm MAAT	11.4	0.32
Goleta loam, 0 to 2 percent slopes	8.5	0.43
Milpitas-Positas fine sandy loams, 2 to 9 percent slopes	94.2	0.17
Milpitas-Positas fine sandy loam, 9 to 15 percent slopes, eroded	31.8	0.43
Milpitas-Positas fine sandy loams, 15 to 30 percent slopes, eroded	14.9	0.28
Milpitas-Positas fine sandy loams, 30 to 50 percent slopes, eroded	18.6	0.28

Source: United States Department of Agriculture-Natural Resources Conservation Service 2025

Soils underlying the clubhouse, comfort station, and Barnsdall Rio Grande Gas Station consist of brown sandy silty clay, brown clayey silt and sand, and silty sands and sandy clays, respectively.

b. Seismic and Other Geologic Hazards

Seismic Hazards

Similar to much of California, the project site is located within a seismically active region. The project site is not located in an Alquist-Priolo Fault Zone (California Geologic Survey [CGS] 2025). However, the southeastern portion of the project site overlies the More Ranch Fault, which is part of the Mission Ridge Fault System (Appendix F-1). The following subsections discuss regional faults capable of generating strong seismic shaking at the project site.

Mission Ridge Fault System

The Mission Ridge Fault System consists of an approximately 45-mile, essentially continuous fault system that extends from Goleta to Ojai along the southern flank of the Santa Ynez Mountains. The Mission Ridge Fault System includes the More Ranch, Mission Ridge, Arroyo Parido, and Santa Ana faults, with the More Ranch Fault intersecting the southeastern portion of the project site (Appendix F-1; United States Geological Survey [USGS] 2025a). The More Ranch Fault is not classified as active by the State Division of Mines and Geology or subject to an Alquist-Priolo Special Studies Zone; however, according to the Santa Barbara County Seismic Safety and Safety Element, the More Ranch

Fault is considered active based on the existence of a geologically recent fault scarp (Appendix F-1; City of Goleta 2006a). The Mission Ridge Fault System is anticipated to be capable of producing a 6.9 magnitude earthquake (USGS 2025b).

Red Mountain Fault

The Red Mountain Fault is a north-dipping reverse fault with a length of approximately 10 miles. The southern branch of the Red Mountain Fault is located offshore, approximately 5.9 miles east of the project site. This fault is estimated to be capable of a magnitude 7.4 earthquake (USGS 2025b; USGS 2006).

Oak Ridge Fault

The Oak Ridge Fault is a segmented fault with onshore and offshore segments. The offshore segment is located approximately 8.0 miles southeast of the project site and is estimated to be capable of a magnitude 7.5 earthquake (USGS 2025a; Southern California Earthquake Data Center [SCEDC] 2025a).

Santa Ynez Fault

The Santa Ynez Fault has a length of approximately 80 miles and is divided into east and west segments. This fault is a south-dipping reverse fault and forms part of the northern boundary of the Santa Ynez Mountains. This fault is located approximately 8.7 miles north of the project site and is estimated to be capable of a magnitude 7.5 earthquake (USGS 2025a; SCEDC 2025b).

Pitas Point Fault

The Pitas Point Fault is a north-dipping reverse fault with a length of approximately 12 miles. This fault is located approximately 7.5 miles southeast of the project site and is estimated to be capable of a magnitude 6.8 earthquake (SGS 2025b; SCEDC 2025c).

Los Alamos Fault

The Los Alamos Fault is a northwest trending fault that is approximately 17 miles long. This fault is located approximately 6.3 miles northwest of the project site and is estimated to be capable of a magnitude 6.8 earthquake (USGS 2025b; SCEDC 2025d).

San Andreas Fault

The San Andreas Fault is considered the most active fault in the region, and is located approximately 45 miles northeast of the project site. Some segments of this fault are estimated to be capable of a magnitude 6.8 earthquake, but simultaneous rupture of more than one segment may cause a magnitude 8.0 earthquake, or greater (USGS 2025a; SCEDC 2025e).

Other Geologic Hazards

Other potential seismic hazards known to occur within the vicinity of the project site include ground rupture, groundshaking, landslides, liquefaction and lateral spreading, subsidence, collapse, and expansive soils which are discussed in more detail below.

Ground Rupture

Seismically induced ground rupture occurs as the result of differential movement across a fault. An earthquake occurs when seismic stress builds to the point where rocks rupture. As the rocks rupture,

one side of a fault block moves relative to the other side. The resulting shock wave is the earthquake. If the rupture plane reaches the ground surface, ground rupture occurs. As described in the *Seismic Hazards* discussion above, the southeastern portion of the project site overlies the More Ranch Fault, which is part of the Mission Ridge Fault System and is considered active based on the existence of a geologically recent fault scarp (Appendix F-1*).* Therefore, ground rupture is a potential concern on the project site.

Groundshaking

In addition to surface rupture, fault displacement can generate seismic groundshaking, which is the greatest cause of widespread damage in an earthquake. Whereas surface rupture affects a narrow area above an active fault, groundshaking covers a wide area and is greatly influenced by the distance of the site to the seismic source, soil conditions, and depth to groundwater. Many faults are mapped in the foothills of the Santa Ynez Mountains and coastal plans of Santa Barbara County with varying types, lengths, and ages. In addition to damage to structural development, ground shaking can also cause seismic settlement and subsidence, lurch cracking, and lateral spreading. As stated in the *Seismic Hazards* discussion above, the project site may be subject to strong groundshaking due to potential fault movement form regional faults, including the Mission Ridge Fault System, Red Mountain, Oak Ridge, Santa Ynez, Pitas Point, Los Alamos, and San Andreas faults.

Landslides

Landslides are the mass movement of rock, debris, or earth down a slope, usually in conjunction with earthquakes, floods, or prolonged precipitation. The portions of the project site west of the golf course pond, along the bluff faces at the southern project site boundary, and sloped areas in the central portion of the project site are considered to have high landslide potential, based on the City of Goleta's General Plan/Coastal Land Use Plan Safety Element Figure 5-1 (Appendix F-1).

Liquefaction and Lateral Spreading

Liquefaction is a seismic phenomenon in which loose, saturated granular and non-plastic fine-grained soils lose their structure/strength when subjected to high-intensity ground shaking. Liquefaction generally occurs when three general conditions exist:

1. Shallow groundwater (within the top 50 feet of the ground surface);
2. Low density non-plastic soils; and
3. High intensity ground motion.

Lateral spread is a pervasive type of liquefaction-induced ground failure that occurs on gentle slopes or near free-faces,[3] such as river channels. Lateral spreading movement may occur when a soil mass slides laterally on liquefied soils moving downslope or towards a free-face, as the result of a liquefaction during a groundshaking event. According to the *Site-Specific Hazards Study and Preliminary Foundation Investigation*, liquefaction potential, and subsequent lateral spreading, at the existing clubhouse, Barnsdall Gas Station, and comfort station is very low (Appendix F-1).

Subsidence

Subsidence is the gradual settling or sudden sinking of the Earth's surface due to the removal or displacement of subsurface earth materials. The principal causes of subsidence are due to

[3] A free-face is a vertical or steeply inclined layer of rock from which weathered material falls to form fragments at its base.

groundwater withdrawals (USGS 2025c). In addition, compressible soils with a high portion of organic material can result in localized ground subsidence (City of Goleta 2006b). The project site does not contain highly compressible soils (City of Goleta 2006c).

Collapse

Collapsible soils are relatively low density materials that shrink in volume when they become wet, and/or are subjected to great weight such as from a building or road fill. Collapsing and settling soils have considerable strength when dry and generally are not a problem to structures and improvements. When they become wet, they are subject to rapid collapse and can be reduced in volume as much as 10 to 15 percent (Colorado Geological Survey 2025). As stated above, the project site does not contain highly compressible soils subject to collapse (City of Goleta 2006c).

Expansive Soils

Soils with relatively high clay content are expansive due to the capacity of clay minerals to take in water and swell (expand) to greater volumes. Expansive soils tend to swell with seasonal increases in soil moisture and shrink during the dry season as soil moisture decreases. According to the *Site-Specific Hazards Study and Preliminary Foundation Investigation*, the potential for soil expansion for soils underlying the existing clubhouse, Barnsdall Gas Station, and comfort station is very low (Appendix F-1).

c. Paleontological Resources

The project site is underlain by a variety of geologic units with varying paleontological sensitivities. Table 4.6-3 provides an overview of the geologic units underlying the project site and their associated paleontological sensitivities. As shown in Table 4.6-3, the majority of the geologic units underlying the project site have a high paleontological sensitivity. There are no known recorded paleontological resources found within the boundaries of the project site; however, eight paleontological resources have been recorded within 1.5 miles of the project site. Seven of these paleontological resources were discovered in the same geologic units as those underlying the project site (Appendix H).

Table 4.6-3 Geologic Units Underlying the Project Site

Geologic Unit	Map Unit Abbreviation	Paleontological Sensitivity
Holocene beach deposits	Qb	Low
Holocene and late Pleistocene alluvium and colluvium	Qac	Low at five feet or less below ground surface; High greater than five feet below ground surface
Pleistocene marine terrace deposits	Qmt	High
Early Pliocene to late Miocene Sisquoc Formation	Tsq	High
Late Miocene upper siliceous unit of the Monterey Formation	Tmu	High
Late to middle Miocene middle shale unit of the Monterey Formation	Tmm	High
Middle to early Miocene lower calcareous unit of the Monterey Formation	Tml	High
Miocene Monterey Formation, undivided	Tm	High

Source: Appendix H

4.6.2 Regulatory Setting

a. Federal Regulations

Clean Water Act

The Clean Water Act prohibits discharge of pollutants, including substantial sedimentation, to waters of the United States from any point source unless it is in compliance with a National Pollutant Discharge Elimination System permit. Please refer to Section 4.9.2, subsection (a), in Section 4.9, *Hydrology and Water Quality*, for a detailed description of how the Clean Water Act applies as a federal regulation to the proposed project.

b. State Regulations

The California Coastal Act, enacted in 1976, establishes procedures for the review of proposed developments in the Coastal Zone and policies for the protection of coastal resources and public access to the coastline. The project site is located in the Coastal Zone; therefore, Section 30253 of the California Coastal Act pertains to the proposed project.

> **Section 30253:** New development shall: (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard. (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

California Building Code

California law provides a minimum standard for building design through the California Building Code (CBC) (California Code of Regulations Title 24). Chapter 23 of the CBC contains specific requirements for seismic safety. Chapter 29 regulates excavation, foundations, and retaining walls. Chapter 33 of the CBC contains specific requirements pertaining to site demolition, excavation, and construction to protect people and property from hazards associated with excavation cave-ins and falling debris or construction materials. Chapter 70 of the CBC regulates grading activities, including drainage and erosion control. Construction activities are subject to occupational safety standards for excavation, shoring, and trenching as specified in California Division of Occupational Safety and Health regulations (California Code of Regulations Title 8). The CBC requires consideration of soil-related geotechnical hazards, such as addressing hazardous soil conditions involving removal, proper fill selection, and compaction prior to construction. The City of Goleta is responsible for enforcing the CBC.

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was signed into law in 1972 (Public Resources Code Section 2621, et seq.; 14 California Code of Regulations Section 3600, et seq.). The purpose of this Act is to prohibit the location of most structures for human occupancy across the traces of active faults and to thereby mitigate the hazard of fault rupture. Under the Act, the State Geologist identifies "Earthquake Fault Zones" along known active faults in California (14 California Code of Regulations Section 3601). Cities and counties affected by the zones must regulate certain development projects within the zones. They must withhold development permits for sites within the zones until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting (14 California Code of Regulations Section 3603).

Seismic Hazards Mapping Act

CGS, formerly the California Department of Conservation, Division of Mines and Geology (CDMG), provides guidance with regard to seismic hazards. Under CDMG's Seismic Hazards Mapping Act (1990), seismic hazard zones are to be identified and mapped to assist local governments in land use planning (Public Resources Code §§ 2690, et seq.). The intent of these maps is to protect the public from the effects of strong ground shaking, liquefaction, landslides, ground failure, or other hazards caused by earthquakes. In addition, CDMG's Special Publications 117, "Guidelines for Evaluating and Mitigating Seismic Hazards in California," provides guidance for the evaluation and mitigation of earthquake-related hazards for projects within designated zones of required investigations.

Construction Stormwater General Permit

The General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities, Order No. 2022-0057-DWQ, NPDES No. CAS000002 (Construction Stormwater General Permit), adopted by the State Water Resources Control Board, regulates construction activity that includes clearing, grading, and excavation resulting in soil disturbance of at least one acre of total land area. The Construction Stormwater General Permit requires that developers of land where construction activities will occur over more than one acre implement a Stormwater Pollution Prevention Plan (SWPPP) that specifies Best Management Practices (BMP) that will, in part, reduce erosion. Please refer to Section 4.9.2, subsection (b), in Section 4.9, *Hydrology and Water Quality*, for a detailed description of the Construction Stormwater General Permit and how it applies as a state regulation for the proposed project.

c. Local Regulations

Post-Construction Stormwater Management Requirements

The Central Coast RWQCB adopted the Post-Construction Stormwater Management Requirements for *Development Projects in the Central Coast Region* (Post-Construction Requirements; Resolution R3- 2013-0032) in July 2013, which outlines runoff reduction and treatment requirements for development projects during operation. These requirements include those which are designed to minimize erosion during operation. Please refer to Section 4.9.2, subsection (c), in Section 4.9, *Hydrology and Water Quality*, for a detailed description of post-construction stormwater management requirements and how they apply as a local regulation for the proposed project.

Low Threat Discharge Permit

The Central Coast RWQCB has a general permit for discharges that pose a low threat to water quality (Waste Discharge Requirements National Pollutant Discharge Elimination System General Permit for Discharges with Limited Threat to Water Quality [Low Threat Discharge Permit]; Order No. R3-2022-0035, NPDES No. CAG99304). The permit's provisions cover discharges that contain minimal amounts of pollutants and pose little or no threat to water quality and the environment, including discharges of highly treated groundwater generated during aquifer pumping tests, dual-phase extraction or other remedial pilot tests, excavation dewatering, and pumping to contain groundwater plumes. Please refer to Section 4.9.2, subsection (c), in Section 4.9, *Hydrology and Water Quality*, for a detailed description of the Low Threat Discharge Permit and how it applies as a local regulation for the proposed project.

City of Goleta General Plan/Coastal Land Use Plan

The Safety Element of the City of Goleta's General Plan/Coastal Land Use Plan (2006) contains policies intended to reduce the potential for geologic hazards to adversely affect people and property, including the following:

- **SE 1.3: Site-Specific Hazards Studies.** Applications for new development shall consider exposure of the new development to coastal and other hazards. Where appropriate, an application for new development shall include a geologic/soils/geotechnical study and any other studies that identify geologic hazards affecting the proposed project site and any necessary mitigation measures. The study report shall contain a statement certifying that the project site is suitable for the proposed development and that the development will be safe from geologic hazards. The report shall be prepared and signed by a licensed certified engineering geologist or geotechnical engineer and shall be subject to review and acceptance by the City.
- **SE 1.6: Enforcement of Building Codes.** The City shall ensure through effective enforcement measures that all new construction in the city is built according to the adopted building and fire codes.
- **SE 4.3: Geotechnical and Geologic Studies Required.** Where appropriate, the City shall require applications for planning entitlements for new or expanded development to address potential geologic and seismic hazards through the preparation of geotechnical and geologic reports for City review and acceptance.
- **SE 4.4 Setback from Faults.** New development shall not be located closer than 50 feet to any active or potentially active fault line to reduce potential damage from surface rupture. Nonstructural development may be allowed in such areas, depending on how such nonstructural development would withstand or respond to fault rupture or other seismic damage.

City of Goleta Municipal Code

Development in Goleta must regulate stormwater flows during grading in accordance with Chapter 15.09, *Grading, Erosion, and Sediment Control*, of the City's Municipal Code. The requirements of Chapter 15.09 are applicable to all lands within Goleta. Pursuant to 15.09.290, an applicant must submit an erosion and sediment control plan in order to obtain grading permits which must incorporate applicable City-approved BMPs to reduce erosion. If an individual development requires preparation of a SWPPP, the City may accept the SWPPP if it contains the City's required elements of an erosion and sediment control plan. Please refer to Section 4.9.2, subsection (c), in Section 4.9, *Hydrology and Water Quality*, for a detailed description of City of Goleta Municipal Code requirements and how they apply as a local regulation for the propped project.

4.6.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

Assessment of impacts is based on a review of site information and conditions and the following reports prepared for the project site:

- *Site-Specific Hazards Study and Preliminary Foundation Investigation* (Appendix F-1)
- *Preliminary Geotechnical Investigation for Proposed Club House* (Appendix F-2)

- *Preliminary Geotechnical Investigation for Proposed Comfort Station* (Appendix F-3)
- *Preliminary Stormwater Control Plan (*Appendix G-2)

Significance Thresholds

As described in more detail in Section 4, *Environmental Impact Analysis*, the following thresholds are based on Appendix G of the *CEQA Guidelines* which provides the following to determine if a project would have a potentially significant impact on geology and soils. Would the project:

1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
    a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault;
    b. Strong seismic ground shaking;
    c. Seismic-related ground failure, including liquefaction; and
    d. Landslides.
2. Result in substantial soil erosion or the loss of topsoil;
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property;
5. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater; and/or
6. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Pursuant to the County of Santa Barbara's 2024 *Environmental Thresholds and Guidelines Manual*, impacts are classified as potentially significant with regard to geology if:

a. The project site or any part of the project is located on land having substantial geologic constraints, as determined by Planning and Environmental Review or Public Works departments. Areas constrained by geology include parcels located near active or potentially active faults and property underlain by rock types associated with compressible/collapsible soils or susceptible to landslides or severe erosion. "Special Problems" areas designated by the Board of Supervisors have been established based on geologic constraints, flood hazards and other physical limitations to development;
b. The project results in potentially hazardous geologic conditions such as the construction of cut slopes exceeding a grade of 1.5 horizontal to 1 vertical;
c. The project proposes construction of a cut slope over 15 feet in height as measured from the lowest finished grade; and
d. The project is located on slopes exceeding 20 percent grade.

Because geologic conditions are highly variable within Santa Barbara County, these guidelines are not fixed thresholds upon which a determination of significant impact would be made. They serve to point out when further study of site-specific conditions is required in order to assess geologic impacts.

b. Project Impacts and Mitigation Measures

Threshold 1(a): Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

Impact GEO-1 The project site does not overlie an Alquist-Priolo Fault Zone but does overlie a portion of the More Ranch Fault. Proposed project activities would not create stresses that could contribute to fault rupture. The proposed project would avoid placing structures within 50 feet of the More Ranch Fault. Construction and operational impacts would be Class III, *less than significant*.

As described in the *Seismic Hazards* discussion in Section 4.6.1, *Environmental* Setting, the project site does not overlie an Alquist-Priolo Fault Zone; however, the southeastern portion of the project site overlies the More Ranch Fault, which is part of the Mission Ridge Fault System and is considered active (California Geologic Survey [CGS] 2025; Appendix F-1). However, no structural development (i.e., the proposed clubhouse, Rio Grande Coffee Shop, or comfort station) would occur on or within 50 feet of the More Ranch Fault. In addition, no proposed utility lines would cross the fault line. Accordingly, the proposed project would comply with the City of Goleta's General Plan/Coastal Land Use Plan Safety Element Policy SE 4.4, which requires development to be located further than 50 feet to any active fault line but permits nonstructural development in such areas (City of Goleta 2006a). Development within 50 feet of the More Ranch Fault is limited to fairways, greens, bunkers, and cart paths. These project features do not require deep excavations or boring of large areas that could otherwise create unstable seismic conditions or stresses in the Earth's crust leading to fault rupture.

Although the project site is partially intersected by the More Ranch Fault, the proposed project would not directly or indirectly cause the risk of loss, injury, or death involving rupture of a known earthquake fault. This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 1(b): Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Impact GEO-2 The project site is located in a seismically active area and seismic activity could affect structures on the project site. Mitigation Measure GEO-1 would require incorporation of seismic design recommendations from geotechnical reports prepared for project structures into the project's structural design, which would reduce impacts involving seismic ground shaking. Construction and operational impacts would be Class II, *less than significant with mitigation incorporated.*

The project site is located in a region of high seismic activity, with the potential for large seismic events that could generate strong ground shaking. Primary seismic risks at the project site would be earthquakes generated by local faults, as well as larger regional faults, such as the San Andreas Fault. The design of the proposed project's structural elements (i.e., the proposed clubhouse, Rio Grande Coffee Shop, and comfort station) would be designed to withstand seismic loads, as required by the CBC; however, in the event of an earthquake these proposed structures could result in substantial

adverse effects involving strong seismic ground shaking. Therefore, this impact would be potentially significant, and mitigation is required.

Mitigation Measures

GEO-1 Geotechnical Design

The applicant's project design engineer shall incorporate the recommendations listed below from the *Site-Specific Hazards Study and Preliminary Foundation Investigation* (Appendix F-1), *Preliminary Geotechnical Investigation for Proposed Club House* (Appendix F-2), and the *Preliminary Geotechnical Investigation for Proposed Comfort Station* (Appendix F-3) into the project's grading and building plans. The applicant shall submit the grading and building plans to the Planning and Environmental Review Director or designee for review and approval prior to issuance of a Zoning Clearance for the grading and building permits for the project. The applicant shall also retain a licensed geotechnical professional approved by the Planning and Environmental Review Director or designee prior to the start of construction. The licensed geotechnical professional shall be responsible for ensuring proper implementation of the recommendations below and providing a report to the Planning and Environmental Review Director or designee certifying the recommendations below have been incorporated into project design and throughout construction prior to the issuance of a certification of occupancy.

GRADING (GENERAL)

1. The area to be graded shall be cleared of surface vegetation, including roots and root structures.
2. If, during the removal and scarification process, excessive root structures are encountered, these areas shall be deep ripped in two directions to the depth of the root structure, after which the disturbed soils and the roots shall be completely removed, and the resulting cavities shall be scarified and processed to receive fill in accordance with recommendations contained in this section.
3. If, during the grading operations, previously placed undocumented fill material is encountered, this fill material shall be removed under the direction of the project design engineer prior to commencement of the filling operations.
4. Removed surface soils and/or imported approved fill will be placed in loose lifts of approximately 6 inches, thoroughly mixed, moistened or dried to near optimum moisture content, and compacted to a minimum of 90 percent relative compaction.
5. Rocks greater than 6 inches in size shall be removed from the soil being spread for compaction.
6. Import soils, if required for compacted fill, shall be granular, non-expansive soils which are equal to, or superior in quality to, the on-site soils as determined by the project design engineer prior to importation of the fill material to the site.
7. The compaction standard shall be the latest adoption of the ASTM D-1557 method of compaction.
8. Positive surface drainage shall direct water away from all slopes and away from the foundation system of the proposed structure.

GRADING (CLUBHOUSE)

1. In areas where compacted fill soil is to be placed, the area to receive the fill soil shall be prepared. In the area to be prepared, the loose topsoil and compressible surface soils shall be removed and observed by the project design engineer. Upon approval of excavation, the exposed ground

surface shall be scarified an additional 6 to 8 inches, moistened or dried to near the optimum moisture content, and compacted to 90 percent of the relative compaction.

2. The footings of the proposed structures shall be supported completely on firm undisturbed original ground. The structures shall not be supported over a cut/fill transition unless the foundation is engineered to account for the transition.
3. All fill slopes which are created during the grading operation shall be properly shaped to a maximum slope angle of 2 horizontal to 1 vertical, and compacted by rolling the sheepsfoot roller or similar compaction equipment over the slope face at vertical lift intervals of 30 inches or less.

GRADING (COMFORT STATION)

1. The footings of the proposed structures shall be supported completely by a uniform thickness of non-expansive compacted soil. The structures shall not be supported over a cut/fill transition.
2. Beneath the proposed structures and for a minimum distance of 5 feet beyond the exterior perimeters, the loose topsoil and compressible surface soils shall be removed and observed by a representative of our firm. Upon approval of excavation, the exposed ground surface shall be scarified an additional 6 to 8 inches, moistened or dried to near the optimum moisture content, and compacted to 90 percent of the relative compaction. The minimum depth of removal shall be at least 12 inches below the bottom of the proposed footings.

GRADING (RIO GRANDE COFFEE SHOP)

1. It should be noted gas tanks that were buried on the property have been removed and the resulting void was backfilled with an imported yellow sand. If these backfilled areas are located below the proposed structures, backfill soil shall be removed and replaced at 95 percent compaction.
2. The footings of the proposed structures shall either be supported completely by a uniform thickness of non-expansive compacted fill or the foundations shall be designed to penetrate the fill and compressible topsoil such that the structure is supported either completely over fill or completely on firm original ground. The structures shall not be supported over a cut/fill transition unless the foundation is engineered to account for the transition.
3. Beneath the proposed structures and for a minimum distance of 5 feet beyond the exterior perimeters, the loose topsoil and compressible surface soils shall be removed and observed by the project design engineer. Upon approval of excavation, the exposed ground surface shall be scarified an additional 6 to 8 inches, moistened or dried to near the optimum moisture content, and compacted to 90 percent of the relative compaction. The minimum depth of removal shall be at least 12 inches below the bottom of the proposed footings.

FOUNDATIONS (GENERAL)

1. All footings shall contain a minimum of two No. 4 horizontal rebar; one placed in the base and one in the stem of the footing. The project design engineer shall specify the foundation steel reinforcement.
2. Concrete slab-on-grade floors shall be placed over a subgrade soil conforming to the *Grading* recommendations of this mitigation measure.
3. As a minimum, concrete slabs on grade shall be a full 4 inches thick and shall contain No. 3 rebar spaced 24 inches on center each way. The steel reinforcement shall be placed near the center of the slab. Concrete slabs on grade shall be doweled into all adjacent footings using No. 3 rebar

spaced 24 inches on center. The traditional or conventional subgrade preparation below a concrete slab-on-grade floor is some variation of the following: A minimum 4- inch coarse, washed concrete sand layer is placed over the soil subgrade. A 10- mil or heavier impervious membrane is placed over the sand layer. These concrete slab-on-grade and sand layer recommendations shall be modified and/or eliminated as needed by the designers for surcharge loads, wheel loads, concentrated loads, or for moisture control. The floor covering supplier or manufacturer will be contacted for their specifications for design features, which will result in a successful bond between the concrete slab and floor covering. Floor flatness and shrinkage crack control must be addressed by a competent contractor experienced in the skill of concrete placement. The owners or their agents shall inform those designing, building, and installing the concrete slab on grade and flooring of the performance and aesthetics expected.

4. The licensed geotechnical engineer shall be requested to inspect the footing excavation prior to placement of reinforcing steel and timber form boards.
5. Floor elevations located lower than the surrounding exterior grades are recommended to be protected from moisture intrusion. The project design engineer shall consider installation of features, such as waterproofing and French drains.

FOUNDATIONS (CLUBHOUSE)

1. These recommendations assume the undisturbed native soil will support the proposed footings. If the final graded conditions positions part of the building over the compacted fill soil, extended footings and/or a pile and grade beam foundation may be required over the fill sections. The footing depth below the lowest adjacent grade shall be minimum of 24 inches. The soil encountered at this depth must be firm, non-porous, undisturbed native soil and the footing excavation must penetrate at least 12 inches into the firm soil. An allowable soil bearing value of 2,000 pounds per square foot may be assumed for the 24 inch deep footing described above with a one-third increase for wind or seismic forces.
2. Specification No. 1 shall apply at the basement foundation elevation and at the basement level a 20% increase in allowable soil bearing is allowed for each additional 6 inches of depth below the lowest adjacent grade, up to maximum allowable soil bearing value of 3,000 pounds per square foot.
3. Isolated piers may be utilized and shall extend a minimum of 24 inches below the lowest adjacent ground surface.
4. If footings are to be located on, adjacent to, or within 10 feet of the top of a slope, these footings shall extend to such a depth so that the horizontal distance between the bottom outside edge of the footing and the face of the adjacent slope is a minimum distance of 10 feet The slope setback required by the CBC, Figure 1808.7.1, shall also apply.

FOUNDATIONS (COMFORT STATION)

1. These recommendations assume a uniform thickness of compacted soil will support the proposed footings.
2. Isolated piers may be utilized and shall extend a minimum of 18 inches below compacted ground surface.
3. Based upon compliance with these recommendations, an allowable soil bearing value for compacted soil of 1,500 pounds per square foot for 12-inch-deep footings and 2,000 pounds per square foot for 18-inch-deep footings, with a one-third increase when considering wind or seismic forces, may be assumed.

FOUNDATIONS (RIO GRANDE COFFEE SHOP)

1. These recommendations assume a uniform thickness of compacted soil will support the proposed footings.
2. Footings below two-story portions of the structure shall extend 18 inches below compacted ground surface.
3. Isolated piers may be utilized and shall extend a minimum of 18 inches below compacted ground surface.
4. Based upon compliance with the above recommendations, an allowable soil bearing value for compacted soil of 1,300 pounds per square foot for 12-inch-deep footings and 1,500 pounds per square foot for 18-inch-deep footings, with a one-third increase when considering wind or seismic forces, may be assumed.

PAVEMENT (CLUBHOUSE)

1. In the areas to be paved, the top loose surface soils shall be removed from below the proposed final soil subgrade elevation, moistened or dried to at or near the optimum moisture content, and compacted to 90 percent relative compaction with the top 9 inches being compacted to 95 percent relative compaction where pavement will be subject to vehicle travel or parking. The subgrade area shall be check rolled in order to detect isolated soft spots. Any areas found to be yielding under the wheel loads of the equipment shall be stabilized by removal and compaction.
2. The Class 2 aggregate base shall be recompacted to a minimum of 95 percent relative compaction in accordance with the ASTM D-1557 test method. Asphalt concrete shall be placed only after the Class 2 aggregate base has been demonstrated to be firm and unyielding.
3. If asphalt pavement is selected for the finished pavement surface, an R-Value of the subgrade soil shall be performed by a licensed geotechnical professional in order to provide appropriate thickness of Class 2 aggregate base and asphalt concrete.
4. Maintenance to assist in reducing the potential for rapid deterioration of the asphalt paved areas shall include surface treatment approximately six months to one year after construction and approximately three years from the first treatment. Pavement conditions shall be reviewed at least once a year for cracks, puddling of surface water, and overall appearance. This review should be done in the fall such that cracks may be repaired which may otherwise allow moisture to pass through the pavement and weaken the subgrade.
5. For concrete slab on grade pavements the slab shall be a minimum of 5.5 inches thick and be placed over a 4 inch thick layer of compacted Class 2 base (at 95 percent relative compaction) and shall be reinforced with No. 3 rebar at 24 inches on center each way and placed at the mid-height of the slab thickness.

PAVEMENT (RIO GRANDE COFFEE SHOP)

1. In the areas to be paved, the top loose surface soils shall be removed from below the proposed final soil subgrade elevation, moistened or dried to at or near the optimum moisture content, and compacted to 90 percent relative compaction with the top 9 inches being compacted to 95 percent relative compaction where pavement will be subject to vehicle travel or parking. The subgrade area shall be check rolled in order to detect isolated soft spots. Any areas found to be yielding under the wheel loads of the equipment shall be stabilized by removal and compaction.

2. The Class 2 aggregate base shall be recompacted to a minimum of 95 percent relative compaction in accordance with the ASTM D-1557 test method. Asphalt concrete shall be placed only after the Class 2 aggregate base has been demonstrated to be firm and unyielding.
3. If asphalt pavement is selected for the finished pavement surface, an R-Value of the subgrade soil shall be performed by a licensed geotechnical professional in order to provide appropriate thickness of Class 2 aggregate base and asphalt concrete.
4. Maintenance to assist in reducing the potential for rapid deterioration of the asphalt paved areas shall include surface treatment approximately six months to one year after construction and approximately three years from the first treatment. Pavement conditions shall be reviewed at least once a year for cracks, puddling of surface water, and overall appearance. This review should be done in the fall such that cracks may be repaired which may otherwise allow moisture to pass through the pavement and weaken the subgrade.

RETAINING WALLS (CLUBHOUSE)

The following retaining wall recommendations assume a single wall on level ground or a slope of less than 25 degrees. If there is more than one retaining wall, creating a multilevel terraced condition, the upper footing must be at a depth that passes below a 50 percent sloping line projected up from the top of the footing of the retaining wall below.

Cantilevered: For cantilevered retaining walls, such as site walls and garden walls, which do not form part of the structure, the following shall apply:

1. The cantilevered retaining wall shall be designed assuming an active soil pressure equivalent to a fluid (EFP) whose weight is 35 pounds per cubic foot for level backfill conditions and 52 pounds per cubic foot for backfill slopes, which are constructed at an angle of up to 27 degrees. These values are based on Coulomb's Equation and the following assumed backfill soil values: internal angle of friction equal to 34 degrees, cohesion equal to 0, and a total unit weight of soil equal to 125 pounds per cubic foot. The EFP value does not include surcharge loads and is based on a free-draining condition. The free-draining condition must be created by placing the backfill specified in the *Preliminary Geotechnical Investigation for Proposed Club House*.
2. Retaining walls may be designed using pseudostatic analyses based on a modified Seed Whitman (1970) approach. The need to apply the lateral seismic load is to be determined by the project design engineer or by the building code. The seismic earth force was estimated using the modified Seed Whitman (1970) method, assuming a horizontal peak ground acceleration of 1.142g, and assuming drained backfill conditions. The peak horizontal ground acceleration (PGAm) was determined in accordance with Section 1803.5.12 of the 2019 CBC, Paragraph 2.2. The seismic earth resultant force (ΔPae), acting on the stem of the retaining wall, may be estimated as ΔPae = 34.4H2. The resultant force (ΔPae) may be assumed to act at 0.33H above the base of the wall2. Kh = 0.765.
3. The bottom of the retaining wall footing shall extend a minimum distance of 24 inches below the lowest adjacent undisturbed natural grade or 12 inches into firm, undisturbed original ground (whichever is deeper) and shall be designed assuming an allowable soil bearing value of 2,000 pounds per square foot. For footings placed on slopes, the base of the toe or keyway placed at the toe shall extend to such a depth that there exists 10 horizontal feet between the bottom of the footing and the daylight line of the adjacent slope. The key may be placed adjacent to the downhill edge of the retaining wall footing in order to attain the recommended downhill grade footing embedment. The slope setback required by the CBC, Figure 1808.7.1, shall also apply.

4. A passive soil pressure equivalent to a fluid whose weight is 350 pounds per cubic foot and a coefficient of friction against sliding of 0.35 may be assumed for the footing excavation described in the recommendation above.
5. The use of equipment to compact soil within the wedge of backfill defined by a 1:1 line projected up from behind the retaining wall to the surface shall be limited to handheld rammer plate compactors, such as a Wacker BS 45Y. A string line shall be placed along the top of the wall to monitor possible rotation of the wall due to the compaction surcharge. If the wall begins to bow or lean away from the backfilling operations, the compaction process shall stop and the licensed geotechnical professional shall be notified immediately such that modified compaction recommendations can be given at that time.
6. The finish covering on the face of the wall, such as stucco or paint, may be adversely affected by moisture intrusion from the backfill through the back of the wall. To prevent this, the back of the wall and footing shall be waterproofed. All waterproofing and application of waterproofing shall be in accordance with the specifications of the product supplier.
7. Retaining wall backfill shall be a clean, coarse sand or gravel wrapped in a filter fabric. The gravel shall be separated from adjacent native soil by a filter fabric. The retaining wall shall be serviced by appropriately placed weep holes or a perforated drain. This drainage feature must include at least 2 cubic feet of gravel wrapped in filter fabric. Lower quality native backfill material may be utilized outside the triangular wedge, which extends upwards from the inside edge of the retaining wall and is a minimum width of 60 percent of the wall height at ground surface. The sand between the wall and native soil shall have a Sand Equivalent of 20 or greater and an Expansion Index equal to 0. To avoid excessive amounts of sand and gravel backfill, the construction contractor is prohibited to cut a vertical excavation 2 to 4 feet beyond the back of the retaining wall footing or stem. Cuts shall only occur to the point needed to install the drainpipe and slope the excavation back as specified.
8. It is assumed that the rough grade excavation behind the retaining wall is to be cut at a temporary slope angle of 1 horizontal to 1 vertical in order to comply with Cal-OSHA safety requirements.
9. All soil backfill shall be compacted to a minimum of 90 percent relative compaction. It should be noted, retaining walls designed assuming active soil conditions are anticipated to deflect seasonally. In addition, surface features which obtain their support from retaining wall backfill materials are anticipated to express differential movement with respect to the retaining wall as the wall may be resting upon a thinner depth of fill or undisturbed original ground, and the surface features may be resting upon a considerable thickness of compacted fill, which has settlement characteristics differing from that of original ground. The differential movement between the wall and slab patio may be undesirable. In order to hide or prevent such differential movement, an alternate design may be required, such as, but not limited to, placing a planter between the wall and slab, or connecting the slab to the wall, creating a retaining wall which is pinned at the top, not cantilevered.

Partially Restrained: For restrained or partially restrained retaining walls or cantilevered retaining walls which form a portion of the foundation system of the structure, the wall shall be designed as a braced wall utilizing at-rest pressures in accordance with the following recommendations:

1. The retaining wall shall be designed assuming an at-rest soil pressure equivalent to a fluid (EFP) whose weight is 60 pounds per cubic foot for level backfill conditions and 73 pounds per cubic foot for backfill slopes, which are constructed at an angle of up to 27 degrees. These values are based on the same assumed conditions stated in Recommendation No. 1 under the Cantilevered

section. The at-rest condition for a level backfill is based on the following equation: EFP=Koy where Ko=1-sin ϕ, y is the total unit weight of soil, and ϕ is the internal angle of friction.

2. The retaining wall footing shall conform to the *Foundations* recommendations and may be designed assuming an allowable soil bearing value of 2,000 pounds per square foot. For footings placed on or adjacent to slopes, the base of the toe or keyway placed at the toe shall extend to such a depth that there exists 10 horizontal feet between the bottom of the footing and the daylight line of the adjacent slope.
3. A passive soil pressure equivalent to a fluid whose weight is 350 pounds per cubic foot and a coefficient of friction against sliding of 0.35 may be assumed for the footing excavation described in the recommendation above.
4. The retaining wall shall be serviced by a perforated drain which is located a minimum of 12 inches below top of the adjacent interior concrete slab-on-grade floor.
5. Walls, foundations, and connections between walls and foundations forming interior finished rooms of the structure shall be waterproofed by the proper application of a moisture barrier. All waterproofing products shall be applied in strict conformance with the manufacturer's recommendations.
6. It is assumed that the rough grade excavation behind the retaining wall is to be cut at a temporary slope angle of 1 horizontal to 1 vertical in order to comply with Cal-OSHA safety requirements.
7. Footings located near the retaining wall stem and in the zone of the granular backfill material shall extend through the retaining wall backfill, shall be supported on the firm underlying undisturbed ground, and below a 1 horizontal to 1 vertical line projected upward from the base of the wall; whichever is deeper. As an alternative, the footing can be designed to span across the backfill area and be supported by footings able to receive the reaction load of the spanning member. This may include tying into the retaining wall for support, if that portion of the retaining wall has been designed to receive the additional load.
8. Retaining wall backfill shall include 2 cubic feet per linear foot of wall of 3/8- to 1- inch gravel placed around a 4-inch perforated rigid PVC drainpipe. The perforations of the pipe shall be placed down at the positions of 5 and 7 o'clock. A filter fabric shall separate the gravel from the other backfill soils.
9. Retaining wall backfill above the drainpipe shall be a clean, coarse sand or gravel, creating an inverted triangular wedge. Lower quality native backfill material may be utilized outside the triangular wedge which extends upwards from the outside edge of the pipe/gravel at the base of the retaining wall and is a minimum width of 60 percent of the wall height at ground surface. Clean, coarse sand is acceptable when the Sand Equivalent is greater than 20 and the Expansion Index equals 0. To avoid excessive amounts of sand and gravel backfill, do not allow the excavation contractor to cut a vertical excavation 2 to 4 feet beyond the back of the retaining wall footing or stem. Cut only to the point needed to install the drainpipe and slope the excavation back as specified.
10. The use of equipment to compact soil within the wedge of backfill defined by a 1:1 line projected up from behind the retaining wall to the surface shall be limited to handheld rammer plate compactors, such as a Wacker BS 45Y. A string line shall be placed along the top of the wall to monitor possible rotation of the wall due to the compaction surcharge. If the wall begins to bow or lean away from the backfilling operations, the compaction process shall stop and the licensed geotechnical professional shall be notified immediately such that modified compaction recommendations can be given at that time.

11. The project design engineer designing the retaining wall shall address the following conditions:
    a. When a retaining wall is backfilled without a top restraint, such as a wood floor diaphragm, the stem of the retaining wall acts as a cantilever.
    b. Depending on the rigidity of the top restraint, the wall may act as a beam spanning between the top and bottom points, reversing the tension side of the stem to the front of the wall as opposed to the back as in the case of a cantilever condition.
    c. Structure members deflect when loaded. The users guide to the widely used computer program RetainPro recommends the deflection of the wall be checked because the program does not calculate deflection. Refer to Section 9 titled "Related Design Considerations" in the manual titled "Basics of Retaining Wall Design", Page 50. As an estimate, the Concrete Reinforcing Steel Institute (CRSI) manual estimates concrete reinforced stems of cantilevered retaining walls will deflect a horizontal distance at the top of the wall equal to the height of the wall divided by 240. The appropriate deflection equation and values corresponding to load, condition, and material shall be employed to determine the deflection corresponding to the lateral loads recommended herein such that appropriate connections, tiebacks, bracing, or construction joints can be placed within the structural design to properly account for the deflection. The total deflection may not occur during the backfilling operation, but rather sometime after the frame structure is built over and adjacent to the retaining wall.

ADJACENT LOADS (GENERAL)

1. Where footings are placed at varying elevations, the effect of adjacent loads will be calculated using the widely published Formulas for Stresses in Semi-infinite Elastic Foundations or the Boussinesq figures and equations for both vertical and horizontal surcharge loads.

SETTLEMENT (GENERAL)

1. It is the intent of the recommendations contained in this report to achieve angular distortions of approximately 1/480. A total settlement of approximately 1 inch or less is anticipated for foundations supported on the undisturbed native soil and approximately 1 percent to 1.5 percent of the fill height is the anticipated total settlement at areas where compacted fill soil is placed in accordance with the *Grading* measures provided in this mitigation measure. The soil bearing values and estimated settlements contained in this report are preliminary and can be modified after the foundation and grading plans are substantially complete.

Plan Requirements and Timing. Grading and building plans shall be submitted for review and approval by the Planning and Environmental Review Director or designee before the City issues a Zoning Clearance for the grading and building permits. The Planning and Environmental Review Director or designee shall approve the licensed geotechnical professional prior to the start of construction. The licensed geotechnical professional shall submit the report to the Planning and Environmental Review Director or designee certifying the recommendations have been incorporated prior to the issuance of a certification of occupancy.

Monitoring. Once during the grading phase of construction, the Planning and Environmental Review Director or designee shall visit the project site to confirm with the licensed geotechnical professional that the construction contractor is implementing the applicable geotechnical recommendations.

Significance After Mitigation

Implementation of Mitigation Measure GEO-1 would reduce potential impacts due to groundshaking on the project site to a less than significant level through incorporation of structural integrity recommendations into the project, which would ultimately minimize the potential for the risk of loss, injury, or death involving strong seismic ground shaking.

Threshold 1(c): Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Impact GEO-3 Soils underlying the proposed clubhouse, Rio Grande Coffee Shop, and comfort station have very low liquefaction potential. Compliance with the CBC would ensure the proposed project would minimize the risk of loss, injury, or death involving liquefaction. Construction and operational impacts would be Class III, *less than significant*.

According to the *Site-Specific Hazards Study and Preliminary Foundation Investigation*, liquefaction potential at the proposed clubhouse, Rio Grande Coffee Shop, and comfort station is very low (Appendix F-1). The proposed project design would incorporate design measures required by the CBC which reduce the potential for substantial adverse effects due to liquefaction, including foundation design and soil compaction techniques. Because the potential for liquefaction for soils underlying the proposed clubhouse, Rio Grande Coffee Shop, and comfort station is very low, regulatory compliance with the CBC would be sufficient to minimize the risk of loss, injury, or death involving liquefaction on site. This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 1(d): Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Impact GEO-4 Portions of the project site have high landslide potential. However, the project would not place structures in these areas and would not create substantial slopes which could otherwise exacerbate on-site landslide risk. Construction and operational impacts would be Class III, *less than significant.*

The portions of the project site west of the golf course pond, along the bluff faces at the southern project site boundary, and sloped areas in the central portion of the project site are considered to have high landslide potential (Appendix F-1). However, the project would not place structures in areas of high landslide potential or areas exceeding 20 percent grade. In addition, no development would occur along the bluff faces at the southern project site boundary. Only activities related to the proposed golf course improvements (i.e., grading and rerouting, relandscaping, installation of turf and replacement of irrigation systems) would occur in areas west of the golf course pond and in sloped areas in the central portion of the project site with high landslide potential. While these activities would involve ground disturbing activities, as described in Section 2.7, *Construction and Grading*, of Section 2, *Project Description*, the maximum cut slope on the golf course would be 11 feet, which would not result in substantial changes to the existing on-site slopes of the golf course. This cut slope height would also not exceed the 15-foot-tall threshold identified within the County of Santa Barbara's 2024 *Environmental Thresholds and Guidelines Manual*. Maximum on-site slopes from

grading would be at a 4 horizontal to 1 vertical grade south of the clubhouse, which would ensure slopes gradually increase and would not exceed a grade of 1.5 horizontal to 1 vertical identified in the County of Santa Barbara's 2024 *Environmental Thresholds and Guidelines Manual*. Accordingly, the grading associated with golf course improvements would not substantially increase the potential for a landslide to occur on the project site beyond existing conditions. Therefore, the proposed project's impact related to the risk of loss, injury, or death involving landslides would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 2: Would the project result in substantial soil erosion or the loss of topsoil?

Impact GEO-5 On-site development has the potential to increase erosion during and after construction. Compliance with existing regulations would ensure construction and operation of the proposed project would minimize the potential for the project to cause substantial soil erosion or the loss of topsoil. This impact would be Class III, *less than significant.*

Construction

As discussed in Section 2.7, *Construction and Grading*, of Section 2, *Project Description*, the proposed project would require approximately 86,500 cubic yards of soil cut and 56,000 cubic yards of soil fill, with the remaining 30,500 cubic yards used at graded areas of the project site to achieve the proposed golf course design. Grading operations would increase the potential for erosion and sedimentation; if grading activities occur during the rainy season, or in the event of heavy storms, soils from the site could be entrained, eroded, and transported off-site.

As detailed in Section 4.9, *Hydrology and Water Quality*, construction projects of one or more acres are subject to the requirements of the Construction Stormwater General Permit, which requires preparation and implementation of a SWPPP to control the discharges of pollutants, including sediment, into local surface water drainages. Examples of BMPs that may be implemented during construction include the use of geotextiles and mats, temporary drains and swales, silt fences, and sediments traps. Erosion control practices may include the use of drainage controls such as down drains, detention ponds, filter berms, or infiltration pits; removal of any sediment tracked offsite within the same day that it is tracked; containment of polluted runoff onsite; use of plastic covering to minimize erosion from exposed areas; and restrictions on the washing of construction equipment.

In addition to the Construction Stormwater General Permit requirements, construction activities would be subject to the requirements of Chapter 15.09 of the City's Municipal Code which requires preparation of an erosion and sediment control plan in order to obtain a grading permit. The City accepts a SWPPP in lieu of an erosion control and sediment plan, if the SWPPP contains the requirements of the City's required elements of an erosion and sediment control plan identified in Section 15.09.290 of the City's Municipal Code. As stated in Municipal Code Section 15.09.110, the City's Planning and Environmental Review Director or designee would review the SWPPP as part of the grading permit application to ensure the City's required elements of an erosion and sediment control plan are implemented within the SWPPP. Accordingly, the SWPPP prepared for the proposed project would include information on proposed practices that would be used during construction to retain sediment on-site, minimize erosion, and utilize vegetation for erosion control, as well as a summary of precautionary measures to be taken to ensure vehicle use does not result in erosion.

With mandatory implementation of the SWPPP and erosion control measures, construction of the proposed project minimize the potential to cause substantial soil erosion or the loss of topsoil. This impact would be less than significant.

Operation

During project operation, runoff generated from storm events may transport sediment off-site and contribute to project site erosion and the loss of topsoil. However, the proposed project would increase the amount of impervious surface areas by 12,250 square feet for a total of 156,740 square feet across the approximately 193-acre project site. This would increase the total impervious surfaces on site by 0.2 percent compared to existing conditions. The remainder of the project site would consist of turf and landscaping, which would include drought-tolerant turf and installation of native plants. The drought-tolerant turf and native plants would require less water compared to existing conditions. In addition, the project includes a smart irrigation controller system supported by an on-site weather station to manage irrigation usage, which would minimize the potential for soil erosion to occur due to overwatering. Accordingly, the rate of runoff on the project site would not substantially increase compared to existing conditions. In addition, permanent drainage improvements and operational BMPs would direct and control stormwater runoff to minimize erosion, as described below.

As detailed in Section 4.9, *Hydrology and Water Quality*, the proposed project would utilize low-impact development (LID) to detain, retain, and treat runoff consistent with the requirements of the Central Coast RWQCB's *Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region* and the County's *Stormwater Technical Guide for Low Impact Development*. Furthermore, the Phase II MS4 Permit requires that a Storm Water Quality Management Plan (SWQMP) be prepared for projects that create and/or replace 5,000 or more square feet of impervious surface. SWQMPs specify the operational BMPs that would be implemented to capture, treat, and reduce pollutants of concern in stormwater runoff.

The *Preliminary Stormwater Control Plan* (Appendix G-2) serves as the SWQMP and specifies LID BMPs proposed for the project. LID BMPs mimic a project site's natural hydrology by using design measures that capture, filter, store, evaporate, detain, and infiltrate runoff. As described in Section 2.6.10, *Stormwater and Drainage,* of Section 2, *Project Description*, proposed LID BMPs include six bioretention basins which would treat and discharge stormwater onto the golf course consistent with the requirements of the Central Coast RWQCB. LID BMPs would control and reduce stormwater runoff on the project site and would reduce the potential for erosion. In addition, the project would include implementation of site design BMPs to address stormwater and erosion control. BMPs would include design of landscaping to minimize runoff, specification of plants that are tolerant of soil-saturated conditions in landscaped self-retaining areas, and selection of plants appropriate to site soils and slopes.

Given that the proposed project would minimally increase impervious surfaces compared to existing conditions, and that the proposed project would include LID features and site design BMPs to minimize erosion, operation of the proposed project would have a less than significant impact related to substantial long-term soil erosion or the loss of topsoil.

Mitigation Measures

No mitigation measures are required.

Threshold 3:	Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Impact GEO-6 The project site is not at risk of substantial lateral spreading, subsidence, liquefaction, or collapse. Implementation of California Building Code requirements into project design would ensure the potential for the proposed project to result in risks related to unstable geologic and soil units is minimized. Construction and operational impacts would be Class III, *less than significant.*

Unstable soils may experience landslides, lateral spreading, subsidence, liquefaction, or collapse during seismic events. As described in Impact GEO-3, on-site liquefaction potential is very low and compliance with the CBC would ensure the proposed project would minimize risk related to liquefaction, and subsequently liquefaction-induced lateral spreading. As described in Impact GEO-4, proposed structural developments are located outside of a landslide hazard area, and the grading associated with golf course improvements would not substantially increase the potential for a landslide to occur on the project site beyond existing conditions. Due to the high clay content of soils -on-site, ground disturbing activities during construction may encounter perched groundwater, which may require groundwater dewatering. Such groundwater dewatering would be limited to the localized perched water on the project site and would be temporary, only occurring if perched groundwater is encountered. Therefore, construction of the proposed project would not result in substantial groundwater withdrawals that could result in subsidence on-site. Operation of the proposed project would not involve groundwater pumping on-site and therefore would not result in subsidence on-site. As described in Section 4.6.1b, the project site is not located in an area with compressible soils and therefore has a minimal risk of subsidence and collapse. As such, the proposed development would not be at risk of landslide, lateral spreading, subsidence, liquefaction, or collapse. This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 4:	Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Impact GEO-7 Project site soils have a very low expansion potential, and proposed project facilities would be constructed in accordance with the requirements of the California Building Code, which would minimize the potential for structural hazards associated with expansive soils. Construction and operational impacts would be Class III, *less than significant.*

According to the *Site-Specific Hazards Study and Preliminary Foundation Investigation*, soils underlying areas of the project site where structural development would occur (i.e., the clubhouse, Barnsdall Gas Station/Rio Grande Coffee Shop, and comfort station) have very low potential for expansion (Appendix F-1). In addition, the construction contractor would be required to comply with the requirements of the CBC, including the use of non-expansive fill material, to minimize the potential for structural hazards associated with soil expansion. Therefore, the proposed project's impact related to creating substantial direct or indirect risks to life or property related to expansive soil would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 5:	Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Impact GEO-8 The proposed project would include the abandonment of the on-site septic tank system and would not require the use of septic tanks or alternative wastewater disposal systems. No impact would occur.

The existing clubhouse and comfort station are served by an on-site, private septic tank system. The proposed project would involve connecting the new clubhouse, comfort station, and Rio Grande Coffee Shop to the Goleta West Sanitary District sewer system and the abandonment of the private septic systems. As described in section 2.6.9, *Utility Connections*, of Section 2, *Project Description*, the existing private septic systems would be abandoned in accordance with the Santa Barbara County Environmental Health Services requirements. Because the proposed project would tie into Goleta West Sanitary District sewer infrastructure and would not continue the use of septic tanks on-site, the proposed project would have no impacts related to soils incapable of adequately supporting the use of septic tanks. No impact would occur.

Mitigation Measures

No mitigation measures are required.

Threshold 6:	Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Impact GEO-9 Project ground-disturbing activities would occur on geologic units with a high potential to contain paleontological resources. With implementation of Mitigation Measure GEO-2 the proposed project's construction impact on paleontological resources and unique geologic features would be Class II, *less than significant with mitigation incorporated.* Operation of the proposed project would be similar to existing conditions and impacts would be Class III, *less than significant*.

There are no documented paleontological resources on the project site; however, there have been eight recorded paleontological resources within 1.5 miles of the project site, and seven of these paleontological resources were discovered in the same geologic units as those underlying the project site (Appendix H). Based on the high sensitivities of geologic units underlying the project site and the presence of paleontological resources in proximity to the project site, paleontological resources have a high potential to be present within the project site.

Project-related ground disturbance would extend up to 6 feet below the current ground surface for installation of landscaping and paving; up to 4 feet below the current ground surface within the golf course for utility installation; and up to 25 feet below the current ground surface for construction of the new clubhouse. Although the project site has been subject to previous ground disturbance, the proposed depths of disturbance necessary for utility and clubhouse construction would likely extend deeper than previously disturbed soils. If intact paleontological resources are discovered on the project site during ground-disturbing activities, such activities could potentially destroy such paleontological resources, resulting in a potentially significant impact. Therefore, mitigation is required.

Mitigation Measures

GEO-2 Paleontological Resources Impact Plan and Monitoring

Prior to the commencement of any grading activities, the project applicant shall retain a qualified professional paleontologist as defined in the Society of Vertebrate Paleontology's *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources* (2010). The qualified professional paleontologist shall prepare a Paleontological Resources Impact Mitigation Program consistent with the guidance provided in the *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources*. The Paleontological Resources Impact Mitigation Program shall be reviewed and approved by the City's Planning and Environmental Review Director or designee prior to the issuance of a Zoning Clearance for a grading permit. The Paleontological Resources Impact Mitigation Program shall include, but not be limited to, the following:

- **Worker Environmental Awareness Program Training.** The qualified professional paleontologist shall conduct WEAP training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. A basic presentation shall be prepared and presented by the qualified professional paleontologist to inform all construction personnel working on the project about the paleontological sensitivity of the area. Each worker shall also learn the proper procedures to follow in the event paleontological resources or unique geologic features are uncovered during ground-disturbing activities. These procedures include halting construction and resource assessment. If new construction personnel are added to the project, the construction contractor shall ensure the new personnel receive the training before starting work. The qualified professional paleontologist shall ensure construction personnel sign a form affirming they received WEAP training. The qualified professional paleontologist shall submit this form to the Planning and Environmental Review Director or designee.
- **Monitoring.** The qualified professional paleontologist shall identify the locations on the project site where paleontological monitoring is required. The qualified professional paleontologist, or a paleontological resource monitor designated by the qualified professional paleontologist, shall observe initial grading and drilling activities on-site in areas underlain by late Pleistocene marine terrace deposits, the Sisquoc Formation, and the Monterey Formation. No monitoring is required for ground disturbing activities in areas of artificial fill, subject to the discretion of the qualified professional paleontologist.
- **Discovery of Paleontological Resources.** In the event that fossils are unearthed during grading, the qualified professional paleontologist or designated paleontological resource monitor will temporarily halt and/or divert grading activity within a 50-foot radius of the find to allow for recovery of the resource.
    - **Fossil Salvage.** The qualified professional paleontologist shall salvage (i.e., excavate and recover) the fossil to protect it from damage/destruction. Bulk matrix sampling may be necessary to recover small invertebrates or micro vertebrates from paleontologically sensitive deposits. After the fossil(s) is (are) salvaged, construction activity may resume.
    - **Fossil Preparation and Curation**. Fossils shall be identified to the lowest (i.e., most-specific) possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection along with all pertinent field notes, photos, maps, and data required by the curating institution. Fossils of undetermined

significance at the time of collection may also warrant curation at the discretion of the qualified professional paleontologist.

- **Final Paleontological Mitigation Report.** Upon completion of ground-disturbing activities (or laboratory preparation and curation of fossils, if necessary), the qualified professional paleontologist shall prepare a final report describing the results of the paleontological monitoring efforts. The report shall include a summary of the field and laboratory methods employed; an overview of project geology; and, if fossils were discovered, an analysis of the fossils, including physical description, taxonomic identification, and scientific significance. The report shall be submitted to the City's Planning and Environmental Review Director or designee and, if fossil curation occurred, the Santa Barbara Museum of Natural History.

Plan Requirements and Timing. The Planning and Environmental Review Director or designee shall approve the Paleontological Resources Impact Mitigation Program prior to the issuance of a Zoning Clearance for a grading permit. The qualified professional paleontologist shall conduct WEAP training prior to the start of ground-disturbing activities and submit the signed form to the Planning and Environmental Review Director within 24 hours following the completion of WEAP training. The qualified professional paleontologist or designated paleontological resource monitor shall observe initial grading and drilling activities throughout construction on-site in areas underlain by late Pleistocene marine terrace deposits, the Sisquoc Formation, and the Monterey Formation. If a fossil is discovered, the qualified professional paleontologist shall submit the Final Paleontological Mitigation Report to the Planning and Environmental Review Director or designee within 90 days of completion of salvage and preparation. If curation occurred, the qualified professional paleontologist shall also submit the Final Paleontological Mitigation Report to the Santa Barbara Museum of Natural History.

Monitoring. The Planning and Environmental Review Director or designee shall review and approve the form provided by the qualified professional paleontologist certifying WEAP training was completed. The Planning and Environmental Review Director or designee shall confirm the qualified professional paleontologist or designated paleontological resource monitor observed grading and drilling activities. The Planning and Environmental Review Director or designee shall review and approve the Final Paleontological Mitigation Report, if applicable.

Significance After Mitigation

Implementation of Mitigation Measure GEO-2 would reduce potential impacts to paleontological resources and unique geologic features to a less than significant level by requiring WEAP training, monitoring, and setting forth procedures for the recovery, identification, and curation of fossils discovered during construction.

4.6.4 Cumulative Impacts

The cumulative impact analysis considers City-wide impacts that would occur from cumulative projects identified in Table 3-1 of Section 3, *Environmental Setting*, located in areas subject to seismic hazards and on geologic units with paleontological sensitivity. The general approach to cumulative impact analysis used in this EIR is discussed in Section 3, *Environmental Setting*.

Cumulative projects proposed in and around Goleta would expose additional people and property to seismic and geologic hazards that are present in the region. The magnitude of geologic hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual sites. Any specific geologic hazards associated with each individual

site would be limited to that site without affecting other areas. In addition, existing regulations, including compliance with CBC requirements, would reduce seismic and geologic hazards to acceptable levels. Seismic and geologic hazards would be addressed on a case-by-case basis and would not result in considerable impacts. Cumulative geology and soils impacts would be less than significant.

Areas throughout Goleta would continue to be developed and redeveloped and involve grading and excavation activities that would potentially encounter paleontological resources. Given the high sensitivities of geologic units underlying Goleta, cumulative projects could potentially damage a paleontological resource or unique geologic feature. Therefore, cumulative impacts would be potentially significant. Ground-disturbing activities associated with the proposed project have the potential to result in the destruction, damage, or loss of undiscovered scientifically important paleontological resources due to the high paleontological sensitivity of the underlying geologic units. However, implementation of Mitigation Measure GEO-2 would minimize the potential for the proposed project to cause a substantial adverse change in known or unknown paleontological resources by requiring WEAP training, monitoring, and setting forth procedures for the recovery, identification, and curation of fossils discovered during construction. Therefore, the proposed project's contribution to cumulative impacts related to paleontological resources or unique geologic features would not be considerable with implementation of mitigation.

4.7 Greenhouse Gas Emissions

This section evaluates the potential impacts of greenhouse gas (GHG) emissions associated with the proposed project. Impacts are assessed relative to the environmental baseline, which consists of the current use of the site as the Sandpiper Golf Course. This section is based, in part, on the *Air Quality and Greenhouse Gas Emissions Technical Memorandum for the Sandpiper Golf Course Redevelopment Project* (Appendix C). Refer to Section 4.9, *Hydrology and Water Quality*, for an analysis of inundation from future sea level rise on the project site.

4.7.1 Environmental Setting

Climate Change and Greenhouse Gases

Gases that absorb and re-emit infrared radiation in the atmosphere are called GHGs. The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, carbon dioxide, a common reference gas (CO_2) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as "carbon dioxide equivalent" (CO_2e), which is the amount of GHG emitted multiplied by its GWP. CO_2 has a 100-year GWP of one. By contrast, methane has a GWP of 30, meaning its global warming effect is 30 times greater than CO_2 on a molecule per molecule basis (Intergovernmental Panel on Climate Change [IPCC] 2021).

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period. The term "climate change" is often used interchangeably with the term "global warming," but climate change is preferred because it conveys that other changes are happening in addition to rising temperatures. The baseline against which these changes are measured originates in historical records that identify temperature changes that occurred in the past, such as during previous ice ages. The global climate is changing continuously, as evidenced in the geologic record which indicates repeated episodes of substantial warming and cooling. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated across the globe. However, scientists have observed acceleration in the rate of warming over the past 150 years. The IPCC expressed that the rise and continued growth of atmospheric CO_2 concentrations is unequivocally due to human activities in the IPCC's Sixth Assessment Report (2021). Human influence has warmed the atmosphere, ocean, and land, which has led the climate to warm at an unprecedented rate in the last 2,000 years. It is estimated that between the period of 1850 through 2019, that a total of 2,390 gigatons of anthropogenic CO_2 was emitted. It is likely that anthropogenic activities have increased the global surface temperature by approximately 1.07 degrees Celsius between the years 2010 through 2019 (IPCC 2021).

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Since 1750, estimated concentrations of CO_2, CH_4, and N_2O in the atmosphere have increased by 47 percent, 156 percent, and 23 percent, respectively, primarily due to human activity (IPCC 2021). GHG emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, are believed to have elevated the concentration of these gases in the atmosphere beyond the level of concentrations that occur naturally.

Greenhouse Gas Emissions Inventory

Global Emissions Inventory

In 2015, worldwide anthropogenic GHG emissions totaled 47,000 million metric ton (MMT) of CO_2e, which is a 43 percent increase from 1990 GHG levels. Specifically, 34,686 MMT of CO_2e of CO_2, 8,314 MMT of CO_2e of CH_4, 2,991 MMT of CO_2e of N_2O, and 1,001 MMT of CO_2e of fluorinated gases were emitted in 2015. The largest source of GHG emissions were energy production and use (including fuels used by vehicles and buildings), which accounted for 75 percent of the global GHG emissions. Agriculture uses, industrial processes, and water use contributed 12 percent, six percent, and three percent respectively (United States Environmental Protection Agency [USEPA] 2025).

United States Emissions Inventory

United States GHG emissions were 6,343.2 MMT of CO_2e in 2022 or 5,489.0 MMT CO_2e after accounting for sequestration. Emissions increased by 0.2 percent from 2021 to 2022. The increase from 2021 to 2022 was driven by an increase in CO_2 emissions from fossil fuel combustion across most end-use sectors due in part to increased energy use from the continued rebound of economic activity after the height of the COVID-19 pandemic. In 2022, the energy sector (including transportation) accounted for 76.4 percent of nationwide GHG emissions while agriculture, industrial and waste accounted for approximately 23.6 percent of nationwide GHG emission (USEPA 2024).

California Emissions Inventory

Based on a review of the California Air Resource Board (CARB) California Greenhouse Gas Inventory for the years between 2000-2022, California produced 371.1 MMT of CO_2e in 2022, which is 10.2 MMT of CO_2e lower than 2021 levels. The major source of GHG emissions in California is the transportation sector, which comprises 39 percent of the state's total GHG emissions. The industrial sector is the second largest source, comprising 23 percent of the state's GHG emissions while electric power accounts for approximately 16 percent (CARB 2024). The magnitude of California's total GHG emissions is due in part to its large size and large population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions as compared to other states is its relatively mild climate.

Local Emissions Inventory

The City of Goleta conducted a GHG emissions inventory in the City for 2007, which represents the baseline inventory, or existing conditions in Goleta. The inventory determined the City produced 325,532 metric tons (MT) of CO_2e, excluding stationary sources, which is equivalent to the annual GHG emissions generated by approximately 68,000 passenger vehicles. The major source of GHG emissions in the City are associated with transportation, which contributed 48 percent of the City's total GHG emissions, followed by building energy (electricity and natural gas use) at 44 percent (City of Goleta 2014).

Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources though potential impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. The year 2024 was the warmest year since global records began in 1850 at 1.29 degrees Celsius (°C) (1.55 degrees Fahrenheit [°F]) above the 20th century average of 13.9°C (57.0°F). This value is 0.10°C (0.18°F) more than the record set in 2023 (National Oceanic and Atmospheric Administration 2025). Furthermore, several independently analyzed data records of global and regional and-surface air temperature obtained from station observations jointly indicate that land surface air temperature and sea surface temperatures have increased. In addition to these findings, there are identifiable signs that global warming is currently taking place, including substantial ice loss in the Arctic over the past two decades (IPCC 2014; IPCC 2018).

Potential impacts of climate change in California may include reduced water supply from snowpack, sea level rise, more extreme heat days per year, more large forest fires, and more drought years. *California's Fourth Climate Change Assessment* (California Natural Resource Agency 2019) includes regional reports that summarize climate impacts and adaptation solutions for nine regions of the state and regionally specific climate change case studies. However, while there is growing scientific consensus about the possible effects of climate change at a global and statewide level, current scientific modeling tools are unable to predict what local impacts may occur with a similar degree of accuracy. Summaries of potential effects that climate change could generate in California are provided below.

Air Quality and Wildfires

Scientists project that the annual average maximum daily temperatures in California could rise by 2.4 to 3.2°C in the next 50 years and by 3.1 to 4.9°C in the next century. Higher temperatures are conducive to air pollution formation and rising temperatures could therefore result in worsened air quality in California. As a result, climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore its indirect effects, are uncertain. In addition, as temperatures have increased in recent years, the area burned by wildfires throughout the state has increased, and wildfires have occurred at higher elevations in the Sierra Nevada Mountains (California Natural Resource Agency 2019). If higher temperatures continue to be accompanied by an increase in the incidence and extent of large wildfires, air quality could worsen. Severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state. With increasing temperatures, shifting weather patterns, longer dry seasons, and more dry fuel loads, the frequency of large wildfires and area burned is expected to increase (California Natural Resources Agency 2024).

Water Supply

Analysis of paleoclimatic data (such as tree-ring reconstructions of stream flow and precipitation) indicates a history of naturally and widely varying hydrologic conditions in California and the west, including a pattern of recurring and extended droughts. Uncertainty remains with respect to the overall impact of climate change on future precipitation trends and water supplies in California. Year-to-year variability in statewide precipitation levels has increased since 1980, meaning that wet and dry precipitation extremes have become more common (California Department of Water Resources 2018). For example, the winter of 2022-2023 had severe storms and flooding from increased rainfall

and snowmelt, which the California Department of Water Resources identified as "the latest example that California's climate is becoming more extreme" (California Department of Water Resources 2023). This uncertainty regarding future precipitation trends complicates the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood. The average early spring snowpack in the western United States, including the Sierra Nevada Mountains, decreased by approximately 10 percent during the last century. During the same period, sea level rose over 0.15 meter along the central and southern California coasts. The Sierra snowpack provides the majority of California's water supply as snow that accumulates during wet winters is released slowly during the dry months of spring and summer. A warmer climate is predicted to reduce the fraction of precipitation that falls as snow and the amount of snowfall at lower elevations, thereby reducing the total snowpack. Projections indicate that average spring snowpack in the Sierra Nevada and other mountain catchments in central and northern California will decline by approximately 66 percent from its historical average by 2050 (California Natural Resource Agency 2019).

Hydrology and Sea Level Rise

Climate change could affect the intensity and frequency of storms and flooding (California Natural Resource Agency 2019). Furthermore, climate change could induce substantial sea level rise in the coming century. Rising sea level increases the likelihood of and risk from flooding. The rate of increase of global mean sea levels between 1993 to 2022, observed by satellites, is approximately 3.4 millimeters per year, double the twentieth century trend of 1.6 millimeters per year (World Meteorological Organization 2013). By 2100, scientists project the sea will rise between one-foot and 6.6 feet (National Aeronautics and Space Administration 2025). A rise in sea levels could erode 31 to 67 percent of southern California beaches and cause flooding of approximately 370 miles of coastal highways during 100-year storm events. This would also jeopardize California's water supply due to saltwater intrusion and induce groundwater flooding and/or exposure of buried infrastructure (California Natural Resource Agency 2019). Furthermore, increased storm intensity and frequency could affect the ability of flood control facilities, including levees, to handle storm events.

Agriculture

California has an over $59 billion annual agricultural industry that produces over a third of the country's vegetables and three-quarters of the country's fruits and nuts (California Department of Food and Agriculture 2024). Higher CO_2 levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, certain regions of agricultural production could experience water shortages of up to 16 percent, which would increase water demand as hotter conditions lead to the loss of soil moisture. In addition, crop yield could be threatened by water-induced stress and extreme heat waves, and plants may be susceptible to new and changing pest and disease outbreaks (California Natural Resource Agency 2019). Temperature increases could also change the time of year certain crops, such as wine grapes, bloom or ripen, and thereby affect their quality (California Climate Change Center 2006).

Ecosystems

Climate change and the potential resultant changes in weather patterns could have ecological effects on the global and local scales. Soil moisture is likely to decline in many regions due to higher temperatures, and intense rainstorms are likely to become more frequent. Rising temperatures could have four major impacts on plants and animals: timing of ecological events; geographic distribution and range of species; species composition and the incidence of nonnative species within

communities; and ecosystem processes, such as carbon cycling and storage (Parmesan 2006; California Natural Resource Agency 2019).

4.7.2 Regulatory Setting

a. Federal Regulations

United States Environmental Protection Agency

The United States Supreme Court determined in *Massachusetts et al. v. Environmental Protection Agency et al.* ([2007] 549 U.S. 05-1120) that the USEPA has the authority to regulate motor vehicle GHG emissions under the federal Clean Air Act. The USEPA issued a Final Rule for mandatory reporting of GHG emissions in October 2009. This Final Rule applies to fossil fuel suppliers, industrial gas suppliers, direct GHG emitters, and manufacturers of heavy-duty and off-road vehicles and vehicle engines and requires annual reporting of emissions. In 2012, the USEPA issued a Final Rule that established the GHG permitting thresholds that determine when Clean Air Act permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities.

In *Utility Air Regulatory Group v. Environmental Protection Agency* (134 Supreme Court 2427 [2014]), the United States Supreme Court held the USEPA may not treat GHGs as an air pollutant for purposes of determining whether a source can be considered a major source required to obtain a Prevention of Significant Deterioration or Title V permit. The Court also held that Prevention of Significant Deterioration permits otherwise required based on emissions of other pollutants may continue to require limitations on GHG emissions based on the application of Best Available Control Technology.

b. State Regulations

California Advanced Clean Cars Program

Assembly Bill (AB) 1493 (2002), California's Advanced Clean Cars program (referred to as "Pavley"), requires CARB to develop and adopt regulations to achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles." On June 30, 2009, the United States EPA granted the waiver of Clean Air Act preemption to California for its GHG emission standards for motor vehicles, beginning with the 2009 model year, which allows California to implement more stringent vehicle emission standards than those promulgated by the United States EPA. Pavley I regulates model years from 2009 to 2016 and Pavley II, now referred to as "Low Emission Vehicle III GHG," regulates model years from 2017 to 2025. The Advanced Clean Cars program coordinates the goals of the Low Emission Vehicle, Zero Emissions Vehicles, and Clean Fuels Outlet programs and would provide major reductions in GHG emissions. As a result of Pavley II, new automobiles produced in 2025 emit 34 percent fewer GHGs and 75 percent fewer smog-forming emissions from their model year 2016 levels (CARB 2011).

California Global Warming Solutions Act of 2006 (Assembly Bill 32 and Senate Bill 32)

The "California Global Warming Solutions Act of 2006," (AB 32), outlines California's major legislative initiative for reducing GHG emissions. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 and requires CARB to prepare a Scoping Plan that outlines the main state strategies for reducing GHG emissions to meet the 2020 deadline. In addition, AB 32 requires CARB

to adopt regulations to require reporting and verification of statewide GHG emissions. On September 8, 2016, the governor signed Senate Bill (SB) 32 into law, extending the California Global Warming Solutions Act of 2006 by requiring the state to further reduce GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged).

Assembly Bill 1279

AB 1279, "The California Climate Crisis Act," was passed on September 16, 2022, and declares the state would achieve net zero GHG emissions as soon as possible, but no later than 2045, and to achieve and maintain net negative GHG emissions thereafter. In addition, the bill states that the state would reduce GHG emissions by 85 percent below 1990 levels no later than 2045.

In response to the passage of AB 1279 and the identification of the 2045 GHG reduction target, CARB published the Final 2022 Scoping Plan in November 2022 (CARB 2022). The 2022 Scoping Plan builds upon the framework established by the 2008 Climate Change Scoping Plan and previous updates while identifying new, technologically feasible, cost-effective, and equity-focused path to achieve California's climate target. The 2022 Scoping Plan includes policies to achieve a significant reduction in fossil fuel combustion, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands (NWL) to reduce emissions and sequester carbon, and the capture and storage of carbon.

The 2022 Scoping Plan assesses the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as laid out in the 2017 Scoping Plan, addresses recent legislation and direction from Governor Newsom, extends and expands upon these earlier plans, and implements a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045, as well as taking an additional step of adding carbon neutrality as a science-based guide for California's climate work. As stated in the 2022 Scoping Plan, "The plan outlines how carbon neutrality can be achieved by taking bold steps to reduce GHGs to meet the anthropogenic emissions target and by expanding actions to capture and store carbon through the state's NWL and using a variety of mechanical approaches" (CARB 2022). Specifically, the 2022 Scoping Plan:

- Identifies a path to keep California on track to meet a GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporates the contribution of NWL to the state's GHG emissions, as well as their role in achieving carbon neutrality.
- Relies on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluates the substantial health and economic benefits of taking action.
- Identifies key implementation actions to ensure success.

In addition to reducing emissions from transportation, energy, and industrial sectors, the 2022 Scoping Plan includes emissions and carbon sequestration in NWL and explores how NWL contribute to long-term climate goals. Under the Scoping Plan Scenario, California's 2030 emissions are anticipated to be 48 percent below 1990 levels, representing an acceleration of the current SB 32 target. Cap-and-Trade regulation continues to play a large factor in the reduction of near-term emissions for meeting the accelerated 2030 reduction target. Every sector of the economy will need to begin to transition in this decade to meet our GHG reduction goals and achieve carbon neutrality no later than 2045. The 2022 Scoping Plan approaches decarbonization from two perspectives, managing a phasedown of existing energy sources and technologies, as well as increasing, developing, and deploying alternative clean energy sources and technology. The 2022 Scoping Plan's Appendix D, Local Actions, provides suggestions for prioritizing the various types of mitigation, starting with on-site GHG-reducing design features and mitigation measures, such as methods to reduce VMT and support building decarbonization, access to shared mobility services or transit, and electric vehicle (EV) charging. According to the 2022 Scoping Plan, these attributes are a guide to determine projects that are clearly consistent with the state's climate strategy for CEQA purposes and are not necessarily required, and a project that incorporates some but not all of the key project attributes may still be consistent with the state's climate goals.

Senate Bill 375

The Sustainable Communities and Climate Protection Act of 2008 (SB 375), signed in August 2008, enhances the state's ability to reach AB 32 goals by directing the CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. SB 375 aligns regional transportation planning efforts, regional GHG reduction targets, and affordable housing allocations. Metropolitan Planning Organizations (MPO) are required to adopt a Sustainable Communities Strategy (SCS), which allocates land uses in the MPO's Regional Transportation Plan (RTP). Qualified projects consistent with an approved SCS or Alternative Planning Strategy (categorized as "transit priority projects") can receive incentives to streamline CEQA processing.

On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. The Santa Barbara County Association of Governments (SBCAG) was assigned targets of a 13 percent reduction in per capita GHG emissions from passenger vehicles by 2020 and a 17 percent reduction in per capita GHG emissions from passenger vehicles by 2035. In the SBCAG region, SB 375 also provides the option for the coordinated development of subregional plans by the subregional councils of governments and the county transportation commissions to meet SB 375 requirements. The SBCAG Connected 2050 Regional Transportation Plan/Sustainable Committee Strategy (RTP/SCS) (2021) would demonstrate that the SBCAG region would achieve its initial regional emissions reduction targets for the 2020 and 2035 target years.

Senate Bill 1383

Adopted in September 2016, SB 1383 (Lara, Chapter 395, Statutes of 2016) requires the CARB to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants. SB 1383 requires the strategy to achieve the following reduction targets by 2030:

- Methane – 40 percent below 2013 levels
- Hydrofluorocarbons – 40 percent below 2013 levels
- Anthropogenic black carbon – 50 percent below 2013 levels

SB 1383 also requires the California Department of Resources Recycling and Recovery (CalRecycle), in consultation with the CARB, to adopt regulations that achieve specified targets for reducing organic waste in landfills.

Senate Bill 100

Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state's Renewables Portfolio Standard Program, which was last updated by SB 350 in 2015. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

Executive Order B-55-18

On September 10, 2018, the former Governor Brown issued Executive Order (EO) B-55-18, which established a new statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing statewide GHG reduction targets established by SB 375, SB 32, SB 1383, and SB 100.

California Code of Regulations Title 24 (California Building Code)

Updated every three years through a rigorous stakeholder process, Title 24 of the California Code of Regulations requires California homes and businesses to meet strong energy efficiency and sustainability measures, thereby lowering their energy consumption.

Part 6 – Building Energy Efficiency Standards

California Code of Regulations Title 24 Part 6 is the Building Energy Efficiency Standards. This code, originally enacted in 1978, establishes energy efficiency standards for residential and non-residential buildings in order to reduce California's energy demand. The Building Energy Efficiency Standards are updated periodically to incorporate and consider new energy-efficiency technologies and methodologies as they become available. New construction and major renovations must demonstrate their compliance with the current Building Energy Efficiency Standards through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission.

Part 11 – California Green Building Standards

The California Green Building Standards Code, commonly referred to as "CALGreen" originally went into effect on August 1, 2009 and outlines architectural design and engineering principles that are in synergy with environmental resources and public welfare. CALGreen sets minimum standards for buildings, and since 2016, applies to new building construction and some alterations/additions within certain parameters. CALGreen establishes planning and design standards for sustainable site development, including water conservation measures and requirements that new buildings reduce water consumption by 20 percent below a specified baseline. It also includes voluntary tiers to encourage building practices that improve public health, safety, and general welfare by promoting a more sustainable design.

Executive Order N-79-20

On September 23, 2020, Governor Newsom issued EO N-79-20, which established the following new statewide goals:

- All new passenger cars and trucks sold in-state to be zero-emission by 2035;
- All medium- and heavy-duty vehicles in the state to be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks; and
- All off-road vehicles and equipment to be zero-emission by 2035, where feasible.

EO N-79-20 directs CARB, the Governor's Office of Business and Economic Development, the CEC, the California Department of Transportation, and other state agencies to take steps toward drafting regulations and strategies and leveraging agency resources toward achieving these goals.

Clean Energy, Jobs, and Affordability Act of 2022 (Senate Bill 1020)

Adopted on September 16, 2022, SB 1020 creates clean electricity targets for eligible renewable energy resources and zero-carbon resources to supply 90 percent of retail sale electricity by 2035, 95 percent by 2040, 100 percent by 2045, and 100 percent of electricity procured to serve all state agencies by 2035.

c. Local Regulations

Santa Barbara County Association of Governments Connected 2050

SBCAG adopted its 2050 RTP/SCS (titled Connected 2050) in August 2021. This plan shows how the region will achieve the required SB 375 targets and demonstrates the co-benefits of reducing criteria pollutants. The 2050 RTP/SCS explores the region's land use and travel patterns, accounts for the demographic growth that will force new demands on both and presents a vision for how they can work together to satisfy the goals important to the region while also meeting the State's greenhouse gas reduction targets. The 2050 RTP/SCS preferred scenario is a Transit-Oriented Development (TOD)/Infill plan in that it strives to accommodate future growth within existing urban areas along transit corridors. The intent of these proposed changes is to shorten trip distances and reduce vehicle miles traveled and emissions. This trip reduction would be achieved by addressing regional jobs/housing imbalance through provision of more housing on the jobs-rich South Coast and more jobs in the North County and promoting more local and inter-city trips on alternative transportation modes, including by foot, bike, or transit. The 2050 RTP/SCS meets and exceeds the California Air Resources Board 17 percent per capita reduction targets for GHG emissions from passenger vehicles for target year 2035 (SBCAG 2021).

Santa Barbara County 2030 Climate Action Plan

On August 27, 2024, the County adopted the 2030 Climate Action Plan (CAP) to reduce GHG emissions 50 percent below 2018 levels by 2030. The 2030 CAP includes measures that are applicable to existing developments and municipal government operations, as well as mandatory measures to be applied to future development for public and private projects and plans. The 2030 CAP contains a GHG checklist to assess if a project includes GHG reduction measures in line with the 2030 CAP to achieve statewide reduction targets.

Goleta Climate Action Plan

Adopted in July 2014, the City of Goleta's CAP (City of Goleta 2014) sets a 2020 target to achieve an 11 percent reduction below 2007 community-wide emissions. The CAP also has a 2030 target that is derived based on the linear trajectory between the 2020 reduction target and the 2050 target established by Executive Order S-3- 05, which sets a 2030 target of 26 percent below 2020 levels. The CAP contains GHG reduction measures for building energy efficiency, renewable energy, on-road transportation use, water consumption, off-road transportation equipment, solid waste generation, and municipal measures to meet the GHG reduction targets. Applicable measures include:

- **Policy RE-1:** Continue Implementation of Ordinance Requiring Construction of Solar Ready Buildings .
- **Policy T-8:** Encourage Bicycle Parking through Development of Design Guidelines and Policies.

City of Goleta's General Plan/Coastal Land Use Plan

The City of Goleta's General Plan/Coastal Land Use Plan (2006) is the primary means for guiding future change in Goleta as it faces difficult choices on a daily basis about growth, housing, environmental protection, neighborhood compatibility and preservation, and transportation. Goals and policies that are applicable to the proposed project to reduce GHG emissions include:

- **CE 13.2 Energy Efficiency in Existing and New Commercial and Industrial Development.** The following measures shall be employed to reduce energy consumption in existing and new commercial and industrial buildings:
  a. Reduction of energy consumption in existing buildings through improved design and management of heating, ventilation, air conditioning systems, and lighting is encouraged. Master metering is discouraged, and conversions to metering for individual tenant spaces shall be promoted where feasible.
  b. The City shall enforce the state's residential energy conservation building standards set forth in Title 24 through its plan check and building permit issuance processes.
  c. The City shall encourage nonresidential buildings to be designed in a manner that is appropriate for local climate conditions, taking into account natural light and ventilation, placement of landscaping, and use of integrated energy systems. This encompasses concepts such as cogeneration, waste heat systems, and other similar technologies.

- **CE 13.3 Use of Renewable Energy Sources.** For new projects, the City encourages the incorporation of renewable energy sources. Consideration shall be given to incorporation of renewable energy sources that do not have adverse effects on the environment or on any adjacent residential uses. The following considerations shall apply:
  a. Solar access shall be protected in accordance with the state Solar Rights Act (AB 2473). South wall and rooftop access should be achievable in low-density residential areas, while rooftop access should be possible in other areas.
  b. New development shall not impair the performance of existing solar energy systems. Compensatory or mitigation measures may be considered in instances where there is no reasonable alternative.
  c. Alternative energy sources are encouraged, provided that the technology does not contribute to noise, visual, air quality, or other potential impacts on nearby uses and neighborhoods.

- **CE-15.3: Water Conservation for New Development.** In order to minimize water use, all new development shall use low water use plumbing fixtures, water-conserving landscaping, low flow irrigation, and reclaimed water for exterior landscaping, where appropriate.
- **TE-1.1: Alternative Modes.** The City's intent shall be to achieve a realistic and cost-effective balance between travel modes, including bikeways, pedestrian circulation, and bus transit. The City shall encourage the use of alternative modes of transportation, such as bus transit, bicycling, and walking, which have the additional beneficial effect of reducing consumption of non-renewable energy sources.

4.7.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

This analysis is based on the *Air Quality and Greenhouse Gas Emissions Technical Memorandum for the Sandpiper Golf Course Redevelopment Project* (Appendix C). As detailed therein, GHG emissions from the construction and operation of the proposed project were estimated using the California Emissions Estimator Model Version 2022. Construction was assumed to last 18 months, starting in July 2026 and ending in December 2027. Operational emissions were assumed to begin in 2027 following the completion of construction. More detailed methodology, including full model assumptions, are included in Appendix C.

Significance Thresholds

As described in more detail in Section 4, *Environmental Impact Analysis*, the following thresholds are based on Appendix G of the *CEQA Guidelines* which provides the following to determine if a project would have a potentially significant impact on greenhouse gas emissions. Would the project:

1. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Most individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be considerable. "Considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (*CEQA Guidelines* Section 15064[h][1]).

According to the *CEQA Guidelines*, projects can tier from a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through the comparison of the proposed project's consistency with the GHG reduction policies included in a qualified GHG reduction plan. This approach is considered by the Association of Environmental Professionals in its white paper, *Beyond Newhall and 2020*, to be the most defensible approach presently available under CEQA to determine the significance of a project's GHG emissions.

The City of Goleta has not adopted quantitative GHG emissions thresholds for land use development projects. The City adopted a CAP in 2014 that identified measures that would enable the City to meet the GHG reduction target for 2020 consistent with AB 32. However, the CAP does not establish a pathway to achieving the State's goal for 2030. Therefore, the CAP does not qualify as a GHG reduction plan for projects with horizon years beyond 2020.

On August 27, 2024, the County of Santa Barbara adopted the 2030 CAP to reduce greenhouse gas emissions 50 percent below 2018 levels by 2030. The 2030 CAP is a qualified GHG emission reduction plan consistent with *CEQA Guidelines* Section 15183.5. The 2030 CAP contains a GHG checklist to assess if a project includes GHG reduction measures in line with the 2030 CAP to achieve statewide reduction targets. In addition, if a project does not meet the GHG checklist measures consistency with the 2030 CAP, non-residential projects must be reviewed compared to a GHG efficiency threshold of a 2.63 MT CO_2e per employee per year. The City of Goleta is located in Santa Barbara County, and thresholds deemed applicable in Santa Barbara County would also reasonably apply to projects within the City of Goleta. The City has consistently relied on these standards as the methodology for establishing a threshold for analyzing the potential greenhouse gas impacts of a project. Therefore, project GHG emissions are evaluated based on thresholds established in the County of Santa Barbara's 2030 CAP.

In addition, the proposed project is evaluated based on its consistency with the 2022 Scoping Plan, the 2050 RTP/SCS, the City of Goleta's General Plan/Coastal Land Use Plan, and the City of Goleta's CAP. Specifically, the analysis considers consistency of the project with plans, policies, and regulations adopted for the purpose of reducing GHG emissions.

b. Project Impacts and Mitigation Measures

Threshold:	Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Impact GHG-1 The proposed project's construction and operation greenhouse gas emissions would not exceed the threshold of 2.63 metric tons carbon dioxide equivalent per year per employee. This impact would be Class III, *less than significant*.

Construction and operation of the project would generate GHG emissions. This analysis considers the combined impact of GHG emissions from both construction and operation.

Project construction would generate temporary GHG emissions from operation of construction equipment on-site, and vehicles transporting construction workers to and from the project site and heavy trucks to import sand for sand capping, building, concrete, and asphalt materials. As shown in Table 4.7-1, construction associated with the proposed project would generate a total of 1,335.99 MT CO_2e. Amortized over 30 years, construction GHG emissions would total 44.53 MT CO_2e per year.

Table 4.7-1 Construction GHG Emissions

Year	Emissions (MT CO_2e)
2026	483.83
2027	852.16
Total	**1,335.99**

MT = metric tons; CO_2e = carbon dioxide equivalent

Source: Appendix C

Operation of the project would generate GHG emissions associated with area sources (e.g., landscape maintenance), energy and water usage, refrigerant usage, vehicle usage (employee trips; golfer trips; visitor trips), and wastewater and solid waste generation. Table 4.7-2 shows the combined estimated annual construction and operational emissions associated with the proposed project compared to existing conditions, based on GHG emissions per employee consistent with the County's GHG threshold. As shown therein, the proposed project's combined construction and operational emissions would not exceed the County's 2.63 MT CO_2e per employee per year threshold. Therefore, the proposed project's GHG emissions would have a less than significant impact on the environment.

Table 4.7-2 Estimated Annual Operational GHG Emissions Compared to Existing Conditions

Emission Source	Emissions (MT CO_2e)
Proposed Project	
Total GHG Emissions	507.44
Amortized Construction Emissions	44.53
Total With Amortized Construction Emissions	**551.97**
Existing Golf Course	
Total GHG Emissions	503.39
Difference in Net Emissions	
Net GHG Emissions (Proposed Project minus Existing Golf Course)	48.58
Proposed Project GHG Emissions Per Employee	2.31
GHG Threshold	**2.63**
Exceeds Threshold?	**No**

MT = metric tons; CO_2e = carbon dioxide equivalent

Source: Appendix C

Mitigation Measures

No mitigation measures are required.

Threshold:	Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact GHG-2 Construction and operation of the proposed project would be consistent with applicable plans, policies, and regulations adopted for the purpose of reducing greenhouse gas emissions, including the 2022 Scoping Plan, 2050 Regional Transportation Plan/Sustainable Communities Strategy, City of Goleta's General Plan/Coastal Land Use Plan, and City of Goleta's Climate Action Plan. This impact would be Class III, *less than significant*.

Consistency with Applicable Plans and Policies

2022 Scoping Plan

The 2022 Scoping Plan reflects the statewide 2030 target of a 40 percent reduction below 1990 emissions levels codified by SB 32 and the statewide 2045 target of an 85 percent reduction below 1990 emissions levels and carbon neutrality codified by AB 1279. Table 4.7-3 evaluates the proposed project's potential to conflict with the 2022 Scoping Plan, including the local actions provided in

Appendix D of the Scoping Plan. According to the 2022 Plan, these local actions are a guide to determine projects that are clearly consistent with the state's climate strategy for CEQA purposes. A project that incorporates some but not all of the key project attributes may still be consistent with the state's climate goals. As shown therein, the proposed project is consistent with the 2022 Scoping Plan.

Table 4.7-3 Proposed Project Consistency with the 2022 Scoping Plan

Project Attributes	Potential to Conflict
Transportation Electrification	
Provides EV charging infrastructure that, at minimum, meets the most ambitious voluntary standard in the California Green Building Standards Code at the time of project approval.	**No Conflict.** The proposed project would add 14 parking spaces to the clubhouse and 9 parking spaces to the Rio Grande Coffee Shop, for a total of 23 additional parking spaces compared to existing conditions. Of these 23 net new spaces, 18 would be EV charging spaces. As described in Section 4.5, *Energy*, this amount of EV spaces would exceed CALGreen and City requirements for EV charging infrastructure.
VMT Reduction	
Is located on infill sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer).	**No Conflict.** The proposed project would be sited on an existing developed golf course that is served by existing utilities and proximate to existing public services.
Do not result in the loss or conversion of the State's natural and working lands.	**No Conflict.** The project site is developed with an existing golf course and associated facilities; the proposed project would not convert existing natural lands (i.e., forests, green spaces) or working lands (i.e., farms, orchards, vineyards, rangelands)
▪ Consists of transit-supportive densities (minimum of 20 residential dwelling units/acre), or ▪ Is in proximity to existing transit (within ½ mile), or ▪ Satisfies more detailed and stringent criteria specified in the region's Sustainable Communities Strategy.	**No Conflict.** The proposed project does not include a residential use, but would include construction of a pedestrian bus shelter and relocation of a bus stop which would be located adjacent to the project site.
Reduces parking requirements by: ▪ Eliminating parking requirements or including maximum allowable parking ratios. ▪ Providing residential parking supply at a ratio of less than one parking space per unit. ▪ Unbundling residential parking costs from costs to rent or lease.	**No Conflict.** The proposed project does not include residential uses. The proposed project would add 23 additional parking spaces compared to existing conditions.
At least 20 percent of the units are affordable to lower-income residents.	**No Conflict.** The proposed project does not include residential uses.
Result in no net loss of existing affordable units.	**No Conflict.** The proposed project does not include residential uses and would not remove existing residential units.
Building Decarbonization	
Use all electric appliances, without any natural gas connections, and would not use propane or other fossil fuels for space heating, water heating, or indoor cooking.	**No Conflict.** While the proposed project includes the use of natural gas, the proposed project would be consistent with the building electrification requirements codified within CALGreen and the Building Energy Efficiency Standards. The proposed project does not include the use of propane.

Source: Appendix C

SBCAG 2050 RTP/SCS

The SBCAG 2050 RTP/SCS is designed to help the region achieve its SB 375 GHG emissions reduction target. The Plan demonstrates that the SBCAG region would achieve its regional emissions reduction targets for the 2020 and 2035 target years. Environment Objective 1 of the 2050 RTP/SCS is to "promote better balance of jobs and housing to reduce long-distance commuting" (SBCAG 2021). The proposed project would site new jobs within proximity to residential development within the urban boundary of Goleta and therefore would be consistent with Objective 1. Furthermore, in support of Environment Objective 5 to "reduce vehicle miles traveled," the proposed project would reduce the number of golf rounds per year from 35,368 to 32,000 and would not result in an increase in special events per year. As described in Section 4.14, *Transportation and Circulation,* the proposed project would have a less than significant impact related to VMT. Therefore, this would result in a reduction in VMT at the site and would be consistent with Objective 5.

City of Goleta's General Plan/Coastal Land Use Plan

The City of Goleta's General Plan/Coastal Land Use Plan includes a conservation element that promotes strategies for water conservation which, in turn, reduce GHG emissions. The proposed project would be consistent with Policy CE-15.3 of the Conservation Element by incorporating water efficient fixtures to reduce water consumption for landscaping, plumbing, and irrigation consistent with the latest Title 24 Green Building Code and Building Energy Efficiency Standards as well as a water recycling system for the cart wash. 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 recycled 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. In addition, as described further in Section 4.16, *Utilities and Service Systems*, the proposed project would reduce the amount of irrigated turf from 125 acres to 62 acres, which would result in a corresponding reduction in total water use associated with irrigation.

The project would also be consistent with Transportation Element Policy TE-1.1, Alternative Modes, by incorporating 52 bicycle parking spaces to the project site and installation of a new Type 4 trail as a continuation of the Juan Bautista De Anza Trail. The provision of bicycle and pedestrian infrastructure would support alternative modes of travel, thereby reducing vehicle trips.

The proposed buildings would be constructed in accordance with the energy reduction standards set forth in CALGreen and the Building Energy Efficiency Standards, which would be consistent with Conservation Element Policy CE 13.2. In addition, the proposed design of the maintenance building allows for the future installation of solar panels on the roof, which would be consistent with Conservation Element Policy CE 13.3 to provide solar access for new development.

Based on the above, the proposed project would be consistent with policies in the City of Goleta's General Plan/Coastal Land Use Plan which assist in reducing GHG emissions.

City of Goleta Climate Action Plan

The City of Goleta's CAP is a long-range plan to reduce GHG emissions from city government operations and community activities within Goleta. In addition, the City of Goleta's CAP contains policies and programs targeting energy efficiency policy. The City of Goleta's CAP ensures that the City does its part to contribute to the goals of California's AB 32 and its successor legislation, SB 32.

The proposed project's buildings would be consistent with the latest Title 24 Building Energy Efficiency Standards for solar readiness for nonresidential land uses, which would align with Policy RE-1 of the City of Goleta's CAP, which requires the City to continue implementation of a Solar-Ready ordinance requiring buildings to be constructed such that solar installation is possible. In addition, the proposed project would include 52 bicycle parking spaces, which would promote alternative modes of transportation to access project features such as the proposed Type 4 Trail and Rio Grande Coffee Shop, with several residential uses within half a mile of the project site. The addition of bicycle parking spaces on the project site is aligned with Policy T-8 of the City of Goleta's CAP, which encourages nonresidential projects to provide bicycle parking. The proposed project would be consistent with the policies outlined in the City of Goleta's CAP.

Conclusion

The plan consistency analysis provided above demonstrates that the proposed project complies with the plans, policies, regulations and GHG reduction actions/strategies outlined in 2022 Scoping Plan, SBCAG's 2050 RTP/SCS, City of Goleta's General Plan/Coastal Land Use Plan, and City of Goleta's CAP. Consistency with the above plans, policies, and GHG reduction measures would ensure that the proposed project's incremental contribution of GHG emissions would not inhibit the ability of the state to meet its GHG reduction goals. Therefore, the proposed project would not conflict with any applicable plans, policies, and measures an agency adopted for the purpose of reducing emissions of GHG emissions. This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

4.7.4 Cumulative Impacts

The impacts of GHG emissions and climate change are, by definition, cumulative impacts. The geographic scope for considering cumulative impacts related to GHG emissions is the state of California. Although GHG emissions have worldwide repercussions, the contribution of cumulative projects to GHG impacts is addressed in light of the goals for reducing statewide emissions. Statewide GHG emissions are an existing significant cumulative impact, and as such the state has established the following statewide emissions reductions targets:

- By 2030, reduce GHG emissions to 40 percent below 1990 levels.
- By 2045, reduce GHG emissions to 85 percent below 1990 levels.

GHG impacts are assessed in a cumulative context since no single project can cause a discernible change to the climate. Therefore, cumulative significance is based on the same thresholds as used for project-level evaluation. In the absence of a City-adopted numeric threshold, the significance of the proposed project's GHG emissions is evaluated on the County's 2.63 MT CO_2e per employee per year. In addition, consistency with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. For this project, the most directly applicable adopted regulatory plans to reduce GHG emissions are the 2022 Scoping Plan, the 2050 RTP/SCS, the City of Goleta's General Plan/Coastal Land Use Plan, and the City of Goleta's CAP.

As discussed in Impact GHG-1, the proposed project would not exceed the County's 2.63 MT CO_2e per employee per year threshold. As discussed in Impact GHG-2, the proposed project would be

consistent with the statewide, regional, and local plans by including energy and water conservation measures, and solar readiness consistent with the latest iteration of CALGreen and the Building Energy Efficiency Standards. Furthermore, the proposed project would not convert natural lands and would contribute to the job and housing balance. The proposed project includes 52 bicycle parking spaces to the project site and installation of a new Type 4 trail as a continuation of the Juan Bautista De Anza Trail to promote alternative modes of transportation that would promote GHG emissions reductions from vehicles. Therefore, the proposed project would be consistent with the State, regional, and local plans. Thus, based on the *CEQA Guidelines* for determining the significance of GHG emissions, the proposed project's contribution to cumulative GHG impacts would not be considerable.

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4.8 Hazards and Hazardous Materials

This section addresses the proposed project's potential risks associated with hazardous materials, including the potential presence of and risk of upset and exposure from hazardous materials at the project site, airport hazards, interference with emergency response and evacuation plans, and wildland fire. Impacts are assessed relative to the environmental baseline, which consists of the current use of the site as the Sandpiper Golf Course. This section is informed, in part, by the *Supplemental Site Assessment* (Appendix I-1), *Corrective Action Plan* (CAP) *and Revised Soil and Groundwater Management Plan* (SGMP) (Appendix I-2), the *Supplemental Vapor Assessment* (Appendix I-3), and the County of Santa Barbara Environmental Health Services' *Site Assessment for Site #375* (Appendix I-4).

4.8.1 Environmental Setting

a. Overview of Hazardous Materials

The term "hazardous materials" has different definitions for different regulatory programs. For the purpose of this Environmental Impact Report (EIR), the term "hazardous materials" refers to both hazardous materials and hazardous waste. California Health and Safety Code Section 25501(n)(1) defines a hazardous material as any material that "because of its quantity, concentrations, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment." Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the administering agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or environment.

A material is hazardous if it exhibits one or more of the following characteristics: toxicity, ignitability, corrosivity, and reactivity. These types of hazardous materials are defined below:

- **Toxic Substances.** Toxic substances are materials that are poisonous to living organisms and can cause health effects. Carcinogens, substances that can cause cancer, are a special class of toxic substances. Examples of toxic substances include benzene (a component of gasoline and suspected carcinogen) and methylene chloride (a common laboratory solvent and a suspected carcinogen).
- **Ignitable Substances.** Ignitable substances are hazardous because of their ability to burn. Gasoline, hexane, and natural gas are examples of ignitable substances.
- **Corrosive Materials.** Corrosive materials can cause severe burns. Corrosives include strong acids and bases such as sodium hydroxide (lye) or sulfuric acid (battery acid).
- **Reactive Materials.** Reactive materials may cause explosions or generate toxic gases. Explosives, pure sodium or potassium metals (which react violently with water), and cyanides are examples of reactive materials.

b. Overview of Project Site

The project site is currently developed with the Sandpiper Golf Club (including the existing clubhouse, golf course, comfort station, and maintenance yard) and the vacant, historic Barnsdall Rio Grande Gas Station.

The project site was previously occupied by the former Ellwood Oil Field, which ceased operation in the 1960s after over 30 years of operations. While much of the previous oil infrastructure has been removed, some legacy components remain on the project site. There are 13 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 (Appendix I-2). The plugging, removal, and abandonment of the Ellwood Oil Field concluded with the removal of two piers in the tidal zone adjacent to the Sandpiper Golf Club in February 2023. A pipeline corridor currently runs through and under the southwestern boundary of the Sandpiper Golf Club, leading from the former piers and offshore Platform Holly to Ellwood Onshore Facility, which terminated operations in June 2023. The Sandpiper Golf Club, which now occupies part of the former oil field, was developed in 1972. The existing clubhouse and comfort station were constructed in 1972, and the maintenance yard buildings were constructed in 1985.

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. Refer to Section 4.4, *Cultural Resources*, Subsection 4.4.1, *Environmental Setting*, for additional information pertaining to the Barnsdall Rio Grande Gas Station's historic use. Underground gasoline storage tanks associated with the former gas station were removed under permit with Santa Barbara County Environmental Health Services (EHS) in 1989, and cleanup of the site included removal of 250 cubic yards of soil. The regulatory site closure of the Barnsdall Rio Grande Gas Station was approved in 1997 (Appendix I-1).

The project site is associated with a Santa Barbara County EHS Cleanup Program Site case (#375) for the Sandpiper Golf Club with an "Open – Inactive" status as of June 2, 2023 and a Leaking Underground Storage Tank (LUST) Cleanup Site case (EHS case #51238, Central Coast Regional Water Quality Control Board [RWQCB] case #213) for the Barnsdall Rio Grande Gas Station with a "Completed – Case Closed" status as of April 24, 1997 (State Water Resources Control Board [SWRCB] 2025a). These known hazardous materials sites are further discussed in *Known Hazardous Materials Sites*, below.

c. Hazardous Substances

Asbestos

According to the United States Environmental Protection Agency (USEPA), asbestos is used in a variety of building construction materials for insulation and as a fire retardant due to its durability and heat resistance. Most uses of asbestos are not banned in the United States (USEPA 2025a). However, in 1973, USEPA banned spray-applied surfacing asbestos-containing material (ACM) for fireproofing/insulating purposes (USEPA 2025b). Asbestos fibers may be released into the air by the disturbance of ACM during product use and demolition work. Exposure to asbestos could lead to harmful health effects and increased risk of developing lung disease (USEPA 2025a). As discussed above, the existing clubhouse and comfort station buildings on the project site were constructed in 1972, the maintenance yard buildings were constructed in 1985, and the Barnsdall Rio Grande Gas Station was constructed in 1929. Due to the age of the existing clubhouse, comfort station, and Barnsdall Rio Grande Gas Station, it is likely that these three buildings contain ACM.

Lead

Lead is a naturally occurring element that can be toxic to humans and animals, and exposure can result in health effects, especially in children. Lead and lead compounds have been used in a variety

of consumer products, including lead-based paint (LBP), ceramics, pipes and plumbing materials, solders, gasoline, batteries, ammunition, and cosmetics (USEPA 2025c). In 1978, consumer uses of lead-based paint were banned (USEPA 2025d). Due to the age of the existing clubhouse, comfort station, and Barnsdall Rio Grande Gas Station, there is potential for LBP to be present in building materials of these three structures.

Mercury

Mercury is a naturally occurring element that can be toxic to humans and animals, and mercury exposure can result in health effects, especially in children. Mercury and mercury compounds have been used in a variety of consumer products, including thermometers and thermostats, electronic devices, batteries, automotive parts, appliances, topical medicine, wood preservative, and fungicide (USEPA 2025e). Most uses of mercury have been discontinued in the United States, including the phase-out of mercury in batteries since 1996 (USEPA 2025e). Due to the age of the existing clubhouse, comfort station, and Barnsdall Rio Grande Gas Station, there is the potential for mercury-containing products to be present in building materials of these three structures.

Polychlorinated Biphenyls

Polychlorinated biphenyls (PCB) are a group of man-made organic chemicals which have a range of toxicity and vary in consistency from thin, light-colored liquids to yellow or black waxy solids. Due to their non-flammability, chemical stability, high boiling point, and electrical insulating properties, PCBs were used in hundreds of industrial and commercial applications including electric and heat transfer, pigments, dyes, and other industrial applications. PCBs have also been used commercially in products and materials such as fluorescent light ballasts, electrical equipment, motors and hydraulic systems, adhesives and tapes, and caulking. In 1979, PCB manufacturing was banned in the United States (USEPA 2025f). Due to the age of the existing clubhouse, comfort station, and Barnsdall Rio Grande Gas Station, there is the potential for PCB-containing materials to be present in building materials for these three structures.

d. Known Hazardous Materials Sites

California Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to maintain an updated Hazardous Waste and Substances Sites List, also known as the Cortese List. The list includes specific types of hazardous waste and substances sites, such as hazardous waste facilities subject to corrective action, hazardous substance release sites selected for and subject to a response action pursuant to California Health and Safety Code Section 78760 et. seq, all underground storage tanks for which an unauthorized release report is filed, all solid waste disposal facilities from which there is a migration of hazardous waste, and sites subject to cease and desist and cleanup and abatement orders that concern the discharge of wastes that are hazardous materials. The following databases were searched in March 2025 for records related to any known hazardous materials contamination at the project site:

- SWRCB GeoTracker database, which includes data from the California Department of Toxic Substances Control (DTSC) (SWRCB 2025a).
- SWRCB's list of solid waste disposal sites with waste constituents above hazardous waste levels outside the waste management unit (SWRCB 2025b).
- CalEPA Active Cease and Desist Orders and Cleanup Abatement Orders (CalEPA 2025a).
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code (CalEPA 2025b).

Based on a review of the databases listed above, there are two known hazardous materials sites on the project site: a Santa Barbara County EHS Cleanup Program Site case (#375) for the Sandpiper Golf Club with an "Open – Inactive" status as of June 2, 2023 and a LUST Cleanup Site case (EHS case #51238, Central Coast RWQCB case #213) for the Barnsdall Rio Grande Gas Station with a "Completed – Case Closed" status as of April 24, 1997 (SWRCB 2025a).

According to the 1997 Case Closure Summary available on GeoTracker for the Barnsdall Rio Grande Gas Station LUST Cleanup Site case, residual petroleum hydrocarbon-impacted soil was left in place at the time of case closure (SWRCB 2025a).

Based on a review of the *Supplemental Site Assessment* (Appendix I-1) and CAP/SGMP (Appendix I-2), as well as documents available on GeoTracker for the Sandpiper Golf Club Cleanup Program Site case, site assessments conducted at the Sandpiper Golf Club since 2002 have identified contaminants of concern as total petroleum hydrocarbons (TPH) in the gasoline range (TPH-g), TPH in the diesel range (TPH-d), TPH in the motor oil range (TPH-o), volatile organic compounds (VOCs), polycyclic aromatic hydrocarbons (PAHs), and metals in soil and groundwater at the project site, and VOCs in soil vapor at the project site (SWRCB 2025a, Appendix I-1, Appendix I-3).

e. Airport Safety Hazards

The Santa Barbara Airport is located approximately 2.4 miles east of the project site. The Santa Barbara Airport provides commercial and general aviation access to the national air transportation system in support of business and leisure travel. Aircraft flight operations are regulated by the Federal Aviation Administration (FAA). The project site is located outside the Santa Barbara Airport's safety and noise contours delineated within the Santa Barbara Airport Land Use Plan (Santa Barbara County Association of Governments 2023). However, the project site is located within Review Area 2 of the Santa Barbara Airport's Airport Influence Area. Review Area 2 consists of the overflight and airspace protection layer. The project site is also within the Federal Aviation Regulations (FAR) Part 77 airspace surface, which reflects areas around airports determined by FAA regulations that should be protected from obstructions that may interfere with the safe operation of aircraft (14 Code of Federal Regulations Part 77). Height restrictions for development on the project site, as identified by FAR Part 77, range from 361 feet to 411 feet (Santa Barbara County Association of Governments 2023).

f. Wildland Fire

Wildlands are tracts of land in a natural state. Wildland fires are uncontrolled fires in wildland areas with extensive combustible fuel, including vegetation. In California, State and local agencies share responsibility for wildland fire prevention and suppression, and federal agencies take part as well. Federal agencies are responsible for oversight of federal lands in Federal Responsibility Areas. The State of California has determined that some non-federal lands in unincorporated areas with watershed value are of statewide interest and have classified those lands as State Responsibility Areas (SRA). The California Department of Forestry and Fire Protection manages SRAs. All incorporated areas and unincorporated lands not in FRAs or SRAs are classified as Local Responsibility Areas (LRA). The project site is located within an LRA and contains Moderate, High, and Very High Fire Hazard Severity Zones (FHSZs); specifically, the southeastern portion of the project site is within a Moderate FHSZ, and the western half of the project site is within a Moderate, High, and Very High FHSZ, ranging in severity from the center of the project site (Moderate) to the western boundary (Very High) (California Department of Forestry and Fire Protection 2025). The northeastern and south central portions of the project site, totaling approximately 60 percent of the site, are not located within a FHSZ.

4.8.2 Regulatory Setting

a. Federal Regulations

Occupational Safety and Health Act Standard 1917.156

Created by the Occupational Safety and Health Act of 1970 (Code of Federal Regulations [CFR] Title 29), Occupational Safety and Health Administration (OSHA) is the federal agency responsible for ensuring worker safety. OSHA regulations provide standards for safe workplaces and work practices, including those relating to hazardous materials handling. Standard 1917.156 designates fueling locations, regulates liquid fuel, and specifies standards for fueling operation and storage.

Process Safety Management Standard

The OSHA Process Safety Management Standard (29 CFR 1910.119) includes requirements for preventing or minimizing the consequences of catastrophic releases of toxic, reactive, flammable, or explosive chemicals for general industry and construction. Requirements include providing employees with information pertaining to hazardous chemicals, training employees on the operation of equipment with hazardous materials, and employer requirements to perform a process hazard analysis.

Hazardous Materials Transportation Act

The United States Department of Transportation, in conjunction with USEPA, is responsible for enforcement and implementation of federal laws and regulations pertaining to transportation of hazardous materials. The Hazardous Materials Transportation Act of 1974 (49 United States Code 5101) directs the United States Department of Transportation to establish criteria and regulations regarding the safe storage and transportation of hazardous materials. 49 CFR Parts 171 to 180 define the types of material classified as hazardous, regulate the transportation of hazardous materials, and specify the marking of vehicles transporting hazardous materials. In California, the California Department of Transportation (Caltrans) and California Highway Patrol enforce federal law. Together, these agencies determine driver training requirements, load labeling procedures, and container specifications.

Comprehensive Environmental Response, Compensation and Liability Act and Superfund Amendments and Reauthorization Act

The Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) was enacted in 1980 and amended by the Superfund Amendments and Reauthorization Act (SARA) in 1986. This law provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. Among other things, CERCLA established requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA also enabled revision of the National Contingency Plan, which provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants.

In 1986, SARA amended CERCLA, reflecting USEPA's experience in administering the Superfund program over six years. SARA provided new enforcement authorities and tools, increased the amount of funds available for hazardous waste site cleanups, and increased the awareness of human health

problems affiliated with hazardous waste sites. SARA also revised the USEPA's Hazard Ranking System to accurately assess the risk posed to human health and the environment by uncontrolled hazardous waste sites.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) of 1976 established a program administered by USEPA for the regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA gives USEPA the authority to regulate hazardous waste from "cradle to grave," meaning anyone involved in the lifecycle of hazardous waste, from creation to disposal, must comply with RCRA regulations.

Hazardous and Solid Waste Amendments Act

The Hazardous and Solid Waste Amendments Act amended RCRA by extending the "cradle to grave" system of regulating hazardous wastes and specifically prohibited the use of certain techniques for the disposal of some hazardous wastes. The Hazardous and Solid Waste Amendments Act includes more than 70 provisions, including the establishment of permitting deadlines for hazardous waste facilities, the regulation of small-quantity generators of hazardous waste, and the formation of RCRA Corrective Action requirements, which assist hazardous waste facilities in investigating and cleaning up any release of hazardous waste.

Toxic Substances Control Act

Congress enacted the Toxic Substances Control Act (TSCA) of 1976, codified in CFR Title 40, to give USEPA the ability to track the 75,000 industrial chemicals currently produced or imported into the United States. USEPA repeatedly screens these chemicals and can require reporting or testing of those that may pose an environmental or human-health hazard. USEPA can ban the manufacture and import of those chemicals that pose an unreasonable risk. More specifically, in California, PCBs are regulated by both State (Title 22 of the California Code of Regulations [CCR]) and federal (TSCA) rules. TSCA has banned the manufacture, processing, use, and distribution in commerce of PCBs. TSCA gives USEPA the authority to develop, implement, and enforce regulations concerning the use, manufacture, cleanup, and disposal of PCBs. TSCA also establishes USEPA's Lead Abatement Program regulations, which provide a framework for lead abatement, risk assessment, and inspections. Those performing these services are required to be trained and certified by USEPA.

Emergency Planning and Community Right-to-Know Act

The Emergency Planning and Community Right-to-Know Act was created under SARA Title III to help communities protect public health and safety from chemical hazards. The national legislation requires each state to appoint a State Emergency Response Commission, which then divides each state into Emergency Planning Districts and nominates a Local Emergency Planning Committee for each district. The Emergency Planning and Community Right-to-Know Act provides compliance and reporting standards as well as waste, chemical, and cleanup enforcement, allowing each district to plan and prepare thoroughly, should a hazardous waste accident or release arise.

Spill Prevention, Control, and Countermeasure Rule

The Spill Prevention, Control, and Countermeasure Rule (40 CFR Part 112) was enacted to provide engineering, operational, maintenance, and management strategies that minimize the potential for a spill or release of oil products, such as fuel and petroleum/lubricating oil, from certain storage and

operational equipment and activities and to prevent an oil spill from entering a waterway. Spill Prevention, Control, and Countermeasure Rule requirements in 40 CFR Part 112 apply to owners or operators of non-transportation-related onshore and offshore facilities engaged in drilling, producing, gathering, storing, processing, refining, transferring, distributing, or consuming oil or oil products that store more than 1,320 gallons total in all aboveground containers of 55 gallons or greater storage capacity. Facilities subject to the rule must prepare and implement a Spill Prevention, Control, and Countermeasure Plan.

Federal Insecticide, Fungicide, and Rodenticide Act

The Federal Insecticide, Fungicide, and Rodenticide Act (40 CFR Parts 152 through 186) provides USEPA with the authority of pesticide labeling and establishing standards for certification of restricted pesticide application. The Federal Insecticide, Fungicide, and Rodenticide Act also gives USEPA the authority to delegate pesticide enforcement authority to States by entering into cooperative agreements with state pesticide programs. Since 1975, California has had primary authority over pesticide enforcement in the State. USEPA uses its authority under the Federal Insecticide, Fungicide, and Rodenticide Act to regulate the distribution, sale, use, and testing of plants and microbes producing pesticidal substances.

Asbestos National Emission Standards for Hazardous Air Pollutants

The Asbestos National Emission Standards for Hazardous Air Pollutants are regulations established by USEPA under the Clean Air Act to minimize the release of asbestos fibers during activities involving the handling of asbestos. The Clean Air Act requires a thorough inspection for asbestos where demolition will occur and specifies work practices to control emissions, such as removing all ACMs, wetting all regulated ACMs, sealing the material in leak tight containers and disposing of the asbestos-containing waste material as expediently as practicable (USEPA 2025g). In Goleta, the Asbestos National Emission Standards for Hazardous Air Pollutants are enforced by the Santa Barbara County Air Pollution Control District (SBCAPCD).

Clean Water Act Section 402

Section 402 of the Clean Water Act establishes the National Pollutant Discharge Elimination System (NPDES) regulations for stormwater and other pollutant discharges. Section 402 prohibits discharge of pollutants to waters of the United States unless they are regulated by an NPDES permit. Stormwater discharges are regulated under a variety of NPDES permits, including municipal, agricultural, industrial, construction, and low-threat discharge permits.

In 1987, Congress amended the Clean Water Act to require the implementation of a two-phased program to address stormwater discharges. Phase I of the NPDES program, promulgated by the USEPA in November 1990, requires NPDES permits for stormwater discharges from municipal separate storm sewer systems (MS4s)[1] serving populations of 100,000 or greater, construction sites disturbing greater than five acres of land, and 10 categories of industrial activities.

USEPA recognized that smaller construction projects (disturbing less than five acres) and small MS4s (serving populations smaller than 100,000) were also contributing substantially to pollutant discharges nationwide. Therefore, to further improve stormwater quality, USEPA promulgated the NPDES Phase II program in January 2000, which requires NPDES permits for stormwater discharges from regulated small MS4s and for construction sites disturbing between one and five acres of land.

In California, the NPDES program is administered by the State Water Resources Control Board through the nine Regional Water Quality Control Boards. The requirements of certain permits issued under the NPDES program can minimize the potential for hazardous materials to adversely affect water quality. For example, the *General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities*, Order No. 2022-0057-DWQ, NPDES No. CAS000002 (Construction Stormwater General Permit) requires preparation of a Stormwater Pollution Prevention Plan for construction sites at least one acre in size that must include requirements for hazardous materials to be properly stored, contained, and disposed of to prevent polluted stormwater discharged from construction sites.

Federal Air Regulations Part 77

FAR Part 77 states that all applicants proposing any construction or alterations that may affect navigable airspace must file a Notice of Proposed Construction or Alteration (Form 7460-1) with the FAA. This notice allows the FAA to conduct an initial screening determination for applicable projects. The initial screening determination from the FAA may state one of the following:

- The project is not identified as an obstruction and would not be a hazard to air navigation; or
- The project would be an obstruction unless reduced to a specified height and is presumed to be a hazard to air navigation pending further study.

If a proposed development is identified as a presumed hazard, the FAA may require further aeronautical study or allow the project to be revised to include a reduction in the height of the proposed improvements. After the FAA completes the additional aeronautical study, it will typically issue a Determination of Hazard to Air Navigation or a Determination of No Hazard to Air Navigation.

b. State Regulations

Hazardous Waste Control Law

DTSC, a department of the California EPA, is the primary agency in California that regulates hazardous waste, cleans up existing contamination, and looks for ways to reduce the hazardous waste produced in California. DTSC regulates hazardous waste in California primarily under the authority of RCRA and the California Health and Safety Code. DTSC also administers the California Hazardous Waste Control Law (California Health and Safety Code Section 25100, et seq.) to regulate hazardous wastes. The Hazardous Waste Control Law lists chemicals and common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills.

Government Code Section 65962.5

Government Code Section 65962.5 requires DTSC, the California Department of Health Services, SWRCB, and the California Department of Resources, Recycling, and Recovery (CalRecycle) to compile and annually update lists of hazardous waste sites and land designated as hazardous waste sites throughout the State. The Secretary for Environmental Protection consolidates the information submitted by these agencies and distributes it to each city and county where sites on the lists are located. Before the lead agency accepts an application for any development project as complete, the applicant must consult these lists to determine if the site at issue is included. If any soil is excavated from a site containing hazardous materials, it would be considered a hazardous waste if it exceeds

specific criteria in CCR Title 22. Remediation of hazardous wastes found at a site may be required if excavation of these materials is performed, or if certain other soil-disturbing activities would occur. Even if soil or groundwater at a contaminated site does not have the characteristics required to be defined as hazardous waste, remediation of the site may be required by regulatory agencies subject to jurisdictional authority. Cleanup requirements are determined on a case-by-case basis by the agency taking jurisdiction.

California Occupational Safety and Health Act Title 8

Pursuant to the requirements of OSHA Title 8, employers must develop site-specific Health and Safety Plans. Workers potentially exposed to hazardous materials in their workplace must be trained so that they are aware of the hazards and provided necessary protection from the hazardous materials.

Environmental Health Standards for the Management of Hazardous Waste Law

Title 22 CCR Division 4.5, Chapter 11, Sections 66261.20 through 66261.24 contain technical descriptions of characteristics that would classify waste material, including soil, as hazardous waste. Specifically, waste is considered hazardous if it is toxic, ignitable, corrosive, or reactive pursuant to the criteria established in Title 22 CCR Division 4.5, Chapter 11, Article 3. When excavated, soils with concentrations of contaminants higher than certain acceptable levels must be handled and disposed of as hazardous waste. When demolished, structural features containing LBP can also be considered hazardous waste, depending on concentrations, and must be handled and disposed of as hazardous waste.

California Accidental Release Prevention Program

The California Accidental Release Prevention Program (Title 19 CCR Division 2, Chapter 4.5) covers certain businesses that store or handle more than a certain volume of specific regulated substances at their facilities. The list of regulated substances is found in Article 8, Section 2770.5 of the California Accidental Release Prevention Program regulations. Businesses that use a regulated substance above the noted threshold quantity must implement an accidental release prevention program, and some may be required to complete a Risk Management Plan. A Risk Management Plan is a detailed engineering analysis of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. The purpose of a Risk Management Plan is to decrease the risk of an off-site release of a regulated substance that might harm the surrounding environment and community.

Underground Storage Tank Program

The Underground Storage Tank Program was established pursuant to Chapter 6.7 of the California Health and Safety Code and CCR Title 23. The program was developed to ensure facilities meet regulatory requirements for monitoring, maintenance, and emergency response in operating underground storage tanks. The Underground Storage Tanks Program in Santa Barbara County is administered by the Santa Barbara County Public Health Department, Environmental Health Services Division.

Aboveground Petroleum Storage Act

The Aboveground Petroleum Storage Act (California Health and Safety Code, Chapter 6.67, Sections 25270 through 25270.13) requires registration and spill prevention programs for aboveground

storage tanks that store petroleum. In some cases, aboveground storage tanks for petroleum may be subject to groundwater monitoring programs that are implemented by the RWQCBs and the SWRCB.

California Geologic Energy Management Division

State of California Geologic Energy Management Division (previously known as the Division of Oil, Gas, and Geothermal Resources Regulatory Program [DOGGR]), supervises the drilling, operation, maintenance, and abandonment of oil, gas, and geothermal wells throughout the State. The regulatory program set forth by the Division for the management of these resources emphasizes the appropriate development of oil, natural gas, and geothermal resources in the State through sound engineering practices that protect the environment, prevent pollution, and ensure public safety.

California Coastal Act

The California Coastal Act of 1976 establishes procedures for the review of proposed developments in the Coastal Zone and policies for the protection of coastal resources and public access to the coastline. The project site is located in the Coastal Zone, therefore, the following Coastal Act regulation in the Public Resources Code pertains to the proposed project:

> Section 30232: Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.

California Health and Safety Code Section 6.95

Chapter 6.95 of the California Health and Safety Code requires businesses to prepare a Hazardous Materials Business Plan if the business uses, handles, or stores a hazardous material and/or waste or an extremely hazardous materials in quantities greater than or equal to 55 gallons for a liquid, 500 pounds for a solid, 200 cubic feet of any compressed gas, or the threshold planning quantities of an extremely hazardous substance. California Health and Safety Code Division 20, Chapter 6.95, Article 1, Section 25501(c)(5) defines "business" as "an agency, department, office, board, commissions, or bureau of a city, county, or district."

California Public Resources Code Sections 4201 to 4204

California Public Resources Code Sections 4201 to 4204 directs the California Department of Forestry and Fire Protection to map fire hazards within SRA based on fuel loading, slope, fire weather, and other relevant factors present, including areas where winds have been identified by the department as a major cause of wildfire spread. These zones, referred to as Fire Hazard Severity Zones and classify a wildland zone as Moderate, High, or Very High fire hazard based on the average hazard across the area included in the zone.

Senate Bill 63

Senate Bill 63 amended California Government Code Section 51178 to require the State Fire Marshal to identify areas of moderate, high, and very high fire hazard zone severity within LRAs based on similar factors used to map fire hazards within SRAs.

California Fire Code

The California Fire Code (CFC) is Chapter 9 of CCR Title 24 and is based on the International Fire Code. The CFC establishes the minimum requirements consistent with nationally-recognized good practices to safeguard public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises and to provide safety and assistance to firefighters and emergency responders during emergency operations. The CFC uses a hazard classification system to determine what protective measures are required to ensure fire safety and protect lives. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure these safety measures are met, the CFC employs a permit system based on hazard classification.

More specifically, CFC Chapter 8 addresses fire-related interior finishes; Chapter 9 addresses fire protection systems; and Chapter 10 addresses fire-related means of egress. CFC Chapter 49 also contains regulations for vegetation and fuel management to maintain clearances around structures. These requirements establish minimum standards to protect buildings in FHSZs in SRAs, LRAs, and wildland-urban interface fire areas.

California Building Code: Wildland-Urban Interface Building Standards

On September 20, 2007, the California Building Standards Commission approved the Office of the State Fire Marshal's emergency regulations amending CCR, Title 24, Part 2, known as the California Building Code, to include wildland-urban interface standards. The provisions of the California Building Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure or any appurtenances connected or attached to such building structures throughout California. The wildland-urban interface standards include provisions for ignition-resistant construction standards in the wildland-urban interface and use a hazard classification system to determine what protective measures are required to ensure fire safety and protect lives. Specifically, California Building Code Chapter 7A addresses materials and construction methods for exterior wildfire exposure.

California Code of Regulations

Title 14

CCR Title 14, Division 1.5 provides fire safe regulations related to emergency access, address signage, and water standards. These regulations establish minimum wildfire protection standards for construction and development within the SRA and very high fire hazard severity zones. The standards include basic emergency access and perimeter wildfire protection measures, signage and building numbering, water supply resources for emergency fire use, and vegetation modification. They also include a minimum setback of 30 feet for all buildings from property lines and/or the center of a road and provide defensible space requirements for areas within 30 feet of a structure (Zone 1) and between 30 and 100 feet from a structure (Zone 2).

Title 17

CCR Title 17, Section 36100 mandates that individuals conducting lead abatement must notify the California Department of Public Health (CDPH) by completing and submitting the form at least five days prior to starting the abatement work.

c. Local Regulations

Santa Barbara County Airport Land Use Plan

Airport Land Use Plans (ALUP) (also referred to as Airport Land Use Compatibility Plans) serve as tools for Airport Land Use Commissions (ALUC) to review land use or development plans within Airport Influence Areas. The basic function of ALUPs is to promote compatibility between airports and the land uses that surround them. With limited exception, California law requires preparation of ALUPs for each public-use and military airport in the State.

In Santa Barbara County, the ALUC function rests with the Santa Barbara County Association of Governments. The Santa Barbara County ALUP is the fundamental tool used by the Santa Barbara County Association of Governments, acting in its capacity as the Santa Barbara County ALUC, in fulfilling its purpose of promoting airport land use compatibility. Specifically, the ALUP provides for the orderly growth of the Santa Barbara Airport and the surrounding area, and safeguards the general welfare of the inhabitants within the vicinity of the Airport and the public in general. Additionally, the Santa Barbara County ALUP provides compatibility policies and criteria applicable to local agencies in their preparation or amendment of general plans and to landowners in their design of new development.

The proposed project does not require mandatory ALUC review. However, since the project site is located within Review Area 2 of the Airport Influence Area, the City may voluntarily request ALUC review of the proposed project, and ALUC staff would have the authority and discretion to make a consistency determination without formal ALUC review. The proposed project does not include residential uses, and therefore overflight notification requirements (as outlined in Section 3.5.3 of the 2023 Santa Barbara County ALUP) do not apply.

Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan

The Federal Emergency Management Agency (FEMA) requires local governments to prepare and maintain a Hazard Mitigation Plan. The County of Santa Barbara and cities of Buellton, Carpinteria, Goleta, Guadalupe, Lompoc, Santa Barbara, Santa Maria, and Solvang, in coordination with the State of California Governor's Office of Emergency Services and FEMA, developed the 2022 Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan. This plan guides disaster preparedness in the county and cities and specifies the actions that the jurisdictions plan to follow to reduce vulnerability and exposure to hazards.

City of Goleta's General Plan/Coastal Land Use Plan

According to the City of Goleta's General Plan/Coastal Land Use Plan Safety Element (2006), hazardous materials in Goleta are governed by regulations that require proper storage, handling, employee/public noticing, spill contingency planning, business management plans, and other emergency response measures necessary to ensure public safety and to minimize the risk of accidental releases or environmental impacts. In Goleta, the administering agencies are the Santa Barbara County Fire Prevention Division and the Santa Barbara County Office of Emergency Services. The City of Goleta's Safety Element outlines several goals and policies related to hazardous materials and facilities. Policies that are relevant to the proposed project include:

- **SE 1.6: Enforcement of Building Codes.** The City shall ensure through effective enforcement measures that all new construction in the city is built according to the adopted building and fire codes.

- **SE 7.1: Fire Prevention and Response Measures for New Development.** New development and redevelopment projects shall be designed and constructed in accordance with National Fire Protection Association standards to minimize fire hazards, with special attention given to fuel management and improved access in areas with higher fire risk, with access or water supply deficiencies, or beyond a 5- minute response time.
- **SE 7.2: Review of New Development.** Applications for new or expanded development shall be reviewed by appropriate Santa Barbara County Fire Department personnel to ensure they are designed in a manner that reduces the risk of loss due to fire. Such review shall include consideration of the adequacy of "defensible space" around structures at risk; access for fire suppression equipment, water supplies, construction standards; and vegetation clearance. Secondary access may be required and shall be considered on a case-by-case basis. The City shall encourage built-in fire suppression systems such as sprinklers, particularly in high-risk or high-value areas.
- **SE 7.5 Automatic Fire Sprinkler Systems.** The City shall require the installation of automatic fire sprinklers for: a) all new buildings that have a total floor area of 5,000 square feet or more and b) any existing building proposed for remodeling or an addition, which, upon completion of the remodel or addition, will have a total floor area of 5,000 square feet or more. The 5,000-square-foot threshold cited in criteria a) and b), above, shall be reduced to 1,000 square feet for any building zoned or used for commercial or industrial purposes if such building is within 100 feet of any residentially zoned parcel.
- **SE 7.6: Standards for Rebuilding in High Fire Hazard Areas.** Any rebuilding in high fire hazard areas shall incorporate development standards and precautions that reduce the chance of structure losses from fire.
- **SE 10.2: Compliance with Law.** The storage, handling, and disposal of any hazardous material shall be done only in strict compliance with applicable City, state, and federal law.
- **SE 10.7: Identification, Transport, and Disposition of Potentially Contaminated Soil.** The City shall require a Soil Management Plan and a project-specific Health and Safety Plan for all new development and redevelopment within areas containing potentially contaminated soil. The Soil Management Plan and Health and Safety Plan should establish standards and guidelines for the following:
  - Identification of contaminated soil.
  - Identification of appropriate personal protective equipment to minimize potential worker exposure to contaminated soil.
  - Characterization of contaminated soil.
  - Soil excavation.
  - Interim and final soil storage.
  - Verification sampling.
  - Soil transportation and disposal.

  The Soil Management Plan and Health and Safety Plan should also address naturally occurring hazardous materials that may be present in the soil, such as methane and Radon-222, and include contingencies (e.g., characterization, management, and disposal) if they are present.

4.8.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

Project impacts related to hazards and hazardous materials are evaluated based on the proposed project's adherence to local, State, and federal standards; the nature of demolition, construction, and operational activities; proximity to schools; proximity of hazardous materials sites to the project site; proximity to airports and adherence to applicable airport land use standards; compliance with existing emergency response plans; and proximity to wildland areas and potential for fire.

Significance Thresholds

As described in more detail in Section 4, *Environmental Impact Analysis*, the following thresholds are based on Appendix G of the *CEQA Guidelines*. Appendix G of the *CEQA Guidelines* contains a checklist of environmental factors to be assessed to determine the potential for significant impacts. Based on this checklist, the proposed project's impact would be significant if the proposed project would result in the following:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school;
4. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;
5. Result in a safety hazard or excessive noise for people residing or working in the project area for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport;
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
7. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

The County of Santa Barbara's 2024 *Environmental Thresholds and Guidelines Manual* (refer to Section 4, *Environmental Impact Analysis*) contains thresholds for assessing the significance of impacts to public safety resulting from the involuntary exposure to hazardous materials. The manual establishes categories for identifying potential significant impacts to public safety including transportation of hazardous materials, as well as potentially significant impacts to non-hazardous land uses proposed in proximity to existing hazardous facilities. The manual specifically identifies a potentially significant impact to all development proposed in proximity to one or more existing hazardous facilities.

b. Project Impacts and Mitigation Measures

Threshold 1:	Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Impact HAZ-1 Construction and operation of the proposed project would involve the transportation, use, and disposal of hazardous materials. however, all hazardous materials would be transported, used, and disposed of in compliance with existing federal, State, and local regulations. Proposed project impacts would be Class III, *less than significant*.

Construction

Construction of the proposed project would temporarily increase the transportation, use, and disposal of construction-related hazardous materials and petroleum products (e.g., diesel fuel, lubricants, paints and solvents, and cement products containing strong basic or acidic chemicals). Furthermore, proposed project construction may involve the transportation and disposal of contaminated soil or materials containing asbestos, lead, or other hazardous materials potentially present in the existing clubhouse, comfort station, and Barnsdall Rio Grande Gas Station. The increased transportation, use, and disposal of the aforementioned hazardous materials have the potential to result in adverse effects in the event construction workers, the public, or the surrounding environment become exposed to these hazardous materials and associated health risks.

Diesel fuel, lubricants, paints and solvents, and cement products are commonly used at construction sites, and proposed project construction activities, including demolition of the existing clubhouse and comfort station, restoration of the Barnsdall Rio Grande Gas Station, and grading that may unearth contaminated soils, would be required to comply with applicable federal, State, and local regulations established by USEPA, the State of California, the County of Santa Barbara, and the City of Goleta for proper transportation, use, and disposal of excess hazardous materials and hazardous construction waste. These include the Hazardous Materials Transportation Act, RCRA, the California Hazardous Waste Control Law, and CCR Title 22. Oversight by the appropriate federal, State, and local agencies and compliance with applicable regulations related to the transportation, use, and disposal of hazardous materials would minimize the risk associated with potential exposure of the public to these substances. These regulations require that only trained and certified individuals handle hazardous materials; enforce safety requirements for the transportation of hazardous materials via vehicle, aircraft, and rail; and set forth containment protocols and incident reporting procedures, among other requirements. Additionally, compliance with the Construction General Permit (refer to Section 4.9, *Hydrology and Water Quality*) requires implementation of Good Housekeeping Best Management Practices (BMPs) to reduce potential impacts to water quality due to spills or runoff from hazardous materials used during construction. Adherence to the abovementioned existing regulations would minimize the risk of creating a significant hazard to the public or environment through the transportation, use, or disposal of hazardous materials by requiring training and certification for hazardous materials handling, transportation safety, containment protocols, and incident reporting.

With compliance with existing regulations governing transport, use, and disposal of hazardous materials, the project would not create a significant hazard to the public or the environment during construction. Impacts would be less than significant.

Operation

Proposed project operation would involve the continued use of the site as a golf course and associated facilities, including a restaurant, comfort station, and maintenance yard. The hazardous materials that would be utilized during operation of the proposed project would include the continued use of fertilizers, pesticides, and fungicides to maintain landscaping on the golf course, as well as fuels and engine oils to maintain vehicles and equipment used for golf course operations. The majority of hazardous materials used to operate the golf course would be stored in the maintenance yard, which would include a roofed materials and landscape amendment storage area. Hazardous materials would be stored in accordance with the requirements of the Santa Barbara Public Health Department's Consolidated Unified Program Agency Hazardous Material Division and the Santa Barbara County Agriculture Commissioner to reduce risk of leaks and spills. Both agencies would conduct regular inspections, require ongoing reporting and annual employee training, and provide oversight regarding the proper storage of hazardous materials. Furthermore, all hazardous material transport, use, or disposal associated with the proposed project's operation would comply with existing hazardous materials regulations established by USEPA, the State of California, the County of Santa Barbara, and the City of Goleta. These regulations prescribe measures for the safe transport, use, storage, and disposal of hazardous materials to reduce risk of spills.

With compliance with existing regulations governing transport, use, and disposal of hazardous materials, the proposed project would not create a significant hazard to the public or the environment during operation. Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 2:	Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Impact HAZ-2 Construction and operation of the proposed project could result in the accidental release of hazardous materials through demolition of the existing clubhouse and comfort station, restoration of the Barnsdall Rio Grande Gas Station, grading of potentially contaminated soils, and future environmental impacts related to potential oil well contamination. However, implementation of Mitigation Measures HAZ-1 through HAZ-6 would reduce impacts to Class II, *less than significant with mitigation incorporated*.

Construction

Hazardous Materials in Existing Structures

The existing clubhouse and comfort station were constructed in 1972, and the Barnsdall Rio Grande Gas Station was constructed in 1929. Therefore, these three structures have the potential to contain ACMs, LBP, mercury, and PCBs. Considering that proposed project construction would involve demolition of the clubhouse and comfort station, and restoration of the Barnsdall Rio Grande Gas Station, proposed project construction activities have the potential to result in accidental release of ACMs, LBP, mercury, or PCBs, which would create a potentially significant hazard to both construction workers and the environment.

There is the potential that previously unidentified, suspect ACMs could be discovered during site renovation/demolition work. This could include suspect materials located inside walls, under floors, above ceilings, and in other areas. In California, any facility known to contain ACMs is required to have a written asbestos management plan (also known as an Operations and Maintenance Program). SBCAPCD enforces the Asbestos National Emission Standards for Hazardous Air Pollutants, which regulates the control of asbestos during the renovation and demolition of buildings under the federal Clean Air Act. Additionally, Cal/OSHA Title 8, Section 1529 sets requirements for asbestos exposure assessments and monitoring, methods of complying with exposure requirements, safety wear, communication of hazards, and medical examination of workers.

Similarly, the removal of LBP-containing materials would be subject to specific and detailed Cal/OSHA requirements to ensure proper containment, handling, notification, and monitoring, and removal would be performed by a licensed LBP abatement contractor. Cal/OSHA Title 8, Section 1532.1 requires testing, monitoring, containment, and disposal of lead-based materials such that exposure levels do not exceed Cal/OSHA standards. Under this rule, construction workers may not be exposed to lead at concentrations greater than 50 micrograms per cubic meter of air averaged over an eight-hour period, and exposure must be reduced to lower concentrations if the workday exceeds eight hours. Furthermore, as required by CCR Title 17, Section 36100, the project applicant would be required to submit Form 8551 to CDPH prior to performing lead hazard abatement, which would require information related to the structure, construction activities, and construction restrictions.

Cal/OSHA Title 8, Section 5155 addresses airborne contaminants, including mercury, by setting permissible exposure limits to protect workers from harmful exposure. The permissible exposure limits are the maximum concentrations of mercury that workers can be exposed to during an 8-hour workday, designed to prevent adverse health effects from long-term exposure. Employers are required to monitor the workplace for mercury levels and implement control measures if concentrations exceed the permissible exposure limits, such as using ventilation systems, personal protective equipment, and other engineering controls to reduce airborne mercury levels.

Cal/OSHA Title 8, Section 339 provides guidelines for handling and training related to potential PCB exposure. Workers who handle PCBs must receive training on safe handling practices, emergency procedures, and the health risks associated with PCB exposure, ensuring that they are knowledgeable and prepared to manage PCBs safely. In the event of PCB contamination, strict cleanup protocols must be followed to remove PCBs from the environment and prevent exposure.

While the potential removal of ACMs, LBP, mercury, or PCBs during demolition of the clubhouse and comfort station, and restoration of the Barnsdall .Rio Grande Gas Station, would be subject to applicable laws and regulations enforced by SBCAPCD, Cal/OSHA, and CDPH, construction activities would nevertheless have the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of ACMs, LBP, mercury, or PCBs into the environment. This impact would be potentially significant.

Hazardous Materials in Soil, Soil Vapor, or Groundwater

Site assessments conducted at the Sandpiper Golf Club since 2002 have identified contaminants of concern as TPH-g, TPH-d, TPH-o, VOCs, PAHs, and metals in soil and groundwater at the project site (SWRCB 2025a, CGI 2025b, Appendix I-1, Appendix I-2). There are fifteen oil wells located within the project site, primarily along the southern to western coastal bluff where substantial grading and excavation, as well as building construction, would not occur. It is possible that the existing wells have resulted in the contamination of adjacent soils. Additionally, the *Supplemental Vapor Assessment* indicates that VOCs are present in soil vapor at the project site and there is some potential for soil

vapor intrusion to the proposed clubhouse under current conditions (Appendix I-3). Furthermore, the maintenance yard has not been assessed for hazardous materials contamination to date. Site data from 2002, 2005, and 2024 indicate that most of the soil that is planned for recontouring the golf course should be suitable for onsite re-use (Appendix I-4). Nevertheless, proposed project construction would include grading and earth-moving activities that could potentially disturb hazardous materials in soil, such as from potentially leaking oil wells, leading to an accidental release of hazardous materials that could impact both construction workers and the environment. While grading and earth-moving activities could potentially disturb hazardous materials in soil, the proposed project would not involve grading or excavation in areas where existing oil wells are located and would not have the potential to damage or directly encounter these wells. However, there is a potential that future inspection, maintenance, service, or reabandonment of the wells could result in environmental contamination, and that inadequate well access could lead to potentially significant environmental contamination impacts. Potentially significant environmental impacts that may result from impaired access to the wells would be reduced to a less than significant level by the requirements of Mitigation Measure HAZ-6. In addition, the City would require as a Condition of Approval that the property owner indemnify the City from any damage resulting from such access and future well work.

As discussed in Section 4.9, *Hydrology and Water Quality*, although subsurface investigations did not encounter groundwater, water table levels can fluctuate, and seasonal perched groundwater can exist subsurface. If groundwater or seasonal perched groundwater is encountered during excavation activities, temporary groundwater dewatering during construction may be required. The extraction of contaminated groundwater could result in an accidental release of hazardous materials.

A CAP/SGMP was prepared for the project site in 2025 (Appendix I-2). The CAP/SGMP establishes protocols and procedures for on-site handling and management of impacted soils and groundwater, if encountered during proposed project construction activities, and includes a site-specific health and safety plan. However, the CAP/SGMP does not address potential contamination in the maintenance yard. Exposure to such contamination may cause potentially significant impacts to the public or the environment. Santa Barbara County EHS, which regulates the project site under its Site Mitigation Unit program based on previously reported petroleum-impacted soil, would require a formal CAP for the proposed project. Once the CAP has been completed, Santa Barbara County EHS would review the CAP/SGMP to ensure it includes all historical and post-remediation assessment data.

Given the potential for exposure to soil, soil vapor, or groundwater contamination on-site, the proposed project would have a potentially significant impact involving reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Operation

Operation of the proposed project would use hazardous materials such as fertilizers, pesticides, and fungicides to maintain landscaping on the golf course, as well as fuels and engine oils to maintain vehicles and equipment used for golf course operations. However, the use of hazardous materials for proposed project operation would be similar to existing operational use. Furthermore, the proposed project would reduce the volume of hazardous materials needed for on-site operations, as the proposed project would involve reduction of irrigated turf from 125 acres to 62 acres, with a corresponding reduction in the amount of fertilizers and pesticides required for golf course maintenance. Operation of the proposed restaurant uses, including the restaurant within the new clubhouse and the Rio Grande Coffee Shop, would involve the minor use of hazardous materials, similar to existing conditions. Operation of the proposed project would also be required to comply with applicable federal, State, and local regulations that would minimize the risk of accidental release

of hazardous materials. However, given that soil vapor at the project site is known to be impacted with VOCs, which could migrate from contaminated soil into indoor air, there is a risk of public exposure to VOCs. Therefore, the proposed project would have a potentially significant operational impact involving the creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.

Mitigation Measures

HAZ-1 Asbestos-Containing Materials Abatement

Prior to the issuance of Zoning Clearance associated with the demolition permit, the project applicant shall prepare an asbestos abatement plan addressing the items/topics listed below. The asbestos abatement plan shall be reviewed and approved by SBCAPCD. Proof of SBCAPCD approval shall be provided to the City of Goleta's Planning and Environmental Review Director, or designee. During project construction and demolition activities, the project applicant shall follow the measures outlined in the asbestos abatement plan, which shall be undertaken by properly trained and licensed asbestos contractors currently registered with Cal/OSHA and/or OSHA (herein referred to as "abatement contractors"). Abatement contractors shall be selected and vetted by the project applicant and reviewed by SBCAPCD ten working days prior to starting demolition as part of the Notification for Renovation and Demolition Form ENF-28 submittal. Project-specific requirements to be addressed in the asbestos abatement plan include the following:

- Disturbance activities shall be performed only by abatement contractors using appropriate controls to prevent fiber emissions during the removal process. This may include, but is not limited to, the use of wet methods (water mist), negative pressure containment, high efficiency particulate air filtration, and other engineering controls, as deemed appropriate, to keep fibers from being dispersed in accordance with current federal, State, and local regulations. Presumed asbestos containing roofing materials shall be sampled by abatement contractors prior to demolition to determine proper handling and disposal requirements.
- Windows with trace (defined as less than 1 percent) asbestos in putty shall be removed intact to avoid disturbance of the putty, if possible. Other materials with trace asbestos shall be point counted to determine the asbestos concentrations; if asbestos concentrations are not determined, these materials shall be managed as ACMs.
- Workers performing removal shall be properly protected to prevent exposure, including the use of respiratory protection with high efficiency particulate air filtration, protective suits, or other protective equipment deemed necessary by abatement contractors. Disturbance of greater than 100 square feet of any ACMs or asbestos-containing construction materials must be performed by trained and licensed abatement contractors.
- Asbestos containing waste materials must be properly contained and transported for off-site disposal at a permitted landfill or disposal facility. Friable asbestos with greater than 1 percent asbestos content is considered hazardous waste per current federal and State regulations and must be transported and disposed of using proper manifest documentation. Non-friable asbestos is categorized as non-hazardous, asbestos containing waste and can typically be disposed to the local Class III landfill with prior approval from landfill operators. As noted, materials with less than 1 percent total asbestos can be disposed of as construction debris if proper lab analysis is provided.

- Proper removal techniques must be followed to prevent the dissemination of asbestos fibers. All required notification and permitting shall be administered by the abatement contractor, and proper completion shall be verified by the City's Director of Planning and Environmental Review.
- If suspect materials are found during site work, the area shall be isolated, and any suspect materials tested to confirm or deny the presence of asbestos, lead, or other hazards, as determined appropriate by the abatement contractor.

Plan Requirements and Timing. The project applicant shall prepare the asbestos abatement plan, obtain SBCAPCD's approval, and contract with an abatement contractor prior to the issuance of Zoning Clearance associated with the demolition permit.

Monitoring. The City of Goleta's Director of Planning and Environmental Review, or designee, shall verify SBCAPCD has approved the asbestos abatement plan prior to the issuance of Zoning Clearance. The City of Goleta's Director of Planning and Environmental Review, or designee, shall spot-check compliance with the asbestos abatement plan during demolition activities and verify compliance documentation following the proposed project's demolition activities.

HAZ-2 Lead-Based Paint Abatement

Prior to the issuance of Zoning Clearance associated with the demolition permit, the project applicant shall prepare an LBP abatement plan. This plan can be combined with the plan required in Mitigation Measure HAZ-1. The LBP abatement plan shall be reviewed and approved by the City of Goleta's Planning and Environmental Review Director, or designee. During proposed project construction and demolition activities, the project applicant shall follow the measures outlined in the LBP abatement plan. These requirements shall be undertaken by properly trained contractors that utilize lead-safe work practices (or "abatement contractors"). Abatement contractors shall be selected and vetted by the project applicant and reviewed by the City of Goleta's Planning and Environmental Review Director. Prior to abatement, the applicant shall notify CDPH of lead-based abatement activities through submittal of CDPH Form 8551, and provide evidence of the notification to the City of Goleta's Planning and Environmental Review Director or designee. Project-specific requirements of the LBP abatement plan include the following:

- Any disturbance by abatement contractors that might generate dust or create a lead exposure hazard shall be performed by lead-trained workers using lead-safe work practices. Lead safe work practices include appropriate containment, wet methods, and use of hand tools or similar methods that will minimize the generation of airborne dust emissions and potential lead hazards.
- To prevent lead exposure hazard due to the generation of lead dust and debris, lead-painted components (e.g., windows, doors, baseboards) or similar lead-containing items shall be removed intact and segregated from the overall waste stream by abatement contractors.
- Lead-containing waste is classified as hazardous waste if total lead concentration exceeds 1,000 milligrams per kilogram (or parts per million) or if soluble lead concentration exceeds 5.0 milligrams per liter. Proper waste characterization testing or waste profiling shall be conducted prior to disposal of lead containing waste. If practicable, lead wastes shall be segregated to minimize the volume of possible hazardous waste. If lead-containing and non-lead waste materials are comingled during demolition, composite samples of representative waste shall be analyzed by a certified lab to determine proper disposal requirements.

Plan Requirements and Timing. The project applicant shall prepare the LBP abatement plan, notify CDPH, and contract with an abatement contractor prior to the issuance of Zoning Clearance associated with the demolition permit.

Monitoring. The City of Goleta's Director of Planning and Environmental Review, or designee, shall approve the LBP abatement plan and verify CDPH has been notified prior to the issuance of Zoning Clearance. The City of Goleta's Director of Planning and Environmental Review, or designee, shall check the abatement contractor's monitoring log to ensure project-specific recommendations are enacted during proposed project demolition activities.

HAZ-3 Corrective Action Plan/Soil and Groundwater Management Plan Revision

Prior to commencement of grading activities at the project site, the project applicant shall retain a qualified environmental consultant approved by Santa Barbara County EHS to revise the existing CAP/SGMP prepared for the project site such that the CAP/SGMP addresses potential contamination in the maintenance yard, and addresses Santa Barbara County EHS's comments on the CAP/SGMP. The revised CAP/SGMP shall address:

1. On-site handling and management of impacted soils or other impacted wastes (e.g., stained soil, and soil or groundwater with solvent or chemical odors) if such soils or impacted materials are encountered;
2. The notification process if an unknown well or leaking well is discovered (e.g., notification of the Santa Barbara County Petroleum Unit, as well as the California Department of Conservation Geologic Energy Management Division); and,
3. Specific actions to reduce hazards to construction workers and off-site receptors during the construction phase.

The CAP/SGMP must establish engineering controls and soil management practices to ensure construction worker safety, ensure the health of future workers and visitors, and prevent the off-site migration of contaminants from the proposed project. These measures and practices shall include, but are not limited to:

- Stockpile management, including stormwater pollution prevention and the installation of best management practices.
- Proper disposal procedures of contaminated materials.
- Investigation procedures for encountering known and unexpected odorous or visually stained soils, other indications of hydrocarbon piping or equipment, and/or debris during ground-disturbing activities.
- Monitoring and reporting.
- An environmental health and safety plan for contractors working at the project site that addresses the safety and health hazards of each phase of site construction activities with the requirements and procedures for employee protection.
- The environmental health and safety plan shall outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction.

The City of Goleta's Planning and Environmental Review Director, or designee, shall review the CAP/SGMP and have the authority to propose and include modifications prior to submittal to Santa Barbara County EHS. Santa Barbara County EHS shall review and approve the CAP/SGMP prior to

construction (demolition and grading) activities at the project site. The project applicant shall submit proof of Santa Barbara County EHS's approval of the CAP/SGMP to the City of Goleta's Planning and Environmental Review Director prior to construction activities. The City of Goleta's Planning and Environmental Review Director, or designee, shall verify Santa Barbara County EHS's approval of the CAP/SGMP and shall review the final CAP/SGMP prior to issuance of Zoning Clearance for the grading permit. The project applicant shall implement the CAP/SGMP during demolition, grading, and construction at the project site.

Plan Requirements and Timing. Prior to commencement of construction and grading activities at the project site, the project applicant shall retain a qualified environmental consultant approved by Santa Barbara County EHS to revise the existing CAP/SGMP prepared for the proposed project. The project applicant shall submit proof of Santa Barbara County EHS' approval of the CAP/SGMP to the City of Goleta's Planning and Environmental Review Director prior to construction activities. The project applicant shall implement the CAP/SGMP during demolition, grading, and construction at the project site.

Monitoring. The City of Goleta's Planning and Environmental Review Director, or designee, shall review the CAP/SGMP and have the authority to propose and include modifications prior to submittal to Santa Barbara County EHS. Once Santa Barbara County EHS has reviewed the CAP/SGMP, the City of Goleta's Planning and Environmental Review Director or designee shall verify Santa Barbara County EHS' approval of the CAP/SGMP and that Santa Barbara County EHS's comments on the CAP/SGMP have been appropriately addressed by the qualified environmental consultant. The City of Goleta's Planning and Environmental Review Director, or designee, shall review the final CAP/SGMP prior to issuance of Zoning Clearance of construction or grading permits, and shall review project construction plans to ensure applicable recommendations from the CAP/SGMP are integrated into construction plans.

HAZ-4 Sub-slab Vapor Mitigation System

Where soil vapor is known and is identified to be present at chemical concentrations exceeding regulatory screening thresholds for sub-slab/soil vapor intrusion, the project applicant shall retain a qualified environmental consultant (PG or PE) or other qualified person to prepare a Sub-slab Vapor Mitigation System Design for the proposed project. The plan shall include, but is not limited to, design specifications, material specifications, installation requirements, and monitoring requirements.

Santa Barbara County EHS shall review and approve the Sub-slab Vapor Mitigation System Design prior to issuance of Zoning Clearance for building permits. The project applicant shall incorporate a sub-slab vapor barrier into the project's building plans, the implementation of which shall prevent the potential for soil vapor VOCs from migrating to indoor air. The project's building plans, which shall include engineering measures or institutional controls, shall be submitted by the qualified environmental consultant to the City of Goleta's Planning and Environmental Review Director, or designee, prior to the issuance of Zoning Clearance for building permits.

Plan Requirements and Timing. The project applicant shall retain a qualified environmental consultant (PG or PE) or other qualified person to prepare a Sub-slab Vapor Mitigation System Design for the proposed project prior to construction. The project applicant shall incorporate a sub-slab vapor barrier during construction.

Monitoring. Santa Barbara County EHS shall review and approve the Sub-slab Vapor Mitigation System Design prior to issuance of Zoning Clearance for building permits. The qualified environmental consultant shall submit the project's building plans, which shall include engineering measures or

institutional controls, to the City of Goleta's Planning and Environmental Review Director, or designee, prior to the issuance of Zoning Clearance for building permits.

HAZ-5 Groundwater Disposal

If disposal of contaminated groundwater is required during construction of the proposed project, Santa Barbara County EHS shall be consulted to determine if the treated groundwater can be disposed of through one of their waste discharge permit options. Based on the concentrations of chemical constituents of contaminated groundwater, an individual NPDES permit and/or waste discharge requirements may be required to be obtained for dewatering activities. If disposal of contaminated groundwater is required, proof of consultation with Santa Barbara County EHS and compliance with Santa Barbara County EHS's disposal requirements shall be submitted to the City of Goleta's Planning and Environmental Review Director.

Plan Requirements and Timing. If dewatering is required, the project applicant shall consult with Santa Barbara County EHS and provide proof of consultation and compliance with EHS's disposal requirements to the City of Goleta's Planning and Environmental Review Director prior to the issuance of Zoning Clearance.

Monitoring. If disposal of contaminated groundwater is required, the City of Goleta's Planning and Environmental Review Director, or designee, shall verify consultation with Santa Barbara County EHS and compliance with Santa Barbara County EHS's disposal requirements has occurred prior to the issuance of Zoning Clearance.

HAZ-6 Oil Well Access

The property owner shall grant access to all wells located on the project site to any public agency or legal inheritor of the wells for the purposes of inspection, maintenance, service, or reabandonment such that future remediation or abandonment of existing wells is not impeded by project-related redevelopment. This access shall be maintained in perpetuity and shall not be restricted by any physical or legal barriers resulting from project construction or operation.

Plan Requirements and Timing. Prior to issuance of Zoning Clearance for the grading permit, the project applicant shall provide documentation to the City of Goleta's Planning and Environmental Review Director demonstrating that the property owner has agreed to grant access to all wells on the project site to any public agency or legal inheritor of the wells for the purposes of inspection, maintenance, service, or reabandonment. This documentation shall also reference the indemnification provisions outlined in the Condition of Approval.

Monitoring. The City of Goleta's Planning and Environmental Review Director, or designee, shall verify that the required documentation has been submitted and that it includes provisions for both access and indemnification prior to issuance of Zoning Clearance for the grading permit.

Significance After Mitigation

Implementation of Mitigation Measures HAZ-1 through HAZ-6 would reduce potential hazardous material impacts associated with accidental releases of hazardous materials during demolition of the existing clubhouse and comfort station, restoration of the Barnsdall Rio Grande Gas Station, grading of potentially contaminated soil, soil vapor, or groundwater, and future environmental impacts related to potential oil well contamination to a less-than-significant level.

Threshold 3:	Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

Impact HAZ-3 The proposed project would involve the handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of the Ellwood School. Following the implementation of Mitigation Measures HAZ-1 through HAZ-6, the construction impact would be Class II, *less than significant with mitigation incorporated*. The Operational Impact would be Class III, *less than significant*.

The nearest school to the project site is the Ellwood School located approximately 0.20 mile to the northeast. During construction, equipment would require the use of diesel fuel, gasoline, motor oil, and similar materials. The amount of fuel and oil to power construction equipment would be typical of similar construction projects. Such materials would be handled and disposed of in accordance with applicable regulations including OSHA Standard 1917.156, which designates fueling locations, regulates liquid fuel, and specifies standards for fueling operation and storage. Construction personnel would be required to have the necessary training and/or certifications to operate construction equipment, minimizing the risk of accidental release of hazardous materials due to equipment failure. However, as discussed under Impact HAZ-2, construction activities would have the potential to create a significant hazard involving the release of ACMs, LBP, mercury, or PCBs into the environment, or through exposure and transport of on-site contaminated soil or groundwater. Therefore, proposed project construction would potentially involve the handling of hazardous materials within 0.25-mile of the Ellwood School. As such, construction related impacts would be potentially significant, and mitigation is required.

The Ellwood School is located within 0.25-mile of the proposed location of the maintenance yard where pesticides, herbicides, fungicides, and petroleum products would be stored during operation. However, under existing conditions, the maintenance yard currently stores hazardous materials used for operation of the Sandpiper Golf Club, and the proposed project would not change the location of the maintenance yard. Furthermore, the proposed project would reduce the volume of hazardous materials needed for on-site operations, as the proposed project would involve reduction of irrigated turf from 125 acres to 62 acres, with a corresponding reduction in the amount of fertilizers and pesticides required for golf course maintenance.

As discussed under Impact HAZ-1, the operational use of hazardous materials would be carried out in accordance with all applicable and existing hazardous material regulations established by USEPA, State of California, County of Santa Barbara, and City of Goleta, which prescribe measures for the safe transport, use, storage, and disposal of hazardous materials to reduce risk of spills. With adherence to existing regulatory requirements, proposed project operation would not pose a significant hazard to existing or proposed schools within 0.25-mile of the project site due to the handling of hazardous or acutely hazardous materials, substances, or waste. As such, the operational impact would be less than significant.

Mitigation Measures

HAZ-1 Asbestos-Containing Materials Abatement

Refer to Impact HAZ-2.

HAZ-2 Lead-Based Paint Abatement

Refer to Impact HAZ-2.

HAZ-3 Soil and Groundwater Management Plan Revision

Refer to Impact HAZ-2.

HAZ-4 Sub-slab Vapor Mitigation System

Refer to Impact HAZ-2.

HAZ-5 Groundwater Disposal

Refer to Impact HAZ-2.

HAZ-6 Oil Well Access

Refer to Impact HAZ-2.

Significance after Mitigation

Implementation of Mitigation Measures HAZ-1 through HAZ-6 would reduce potential hazardous material impacts associated with the handling of hazardous materials within 0.25-mile of an existing or proposed school during construction to a less-than-significant level. Operational impacts would be less than significant without mitigation.

Threshold 4:	Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Impact HAZ-4 The proposed project would be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Ground disturbance during construction of the proposed project may result in exposure to contaminated soil or groundwater, which would create a significant hazard to the public or the environment. Following implementation of Mitigation Measures HAZ-3 through HAZ-7, the proposed project's construction and operational impact would be Class II, *less than significant with mitigation incorporated*.

Based on review of the databases maintained pursuant to Government Code Section 65962.5, described in Section 4.8.1(d)*, Known Hazardous Materials Sites*, there are two hazardous materials sites located within the project site: a Santa Barbara County EHS Cleanup Program Site case (#375) for the Sandpiper Golf Club with an "Open – Inactive" status as of June 2, 2023 and a LUST Cleanup Site case (EHS case #51238, Central Coast RWQCB case #213) for the Barnsdall Rio Grande Gas Station with a "Completed – Case Closed" status as of April 24, 1997 (SWRCB 2025a).

According to the 1997 Case Closure Summary available on GeoTracker for the Barnsdall Rio Grande Gas Station LUST Cleanup Site case, soil impacted with TPH-g and VOCs was left in place at the time of case closure (SWRCB 2025a). Based on a review of the applicant-provided documents and documents available on GeoTracker for the Sandpiper Golf Club Cleanup Program Site case, site assessments conducted at the Sandpiper Golf Club since 2002 have identified contaminants of concern as TPH-g, TPH-d, TPH-o, VOCs, PAHs, and metals in soil and groundwater at the clubhouse and golf course areas of the project site, and VOCs in soil vapor at the clubhouse area of project site (SWRCB 2025a, CGI 2025b, Appendix I-1, Appendix I-2, Appendix I-3).

Construction

Groundwater at the project site is known to be impacted with TPH-g, TPH-d, TPH-o, VOCs, PAHs, and metals. Although groundwater at the project site has reportedly not been encountered in soil borings advanced as deep as 50 feet (CGI 2025b), there is the potential for seasonal perched groundwater to be encountered at shallower depths (Appendix F-1). Based on the depth of excavation for the proposed project (anticipated to be up to 25 feet below ground surface), groundwater may be encountered during construction activities at the project site and would require special handing and/or dewatering.

Additionally, soil at the project site is known to be impacted with TPH-g, TPH-d, TPH-o, VOCs, PAHs, and metals, and soil vapor at the project site is known to be impacted with VOCs. Impacted soil that is planned for export would be hauled off-site for disposal during proposed project construction, which would require special handling or disposal as a waste. Notably, the maintenance yard has not been assessed for hazardous materials contamination to date. With the known impacted soil, soil vapor, and groundwater at the project site and the unknown soil, soil vapor, and groundwater conditions in the existing maintenance yard, there is a potential for grading and construction workers to be exposed to contaminants (e.g., TPH, VOCs, PAHs, and metals) via dust and/or soil, air, and groundwater. Ground-disturbing activities during proposed project construction would result in a potentially significant hazard to the public (construction workers on-site) or the environment through exposure to contaminated soil, soil vapor, or groundwater. Therefore, construction impacts would be potentially significant.

A Revised CAP/SGMP was prepared for the project site in 2025 (CGI 2025a). The CAP/SGMP establishes protocols and procedures for on-site handling and management of impacted soils and groundwater, if encountered during proposed project construction activities, and includes a site-specific health and safety plan. However, the CAP/SGMP does not address potential contamination in the maintenance yard, and the exposure to such contamination may cause potentially significant impacts to the public or the environment. Santa Barbara County EHS, which regulates the project site under its Site Mitigation Unit program based on previously reported petroleum-impacted soil, would require a formal CAP for the proposed project. Once the CAP has been completed, Santa Barbara County EHS would review the CAP/SGMP to ensure it includes all historical and post-remediation assessment data.

Operation

The risk of hazardous materials creating a significant hazard to the public or the environment would primarily occur during construction of the proposed project as on-site contamination is disturbed. However, contamination may remain in place at the project site during operation. Given that soil vapor at the project site is known to be impacted with VOCs, which could migrate from contaminated soil into indoor air, there is a risk of public exposure to VOCs. Therefore, the proposed project would have a potentially significant operational impact involving the creation of a significant hazard to the public or the environment, and engineering controls, such as a vapor barrier, would be necessary.

Mitigation Measures

HAZ-3 Soil and Groundwater Management Plan Revision

Refer to Impact HAZ-2.

HAZ-4 Sub-slab Vapor Mitigation System

Refer to Impact HAZ-2.

HAZ-5 Groundwater Disposal

Refer to Impact HAZ-2.

HAZ-6 Oil Well Access

Refer to Impact HAZ-2.

HAZ-7 Regulatory Agency Notification and Oversight

Given the project site is listed as an open Santa Barbara County EHS Cleanup Program Site (EHS case #375) and a closed LUST Cleanup Site (EHS case #51238, Central Coast RWQCB case #213), the EHS case #375, EHS case #51238, and Central Coast RWQCB case #213 shall continue to be utilized for agency oversight of assessment and remediation of the project site.

The project applicant shall submit the following documents to the Santa Barbara County EHS project manager of the open Cleanup Program Site case, and the Santa Barbara County EHS and Central Coast RWQCB project managers of the closed LUST Cleanup Site case. The Santa Barbara County EHS project manager and Central Coast RWQCB project manager shall review and approve the following documents prior to issuance of Zoning Clearance for the grading permit at the project site:

- Current development plan (e.g., architectural drawings and project description) and any modifications to the development plan
- All environmental assessment documents completed for the project site, including the Environmental Impact Report for the Sandpiper Golf Course Renovation and New Clubhouse Project (this EIR)
- All future hazardous material reports completed for the project site

Upon submittal of the listed information, and in accordance with the regulatory agency's voluntary oversight agreement, the regulatory agency may require additional actions such as: development of subsurface investigation workplans; completion of additional soil, soil vapor, and/or groundwater subsurface investigations; installation of soil vapor or groundwater monitoring wells; soil excavation and off-site disposal; completion of human health risk assessments; and/or completion of remediation reports or case closure documents.

The project applicant shall retain a qualified environmental consultant (PG or PE) to conduct any required subsurface soil, soil vapor, groundwater investigations, or human health risk assessments in accordance with a sampling plan that shall be reviewed and approved by the regulatory agency. In the event the regulatory agency identifies the need for installation of soil vapor or groundwater monitoring wells to reduce potential hazards to the public or the environment, the project applicant shall identify soil vapor or groundwater monitoring wells on the final project plans for review and approval by the regulatory agency. In the event the regulatory agency identifies the need for soil excavation and off-site disposal to reduce potential hazards to the public or the environment, the City of Goleta's Planning and Environmental Review Director, or designee, shall review the final grading plans to ensure soil excavation and off-site disposal are included, and shall approve the final grading plans prior to issuance of Zoning Clearance for the grading permit. If required workplans, investigations, or other mitigation actions require regulatory agency remediation reports or case closure documents, the qualified environmental consultant shall submit these documents to the City

of Goleta's Planning and Environmental Review Director, or designee, for review and approval prior to issuance of Zoning Clearance for the grading permit. The project applicant shall also provide proof of Santa Barbara County EHS's and Central Coast RWQCB's approval of the current development plan, environmental assessment documents, hazardous material reports, and additional workplans, investigations, human health risk assessments, remediation reports, or case closure documents (as applicable) to the City of Goleta's Planning and Environmental Review Director prior to issuance of Zoning Clearance for the grading permit.

Plan Requirements and Timing. Prior to issuance of Zoning Clearance for the grading permit at the project site, the project applicant shall submit the abovementioned documents to the Santa Barbara County EHS project manager of the open Cleanup Program Site case, and the Santa Barbara County EHS and Central Coast RWQCB project managers of the closed LUST Cleanup Site case. Prior to issuance of Zoning Clearance for the grading permit, the project applicant shall also retain a qualified environmental consultant to conduct any required subsurface soil, soil vapor, groundwater investigations, or human health risk assessments in accordance with a sampling plan that shall be reviewed and approved by Santa Barbara County EHS or the Central Coast RWQCB.

Monitoring. If required workplans, investigations, or other mitigation actions require regulatory agency remediation reports or case closure documents, the qualified environmental consultant shall submit these documents to the City of Goleta's Planning and Environmental Review Director or designee for review and approval prior to issuance of Zoning Clearance for the grading permit.

Significance after Mitigation

Implementation of Mitigation Measures HAZ-3 through HAZ-7 prior to and during construction would reduce the proposed project's impact associated with creation of a significant hazard to the public or the environment to a less-than-significant level. Implementation of Mitigation Measures HAZ-4 and HAZ-7 would reduce potential impacts associated with vapor intrusion during project operation such that impacts involving the creation of a significant hazard to the public or the environment would be less than significant.

Threshold 5:	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Impact HAZ-5 The project site is located outside of the safety and noise contours for the Santa Barbara Airport. The proposed project would not result in a safety hazard or excessive noise related to airport operations for people residing or working in the project area. This impact would be Class III, *less than significant*.

The project site is also not located within the vicinity of a private airstrip. The airport nearest to the project site, the Santa Barbara Airport, is located approximately 2.4 miles east of the project site. The project site is located outside of the safety and noise contours established within the Santa Barbara Airport Land Use Plan (Santa Barbara County Association of Governments 2023). The project site is located within Review Area 2 of the Santa Barbara Airport's Airport Influence Area and the FAR Part 77 airspace surface. However, the maximum height of proposed development on the project site is anticipated to be 33 feet from grade; therefore, no proposed project components would exceed the 361 feet to 411 feet height restrictions established in FAR Part 77. Accordingly, the proposed project

would not result in a safety hazard or excessive noise related to airport operations for people residing or working in the project area. This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 6:	Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Impact HAZ-6 Implementation of a Construction Traffic Management Plan would reduce the potential for construction to result in substantial disruption to evacuation on Hollister Avenue during construction. Proposed project operation would not result in impairment or interference with emergency response or evacuation plans. This impact would be Class III, *less than significant.*

The City of Goleta, in cooperation with FEMA, the County of Santa Barbara, and State Offices of Emergency Services, is responsible for emergency preparedness and response. Components of emergency preparedness and response include identification of evacuation routes and secondary emergency accesses, as well as provision of information to the community regarding appropriate individual actions in the event of various types of emergencies.

The Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan identifies United States Route 101 and Hollister Avenue as evacuation routes (County of Santa Barbara 2023). Construction staging and parking would occur on the project site and therefore would not impair implementation of the Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan. The proposed improvements on Hollister Avenue would require encroachment into the right-of-way and temporary partial lane closures on Hollister Avenue, which could result in temporary disruptions to access on Hollister Avenue. However, in accordance with Chapter 12.02 of the City's Municipal Code, the project applicant would be required to maintain at least one safe crossing for vehicles and must implement measures to minimize disruption to existing traffic conditions. In addition, as described further in Section 4.14, *Transportation and Circulation*, the project applicant's construction contractor would be required to implement a Construction Traffic Management Plan during construction on Hollister Avenue. The Construction Traffic Management Plan would require implementation of traffic control measures and minimization of disruptions to critical access points at the project site for emergency service vehicles during construction on Hollister Avenue, which would be reviewed for potential safety concerns and approved by the Santa Barbara County Fire Department and the Santa Barbara County Sheriff's Office. With implementation of the Construction Traffic Management Plan, proposed construction on Hollister Avenue would not result in interference with emergency response or evacuation.

Proposed project operations at the golf course and Rio Grande Coffee Shop would not involve closures on Hollister Avenue. Operation of the proposed project would not introduce activities that could impede or interfere with the Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan or emergency evacuations on Hollister Avenue. Therefore, proposed project operation would not result in impaired implementation or physical interference with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 7:	Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Impact HAZ-7 The project site is within a fire hazard severity zone. However, the proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Construction and operational impacts would be Class III, *less than significant*.

The project site is located within an LRA. The southeastern portion of the project site is within a Moderate FHSZ, and the western half of the project site is within a Moderate, High, and Very High FHSZ, ranging in severity from the center of the project site (Moderate) to the western boundary (Very High) (California Department of Forestry and Fire Protection 2025). The northeastern and south central portions of the project site, totaling approximately 60 percent of the site, are not located within a FHSZ. Project components located within High or Very High FHSZs include the renovated clubhouse, golf course improvements south and west of the clubhouse, and improvements to Hollister Avenue north of the clubhouse. When compared to existing conditions, the project would not add new components or intensified development within a FHSZ. No construction would occur in Bell Canyon, which is the largest area of the project site within a Very High FHSZ zone.

During construction, there would be a temporary increase in human activity and potential ignition sources, including equipment that could create sparks, be a source of heat, or leak flammable materials on the project site. In accordance with California Public Resources Code (PRC) Section 4442, equipment including earth-moving and portable construction equipment with internal combustion engines would be equipped with spark arrestors to prevent the emission of flammable debris from exhaust, when operating on any forest-covered, brush-covered, or grass-covered land. In addition, PRC Sections 4427 and 4431 specify standards for conducting construction activities on days when a burning permit is required, and PRC Section 4428 requires construction contractors to maintain fire suppression equipment during the highest fire danger period (April 1 to December 1) when operating on or near any forest-covered, brush-covered, or grass-covered land. These measures are designed to prevent accidental ignition and facilitate rapid response in the event of a fire. Adherence to these regulatory requirements would minimize the risk of potential wildland fire during construction.

Proposed project design would be subject to the California Fire Code, which include safety measures to minimize the threat of fire, including ignition-resistant construction with exterior walls of noncombustible or ignition resistant material from the surface of the ground to the roof system and sealing any gaps around doors, windows, eaves and vents to prevent intrusion by flame or embers, automatic interior and exterior fire sprinklers, a robust water delivery system, fire apparatus access, and defensible space. Proposed project design would also be required to comply with Chapter 9, *Fire Protection Systems,* of the California Building Code, which includes specific standards related to exterior wildfire exposure, and CCR Title 14, which sets forth the minimum development standards for emergency access, fuel modification, setback, signage, and water supply, which help prevent loss of structures or life by reducing wildfire hazards. The project site would primarily consist of golf course turf, and the project would add native plants for landscaping purposes, both of which would have a low fire risk. Additionally, the proposed undergrounding of the power lines would reduce fire risk when compared to existing conditions. Furthermore, project operation would not introduce new activities that could substantially increase the risk of wildfires. With adherence to regulatory requirements, the proposed project's potential to expose people or structures to significant risk of loss, injury, or death involving wildland fires would be less than significant.

Refer to Section 4.17.4, *Wildfire*, within Section 4.17, *Effects Found Not to be Significant*, for further discussion related to wildfire impacts.

Mitigation Measures

No mitigation measures are required.

4.8.4 Cumulative Impacts

Generally, hazards and hazardous materials impacts associated with individual developments are site-specific in nature and must be addressed on a case-by-case basis. As such, the geographic scope for hazardous materials impacts is the project site and immediately surrounding parcels. Cumulative development includes foreseeable future projects from Table 3-1 in Section 3, *Environmental Setting*, within the geographic scope, including ground-level or subsurface infrastructure removal or improvements; vegetation thinning with Ellwood Mesa Open Space and Sperling Preserve, construction of City of Goleta Fire Station 10, and trail improvements. Since hazards and hazardous materials are required to be examined as part of the permit application and environmental review process, potential impacts associated with individual projects would be addressed prior to permit approval.

Cumulative projects proposed in the geographic scope would have the potential to expose future area residents, employees, and visitors to hazards by developing areas that may have previously been contaminated. The magnitude of hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual sites. If soil and/or groundwater contamination are found to be present on sites of planned and future development, these conditions would be required to comply with existing applicable local, State, and federal regulations. Hazard evaluations would be completed on a case-by-case basis for future development. Compliance with applicable regulations and implementation of appropriate mitigation measures, including remedial action on contaminated sites, would address impacts related to these hazards and hazardous materials associated with future development in the City. Cumulative impacts related to the creation of a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials; accidental release of hazardous materials; handling of hazardous materials within 0.25 mile of a school; or location of an existing hazardous material site would therefore be less than significant.

The geographic scope for cumulative safety hazards impacts is inclusive of projects within the Santa Barbara Municipal Airport Influence Area. Several cumulative projects listed within Table 3-1 in Section 3, *Environmental Setting*, are within the Santa Barbara Municipal Airport Influence Area, thereby potentially exposing persons to risk of airport safety hazards. However, these projects are subject to review of airport-related hazards during the environmental review process and by the FAA and ALUC, which would ensure that development does not impose an aviation-related hazard on structures or people. Therefore, cumulative airport safety impacts would be less than significant.

All cumulative projects would be required to adhere to the Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan, which includes comprehensive actions for emergency response and evacuation, ensuring that all projects within Santa Barbara County adhere to established protocols. Past, present, and reasonably foreseeable future projects, including the projects listed in Table 3-1, would not impair implementation of or physically interfere with evacuation plans, as projects would be required to maintain clear access routes and ensure that construction activities do not obstruct evacuation routes. Therefore, cumulative impacts related to emergency response would be less than significant.

Cumulative projects would involve construction over various periods of time and would therefore have the potential to cause wildfires through equipment that could create sparks, be a source of heat, or leak flammable materials on cumulative projects' sites. However, cumulative projects would be required to comply with applicable regulations, such as the California Public Resources Code, which would reduce the risk of wildfire. Therefore, cumulative impacts related to wildfire would be less than significant.

4.9 Hydrology and Water Quality

This section analyzes the proposed project's potential impacts to hydrology and water quality, including the potential to impair water quality, decrease groundwater supplies or interfere with groundwater recharge, alter existing drainage patterns, risk pollutant release during inundation, and obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts are assessed relative to the environmental baseline, which consists of the current use of the site as the Sandpiper Golf Course. This section is based, in part, on the *Site-Specific Hazards Study and Preliminary Foundation Investigation* (Appendix F-1), the *Preliminary Geotechnical Investigation for Proposed Club House* (Appendix F-2), the *Preliminary Geotechnical Investigation for Proposed Comfort Station* (Appendix F-3), the *Preliminary Drainage Study* (Appendix G-1), the *Preliminary Stormwater Control Plan* (Appendix G-2), the *Updated Water Quality Analysis* (Appendix G-3), the *Non-Production Agriculture Monthly Pesticide Use Reports and Hazardous Materials Inventory* (Appendix G-4), and the *Site-Specific Coastal Hazards Analysis Technical Memorandum* (Appendix J).

4.9.1 Environmental Setting

a. Project Site Setting

Watersheds and Surface Waters

The project site is located within the Jalama Creek-Frontal Santa Barbara Channel watershed which covers approximately 42.8 square miles in southern Santa Barbara County (California Department of Transportation 2025). For regulatory purposes, the Central Coast Regional Water Quality Control Board (RWQCB) uses the watershed classification system developed by the Department of Water Resources (DWR), which divides watersheds into Hydrologic Units that are divided into Hydrologic Areas and Hydrologic Sub-Areas. As designated by the Central Coast RWQCB, the project site is located within the South Coast Hydrology Unit. The project site is located in two Hydrologic Sub-Areas: the portion of the project site east of the golf course pond and clubhouse is located in the Goleta Hydrologic Sub-Area while the western portion of the project site is located in an undefined Hydrologic Sub-Area (Central Coast RWQCB 2025).

Two creeks flow through the project site: Bell Canyon Creek, 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 the Santa Barbara Shores open space. The State Water Resources Control Board (SWRCB) has listed Bell Canyon Creek as impaired by a variety of pollutants, including selenium, nitrate, *Escherichia coli* (E. coli), and toxicity. SWRCB lists Devereaux Creek as impaired by dissolved oxygen and turbidity (SWRCB 2025a).[1]

Hydrology and Drainage

Under existing conditions, the project site slopes moderately toward Bell Canyon Creek and Devereaux Creek and is primarily drained by surface flow for eventual discharge to the Pacific Ocean. The project site also contains several unnamed drainages, which have formed on-site and outlet to

[1] The United States Environmental Protection Agency (USEPA) partially approved the SWRCB's 2024 list of impaired waterbodies on December 12, 2024. Outstanding issues raised by USEPA do not have to do with specific listings in the Central Coast region (SWRCB 2025b).

either the Pacific Ocean or Devereaux Creek. Under existing conditions, the clubhouse parking lot drains to a storm drain system in Hollister Avenue, which outlets to Bell Canyon Creek; however, most of the project site naturally filters stormwater prior to discharge to waterways due to substantial existing on-site landscaping and the general lack of impervious surfaces.

Project site soils are primarily classified within Hydrologic Soil Group D[2] (United States Department of Agriculture-Natural Resources Conservation Service 2009). In addition, soils classified within Hydrologic Soil Group B[3] are located along Bell Canyon, and soils classified within Hydrologic Soil Group C[4] are located at the southeast corner of the project site (Appendix G-1). As described in Section 4.6, *Geology and Soils*, project site soils have a range of low to moderate soil erosion potential.

Groundwater

A majority of the project site overlies the Goleta Groundwater Basin (Basin), excluding the southeastern portion of the project site and the portion of the project site west of the golf course pond and clubhouse, which do not overlie a designated groundwater basin (Goleta Water District [GWD] 2023). The Basin is a 14.4 square mile groundwater basin that underlies the Goleta Valley. The Basin is bounded to the west by the topographic divide east of Ellwood Canyon and to the southeast by the Modoc Fault. Sedimentary rocks underlie and bound the basin to the north and northeast and are uplifted along the More Ranch Fault on the southern boundary. The total storage capacity of the Basin is estimated at 200,000 acre-feet. The Basin contains three subbasins: West, Central, and North. The majority of the project site overlies the West subbasin. The West subbasin boundary historically mapped by GWD differs from the mapping prepared by DWR along the northern, western, and southern reaches. Generally, the West subbasin is bounded by the Santa Barbara Airport to the east, the foothills to the north, Bell Canyon to the west, and the More Ranch Fault to the south (GWD 2023). Natural recharge of the Basin occurs from infiltration of precipitation, seepage from streams, and subsurface inflow from consolidated rocks (DWR 2004; GWD 2023).

As a result of a long period of dry years from the 1940s to the 1970s and population growth, water supplies in the Basin were considered short of demand by the 1970s. In 1973 a group of landowners filed a lawsuit for the adjudication of water rights in the Basin. The North and Central subbasins were adjudicated through a Santa Barbara Superior Court case [*Wright v. Goleta Water Dist.* (1985) 174 Cal. App.3d74]. The Court's decision was finalized in 1989 and is known as the Wright Judgement. The Goleta Water District manages adjudicated water rights for Goleta, as directed by the Wright Judgement. Pursuant to the Wright Judgement, GWD has the right to pump up to 2,000 acre-feet per year from the Basin in addition to the right to surplus waters, injected water, return flows, and rights transferred from private pumpers. The West subbasin is partially adjudicated but considered separate from the adjudicated North and Central subbasins in the Wright Judgement, and GWD does not pump any groundwater from the West subbasin (GWD 2021; GWD 2023).

Groundwater elevations in the West subbasin were near the surface from the 1990s through approximately 2013. Groundwater levels declined slightly from 2013 to 2016 and have remained stable approximately 10 feet below ground surface since that time (GWD 2023). Subsurface investigations were conducted for soils up to 6 feet in depth at the comfort station, up to 50 feet in depth at the clubhouse, and up to 34.5 feet in depth at the Barnsdall Rio Grande Gas Station.

[2] Soils within Hydrologic Soil Group D have high runoff potential when wet and typically contain greater than 40 percent clay.
[3] Soils within Hydrologic Soil Group B have a moderately low runoff potential when wet and typically contain between 10 to 20 percent clay.
[4] Soils within Hydrologic Soil Group C have a moderately high runoff potential when wet and contain between 20 to 40 percent clay.

Subsurface investigations did not encounter groundwater underlying the existing clubhouse, Barnsdall Rio Grande Gas Station, or comfort station (Appendix F-1, Appendix F-2, and Appendix F-3).

Total dissolved solids (TDS) levels in the Basin have exceeded 1,000 milligrams per liter, the secondary maximum contaminate level[5] for TDS in drinking water in the last ten years. High levels of TDS produce hard water, water with high levels of calcium and magnesium, which can leave mineral deposits on fixtures, but is not a health hazard. The Basin has also experienced an excess of sulfate and has iron and manganese concentrations above secondary maximum contaminant level standards. Excessive sulfate may cause a bitter or astringent taste in water and can have laxative effects. High levels of iron and manganese may cause staining and may impart a strong metallic taste to the water (GWD 2023).

Flooding and Inundation

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps 06083C1341H and 06083C1342H, the majority of the project site, including all developed areas, is located within Zone X, defined as an area of minimal flood hazard. The project site contains Zone AE flood zones and regulatory floodways along Bell Canyon Creek 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. 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 (Appendix G-1). Figure 4.9-1 shows the flood hazard areas at the project site.

Tsunamis and seiches are two types of water waves that are generated by earthquake events. Tsunamis are broad-wavelength ocean waves and seiches are standing waves within confined bodies of water, typically reservoirs. The project site's southern boundary is adjacent to the coastline. According to the California Geological Survey's Tsunami Hazard Area Map, the project site is largely located outside of a tsunami hazard area, due to the presence of the bluffs along the coastline which provide protection against waves. However, the western portion of the project site containing a putting green and the Bell Canyon open space area is designated as a Tsunami Hazard Area due to a lack of bluff protection at Bell Canyon Creek (California Geological Survey 2025). Figure 4.9-2 shows the Tsunami Hazard Area designations at the project site. Due to the absence of a large body of water, such as a reservoir, in proximity to the project site, the project site is not subject to inundation from seiche. In addition, the project site is not within inundation areas of the Dos Pueblos Dam or Lake Los Carneros Dam, located approximately 2.8 miles northwest and 3.0 miles northeast of the project site, respectively (DWR 2025b).

[5] Secondary maximum contaminant levels are established as guidelines to assist public water systems in managing drinking water for aesthetic considerations, such as taste, color and odor. Contaminants are not considered to present a risk to human health at the secondary maximum contaminant level for a particular compound.

Figure 4.9-1 Food Hazard Zones at the Project Site[6]



[6] The Zone X labeled in Figure 4.9-1 represents the areas with 0.2 percent annual chance of flood hazard, which is designated by FEMA as a moderate flood risk area. All unlabeled areas of the map are within the portion of Zone X designated as an area of minimal flood hazard.

Figure 4.9-2 Tsunami Hazard Areas at the Project Site



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Additional data provided by CA Department of Conservation, 2025.

24-15959 EPS
Figure X Tsunami Hazard Area

Sea Level Rise

As a result of the Supreme Court decision regarding the assessment of the environment's impacts on projects (*California Building Industry Association [CBIA] v. Bay Area Air Quality Management District [BAAQMD]*, 62 Cal. 4th 369 [No. S 213478] issued December 17, 2015), it is not considered the purview of the CEQA process to evaluate the impact of environmental conditions on a proposed project. CEQA is concerned with analyzing, disclosing, and minimizing through mitigation the potential environmental impacts caused by a proposed project, but does not mandate the analysis of the potential for existing or future environmental conditions to result in impacts on a proposed project. Sea level rise is an environmental condition; therefore, this discussion of sea level rise is provided solely for informational purposes.

Sea level rise is an increase in the level of the ocean due to the effects of global warming. Sea levels in California are expected to rise in the coming decades as a result of global greenhouse gas emissions. Large portions of the California coast are susceptible to coastal erosion. The project site's shoreline is exposed to a variety of hazards including coastal flooding, shoreline and bluff erosion, groundwater emergence, and tsunamis and is vulnerable to future flooding from sea level rise, coastal erosion, and bluff retreat (Appendix J).

4.9.2 Regulatory Setting

a. Federal Regulations

Clean Water Act

The Federal Water Pollution Prevention and Control Act was enacted in 1948 to ensure that discharges do not substantially degrade the physical, chemical, or biological integrity of the Nation's waters. In 1972, the Federal Water Pollution Control Act was amended (and at that time became known as the Clean Water Act [CWA]) to prohibit discharge of pollutants to waters of the United States from any point source unless it is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. Specifically, Section 402 of the CWA established NPDES regulations for stormwater and other pollutant discharges.

Congress amended CWA in 1987 to require the implementation of a two-phased program to address stormwater discharges. Phase I, promulgated by the United States Environmental Protection Agency (USEPA) in November 1990, requires NPDES permits for stormwater discharges from municipal separate storm sewer systems (MS4)[7] serving populations of 100,000 or greater, construction sites disturbing greater than five acres of land, and ten categories of industrial activities.

USEPA recognized that smaller construction projects (disturbing less than five acres) and small MS4s (serving populations smaller than 100,000) were also contributing substantially to pollutant discharges nationwide. Therefore, to further improve stormwater quality, USEPA promulgated the NPDES Phase II program (*Federal Register* Vol. 64, No. 235, December 8, 1999). The Phase II regulations became effective on February 7, 2000 and require NPDES permits for stormwater discharges from regulated small MS4s and for construction sites disturbing between one and five acres of land. USEPA designates Goleta as a regulated small MS4.

[7] An MS4 is a conveyance or system of conveyances designed or used to collect or convey stormwater (e.g., storm drains, pipes, ditches) that are owned by a state, city, town, or other public entity and discharge to the waters of the United States.

In addition, Sections 401 and 404 of the Clean Water Act establish regulations for the discharge of dredged or fill material into waters of the United States and water quality impacts associated with these discharges.

When designated beneficial uses of a particular water body are being compromised by water quality, Section 303(d) of the CWA requires identifying and listing that water body as impaired. Once a water body has been deemed impaired, a Total Maximum Daily Load must be developed for each impairing water quality constituent. A Total Maximum Daily Load is an estimate of the total load of pollutants from point, nonpoint, and natural sources that a water body may receive without exceeding applicable water quality standards (often with a "factor of safety" included, which limits the total load of pollutants to a level well below that which could cause the standard to be exceeded). Once established, the Total Maximum Daily Load is allocated among current and future dischargers into the water body.

National Flood Insurance Program

Congress acted to reduce the costs of disaster relief by passing the National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973. The intent of these acts was to reduce the need for large, publicly funded flood control structures and disaster relief efforts by restricting development in floodplains. FEMA administers the National Flood Insurance Program to provide subsidized flood insurance to communities that comply with FEMA regulations limiting development in a floodplain. FEMA issues Flood Insurance Rate Maps of communities participating in the National Flood Insurance Program. These maps delineate flood hazard zones in the community.

b. State Regulations

Porter-Cologne Water Quality Control Act of 1970

The federal CWA places the primary responsibility for the control of water pollution and planning the development and use of water resources with the states, although it does establish certain guidelines for the states to follow in developing their programs. California's primary statute governing water quality and water pollution is the Porter-Cologne Water Quality Control Act of 1970 (Porter-Cologne Act). The Porter-Cologne Act grants SWRCB and the nine RWQCBs broad powers to protect water quality and is the primary vehicle for the implementation of California's responsibility under the federal CWA. The Porter-Cologne Act grants SWRCB and RWQCBs the authority and responsibility to adopt plans and policies, to regulate discharges to surface water and groundwater, to regulate waste disposal sites, and to require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, oil, or petroleum product. Each RWQCB must formulate and adopt a water quality control plan for its region. The regional plans are to conform to the policies set forth in the Porter-Cologne Act and established by SWRCB in its state water policy. The Porter-Cologne Act also provides that an RWQCB may include in its region a regional plan with water discharge prohibitions applicable to particular conditions, areas, or types of waste. The project site is within the jurisdictional boundaries of the Central Coast RWQCB.

Phase II Municipal Stormwater Permit

The Municipal Stormwater Permitting Program regulates stormwater discharges from MS4s. The NPDES MS4 permits in California are issued in two phases by SWRCB and RWQCBs. Phase I MS4 permits are issued by the RWQCBs to medium (i.e., serving between 100,000 and 250,000 people)

and large (i.e., serving more than 250,000 people) municipalities. Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. The Phase II MS4 Permit is issued by SWRCB and is applicable to smaller municipalities (i.e., populations of less than 100,000 people) and nontraditional small MS4s (e.g., military bases, public campuses, and prison and hospital complexes). The Phase II MS4 Permit (Waste Discharge Requirements [WDRs] for Stormwater Discharges from Small Municipal Separate Storm Sewer Systems [MS4s] General Permit], Order No. 2013-0001-DWQ, NPDES No. CAS000004) became effective on July 1, 2013 and covers Phase II permittees statewide, including the County of Santa Barbara and City of Goleta. The Phase I and Phase II MS4 Permits require the permittees to develop a stormwater management program and individual dischargers to develop and implement Stormwater Quality Management Plans (SWQMP).

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act (SGMA) of 2014 is a comprehensive three-bill package that the governor of California signed into California State law in September 2014. SGMA provides a framework for sustainable management of groundwater supplies by local authorities, with a limited role for State intervention if necessary to protect the resource. The plan is intended to ensure a reliable groundwater supply for California for years to come. SGMA requires governments and water agencies of high- and medium-priority basins to halt overdrafts of groundwater basins. SGMA also requires the formation of local groundwater sustainability agencies that are required to adopt Groundwater Sustainability Plans to manage the sustainability of the groundwater basins. DWR has designated the Basin as a very-low priority and therefore no Groundwater Sustainability Plan is required for the Basin (DWR 2025a). SGMA is not applicable to adjudicated basin; therefore, GWD continues to administer its duties in accordance with the Wright Judgment adjudication (GWD 2021).

Construction Stormwater General Permit

The General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities, Order No. 2022-0057-DWQ, NPDES No. CAS000002 (Construction Stormwater General Permit), adopted by SWRCB, regulates construction activity that includes clearing, grading, and excavation resulting in soil disturbance of at least one acre of total land area. The Construction Stormwater General Permit authorizes the discharge of stormwater to surface waters from construction activities. The Construction Stormwater General Permit requires that all developers of land where construction activities will occur over more than one acre do the following:

- Complete a Risk Assessment to determine pollution prevention requirements pursuant to the three risk levels established in the Construction Stormwater General Permit;
- Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States;
- Develop and implement a Stormwater Pollution Prevention Plan (SWPPP) that specifies Best Management Practices (BMPs) that will reduce pollution in stormwater discharges to the Best Available Technology/ Economically Achievable/Best Conventional Pollutant Control Technology standards;
- Perform inspections and maintenance of all BMPs; and
- Conduct stormwater sampling, if required based on risk level.

To obtain coverage in accordance with the Construction Stormwater General Permit, a project applicant must electronically file all permit registration documents with SWRCB prior to the start of construction. Permit registration documents must include:

- Notice of Intent, including Risk Level determination;
- Site Drawings and Maps;
- SWPPP;
- Applicable plans, calculations, and other supporting documentation for compliance with existing permitted Phase I or Phase II municipal separate storm sewer system post-construction requirements or the post-construction standards of the Construction Stormwater General Permit;
- Annual fee per the current 23 California Code of Regulations Chapter 9 fee schedule for NPDES stormwater permits; and
- All applicable additional Permit Registration Document information.

Typical BMPs contained in SWPPPs are designed to minimize erosion during construction, stabilize construction areas, control sediment, and control pollutants from construction materials.

c. Local Regulations

Low Threat Discharge Permit

The Central Coast RWQCB has a general permit for discharges that pose a low threat to water quality (*Waste Discharge Requirements National Pollutant Discharge Elimination System General Permit for Discharges with Limited Threat to Water Quality* [Low Threat Discharge Permit]; Order No. R3-2022-0035, NPDES No. CAG99304). The permit's provisions cover discharges that contain minimal amounts of pollutants and pose little or no threat to water quality and the environment, including discharges of highly treated groundwater generated during aquifer pumping tests, dual-phase extraction or other remedial pilot tests, excavation dewatering, and pumping to contain groundwater plumes.

Water Quality Control Plan

The Central Coast RWQCB has adopted a Water Quality Control Plan for the Central Coast Basin (Basin Plan) for their region of responsibility that delineates water resource area boundaries based on hydrological features. For the purposes of achieving and maintaining water quality protection, specific beneficial uses have been identified for each of the surface waters and groundwater management zones described in the Basin Plan. Once beneficial uses are designated, appropriate water quality objectives are established, and programs that maintain or enhance water quality are implemented to ensure the protection of beneficial uses.

The Basin Plan also established implementation programs to achieve water quality objectives to protect beneficial uses and require monitoring to evaluate the effectiveness of the programs. These objectives must comply with the State antidegradation policy (SWRCB Resolution No. 68-16), which is designed to maintain high-quality waters while allowing some flexibility if beneficial uses are not unreasonably affected.

Groundwater Management Plan Goleta Groundwater Basin

GWD's *Groundwater Management Plan Goleta Groundwater Basin* (2022) serves as the guiding document for GWD to manage groundwater in accordance with the Wright Judgement (GWD 2023). This plan describes the physical and legal context of groundwater management in the Basin, addresses groundwater quantity and quality issues, reviews and updates previously adopted Basin Management Objectives, and describes current and recommended future strategies. GWD utilizes this plan to maintain sustainable groundwater levels in the Basin.

Post-Construction Stormwater Management Requirements

The Central Coast RWQCB adopted the Post-Construction Stormwater Management Requirements for *Development Projects in the Central Coast Region* (Post-Construction Requirements; Resolution R3- 2013-0032) in July 2013, which outlines runoff reduction and treatment requirements. Specifically, Resolution R3-2013-0032 outlines post-construction requirements (PCR) for development projects in the Central Coast Region. The PCRs mandate that development projects use Low Impact Development (LID) BMPs to detain, retain, and treat runoff. LID BMPs incorporate and conserve on-site natural features, together with constructed hydrologic controls to more closely mimic pre-development hydrology and watershed processes. To assist project applicants in meeting the requirements of Resolution R3-2013-0032, the City has adopted the County of Santa Barbara's *Stormwater Technical Guide for Low Impact Development* which is designed to ensure City compliance with postconstruction requirements, facilitate review of applications, and promote integrated LID design. The guide interprets, clarifies, and adds to the post-construction requirements (County of Santa Barbara 2017).

City of Goleta General Plan/Coastal Land Use Plan

The City of Goleta's General Plan/Coastal Land Use Plan Safety Element contains policies which assist the City to minimize flood damage to structures and people. Policies relevant to the proposed project include (City of Goleta 2006):

- **SE 6.1: Map of Flood Hazard Areas.** The City shall use the most recent edition of the federal Flood Insurance Rate Maps (FIRM maps) in evaluating applications for new or expanded development on properties subject to flood hazards. All applications for new or expanded development shall be required to show, where applicable, the floodway, 100-year floodplain, and the 500-year floodplain on the site plan showing the proposed development. The map in Figure 5-2 is a facsimile rather than the official flood hazard map and is intended only to be illustrative of possible flood hazard areas.
- **SE 6.2: Areas Subject to Local Urban Flooding.** In addition to flood hazard areas shown on the FIRM maps, the City may require applications for new or expanded development in areas with known persistent local urban flooding to include measures that lessen the urban flooding hazard and/or that mitigate its effects on the proposed development. This requirement shall apply to flooding on any street or roadway that provides access to the proposed development.
- **SE 6.4: Avoidance of Flood Hazard Areas.** The City shall discourage any new intensive development in any flood hazard area. Similarly, the City shall require appropriate flood mitigation for intensification of existing development in any floodprone area. The City shall not approve development within areas designated as the 100-year floodplain that would obstruct flood flow (such as construction in the designated floodway), displace floodwaters onto other property, or be subject to flood damage. The City shall not allow development that will create or worsen drainage problems.
- **SE 6.6: Enforcement of a Watercourse Setback Ordinance.** A minimum 50-foot setback shall be required from streambanks and flood control channels for all new development (see related CE 2.2). For projects that would be rendered infeasible by the application of such minimum setbacks, the project applicant shall provide a site-specific engineering study with recommended mitigation measures to allow for a reduced setback that would not expose development to unacceptable risk. Furthermore, in these cases, the City shall consult with the Santa Barbara County Flood Control District to determine whether the proposed lesser setback would be appropriate, in that it would allow access for flood control maintenance and enable proper operation of the channels.

The City shall maintain and enforce the policies and standards within a Water Course Setback Ordinance.

City of Goleta Municipal Code

Chapter 13.03 of the City's Municipal Code regulates discharges into the City's sewer system. Section 13.03.050(K) prohibits any stormwater, surface water, groundwater, roof runoff, subsurface drainage, or uncontaminated process water from being discharged into the City's sewer system.

Chapter 13.04 of the City's Municipal Code requires all new development and redevelopment projects to comply with the post-construction stormwater management requirements contained in the County's *Stormwater Technical Guide for Low Impact Development*. In addition, this chapter states that persons conducting industrial or construction activities that result in discharges subject to an NPDES permit may be required to provide proof of compliance to the Director of the City's Public Works Department, subject to the Director's discretion.

Development in Goleta must regulate stormwater flows during grading in accordance with Chapter 15.09, *Grading, Erosion, and Sediment Control*, of the City's Municipal Code. The requirements of Chapter 15.09 are applicable to all lands within Goleta. Pursuant to 15.09.290, an applicant must submit an erosion and sediment control plan in order to obtain grading permits which must incorporate applicable City-approved BMPs to reduce erosion. If an individual development requires preparation of an SWPPP the City may accept the SWPPP if it contains the City's required elements of an erosion and sediment control plan. Pursuant to Section 15.09.290 of the Municipal Code, the erosion and sediment control plan shall contain the following:

- A delineation and brief description of the proposed practices to retain sediment on the site, including sediment basins and silt traps, and a schedule for their maintenance;
- The location and a brief description of the surface runoff and erosion control practices to be implemented, including types and methods of applying mulches, hydro seeding, or other slope stabilization methods; construction material and waste management practices to be used, including temporary borrow and waste disposal areas, temporary debris and garbage disposal, and chemical/fuel storage areas;
- A brief description of the vegetative practices to be used, including toes of seeds and fertilizer and their application rates, dates of seeding and a schedule for maintenance and upkeep, including irrigation;
- A brief description of reasonable precautionary measures to ensure that vehicles do not track or spill earth materials into public streets and actions necessary to remove such materials if the materials are spilled or tracked; and
- Drainage, erosion and sediment control plans shall include best management practices for control of pollutants from onsite stormwater discharges and nonstormwater discharges, such as discarded building materials, litter, sanitary waste, and the washout of excess construction materials, including, but not limited to, drywall, grout, gypsum, plaster, mortar and concrete. Water contaminated with washout pollutants shall be collected and controlled and shall be removed from the site.

Furthermore, an erosion and sediment control plan is required to specify which erosion control measures necessary to control runoff shall be in place during the rainy season (November 1st through April 15th) and which measures shall be in place year-round. At a minimum, during the rainy season no grading shall occur unless approved erosion and sediment control measures are implemented.

Erosion and sediment control measures shall be in place prior to any grading on hillsides, sloping or mountainous terrain. Measures for non-stormwater construction site discharge control shall be implemented year-round. Pursuant to Section 15.09.310, the Director of the Planning and Environmental Services Department or authorized representative may implement a stop work order where there is reason to believe the requirements of Chapter 15.09 are not being upheld.

Section 15.10.210(a) of the City's Municipal Code prohibits construction within floodways unless a registered professional engineer certifies that construction shall not result in any increase in flood levels during the occurrence of the base flood discharged. Section 15.10.210(b) of the City's Municipal Code requires construction in a floodway to comply with applicable flood hazard reduction provisions within Chapter 15.10, including the use of material resistant to flood damage.

4.9.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

The proposed project's impacts related to hydrology and water quality are evaluated based on the proposed project's adherence to local, state, and federal regulations; the proposed project's design, demolition and grading activities, and operational activities; changes in pre- and post-stormwater flows; flood control requirements; and proposed BMPs for control of surface runoff and reduction of pollutants in stormwater runoff. Additionally, a discussion of sea level rise is provided for informational purposes only.

Significance Thresholds

As described in more detail in Section 4, *Environmental Impact Analysis*, the following thresholds are based on the County's 2024 *Environmental Thresholds and Guidelines Manual* and Appendix G of the *CEQA Guidelines*. *CEQA Guidelines* Appendix G provides the following significance thresholds to determine if a project would have a potentially significant impact on hydrology and water quality. Would the project:

1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;
2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
    i. Result in a substantial erosion or siltation on- or off-site;
    ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
    iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
    iv. impede or redirect flood flows;
4. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or

5. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

In addition, the County of Santa Barbara's 2024 *Environmental Thresholds and Guidelines Manual* provides the following significance thresholds. A significant water quality impact is presumed to occur if a project:

1. Is located within an urbanized area of the County and the project construction or redevelopment individually or as a part of a larger common plan of development or sale would disturb one (1) or more acres of land;
2. Increases the amount of impervious surfaces on a site by 25 percent or more;
3. Results in channelization or relocation of a natural drainage channel;
4. Results in removal or reduction of riparian vegetation or other vegetation (excluding non-native vegetation removed for restoration projects) from the buffer zone of any streams, creeks or wetlands;
5. Is an industrial facility that falls under one or more of categories of industrial activity regulated under the NPDES Phase I industrial stormwater regulations (facilities with effluent limitation; manufacturing; mineral, metal, oil and gas, hazardous waste, treatment or disposal facilities; landfills; recycling facilities; steam electric plants; transportation facilities; treatment works; and light industrial activity);
6. Discharges pollutants that exceed the water quality standards set forth in the applicable NPDES permit, the Regional Water Quality Control Board's (RWQCB) Basin Plan or otherwise impairs the beneficial uses of a receiving waterbody;
7. Results in a discharge of pollutants into an "impaired" waterbody that has been designated as such by the State Water Resources Control Board or the RWQCB under Section 303 (d) of the Federal Water Pollution Prevention and Control Act (i.e., the Clean Water Act); or
8. Results in a discharge of pollutants of concern to a receiving waterbody, as identified by the RWQCB.

As required by the County of Santa Barbara's 2024 *Environmental Thresholds Guidelines Manual*, all projects determined to have a potentially significant stormwater quality impacts must prepare and implement a SWQMP to reduce the impact. The SWQMP must include the following:

1. Identification of potential pollutant sources that may affect the quality of the discharges to stormwater;
2. The proposed design and placement of structural and non-structural BMPs to address identified pollutants;
3. A proposed inspection and maintenance program; and
4. A method of ensuring maintenance of all BMPs over the life of the project.

Per the Environmental Thresholds and Guidelines Manual, implementation of BMPs identified in the SWQMP generally will be considered to reduce impacts to stormwater quality to a less than significant level. The *Preliminary Stormwater Control Plan* (Appendix G-2) prepared for the proposed project serves as the required SWQMP.

b. Project Impacts and Mitigation Measures

Threshold 1:	Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Impact HYD-1 Construction of the proposed project could degrade water quality through discharge of hazardous materials, contaminated groundwater, or during work within Devereaux Creek. This impact would be Class II, *less than significant with mitigation incorporated*. Project operation would comply with Central Coast Regional Water Quality Control Board requirements, City Municipal Code requirements, and County requirements, and operational impacts would be Class III, *less than significant*.

Construction

The proposed project would involve the demolition of the existing clubhouse, portions of the existing maintenance facility, and comfort station. As discussed in Section 4.8, *Hazards and Hazardous Materials*, the existing clubhouse and comfort station were constructed in 1971 and have the potential to contain asbestos and lead-based paint. Demolition activities have the potential to release these pollutants into on-site soils, where they could then be transported off-site in stormwater runoff during storm events. SWRCB's Construction Stormwater General Permit includes requirements for projects to address demolition-related pollutants. In compliance with these requirements, the SWPPP would specify BMPs to control the discharge of pollutants associated with demolition, including asbestos and lead. In addition, demolition activities would be required to be scheduled when there is a low probability of precipitation. In addition, as described in Section 4.8, *Hazards and Hazardous Materials*, demolition and construction activities would be required to adhere to the Santa Barbara County Air Pollution Control District regulations regarding asbestos and California Department of Public Health regulations regarding lead-based paint materials. However, as described in Section 4.8, *Hazards and Hazardous Materials*, the release of lead-based materials or asbestos is possible if improperly handled, which could result in pollutant discharge during demolition and exacerbate the existing toxicity impairment in Bell Canyon Creek. Therefore, this impact would be potentially significant, and mitigation is required.

As described in Section 4.9.1, *Environmental Setting*, subsurface investigations were conducted for soils up to the anticipated depths of construction for the comfort station, the clubhouse, and the Barnsdall Rio Grande Gas Station. Subsurface investigations did not encounter groundwater underlying the existing clubhouse, Barnsdall Rio Grande Gas Station, or comfort station (Appendix F-1, Appendix F-2, and Appendix F-3). Although subsurface investigations did not encounter groundwater, water table levels can fluctuate and seasonal perched groundwater[8] can exist subsurface. If groundwater or seasonal perched groundwater is encountered during excavation activities, temporary groundwater dewatering during construction may be required. Depending on the quality of the water, groundwater could be discharged into Devereaux Creek or Bell Canyon Creek. Groundwater dewatering would be conducted in accordance with Central Coast RWQCB regulations which require testing and treatment, as necessary, of groundwater prior to its release into surface waters to prevent exceedances of effluent limitations and discharge flow rates. However, as described in Section 4.8, *Hazards and Hazardous Materials*, the potential exists that dewatered groundwater could be contaminated with pollutants such as gasoline, diesel, and motor oil from past oil extraction activities on the project site The extraction of contaminated groundwater could result in an accidental

[8] Perched groundwater is unconfined groundwater separated from an underlying body of groundwater by an unsaturated zone. It occurs when subsurface water percolating downward is held by low-permeability material such as high clay concentrations.

release of hazardous materials into Devereaux Creek or Bell Canyon Creek. The environmental effects of potential contaminated groundwater release would not be adequately minimized through Central Coast RWQCB regulations alone. Therefore, groundwater dewatering would have the potential to substantially degrade surface water quality. This impact would be potentially significant, and mitigation would be required.

E. coli is primarily a result of bacteria loads in water, and construction would not introduce substantial wastes (i.e., wastewater, pet wastes, wildlife wastes) or introduce livestock or other animals which could substantially increase E. coli concentrations in Bell Canyon Creek. In addition, on-site portable toilets would be provided for construction workers, which would also limit the potential for release of E. coli. Therefore, construction would not have the potential to introduce E. coli into Bell Canyon Creek.

Construction activities would require approximately 86,500 cubic yards of soil cut and 56,000 cubic yards of soil fill, with the remaining 30,500 cubic yards used at graded areas of the project site which would occur across the 193-acre project site. Selenium is a naturally occurring element; however, soils on the project site contain minimal amounts of selenium and construction activities would not contribute to the existing selenium impairment in Bell Canyon Creek (Appendix I-2). Grading operations would increase the potential for erosion and sedimentation and the release of nitrates within the soil. If grading activities occur during the rainy season, or in the event of heavy storms, soils from the site could be entrained, eroded, and transported to Devereaux Creek or Bell Canyon Creek. Construction could correspondingly contribute to existing impairments by reducing dissolved oxygen and increase turbidity in Devereaux Creek or increase nitrate levels in Bell Canyon Creek. In addition, chemicals, liquid products, petroleum products, and concrete-related waste may be spilled or leaked and have the potential to be transported off-site via stormwater runoff.

Construction projects of one or more acres are subject to the requirements of the Construction Stormwater General Permit, which requires preparation and implementation of a SWPPP to control the discharges of pollutants, including sediment, into local surface water drainages. The SWPPP would specify the storm water monitoring and construction BMPs required to be implemented to minimize water quality degradation. Construction BMPs would include, but are not limited to, erosion and sediment control BMPs designed to minimize erosion and retain sediment on-site, and good housekeeping BMPs to reduce the risk of spills, leaks, and off-site discharge of construction debris and waste.

In addition to NPDES permit requirements, construction activities would be subject to the requirements of Chapter 15.09 of the City's Municipal Code which requires preparation of an erosion and sediment control plan in order to obtain a grading permit. As discussed above, the City accepts a SWPPP in lieu of an erosion control and sediment plan, if the SWPPP contains the requirements of the City's required elements of an erosion and sediment control plan. As stated in Municipal Code Section 15.09.110, the City's Planning and Environmental Review Director or designee would review the SWPPP as part of the grading permit application to ensure the City's required elements of an erosion and sediment control plan are implemented within the SWPPP. Accordingly, the SWPPP prepared for the proposed project would include information on proposed BMPs that would be used during construction to retain sediment on-site, minimize surface runoff and erosion, utilize vegetation for erosion control, and control pollution from on-site stormwater discharges, as well as a summary of precautionary measures to be taken to ensure vehicle use does not result in erosion. These requirements would minimize the potential for pollutants such as nitrates and toxicity from entering Bell Canyon Creek and contributing to the existing impairments.

Construction of the proposed project includes a new golf cart path bridge crossing Devereaux Creek, maintenance of an existing bridge crossing Devereaux Creek, and the removal of an existing culvert, which could temporarily affect water quality, including by increasing turbidity, in Devereaux Creek. The construction contractor would implement construction BMPs and stormwater monitoring consistent with the SWPPP and Chapter 15.09 of the City's Municipal Code to reduce the potential to introduce sediment and pollutants and degrade water quality in Devereaux Creek. However, construction work inside Devereaux Creek during periods of high flows could result in the degradation of water quality from increased erosion. Therefore, this impact would be potentially significant, and mitigation is required.

Operation

The hazardous materials that would be utilized during operation of the proposed project would include fertilizers, pesticides, fuels, and engine oils which would be stored in the maintenance facility during operation. During operation, oil leaks from vehicles traveling to and from the project site, oil leaks from on-site vehicles, the use of pesticides or fertilizers for landscape maintenance, the leaching of metals from roof and drains, or litter could be carried off-site during storm events and could result in potential water quality impacts. The *Preliminary Stormwater Control Plan* (Appendix G-2) prepared for the proposed project serves as the SWQMP and specifies the Source Control and LID BMPs proposed for the project. Source Control BMPs are preventative measures that are implemented to reduce the introduction of pollutants into stormwater. Proposed permanent Source Control BMPs 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.

LID BMPs mimic a project site's natural hydrology by using design measures that capture, filter, store, evaporate, detain, treat, and discharge runoff rather than allowing runoff to flow directly the discharge point. Proposed LID BMPs include six bioretention basins which would capture and treat stormwater runoff from the areas surrounding the clubhouse and maintenance facility prior to discharge to the golf course. These bioretention basins would minimize the amount of sediments discharged in stormwater during operation, thereby minimizing the potential to contribute to the turbidity impairment in Devereaux Creek. The rest of the project site would remain self-treating due to substantial existing on-site landscaping and the minimal introduction of impervious surfaces on-site and therefore would continue to treat stormwater on-site prior to discharge to surface waters. Treated water and high-flow bypass from the basins would be discharged to the golf course rather than the storm drain system in Hollister Avenue that outlets to Bell Canyon Creek, which would minimize the amount of stormwater entering Bell Canyon Creek and would correspondingly minimize the potential to contribute to the E. coli impairments in Bell Canyon Creek compared to existing conditions. The turf areas of the golf course would be sand-capped, which would create natural filtration below the golf course and help further filter stormwater discharged to the golf course compared to existing conditions.

As described in Section 2, *Project Description*, the septic systems that serves the existing clubhouse and comfort station would be abandoned in place in accordance with the requirements of the Santa Barbara County Environmental Health Services, which, upon completion, would reduce the potential for groundwater quality to be affected by sewage.

The proposed project would reduce the amount of irrigated turf from 125 acres to 62 acres, with a corresponding reduction in the amount of fertilizers and pesticides required for golf course maintenance. Golf course personnel would continue to manage turf to require the minimum amount of fertilizers and pesticides to maintain the golf course.

A project-specific Turf and Pest Management Plan would be implemented which includes an Integrated Pest Management approach to combat turf diseases and pest control based on weather patterns, seasonal observations, and historic data trends. This reduction in fertilizers and pesticide use would correspondingly minimize the amount of nitrate introduced to the project site during operation compared to existing conditions and therefore would reduce the potential for project operation to contribute to the nitrate impairment in Bell Canyon Creek compared to existing conditions. In addition, the introduction of irrigation and nitrogen to surface waters can result in reduced dissolved oxygen levels in waterways (SWRCB 2019). The reduction in irrigated turf and associated fertilizers and pesticide use would therefore also reduce the potential for nitrogen to enter Devereaux Creek and reduce dissolved oxygen levels.

The proposed project includes a new irrigation system that would allow for uniform distribution of irrigation which would minimize potential water quality impacts related to overwatering. During operation, soil moisture probes would be routinely utilized to assist in applicant of water to turf, resulting in less runoff of irrigation water. In addition, the proposed project includes sand-capping the turf areas of the golf course which involves placing a layer of sand beneath the turf that acts as a natural filtration system. This filtration layer would further help to capture and filter stormwater before it can reach underlying soil. Drainage would be routed to the bioretention basins for further treatment, thereby further reducing the potential for water quality degradation during operation.

The proposed maintenance facility would include a fenced and covered trash and recycling area, a roofed materials and landscape amendment storage area, a roof cart wash utilizing biodegradable soaps and a recycled water system, and pump equipment on a concrete slab. The majority of hazardous materials utilized to operate the golf course would be stored at the maintenance facility. Hazardous materials would be stored in accordance with the requirements of the Santa Barbara Public Health Department's Consolidated Unified Program Agency Hazardous Material Division and the Santa Barbara County Agriculture Commissioner to reduce risk of leaks and spills. Both agencies conduct regular inspections, require ongoing reporting, annual employee training, and provide oversight regarding the proper storage of hazardous materials to minimize potential degradation of water quality. In addition, stormwater from the maintenance facility would be directed to one of the six proposed bioretention basins which would ensure treatment of runoff from the maintenance facility. Regulatory oversight and implementation of LID BMPs on-site would ensure operation of the proposed maintenance facility would minimize the potential to result in degraded water quality.

Project operation would comply with Central Coast RWQCB requirements, City Municipal Code requirements, County requirements related to fertilizer storage and implement Source Control and LID BMPs to reduce potential water quality impacts. With the implementation of Source Control and LID BMPs, operation of the proposed project would have a less than significant impact related to the violation of water quality standards or degradation of water quality.

Mitigation Measures

Mitigation Measure BIO-4 described in Section 4.3, *Biological Resources,* and Mitigation Measures HAZ-1, HAZ-2, and HAZ-5, described in Section 4.8, *Hazards and Hazardous Materials*, are required. In addition, implement the following mitigation measure:

HYD-1 Dry Season Construction in Devereaux Creek

Prior to the issuance of Zoning Clearance for the grading permit, the project applicant shall include within the construction contract the requirement that work related to culvert removal, and bridge installation and maintenance at Devereaux Creek must occur during the dry season (June 1 to October 15) when water flows are low. The construction contractor shall only conduct work related to culvert removal and bridge installation/maintenance at Devereaux Creek during the dry season.

Plan Requirements and Timing. The construction contract shall be reviewed and approved by the Planning and Environmental Review Director or designee prior to the issuance of Zoning Clearance for the grading permit. During construction, the construction contractor shall schedule culvert removal and bridge installation to occur during the dry season. The construction contractor shall provide the Planning and Environmental Review Director with a minimum of a 7-day notice for when culvert removal and bridge installation are scheduled to occur.

Monitoring. The Planning and Environmental Review Director or designee shall visit the site during scheduled culvert removal and bridge installation to confirm such activities are taking place during the dry season.

Significance After Mitigation

Mitigation Measures HAZ-1 and HAZ-2 in Section 4.8, *Hazards and Hazardous Materials,* require implementation of asbestos and lead-based paint abatement plans which require asbestos and lead-based components to be removed intact, proper transportation and disposal of asbestos and lead-based components, and the testing and monitoring of unidentified suspect materials prior to removal to confirm if asbestos and lead-based components are present in such materials. With implementation of Mitigation Measures HAZ-1 and HAZ-2, potential impacts for asbestos and lead-based materials to worsen toxicity in Bell Canyon Creek, introduce toxicity to Devereaux Creek, or substantially degrade water quality would be reduced to a less than significant level.

Mitigation Measure HAZ-5 in Section 4.8, *Hazards and Hazardous Materials,* requires proper handling and disposal of any contaminated groundwater encountered during potential groundwater dewatering activities. If contaminated groundwater is generated during construction, the Central Coast RWQCB or the City shall be consulted to determine if the treated groundwater can be disposed of through one of their waste discharge permit options, or if an individual NPDES and/or waste discharge requirement would be required. The groundwater discharge and disposal requirements vary by agency, location, concentration, and contaminants of concern and would therefore be developed in consultation with the City and/or the Central Coast RWQCB. With implementation of Mitigation Measure HAZ-5, contaminated groundwater would be remediated and disposed of in compliance with Central Coast RWQCB or the City requirements, thereby reducing potential toxicity associated with groundwater dewatering impacts to a less than significant level.

Mitigation Measure BIO-4 in Section 4.3, *Biological Resources,* requires construction vehicle equipment maintenance to take place in designated staging areas which are not permitted to be located near any storm drain inlets, drainage swales, or surface waterways, including Devereaux Creek. Implementation of Mitigation Measure HYD-1 above requires culvert removal and bridge installation at Devereaux Creek to occur within the dry season to minimize the potential for construction pollutants to enter water within Devereaux Creek and result in increased turbidity or decreased dissolved oxygen. Combined implementation of Mitigation Measures BIO-4 and HYD-1 would ensure that potential impacts related to degrading water quality due to culvert removal and bridge installation would be reduced to a less than significant level.

Overall, implementation of Mitigation Measures HAZ-1, HAZ-2, HAZ-5, BIO-4, and HYD-1 would reduce the proposed project's potential to substantially degrade water quality to a less than significant level.

Threshold 2:	Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Impact HYD-2 The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge due to the minimal increase in impervious surfaces and the absence of on-site groundwater extraction. Temporary and localized dewatering during construction, if needed, would not result in substantial groundwater loss, and operational water demands would be met within existing allocations under the Wright Judgement. Construction and operational impacts would be Class III, *less than significant*.

As described in Section 4.9.1, *Environmental Setting*, subsurface investigations were conducted for soils up to the anticipated depths of construction for the comfort station, the clubhouse, and the Barnsdall Rio Grande Gas Station. Subsurface investigations did not encounter groundwater underlying the existing clubhouse, Barnsdall Rio Grande Gas Station, or comfort station (Appendix F-1, Appendix F-2, and Appendix F-3). As described in Impact HYD-1, if groundwater or seasonal perched groundwater is encountered during excavation activities, temporary groundwater dewatering during construction may be required. Groundwater dewatering activities would be localized and temporary, lasting only during excavation activities, if groundwater is encountered. The anticipated duration and minimal amount of groundwater dewatering that would be required for excavation would not result in substantial groundwater losses in the Basin. Therefore, construction of the proposed project would not substantially decrease groundwater supplies.

The project site currently has 144,490 square feet of impervious surface area. The proposed project would increase the amount of impervious surface areas by 12,250 square feet, for a total of 156,740 square feet across the project site. Impervious surfaces would constitute 1.9 percent of the total project site, which represents an increase in impervious surfaces of 0.2 percent of the site. Due to the high runoff potential of on-site soils, there is a low potential for groundwater infiltration on the project site under existing conditions. Given the limited infiltration potential of on-site soils (under both existing and post-project conditions) and the minimal amount of impervious surface increase generated by project development, the proposed project would not substantially decrease groundwater infiltration rates on-site or result in substantial interference to groundwater recharge.

Operation of the proposed project would not require groundwater extraction on the project site. However, water demand from the project would be met by GWD which sources its water, in part, from groundwater in the Basin. As described in Section 4.16, *Utilities and Service Systems*, the proposed project would reduce the on-site water demand compared to existing conditions, resulting primarily from a reduction in irrigated turf area on the project site. GWD is subject to the adjudication requirements of the Wright Judgement, and the proposed project would not interfere with the management of the Basin in accordance with the Wright Judgement due to its water demands because GWD is only permitted to extract water in accordance with the allocations determined by the Wright Judgement. In addition, based on the Preliminary Water Service Determination Letter (Appendix K) issued for the proposed project, GWD has sufficient water available to support the proposed project. Furthermore, GWD has anticipated adequate water supplies to be available through the year 2040 (GWD 2021). Finally, existing regulatory measures requiring water conservation during times of drought prevent the overdraft of the Basin that GWD would use to

supply water demand of the proposed project. Therefore, the proposed project would not substantially decrease water supplies or conflict with or obstruct a sustainable groundwater management plan. This impact would be less than significant.

Mitigation Measures

No mitigation measures required.

Threshold 3(i): Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?

Impact HYD-3 The proposed project would not substantially alter the existing drainage pattern of the site or surrounding area in a way that would result in substantial erosion or siltation. Construction would include a SWPPP and BMPs to control sedimentation, while project operation would include bioretention basins, drought-tolerant landscaping, and smart irrigation systems that reduce runoff and erosion potential. Construction and operational impacts would be Class III, *less than significant*.

Construction

As discussed under Impact HYD-1, construction activities would increase the potential for erosion and sedimentation. Construction activities would be required to comply with the Construction Stormwater General Permit, the City Municipal Code, as well as implementation of the required SWPPP and construction BMPs would minimize sediment discharge in stormwater runoff. With implementation of the SWPPP and construction BMPs, project construction would minimize erosion and siltation, and this impact would be less than significant.

Operation

The project site currently has 144,490 square feet of impervious surface area. The proposed project would increase the amount of impervious surface areas by 12,250 square feet, for a total of 156,740 square feet across the project site. Impervious surfaces would constitute 1.9 percent of the total project site, which represents an increase in impervious surfaces of 0.2 percent of the site. The remainder of the project site would consist of turf and landscaping, which would include drought-tolerant turf and installation of native plants. The drought-tolerant turf and native plants would require less water compared to existing conditions. In addition, the project includes a smart irrigation controller system supported by an on-site weather station to manage irrigation usage, which would minimize the potential for soil erosion to occur due to overwatering. Due to the minimal amount of impervious surface increase, increased landscaping area, and reduced on-site water use, the proposed project would not substantially increase on-site erosion due to the addition of impervious surfaces.

The proposed project would include six bioretention basins which would capture and treat stormwater runoff from the areas surrounding the clubhouse and maintenance facility. The rest of the project site is self-treating due to substantial existing on-site landscaping and the general lack of impervious surfaces and therefore is able to treat stormwater on-site prior to discharge into Devereaux Creek or Bell Canyon Creek. Treated water and high-flow bypass from the basins would be discharged to the golf course. The proposed bioretention basins have been sized to reduce the post-project peak runoff to less than the pre-project peak runoff for a 2-year to 100-year flood event

(Appendix G-2). Specifically, stormwater runoff would be reduced from 81.6 cubic feet per second to 80.9 cubic feet per second for a 2-year storm event and from 426.3 cubic feet per second to 424.0 cubic feet per second for a 100-year flood event. Accordingly, stormwater discharge to the golf course would be reduced, which would therefore not increase erosion on-site. Therefore, project operation would not substantially increase the rate or amount of surface runoff in a manner that would result in substantial erosion or siltation on-or off-site. This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 3(ii): Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Impact HYD-4 The proposed project would not substantially alter the existing drainage pattern of the site in a way that could result in on- or off-site flooding. Construction would include a SWPPP and BMPs to manage runoff, while project operation would reduce peak stormwater flows through bioretention basins and remove a culvert to improve creek flow conditions. Construction and operational impacts related to flooding would be Class III, *less than significant*.

Construction

As discussed under Impact HYD-1, construction would comply with the requirements of the Construction Stormwater General Permit, including the preparation and implementation of a SWPPP. The SWPPP would include construction BMPs to control and direct on-site surface runoff. Therefore, construction activities would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. This impact would be less than significant.

Operation

As discussed under Impact HYD-2, the proposed project would increase the amount of impervious surface areas by 12,250 square feet, for a total of 156,740 square feet across the project site, representing an increase of 0.2 percent of impervious surfaces on-site. As detailed in the *Preliminary Drainage Study* (Appendix G-1), the bioretention basins would reduce stormwater flows by 0.7 cubic feet per second and 2.3 cubic feet per second for the 2-year and 100-year flood events, respectively, as compared to existing conditions. Because stormwater runoff from the project site would be reduced to below that of existing conditions, the proposed project would not result in off-site flooding. Additionally, the stormwater LID BMPs would be sized to collect and convey stormwater runoff on the project site to the golf course such that and increase in on-site flooding compared to existing conditions would not occur.

The proposed project would include the removal of a culvert within Devereaux Creek, which would alter the drainage pattern of Devereaux Creek. However, the culvert removal would improve Deveraux Creek's flow conditions. Accordingly, the proposed culvert removal would not result in on- or off-site flooding. In addition, the proposed project would include a free-standing wooden bridge with abutments; however, as described in Section 2, *Project Description*, the free-standing wooden bridge with abutments would be located outside the top of the bank of Devereaux Creek and

therefore would not result in changes to the drainage patterns of Devereaux Creek or on- or off-site flooding.

Overall, project operation would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 3(iii): Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Impact HYD-5 The proposed project could introduce additional sources of polluted runoff during construction due to activities such as hazardous materials handling, groundwater dewatering, and work within Devereaux Creek. This impact would be Class II, *less than significant with mitigation incorporated*. Operational impacts would be Class III, *less than significant*, due to reduced turf areas, stormwater treatment through bioretention basins, and decreased use of fertilizers and pesticides.

Construction

As discussed under Impact HYD-1, construction would comply with several regulations such as the Construction Stormwater General Permit and the City Municipal Code intended to control stormwater runoff and reduce pollutants and ensure construction activities would not result in substantial runoff water which would exceed the capacities of Devereaux Creek or Bell Canyon Creek. However, even with adherence to regulatory requirements, construction activities could result in additional sources of polluted runoff related to asbestos, lead-based paints, groundwater dewatering, culvert removal, and bridge installation. This impact would be potentially significant, and mitigation is required.

Operation

As discussed in Impact HYD-1 and Impact HYD-4, the proposed bioretention basins would reduce peak stormwater flows on-site compared to existing conditions. Because stormwater runoff from the project site would be reduced to below that of existing conditions, the proposed project would not result in an exceedance of the capacity of existing or planned stormwater drainage systems. Furthermore, the proposed basins would treat stormwater prior to discharge, ensuring operation of the proposed project would not provide substantial additional sources of polluted runoff. In addition, the proposed project would reduce the amount of irrigated turf from 125 acres to 62 acres, with a corresponding reduction in the volume of fertilizers and pesticides required for golf course maintenance. This reduction in fertilizers and pesticide use would correspondingly minimize the amount of nitrate and chemicals introduced to the project site with the potential to enter stormwater runoff compared to existing conditions. Therefore, project operation would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. This impact would be less than significant.

Mitigation Measures

Mitigation Measure HYD-1, described in Impact HYD-1, Mitigation Measure BIO-4, described in Section 4.3, *Biological Resources,* and Mitigation Measures HAZ-1, HAZ-2, and HAZ-5, described in Section 4.8, *Hazard and Hazardous Materials*, are required.

Significance After Mitigation

Implementation of Mitigation Measures HAZ-1 and HAZ-2 in Section 4.8, *Hazards and Hazardous Materials,* require implementation of asbestos and lead-based paint abatement plans which require asbestos and lead-based components to be removed intact, proper transportation and disposal of asbestos and lead-based components, and the testing and monitoring of unidentified suspect materials prior to removal to confirm if asbestos and lead-based components are present in such materials. With implementation of Mitigation Measures HAZ-1 and HAZ-2, potential impacts for asbestos and lead-based materials to provide substantial sources of polluted runoff would be reduced to a less than significant level.

Implementation of Mitigation Measure HAZ-5 in Section 4.8, *Hazards and Hazardous Materials,* requires proper handling and disposal of any contaminated groundwater encountered during potential groundwater dewatering activities. If contaminated groundwater is generated during construction, the Central Coast RWQCB or the City shall be consulted to determine if the treated groundwater can be disposed of through one of their waste discharge permit options, or if an individual NPDES and/or waste discharge requirement would be required. The groundwater discharge and disposal requirements vary by agency, location, concentration, and contaminants of concern and would therefore be developed in consultation with the City and/or the Central Coast RWQCB. With implementation of Mitigation Measure HAZ-5, contaminated groundwater would be remediated and disposed of in compliance with Central Coast RWQCB or the City requirements, thereby reducing the potential for groundwater to provide substantial sources of polluted runoff to a less than significant level.

Implementation of Mitigation Measure BIO-4, in Section 4.3, *Biological Resources,* requires construction vehicle equipment and maintenance to occur in designated staging areas which are not permitted to be located near any storm drain inlets, drainage swales, or surface waterways, including Devereaux Creek. Implementation of Mitigation Measure HYD-1 in Impact HYD-1 above requires culvert removal and bridge installation at Devereaux Creek to occur within the dry season to minimize the potential for construction pollutants to enter water within Devereaux Creek. Combined implementation of Mitigation Measures BIO-4 and HYD-1 would ensure that potential impacts related to providing substantial sources of polluted runoff due to culvert removal and bridge installation would be reduced to a less than significant level.

Overall, implementation of Mitigation Measures HAZ-1, HAZ-2, HAZ-5, BIO-4, and HYD-1 would reduce the proposed project's potential to introduce substantial additional sources of polluted runoff to a less than significant level.

Threshold 3 (iv): Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

Impact HYD-6 The proposed project would not substantially alter the existing drainage pattern of the site in a way that could impede or redirect flood flows. All proposed structures would be located outside of designated special flood hazard areas, and the removal of the culvert within Devereaux Creek would improve flow conditions rather than obstruct them. Construction and operational impacts would be Class III, *less than significant*.

Flooding

As described in Section 4.9.1, *Environmental Setting*, the majority of the project site, including all developed areas, is located within Zone X, defined as an area of minimal flood hazard. The project site contains Zone AE flood zones and regulatory floodways along Bell Canyon Creek and Devereaux Creek. The coastline along the southern project site boundary is designated as Zone VE. As stated in Section 2, *Project Description*, all proposed structures would be located outside of designated special flood hazard areas. Therefore, proposed development would not impede or redirect flood flows on-site. Furthermore, because the proposed project would direct stormwater flows similar to existing conditions, the introduction of fill material for the proposed project would not substantially alter off-site flooding or drainage.

While the proposed project involves removal of a culvert within the Devereaux Creek floodway, these changes would not impede or redirect flood flows but improve Deveraux Creek's flow conditions. Pursuant to Section 15.10.210(a) of the City's Municipal Code, the project applicant would be required to provide certification from a registered professional engineer to the City Engineer or designee that the proposed project would not increase the flood levels of the base flood discharged to Devereaux Creek. Accordingly, the proposed culvert removal would not increase flood flows in Devereaux Creek. As described in Section 2, *Project Description*, the proposed free-standing wooden bridge with abutments would be located outside the top of the bank of Devereaux Creek and thus would be located above the Devereaux Creek floodplain and floodway and would not impede or redirect the flood flows of Devereaux Creek.

Because no structures would be placed within designated special flood hazard areas and the proposed culvert removal within the Devereaux Creek floodway would improve Deveraux Creek's flow conditions, the proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows. This impact would be less than significant.

Sea Level Rise

As described in Section 4.9.1, *Environmental Setting*, as a result of the Supreme Court decision regarding the assessment of the environment's impacts on projects (*California Building Industry Association [CBIA] v. Bay Area Air Quality Management District [BAAQMD]*, 62 Cal. 4th 369 [No. S 213478] issued December 17, 2015), it is not considered the purview of the CEQA process to evaluate the impact of environmental conditions on a proposed project. CEQA is concerned with analyzing, disclosing, and minimizing through mitigation measures the potential environmental impacts caused by a proposed project, but does not mandate the analysis of the potential for existing or future

environmental conditions to result in impacts on a proposed project. Sea level rise is an environmental condition; therefore, this discussion of sea level rise is provided solely for informational purposes.

The *Site-Specific Coastal Hazards Analysis Technical Memorandum* (Appendix J) presents the results of the sea level rise and coastal hazard analysis for the proposed project. The analysis considers scenarios where the sea level rises by 0.8 feet, 1.6 feet, 3.3 feet, and 6.6 feet by the year 2100 based on guidance from the California Coastal Commission. A scenario of 6.6 feet sea level rise in the year 2100 is consistent with a Medium-High Risk Averse Scenario. An extreme risk aversion scenario is not specifically considered because there is no critical infrastructure or other risk-averse development proposed by the project. This scenario represents a reasonable worst-case scenario for sea level rise at the project site.

As described in the *Site-Specific Coastal Hazards Analysis Technical Memorandum* (Appendix J), it is unlikely that sea level rise would have a substantial influence within the floodplains and regulatory floodways on the project site, given that both Bell Canyon Creek and Devereaux Creek have relatively steep water surface profile gradients adjacent to the project site. With a sea level rise of 6.6 feet, coastal flooding would be limited to the Bell Canyon area and the southwestern portion of the golf course, as most of the project site is elevated on an existing bluff above existing and projected future wave limits. A 6.6-foot sea level rise is projected to result in bluff erosion and retreat that could move the existing bluffs north such that they align parallel, and in some areas encroach upon, the southern portions of fairways on the golf course. Bluff retreat is not projected to reach any proposed on-site structures. A 6.6-foot sea level rise is also projected to result in shoreline retreat and erosion at Bell Canyon wash and the southwestern portion of the golf course. The *Site-Specific Coastal Hazards Analysis Technical Memorandum* (Appendix J) states the bluff-adjacent golf course holes can remain functional while accommodating bluff retreat, and there is room within the golf course to accommodate alterations to the course in response to bluff retreat.

Overall, the project site would not be subject to substantial flooding due to sea level rise, and the golf course could accommodate future bluff retreat.

Mitigation Measures

No mitigation measures are required.

Threshold 4:	In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

Impact HYD-7 The proposed project would not risk the release of pollutants due to inundation from flooding, tsunami, or seiche events. All proposed structures, including those storing hazardous materials, would be located outside designated flood and tsunami hazard areas, and hazardous materials would be stored in compliance with regulatory requirements. Construction and operational impacts would be Class III, *less than significant*.

As described in Section 4.9.1, *Environmental Setting*, due to the absence of a large body of water, such as a reservoir, in proximity to the project site, the project site is not subject to inundation from seiche. The project site is not located within a dam inundation area.

The majority of the project site, including all developed areas, is located within Zone X, defined as an area of minimal flood hazard. As shown in Figure 4.9-1, the project site contains Zone AE flood zones and regulatory floodways along Bell Canyon Creek and Devereaux Creek. As shown in Figure 4.9-2, an area of the western project site containing a putting green and the Bell Canyon open space area is

designated as a Tsunami Hazard Area. As stated in Section 2, *Project Description*, all proposed structures would be located outside of designated special flood hazard areas and tsunami hazards area, including the maintenance facility, which would store the majority of hazardous materials on-site. Hazardous materials would be stored in accordance with the requirements of the Santa Barara Public Health Department's Consolidated Unified Program Agency Hazardous Material Division and the Santa Barbara County Agriculture Commissioner. Both agencies conduct regular inspections, require ongoing reporting, annual employee training, and provide oversight regarding the proper storage of hazardous materials to prevent the release of such materials. Adherence to storage requirements would minimize the risk of release of stored hazardous materials.

Because no structures are proposed within flood or tsunami hazard areas and because hazardous materials stored on-site would both be outside the inundation areas and stored in accordance with applicable regulatory requirements, the proposed project would not risk the release of pollutants from project structures due to inundation. This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 5:	Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Impact HYD-8 Construction activities could temporarily degrade water quality in Devereaux and Bell Canyon Creeks due to pollutant discharges, conflicting with the Basin Plan. This impact would be Class II, *less than significant with mitigation incorporated*. Operation of the proposed project would reduce pollutant loads through bioretention basins and decreased chemical use, and would not interfere with groundwater basin management. Operational impacts would be Class III, *less than significant*.

The Basin Plan, adopted by the Central Coast RWQCB, is the water quality control plan applicable to the project site. The Basin Plan sets forth objectives for pollutant management and establishes implementation programs to achieve water quality objectives to protect beneficial uses. A project's potential to conflict with the Basin Plan is related to a project's potential to degrade water quality. The Basin Plan identifies Devereaux Creek's beneficial uses including water supply, groundwater recharge, and wildlife habitat. The Basin Plan does not identify beneficial uses for Bell Canyon Creek (Central Coast RWQCB 2019). As described in Section 4.9.1, *Environmental Setting*, Bell Canyon Creek is impaired by a variety of pollutants, including selenium, nitrate, E. coli, and toxicity. Devereaux Creek is impaired by dissolved oxygen and turbidity.

As described in Impact HYD-1, construction and operation of the proposed project would be conducted in compliance with applicable regulatory requirements related to stormwater runoff to minimize the potential for pollutants to degrade water quality. These include the Construction Stormwater General Permit, the Central Coast RWQCB's Post-Construction Requirements, the County's *Stormwater Technical Guide for Low Impact Development*, and Chapter 13.04 and Chapter 15.09 of the City's Municipal Code. In accordance with these permits the proposed project would be required to implement a SWPPP, construction BMPs, SWQMP, Source Control BMPs, and LID BMPs to reduce the potential for the proposed project to degrade water quality. However, as described in Impact HYD-1, the proposed project still has the potential to result in water quality impacts in Devereaux Creek or Bell Canyon Creek during construction related to asbestos, lead-based materials, groundwater dewatering, culvert removal, and bridge installation. These construction activities could result in the introduction of pollutants which could increase the severity of existing impairments in

Devereaux Creek and Bell Canyon Creek. Worsening existing impairments could result in pollutants in excess of water quality objective quantities identified in the Basin Plan and/or cause the beneficial uses of Devereaux Creek identified in the Basin Plan to be reduced which would conflict with the Basin Plan. Therefore, construction impacts would be potentially significant, and mitigation is required. Operation of the proposed project would not include activities that could release asbestos or lead-based materials or require groundwater dewatering or additional work within Devereaux Creek. Operation of the proposed project would include the use of six bioretention basins to capture and treat stormwater runoff, and the reduction in fertilizer and pesticide use during operation compared to existing conditions would correspondingly reduce the potential for pollutants to enter Devereaux Creek, thereby resulting in less potential to result in pollutants in excess of water quality objective quantities identified in the Basin Plan and/or cause the beneficial uses of Devereaux Creek identified in the Basin Plan to be reduced. Therefore, impacts during operation would be less than significant.

The project site overlies the Goleta Basin, which is adjudicated and therefore not subject to the requirements of SGMA. GWD's *Groundwater Management Plan Goleta Groundwater Basin* (2022) serves as the guiding document for GWD to manage groundwater in accordance with the Wright Judgement (GWD 2023). As described in Impact HYD-2, the proposed project would not adversely impact groundwater supplies, and the proposed project would not interfere with the management of the Basin in accordance with the Wright Judgement. As described in Section 4.16, *Utilities and Service Systems*, GWD has anticipated adequate water supplies to be available through the year 2040 (GWD 2021). Existing regulatory measures requiring water conservation during times of drought prevent the overdraft of groundwater that GWD would use to supply the demand induced by the proposed project. Furthermore, the proposed project would reduce the current on-site water demand. Therefore, impacts related to conflicts with or obstruction of a sustainable groundwater management plan would be less than significant.

Mitigation Measures

Mitigation Measure HYD-1, described in Impact HYD-1, Mitigation Measure BIO-4, described in Section 4.3, *Biological Resources,* and Mitigation Measures HAZ-1, HAZ-2, and HAZ-5, described in Section 4.8, *Hazard and Hazardous Materials*, are required.

Significance After Mitigation

The proposed project would include implementation of Mitigation Measures BIO-4, in Section 4.3, *Biological Resources,* and HYD-1, described in Impact HYD-1 above, to reduce potential surface water quality impacts related to culvert removal and bridge installation in Devereaux Creek. The proposed project would include implementation of Mitigation Measures HAZ-1 and HAZ-2 in Section 4.8, *Hazards and Hazardous Materials,* in order to reduce potential surface water quality impacts related to the introduction of pollutants associated with the improper handling of asbestos or lead-based materials during demolition. The proposed project would include implementation of Mitigation Measure HAZ-5 in Section 4.8, *Hazards and Hazardous Materials,* to reduce potential surface water quality impacts related to groundwater dewatering.

With the combined implementation of Mitigation Measures HAZ-1, HAZ-2, HAZ-5, BIO-4, and HYD-1, the proposed project would reduce the potential to conflict with or obstruct implementation of a water quality control plan to a less than significant level.

4.9.4 Cumulative Impacts

Regional cumulative impacts consider impacts that would occur from reasonably anticipated projects identified in Table 3-1 of Section 3, *Environmental Setting*. The geographic scope for cumulative impacts related to water quality, drainage, and sedimentation are areas where runoff discharges to Bell Canyon Creek and Devereaux Creek. This geographic scope is appropriate as development in this area could contribute to existing impairments in Bell Canyon Creek and Devereaux Creek. The geographic scope for cumulative impacts related to groundwater are projects within the GWD service area. This geographic scope is appropriate as GWD would provide water to cumulative development which, in part, is sourced from the Basin. The geographic scope for cumulative impacts related to flooding is the Bell Canyon Creek and Devereaux Creek floodplains. This geographic scope is appropriate as cumulative development within these floodplains and floodways can result in increased flooding, including redirection of flood flows, increases in flood boundaries, and increases in flood elevations. The general approach to cumulative impact analysis used in this EIR is discussed in Section 3, *Environmental Setting*.

Water Quality, Drainage, and Sedimentation

Cumulative development in Goleta would increase impervious surfaces, redirect the drainage of surface flow during storm events, and increase pollutant loading, peak flows, erosion, sedimentation, and flooding. For the cumulative analysis related to hydrology and water quality, cumulative projects being considered include the projects discharging to the same waters as the proposed project (i.e., Bell Canyon Creek and Devereaux Creek). As described in Section 4.9.1, *Environmental Setting*, Bell Canyon Creek is impaired by a variety of pollutants, including selenium, nitrate, E. coli, and toxicity. Devereaux Creek is impaired by dissolved oxygen and turbidity. The Annual Pavement Rehabilitation Project and Pavement Management Program, Viajero Battery Storage Project, and Fire Station 10, described in Table 3-1 of Section 3, *Environmental Setting*, are examples of cumulative projects that would also potentially discharge stormwater runoff to Bell Canyon Creek and Devereaux Creek and could potentially increase the volume of stormwater runoff and contribute to pollutant loading in stormwater runoff discharged to these waterways. Cumulative projects would be required to comply with federal, state, and City water quality requirements, such as the Construction Stormwater General Permit, Post-Construction Requirements, the Phase II MS4 Permit, and Chapter 13.04 of the City's Municipal Code. Further, cumulative projects would be required to implement mitigation if, due to project-specific circumstances, a potential impact to water quality could occur. However, the proximity of cumulative development to Bell Canyon Creek and Devereaux Creek could continue to result in continued impairment of these waterways. Due to the existing impairments of Bell Canyon Creek and Devereaux Creek and the potential for cumulative development to discharge pollutants to these waterways, cumulative impacts to water quality, drainage, and sedimentation are significant.

The proposed project's demolition activities would be required to obtain coverage from SWRCB's Construction Stormwater General Permit, which includes requirements for projects to address demolition-related pollutants. The construction contractor would comply with Mitigation Measures HAZ-1 and HAZ-2 to minimize the potential for pollutants associated with asbestos and lead-based materials would enter runoff and degrade water quality. Construction of the proposed project would also be required to obtain coverage from the Construction Stormwater General Permit, which requires preparation and implementation of a SWPPP to control the discharges of pollutants, including sediment, into local surface water drainages through implementation of erosion and sediment control BMPs and good housekeeping BMPs. Water quality impacts associated with culvert removal and bridge installation in Devereaux Creek would be reduced with implementation of

Mitigation Measures BIO-4 and HYD-1 which require construction vehicle equipment and maintenance to occur in designated staging areas which are not permitted to be located near any storm drain inlets, drainage swales, or surface waterways and require culvert removal and bridge installation/maintenance in Devereaux Creek to occur during the dry season In addition, if groundwater dewatering is required, groundwater dewatering would occur in compliance with Mitigation Measure HAZ-5 which requires proper handling and disposal of any contaminated groundwater encountered during potential groundwater dewatering activities. During operation, the proposed project would comply with Chapter 13.04 of the City's Municipal Code by utilizing Source Control and LID BMPs to detain, retain, and treat runoff consistent with the requirements of the Central Coast RWQCB's Post-Construction Requirements and the County's Stormwater Technical Guide for Low Impact Development. The proposed project would implement bioretention basins in accordance with the *Preliminary Stormwater Control Plan* (Appendix G-2) prepared for the proposed project, which serves as the SWQMP for the proposed project. Compliance with these existing regulations to protect water quality, implementation of Mitigation Measures HAZ-1, HAZ-2, and HAZ-5, and implementation of stormwater control and treatment infrastructure would ensure the proposed project's contribution to significant cumulative water quality impacts would not be considerable.

Groundwater

Cumulative projects that are provided water by GWD would increase water demand from GWD which may, in part, be met by groundwater sourced from the Goleta Basin. However, GWD is subject to the adjudication requirements of the Wright Judgement and is only permitted to extract water in accordance with the allocations determined by the Wright Judgement. Accordingly, although cumulative development served by GWD would increase water demand, GWD is not permitted to increase groundwater extraction such that GWD would exceed their allocation of up to 2,000 acre-feet per year. Cumulative projects served by GWD would be subject to GWD's adjudication requirements of the Wright Judgement and therefore would not receive a water allocation if project's water demand would cause GWD to exceed their allocation of 2,000 acre-feet per year from the Goleta Basin in order to serve the cumulative project. As a result, cumulative impacts related to sustainable groundwater management would be less than significant.

Flooding

The cumulative study area for flooding and inundation are the Bell Canyon Creek and Devereaux Creek floodplains and floodways. Cumulative development within these floodplains and floodways can result in increased flooding, including redirection of flood flows, increases in flood boundaries, and increases in flood elevations. Cumulative projects listed in Table 3-1 of Section 3, *Environmental Setting*, such as the Ellwood Butterfly Habitat Management Plan Implementation or Annual Pavement Rehabilitation Project and Pavement Management Program may encroach upon these floodplains or floodways but must be designed in accordance with Chapter 15.10 of the City's Municipal Code which requires the use of flood resistant materials, elevating new construction two feet above base flood elevations, and prohibition of construction within floodways unless a registered professional engineer certifies that construction would not result in any increase in flood levels during the occurrence of the base flood discharged, among other requirements. Cumulative development would be reviewed by the City to verify compliance with all applicable regulations governing development within floodplain. Existing City design requirements for development within a floodplain would ensure cumulative development is designed to prevent substantial changes to the floodplain. As a result, cumulative impacts related to flooding would be less than significant.

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4.10 Land Use and Planning

This section analyzes the project's consistency with applicable City of Goleta land use requirements and policies. Additional discussion on the project's consistency with applicable plans is provided in the following sections: Section 4.1, *Aesthetics*; Section 4.3, *Biological Resources*; Section 4.7*, Greenhouse Gas Emissions;* and Section 4.14*, Transportation and Circulation.* The purpose of this discussion is to identify whether the project would result in an environmental impact due to a conflict with land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Pursuant to the California Environmental Quality Act (CEQA), and for purposes of this analysis, the project is consistent with the City's General Plan/Coastal Land Use Plan (General Plan) if, considering all of its aspects, it will further the goals, objectives and policies of the overall General Plan.

4.10.1 Environmental Setting

a. Regional Land Use

Goleta encompasses approximately eight square miles and is located in the South Coast of Santa Barbara County. A portion of the city, including its two-mile Pacific shoreline, is within the California Coastal Zone. The Santa Barbara Airport, which is within the corporate boundaries of the City of Santa Barbara, lies near the geographical center of Goleta. The land use pattern in Goleta is primarily a result of a transition over many decades from rural and agricultural land uses to a suburban community (City of Goleta 2006a). The predominant land use in Goleta is residential, though the city also includes a variety of commercial, industrial, and institutional land uses as well as agricultural land.

b. Project Site and Surrounding Land Uses

The project site was previously occupied by the former Ellwood Oil Field, which ceased operation in the 1960s after over 30 years of operation. 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 oil field facilities, 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). Although the last two oil production shore zone piers were removed in 2023, a deteriorating access road that formerly served the piers remains on the project site. This road, along with a disintegrating rock revetment, constitutes part of the legacy oil infrastructure still present on the project site.

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 in 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.

The Sandpiper Golf Club consists of a golf course, clubhouse, parking lot, comfort station, and maintenance yard. The existing golf course, clubhouse, parking lot, and comfort station were built in 1972 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 and is a designated City of Goleta Landmark. 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 has a Goleta General Plan/Coastal Land Use Plan (Goleta General Plan) land use designation of Open Space/Active Recreation (City of Goleta 2023). The project site is zoned as Open Space/Active Recreation (City of Goleta 2025).

The project site is located within the Coastal Zone. The project site is surrounded by the Pacific Ocean to the south; the former Ellwood Onshore Oil processing facility (Venoco facility),[1] hotel uses, and Haskell's Beach to the west; Hollister Avenue, United States Highway 101 (U.S. 101), Fire Station Number 10 site (approved but not constructed), and residential uses to the north; and residential uses and Ellwood Mesa Open Space and Sperling Preserve to the east.

4.10.2 Regulatory Setting

a. State Regulations

California Coastal Act

The California Coastal Act, enacted in 1976, establishes procedures for the review of proposed developments in the Coastal Zone and policies for the protection of coastal resources and public access to the coastline.

Cortese-Knox-Hertzberg Local Government Reorganization Act

Under the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, any amendment to a special district's Sphere of Influence (SOI) must be reviewed and approved by the Local Agency Formation Commission (LAFCO) in the county where the district operates. LAFCO is responsible for coordinating logical and orderly development of local government boundaries and services. Amendments to an SOI must be supported by a Municipal Service Review and a written statement of determinations addressing factors such as land use, service needs, and community interests.

[1] The Ellwood Onshore Oil processing facility is designated and zoned Recreation under the City's General Plan and Zoning Ordinance. This facility is subject to a decommissioning and abandonment requirement, which aligns with the long-term recreational land use vision for the area.

California Government Code Section 56133

California Government Code Section 56133 governs the provision of services outside a city or district's jurisdictional boundaries. It requires that a city or district must obtain written approval from LAFCO before providing new or extended services outside its boundaries. Approval may be granted under the following conditions:

- Within the SOI: LAFCO may authorize service provision within the agency's SOI in anticipation of a future annexation or reorganization.
- Outside the SOI: LAFCO may authorize service outside both the jurisdictional boundary and SOI only if there is an existing or impending threat to public health or safety. In such cases, the applicant must provide documentation of the threat, and LAFCO must notify any alternate service providers.

b. Local Regulations

Goleta General Plan/Coastal Land Use Plan

The City of Goleta's General Plan is a comprehensive statement of goals, objectives, and policies relating to the development of the community, the management of potential hazards, and the protection of natural and cultural resources within its boundaries to minimize environmental impacts. The General Plan is the primary means for guiding future change in Goleta and provides a guide for decision-making. The General Plan was adopted in 2006 and amended and republished in 2009. It includes the following elements: Land Use, Open Space, Conservation, Safety, Visual and Historic Resources, Transportation, Public Facilities, and Noise. Additionally, the General Plan includes a Housing Element, first adopted in 2006 and most recently updated in 2023. Relevant policies from the General Plan are listed in Table 4.10-2.

The project site has a General Plan land use designation of Open Space/Active Recreation (City of Goleta 2023). This designation is intended to identify existing or planned areas for public parks and active recreational activities and facilities, such as playgrounds, picnic areas, tennis courts, ballparks, and sports fields. This use category is also intended to apply to significant private outdoor recreational facilities, such as golf courses and privately owned parks. Individual recreational areas may include a mix of passive and active recreational features or improvements (City of Goleta 2006b). 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 Conditional Use Permit (CUP), and nature preserves.

Goleta Municipal Code

The project site is zoned as Open Space/Active Recreation (City of Goleta 2025). According to Section 17.12.010(C) of the Goleta Municipal Code, the Open Space/Active Recreation zone is intended for existing or planned areas for public parks and active recreational activities and facilities through implementation of the Open Space/Active Recreation land use designation in the General Plan. Individual recreational areas may include a mix of passive and active recreational features or improvements. Allowed uses within this zoning designation include recreational facilities with the approval of a CUP and passive open space.

Section 17.12.030 of the Goleta Municipal Code prescribes development regulations for the Open Space/Active Recreation zone. Table 4.10-1 in Section 4.10.3, *Impact Analysis*, provides an analysis of the proposed project's consistency with development standards within Section 17.12.030.

Santa Barbara County Airport Land Use Plan

Airport Land Use Plans (ALUP) (also referred to as Airport Land Use Compatibility Plans) serve as tools for Airport Land Use Commissions (ALUC) to review land use or development plans within Airport Influence Areas. The basic function of ALUPs is to promote compatibility between airports and the land uses that surround them. With limited exception, California law requires preparation of ALUPs for each public-use and military airport in the state.

In Santa Barbara County, the ALUC function rests with the Santa Barbara County Association of Governments (SBCAG). The Santa Barbara County ALUP is the fundamental tool used by SBCAG, acting in its capacity as the Santa Barbara County ALUC, in fulfilling its purpose of promoting airport land use compatibility. Specifically, the ALUP provides for the orderly growth of the Santa Barbara Airport and the surrounding area, and safeguards the general welfare of the inhabitants within the vicinity of the Airport and the public in general. Additionally, the Santa Barbara County ALUP provides compatibility policies and criteria applicable to local agencies in their preparation or amendment of general plans and to landowners in their design of new development.

As specified in the January 2023 Santa Barbara County ALUP, the project site is located within Review Area 2 of the Santa Barbara Airport's Airport Influence Area. Review Area 2 consists of the overflight and airspace protection layer. The project site is also within the Federal Aviation Regulations (FAR) Part 77 airspace surface, which reflects areas around airports determined by Federal Aviation Administration regulations that should be protected from obstructions and visual impacts that may interfere with the safe operation of aircraft (14 Code of Federal Regulations Part 77). Height restrictions for development on the project site, as identified by FAR Part 77, range from 361 feet to 411 feet. The project site is not located within noise contours or safety zones of the Santa Barbara Airport (SBCAG 2023).

The proposed project does not require mandatory ALUC review. However, since the project site is located within Review Area 2 of the Airport Influence Area, the City may voluntarily request ALUC review of the project, and ALUC staff would have the authority and discretion to make a consistency determination without formal ALUC review. The proposed project does not include residential uses, and therefore overflight notification requirements (as outlined in Section 3.5.3 of the 2023 Santa Barbara County ALUP) do not apply.

City of Goleta Bicycle and Pedestrian Master Plan

The City of Goleta's Bicycle and Pedestrian Master Plan (BPMP) serves as a strategic framework for enhancing active transportation throughout the community. It outlines the City's vision, goals, and priorities for creating a safe, accessible, and connected network of bicycle and pedestrian facilities. The BPMP supports broader transportation and land use objectives by promoting sustainable mobility options, reducing reliance on automobiles, and improving quality of life for residents and visitors alike.

The City's BPMP includes both proposed physical improvements, as well as visionary projects. The visionary projects are intended to address the likely, long-term solutions that would make Goleta a bicycle and pedestrian friendly community through the implementation of a convenient network of "low stress" infrastructure separated from motor vehicle traffic. The City has identified the Goleta Loop as a visionary project within a corridor of critical importance. The Goleta Loop would consist of a successfully integrated, separated loop around the northern half of Goleta using Cathedral Oaks Road, Hollister Avenue and the proposed San Jose Creek Path. Elements to the Goleta Loop would include a multi-use path (Class I or Class IV) along Hollister Avenue between Cathedral Oaks Road and Elderberry Drive, intended to connect to existing bicycle infrastructure and provide a continuous

route along Hollister Avenue from the western end of Goleta all the way to Stearn's Wharf in Santa Barbara. The Goleta Loop would also improve connections to the southern half of Goleta by making connections to UCSB, the coast, and other regional bikeways.

The City's BPMP includes policies intended to facilitate the implementation of bicycle- and pedestrian-related goals and policies in the City's General Plan/Coastal Land Use Plan. BPMP policies applicable to the proposed project include the following (City of Goleta 2018):

- **Policy TE 10: Pedestrian Circulation**. To encourage increased walking for recreational and other purposes by developing an interconnected, safe, convenient, and visually attractive pedestrian circulation system.
- **Policy TE 11: Bikeways Plan**. To encourage increased bicycle use for commuting and recreational purposes by developing an interconnected circulation system for bicycles that is safe, convenient, and within a visually attractive environment.

4.10.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

Land use impacts were assessed based upon the level of physical impact anticipated for the various issues that can affect compatibility (air quality, noise, human health and safety, aesthetics), as well as consistency with applicable plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect.

Significance Thresholds

As described in more detail in Section 4, *Environmental Impact Analysis*, the following thresholds are based on Appendix G of the *CEQA Guidelines* which provides the following to determine if a project would have a potentially significant impact on land use and planning. Would the project:

1. Physically divide an established community; or
2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigation an environmental effect.

The County's *Environmental Thresholds and Guidelines Manual* (2024; refer to Section 4, *Environmental Impact Analysis*) does not include thresholds related to land use and planning. Therefore, the following analysis relies solely on the *CEQA Guidelines* Appendix G thresholds identified above.

b. Project Impacts and Mitigation Measures

Threshold 1:	Would the project physically divide an established community?

Impact LU-1 The proposed project would consist of renovation of the Sandpiper Golf Club and would not include new components, such as roads, that could physically divide an established community. The proposed project would improve local connectivity through the construction of sidewalks and trails along Hollister Avenue. There would be no impact.

The project site is primarily surrounded by open space land uses, with the Pacific Ocean to the south, Haskell's Beach to the west, and Santa Barbara Shores Park to the east. Residential land uses are located across Hollister Avenue to the northeast and north, and are not directly adjacent to the project site.

The proposed project includes renovation of the Sandpiper Golf Club to provide an improved golf course, clubhouse, maintenance facility, and comfort station, as well as adaptive reuse of the Barnsdall Rio Grande Gas Station. The project 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 Hollister Avenue that would serve as a continuation of the De Anza Trail. Furthermore, the project includes the dedication of lateral access along the beach frontage on the sand and along Hollister Avenue, and the dedication of five acres of the project site, to the west in the Bell Canyon area, for open space, conservation, and coastal access. Therefore, the project would improve connectivity within the local vicinity. The project would renovate an existing golf course and does not include any new components (such as new roads) that could divide an established community. Renovation of the project site would not result in the physical division of an established community, and no impact would occur.

Mitigation Measures

No mitigation measures are required.

Threshold 2:	Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Impact LU-2 The proposed project would be consistent with the Goleta Municipal Code and the Santa Barbara County Airport Land Use Plan. The proposed project would conflict with the City's Bicycle and Pedestrian Master Plan but such conflict would not result in a significant environmental impact. With implementation of mitigation, the project would be consistent with applicable Goleta General Plan policies. This impact would be Class II, *less than significant with mitigation*.

The project site is zoned as Open Space/Active Recreation (City of Goleta 2025). Pursuant to Section 17.12.010(C) of the Goleta Municipal Code, the specific intent of the Open Space/Active Recreation zone is "for existing or planned areas for public parks and active recreational activities and facilities through implementation of the Open Space/Active Recreation land use designation in the General Plan. Individual recreational areas may include a mix of passive and active recreational features or improvements." As identified in Section 12.12.020 of the Goleta Municipal Code, allowed uses within this zone include community gardens, government buildings, park and recreation facilities, passive

open space, and outdoor recreation (with a Conditional Use Permit). As the proposed renovation of the project site would consist of outdoor recreational facilities with associated recreational and support structures, and the project applicant would obtain a Conditional Use Permit (as discussed in Section 2, *Project Description*, Section 2.9, *Required Approvals*), the project would thus be permitted in the Open Space/Active Recreation zone.

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. The project would require approval of a Development Plan from the City and a Coastal Development Permit from the California Coastal Commission to authorize the proposed improvements and continued use of the golf course and associated facilities. Upon approval of these permits, the golf course use and related structures would no longer be considered legal non-conforming and would instead be conforming uses under the Goleta Municipal Code. This change would resolve the current non-conforming status and align the project site's use with the Open Space/Active Recreation zoning designation.

Table 4.10-1 summarizes the project's consistency with the Open Space/Active Recreation zone requirements, including lot coverage, building height, and setback requirements, as stipulated by Section 17.12.030 of the Goleta Municipal Code. As indicated in Table 4.10-1, the proposed project would meet the development standards of the Open Space/Active Recreation zone, following the approval of a requested adjustment and Modification request (as discussed in Section 2, *Project Description*, Section 2.9, *Required Approvals*). The requested adjustment would allow portions of the clubhouse to exceed the 25-foot height limit, and the Modification request would allow eight parking spaces to be located within the front yard setback from the property line along Hollister Avenue.

Table 4.10-1 Project Consistency with Applicable Goleta Municipal Code Zoning Standards

Open Space/Active Recreation Zoning Requirements	Project Consistency
Maximum Lot Coverage: 20 percent	**Consistent.** The project site is approximately 193 acres. Proposed renovation on the project site would include approximately 0.76 acre of structures and 5.86 acres of hardscape. Therefore, renovation on the project site would occupy approximately 6.62 acres of the 193-acre site, or 3.4 percent of the site. Thus, the project would be consistent with the maximum lot coverage of 20 percent.
Maximum Building Height (feet): 25 feet from grade	**Consistent.** A minor portion of the proposed clubhouse's main roof structure would have a maximum height of 29 feet, which would exceed the building height limit. The existing clubhouse has a maximum height of 28 feet 6 inches and also exceeds the 25-foot height limit. The project applicant requests an individual Zoning Code adjustment to allow the clubhouse to exceed the 25-foot height limit. Following approval of this adjustment, which has been included as part of the project evaluated throughout this environmental impact analysis, the project would be consistent with the maximum building height requirement.
Minimum Setbacks (feet): Front: 10 Interior Side: 10 Street Side: 10 Rear: 10	**Consistent.** The proposed clubhouse, comfort station, Rio Grande Coffee Shop, and maintenance facility would all have setbacks more than 10 feet from property lines. However, eight parking spaces associated with the proposed clubhouse would be located within the 10-foot setback from the property line along Hollister Avenue. The project applicant requests a Modification request to allow the location of these eight parking spaces within the front yard setback. Following approval of this Modification request, which has been included as part of the project evaluated throughout this environmental impact analysis, the project would be consistent with setback requirements.
Parking: N/A[1].	**Consistent.** As determined by the *Updated Traffic, Parking, and Vehicle Miles Traveled Study* (Appendix N), the proposed project would satisfy parking requirements for the golf course, restaurant, clubhouse, pro shop, and office uses.

[1] 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 will be made by the Review Authority

The project's consistency with applicable goals and policies from land use plans, including the Goleta General Plan, is discussed in Table 4.10-2. As discussed in Table 4.10-2, the project would be consistent with applicable Goleta General Plan land use policies adopted for the purpose of avoiding or mitigating an environmental effect, following the implementation of project-specific mitigation measures.

The entire project site is located within Review Area 2 of the Santa Barbara Airport's Airport Influence Area, as well as within the FAR Part 77 airspace surface (SBCAG 2023). Height restrictions for development on the project site, as identified by FAR Part 77, range from 361 feet to 411 feet. The maximum height of proposed renovation on the project site is anticipated to be 33 feet from grade. Accordingly, the project would not conflict with the 2023 Santa Barbara County ALUP height restrictions.

The project would require an amendment to GWSD's Sphere of Influence and approval of an Out of Area Service Agreement to allow sewer service to the clubhouse, Rio Grande Coffee Shop, maintenance facilities, and comfort station. In addition, the project includes a request for relinquishment or abandonment of a portion of the public right-of-way along Hollister Avenue. These discretionary actions would not result in physical environmental impacts beyond those already analyzed in this EIR but are subject to review by the Santa Barbara County LAFCO (which would approve the requested changes to GWSD's Sphere of Influence) and the City of Goleta (which would approve the public right-of-way relinquishment).

The proposed project includes several elements that support bicycle and pedestrian travel and transit access; however, it would not be fully consistent with the City of Goleta's Bicycle and Pedestrian Master Plan (BPMP). As described in Section 2.6.6, *Hollister Avenue Improvements,* of Section 2, *Project Description*, the proposed project includes construction of a Type 4 path[2] along the south side of Hollister Avenue that would serve as a continuation of the Juan Bautista De Anza Trail. While this path is identified in the City's General Plan/Coastal Land Use Plan Open Space Element and is intended to encourage bicycle and pedestrian travel, the use of decomposed granite as the path surface material introduces long-term maintenance and accessibility concerns, particularly for individuals with mobility impairments, and would conflict with BPMP Policies TE 10 and TE 11, which require pedestrian or bicycle linkages that are safe and convenient for all Goleta residents. Furthermore, the construction of a decomposed granite pathway would conflict with the BPMP's recommendation to construct a Class I or Class IV bicycle path in the same location along Hollister Avenue to facilitate the connection of the Goleta Loop.

While the proposed project would conflict with BPMP Policies TE 10 and TE 11, such conflict does not inherently result in a significant environmental impact under CEQA. CEQA significance is determined by whether a conflict with a plan would lead to a substantial adverse physical change in the environment. In this case, the inconsistency is limited to the type of path that would be constructed, which represents a policy-level misalignment rather than a physical environmental effect. The project would not remove existing pedestrian or bicycle infrastructure, create physical barriers to non-motorized travel, or degrade safety or connectivity in a way that causes a measurable impact on the physical environment. CEQA focuses on physical environmental consequences, not on whether a project fully aligns with adopted plans or policies. Therefore, while the proposed project may not conform to the BPMP's preferred standards, this inconsistency does not result in a significant environmental impact under CEQA.The proposed project would be consistent with development standards of the Goleta Municipal Code, and would comply with development standards of the Santa

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

Barbara County ALUP, and would be consistent with applicable policies from the Goleta General Plan with the implementation of mitigation measures. While the proposed project would conflict with BPMP Policies TE 10 and TE 11 and connectivity recommendations, such conflict would not result in an environmental impact. Therefore, impacts related to conflict with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect would be less than significant with mitigation.

Mitigation Measures

Mitigation Measures BIO-1 through BIO-11 in Section 4.3, *Biological Resources*; CUL-1 through CUL-4 in Section 4.4, *Cultural Resources*; HYD-1 in Section 4.9, *Hydrology and Water Quality*; NOI-1 in Section 4.11, *Noise*; TCR-1 and TCR-2 in Section 4.15, *Tribal Cultural Resources*; and UTIL-1 in Section 4.16, *Utilities and Service Systems*, would reduce impacts involving conflicts with land use plans, policies, or regulations that were adopted for purposes of reducing environmental impacts. These mitigation measures would reduce impacts involving conflict with the Goleta General Plan as they would minimize potential impacts to protected environmental resources within the Goleta General Plan.

Table 4.10-2 Project Consistency with Applicable Land Use Policies

Policy	Project Consistency
Goleta General Plan	
Land Use Element (LU)	
Policy LU 6.3: Open Space/Active Recreation. This designation is intended to identify existing or planned areas for public parks and active recreational activities and facilities, such as playgrounds, picnic areas, tennis courts, ballparks, and sports fields. This use category is also intended to apply to significant private outdoor recreational facilities, such as golf courses and privately owned parks. Individual recreational areas may include a mix of passive and active recreational features or improvements. Appropriate caretaker facilities and residences may also be allowed if consistent with the character of the planned uses. The designation may also include storm drainage facilities.	**Consistent**. The proposed project would consist of renovation of the Sandpiper Golf Club on land designated as Open Space/Active Recreation. The project would continue the existing use of the project site as an outdoor golf course, which is a conditionally allowed land use within the Open Space/Active Recreation land use designation.
Policy LU 9.3: Site #3 – Coastal Recreation Parcels. These parcels, which were occupied by the Sandpiper Golf Course as of 2005, are designated in the Open Space/Active Recreation use category. The requirements applicable to this site are as follows (see Figure 2-2): a. The Sandpiper site shall continue to be used for golf course and other related outdoor recreation purposes. b. The golf course shall be maintained as a public course and shall not be converted to a members-only course. c. Any future project that requires a discretionary approval by the City shall be subject to a condition that requires preference to be given to local residents in terms of fees and tee times during appropriate time periods each week. d. The size and design of any new buildings and structures, or expansions and alterations of existing buildings, shall be controlled so as to preserve the character of the property as open land and minimize impacts on views of the ocean and Channel Islands from Hollister Avenue and views of the Santa Ynez Mountains from within the property and from beach and water areas. e. Any new development or alteration of the existing facilities and golf course shall be required to maintain or expand the extent of existing coastal access facilities, including parking and vertical access to the beach. Lateral bluff-top access may also be considered and should connect with the bluff-top trail on Santa Barbara Shores Park, with a transition down the bluff to the SL 421 access road. The intent is to secure access easements, or offers to dedicate, that will provide for lateral access during all seasons and tide conditions. Conceptual locations for future coastal accessways are shown on Figure 3-1 in the Open Space Element (see also OS 1.7). f. Any commercial uses, including restaurants, shall be open to the general public.	**Consistent.** The proposed project would maintain the project site as the Sandpiper Golf Club, accessible to the public. Demolition, reconstruction, renovations and upgrades to the existing clubhouse, comfort station, and maintenance yard, along with adaptive reuse of the Barnsdall Gas Station building, would occur in such a manner so the visual character of the project site, including south-facing views of the Pacific Ocean from Hollister Avenue and north-facing views of the Santa Ynez Mountains, would be preserved. The proposed project would enhance coastal access through pedestrian improvements along Hollister Avenue, including construction of a new sidewalk, crosswalk striping, and continuation of the De Anza Trail. Additionally, the proposed project includes the dedication of lateral access along the beach frontage on the sand, and along Hollister Avenue when beach sand is impassable because of tides/storms. Lateral bluff-top access was considered during project planning but ultimately rejected due to safety concerns associated with active golf course operations and trail instability related to coastal erosion and sea cliff retreat, which were determined to pose risks to public safety and long-term trail viability. An informal trail currently exists in Bell Canyon and provides access to the beach. The proposed dedication of Bell Canyon would preserve this existing access route. The proposed clubhouse restaurants and Rio Grande Coffee Shop would be open to the general public. The project would not include perimeter walls or landscaping and would underground the existing power lines along the site, which would improve views of the Pacific Ocean from Hollister Avenue. Furthermore, the proposed reconfiguration of the golf course would remove turf and increase native landscaping, and the project would include the dedication of a conservation easement on five acres within Bell Canyon for open space, all of

Policy	Project Consistency
g. Views from Hollister Avenue to the ocean and islands shall be preserved. Perimeter walls and landscaping that would obstruct or impair coastal views shall not be permitted. h. Any rerouting or alteration of the golf course shall be designed in a manner that protects and enhances environmental resources, including adjacent monarch butterfly habitat areas, Devereux Creek, and other drainages, and that protects safety on the beach.	which would protect and enhance environmental resources. The project site includes sensitive biological resources, including monarch butterfly habitat and riparian areas associated with Devereux Creek. The project has been designed to avoid direct impacts to these areas where feasible. Mitigation Measures BIO-2 (Environmentally Sensitive Habitat Fencing and Protection), BIO-3 (Biological Monitoring and Worker Education), BIO-4 (General Best Management Practices), BIO-6 (Monarch Butterfly Roost Protection), BIO-7 (Implementation of Monarch Roost Protection Plan), BIO-8 (Tree Protection Measures), and BIO-11 (Compensatory Mitigation for Impacts on Sensitive Communities and Riparian Habitat), identified in Section 4.4, *Biological Resources*, would reduce potential impacts to monarch butterfly habitat and riparian areas such that they are less than significant. The project would include a Condition of Approval that preference is given to local residents in terms of fees and tee times during appropriate time periods each week. Therefore, the proposed project would be consistent with this policy.
Open Space Element (OS)	
Policy OS 1.3: Preservation of Existing Coastal Access and Recreation. Goleta's limited Pacific shoreline of approximately two miles provides a treasured and scarce recreational resource for residents of the city, region, and state. Existing public beaches, shoreline, parklands, trails, and coastal access facilities shall be protected and preserved and shall be expanded or enhanced where feasible (see related Policies LU 9 and OS 4).	**Consistent.** The proposed project would enhance coastal access through pedestrian improvements along Hollister Avenue, including construction of a new sidewalk, crosswalk striping, and continuation of the De Anza Trail. 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. The project would provide a missing link in the De Anza Trail between Ellwood Mesa Open Space and Sperling Preserve (to the east) and the Bacara Resort (to the west). The Sandpiper Golf Course is a recreational facility open to the public. Proposed enhancements to the course are consistent with Coastal Act and General Plan policies that support public recreational uses and improvements to existing facilities. Therefore, the project would enhance regional trail continuity and support Coastal Act policies promoting public access and recreational connectivity.
Policy OS 1.4: Mitigation of Impacts to Lateral Coastal Access. New development, including expansions and/or alterations of existing development, shall be sited and designed to avoid impacts to public access and recreation along the beach and shoreline. If there is no feasible alternative that can eliminate all access impacts, then the alternative that would result in the least significant adverse impact shall be required. Impacts shall be mitigated through the dedication of an access and/or trail easement where the project site encompasses an existing or planned coastal accessway, as shown on the map in Figure 3-1.	**Consistent.** Renovation of the clubhouse, comfort station, and maintenance yard, as well as adaptive reuse of the Barnsdall Rio Grande Gas Station, would not alter or otherwise impact existing public access to the beach and shoreline. As discussed in the consistency analysis for Policy OS 1.3, the proposed project would improve coastal access through pedestrian improvements along Hollister Avenue and dedication of lateral access along the beach frontage on the sand and along Hollister Avenue when the sand is impassable because of tides/storms.

Policy	Project Consistency
Policy OS 1.5: Existing and Planned Lateral Coastal Access. Existing and planned lateral beach and bluff-top accessways within Goleta are shown on the map in Figure 3-1. Lateral beach and shoreline public access and recreation shall be permitted uses in the Visitor-serving Commercial, Recreation, and Open Space land use categories, which are the land-use categories applicable to lands situated along Goleta's shoreline.	**Consistent.** The proposed project would not interfere with lateral coastal accessways shown in Figure 3-1. Planned lateral coastal accessways shown in Figure 3-1 within the project site include the Juan Bautista de Anza trail. The proposed project would continue this trail and would thus improve upon the lateral coastal accessway.
Policy OS 1.7: Lateral Bluff-Top Accessways. Lateral bluff-top access easements, or offers to dedicate easements, may be required as a condition of approval of coastal development permits for projects located on shoreline parcels, provided there is a clear nexus to project impacts and the required condition is roughly proportional to the extent of the impacts. The intent shall be to provide a trail along the entire shoreline of the city that is usable during all seasons and tide conditions, extending from the eastern boundary of the City-owned Sperling Preserve westward through the Bacara Resort site to the City's western boundary. Some segments of the trail, such as part of the alignment on the Sandpiper Golf Course property, may be located below the bluff but above the beach on an access road to State Lease 421.	**Consistent.** 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. Lateral bluff-top access was considered during project planning but ultimately rejected due to safety concerns associated with active golf course operations and trail instability related to coastal erosion and sea cliff retreat, which were determined to pose risks to public safety and long-term trail viability.
Policy OS 2.2: Planned Vertical Accessways. Existing and planned vertical accessways to the beach and bluff-top within Goleta are shown on Figure 3-1. Vertical beach and shoreline public access shall be a permitted use in the Visitor-serving Commercial, Recreation, and Open Space land use categories, which are the land-use plan map categories applicable to lands situated along Goleta's shoreline.	**Consistent.** The proposed project would not interfere with existing and identified vertical coastal accessways shown in Figure 3-1. Also, the project applicant would provide to the City a community benefit payment, for a to-be-determined future activity or project, involving coastal access improvements in the vicinity of the project site. While the applicant is proposing to offer a conservation easement on the Bell Canyon property to a land conservation group, no improvements are proposed.
Policy OS 2.4: Mitigation of Impacts to Vertical Coastal Access. New development, including expansions and/or alterations of existing development, shall be sited and designed to avoid impacts to public vertical accessways to the shoreline unless a comparable, feasible alternative is provided. If there is no feasible alternative that can eliminate all access impacts, then the alternative that would result in the least significant adverse impact shall be required. Impacts shall be mitigated through the dedication of an access and/or trail easement in the general location where the project site encompasses an existing or planned coastal accessway, as shown generally on the map in Figure 3-1.	**Consistent.** Renovation of the golf course, clubhouse, comfort station, and maintenance yard, as well as adaptive reuse of the Barnsdall Gas Station, would avoid impacts to existing vertical coastal access points. The proposed project would not impact the identified vertical accessway in Bell Canyon, as the proposed project would not involve new development within Bell Canyon.
Policy OS 3.2: Coastal Access Parking. Adequate public parking shall be provided and maintained to serve coastal access and recreation uses to the extent feasible. The following criteria and standards shall apply: a. Existing and planned public coastal access parking areas are shown on Figure 3-1. b. Existing public parking areas serving coastal recreation users shall not be displaced unless a comparable replacement parking area is provided.	**Consistent.** The proposed project would not displace existing coastal access parking either on or offsite. Renovation associated with the proposed project would provide 162 offstreet parking spaces, and the use of a proposed overflow parking area during large special events. Therefore, project-related parking would not adversely affect existing public parking facilities. The proposed project would not change existing coastal access on the site, as shown in Figure 3-1. The City of Goleta's Municipal Code does not have a specific parking requirement for

Policy	Project Consistency
c. New development shall be required to provide offstreet parking sufficient to serve the proposed uses in order to minimize impacts to public onstreet parking available for coastal access and recreation. d. New or expanded nonresidential development that may individually or cumulatively impact public shoreline access and recreation shall include parking areas that are designed to serve beach access during weekends as well the proposed uses on weekdays. In addition, vehicular access to the shoreline with a drop-off point for marine recreation equipment shall be required in appropriate locations, as shown on the map in Figure 3-1.	recreational land uses; however, the Review Authority would review and consider approval of the proposed parking for the project.
Policy OS 4.4: Juan Bautista de Anza National Historic Trail. The following criteria and standards apply to future improvements to the Anza Trail segment within Goleta: a. The planned corridor for the Anza Trail is shown on the maps in Figures 3-1 and 3-3. b. Within the City-owned Sperling Preserve and Santa Barbara Shores Park, the Anza Trail shall be planned for multiple user types, including pedestrians, bicyclists, and equestrians, as shown on the map in Figure 3-3. c. Within the City-owned open space property the Anza Trail shall generally be designed as follows: 1) The equestrian path or tread may be separate from or combined with the main trail tread for pedestrians and bicyclists, 2) The trail shall be designed to have the minimum width necessary to accommodate the multiple users. The surface may be native soil materials or imported compacted fines (such as decomposed granite) without stabilizer or binder. d. As it exits the public open space area, the future Anza Trail corridor extends along Hollister Avenue to the Bacara access road and along that road to the city's western boundary. Standards for improvements of this segment of the Anza Trail shall be flexible to respond to the amount of available space for trail improvements. Dedication of a public access easement for the trail shall be required as a condition of approval of all coastal development permits for properties located along the Anza Trail corridor. e. Connectivity of the Anza Trail in Goleta with segments within the jurisdictions of the County and UCSB shall be provided as indicated in the multi-jurisdictional Ellwood-Devereux OSHMP.	**Consistent.** The proposed project would extend the De Anza Trail through construction of a Type 4 path (a 6-foot-wide decomposed granite path for pedestrian bike and equestrian use) along the Hollister Avenue right of way, which would extend westerly from the Rio Grande Coffee Shop to the proposed western clubhouse parking lot.

Policy	Project Consistency
Policy OS 7.5: Open Space for Outdoor Recreation. Lands designated in Figure 3-5 for outdoor recreation include Goleta's diverse City-owned parks and open space areas, as well as private lands that are devoted to active recreation. Private lands, such as Girsh Park and the Sandpiper Golf Course, may be available to the general public or may be for the exclusive use and enjoyment of residents or customers of particular development projects. The following shall apply to lands designated for outdoor recreation: a. City-owned parks and recreation areas shall be managed in accord with the provisions of Policy OS 7. b. Lake Los Carneros Natural and Historic Preserve shall be managed primarily as a passive preserve, with low intensity activities allowed near the Stow House, the historic farm buildings, and the historic Goleta Train Depot and South Coast Railroad Museum. c. Private lands for outdoor recreation, including but not limited to Girsh Park and Sandpiper Golf Course, shall be protected and preserved for the valuable contribution that they make to the supply of recreation services available to residents of Goleta and adjacent areas. d. The City should maximize the use of the existing park, recreation, and open space resources within the City by connecting them with an integrated system of trails and sidewalks. e. General locations for proposed or planned future park sites are shown in Figure 3-2.	**Consistent.** The Sandpiper Golf Course would continue to provide recreational services to residents of Goleta and adjacent areas. The proposed project would improve existing Sandpiper Golf Club facilities to provide additional restaurant spaces and enhance golf course playability. Furthermore, the project would include the construction of pedestrian facilities along Hollister Avenue, which would connect the Sandpiper Golf Course to the existing system of trails and sidewalks.
Policy OS 8.1: Definition. Cultural resources include Native American archaeological sites and areas of the natural landscape that have traditional cultural significance. Archaeological sites include prehistoric sites that represent the material remains of Native American societies and their activities and ethnohistoric sites that are Native American settlements occupied after the arrival of European settlers in California. Such archaeological sites may include villages, seasonal campsites, burial sites, stone tool quarry sites, hunting sites, traditional trails, and sites with rock carvings or paintings. Areas of traditional cultural significance include Native American sacred areas where religious ceremonies are practiced or which are central to their origins as a people, as well as areas traditionally used to gather plants for food, medicinal, or economic purposes.	**Consistent.** The CEQA analysis included in Section 4.4, *Cultural Resources*, evaluates cultural resources within the definition provided in this policy.

Policy	Project Consistency
Policy OS 8.3: Preservation. The City shall protect and preserve cultural resources from destruction. The preferred method for preserving a recorded archeological site shall be by preservation in place to maintain the relationship between the artifacts and the archaeological context. Preservation in place may be accomplished by deed restriction as a permanent conservation easement, avoidance through site planning and design, or incorporation of sites into other open spaces to prevent any future development or use that might otherwise adversely impact these resources.	**Consistent.** The project site is located in an archaeologically sensitive area, as is most of the City of Goleta (see Section 4.4, *Cultural Resources*). The proposed project would implement Mitigation Measures CUL-2 through CUL-4, which require archaeological monitoring (CUL-2), a cultural resources sensitivity meeting for construction personnel (CUL-3), and procedures for evaluation and treatment of any discoveries made during construction (CUL-4). These measures include protocols for preservation in place, such as avoidance through site planning and reburial within the immediate vicinity, consistent with Policy OS 8.3.
Policy OS 8.4: Evaluation of Significance. For any development proposal identified as being located in an area of archaeological sensitivity, a Phase I cultural resources inventory shall be conducted by a professional archaeologist or other qualified expert. All sites determined through a Phase 1 investigation to potentially include cultural resources must undergo subsurface investigation to determine the extent, integrity, and significance of the site. Where Native American artifacts have been found or where oral traditions indicate the site was used by Native Americans in the past, research shall be conducted to determine the extent of the archaeological significance of the site.	**Consistent.** As the project site is located within a mapped area of sensitivity, a Phase I cultural resources inventory was conducted by a qualified professional archaeologist. The Phase I investigation included a records search, pedestrian survey, and consultation with appropriate cultural resource databases. No known significant cultural resources, as defined by CEQA Section 15064.5, were determined to exist within the project site. The findings of the Phase I cultural resources inventory have been incorporated into the environmental review process, and Mitigation Measures CUL-2 (Archaeological Monitoring), CUL-3 (Workers Environmental Awareness Program Training), and CUL-4 (Unanticipated Discovery of Cultural Resources) would ensure the protection of unidentified cultural resources.
Policy OS 8.5: Mitigation. If research and surface reconnaissance shows that the project area contains a resource of cultural significance that would be adversely impacted by proposed development and avoidance is infeasible, mitigation measures sensitive to the cultural beliefs of the affected population shall be required. Reasonable efforts to leave these resources in an undisturbed state through capping or covering resources with a soil layer prior to development shall be required. If data recovery through excavation is the only feasible mitigation, the City shall confer with the affected Native American nation or most-likely descendants, as well as agencies charged with the responsibility of preserving these resources and organizations having a professional or cultural interest, prior to the removal and disposition of any artifacts.	**Consistent.** The project site is located in an archaeologically sensitive area, as is most of the City of Goleta (see Section 4.4, *Cultural Resources*). The four resources identified on the project site do not meet the criteria of a significant resource or unique archaeological resource pursuant to CEQA. However, the proposed project could potentially impact unknown archaeological resources and would require implementation of Mitigation Measures CUL-2 through CUL-4, TCR-1, and TCR-2, which would require archaeological monitoring (CUL-2), a cultural resources sensitivity meeting for construction personnel (CUL-3), implementation of appropriate procedures for evaluation and treatment of any discoveries made during construction (CUL-4), Native American monitoring (TCR-1), and procedures for final disposition of any unanticipated discoveries of tribal cultural resources (TCR-2). These mitigation measures would minimize potential impacts related to the discovery of unanticipated cultural resources during construction of the proposed project.

Policy	Project Consistency
Policy OS 8.6: Monitoring and Discovery. On-site monitoring by a qualified archaeologist and appropriate Native American observer shall be required for all grading, excavation, and site preparation that involves earth moving operations on sites identified as archaeologically sensitive. If cultural resources of potential importance are uncovered during construction, the following shall occur: a. The grading or excavation shall cease and the City shall be notified. b. A qualified archeologist shall prepare a report assessing the significance of the find and provide recommendations regarding appropriate disposition. c. Disposition will be determined by the City in conjunction with the affected Native American nation.	**Consistent.** Mitigation Measure CUL-2 would require archaeological monitoring during initial ground disturbance activities. Mitigation Measure CUL-4 would require implementation of an unanticipated discovery protocol, including cessation of construction activities, assessment of the findings, and final disposition. Implementation of these mitigation measures would meet the requirements of Policy OS 8.6.
Conservation Element (CE)	
Policy CE 1.3: Site-Specific Studies and Unmapped ESHAs. Any area not designated on the ESHA map in Figure 4-1 that meets the ESHA criteria for the resources specified in CE 1.1 shall be granted the same protections as if the area was shown on the map. Proposals for development on sites where ESHAs are shown on the map or where there is probable cause to believe that ESHAs may exist shall be required to provide the City with a site-specific biological study that includes the following information: a. A base map that delineates topographic lines, parcel boundaries, and adjacent roads. b. A vegetation map that identifies species that may be indicators of ESHAs. c. A soils map that delineates hydric and nonhydric soils, if applicable. d. A census of animal species that indicates the potential existence of ESHAs. e. A detailed map that shows the conclusions regarding the boundary, precise location and extent, or current status of the ESHA based on substantial evidence provided in the biological studies	**Consistent.** The proposed project would consist of renovation and upgrades on a site containing ESHA as identified in Figure 4-1 of the City's General Plan. The *Biological Resources Assessment Report for the Sandpiper Golf Club Project* (Appendix D-1) and *Memorandum Describing Environmentally Sensitive Habitat Areas (ESHAs) for the Sandpiper Golf Club Project* (Appendix D-2) both constitute site-specific biological studies that include the required information listed in Policy CE 1.3.
Policy CE 1.5: Corrections to Map of ESHAs. If a site-specific biological study, prepared consistent with subpolicy CE 1.3, contains substantial evidence that an area previously shown as an ESHA on Figure 4-1 (and Figure 3-5) does not contain habitat that meets the definition of an ESHA for reasons, other than that set forth in CE 1.4, or an area not shown as ESHA on Figure 4-1 (and Figure 3-5) that meets the definition of an ESHA, the Planning Commission, or the City Council if it is otherwise the Review Authority for the underlying project under Title 17 of the Goleta Municipal Code, shall make a finding based on substantial evidence as part of the project approval regarding the physical extent of the ESHA and detailed justification for revisions at the project site. If the Planning Commission, or the City Council if it is otherwise the Review Authority for the underlying project under Title 17 of the Goleta Municipal Code, finds that a change in the mapped ESHA is warranted, a map revision shall be included in the next General	**Consistent.** The Sandpiper Golf Course pond is listed as special-status species habitat as listed in Table 4-2 and displayed on Figure 4-1 in the City's General Plan/Coastal Land Use Plan. The *Memorandum Describing Environmentally Sensitive Habitat Areas (ESHAs) for the Sandpiper Golf Club Project* (Appendix D-2) provides substantial evidence, including lack of special-status species, for the removal of the Sandpiper Golf Course Pond from ESHA designation.

Policy	Project Consistency
Plan/Coastal Land Use Plan ESHA map amendment as detailed below. In cases of removal of mapped ESHA, the General Plan/Coastal Land Use Plan policies and standards for protection of ESHAs shall not apply, and approval of development consistent with all other requirements of the General Plan/Coastal Land Use Plan may be considered prior to the map revision. At a minimum, Figure 4-1 (and Figure 3-5) shall be reviewed and updated every five years to reflect currently available information, including up-to-date information on locations of rare, threatened, or endangered species or habitats; changes made in project approval decisions; and changes due to rising sea level.	
Policy CE 1.6: Protection of ESHAs. ESHAs shall be protected against significant disruption of habitat values, and only uses or development dependent on and compatible with maintaining such resources shall be allowed within ESHAs or their buffers. The following shall apply: a. No development, except as otherwise allowed by this element, shall be allowed within ESHAs and/or ESHA buffers. b. A setback or buffer separating all permitted development from an adjacent ESHA shall be required and shall have a minimum width as set forth in subsequent policies of this element. The purpose of such setbacks shall be to prevent any degradation of the ecological functions provided by the habitat area. c. Public accessways and trails are considered resource-dependent uses and may be located within or adjacent to ESHAs. These uses shall be sited to avoid or minimize impacts on the resource to the maximum extent feasible. Measures— such as signage, placement of boardwalks, and limited fencing or other barriers—shall be implemented as necessary to protect ESHAs. d. The following uses and development may be allowed in ESHAs or ESHA buffers only where there are no feasible, less environmentally damaging alternatives and will be subject to requirements for mitigation measures to avoid or lessen impacts to the maximum extent feasible: 1) public road crossings, 2) utility lines, 3) resource restoration and enhancement projects, 4) nature education, 5) biological research, and 6) Public Works projects as identified in the Capital Improvement Plan, only where there are no feasible, less environmentally damaging alternatives. e. If the provisions herein would result in any legal parcel created prior to the date of this plan being made unusable in its entirety for any purpose allowed by the land use plan, exceptions to the foregoing may be made to allow a reasonable economic use of the parcel. Alternatively, the City may establish a program to allow transfer of development rights for such parcels to receiving parcels that have areas suitable for	**Consistent**. The proposed project would result in direct impacts to ESHA through installation of a decomposed granite path, storm drains, cart paths, utility trenches, grading, landscaping, and sandcapping. These components constitute allowable development within ESHA and ESHA buffers as provided under Policy CE 1.6(c) and (d). The proposed installation of a storm drain and associated outlet within arroyo willow thickets ESHA along Devereux Creek in the eastern portion of the project site would temporarily impact, via trenching, 218 square feet of arroyo willow thickets. The proposed storm drain installation would also permanently impact 0.002 acre of arroyo willow thickets through habitat loss. The proposed project would include allowable development (such as storm drain outlets, cart path and free-standing bridge, and utility trenches) within the ESHA buffer, as explained in the consistency analysis for Policy CE 1.8. Implementation of Mitigation Measures BIO-2, BIO-3, and BIO-4 would reduce potential indirect impacts to riparian habitat or sensitive vegetation communities during project construction by requiring fencing around ESHA, biological monitoring during construction, construction worker environmental awareness training, and implementation of best management practices that would minimize potential impacts to biological resources during construction. Mitigation Measures BIO-6, BIO-7, and BIO-8 would reduce potential impacts to Monarch Butterfly Roosting Habitat ESHA. Implementation of Mitigation Measure BIO-11 would require compensatory mitigation for habitat loss due to project renovation. Mitigation Measure HYD-1 would require culvert removal and bridge installation at Devereux Creek to occur within the dry season to minimize the potential for construction pollutants to enter water within Devereux Creek. Implementation of Mitigation Measures HYD-1, BIO-2, BIO-3, BIO-4, BIO-6, BIO-7, BIO-8, and BIO-11 would reduce potential impacts to a less than significant level. With implementation of these mitigation measures, the proposed project would be consistent with Policy CE 1.6.

Policy	Project Consistency
and are designated on the Land Use Plan map for the appropriate type of use and development.	
Policy CE 1.8: ESHA Buffers. Development adjacent to an ESHA shall minimize impacts to habitat values or sensitive species to the maximum extent feasible. Native vegetation shall be provided in buffer areas to serve as transitional habitat. All buffers shall be of a sufficient size to ensure the biological integrity and preservation of the ESHA they are designed to protect.	**Consistent**. As discussed in Section 4.3, *Biological Resources*, proposed activities within the ESHA buffer include the installation of a decomposed granite path, storm drain outlets, cart path and free-standing bridge, and utility trenches, as well as proposed grading, sandcapping, and landscaping activities. As designed, the proposed activities would minimize impacts to habitat values or sensitive species to the maximum extent feasible via the proposed design of these elements. Nevertheless, the proposed project may result in impacts to ESHA and would require the implementation of Mitigation Measures HYD-1 (Dry Season Construction in Devereaux Creek), BIO-2 (Environmentally Sensitive Habitat Fencing and Protection), BIO-3 (Biological Monitoring and Worker Education), BIO-4 (General Best Management Practices), BIO-6 (Monarch Butterfly Roost Protection), BIO-7 (Implementation of Monarch Roost Protection Plan), BIO-8 (Tree Protection Measures), and BIO-11 (Compensatory Mitigation for Impacts on Sensitive Communities and Riparian Habitat),
Policy CE 1.9: Standards Applicable to Development Projects. The following standards shall apply to consideration of developments within or adjacent to ESHAs: a. Site designs shall preserve wildlife corridors or habitat networks. Corridors shall be of sufficient width to protect habitat and dispersal zones for small mammals, amphibians, reptiles, and birds. b. Land divisions for parcels within or adjacent to an ESHA shall only be allowed if each new lot being created, except for open space lots, is capable of being developed without building in any ESHA or ESHA buffer and without any need for impacts to ESHAs related to fuel modification for fire safety purposes. c. Site plans and landscaping shall be designed to protect ESHAs. Landscaping, screening, or vegetated buffers shall retain, salvage, and/or reestablish vegetation that supports wildlife habitat whenever feasible. Development within or adjacent to wildlife habitat networks shall incorporate design techniques that protect, support, and enhance wildlife habitat values. Planting of nonnative, invasive species shall not be allowed in ESHAs and buffer areas adjacent to ESHAs. d. All new development shall be sited and designed so as to minimize grading, alteration of natural landforms and physical features, and vegetation clearance in order to reduce or avoid soil erosion, creek siltation, increased runoff, and reduced infiltration of stormwater and to prevent net increases in baseline flows for any receiving water body.	**Consistent**. As discussed in Section 4.3, *Biological Resources*, the proposed project would not substantially affect wildlife corridors or habitat networks. The proposed project would not involve land divisions. The proposed project's site plans and landscaping have been designed to protect ESHA to the extent feasible through location of project components, selection of native plants for landscaping, and restoration of ESHA. Recontouring of the golf course would follow the natural contour of the project site and limit grading where feasible by integrating fairways and greens with existing slopes, which would minimize the potential for erosion, siltation, runoff, and reduced infiltration of stormwater. New light sources associated with the proposed project limited around the buildings would be shielded and directed downwards and away from wildlife habitats. Construction noise impacts to special-status species in ESHA would be minimized with implementation of Mitigation Measure NOI-1, which would minimize construction noise in compliance with existing City noise standards; and operational noise impacts would be similar to existing conditions. The proposed project would redevelop existing structures, which would minimize the need for fuel modification or weed abatement. The proposed project would avoid, if feasible, construction during critical time periods for wildlife. If avoidance of critical time periods is not feasible, then potential impacts to wildlife may occur. However, the proposed project would require the implementation of Mitigation Measures BIO-5 and BIO-10, which would require avoidance measures if construction occurs during the Crotch's bumble bee active period or nesting bird

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e. Light and glare from new development shall be controlled and directed away from wildlife habitats. Exterior night lighting shall be minimized, restricted to low intensity fixtures, shielded, and directed away from ESHAs. f. All new development should minimize potentially significant noise impacts on special-status species in adjacent ESHAs. g. All new development shall be sited and designed to minimize the need for fuel modification, or weed abatement, for fire safety in order to preserve native and/or nonnative supporting habitats. Development shall use fire resistant materials and incorporate alternative measures, such as firewalls and landscaping techniques, that will reduce or avoid fuel modification activities. h. The timing of grading and construction activities shall be controlled to minimize potential disruption of wildlife during critical time periods such as nesting or breeding seasons. i. Grading, earthmoving, and vegetation clearance adjacent to an ESHA shall be prohibited during the rainy season, generally from November 1 to March 31, except as follows: 1) where erosion control measures such as sediment basins, silt fencing, sandbagging, or installation of geofabrics have been incorporated into the project and approved in advance by the City; 2) where necessary to protect or enhance the ESHA itself; or 3) where necessary to remediate hazardous flooding or geologic conditions that endanger public health and safety. j. In areas that are not adjacent to ESHAs, where grading may be allowed during the rainy season, erosion control measures such as sediment basins, silt fencing, sandbagging, and installation of geofabrics shall be implemented prior to and concurrent with all grading operations.	period. Implementation of Mitigation Measure HYD-1 would require construction of the free-standing bridge in Devereux Creek to occur during the dry season, which would reduce potential grading and earthmoving impacts to ESHA. Implementation of BMPs from the Storm Water Pollution Prevent Plan would involve erosion control practices throughout the project site, which would minimize grading impacts to ESHA.
Policy CE 2.1: Designation of Protected Creeks. The provisions of this policy shall apply to creeks shown in Figure 4-1. These watercourses and their associated riparian areas are defined as ESHAs. They serve as habitat for fish and wildlife, provide wildlife movement corridors, provide for the flow of stormwater runoff and floodwaters, and furnish open space and passive recreational areas for city residents.	**Consistent.** The analysis in Section 4.3, *Biological Resources*, considers Bell Canyon Creek and Devereux Creek, which are shown in Figure 4-1, and the associated riparian areas as ESHA, and analyzes project impacts to those ESHA areas. The proposed project would be consistent with the provisions of Policy CE 2, as discussed in the consistency analyses for Policies CE 2.2, 2.3, and 2.5.
Policy CE 2.2: Streamside Protection Areas. A streamside protection area (SPA) is hereby established along both sides of the creeks identified in Figure 4-1. The purpose of the designation shall be to preserve the SPA in a natural state in order to protect the associated riparian habitats and ecosystems. The SPA shall include the creek channel, wetlands and/or riparian vegetation related to the creek hydrology, and an adjacent upland buffer area. The width of the SPA upland buffer shall be as follows: a. The SPA upland buffer shall be 100 feet outward on both sides of the creek, measured from the top of the bank or the outer limit of wetlands and/or riparian	**Consistent**. The proposed project would involve construction of a decomposed granite path, cart path and free-span bridge, utility trench, and sandcapping within the 100-foot SPA buffer for Devereux Creek. However, these activities are considered allowable uses within an SPA pursuant to Policy CE 2.3. Additionally, implementation of Mitigation Measure BIO-11 would require compensatory mitigation for habitat loss associated with impacts to arroyo willow thickets within the SPA due to storm drain installation and would reduce potential impacts to a less than significant level.

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vegetation, whichever is greater. The City may consider increasing or decreasing the width of the SPA upland buffer on a case-by-case basis at the time of environmental review. The City may allow portions of a SPA upland buffer to be less than 100 feet wide, but not less than 25 feet wide, based on a site specific assessment if (1) there is no feasible alternative siting for development that will avoid the SPA upland buffer; and (2) the project's impacts will not have significant adverse effects on streamside vegetation or the biotic quality of the stream. b. If the provisions above would result in any legal parcel created prior to the date of this plan being made unusable in its entirety for any purpose allowed by the land use plan, exceptions to the foregoing may be made to allow a reasonable economic use of the parcel, subject to approval of a conditional use permit	
Policy CE 2.3: Allowable Uses and Activities in Streamside Protection Areas. The following compatible land uses and activities may be allowed in SPAs, subject to all other policies of this plan, including those requiring avoidance or mitigation of impacts: a. Agricultural operations, provided they are compatible with preservation of riparian resources. b. Fencing and other access barriers along property boundaries and along SPA boundaries. c. Maintenance of existing roads, driveways, utilities, structures, and drainage improvements. d. Construction of public road crossings and utilities, provided that there is no feasible, less environmentally damaging alternative. e. Construction and maintenance of foot trails, bicycle paths, and similar low-impact facilities for public access. f. Resource restoration or enhancement projects. g. Nature education and research activities. h. Low-impact interpretive and public access signage. i. Other such Public Works projects as identified in the Capital Improvement Plan, only where there are no feasible, less environmentally damaging alternatives.	**Consistent**. As discussed in Section 4.3, *Biological Resources*, renovation activities proposed within the Devereux Creek SPA include a decomposed granite path, cart path and free-span bridge, utility trench, and sandcapping. These activities are all considered allowable uses pursuant to Policy CE 2.3. The decomposed granite path, cart path and free-standing bridge would consist of low-impact pedestrian facilities covered under item (e), the utility trenching would be covered under item (d), and sandcapping would be covered under item (f).

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Policy CE 2.5 Maintenance of Creeks as Natural Drainage Systems. Creek banks, creek channels, and associated riparian areas shall be maintained or restored to their natural condition wherever such conditions or opportunities exist. Creeks carry a significant amount of Goleta's stormwater flows. The following standards shall apply: a. The capacity of natural drainage courses shall not be diminished by development or other activities. b. Drainage controls and improvements shall be accomplished with the minimum vegetation removal and disruption of the creek and riparian ecosystem that is necessary to accomplish the drainage objective. c. Measures to stabilize creek banks, improve flow capacity, and reduce flooding are allowed but shall not include installation of new concrete channels, culverts, or pipes except at street crossings, unless it is demonstrated that there is no feasible alternative for improving capacity. d. Drainage controls in new development shall be required to minimize erosion, sedimentation, and flood impacts to creeks. Onsite treatment of stormwater through retention basins, infiltration, vegetated swales, and other best management practices (BMPs) shall be required in order to protect water quality and the biological functions of creek ecosystems. e. Alteration of creeks for the purpose of road or driveway crossings shall be prohibited except where the alteration is not substantial and there is no other feasible alternative to provide access to new development on an existing legal parcel. Creek crossings shall be accomplished by bridging and shall be designed to allow the passage of fish and wildlife. Bridge abutments or piers shall be located outside creek beds and banks, unless an environmentally superior alternative exists.	**Consistent**. The proposed project would not diminish the natural drainage course of the project site. Vegetation removal within creek corridors would be minimized and limited to areas necessary for path construction and bridge placement. Disturbed areas would be restored with native vegetation pursuant to Mitigation Measure BIO-11. The proposed free-standing pedestrian bridge over Devereux Creek is designed to span the creek without disturbing the banks, thereby maintaining bank stability. Erosion control measures would be implemented during and after construction, including use of BMPs to minimize soil loss and sedimentation. Public access to creek corridors would be limited to designated trails and crossings, avoiding substantial intrusion into sensitive riparian areas.
Policy CE 3.7: Lagoon Protection. The lagoons at the mouths of Bell Canyon and Tecolote Creeks shall be protected. Lagoon breaching or water level modification shall not be allowed.	**Consistent.** The project would not result in lagoon breaching, water level modification, or other impacts to the lagoon at the mouth of Bell Canyon, as no development would occur in the Bell Canyon area.
Policy CE 4.4: Protection of Monarch Butterfly ESHAs. Monarch butterfly ESHAs shall be protected against significant disruption of habitat values, and only uses or development dependent on and compatible with maintaining such resources shall be allowed within these ESHAs or their buffer areas. The following standards shall apply: a. No development, except as otherwise allowed by this policy, shall be allowed within monarch butterfly ESHAs or ESHA buffers. b. Since the specific locations of aggregation sites may vary from one year to the next, the focus of protection shall be the entire grove of trees rather than individual trees that are the location of the roost.	**Consistent**. The proposed project would restore approximately 2,831 square feet of Devereux Creek riparian ESHA and Monarch Butterfly Roosting ESHA. In the eastern portion of the project site, proposed storm drain and sewer line trenching, grading, replacement of an existing maintenance building, construction of the replacement cart paths, and sandcapping would occur within the western edge of designated monarch butterfly roosting ESHA. However, the City of Goleta's General Plan/Coastal Land Use Plan Policy CE 1.6 and Goleta Municipal Code Section 17.30.040, which provide protection for ESHA and ESHA buffers against development, allow for resource-dependent uses (including public accessways and trails) and utilities that are sited to avoid or minimize impacts on

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c. Removal of vegetation within monarch ESHAs shall be prohibited, except for minor pruning of trees or removal of dead trees and debris that are a threat to public safety. d. Public accessways are considered resource-dependent uses and may be located within a monarch ESHA or its buffer; however, such accessways shall be sited to avoid or minimize impacts to aggregation sites. e. Interpretative signage is allowed within a monarch ESHA or its buffer, but shall be designed to be visually unobtrusive. f. Butterfly research, including tree disturbance or other invasive methods, may be allowed subject to City approval of a permit.	the resource to the maximum extent feasible. As designed, the proposed uses would minimize impacts to habitat values or sensitive species to the maximum extent feasible from the existing configuration. None of the proposed activities within monarch butterfly roosting ESHA would require removal of trees or vegetation contributing to monarch butterfly habitat. The proposed project would implement Mitigation Measures BIO-7, BIO-8, and BIO-11, which would reduce potential impacts to Monarch Butterfly Roosting ESHA by requiring preparation of a Monarch Roost Protection Plan (BIO-7), tree protection measures (BIO-8), and compensatory mitigation for impacts to ESHA (BIO-11).
Policy CE 4.5: Buffers Adjacent to Monarch Butterfly ESHAs. A buffer of a sufficient size to ensure the biological integrity and preservation of the monarch butterfly habitat, including aggregation sites and the surrounding grove of trees, shall be required. Buffers shall not be less than 100 feet around existing and historic roost sites as measured from the outer extent of the tree canopy. The buffer area shall serve as transitional habitat with native vegetation and shall provide physical barriers to human intrusion. The buffer may be reduced to 50 feet in circumstances where the trees contribute to the habitat but are not considered likely to function as an aggregation site, such as along narrow windrows. Grading and other activities that could alter the surface hydrology that sustains the groves of trees are prohibited within or adjacent to the buffer area.	**Consistent**. Grading, construction of the replacement cart path that leads to a free-standing bridge over Devereaux Creek, construction of a bioretention basin and storage facility, and sandcapping would occur within the 100-foot Monarch Butterfly Roosting ESHA buffer. Grading and other proposed activities within the buffer are not anticipated to alter the surface hydrology or remove native vegetation that sustains the monarch butterfly roosting ESHA eucalyptus stands. Proposed activities within the Monarch Butterfly Roosting ESHA buffer would not introduce new development, but instead would recontour the existing golf course, install new plantings within existing maintained areas, and replace the existing cart pathway. The installation of new plantings would enhance the buffer's purpose of serving as transitional habitat with native vegetation. The proposed project would implement Mitigation Measures BIO-7, BIO-8, and BIO-11, which would reduce potential impacts to Monarch Butterfly Roosting ESHA by requiring preparation of a Monarch Roost Protection Plan (BIO-7), tree protection measures (BIO-8), and compensatory mitigation for impacts to ESHA (BIO-11).
Policy CE 5.3: Protection of Costal Bluff Scrub, Coastal Sage Scrub, and Chaparral ESHA. In addition to the provisions of Policy CE 1, the following standards shall apply: a. For purposes of this policy, coastal bluff scrub is defined as scrub habitat occurring on exposed coastal bluffs. Example species in bluff scrub habitat include Brewer's saltbush (*Atriplex lentiformis*), lemonade berry (*Rhus integrifolia*), seashore blight (*Suaeda californica*), seacliff buckwheat (*Eriogonum parvifolium*), California sagebrush (*Artemisia californica*), and coyote bush (*Baccharis pilularis*). Coastal sage scrub is defined as a drought-tolerant, Mediterranean habitat characterized by soft-leaved, shallow-rooted subshrubs such as California sagebrush (*Artemisia californica*), coyote bush (*Baccharis pilularis*), and California encelia (*Encelia californica*). It is found at lower elevations in both coastal and interior areas where moist maritime air penetrates inland. Chaparral is defined as fire- and drought-adapted woody,	**Consistent**. Grading and sandcapping would occur near the coastal bluffs and within the ESHA buffers for quailbush scrub and California brittle bush – ashy buckwheat scrub alliance, both of which are considered coastal bluff scrub/coastal sage scrub ESHA under the Goleta General Plan. However, grading (recontouring) and sandcapping would promote infiltration of water, reduced waterlogging, and better root growth for the native plants that would be installed. Proposed activities would avoid ESHA and occur within the ESHA buffer only in areas that are already on the existing golf course, and would remain turf or playable areas of the golf course. The proposed project would involve the installation of native plants within a 25-foot buffer of coastal bluff scrub/coastal sage scrub ESHA in all graded and sandcapped areas that are not playable.

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evergreen shrubs generally occurring on hills and lower mountain slopes. The area must have both the compositional and structural characteristics of coastal bluff scrub, coastal sage scrub, or chaparral habitat as described in Preliminary Descriptions of Terrestrial Natural Communities of California (Holland 1986) or other classification system recognized by the California Department of Fish and Game. b. To the maximum extent feasible, development shall avoid impacts to coastal bluff scrub, coastal sage scrub, or chaparral habitat that is part of a wildlife movement corridor and the impact would preclude animal movement or isolate ESHAs previously connected by the corridor such as (1) disrupting associated bird and animal movement patterns and seed dispersal, and/or (2) increasing erosion and sedimentation impacts to nearby creeks or drainages. c. Impacts to coastal bluff scrub, coastal sage scrub, and chaparral ESHAs shall be minimized by providing at least a 25-foot buffer restored with native species	
Policy CE 8.1: ESHA Designation. Requisite habitats for individual occurrences of special-status plants and animals, including candidate species for listing under the state and federal endangered species acts, California species of special concern, California Native Plant Society List 1B plants, and other species protected under provisions of the California Fish and Game Code shall be preserved and protected, and their occurrences, including habitat requirements, shall be designated as ESHAs. These habitats include, but are not limited to, the following: a. Special-status plant species such as Santa Barbara honeysuckle (Lonicera subspicata var. subspicata), southern tarplant (Centromadia parryi ssp. australis) and black-flowered figwort (Scrophularia atrata). b. Habitat capable of supporting special-status invertebrate species, such as the globose dune beetle (Coelus globosus), and roosting habitat for the monarch butterfly. c. Aquatic habitat capable of supporting special-status fish species such as the steelhead trout (Oncorhynchus mykiss) and tidewater goby (Eucyclogobius newberryi). d. Habitat capable of supporting special-status amphibians and reptiles such as the red-legged frog (Rana aurora draytonii) and western pond turtle (Clemmys marmorata pallida). e. Nesting and roosting areas for various species of raptors such as Cooper's hawks (Accipiter cooperii), red-tailed hawks (Buteo jamaicensis), white-tailed kites (Elanus leucurus), and turkey vultures (Cathartes aura). f. Nesting habitat for other special-status bird species such as western snowy plover, southwestern willow flycatcher (Empidonax traillii extimus), loggerhead shrike	**Consistent.** The CEQA analysis included in Section 4.3, *Biological Resources*, evaluates ESHA within the definition provided in this policy.

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(Lanius ludovicianus), yellow warbler (Dendroica petechia), or tri-colored blackbird (Agelaius tricolor). g. Nesting and foraging habitat for special-status mammals such as pallid bat (Antrozous pallidus), western red bat (Lasiurus blossevillii), Yuma myotis (Myotis yumanensis), and American badger (Taxidea taxus).	
Policy CE 8.2: Protection of Habitat Areas. All development shall be located, designed, constructed, and managed to avoid disturbance of adverse impacts to special-status species and their habitats, including spawning, nesting, rearing, roosting, foraging, and other elements of the required habitats.	**Consistent**. The project would be located, designed, and constructed to avoid disturbance of special-status species and their habitats. Project construction would be managed to avoid special-status species and their habitats. As discussed under Impacts BIO-1 through BIO-4 in Section 4.3, *Biological Resources*, implementation of Mitigation Measures BIO-1 through BIO-11 would ensure that impacts to special-status species and their habitat areas are minimized.
Policy CE 8.3: Site-Specific Biological Resources Study. Any areas not designated on Figure 4-1 that meet the ESHA criteria for the resources specified in CE 8.1 shall be accorded the same protections as if the area were shown on the figure. Proposals for development on sites where ESHAs are shown on the figure, or where there is probable cause to believe that an ESHA may exist, shall be required to provide the City with a site-specific biological study that includes the following information: a. A base map that delineates topographic lines, parcel boundaries, and adjacent roads. b. A vegetation map that 1) identifies trees or other sites that are existing or historical nests for the species of concern and 2) delineates other elements of the habitat such as roosting sites and foraging areas. c. A detailed map that shows the conclusions regarding the boundary, precise location and extent, or current status of the ESHA based on substantial evidence provided in the biological studies. d. A written report that summarizes the survey methods, data, observations, findings, and recommendations.	**Consistent.** The proposed project would consist of renovation on a site containing ESHA as identified in Figure 4-1 of the City's General Plan. The *Biological Resources Assessment Report for the Sandpiper Golf Club Project* (Appendix D-1) and *Memorandum Describing Environmentally Sensitive Habitat Areas (ESHAs) for the Sandpiper Golf Club Project* (Appendix D-2) both constitute site-specific biological studies that include the required information listed in Policy CE 8.3.
Policy CE 9.5: Mitigation of Impacts to Native Trees. Where the removal of mature native trees cannot be avoided through the implementation of project alternatives or where development encroaches into the protected zone and could threaten the continued viability of the tree(s), mitigation measures shall include, at a minimum, the planting of replacement trees on site, if suitable area exists on the subject site, or offsite if suitable onsite area is unavailable, consistent with the Tree Protection Ordinance (see also CE-IA-4). The Tree Protection Ordinance shall establish the mitigation ratios for replacement trees for every tree removed. Where onsite mitigation is not feasible, offsite mitigation shall be provided by planting of replacement trees at a site within the same watershed. If the tree removal occurs at a site within the Coastal Zone, any offsite	**Consistent.** The proposed project would involve grading for a decomposed granite path and trenching for underground utilities along the Hollister Avenue right-of-way and within riparian ESHA along Devereux Creek, and trenching for a storm drain and construction of a storm drain outlet within arroyo willow thicket associated with Devereux Creek. These activities would require removal of three live and one dead eucalyptus tree within riparian ESHA. The project would include the removal of an oak tree within the Hollister Avenue right-of-way; to offset the removal of the oak tree, the project would include the planting of a replacement 72-inch box oak on the project site.

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mitigation area shall also be located within the Coastal Zone. Minimum sizes for various species of replacement trees shall be established in the Tree Protection Ordinance. Mitigation sites shall be monitored for a period of 5 years. The City may require replanting of trees that do not survive.	Additionally, the proposed project would involve trenching along the eastern project site boundary within monarch butterfly roosting habitat ESHA. Although trenching is not anticipated to result in removal of or major impact to monarch butterfly roosting habitat ESHA trees, it would subject these trees to critical root zone encroachment that could accidentally damage the trees. Implementation of Mitigation Measures BIO-7 and BIO-8, which would require preparation of a Monarch Roost Protection Plan (BIO-7) and tree protection measures during construction (BIO-8) would reduce impacts to protected trees to a less than significant level. Implementation of Mitigation Measures BIO-7 and BIO-8 as well as replacement planting would ensure that the project would be consistent with Policy CE 9.5.
Policy CE 10.4: New Facilities. New bridges, roads, culverts, and outfalls shall not cause or contribute to creek bank erosion or creek or wetland siltation and shall include BMPs to minimize impacts to water quality. BMPs shall include construction phase erosion control, polluted runoff control plans, and soil stabilization techniques. Where space is available, dispersal of sheet flow from roads into vegetated areas, or other onsite infiltration practices, shall be incorporated into the project design.	**Consistent**. As discussed in Section 4.9, *Hydrology and Water Quality*, construction work inside Devereux Creek for the new golf cart bridge could result in the degradation of water quality from increased erosion, however, impacts would be less than significant with implementation of Mitigation Measure HYD-1, which would require work in Devereux Creek to occur in the dry season. Furthermore, the proposed project would include the installation of six bioretention basins that would capture and treat stormwater runoff from the areas surrounding the clubhouse and maintenance facility prior to discharge to the golf course. Treated water and high-flow bypass from the basins would be discharged to the golf course rather than the storm drain system in Hollister Avenue that outlets to Bell Canyon Creek.
Policy CE 10.6: Stormwater Management Requirements. The following requirements shall apply to specific types of development: a. Commercial and multiple-family development shall use BMPs to control polluted runoff from structures, parking, and loading areas. b. Restaurants shall incorporate BMPs designed to minimize runoff of oil and grease, solvents, phosphates, and suspended solids to the storm drain system. c. Gasoline stations, car washes, and automobile repair facilities shall incorporate BMPs designed to minimize runoff of oil and grease, solvents, car battery acid, engine coolants, and gasoline to the stormwater system. d. Outdoor materials storage areas shall be designed to incorporate BMPs to prevent stormwater contamination from stored materials. e. Trash storage areas shall be designed using BMPs to prevent stormwater contamination by loose trash and debris.	**Consistent**. As discussed in Section 4.9, *Hydrology and Water Quality*, the proposed project would implement BMPs, such as posting of signage by inlets that prohibits dumping, and regular sweeping of the parking lot and access roads, to reduce the introduction of pollutants into stormwater. Stormwater from the restaurant and the maintenance yard would be directed to one of the six proposed bioretention basins which would ensure treatment of runoff and minimization of pollutants entering the storm drain system. The proposed maintenance yard would include a fenced and covered trash and recycling area that would minimize stormwater contaminated from loose trash and debris.

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Policy CE 12.2: Control of Air Emissions from New Development: The following shall apply to reduction of air emissions from new development: a. Any development proposal that has the potential to increase emissions of air pollutants shall be referred to the Santa Barbara County Air Pollution Control District for comments and recommended conditions prior to final action by the City. b. All new commercial and industrial sources shall be required to use the best available air pollution control technology. Emissions control equipment shall be properly maintained to ensure efficient and effective operation. c. Wood-burning fireplace installations in new residential development shall be limited to low-emitting state- and U.S. Environmental Protection Agency (EPA)- certified fireplace inserts and woodstoves, pellet stoves, or natural gas fireplaces. In locations near monarch butterfly ESHAs, fireplaces shall be limited to natural gas. d. Adequate buffers between new sources and sensitive receptors shall be required. e. Any permit required by the Santa Barbara County Air Pollution Control District shall be obtained prior to issuance of final development clearance by the City.	**Consistent**. As part of the CEQA process, the Notice of Preparation for the project was submitted to state and local agencies, including the Santa Barbara County Air Pollution Control District, to comment and provide recommendations. The project will use the best available air pollution control technology and ensure equipment is properly maintained. The project is not directly adjacent to sensitive receptors and would not require a buffer. Additionally, the project would not require a permit from the District.
Policy CE 12.3: Control of Emissions during Grading and Construction: Construction site emissions shall be controlled by using the following measures: a. Watering active construction areas to reduce windborne emissions. b. Covering trucks hauling soil, sand, and other loose materials. c. Paving or applying nontoxic solid stabilizers on unpaved access roads and temporary parking areas. d. Hydroseeding inactive construction areas. e. Enclosing or covering open material stockpiles. f. Revegetating graded areas immediately upon completion of work.	**Consistent**. The project would minimize construction site emissions through watering construction areas and covering trucks hauling soil. After clearing, grading, earth moving or excavation is completed, the disturbed area would be treated by watering, or using roll-compaction, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation would not occur. All driveways and sidewalks to be paved/surfaced would be completed as soon as possible.
Policy CE 13.2: Energy Efficiency in Existing and New Commercial and Industrial Development. The following measures shall be employed to reduce energy consumption in existing and new commercial and industrial buildings: a. Reduction of energy consumption in existing buildings through improved design and management of heating, ventilation, air conditioning systems, and lighting is encouraged. Master metering is discouraged, and conversions to metering for individual tenant spaces shall be promoted where feasible. b. The City shall enforce the state's residential energy conservation building standards set forth in Title 24 through its plan check and building permit issuance processes. c. The City shall encourage nonresidential buildings to be designed in a manner that is appropriate for local climate conditions, taking into account natural light and	**Consistent**. As discussed in Section 4.5, *Energy*, project design and construction would comply with standards set in California Building Code Title 24, which require implementation of energy-efficient light fixtures, building materials, and heating, ventilation, and air conditioning equipment. Furthermore, these standards promote the adoption of a well-insulated building envelope to reduce heating and cooling demands. The proposed project would also comply with the 2025 Building Energy Efficiency Standards, which require new buildings to meet performance standards set by the California Energy Code to achieve energy-efficient performance. Adherence to these standards would ensure the proposed project would minimize energy consumption in redeveloped and new commercial buildings (e.g., clubhouse, Rio Grande Coffee Shop).

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ventilation, placement of landscaping, and use of integrated energy systems. This encompasses concepts such as cogeneration, waste heat systems, and other similar technologies.	
Policy CE 13.3: Use of Renewable Energy Sources. For new projects, the City encourages the incorporation of renewable energy sources. Consideration shall be given to incorporation of renewable energy sources that do not have adverse effects on the environment or on any adjacent residential uses. The following considerations shall apply: a. Solar access shall be protected in accordance with the state Solar Rights Act (AB 2473). South wall and rooftop access should be achievable in low-density residential areas, while rooftop access should be possible in other areas. b. New development shall not impair the performance of existing solar energy systems. Compensatory or mitigation measures may be considered in instances where there is no reasonable alternative. c. Alternative energy sources are encouraged, provided that the technology does not contribute to noise, visual, air quality, or other potential impacts on nearby uses and neighborhoods.	**Consistent.** As discussed in Section 4.5, *Energy*, Southern California Edison would provide electricity for the proposed project. In accordance with Senate Bill (SB) 100, Southern California Edison is required to increase renewable energy procurement to 60 percent by 2030, and 100 percent by 2045. Accordingly, the project would be supplied with renewable electricity in accordance with the requirements of SB 100. Additionally, the proposed design of the new maintenance building allows for the future installation of solar panels on the roof. Therefore, the project would utilize renewable energy sources, and would not impair the performance of existing solar energy systems.
Policy CE 15.3: Water Conservation for New Development. In order to minimize water use, all new development shall use low water use plumbing fixtures, water-conserving landscaping, low flow irrigation, and reclaimed water for exterior landscaping, where appropriate.	**Consistent.** As discussed in Section 4.16, *Utilities and Service Systems*, the project would remove and replace the existing irrigation system and removal of a significant amount of turf, which would reduce water footprint and maximize water use efficiency and water conservation. The new irrigation system would continue to use reclaimed water and would consist of a combination of drip, rotor, or drip/rotor irrigation. Furthermore, a smart irrigation controller system would be implemented to manage irrigation usage, supported by an onsite weather station. Project landscaping where the turf is removed would consist of native vegetation, which is typically drought tolerant. The proposed project would include water efficient appliances to reduce water consumption for plumbing consistent with the latest Title 24 Green Building Code and Building Energy Efficiency Standards. Therefore, the proposed project would reduce water use when compared to existing site conditions.

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Policy CE 15.5: Reduction of Construction Wastes. In instances where demolitions of existing buildings and structures are authorized, it is encouraged that such structures be deconstructed and that structural components, fixtures, and materials be salvaged for future reuse. Provisions for recycling of waste materials at all construction sites, including and demolition sites shall be required.	**Consistent.** Pursuant to Chapter 8.10, Article IV of the Goleta Municipal Code, construction contractors are required to divert 65 percent of all construction and demolition waste by weight from landfill disposal for any new structure. Implementation of Mitigation Measure UTIL-1 would require proposed project construction to achieve a 98 percent diversion rate for demolition of the concrete cart paths. Furthermore, pursuant to Chapter 8.10, Article IV of the Goleta Municipal Code, the applicant is required to submit a Waste Management Plan which would indicate how solid waste generated during demolition and construction would be diverted in accordance with City requirements. Therefore, the proposed project would comply with applicable provisions for the recycling and salvage of demolished materials to the extent possible.
Safety Element (SE)	
Policy SE 1.3: Site-Specific Hazards Studies. Applications for new development shall consider exposure of the new development to coastal and other hazards. Where appropriate, an application for new development shall include a geologic/soils/geotechnical study and any other studies that identify geologic hazards affecting the proposed project site and any necessary mitigation measures. The study report shall contain a statement certifying that the project site is suitable for the proposed development and that the development will be safe from geologic hazards. The report shall be prepared and signed by a licensed certified engineering geologist or geotechnical engineer and shall be subject to review and acceptance by the City.	**Consistent.** As stated in Section 4.6, *Geology and Soils*, technical documents that informed project design and environmental analysis include the *Site-Specific Hazards Study and Preliminary Foundation Investigation* prepared by Suzanne Elledge Planning & Permitting Services in 2022 (Appendix F-1), the *Preliminary Geotechnical Investigation for Proposed Club House* prepared by Pacific Materials Laboratory in 2022 (Appendix F-2), and the *Preliminary Geotechnical Investigation for Proposed Comfort Station* prepared by Pacific Materials Laboratory in 2022 (Appendix F-3). These studies evaluated geologic hazards that may affect the project site, determined that the site was suitable for the proposed renovation, and provided recommendations to mitigate potential geologic impacts. As discussed in Section 4.9, *Hydrology and Water Quality*, a *Site-Specific Coastal Hazards Analysis Technical Memorandum* prepared by GHD in 2023 (Appendix J) and a *Bluff Retreat Evaluation Report* prepared by Padre Associates in 2021 (Appendix L) analyzed the potential for coastal-related hazards.
Policy SE 1.6: Enforcement of Building Codes. The City shall ensure through effective enforcement measures that all new construction in the city is built according to the adopted building and fire codes.	**Consistent.** The proposed project involves construction of new buildings that would comply with the City's adopted building and fire codes.
Policy SE 2.1: Coastal Bluff Setbacks for Buildings. All new permanent buildings shall be set back at least 130 feet from the top of the bluff. The 130-foot setback consists of the sum of a) 100 times a conservative average rate of bluff retreat of 1.0 feet per year, and b) a 30-foot additional safety buffer. A lesser setback may be considered provided that a site specific geological or geotechnical engineering study demonstrates that the average annual bluff retreat rate is less than 1.0 feet per year and that the proposed setback meets the 100-year bluff-retreat rate, plus 30 feet, standard. Repair and maintenance of existing bluff structures that encroach into the required setback are allowed. Minor	**Consistent.** All proposed structures would be set back at least 130 feet from the top of the bluff. The nearest proposed structure to the bluff would be the comfort station, approximately 278 feet from the top of the bluff.

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additions (less than 10 percent of the existing building's floor area) to existing blufftop structures within the bluff setback may be allowed, provided that the addition does not encroach further into the setback than the existing structure.	
Policy SE 4.3: Geotechnical and Geologic Studies Required. Where appropriate, the City shall require applications for planning entitlements for new or expanded development to address potential geologic and seismic hazards through the preparation of geotechnical and geologic reports for City review and acceptance.	**Consistent.** Reports prepared for the project include: *Preliminary Geotechnical Investigation for Proposed Club House,* Pacific Materials Laboratory in 2022 (Appendix F-2), and *Preliminary Geotechnical Investigation for Proposed Comfort Station* prepared by Pacific Materials Laboratory in 2022 (Appendix F-3). These studies evaluated geologic hazards that may affect the project site, determined that the site was suitable for the proposed renovation, and provided recommendations to mitigate potential geologic impacts.
Policy SE 4.4: Setback from Faults. New development shall not be located closer than 50 feet to any active or potentially active fault line to reduce potential damage from surface rupture. Nonstructural development may be allowed in such areas, depending on how such nonstructural development would withstand or respond to fault rupture or other seismic damage.	**Consistent.** As discussed in Section 4.6, *Geology and Soils*, the southeastern portion of the project site overlies the More Ranch Fault, which is part of the Mission Ridge Fault System and is considered active. However, no structural renovation (e.g., the proposed clubhouse, Rio Grande Coffee Shop, or comfort station) would occur on or within 50 feet of the More Ranch Fault. In addition, no proposed utility lines would cross the More Ranch Fault.
Policy SE 6.1: Map of Flood Hazard Areas. The City shall use the most recent edition of the federal Flood Insurance Rate Maps (FIRM maps) in evaluating applications for new or expanded development on properties subject to flood hazards. All applications for new or expanded development shall be required to show, where applicable, the floodway, 100-year floodplain, and the 500-year floodplain on the site plan showing the proposed development. The map in Figure 5-2 is a facsimile rather than the official flood hazard map and is intended only to be illustrative of possible flood hazard areas.	**Consistent.** The most recent FIRM maps were used to evaluate the project's flood hazard. The project site contains Zone AE flood zones and regulatory floodways along Bell Canyon Creek and Devereux Creek. The coastline along the southern project site boundary is designated as Zone VE. Please refer to Section 4.9, *Hydrology and Water Quality*, for a more detailed discussion regarding the project's flood hazard. That analysis concluded that potential flooding hazard impacts would be less than significant.
Policy SE 6.2: Areas Subject to Local Urban Flooding. In addition to flood hazard areas shown on the FIRM maps, the City may require applications for new or expanded development in areas with known persistent local urban flooding to include measures that lessen the urban flooding hazard and/or that mitigate its effects on the proposed development. This requirement shall apply to flooding on any street or roadway that provides access to the proposed development.	**Consistent.** The project site is not known to experience persistent local urban flooding. All proposed structures would be located outside of designated special flood hazard areas. The proposed culvert removal within the Devereux Creek floodway would improve Devereaux Creek's flow conditions.
Policy SE 6.4: Avoidance of Flood Hazard Areas. The City shall discourage any new intensive development in any flood hazard area. Similarly, the City shall require appropriate flood mitigation for intensification of existing development in any flood prone area. The City shall not approve development within areas designated as the 100-year floodplain that would obstruct flood flow (such as construction in the designated floodway), displace floodwaters onto other property, or be subject to flood damage. The City shall not allow development that will create or worsen drainage problems.	**Consistent.** The project site contains Zone AE flood zones and regulatory floodways along Bell Canyon and Devereaux Creek. As discussed in Section 4.9, *Hydrology and Water Quality*, the free-standing wooden bridge with abutments would be located outside the top of the bank of Devereaux Creek and thus would be located above the Devereaux Creek floodplain and floodway and would not impede or redirect the flood flows of Devereaux Creek. The project would not

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	obstruct flood flow, displace floodwaters onto other property, or be subject to flood damage. The project would not create or worsen drainage problems.
Policy SE 6.6: Enforcement of a Watercourse Setback Ordinance. A minimum 50-foot setback shall be required from streambanks and flood control channels for all new development (see related CE 2.2). For projects that would be rendered infeasible by the application of such minimum setbacks, the project applicant shall provide a site-specific engineering study with recommended mitigation measures to allow for a reduced setback that would not expose development to unacceptable risk. Furthermore, in these cases, the City shall consult with the Santa Barbara County Flood Control District to determine whether the proposed lesser setback would be appropriate, in that it would allow access for flood control maintenance and enable proper operation of the channels. The City shall maintain and enforce the policies and standards within a Water Course Setback Ordinance.	**Consistent.** The proposed project would involve construction of a decomposed granite path, cart path and free-span bridge, utility trench, and sandcapping within the 100-foot SPA buffer for Devereux Creek. However, these activities are considered allowable uses within an SPA pursuant to Policy CE 2.3.
Policy SE 7.1: Fire Prevention and Response Measures for New Development. New development and redevelopment projects shall be designed and constructed in accordance with National Fire Protection Association standards to minimize fire hazards, with special attention given to fuel management and improved access in areas with higher fire risk, with access or water supply deficiencies, or beyond a 5- minute response time.	**Consistent.** The proposed project would be designed and constructed in accordance with National Fire Protection Association Standards identified by this policy.
Policy SE 7.2: Review of New Development. Applications for new or expanded development shall be reviewed by appropriate Santa Barbara County Fire Department personnel to ensure they are designed in a manner that reduces the risk of loss due to fire. Such review shall include consideration of the adequacy of "defensible space" around structures at risk; access for fire suppression equipment, water supplies, construction standards; and vegetation clearance. Secondary access may be required and shall be considered on a case-by-case basis. The City shall encourage built-in fire suppression systems such as sprinklers, particularly in high-risk or high-value areas.	**Consistent.** Project plans would be reviewed by Santa Barbara County Fire Department personnel to ensure they are designed in a manner that reduces the risk of loss due to fire.
Policy SE 7.5: Automatic Fire Sprinkler Systems. The City shall require the installation of automatic fire sprinklers for: a) all new buildings that have a total floor area of 5,000 square feet or more and b) any existing building proposed for remodeling or an addition, which, upon completion of the remodel or addition, will have a total floor area of 5,000 square feet or more. The 5,000-square-foot threshold cited in criteria a) and b), above, shall be reduced to 1,000 square feet for any building zoned or used for commercial or industrial purposes if such building is within 100 feet of any residentially zoned parcel.	**Consistent.** The proposed clubhouse and maintenance facility buildings, which would have a total floor area of 5,000 square feet or more, would have automatic fire sprinklers.

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Policy SE 7.6: Standards for Rebuilding in High Fire Hazard Areas. Any rebuilding in high fire hazard areas shall incorporate development standards and precautions that reduce the chance of structure losses from fire.	**Consistent.** The proposed renovations would comply with Chapter 9, Fire Protection Systems, of the California Building Code, which includes specific standards related to exterior wildfire exposure, and CCR Title 14, which sets forth the minimum development standards for emergency access, fuel modification, setback, signage, and water supply, which help prevent loss of structures or life by reducing wildfire hazards.
Policy SE 10.7: Identification, Transport, and Disposition of Potentially Contaminated Soil. The City shall require a Soil Management Plan and a project-specific Health and Safety Plan for all new development and redevelopment within areas containing potentially contaminated soil. The Soil Management Plan and Health and Safety Plan should establish standards and guidelines for the following: a. Identification of contaminated soil. b. Identification of appropriate personal protective equipment to minimize potential worker exposure to contaminated soil. c. Characterization of contaminated soil. d. Soil excavation. e. Interim and final soil storage. f. Verification sampling. g. Soil transportation and disposal. The Soil Management Plan and Health and Safety Plan should also address naturally occurring hazardous materials that may be present in the soil, such as methane and Radon-222, and include contingencies (e.g., characterization, management, and disposal) if they are present.	**Consistent.** As discussed in Section 4.8, *Hazards and Hazardous Materials*, Mitigation Measure HAZ-3 would require implementation of a Corrective Action Plan/Soil and Groundwater Management Plan that addresses onsite handling and management of impacted soils or other impacted wastes (e.g., stained soil, and soil or groundwater with solvent or chemical odors) if such soils or impacted wastes are encountered, and specific actions to reduce hazards to construction workers and offsite receptors during the construction phase. The Corrective Action Plan/Soil and Groundwater Management Plan would establish engineering controls and soil management practices to ensure construction worker safety, ensure the health of future workers and visitors, and prevent the offsite migration of contaminants from the proposed project.
Visual and Historic Resources Element (VH)	
Policy VH 1.1: Scenic Resources. An essential aspect of Goleta's character is derived from the various scenic resources within and around the city. Views of these resources from public and private areas contribute to the overall attractiveness of the city and the quality of life enjoyed by its residents, visitors, and workforce. The City shall support the protection and preservation of the following scenic resources: a. The open waters of the Pacific Ocean/Santa Barbara Channel, with the Channel Islands visible in the distance. b. Goleta's Pacific shoreline, including beaches, dunes, lagoons, coastal bluffs, and open costal mesas. c. Goleta and Devereux Sloughs. d. Creeks and the vegetation associated with their riparian corridors.	**Consistent**. The proposed project would enhance and preserve views of scenic resources listed in Policy VH 1.1, including the open waters of the Pacific Ocean, Goleta shoreline, creeks and riparian vegetation, and Santa Ynez Mountains. As discussed in Section 4.1, *Aesthetics*, the proposed project would recontour the existing golf course, add native landscaping, and underground power lines along Hollister Avenue, all of which would improve coastal-facing views. The proposed improvements would remove visual clutter and overall provide a more unified visual landscape.

Policy	Project Consistency
e. Agricultural areas, including orchards, lands in vegetable or other crop production, and fallow agricultural lands. f. Lake Los Carneros and the surrounding woodlands. g. Prominent natural landforms, such as the foothills and the Santa Ynez Mountains.	
Policy VH 1.2: Scenic Resources Map. The Scenic Resources Map in Figure 6-1 identifies locations on public roads, trails, parks, open spaces, and beaches that serve as public vantage points for viewing scenic resources. Views from these locations shall be protected by minimizing any impairment that could result from new development.	**Consistent**. The project site is visible from several locations identified in Figure 6-1, including along Hollister Avenue and in Santa Barbara Shores Park. Renovation of the Sandpiper Golf Club would not substantially impair views from these locations. The proposed project would enhance views from these locations through the undergrounding of the existing power lines.
Policy VH 1.3: Protection of Ocean and Island Views. Ocean and island views from public viewing areas shall be protected. View protection associated with development should be accomplished first through site selection and then by use of design alternatives that enhance rather than obstruct or degrade such views. To minimize impacts to these scenic resources and ensure visual compatibility, the following development practices shall be used, where appropriate: a. Limitations on the height and size of structures. b. Limitations on the height and use of reflective materials for exterior walls (including retaining walls) and fences. c. Clustering of building sites and structures. d. Shared vehicular access to minimize curb cuts. e. Downcast, fully shielded, full cut off lighting of the minimum intensity needed for the purpose. f. Use of landscaping for screening purposes and/or minimizing view blockage as applicable. g. Selection of colors and materials that harmonize with the surrounding landscape.	**Consistent**. The proposed project would protect views of the Pacific Ocean from public viewing areas. The new clubhouse, comfort station, maintenance yard, and Rio Grande Coffee Shop would be appropriately sized such that the structures do not interfere with existing scenic views through the project site. The new clubhouse and comfort station would primarily feature turf elements that would harmonize with the surrounding landscape, and the maintenance yard and Rio Grande Coffee Shop would be constructed with muted shades of tan stucco, which would reduce glare from the proposed buildings. The new structures would be located in the same area as the existing structures and would not be clustered. Proposed project lighting would be aimed downward or toward structures and maintained to prevent over-lighting, energy waste, glare, light trespass, and sky glow. The proposed project would convert 63 acres of existing golf course to native landscaping, and would plant trees for visual screening around the maintenance yard.
Policy VH 1.4: Protection of Mountain and Foothill Views. Views of mountains and foothills from public areas shall be protected. View protection associated with development that may affect views of mountains or foothills should be accomplished first through site selection and then by use of design alternatives that enhance, rather than obstruct or degrade, such views. To minimize structural intrusion into the skyline, the following development practices shall be used where appropriate: a. Limitations on the height and size of structures. b. Limitations on the height of exterior walls (including retaining walls) and fences.	**Consistent.** The proposed project would protect views of mountains and foothills from public viewing areas. Views of mountains and foothills are visible from the Hollister Avenue scenic corridor, which provides north-facing views of the Santa Ynez Mountains and south-facing views of the Sandpiper Golf Club and Pacific Ocean. The proposed project would consist of renovation of the Sandpiper Golf Club, which is not located in the same viewshed (south) as the mountains and foothills (north). Therefore, while views of the project site and mountains and foothills are visible from the same viewing area, the proposed project would not introduce obstructions to existing views of the mountains and foothills, as project-related improvements would not have the potential to affect existing mountain and foothill views.

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c. Stepping of buildings so that the heights of building elements are lower near the street and increase with distance from the public viewing area. Increased setbacks along major roadways to preserve views and create an attractive visual corridor. d. Downcast, fully shielded, full cut off lighting of the minimum intensity needed for the purpose. e. Limitations on removal of native vegetation. f. Use of landscaping for screening purposes and/or minimizing view blockage as applicable. g. Revegetation of disturbed areas. h. Limitations on the use of reflective materials and colors for roofs, walls (including retaining walls), and fences. i. Selection of colors and materials that harmonize with the surrounding landscape. j. Clustering of building sites and structures.	
Policy VH 1.5: Protection of Open Space Views. Views of open space, including agricultural lands, from public areas shall be protected. View protection associated with development should be accomplished first through site selection and then by use of design alternatives that enhance rather than obstruct or degrade such views. To minimize impacts to these scenic resources, the following development practices shall be used, where appropriate: a. Limitations on the height and size of structures. b. Clustering of building sites and structures. c. Shared vehicular access to minimize curb cuts. d. Downcast, fully shielded, full cut off lighting of the minimum intensity needed for the purpose. e. Use of landscaping for screening purposes and/or minimizing view blockage as applicable. f. Selection of colors and materials that harmonize with the surrounding landscape	**Consistent**. The proposed project would protect views of open space, including Ellwood Mesa Open Space and Sperling Preserve, from public viewing areas. The proposed project would consist of renovation of the Sandpiper Golf Club, which is not located in the same viewshed (west) as Ellwood Mesa Open Space and Sperling Preserve (east). Therefore, while views of the project site and Ellwood Mesa Open Space and Sperling Preserve are visible from the same viewing area, the proposed project would not introduce obstructions to existing views of Ellwood Mesa Open Space and Sperling Preserve, as project-related improvements would not have the potential to affect existing open space views.

Policy	Project Consistency
Policy VH 1.6: Preservation of Natural Landforms. Natural landforms shall be protected. Protection associated with development should be accomplished first through site selection to protect natural landforms and then by use of alternatives that enhance and incorporate natural landforms in the design. To minimize alteration of natural landforms and ensure that development is subordinate to surrounding natural features such as mature trees, native vegetation, drainage courses, prominent slopes, and bluffs, the following development practices shall be used, where appropriate: a. Limit grading for all development including structures, access roads, and driveways. Minimize the length of access roads and driveways and follow the natural contour of the land. b. Blend graded slopes with the natural topography. c. On slopes, step buildings to conform to site topography. d. Minimize use of retaining walls. e. Minimize vegetation clearance for fuel management. f. Cluster building sites and structures. g. Share vehicular access to minimize curb cuts.	**Consistent**. Recontouring of the golf course, under the proposed project, would follow the natural contour of the project site and limit grading where feasible. Construction of the clubhouse, comfort station, maintenance yard, and Rio Grande Coffee Shop would be located at the same site as the existing structures, which would reduce impacts to mature trees, native vegetation, drainage course, and prominent site topography.
Policy VH 1.8: Private Views. Project development and architecture shall be considerate of private views.	**Consistent**. Private views in the vicinity of the project site consist of views from residences located across Hollister Avenue, north-northeast of the project site. In this area, the proposed project would underground existing power lines and restore the Barnsdall Rio Grande Gas Station, both of which would improve existing private views of and through the project site.
Policy VH 2.1: Designated Scenic Corridors. The Scenic Resources Map in Figure 6-1 identifies corridors that pass through, or provide visual access to, areas of high scenic value. These corridors, or segments of corridors, include but are not limited to the following: a. U.S. 101 b. Cathedral Oaks Road c. Hollister Avenue d. Los Carneros Road e. Fairview Avenue f. Calle Real	**Consistent.** The project site is adjacent to the Hollister Avenue scenic corridor and is within the vicinity of the U.S. 101, Calle Real, and Cathedral Oaks Road scenic corridors. As discussed in Section 4.1, *Aesthetics*, existing views of the project site from U.S. 101, Calle Real, and Cathedral Oaks Road are obscured by intervening buildings (single-family residences), elevated topography, and mature vegetation. Construction of the proposed project would not substantially degrade views from these three scenic corridors. The proposed project would improve views along the Hollister Avenue scenic corridor through the undergrounding of power lines, restoration of the Barnsdall Rio Grande Gas Station, and conversion of golf course turf to native landscaping.

Policy	Project Consistency
Policy VH 2.2: Preservation of Scenic Corridors. The aesthetic qualities of scenic corridors shall be preserved through retention of the general character of significant natural features; views of the ocean, foothills, and mountainous areas; and open space associated with recreational and agricultural areas including orchards, prominent vegetation, and historic structures. If landscaping is used to add visual interest or for screening, care should be taken to prevent a wall-like appearance. Bridges, culverts, drainage ditches and other roadway ancillary elements should be appropriately designed; side slopes and earthen berms adjacent to roadways should be natural in appearance.	**Consistent**. Refer to the consistency analyses for Policies VH 1.3, 1.4, and 1.5 related to how the proposed project would not interfere with views of significant natural features, the ocean, mountains and foothills, and open space. Proposed project landscaping would screen views of the maintenance yard from Hollister Avenue, but would not have a wall-like appearance along the project site's boundary with Hollister Avenue.
Policy VH 2.3: Development Projects Along Scenic Corridors. Development adjacent to scenic corridors should not degrade or obstruct views of scenic areas. To ensure visual compatibility with the scenic qualities, the following practices shall be used, where appropriate: a. Incorporate natural features in design. a. Use landscaping for screening purposes and/or for minimizing view blockage as applicable. b. Minimize vegetation removal. c. Limit the height and size of structures. d. Cluster building sites and structures. e. Limit grading for development including structures, access roads, and driveways. Minimize the length of access roads and driveways and follow the natural contour of the land. f. Preserve historical structures or sites. g. Plant and preserve trees. h. Minimize use of signage. i. Provide site-specific visual assessments, including use of story poles. j. Provide a similar level of architectural detail on all elevations visible from scenic corridors. k. Place existing overhead utilities and all new utilities underground. l. Establish setbacks along major roadways to help protect views and create an attractive scenic corridor. On flat sites, step the heights of buildings so that the height of building elements is lower close to the street and increases with distance from the street.	**Consistent**. Refer to the consistency analyses for Policies VH 1.3, 1.4, and 1.5 related to how the proposed renovation of the Sandpiper Golf Club would not degrade or obstruct views of scenic areas.

Policy	Project Consistency
Policy VH 2.4: Public Improvements. Public improvements visible from scenic corridors including landscaping, street lighting, signage, medians, noise attenuation walls, and other hardscape elements shall include a high level of design through appropriate detailing and use of high quality, durable materials.	**Consistent**. The proposed Hollister Avenue improvements would include landscape enhancements on the south side of Hollister Avenue and along the roadway median. The proposed landscaping and the removal of utility lines near the south side of the roadway would improve existing visual conditions and would not degrade views from the scenic corridor.
Policy VH 2.5: Linkages between Scenic Areas. Corridors of high scenic value should be linked with adjacent public recreation areas such as parks and trails where feasible.	**Consistent**. The proposed project would include the construction of a Type 4 trail along the south side of Hollister Avenue that would offer views of the Pacific Ocean along the majority of the pathway, and would serve as a continuation of the De Anza Trail. The Type 4 trail would provide access along Hollister Avenue to Ellwood Mesa Open Space and Sperling Preserve (to the east) and Haskell's Beach (to the west).
Policy VH 3.3: Site Design. The city's visual character shall be enhanced through appropriate site design. Site plans shall provide for buildings, structures, and uses that are subordinate to the natural topography, existing vegetation, and drainage courses; adequate landscaping; adequate vehicular circulation and parking; adequate pedestrian circulation; and provision and/or maintenance of solar access.	**Consistent**. The proposed project's site design, such as the sloped turf walls and turf roofs of the proposed clubhouse and comfort station, as well as muted colors and construction materials used for the Rio Grande Coffee Shop and maintenance yard, would complement natural topography and existing vegetation on the project site. Proposed landscaping would include the installation of native plants that would blend with natural surroundings. The proposed project would improve vehicular access and circulation at the existing clubhouse, and would provide pedestrian facilities along the project site through the construction of a Type 4 trail and sidewalk along Hollister Avenue. The proposed design of the new maintenance building would allow for the future installation of solar panels on the roof.
Policy VH 3.4: Building Design. The city's visual character shall be enhanced through development of structures that are appropriate in scale and orientation and that use high quality, durable materials. Structures shall incorporate architectural styles, landscaping, and amenities that are compatible with and complement surrounding development.	**Consistent**. The new clubhouse and comfort station would feature sloped turf walls and turf roofs that would complement surrounding greenery on the project site. The Rio Grande Coffee Shop would be visually and architecturally compatible with the existing Barnsdall Rio Grande Gas Station. The proposed project would include the construction of new elements that would be consistent with the existing scale of development on the project site.
Policy VH 3.5. Pedestrian-Oriented Design. The city's visual character shall be enhanced through provision of aesthetically pleasing pedestrian connections within and between neighborhoods, recreational facilities, shopping, workplaces, and other modes of transportation, including bicycles and transit.	**Consistent.** The proposed project would enhance pedestrian connectivity through the construction of a Type 4 trail, which would extend westerly from the Rio Grande Coffee Shop to the proposed western clubhouse parking lot. The proposed project would also include the construction of 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. The proposed pedestrian improvements would be landscaped and enhance visual character through the addition of greenery along Hollister Avenue.

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Policy VH 4.9: Landscape Design. Landscaping shall be considered and designed as an integral part of development, not relegated to remaining portions of a site following placement of buildings, parking, or vehicular access. Landscaping shall conform to the following standards: a. Landscaping that conforms to the natural topography and protects existing specimen trees is encouraged. b. Any specimen trees removed shall be replaced with a similar size tree or with a tree deemed appropriate by the City. c. Landscaping shall emphasize the use of native and drought-tolerant vegetation and should include a range and density of plantings including trees, shrubs, groundcover, and vines of various heights and species. d. The use of invasive plants shall be prohibited. e. Landscaping shall be incorporated into the design to soften building masses, reinforce pedestrian scale, and provide screening along public streets and offstreet parking areas.	**Consistent**. Project landscaping would conform to natural topography, would be comprised of native and climate appropriate plants, would not use invasive plants, and would be incorporated into building design via turf walls and turf roofs for the proposed clubhouse, which would soften building massing and visually integrate the clubhouse into the surrounding landscape.
Policy VH 4.10: Streetscape and Frontage Design. A unified streetscape shall be created to improve the interface between pedestrians and vehicles. The following design elements shall be incorporated where feasible: a. Abundant street trees and landscaped medians. b. Landscaping that buffers pedestrians and bicyclists from traffic without creating site distance conflicts. c. Coordination of landscaping within the public right-of-way and adjacent development to provide an integrated street frontage. d. Provision of street furniture including benches, planter seating, trash containers, and pedestrian scale light fixtures. e. Use of pavement treatments and decorative tree wells. f. Accent planting, textured paving, and specimen trees used to establish identities at building entries. g. Traffic control and utility hardware such as backflow devices, traffic control cabinets, cable television boxes, and air vacuum and release enclosures shall be screened from view and colored to blend in with the surroundings. Such hardware should be placed outside sidewalks and away from intersections to the extent feasible.	**Consistent**. The proposed Hollister Avenue improvements would unify the streetscape to provide a better interface between pedestrians and vehicles. The proposed improvements would include construction of a landscaped Type 4 trail along the south side of Hollister Avenue, landscaped median, installation of pedestrian ramps and crosswalk striping, reconfiguration of medians in Hollister Avenue to provide identified turn lanes for better access to and from the project site, and construction of a pedestrian refuge on the northeastern corner of the Hollister Avenue/Cathedral Oaks Road intersection.

Policy	Project Consistency
Policy VH 4.11: Parking Lots. Parking lots shall be adequately designed and landscaped. The following standards shall apply (see related Policy TE 9): a. Adequate parking requirements shall be established for all zone districts and conditionally permitted uses. b. Adequate parking space dimensions and aisle widths shall be established. c. Angled parking spaces are encouraged in order to maximize visibility for drivers and pedestrians. Retail parking lot design that includes 90-degree parking spaces is discouraged. d. Pedestrian circulation shall be adequate, clearly delineated, and integrated with internal vehicle circulation to allow for safe and convenient pedestrian links from parking areas to building entrances. Planting strips should be used between traffic zones and sidewalks wherever possible. e. Retail parking lots shall provide for adequate shopping cart storage that is adequately screened. f. Parking lot landscaping shall provide for adequate visual relief, screening, and shade. Adequate tree density shall be established and shall include approximately one tree for every four parking spaces. Deciduous trees in parking lots are discouraged due to the visual effects of loss of canopy. g. Parking lot lighting shall be considered relative to the selection and location of parking lot trees and their height at maturity. h. Shared parking arrangements are encouraged where neighboring uses have different peak use periods. i. Permeable parking surfaces and grass-incorporated paving systems are encouraged to reduce stormwater runoff. Water quality protection measures such as storm drain filters should be used to minimize pollutants that would result in impacts to downstream water bodies or habitat.	**Consistent**. 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, decomposed granite overflow lot to the west of the clubhouse) would provide 138 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 15 electric vehicle charging spaces at the clubhouse, 1 accessible space at the maintenance facility, and 1 accessible and 3 electric vehicle charging spaces at the Rio Grande Coffee Shop. The proposed project would comply with the City of Goleta's parking requirements, including parking space dimensions and aisle widths. The proposed parking areas would include pedestrian facilities that would link the parking area to the proposed clubhouse, Rio Grande Coffee Shop, or other pedestrian facilities. The proposed parking areas would include new trees for landscaping.
Policy VH 4.12: Lighting. Outdoor lighting fixtures shall be designed, located, aimed downward or toward structures (if properly shielded), retrofitted if feasible, and maintained in order to prevent over-lighting, energy waste, glare, light trespass, and sky glow. The following standards shall apply: a. Outdoor lighting shall be the minimum number of fixtures and intensity needed for the intended purpose. Fixtures shall be fully shielded and have full cut off lights to minimize visibility from public viewing areas and prevent light pollution into residential areas or other sensitive uses such as wildlife habitats or migration routes. b. Direct upward light emission shall be avoided to protect views of the night sky.	**Consistent**. As discussed in Section 4.1, *Aesthetics*, exterior lighting would consist of downward, directed fixtures. Proposed project lighting would be designed in accordance with City standards. 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 proposed project.

Policy	Project Consistency
c. Light fixtures used in new development shall be appropriate to the architectural style and scale and compatible with the surrounding area.	
Policy VH 4.14: Utilities. New development projects shall be required to place new utility lines underground. Existing overhead utility lines should be placed underground when feasible. Undergrounding of utility hardware is encouraged. Any aboveground utility hardware, such as water meters, electrical transformers, or backflow devices, shall not inhibit line of sight or encroach into public walkways and, where feasible, should be screened from public view by methods including, but not limited to, appropriate paint color, landscaping, and/or walls.	**Consistent.** The proposed project would underground the overhead power and telecommunications lines via a joint trench that would run parallel to Hollister Avenue across the northern project site boundary.
Policy VH 4.15: Site-Specific Visual Assessments. The use of story poles, physical or software-based models, photo-realistic visual simulations, perspectives, photographs, or other tools shall be required, when appropriate, to evaluate the visual effects of proposed development and demonstrate visual compatibility and impacts on scenic views.	**Consistent**. Photo-realistic visual simulations were used in Section 4.1, *Aesthetics*, to evaluate the visual effects of the proposed renovation of the Sandpiper Golf Club.
Policy VH 4.16: Green Building. The City encourages the incorporation of green building practices in design. Such practices may include the use of recycled materials, drought tolerant and native plants, energy efficient features, water conservation, allowance for solar access, and permeable surfaces.	**Consistent.** The project would include energy-efficient features, as discussed in Section 4.5, *Energy*. Project landscaping would use drought tolerant and native plants, and the project would use indoor water use efficiency measures. The proposed design of the new maintenance building would allow for the future installation of solar panels on the roof.
Policy VH 5.5: Alterations to Historic Resources. Any proposed alterations to a designated historic resource or property listed in the City's Historic Resources Inventory shall respect the character- defining features of the building, its setting, and maintain architectural consistency with the original site or structure. Such proposals may require the submittal of an historic evaluation from a recognized professional as part of the design review process, that, depending upon the nature of the proposed alternation, may include review by the Historic Preservation Commission or Design Review Board prior to approval. To encourage rehabilitation, maintenance, and sensitivity in additions and remodels, the City encourages and supports adaptive reuse of structures listed on the Historic Resources Inventory and may consider allowing for flexibility when applying building code regulations, including use of the California Historic Building Code, in order to facilitate the retention of character-defining features and maintaining historical significance.	**Consistent**. As discussed in Section 4.4, *Cultural Resources*, implementation of Mitigation Measure CUL-1 (Architectural Monitoring for Barnsdall Rio Grande Gas Station) would ensure the proposed restoration and adaptive reuse of the Barnsdall Rio Grande Gas station would respect the character-defining features of the building, maintain architectural consistency, and be consistent with all of the applicable Secretary of the Interior's Standards for Rehabilitation and the City of Goleta Historic Preservation Ordinance.
Policy VH 5.7: New Construction. Development approved in proximity to an identified historic resource shall respect and be aesthetically compatible with the structures or sites in terms of scale, materials, and character.	**Consistent**. The proposed Rio Grande Coffee shop would be visually and architecturally compatible with the Barnsdall Rio Grande Gas Station as stipulated by Mitigation Measure CUL-1 (Architectural Monitoring for Barnsdall Rio Grande Gas Station), and would be designed to resemble a 1920s gas station service bay.

Policy	Project Consistency
Transportation Element (TE)	
Policy TE 1.1: Alternative Modes. The City's intent shall be to achieve a realistic and cost-effective balance between travel modes, including bikeways, pedestrian circulation, and bus transit. The City shall encourage the use of alternative modes of transportation, such as bus transit, bicycling, and walking, which have the additional beneficial effect of reducing consumption of non-renewable energy sources.	**Consistent.** The proposed project would include new facilities that encourage alternative modes of transportation, including a pedestrian refuge on the northeastern corner of the Hollister Avenue/Cathedral Oaks Road intersection; pedestrian facilities (Type 4 trail and sidewalk) along Hollister Avenue; and 52 bicycle parking spaces.
Policy TE 1.6: Development Review. As a condition of approval of new non-residential projects, the City may require developers to provide improvements that will reduce the use of single-occupancy vehicles. These improvements may include, but are not limited to, the following: a. Preferential parking spaces for carpools. b. Bicycle storage, parking spaces, and shower facilities for employees. c. Bus turnouts and shelters at bus stops. d. Other improvements as may be appropriate to the site.	**Consistent.** The proposed project would include new facilities that could reduce the use of single-occupancy vehicles, including a pedestrian refuge on the northeastern corner of the Hollister Avenue/Cathedral Oaks Road intersection; pedestrian facilities (Type 4 trail and sidewalk) along Hollister Avenue; and 52 bicycle parking spaces.
Policy TE 2.3: Diversion of Automobile Trips to Alternative Modes. The City encourages investment in alternative modes of travel that will make those modes more competitive with auto travel in terms of convenience, accessibility, costs, and safety. These may include, but are not limited to, improvements in the bus transit system, the bikeway system, pedestrian circulation system, and potentially commuter rail services, if the region should determine to pursue this option.	**Consistent.** The proposed project would include new facilities that encourage alternative modes of travel, including a pedestrian refuge on the northeastern corner of the Hollister Avenue/Cathedral Oaks Road intersection; pedestrian facilities (Type 4 trail and sidewalk) along Hollister Avenue; and 52 bicycle parking spaces.
Policy TE 3.3: Principal Arterials. Routes designated as principal arterials are shown in Figure 7-2. The following criteria and standards shall apply to these streets: a. Definition/Function: Principal arterials are continuous routes that carry through traffic between various neighborhoods and communities, frequently providing access to major traffic generators such as shopping areas, employment centers, recreational areas, higher-density residential areas, and places of assembly. Driveway access, especially for residential uses, to a principal arterial is generally discouraged or kept to a minimum in order to facilitate traffic flows. b. Access to Abutting Properties. Although established patterns of development in Goleta have created driveways along most arterial segments, access to abutting properties shall be managed to maximize safety and functionality for through traffic, including but not limited to the following characteristics: 1. Driveways shall have sufficient width to minimize conflicts between through traffic and turning movements. 2. Driveways shall adhere to safe sight-distance requirements to the extent feasible.	**Consistent.** The project would include street improvements to Hollister Avenue but maintain the street as a principal arterial. Proposed driveways would have sufficient width to minimize conflicts between through-traffic and turning movements and would provide sufficient ingress/egress. The proposed street improvements to Hollister Avenue would maintain the design standards for principal arterials set forth in Policy TE 3.3.

Policy	Project Consistency
3. New development abutting principal and minor arterials shall accommodate safe ingress and egress without necessitating backing movements into the arterial. 4. Where feasible, sharing driveways with adjoining properties is encouraged, with provision of reciprocal access easements. Where street standards cannot be fully met and access from the arterial must be approved due to the absence of any other feasible and practicable alternative, development intensity may be reduced on the site to lessen or avoid potential traffic safety hazards and vehicular conflicts. c. Design Standards. The following standards shall apply: 1. A principal arterial may be a divided or an undivided multi-lane street, with or without center median. 2. The maximum number of through-travel lanes shall be two lanes in each direction except for street segments between US-101 and Hollister Avenue, where the maximum number of lanes shall be three lanes in each direction. 3. Lane widths and intersection geometrics shall be adequate to accommodate transit vehicles and large trucks. 4. Intersections of arterials with cross-routes are provided at grade, although partial control of access may occur at some locations. Intersection controls shall give priority to traffic flow on the arterial rather than the cross-route. 5. Principal arterials shall include facilities to accommodate pedestrians and bicycles. 6. At a minimum, principal arterials shall include curbs, gutters, and sidewalks. Principal arterials may include landscaped medians and/or landscaped strips between curb and sidewalk. 7. Parking may be provided in appropriate segments on either or both sides of the street.	
Policy TE 4.1: General Level of Service Standard. A traffic LOS standard C shall apply citywide to major arterials, minor arterials, and collector roadways and signalized and unsignalized intersections, except as provided in TE 4.2. The standard shall apply to daily traffic volumes and both AM and PM peak hours for intersections, and to average daily traffic volumes (ADT) for roadway segments. Table 7-3 provides descriptions of the LOS categories.	**Consistent.** As discussed in the *Updated Traffic, Parking, and VMT Study* (Appendix N), roadways and intersections determined to be affected by the proposed project are forecasted to carry volumes within their Acceptable Capacity ratings when accounting for existing and project conditions. Thus, the proposed project would be consistent with the City's Level of Service C standard for roadways and intersections.

Policy	Project Consistency
Policy TE 7.12: Transit Amenities in New Development. The City shall require new or substantially renovated development to incorporate appropriate measures to facilitate transit use, such as integrating bus stop design with the design of the development. Bus turnouts, comfortable and attractive all-weather shelters, lighting, benches, secure bicycle parking, and other appropriate amenities shall be incorporated into development, when appropriate, along Hollister Avenue and along other bus routes within the city. Existing facilities that are inadequate or deteriorated shall be improved or upgraded where appropriate and feasible.	**Consistent.** The nearest bus stop to the project site is located on Hollister Avenue adjacent to the project site at the intersection of Hollister Avenue and Cathedral Oaks Road. The proposed project would relocate the existing bus stop approximately 200 feet east of its current location to provide improved access to this bus stop.
Policy TE 9.1: Off-Street Parking. The primary source of parking supply for new development of all types of uses within the city shall be off-street parking spaces that are provided on site within the development.	**Consistent.** The proposed project would include the redesign of offstreet 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, decomposed granite overflow lot to the west of the clubhouse) would provide 138 spaces, the maintenance facility would provide 10 spaces, and the Rio Grande Coffee Shop would provide 14 spaces.
Policy TE 9.2: Adequacy of Parking Supply in Proposed Development. The City shall require all proposed new development and changes/intensifications in use of existing nonresidential structures to provide a sufficient number of off-street parking spaces to accommodate the parking demand generated by the proposed use(s), and to avoid spillover of parking onto neighboring properties and streets.	**Consistent.** The proposed project would provide the total amount of parking spaces as required by the Review Authority.
Policy TE 10.4: Pedestrian Facilities in New Development. Proposals for new development or substantial alterations of existing development shall be required to include pedestrian linkages and standard frontage improvements. These improvements may include construction of sidewalks and other pedestrian paths, provision of benches, public art, informational signage, appropriate landscaping, and lighting. In planning new subdivisions or large-scale development, pedestrian connections should be provided through subdivisions and cul-de-sacs to interconnect with adjacent areas. Dedications of public access easements shall be required where appropriate.	**Consistent.** As discussed in Section 4.14, *Transportation and Circulation*, the proposed project would include construction of a Type 4 trail along the south side of Hollister Avenue that would encourage bicycle and pedestrian travel at the project site. The proposed project would also include installation of pedestrian ramps and striping at the Hollister Avenue/Cathedral Oaks Road intersection.
Policy TE 11.4: Facilities in New Development. Bicycle facilities such as lockers, secure enclosed parking, and lighting shall be incorporated into the design of all new developments to encourage bicycle travel and facilitate and encourage bicycle commuting. Showers and changing rooms should be incorporated into the design of all new developments where feasible. Transportation improvements necessitated by new development should provide onsite connections to existing and proposed bikeways.	**Consistent.** The proposed project would include the installation of 52 bicycle parking spaces. The basement of the proposed clubhouse would include space for storage, lockers, and showers.

Policy	Project Consistency
Public Facilities Element (PF)	
Policy PF 3.1: Fire Protection Standards. The Santa Barbara County Fire Department employs the following three standards with respect to provision of fire protection services: a. A firefighter-to-population ratio of one firefighter on duty 24 hours a day for every 2,000 in population is considered "ideal," although a countywide ratio (including rural areas) of one firefighter per 4,000 population is the absolute minimum standard. Considering the daytime population in Goleta due to employees and customers, all fire stations within Goleta fell short of this service standard as of 2005. b. A ratio of one engine company per 16,000 population, assuming four firefighters per station, represents the maximum population that the Santa Barbara County Fire Department has determined can be adequately served by a four-person crew. Fire stations 11 and 12 (see Table 8-1) did not satisfy this standard as of 2005. Currently, all three fire engines that serve Goleta are staffed with only three-person crews. The National Fire Protection Association (NFPA) guidelines state that engine companies shall be staffed with a minimum of four on-duty personnel. c. The third fire protection standard is a 5-minute response time in urban areas. This incorporates the following NFPA response-time objectives: 1. One minute (60 seconds) for turnout time. 2. Four minutes (240 seconds) or less for the arrival of the first-arriving engine company at a fire suppression incident and/or 8 minutes (480 seconds) or less for the deployment of a full first alarm assignment at a fire suppression incident. 3. Four minutes (240 seconds) or less for the arrival of a unit with first-responder or higher level capability at an emergency medical incident. 4. Eight minutes (480 seconds) or less for the arrival of an advanced life support unit at an emergency medical incident, where this service is provided by the fire department.	**Consistent.** As discussed in Section 4.13, *Public Services*, the proposed project would maintain the existing firefighter-to-population ratio, would be located in proximity to existing and planned fire protection facilities, and would not result in substantial deficiencies to fire protection services.
Policy PF 3.9: Safety Considerations in New Development. All proposals for new or substantially remodeled development shall be reviewed for potential demand for and impacts on safety and demand for police services. The design of streets and buildings should reinforce secure, safe, and crime-free environments. Safety and crime reduction or prevention, as well as ease of policing, shall be a consideration in the siting and design of all new development within the city.	**Consistent.** As discussed in Section 4.13, *Public Services*, the project would not result in a substantial impact to safety or demand for police services.

Policy	Project Consistency
Policy PF 5.7 School Impact Fees. Where school districts have adopted development impact fees to help finance provision of facilities, the City shall provide information regarding these impact fees to developers and builders. The City shall not issue a building permit for any development subject to such fees without documentation from the applicable district that its fees have been paid. The developer or builder shall be responsible for providing documentation to the City that school impact fees have been paid.	**Consistent.** As discussed in Section 4.12, *Public Services*, the proposed project would be required to pay state-mandated developer fees to fund the construction of school facilities to accommodate students generated from new development projects.
Policy PF 6.2: Undergrounding of Overhead Utilities. The City shall encourage the undergrounding of electrical power lines and other overhead utilities to the greatest extent practical, as follows: a. The City shall pursue funding opportunities to underground existing overhead utilities, including SCE's dedicated underground funding ("Rule 20A/20B"), private funding, and assessment districts. The City shall establish priorities for locations for potential undergrounding projects. b. To the extent practicable, all utilities shall be required to be placed underground in new development (see related VH 4.14).	**Consistent.** The proposed project would underground the overhead power and telecommunications lines via a joint trench that would run parallel to Hollister Avenue across the northern project site boundary.
Policy PF 9.3: Responsibilities of Developers. Construction permits shall not be granted until the developer provides for the installation and/or financing of needed public facilities. If adequate facilities are currently unavailable and public funds are not committed to provide such facilities, the burden shall be on the developer to arrange appropriate financing or provide such facilities in order to develop. Developers shall provide or pay for the costs of generating technical information as to the impacts the proposed development will have on public facilities and services. The City shall require new development to finance the facilities needed to support the development wherever a direct connection or nexus of benefit or impact can be demonstrated.	**Consistent.** As discussed in Section 4.12, *Public Services*, the project applicant would be required to pay development impact fees which would provide funding for fire protection, emergency services, schools, and libraries.
Noise Element (NE)	
Policy NE 1.1: Land Use Compatibility Standards. The City shall use the standards and criteria of Table 9-2 to establish compatibility of land use and noise exposure. The City shall require appropriate mitigation, if feasible, or prohibit development that would subject proposed or existing land uses to noise levels that exceed acceptable levels as indicated in this table. Proposals for new development that would cause standards to be exceeded shall only be approved if the project would provide a substantial benefit to the City (including but not limited to provision of affordable housing units or as part of a redevelopment project), and if adequate mitigation measures are employed to reduce interior noise levels to acceptable levels.	**Consistent**. Short-term construction of the project would temporarily increase local noise levels that may exceed Goleta's construction noise standard of 65 A-weighted decibels; however, the project would implement mitigation that would ensure noise levels do not exceed 65 dBA at nearby sensitive receptors. As discussed under Impact NOI-1 in Section 4.11, Noise, mitigation would include temporary noise barrier installation, construction signage, and outfitting trucks with "smart alarms" that would reduce noise when operating in reverse.

Policy	Project Consistency
Policy NE 6.4: Restrictions on Construction Hours. The City shall require, as a condition of approval for any land use permit or other planning permit, restrictions on construction hours. Noise-generating construction activities for projects near or adjacent to residential buildings and neighborhoods or other sensitive receptors shall be limited to Monday through Friday, 8:00 a.m. to 5:00 p.m. Construction in nonresidential areas away from sensitive receivers shall be limited to Monday through Friday, 7:00 a.m. to 4:00 p.m. Construction shall generally not be allowed on weekends and state holidays. Exceptions to these restrictions may be made in extenuating circumstances (in the event of an emergency, for example) on a case by case basis at the discretion of the Director of Planning and Environmental Services. All construction sites subject to such restrictions shall post the allowed hours of operation near the entrance to the site, so that workers on site are aware of this limitation. City staff shall closely monitor compliance with restrictions on construction hours, and shall promptly investigate and respond to all noncompliance complaints.	**Consistent**. Project construction would occur Monday to Friday from 8:00 am to 5:00 pm.
Policy NE 6.5: Other Measures to Reduce Construction Noise. The following measures shall be incorporated into grading and building plan specifications to reduce the impact of construction noise: a. All construction equipment shall have properly maintained sound-control devices, and no equipment shall have an unmuffled exhaust system. b. Contractors shall implement appropriate additional noise mitigation measures including but not limited to changing the location of stationary construction equipment, shutting off idling equipment, and installing acoustic barriers around significant sources of stationary construction noise. c. To the extent practicable, adequate buffers shall be maintained between noise-generating machinery or equipment and any sensitive receivers. The buffer should ensure that noise at the receiver site does not exceed 65 dBA CNEL. For equipment that produces a noise level of 95 dBA at 50 feet, a buffer of 1600 feet is required for attenuation of sound levels to 65 dBA.	**Consistent**. The proposed project would incorporate the measures required by Policy NE 6.5, which are consistent with Mitigation Measure NOI-1 (refer to Section 4.11, *Noise*).

Policy	Project Consistency
Housing Element (HE)	
Policy HE 2.2: Linkage of Housing and Jobs. To encourage adequate housing opportunities that meet the needs of the local workforce, the City will pursue the following actions: a. Housing Priority for Goleta Residents and Employees. To the extent permitted by law, the City will give persons working and/or residing in Goleta priority preference regarding available units, marketing, and selecting occupants for affordable and market-rate units, including rental and ownership units. The intent is to meet local housing needs consistent with the RHNA and contribute to mitigation of traffic, economic development, and community safety conditions. Information regarding local priority will be posted on the City website and in City Hall by December 2023. b. Mitigation of Non-Residential Development Impact on Housing. The City will continue to require new non-residential development and proposed expansion or intensification of existing non-residential development to contribute to providing affordable housing within the City. The requirement can be met through the payment of affordable housing impact fees adopted by the City. Alternatives to satisfy this requirement may, at the discretion of the City, include providing housing on site, housing assistance as part of employee benefit packages, or other alternatives of similar value. c. Live/Work. Live/work units can provide affordable employee housing, generate additional economic activity in the community, and help maintain an appropriate jobs-housing balance in Goleta. The City will encourage opportunities for live/work developments in appropriate locations where housing can be provided for workers on site or through caretaker or other types of housing. The City will consider revisions to Title 17 of the Goleta Municipal Code to remove requirement for Major Conditional Use Permits for live/work units by December 2023. d. Housing Opportunities for Existing and New Employees. The City will coordinate with local school districts, public agencies, and businesses annually to identify opportunities for assisting their employees in finding housing, such as employer-assisted development of new housing units, mortgage buy-downs or subsidies, and rent subsidies. Moreover, the City will seek the commitment annually of other organizations, such as the Santa Barbara South Coast Chamber of Commerce or the Santa Barbara Association of Realtors, to have their members, particularly larger employers, address employee housing needs.	**Consistent.** In accordance with section (b) of this policy, the applicant would pay affordable housing impact fees associated with the proposed renovations.

4.10.4 Cumulative Impacts

The geographic scope for potential cumulative impacts to land use and planning is the City of Goleta. This geographic scope is appropriate given the land use at an individual project site will affect the overall character and land use patterns within Goleta over time. Past, present, and reasonably foreseeable future projects include the projects listed in Table 3-1 in Section 3, *Environmental Setting*. Cumulative projects within the geographic scope would consist of construction of a total of 467 residential units, 378,670 square feet of industrial space (storage facilities, warehouses, distribution and delivery facilities, and a repurposed hangar building), and 58,690 square feet of commercial space (office space, car dealership facilities, and shopping center improvements). Cumulative projects also include healthcare facility remodeling and expansion, a synagogue and storage building, a church, a fire station, habitat restoration projects within Ellwood Mesa Open Space and Sperling Preserve, three oil and gas infrastructure removal projects, two battery energy storage system projects, and several infrastructure improvements.

Past, present, and reasonably foreseeable future projects would not physically divide an established community. Most cumulative projects would not include the construction of new linear features that could prevent mobility of a community. Cumulative projects that include new linear features, such as the planned construction of a new overcrossing over United States Highway 101, would improve connectivity within the city of Goleta. Conflicts regarding compatibility between past, present, and reasonably foreseeable future projects and applicable land use plans, policies, or regulations would be localized and addressed on a case-by-case basis. The City General Plan, Municipal Code, and other relevant land use or planning documents are legally binding documents guiding land use and development decisions within the city. All cumulative projects must be reviewed for consistency, and if determined to have conflicts with these plans, they would not be approved. Therefore, cumulative development would not result in a significant cumulative impact to land use and planning.

4.11 Noise

This section discusses the project's potential impacts relating to noise and groundborne vibration. Impacts are assessed relative to the environmental baseline, which consists of the current use of the site as the Sandpiper Golf Course. Construction noise modeling outputs are included in Appendix M.

4.11.1 Setting

Environmental Noise

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (California Department of Transportation [Caltrans] 2013).

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response. Decibels are measured on a logarithmic scale that quantifies sound intensity. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; dividing the energy in half would result in a 3 dB decrease.

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not "sound twice as loud" as one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease (i.e., twice the sound energy); that a change of 5 dBA is readily perceptible; and that an increase (or decrease) of 10 dBA sounds twice (or half) as loud.

Sound changes in both level and frequency spectrum as it travels from the source to the receptor. The most obvious change is the decrease in level as the distance from the source increases. The manner by which noise reduces with distance depends on factors such as the type of sources (e.g., point or line, the path the sound will travel, site conditions, obstructions). Noise levels from a point source typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance (e.g., construction, industrial machinery, ventilation units). Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013). The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site, such as a parking lot or smooth body of water, receives no additional ground attenuation and the changes in noise levels with distance (drop-off rate) result from simply the geometric spreading of the source. An additional ground attenuation value of 1.5 dBA per doubling of distance applies to a soft site (i.e., soft dirt, grass, or scattered bushes and trees) (Caltrans 2013). Noise levels may also be reduced by intervening structures; the amount of attenuation provided by this "shielding" depends on the size of the object and the frequencies of the noise levels. Natural terrain features such as hills and dense woods, and man-made features such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5-dBA reduction in source noise levels at the receptor (Federal Highway Administration [FHWA] 2011). Structures can substantially reduce exposure to noise as well. The FHWA's guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows.

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important factors of project noise impact. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. One of the most frequently used noise metrics is the equivalent noise level (L_{eq}); it considers both duration and sound power level. L_{eq} is defined as the single steady A-weighted level equivalent to the same amount of energy as that contained in the actual fluctuating levels over time. Typically, L_{eq} is summed over a one-hour period. L_{max} is the highest root mean squared (RMS) sound pressure level within the sampling period, and L_{min} is the lowest RMS sound pressure level within the measuring period.

Noise that occurs at night tends to be more disturbing than that occurring during the day. Community noise is usually measured using Day-Night Average Level (L_{dn}), which is the 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. It is also measured using CNEL, which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013). Noise levels described by L_{dn} and CNEL usually differ by about 1 dBA. The relationship between the peak-hour L_{eq} value and the L_{dn}/CNEL depends on the distribution of traffic during the day, evening, and night. Quiet suburban areas typically have CNEL noise levels in the range of 40 to 50 dBA, while areas near arterial streets are in the 50 to 60-plus CNEL range. Normal conversational levels are in the 60 to 65-dBA L_{eq} range; ambient noise levels greater than 65 dBA L_{eq} can interrupt conversations (Federal Transit Administration [FTA] 2018).

Groundborne Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of hertz (Hz). The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body starts from a low frequency of less than 1 Hz and goes to a high of about 200 Hz.

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (FTA 2018). Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations diminish much more rapidly than low frequencies, so low frequencies tend to dominate the spectrum at large distances from the source. Discontinuities in the soil strata can also cause diffractions or channeling effects that affect the propagation of vibration over long distances (Caltrans 2020). When a building is impacted by vibration, a ground-to-foundation coupling loss will usually reduce the overall vibration level.

However, under rare circumstances, the ground-to-foundation coupling may actually amplify the vibration level due to structural resonances of the floors and walls.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or RMS vibration velocity. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings (Caltrans 2020).

Existing Ambient Noise Environment

The primary noise source on the project site is vehicular traffic from Hollister Avenue and Highway 101. Existing noise levels at the project site were documented using two 24-hour and four 15-minute ambient noise measurements. Long-term measurements were collected at the Barnsdall Rio Grande Gas Station (LT-1) and near the residences located off Whimbrel Lane (LT-2); short-term measurements were also captured at the Barnsdall Rio Grande Gas Station (ST-1) and near Whimbrel Lane (ST-2) locations, as well as at the clubhouse area (ST-3) and in Santa Barbara Shores Park, just south of The Bluffs neighborhood (ST-4). Noise measurements were conducted using a Piccolo II Type 2 sound-level meter positioned at a height of approximately 5 feet above ground level. Figure 4.11-1 depicts the measurement locations, Table 4.11-1 describes the short-term measurement results, and Table 4.11-2 describes the long-term measurement results.

Figure 4.11-1 Ambient Noise Monitoring Locations



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24-15959 EPS
Figure NOI-1 Noise Measurements

Table 4.11-1 Short-term Ambient Noise Monitoring Results

Measurement	Measurement Location	Sample Times[1]	Approximate Distance to Primary Noise Source	L_{eq} (dBA)	L_{max} (dBA)	L_{min} (dBA)
ST-1	At the Barnsdall Rio Grande Gas Station	4:04-4:19 p.m.	160 feet to Hollister Avenue centerline	59.3	73.7	45.5
ST-2	Near the residences located off Whimbrel Lane	4:32-4:47 p.m.	50 feet to Hollister Avenue centerline	65.3	73.5	44.6
ST-3	Clubhouse area	2:51-3:06 p.m.	120 feet to Hollister Avenue centerline	50.2	57.9	45.7
ST-4	Santa Barbara Shores Park	3:29-3:44 p.m.	250 feet to Sora Court	54.6	73.3	38.7

[1] Measurements occurred on January 14, 2025

dBA = A-weighted decibel; Leq = equivalent noise level; L_{min} = minimum noise level; L_{max} = maximum noise level

Table 4.11-2 Long-term Ambient Noise Monitoring Results

Sample Time[1]	dBA L_{eq}	Sample Time	dBA L_{eq}
LT-1: Barnsdall Rio Grande Gas Station			
5:00 p.m.	58.1	5:00 a.m.	55.8
6:00 p.m.	57.3	6:00 a.m.	58.0
7:00 p.m.	56.2	7:00 a.m.	60.8
8:00 p.m.	57.1	8:00 a.m.	59.0
9:00 p.m.	54.1	9:00 a.m.	57.0
10:00 p.m.	51.5	10:00 a.m.	56.2
11:00 p.m.	52.2	11:00 a.m.	56.7
12:00 a.m.	46.9	12:00 p.m.	55.7
1:00 a.m.	49.4	1:00 p.m.	57.8
2:00 a.m.	44.1	2:00 p.m.	57.3
3:00 a.m.	47.5	3:00 p.m.	57.4
4:00 a.m.	50.2	4:00 p.m.	59.1
24-hour Noise Level (CNEL)			**60.3**
LT-2: Near Residences off Whimbrel Lane			
5:00 p.m.	70.0	5:00 a.m.	62.6
6:00 p.m.	67.8	6:00 a.m.	66.4
7:00 p.m.	66.4	7:00 a.m.	69.0
8:00 p.m.	65.3	8:00 a.m.	70.2
9:00 p.m.	62.9	9:00 a.m.	70.9
10:00 p.m.	60.4	10:00 a.m.	67.1
11:00 p.m.	58.7	11:00 a.m.	67.0
12:00 a.m.	54.7	12:00 p.m.	67.4
1:00 a.m.	52.8	1:00 p.m.	72.5
2:00 a.m.	51.7	2:00 p.m.	68.1
3:00 a.m.	53.5	3:00 p.m.	68.9
4:00 a.m.	58.1	4:00 p.m.	69.4
24-hour Noise Level (CNEL)			**69.5**

[1] Measurements occurred January 14 – 15, 2025

dBA = A-weighted decibel; Leq = equivalent noise level; L_{min} = minimum noise level; L_{max} = maximum noise level

Sensitive Noise Receptors

The City of Goleta's General Plan/Coastal Land Use Plan Noise Element defines sensitive receptors as users or types of uses that are interrupted (rather than merely annoyed) by relatively low levels of noise. These include residential neighborhoods, schools, libraries, hospitals and rest homes, auditoriums, certain open space areas, and public assembly places. Sensitive receptors nearest to the project site consist of single-family residences adjacent to the east of the project site. Single-family residences are also located across Hollister Avenue to the north at an approximate distance of 100 feet from the nearest proposed improvements along Hollister Avenue, at the Barnsdall Rio Grande Gas Station, and at the existing maintenance yard. In addition, the nearest school is the Ellwood Elementary School, located 1,100 feet to the east.

4.11.2 Regulatory Setting

State

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires each county and city to adopt a General Plan that includes a Noise Element prepared per guidelines adopted by the Governor's Office Land Use and Climate Innovation (formerly the Governor's Office of Planning and Research). The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels. The California Environmental Quality Act requires all known environmental effects of a project be analyzed, including environmental noise impacts.

California General Plan Guidelines

The California General Plan Guidelines, published by the Governor's Office of Land Use and Climate Innovation, indicate acceptable, specific land use types in areas with specific noise exposure. The guidelines also offer adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution. These guidelines are advisory, and local jurisdictions, including the City of Goleta, have the responsibility to set specific noise standards based on local conditions.

California Noise Control Act of 1973

California Health and Safety Code Sections 46000 through 46080, known as the California Noise Control Act, find that excessive noise is a serious hazard to public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. The act also finds that there is a continuous and increasing bombardment of noise in urban, suburban, and rural areas. The California Noise Control Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the State to provide an environment for all Californians that is free from noise that jeopardizes their health or welfare.

Local

City of Goleta Noise Element

The Noise Element of the City of Goleta's General Plan/Coastal Land Use Plan establishes noise standards for various land use categories based on the U.S. Department of Housing and Urban Development Guidelines and standards from the California Office of Noise Control. The City recommends 50-70 dBA as the "normally acceptable" range and 70-80 dBA as the "normally unacceptable" range for golf course uses. According to the City of Goleta's General Plan/Coastal Land Use Plan, golf course uses within the "normally acceptable range" are deemed satisfactory. Table 4.11-3 shows the normally acceptable and conditionally acceptable ranges for each land use category. According to Noise Element Policy NE 1.1, the City requires mitigation for development that would subject proposed land uses to noise levels that exceed the acceptable levels shown in Table 4.11-3.

Table 4.11-3 Goleta Noise and Land Use Compatibility Criteria

	Community Noise Exposure Ldn or CNEL, dBA			
Land Use Category	**Normally Acceptable**	**Conditionally Acceptable**	**Normally Unacceptable**	**Clearly Unacceptable**
Residential – Low Density	50-60	60-65	65-75	75-85+
Residential – Multi-Family	50-60	60-65	65-75	75-85+
Transient Lodging – Motels, Hotels	50-65	65-70	70-80	80-85+
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-60	60-65	65-80	80-85+
Auditoriums, Concert halls, Amphitheaters	NA	50-65	NA	65-85+
Sports Arena, Outdoor Spectator Sports	NA	50-70	NA	70-85+
Playgrounds, Neighborhood Parks	50-70	NA	70-75	75-85+
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-70	NA	70-80	80-85+
Office Buildings, Business Commercial and Professional	50-67.5	67.5-75	75-85+	NA
Industrial, Manufacturing, Utilities, Agriculture	50-70	70-75	75-85+	NA

Normally Acceptable – Specified land uses is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable – new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made, needed noise reduction requirements are made, and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Source: City of Goleta 2006

City of Goleta Noise Element Policy NE 6.4 restricts construction activities near or adjacent to residential buildings and other sensitive receptors to the hours of 8:00 a.m. to 5:00 p.m. Monday through Friday, and 7:00 a.m. to 4:00 p.m., Monday through Friday, for construction in nonresidential areas. Noise Element Policy NE 6.5 requires the following measures to be incorporated into grading and building plan specifications to reduce construction noise:

- All construction equipment shall have properly maintained sound-control devices, and no equipment shall have an unmuffled exhaust system.

- Contractors shall implement appropriate additional noise mitigation measures including but not limited to changing the location of stationary construction equipment, shutting off idling equipment, and installing acoustic barriers around significant sources of stationary construction noise.
- To the extent practicable, adequate buffers shall be maintained between noise-generating machinery or equipment and any sensitive receptors. The buffer should ensure that noise at the receptor site does not exceed 65 dBA CNEL. For equipment that produces a noise level of 95 dBA at 50 feet, a buffer of 1600 feet is required for attenuation of sound levels to 65 dBA.

Goleta Municipal Code Chapter 9.09

Goleta Municipal Code Chapter 9.09 regulates noise in the City. The purpose of the chapter is to preserve public peace and comfort for citizens of Goleta from unwarranted noise and disturbances. The Goleta Municipal Code prohibits loud and unreasonable noise from 10:00 p.m. to 7:00 a.m. every day of the week. Loud and unreasonable noise is defined as sound which is clearly discernible at a distance of 100 feet from the property line of the property upon which it is broadcast or sound which is above 60 dBA at the edge of the property line upon which the sounds is broadcast. The City's code requirements related to construction noise are contained in Section 17.39.070(G), which restates the construction standards from City of Goleta Noise Element Policy NE 6.4.

4.11.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

Construction Noise

Short-term noise impacts associated with construction activities were analyzed based on typical construction equipment noise levels derived from the FHWA's Roadway Construction Noise Model (RCNM). Main construction activities would involve various activities in several areas, including the golf clubhouse and parking lot, golf course improvements, maintenance facility, comfort station, Barnsdall Rio Grande Gas Station, and Hollister Avenue improvements. For general construction activities, predicted average-daily construction noise levels (in dBA L_{eq}) were calculated assuming three louder pieces of equipment operating simultaneously[1] with the equipment operating in approximately the center of each construction area to the nearest sensitive receptor. Default equipment assumptions from CalEEMod were included in the air quality analysis (see Appendix C); from this list, a grader, excavator, and dozer were used as the three louder pieces of equipment. Noise levels are predicted in RCNM based on an average noise-attenuation rate of 6 dB per doubling of distance from the source.

Construction Vibration

Groundborne vibration levels associated with construction activities were estimated based on the estimates in the Caltrans' *Transportation and Construction Vibration Guidance Manual* (Caltrans 2020). Potential vibration levels were identified for locations that are sensitive to vibration, including nearby residences. The greatest vibratory source during construction in the project vicinity would be potentially from a vibratory roller used during paving phases; outside of paving phases, the greatest

[1] On most typical construction sites, up to three pieces of heavy-duty equipment would be operating in a work area simultaneously.

vibratory source would be from a dozer. Construction vibration estimates are based on vibration levels reported by Caltrans and the FTA (Caltrans 2020, FTA 2018). Table 4.11-4 shows typical vibration levels for various pieces of construction equipment used in the assessment of construction vibration (FTA 2018).

Table 4.11-4 Typical Vibration Levels From Construction Activities

Equipment	PPV at 25 ft (in/sec)
Vibratory Roller	0.210
Large Bulldozer	0.089
Loaded Trucks	0.076
Small Bulldozer	0.003

Source: FTA 2018

Vibration limits used in this analysis to determine a potential impact to local land uses from construction activities are based on information contained in Caltrans' *Transportation and Construction Vibration Guidance Manual* (Caltrans 2020). To assess the damage potential from ground vibration induced by construction equipment, Caltrans created a synthesis of various vibration criteria that are identified in Table 4.11-5. Based on Caltrans recommendations, limiting vibration levels to below 0.5 PPV in/sec for transient sources and 0.3 PPV in/sec for continuous sources at older residential structures would prevent structural damage.

Table 4.11-5 Caltrans Vibration Damage Potential Threshold Criteria

	Maximum PPV (in/sec)	
Structure and Condition	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Source: Caltrans 2020

Stationary Noise

On-site noise sources may include roof-top mounted heating, ventilation, and air conditioning (HVAC) equipment. For the noise analysis, it was conservatively assumed that the new clubhouse building, new café next to the Barnsdall Rio Grande Gas Station, and comfort station would each have an HVAC unit. This analysis assumes a typical commercial rooftop unit such as a six-ton Carrier 50HCQA06, which generates a sound power level of 79 dBA that is equivalent to 68.8 dBA L_{eq} at three feet (Carrier 2011).

To analyze noise impacts from the pump stations located at the comfort station and maintenance yard, a reference noise level measured for a 100-horsepower pump at a water treatment plant was

used (Padre Dam Municipal Water District 2015). This 100-horsepower pump had a sound power level of 93.2 dBA, which is equivalent to a sound pressure level of 85.2 dBA L_{eq} at a distance of three feet. The pump station would be located within an enclosure, which would provide noise attenuation. This enclosure was assumed to not include windows. Noise was assumed to be attenuated by at least 35 dBA from the inside of the building to the outside of the structure (FHWA 2011).[2]

The replacement of maintenance facilities would include a cart blow/wash and pump station. The cart blow/wash would be equipped with a hose with a shut off nozzle and air nozzle and power washer which would be utilized to wash vehicles once or twice per day. This would be similar to existing activities to wash vehicles in the maintenance yard, and thus is considered an existing noise source.

Traffic Noise

The project's operational vehicle trips would primarily generate additional traffic noise on nearby roadways such as Hollister Avenue. According to the project's *Traffic, Parking and VMT Study* (Appendix N), the project would generate 399 new daily one-way trips.

Significance Thresholds

As described in more detail in Section 4, *Environmental Impact Analysis,* the following thresholds are based on the County's 2024 *Environmental Thresholds and Guidelines Manual* and Appendix G of the *State CEQA Guidelines*. An impact would be considered potentially significant if the project would result in one or more of the following conditions:

1. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
2. Generation of excessive groundborne vibration or groundborne noise levels; or
3. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, exposure of people residing or working in the project area to excessive noise levels.

Short-Term Construction Noise

The City of Goleta Noise Element restricts construction activities near or adjacent to residential buildings and other sensitive receptors to the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday, and 7:00 a.m. to 4:00 p.m., Monday through Friday, for construction in nonresidential areas. According to the County's 2024 *Environmental Thresholds and Guidelines Manual* (refer to Section 4, *Environmental Impact Analysis*)*,* impacts would be significant if construction noise exceeds 65 dBA at nearby sensitive receptors.

Long-Term Operational Noise Impacts

According to the County's *Environmental Thresholds and Guidelines Manual*, if existing exterior noise levels, including at outdoor living areas, experienced by sensitive receptors is below 65 dBA CNEL, and if the proposed project will generate noise that will cause the existing noise levels experienced by the sensitive receptors to exceed 65 dBA CNEL – either individually or cumulatively when combined with other noise-generating sources – then the proposed project is presumed to have a significant impact. If existing exterior noise levels, including at outdoor living areas, experienced by sensitive receptors

[2] Windows allow for more noise to pass through compared to a masonry wall.

exceeds 65 dBA CNEL, and if the proposed project will generate noise that will cause the existing noise levels experienced by the sensitive receptors to increase by 3 dBA CNEL – either individually or cumulatively when combined with other noise-generating sources – then the proposed project is presumed to have a significant impact.

For traffic-related noise, impacts would be considered significant if project-generated traffic would result in exposure of sensitive receptors to an unacceptable increase in noise levels. For the purpose of this analysis, a significant impact would occur if project-related traffic increases the ambient noise environment of noise-sensitive locations by 3 dBA or more if the locations are subject to noise levels in excess of the conditionally acceptable noise levels in Table 4.11-3, or by 5 dBA or more if the locations are not subject to noise levels in excess of the aforementioned standards.

Groundborne Vibration Impacts

Based on Caltrans recommendations, limiting vibration levels to below 0.5 PPV in/sec for transient sources and 0.3 PPV in/sec for continuous sources at older residential structures would prevent structural damage.

Exposure to Excessive Airport Noise Levels

A significant impact would occur if a project would expose people residing or working in the project area to excessive noise levels for a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport.

b. Project Impacts and Mitigation Measures

Threshold 1:	Would the project result in generation of a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Construction)

Impact NOI-1 Short-term construction of the project would temporarily increase local noise levels that may exceed Goleta's construction noise standard of 65 dBA. Through implementation of Mitigation Measure NOI-1, impacts would be Class II, *less than significant with mitigation incorporated*.

Using the construction assumptions described under *Methodology*¸ estimated construction noise levels are provided in Table 4.11-6. As shown in the table, noise from construction activities at the clubhouse and comfort station would not exceed 65 dBA at the nearest sensitive receptors, and no noise control is needed during construction to reduce noise levels for these receptors. However, noise levels from all other improvements (construction activities for golf course improvements, maintenance yard, Rio Grande Coffee Shop/Barnsdall Rio Grande Gas Station, and Hollister Avenue improvements) may exceed Goleta's 65 dBA standard at the nearest residences to those activities. Specifically, construction activities would exceed 65 dBA within 400 feet of sensitive receptors. Impacts would be potentially significant, and mitigation is required.

Table 4.11-6 Construction Noise Levels

Estimated Noise Levels (dBA L_{eq}) at Nearest Residence from Construction Areas[1]						
Construction Equipment	**Clubhouse (500 feet)**	**Golf Course Improvements (200 feet)**	**Maintenance Yard (100 feet)**	**Comfort Station (900 feet)**	**Barnsdall Area (150 feet)**	**Hollister Ave Improvements (100 feet)**
Grader, Excavator, Dozer	64	72	78	59	74	78
Exceed 65 dBA Threshold?	No	Yes	Yes	No	Yes	Yes

[1] Construction activities would exceed 65 dBA within 400 feet of sensitive receptors.

RCNM outputs are included in Appendix M.

Mitigation Measures

NOI-1 Construction Noise Reduction

The construction contractor shall prepare and submit a Construction Noise Control Plan to the City of Goleta Planning and Environmental Review Director or designee for review and approval prior to issuance of a Zoning Clearance for a grading permit/demolition permit. The Construction Noise Control Plan shall specify the noise reduction measures to be implemented during project construction that uses heavy-duty equipment within 400 feet of residences, which may include improvements to the golf course (e.g., grading of the course), maintenance yard, Barnsdall area, and Hollister Avenue to ensure noise levels do not exceed 65 dBA at nearby sensitive receptors at the nearest residences. The measures specified in the Construction Noise Control Plan shall be included on the building and grading plans and shall be implemented by the construction contractor during construction. Measures in the Construction Noise Control Plan may include, but would not be limited to, the following:

- Prior to the start of and for the duration of construction, the contractor shall properly maintain and tune all construction equipment in accordance with the manufacturer's recommendations to minimize noise emissions.
- Prior to use of any construction equipment, the contractor shall fit all equipment with properly operating mufflers, air intake silencers, and engine shrouds no less effective than as originally equipped by the manufacturer.
- Staging and delivery areas shall be located as far as feasible from existing residences.
- Installation of temporary sound barriers/blankets to break the line of sight between construction equipment and residences within 400 feet of heavy-duty equipment operation. The barriers shall be constructed with a solid material that has a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier.
- To the extent consistent with applicable safety regulations, trucks operating with reverse motions alarms shall be outfitted with SAE J994 Class D or equivalent alarms (ambient-adjusting, or "smart alarms" that automatically adjust the alarm to 5 dBA above the ambient near the operating equipment), or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws.
- A construction notification sign shall be posted at the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City of Goleta's and the contractor's authorized representatives that are assigned to respond in the event of a noise complaint.

- If the authorized contractor's representative receives a complaint, either City code enforcement or a contractor-retained and Goleta-approved noise consultant shall conduct noise measurements at the properties that registered the complaint. The noise measurements shall be conducted for a minimum of one hour to determine if noise levels are compliant with City's 65 dBA standard. The consultant shall prepare a letter report for code enforcement summarizing the measurements, calculation data used in determining impacts, and potential measures to reduce noise levels to the maximum extent feasible.

Plan Requirements and Timing: The Planning and Environmental Review Director or designee shall approve the Construction Noise Control Plan prior to issuance of the zoning clearance for the grading permit/demolition permit. The measures specified in the Construction Noise Control Plan shall be included on the building and grading plans.

Monitoring: The City shall monitor compliance with the requirements of the Construction Noise Control Plan periodically during construction and shall promptly investigate and respond to all noise complaints.

Significance After Mitigation

Implementation of Mitigation Measure NOI-1 would ensure that construction noise levels do not exceed Goleta's 65 dBA construction noise standard. Measures would include a temporary noise barrier to break the line of sight between construction equipment and residences within 400 feet of heavy-duty equipment operation. To estimate the sound level reduction from a temporary noise barrier, the barrier was assumed to be constructed with a solid material that has a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier. With these assumptions, the estimated noise reduction from a temporary noise barrier which would block the line-of-sight between the equipment exhaust stacks and receptors to the east would be 15 dBA. With this reduction, noise levels at the closest residences as shown in Table 4.11-6 would be 63 dBA or lower. Therefore, with implementation of a Construction Noise Control Plan, construction noise levels would not exceed Goleta's 65 dBA construction noise standard, and impacts would be less than significant with mitigation.

Threshold 1:	Would the project generate a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Stationary)

Impact NOI-2 The project would include mechanical equipment that would increase noise levels during project operation. However, noise levels generated during project operation would not exceed the City's noise thresholds at the nearest properties. Impacts would be Class III*, less than significant*.

HVAC Units

The proposed project may include HVAC units on the new building, new café next to the restored Barnsdall Rio Grande Gas Station, and comfort station. Noise levels from these HVAC units to the nearest residences from each unit are shown in Table 4.11-7. The table shows that the HVAC noise level would be highest at the houses located off Sanderling Lane, with a noise level of 27 dBA. The noise levels would be well below the City's 65 dBA CNEL standard. Due to the large distances between the HVAC units (i.e. 1,900 feet or greater), the additional noise from each HVAC unit would be negligible compared to the closest unit shown in the table and therefore combined noise levels from multiple HVAC units are not displayed.

Table 4.11-7 HVAC Noise Levels

Receptor	Land Use Type	Direction from HVAC Unit	Distance from Source (feet)	HVAC Unit Noise Level (dBA)	Exceed Threshold?[1]
Houses located off Whimbrel Lane	Single-family	Northeast of Clubhouse	575	23	No
Houses located off Sanderling Lane	Single-family	North of Barnsdall Rio Grande Gas Station	380	27	No
Houses in The Bluffs neighborhood	Single-family	Northeast of Comfort Station	940	19	No

[1] The City of Goleta threshold is if operation increases noise levels to exceed 65 dBA CNEL at sensitive receptors if existing noise levels are below 65 dBA CNEL, or if operation increases noise levels by 3 dBA CNEL or more if existing noise levels already exceed 65 dBA CNEL.

Pump Station

Noise levels from the proposed pump stations, which would be located in the maintenance yard area and near the comfort station, are shown in Table 4.11-8. The table shows that pump station noise levels would be highest at the houses located off Sanderling Lane, with a noise level of 18 dBA. The noise levels would be well below the City's 65 dBA CNEL standard.

Table 4.11-8 Pump Station Noise Levels

Receptor	Land Use Type	Direction from Pump Station	Distance from Source (feet)	Pump Station Noise Level (dBA)	Exceed Threshold?[1]
Maintenance Yard Pump Station					
Houses located off Whimbrel Lane	Single-family	Northwest	750	2	No
Houses located off Sanderling Lane	Single-family	North	130	18	No
Houses in The Bluffs neighborhood	Single-family	East	200	14	No
Comfort Station Pump Station					
Houses located off Whimbrel Lane	Single-family	Northwest	2,700	<1	No
Houses located off Sanderling Lane	Single-family	North	2,400	<1	No
Houses in The Bluffs neighborhood	Single-family	East	880	1	No

[1] The City of Goleta threshold is if operation increases noise levels to exceed 65 dBA CNEL at sensitive receptors if existing noise levels are below 65 dBA CNEL, or if operation increases noise levels by 3 dBA CNEL or more if existing noise levels already exceed 65 dBA CNEL.

Conversational Noise

Existing conditions at the project site include users of the golf course. The project would not decrease the number of golfers on-site, as the proposed project would reduce the rounds of golf by incrementally increasing the time between tee-offs. This reduction in rounds would lead to decreasing noise from golfers. However, the project would add café users at the Barnsdall Rio Grande Gas Station, which may increase conversational noise in the area. Typically, a conversation between two people using a normal voice (not raised) at a distance of three feet is 60 dBA, and a raised voice at a distance of three feet is 66 dBA (Engineering ToolBox 2005). Noise levels from conversations at the café area are estimated in Table 4.11-9. As shown therein, conversational noise levels would be well below the City's 65 dBA CNEL standard.

Table 4.11-9 Conversation Noise Levels from the Barnsdall Rio Grande Gas Station Cafe

Receptor	Land Use Type	Direction from Café	Distance from Source (feet)	HVAC Unit Noise Level (dBA)	Exceed Threshold?[1]
Houses located off Whimbrel Lane	Single-family residence	Northeast of Clubhouse	120	34	No
Houses located off Sanderling Lane	Single-family residence	North of Barnsdall Rio Grande Gas Station	600	20	No
Houses in The Bluffs neighborhood	Single-family residence	Northeast of Comfort Station	350	25	No

[1] The City of Goleta threshold is if operation increases noise levels to exceed 65 dBA CNEL at sensitive receptors if existing noise levels are below 65 dBA CNEL, or if operation increases noise levels by 3 dBA CNEL or more if existing noise levels already exceed 65 dBA CNEL.

Combined Operational Noise Levels

The combined noise levels from HVAC units at the clubhouse, comfort station, and restored Barnsdall Rio Grande Gas Station, pump station equipment at the maintenance yard and comfort station, and conversational noise at the new café are shown in Table 4.11-10. These noise levels would be well below the City's 65 dBA CNEL standard, and below the existing ambient noise levels. Therefore, operational noise from the proposed project would be less than significant.

Table 4.11-10 Combined Operational Noise Levels

Receptor	Land Use Type	HVAC Units Noise Level (dBA)	Pump Station Noise Level (dBA)	Conversation Noise Level (dBA)	Combined Noise Level (dBA)	Exceed Threshold?[1]
Houses located off Whimbrel Lane	Single-family	23	2	34	34	No
Houses located off Sanderling Lane	Single-family	27	18	20	28	No
Houses in The Bluffs neighborhood	Single-family	19	14	25	26	No

[1] The City of Goleta threshold is operation increases noise levels to exceed 65 dBA CNEL at sensitive receptors if existing noise levels are below 65 dBA CNEL, or operation increases noise levels by 3 dBA CNEL or more if existing noise levels already exceed 65 dBA CNEL.

Mitigation Measures

No mitigation measures are required.

Threshold 1:	Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Traffic)

Impact NOI-3 Project construction and operation would generate new vehicle trips that would increase noise levels on nearby roadways. Project construction and operation would not result in a traffic noise increase of 3 dBA or more. Impacts would be Class III, *less than significant*.

Operational Off-Site Traffic Noise

Construction

Construction generates temporary worker, vendor, and soil import haul trips, and the number of trips vary by activity phase. According to the project's *Air Quality and Greenhouse Gas Emissions Technical Memorandum for the Sandpiper Golf Course Redevelopment Project* (Appendix C), the greatest number of construction vehicle trips would occur during the demolition phase, with 78 one-way trips between worker, vendor, and hauling trips. As shown in Table 4.11-11, noise levels related to the project's construction trips would increase by less than 0.1 dBA. Therefore, the project would not result in a traffic noise increase of 3 dBA or more, and impacts would be less than significant.

Table 4.11-11 Predicted Increases in Traffic Noise Levels - Construction

	Average Daily Trips (ADT)			
Roadway Segment	Existing	Existing Plus Project	Noise Level Increase (dBA)	Significant Impact? [1]
Hollister Avenue, east of Cathedral Oaks Road	8,800	8,878	<0.1	No
Cathedral Oaks Road, north of Hollister Avenue	10,800	10,878	<0.1	No

[1] A significant impact would occur if project-related traffic increases the ambient noise environment of noise-sensitive locations by 3 dBA or more if.

Operation

Project operation would generate new vehicle trips that would increase noise levels on nearby roadways, such as Hollister Avenue and Cathedral Oaks Road. As shown in Table 4.11-12, noise levels related to the additional trips would increase by only 0.1 dBA. Therefore, the project would not result in a traffic noise increase of 3 dBA or more, and impacts would be less than significant.

Table 4.11-12 Predicted Increases in Traffic Noise Levels - Operation

	Average Daily Trips (ADT)			
Roadway Segment	Existing	Existing Plus Project	Noise Level Increase (dBA)	Significant Impact? [1]
Hollister Avenue, east of Cathedral Oaks Road	8,800	9,047	0.1	No
Cathedral Oaks Road, north of Hollister Avenue	10,800	11,112	0.1	No

[1] A significant impact would occur if project-related traffic increases the ambient noise environment of noise-sensitive locations by 3 dBA or more if.

Mitigation Measures

No mitigation measures are required.

Threshold 2:	Would the project generate excessive groundborne vibration or groundborne noise levels?

Impact NOI-4 Project construction would result in groundborne vibration in the project site vicinity and potentially cause damage to the Barnsdall Rio Grande Gas Station. This impact would be Class II, *less than significant with mitigation incorporated*. The proposed project would not involve substantial vibration sources associated with operation, and operational impacts would be Class III, *less than significant*.

Construction

Construction activities known to generate excessive ground-borne vibration, such as pile driving, would not be used for project construction as those activities typically occur when a foundation of a is needed to be at a greater depth than typical projects (e.g., for marine projects or building on unstable soil). The greatest anticipated source of vibration during general project construction activities would potentially be from a vibratory roller, which would be used as close as 75 feet during construction from the nearest off-site residential structures to the east. A vibratory roller would create a vibration level of approximately 0.210 PPV in/sec. at a distance of 25 feet (Caltrans 2020). This would equal a vibration level of approximately 0.063 PPV in/sec. at a distance of 75 feet.[3] This vibration level would be well below the Caltrans vibration damage potential threshold for older structures of 0.5 PPV in/sec for transient sources. Therefore, temporary impacts associated with the vibratory roller (and other potential equipment) to off-site residential structures would be less than significant.

Construction vibration would also occur on-site near the Barnsdall Rio Grande Gas Station, a historical structure. Equipment may be used within 15 feet of the building when accounting for equipment setbacks; at a distance of 15 feet, a vibratory roller would generate a vibration level of 0.37 in/sec PPV and a large bulldozer would generate a vibration level of 0.16 in/sec PPV. The equipment would exceed the Caltrans vibration damage potential threshold for historical structures of 0.12 PPV in/sec for transient sources within a distance of 42 feet and 20 feet, respectively. Therefore, if a vibratory roller, large bulldozer, or similar heavy-duty construction equipment is used within these distances to the Barnsdall Rio Grande Gas Station, building damage could occur from vibration and impacts would be potentially significant from construction vibration.

Operation

Operational activities known to generate excessive ground-borne vibration include projects involving railroads and subways. The proposed project would not involve substantial vibration sources associated with operation such as this because operation of a golf course does not include these uses. Therefore, the proposed project's operational groundborne vibration and noise impacts would be less than significant.

[3] $PPV_{Equipment} = PPV_{Ref}(25/D)^n$ (in/sec), PPV_{Ref} = reference PPV at 25 feet, D = distance ,and n = 1.1

Mitigation Measures

NOI-2 Construction Vibration Reduction Measures

Prior to the issuance of Zoning Clearance for grading and building permit, the City of Goleta Planning and Environmental Review Director or designee shall verify that the construction plans include the following requirements:

- For paving activities within 42 feet of the Barnsdall Rio Grande Gas Station, a static roller shall be used in lieu of a vibratory roller.
- For grading and earthwork activities within 20 feet of the Barnsdall Rio Grande Gas Station, off-road equipment shall be limited to 100 horsepower or less.

Plan Requirements and Timing: The Planning and Environmental Review Director or designee shall confirm the requirements are included on the grading and building permits prior to the issuance of Zoning Clearance for grading and building permits.

Monitoring: The City shall monitor compliance with the requirements of the vibration reduction measure periodically during grading and construction activities within 50 feet of Barnsdall Rio Grande Gas Station.

Significance After Mitigation

Alternative equipment near the Barnsdall Rio Grande Gas Station would be used to reduce construction related vibration. Specifically, use of a static roller would generate vibration levels of approximately 0.09 in/sec PPV at a distance of 15 feet (McIver 2012). Grading and earthwork equipment that is limited to 100 horsepower or less would generate 0.006 in/sec PPV within 15 feet of Barnsdall Rio Grande Gas Station. With implementation of Mitigation Measure NOI-2, project groundborne vibration would be less than the significance threshold of 0.08 in/sec PPV at the Barnsdall Rio Grande Gas Station. Therefore, with mitigation, project construction vibration impacts would be less than significant.

Threshold 3:	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Impact NOI-5 The project site is located outside of the noise contours for the Santa Barbara Airport. The project would not result in exposure of people working in the area to excessive airport noise levels. Construction and operational impacts would be Class III, *less than significant*.

The project site is located outside the 60 to 65 CNEL noise contour from Santa Barbara Airport, which is approximately 2.6 miles to the west (SBCAG 2023). This would be within the City's "normally acceptable" recommendation for noise levels for golf course uses, which is up to 70 CNEL. Therefore, construction workers building the proposed project or workers of the golf course would not be exposed to excessive airport noise levels, and impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

4.11.4 Cumulative Impacts

Construction noise is localized and rapidly attenuates within an urban environment. Accordingly, the cumulative impact analysis for noise considers impacts that would occur from the construction and operation of cumulative projects, identified in Table 3-1 of Section 3, *Environmental Setting*, that would occur within 0.1-mile from the project site. These projects include the following:

- Beach Hazards Removal
- Ellwood Butterfly Habitat Management Plan Implementation
- Ellwood Tree Safety Emergency Permit and Ellwood North Restoration
- Annual Pavement Rehabilitation Project and Pavement Management Program
- Hazardous Fuel Reduction at Ellwood Mesa/Sperling Preserve Open Space
- Viajero Battery Storage Project
- Greenbark Battery Energy Storage Project
- City of Goleta Fire Station 10

The general approach to cumulative impact analysis used in this EIR is discussed in Section 3, *Environmental Setting*.

Some construction activities from the cumulative projects listed above may occur within several hundred feet of the nearest sensitive receptors and therefore may expose these receivers to construction noise simultaneously with construction noise generated from the project site. Theoretically this could result in increased noise exposure to the sensitive receivers from combined noise levels; however, real world conditions would result in less of a cumulative effect through noise direction, angles, attenuation, and dispersion. In addition, cumulative projects would also be required to comply with City of Goleta standards (e.g., restricting construction noise levels to 65 dBA or less). The project would implement Mitigation Measure NOI-1 to reduce project construction noise levels to comply with Goleta's construction noise thresholds. Therefore, while cumulative construction noise may occur from the project and simultaneous construction of another project within several hundred feet, a substantial cumulative construction noise impact would not occur as in practice this effect would be minimal as previously explained.

Similar to construction noise, construction vibration is localized and rapidly attenuates within an urban environment. Potential vibration from the cumulative projects listed above would occur from a different direction from the nearest sensitive receptor than the proposed project and thus approach different angles of the nearest vibration sensitive receivers, thus ensuring the vibration travels further distances before it could theoretically combine with the project's vibration. As those projects would be constructed at a similar or further distance from the nearest sensitive receiver, their vibration levels would be anticipated to be well below vibration limits as well. While higher vibration levels can occur from activities such as blasting or pile driving, construction that occurs in bedrock areas or involves substantial underground excavation requiring building piles would not be anticipated for the types of cumulative projects proposed nearby. Therefore, the combined vibration level from cumulative projects would still be well below vibration limits, and no cumulative construction vibration impact would occur.

Some cumulative projects listed above would include similar operational noise sources as the proposed project (e.g., mechanical equipment noise). Operational noise from these sources is localized and rapidly attenuates due to the effects of distance, intervening structures, and topography that block the line of sight. In addition, other ambient noise sources in closer proximity to the

receptors would dominate the soundscape, effectively masking project-related noise leading to a cumulative increase. Therefore, the ability of on-site project noise to combine with noise from off-site sources to create a substantial increase in noise levels would not occur. However, cumulative projects could create a cumulative increase in off-site traffic noise if the cumulative increase in vehicle trips resulting from cumulative development would result in a 3 dBA or greater increase in traffic noise on Hollister Avenue or Cathedral Oaks Road. As discussed in Impact NOI-3, the project's addition to traffic would not result in a noticeable off-site traffic noise increase; thus, the project's traffic noise increase would not be considerable.

4.12 Parks and Recreation

This section analyzes the proposed project's potential impacts to parks and recreational facilities, including the potential for the proposed project to require the construction of new parks, increase the use of existing parks or recreational facilities, or require the expansion of existing recreational facilities. Impacts are assessed relative to the environmental baseline, which consists of the current use of the site as the Sandpiper Golf Course.

4.12.1 Environmental Setting

a. Existing Park and Recreation Facilities

Goleta operates 31 parks and recreational facilities totaling approximately 550 acres (City of Goleta 2025). With Goleta's current population of 32,515 (California Department of Finance 2024), Goleta has approximately 16.9 acres of parkland per 1,000 residents. Of these, the Ellwood Mesa Open Space and Sperling Preserve, Santa Barbara Shores Park (part of the Ellwood Mesa Open Space and Sperling Preserve), and Lake Los Carneros Natural and Historical Preserve collectively account for approximately 363 acres of the City's total park acreage (City of Goleta 2006). In addition to park and open space areas, approximately 40 percent of Goleta's two miles of Pacific shoreline is owned by the City (City of Goleta 2006). Direct access to beach areas is limited due to the presence of steep bluffs along the Goleta's two-mile-long shoreline. Existing public beach access is available at two locations: Ellwood Beach at the City-owned Santa Barbara Shores Park, and Haskell's Beach (City of Santa Barbara 2006).

The City's parks, open space areas, and shoreline provide opportunities for passive recreational activities and enjoyment of natural areas. However, these passive recreational areas do not provide facilities that address the City's active recreational needs.[1] According to the City of Goleta's General Plan/Coastal Land Use Plan, the City's single recreation center, the Goleta Community Center, does not provide sufficient active recreation space to fulfill all the combined needs of community groups and residents. Although the privately owned and managed Girsh Park provides facilities for active recreation, there remains a shortage of public facilities for active recreation such as sports fields, tennis courts, swimming pools, and dedicated trails (City of Goleta 2006). Outside of the City limits, Glen Annie Golf Club, located approximately 1.3 miles northeast of the project site, provides active recreation opportunities for golfers. However, Glen Annie Golf Club has been designated by the County for residential use in accordance with the County's 2023-2031 Housing Element Update (County of Santa Barbara 2025).

Parks in the vicinity of the project site include Haskell's Beach adjacent to the western portion of the project site and Santa Barbara Shores Park located adjacent to the eastern portion of the project site. As described above, these parks provide coastal access within Goleta. Haskell's Beach, located between the Ritz-Carlton Bacara Resort and the project site, includes picnic tables as well as access to the shoreline. Santa Barbara Shores Park includes a playground and picnic tables. Santa Barbara Shores Park is located within the larger Ellwood Mesa Open Space and Sperling Preserve, which provides approximately 10 miles of public hiking/walking trails (City of Goleta 2006). Tecolote Meadows Park, located in Santa Barbara County approximately 0.6-mile northwest of the project site, offers walking trails as well. In addition, the historic Juan Bautista de Anza Trail, which extends from

[1] Passive recreation refers to activities that do not require prepared facilities such as sports fields or pavilions. Active recreation refers to structured individual or team activities that require the use of special facilities, courses, fields, or equipment.

Arizona to the San Francsico Bay, traverses adjacent to the project site on Hollister Avenue and along the beach frontage of Goleta. The City intends to extend the Juan Bautista de Anza Trail within the Santa Barbara Shores Park and Sperling Preserve (City of Goleta 2006).

4.12.2 Regulatory Setting

a. Federal Regulations

There are no federal regulations related to parks and recreational facilities that are applicable to the proposed project.

b. State Regulations

Quimby Act

The Quimby Act was established by the California legislature in 1965 to provide parks for growing communities in California. The Act authorizes cities to adopt ordinances addressing park land and/or fees for residential subdivisions for the purpose of providing and preserving open space and recreational facilities and improvements. The Act requires the provision of a minimum of three acres of park area per 1,000 persons residing within a subdivision. The Act also specifies acceptable uses and expenditures of such funds. The proposed project is not subject to the Quimby Act since the proposed project is not a residential subdivision.

c. Local Regulations

City of Goleta General Plan/Coastal Land Use Plan Open Space Element

The Open Space Element includes goals, policies, and actions intended to achieve the City's vision for open space, parks, and recreation facilities. The Open Space Element is intended to ensure the development of a well-maintained, interconnected system of multi-functional parks, recreation facilities, and public open spaces that will meet the needs of existing and future residents and employees and that are attractive, safe, and accessible to all segments of the City's population, and supportive of established neighborhoods. Policies applicable to the proposed project include:

- **OS 1.3: Preservation of Existing Coastal Access and Recreation.** Goleta's limited Pacific shoreline of approximately two miles provides a treasured and scarce recreational resource for residents of the city, region, and state. Existing public beaches, shoreline, parklands, trails, and coastal access facilities shall be protected and preserved and shall be expanded or enhanced where feasible (see related Policies LU 9 and OS 4).
- **OS 1.4: Mitigation of Impacts to Lateral Coastal Access.** New development, including expansions and/or alterations of existing development, shall be sited and designed to avoid impacts to public access and recreation along the beach and shoreline. If there is no feasible alternative that can eliminate all access impacts, then the alternative that would result in the least significant adverse impact shall be required. Impacts shall be mitigated through the dedication of an access and/or trail easement where the project site encompasses an existing or planned coastal accessway, as shown on the map in Figure 3-1 [of the Open Space Element].
- **OS 2.4: Mitigation of Impacts to Vertical Coastal Access.** New development, including expansions and/or alterations of existing development, shall be sited and designed to avoid impacts to public vertical accessways to the shoreline unless a comparable, feasible alternative is provided. If there is no feasible alternative that can eliminate all access impacts, then the alternative that would

result in the least significant adverse impact shall be required. Impacts shall be mitigated through the dedication of an access and/or trail easement in the general location where the project site encompasses an existing or planned coastal accessway, as shown generally on the map in Figure 3-1 [of the Open Space Element].

- **OS 4.4: Juan Bautista de Anza National Historic Trail.** The following criteria and standards apply to future improvements to the Anza Trail segment within Goleta:
  a. The planned corridor for the Anza Trail is shown on the maps in Figures 3-1 and 3-3 [of the Open Space Element].
  b. Within the City-owned Sperling Preserve and Santa Barbara Shores Park, the Anza Trail shall be planned for multiple user types, including pedestrians, bicyclists, and equestrians, as shown on the map in Figure 3-3 [of the Open Space Element].
  c. Within the City-owned open space property the Anza Trail shall generally be designed as follows: 1) The equestrian path or tread may be separate from or combined with the main trail tread for pedestrians and bicyclists, 2) The trail shall be designed to have the minimum width necessary to accommodate the multiple users. The surface may be native soil materials or imported compacted fines (such as decomposed granite) without stabilizer or binder.
  d. As it exits the public open space area, the future Anza Trail corridor extends along Hollister Avenue to the Bacara access road and along that road to the city's western boundary. Standards for improvements of this segment of the Anza Trail shall be flexible to respond to the amount of available space for trail improvements. Dedication of a public access easement for the trail shall be required as a condition of approval of all coastal development permits for properties located along the Anza Trail corridor.
  e. Connectivity of the Anza Trail in Goleta with segments within the jurisdictions of the County and UCSB shall be provided as indicated in the multi-jurisdictional Ellwood-Devereux OSHMP.

- **Policy OS 7.5: Open Space for Outdoor Recreation.** Lands designated in Figure 3-5 [of the Open Space Element] for outdoor recreation include Goleta's diverse City-owned parks and open space areas, as well as private lands that are devoted to active recreation. Private lands, such as Girsh Park and the Sandpiper Golf Course, may be available to the general public or may be for the exclusive use and enjoyment of residents or customers of particular development projects. The following shall apply to lands designated for outdoor recreation:
  a. City-owned parks and recreation areas shall be managed in accord with the provisions of Policy OS 7.
  b. Lake Los Carneros Natural and Historic Preserve shall be managed primarily as a passive preserve, with low intensity activities allowed near the Stow House, the historic farm buildings, and the historic Goleta Train Depot and South Coast Railroad Museum.
  c. Private lands for outdoor recreation, including but not limited to Girsh Park and Sandpiper Golf Course, shall be protected and preserved for the valuable contribution that they make to the supply of recreation services available to residents of Goleta and adjacent areas.
  d. The City should maximize the use of the existing park, recreation, and open space resources within the City by connecting them with an integrated system of trails and sidewalks.
  e. General locations for proposed or planned future park sites are shown in Figure 3-2 [of the Open Space Element].

4.12.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

To assess the proposed project's potential impacts to parks and recreation, the analysis examines the potential impact to on-site and adjacent park and recreational activities that would result from the on-site uses of the proposed project and the indirect population growth which could as a result of the employment needed to serve the proposed project. In addition, this analysis examines the proposed project's potential to result in deterioration of the Santa Barbara Shores Park/Sperling Preserve and Haskell's Beach.

Significance Thresholds

As described in more detail in Section 4, *Environmental Impact Analysis*, the following thresholds are based on Appendix G of the *CEQA Guidelines*. *CEQA Guidelines* Appendix G provides the following significance thresholds to determine if a project would have a potentially significant impact on public services. Would the project:

1. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

   iv. Parks

2. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
3. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

The County's *Environmental Thresholds and Guidelines Manual* (2024; refer to Section 4, *Environmental Impact Analysis*) does not include thresholds related to parks and recreation. Therefore, the following analysis relies solely on the *CEQA Guidelines* Appendix G thresholds identified above.

b. Project Impacts and Mitigation Measures

Threshold 1(iv):	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, need for new or physically altered park facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services?
Threshold 2:	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Impact REC-1 The proposed project could indirectly induce population growth, but the resulting growth would not generate a substantial increase in the use of existing parks and recreational facilities or the substantial physical deterioration or need for the construction of park and recreation facilities. Construction and operational impacts would be Class III, *less than significant*.

Goleta has approximately 550 acres of parks and open space, including recreational areas adjacent to the project site such as Sperling Preserve, Santa Barbara Shores Park, and Haskell's Beach (City of Goleta 2025). As described in Section 4.12.1, *Environmental* Setting, Goleta has approximately 16.9 acres of parkland per 1,000 residents (California Department of Finance 2024). As described in Section 4.17.3, *Population and Housing*, of Section 4.17, *Effects Found Not to Be Significant*, the proposed project would not directly generate population growth because the proposed project does not include residential development and proposed utility extensions would serve only the Sandpiper Golf Club. Therefore, the proposed project would not result in a need for additional parkland due to direct population growth. Construction workers may utilize adjacent parks and open space during break periods throughout construction of the proposed project. However, construction would be temporary and the brief and periodic use of park facilities by construction workers would not result in long-term substantial increases in the accelerated deterioration of existing park facilities.

Employment opportunities associated with the proposed project may result in an incremental increase in the use of existing neighborhood and regional parks or other recreational facilities. As described in Section 4.17.3, *Population and Housing*, of Section 4.17, *Effects Found Not to Be Significant*, in a conservative scenario where the approximately 21 additional employees and their families relocated to Goleta, the proposed project could result in a population growth of 55 people. This population estimate is conservative as it assumes all additional employees and the families would relocate to Goleta and no existing Goleta residents would be included as part of the 21 additional employees. The addition of up to 55 people would result in a parkland ratio of 16.8 acres of parkland per 1,000 residents, which would not be a substantial reduction in parkland available to the residents of Goleta.

Under existing conditions, nearby parks and trails such as Sperling Preserve, Santa Barbara Shores Park, and Haskell's Beach are used by the public. As described above, the proposed project would not result in substantial population increases such that substantial increased use of existing parks and recreational facilities would occur.

The proposed project would not increase the number of golfers or the number or size of special events held at the project site; however, the proposed project would increase the number of visitors at the clubhouse restaurant and Rio Grande Coffee Shop, which may increase the use of nearby parks and trails. The proposed project's inclusion of a restaurant and coffee shop would result in increased visitors to the project site, which may result in increased use of nearby parks and trails. However, this

increase in use would be minimal and would not result in a substantial physical deterioration of recreational uses surrounding the project site.

Ultimately the project would expand recreational opportunities in Goleta such that residents have additional options for recreation through the dedication of a lateral access easement for beach access and includes construction of a Type 4 trail that would serve as a continuation of the Juan Bautista de Anza Trail.

Based on the discussion above, the proposed project would not substantially increase the use of existing park and recreational facilities such as Sperling Preserve, Santa Barbara Shores Park, or Haskell's Beach such that a need for new or physically altered park facilities would occur or physical deterioration of existing facilities would occur or be accelerated. Impacts to parks and recreational facilities would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 3:	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Impact REC-2 The project includes the construction and renovation of recreational facilities, the potential environmental impacts of which are identified and evaluated throughout this Environmental Impact Report. Construction and operational impacts would be Class III, *less than significant*.

As described in Section 2.6, *Project Characteristics*, in Section 2, *Project Description*, the proposed project involves modifications and routing revisions to an existing 18-hole golf course, as well as modifications to on-site facilities. As described in Section 2.6.7, *Coastal Access Improvements and Easement Dedication*, in Section 2, *Project Description*, the proposed project also includes construction of sidewalks along Hollister Avenue to improve access to Ellwood Mesa Open Space and Sperling Preserve, construction of a Type 4 trail as a continuation of De Anza Trail, and dedication of lateral access along beach frontage on the sand and along Hollister Avenue to improve coastal access to Ellwood Mesa Open Space and Sperling Preserve and Haskell's Beach. The proposed project, including the alterations to the existing golf course, construction of sidewalks to provide access to Ellwood Mesa Open Space and Sperling Preserve, construction of a Type 4 trail as a continuation of De Anza Trail, and dedication of lateral access along beach frontage, is evaluated throughout this EIR. As stated in Impact REC-1, the proposed project would not result in substantial deterioration of recreational facilities and furthermore would not necessitate new or expanded recreational facilities in addition to the project's proposed recreational improvements. Therefore, the proposed project would not result in adverse physical effects on the environment due to new or expanded recreational facilities beyond the recreational improvements evaluated throughout this EIR. This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

4.12.4 Cumulative Impacts

The cumulative impact analysis for parks and recreation considers City-wide impacts that would occur from cumulative population increases as a result of reasonably anticipated projects identified in Table 3-1 of Section 3, *Environmental Setting*. The general approach to cumulative impact analysis used in this EIR is discussed in Section 3, *Environmental Setting*.

Cumulative development identified in Table 3-1 of Section 3, *Environmental Setting*, would add a total of 467 residential units, which would increase the demand for parks and recreation in the City. As required by Chapter 16.14 of the Goleta Municipal Code, new residential developments within the City must dedicate 0.0128 acre per dwelling unit to parks and recreation, or pay in-lieu fees toward the future development of such facilities. Thus, cumulative development in the City would generate demand for approximately 6.0 acres of recreational facilities. If parks and recreation facilities are not developed in Goleta, cumulative growth could result in the increased use and deterioration of existing park and recreation facilities. Therefore, cumulative impacts related to parks and recreational facilities would be potentially significant.

As described in Section 4.17.3, *Population and Housing*, of Section 4.17, *Effects Found Not to Be Significant*, the proposed project would not directly or indirectly generate population growth because the proposed project does not include residential development and proposed utility extensions would serve only the Sandpiper Golf Club. Although the proposed project could, in a conservative scenario, result in approximately 55 additional residents in Goleta due to increased employment at Sandpiper Golf Club, the proposed project includes development of recreational facilities that would result in increased access to recreational opportunities for residents of Goleta. These include the construction of sidewalks to improve access to Ellwood Mesa Open Space and Sperling Preserve, construction of a Type 4 trail as a continuation of De Anza Trail, and dedication of lateral access along beach frontage. While the proposed project's inclusion of restaurant and coffee shop facilities proximate to the project site may result in increased use of nearby parks and trails due to increased access, ultimately these improvements would expand recreational opportunities in Goleta. Because the proposed project would ultimately expand recreation opportunities in Goleta through continuation of the Juan Bautista De Anza Trail and dedication of lateral access along beach frontage, the proposed project's overall contribution to cumulative impacts related to parks and recreational facilities would not be considerable.

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4.13 Public Services

This section analyzes the proposed project's potential impacts to fire and police protection services, public schools, and library facilities. Impacts are assessed relative to the environmental baseline, which consists of the current use of the site as the Sandpiper Golf Course. Potential impacts to public parks and recreational facilities are described in Section 4.12, *Parks and Recreation*.

4.13.1 Environmental Setting

a. Fire Protection

The Santa Barbara County Fire Department (SBCFD) provides fire protection and emergency services to unincorporated Santa Barbara County, Buellton, Solvang, and Goleta. SBCFD consists of 16 fire stations, a crew program, a construction section, an air support unit, a fire prevention division, and support and administrative staff. SBCFD has approximately 214 sworn firefighters who provide fire protection services to a service population of approximately 174,268 people (SBCFD 2025a). In 2022, the most recently available public data, SBCFD responded to 348 fire-related incidents and 9,503 emergency medical incidents (SBCFD 2023). There are currently three fire stations in Goleta: County Station 11, County Station 12, and County Station 14. The project site is in the service area of County Station 11, located approximately 1.7 miles east of the project site at 6901 Frey Way. County Station 11 is staffed by six personnel on duty: one Captain, one Engineer, and one Firefighter, all assigned to Ladder Truck 11; and one Captain, one Engineer, and one Firefighter/Paramedic assigned to Engine 11. County Station 11 functions as a Water Rescue Station and houses equipment for SBCFD's Urban Search and Rescue team. In addition, County Station 11 also is headquarters for Battalion 1 of the SBCFD Emergency Operations team (SBCFD 2025b). In addition, a proposal for a new fire station, Fire Station 10, in western Goleta has undergone environmental review and has been approved by the California Coastal Commission. As of February 2025, the City is in the process of reviewing final plans for Fire Station 10 (City of Goleta 2025a). Fire Station 10 is planned to be constructed at 7952 Hollister Avenue, north of the project site.

b. Police Protection

The Santa Barbara County Sheriff's Office (SBCSO) provides police services to Goleta. The SBCSO consists of approximately 600 employees and 150 volunteers. SBCSO has a jurisdiction which includes approximately 443,000 people and has approximately 260 law enforcement deputies and approximately 200 custody deputies (SBCSO 2025). Goleta is divided by three "beats," or patrol units, with one police car assigned to each area. SBCSO officers assigned to the unincorporated area of Santa Barbara are available to supplement SBCSO units within Goleta, as needed, for emergency response within Goleta's city limits (City of Goleta 2006a). SBCSO assigns officers based on a Deputy Service Unit, which is equivalent to the sworn and support personnel required to staff one patrol position 24 hours a day for one year, which is the equivalent of 8,760 hours. The nearest SBCSO station to the project site is located approximately 1.6 miles east of the project site in Camino Real Marketplace.

c. Public Schools

The Goleta Union School District (GUSD) and the Santa Barbara Unified School District (SBUSD) provide public school service to Goleta. GUSD is comprised of one preschool and nine elementary schools. GUSD operates six public schools (Brandon, Ellwood, Fairview, Isla Vista, Kellogg, and La Patera) located within Goleta and four public schools (El Camino, Foothill, Hollister, and Mountain

View) located within unincorporated areas of the Goleta Valley (California Department of Education 2025a). SBUSD oversees the secondary schools of the Goleta Valley Junior High School and Dos Pueblos High School within Goleta's city limits (California Department of Education 2025b).

d. Libraries

Library services in Goleta are provided by the Goleta Valley Library, which is owned and operated by the City, located at 500 North Fairview Avenue. The Goleta Valley Library's service population is approximately 95,202 people. In fiscal year 2018/2019, the most recent publicly available information, library visits totaled 261,316, physical item circulation totaled 605,935 items, and electronic item circulation totaled 75,610 items (City of Goleta 2019). Goleta Valley Library is temporarily closed for rehabilitation; however, library operations including borrowing materials, returning materials, and programs are continuing to be provided offsite (City of Goleta 2025b).

4.13.2 Regulatory Setting

a. Federal Regulations

Occupational Safety and Health Administration

The Federal Occupational Safety and Health Administrations (OSHA) as well as California OSHA (Cal/OSHA) enforce the provisions of the federal and State Occupational Safety and Health Acts, respectively, which collectively require safety and health regulations for construction in accordance with Part 1926 of Title 29 Code of Federal Regulations. The fire-related requirements of the Federal Occupational Safety and Health Act are specifically contained in Subpart F, Fire Protection and Prevention, of Part 1926. Examples of general requirements related to fire protection and prevention include maintaining fire suppression equipment specific to construction on-site; providing a temporary or permanent water supply of sufficient volume, duration, and pressure; properly operating the on-site fire-fighting equipment; and keeping storage sites free from accumulation of unnecessary combustible materials.

b. State Regulations

2024 California Strategic Fire Plan

The 2024 California Strategic Fire Plan, prepared and implemented by the California Department of Forestry and Fire Protection (CAL FIRE), is intended to set forth goals and objectives to address challenges impacting CAL FIRE, such as funding and personnel, climate change, increased fire activity, and recruitment, hiring and retention. Major components center on accomplishing six goals aimed toward increasing employment and strengthening the operational capacity of CAL FIRE (CAL FIRE 2024).

State Hazard Mitigation Plan

The State Hazard Mitigation Plan (SHMP) intends to significantly reduce deaths, injuries, and other losses attributed to natural and human-caused hazards in California. The SHMP provides guidance for hazard mitigation activities emphasizing partnerships among local, State, and federal agencies as well as the private sector. The SHMP is federally required in accordance with the Disaster Mitigation Act of 2000 in order for the State to receive federal funding for disaster assistance. The California Office

of Emergency Services prepares the California SHMP, which identifies hazard risks and includes a vulnerability analysis and a hazard mitigation strategy (California Office of Emergency Services 2023).

California Fire Code

The California Fire Code is Part 9 of California Code of Regulations (CCR) Title 24. It establishes the minimum requirements consistent with nationally recognized good practices to safeguard public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises and to provide safety and assistance to firefighters and emergency responders during emergency operations. It is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The California Fire Code regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The California Fire Code and the California Building Code use a hazard classification system to determine what protective measures are required to ensure fire safety and protect lives.

These measures may include construction standards, separations from property lines, and specialized equipment. To ensure these safety measures are met, the California Fire Code employs a permit system based on hazard classification. The provisions of this code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure or any appurtenances connected or attached to such building structures throughout California.

More specifically, California Fire Code (Part 9) Chapter 7 addresses fire-resistances-rated construction; California Building Code (Part 2) Chapter 7A addresses materials and construction methods for exterior wildfire exposure; California Fire Code Chapter 8 addresses fire-related interior finishes; California Fire Code Chapter 9 addresses fire protection systems; and California Fire Code Chapter 10 addresses fire-related means of egress, including fire apparatus access road width requirements. California Fire Code Section 4906 also contains regulations for vegetation and fuel management to maintain clearances around structures as well as design criteria for specific types of fire-resistant and non-fire-resistant vegetation. These requirements establish minimum standards to protect buildings in Fire Hazard Severity Zones within State Responsibility Areas and wildland-urban interface fire areas. This code includes provisions for ignition-resistant construction standards for new buildings.

California Fire Code Chapter 33, Fire Safety During Construction and Demolition, also includes requirements for a construction pre-fire plan, training, fire protection devices, regulations for refueling, fire clearances, precautions against fire (including prohibitions on smoking), on-site firewatch, and regulations for welding and electrical wiring.

California Public Resources Code

The California Public Resources Code (PRC) includes fire safety regulations that restrict the use of equipment that may produce a spark, flame, or fire; require the use of spark arrestors on construction equipment that use an internal combustion engine; specify requirements for the safe use of gasoline-powered tools in fire hazard areas; and specify fire suppression equipment that must be provided on-site for various types of work in fire-prone areas. These regulations include the following:

- Earthmoving and portable equipment with internal combustion engines must be equipped with a spark arrestor to reduce the potential for igniting a wildland fire (PRC Section 4442)

- Appropriate fire suppression equipment must be maintained during the highest fire danger period, from April 1 to December 1 (PRC Section 4428)
- On days when a burning permit is required, flammable materials must be removed to a distance of 10 feet from any equipment that could produce a spark, fire, or flame, and the construction contractor must maintain the appropriate fire suppression equipment (PRC Section 4427)
- On days when a burning permit is required, portable tools powered by gasoline-fueled internal combustion engines must not be used within 25 feet of any flammable materials (PRC Section 4431)

California Occupational Safety and Health Administration

In accordance with CCR Title 8, Section 1270, *Fire Prevention*, and Section 6773, *Fire Protection and Fire Fighting Equipment*, the California Occupational Safety and Health Administration has established minimum standards for fire suppression and emergency medical services. The standards include guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance and use of all firefighting and emergency medical equipment.

California Code of Regulations, Title 5

The California Code of Regulations, Title 5 Education Code, governs all aspects of education in the State. California State Assembly Bill (AB) 2926, School Facilities Act of 1986, was enacted by the State of California in 1986 and added to the California Government Code (Section 65995). It authorizes school districts to collect development fees, based on demonstrated need, and generate revenue for school districts for capital acquisitions and improvements. It also established that the maximum fees which may be collected in accordance with this and any other school fee authorization are $1.50 per square foot for residential development and $0.25 per square foot for commercial and industrial development.

AB 2926 was expanded and revised in 1987 through the passage of AB 1600, which added Section 66000 et seq. of the California Government Code. In accordance with this statute, payment of statutory fees by developers serves as total mitigation in accordance with CEQA to satisfy the impact of development on school facilities. However, subsequent legislative actions have alternatively expanded and contracted the limits placed on school fees by AB 2926.

Leroy F. Greene School Facilities Act of 1998 – Senate Bill 50

As part of the further refinement of the legislation enacted in accordance with AB 2926, the passage of SB 50 in 1998 defined the Needs Analysis process in California Government Code Sections 65995.5-65998. In accordance with the provisions of SB 50, school districts may collect fees to offset the costs associated with increasing school capacity as a result of development. SB 50 generally provides for a 50/50 State and local school facilities match. SB 50 also provides for three levels of statutory impact fees. The application level depends on whether State funding is available; whether the school district is eligible for State funding; and whether the school district meets certain additional criteria involving bonding capacity, year-round schools, and the percentage of moveable classrooms in use.

California Government Code Sections 65995-65998 set forth provisions to implement SB 50. Specifically, in accordance with Section 65995(h), the payment of statutory fees is “deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental

organization or reorganization…on the provision of adequate school facilities." The school district is responsible for implementing the specific methods for mitigating school impacts in accordance with the Government Code.

Pursuant to California Government Code Section 65995(i), "A State or local agency may not deny or refuse to approve a legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization as defined in section 56021 or 56073 on the basis of a person's refusal to provide school facilities mitigation that exceeds the amounts authorized pursuant to this section or pursuant to section 65995.5 or 65995.7, as applicable."

California Education Code Section 17620(a)(1)

California Education Code Section 17620(a)(1) states that the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities. GUSD has developed an impact fee schedule with requires a payment of $0.84 per square foot of commercial development (GUSD 2024). SBUSD has set impact fees of $0.78 per square foot for commercial development (SBUSD 2024).

c. Local Regulations

Santa Barbara County Fire Department Development Standards

SBCFD sets development standards which a project must implement into its design. These include standards for defensible space, adequate emergency access, adequate fire hydrants, adequate building access, adequate interior fire sprinkler systems, adequate emergency alarm system, and approved locking systems for gated access, among other development standards. Specific standards include Development Standard #2 Chapter 4, which regulates appropriate water flow for fire to be determined and maintained in accordance with the California Fire Code. In addition, Development Standard #6 sets forth the requirements for defensible space, including vegetation management requirements to minimize the potential for fire. In accordance with Development Standard #6 Section 3.8, a project-specific fire protection plan that determines the acceptability of fire protection and life safety measures designed to mitigate wildfire hazards for properties under construction is required to be submitted to SBCFD for review and approval.

City of Goleta General Plan/Coastal Land Use Plan

The City of Goleta's General Plan/Coastal Land Use Plan Public Facilities Element provides policies which set standards for fire and police protection. Public Facilities Element Policy PF 3.1 identifies three standards with respect to fire protection services, which are derived from the guidelines of the National Fire Protection Association and the SBCFD. These standards include (City of Goleta 2006a):

- A firefighter-to-population ratio of one firefighter on duty 24 hours a day for every 2,000 persons is the ideal goal, however, one firefighter for every 4,000 persons is the absolute maximum population that can be adequately served;
- A ratio of one engine company per 16,000 persons, assuming four firefighters per station, represents the maximum population that the SBCFD determined can be adequately served by a four-person crew; and
- A five-minute response time in urban areas.

Public Facilities Element Policy PF 3.6 identifies the City's police service standards. The standards are as follows (City of Goleta 2006a):

- An average emergency response time of 5 minutes.
- An average nonemergency response time of 20 minutes.

In addition, the City of Goleta's General Plan/Coastal Land Use Plan Public Facilities Element contains policies regarding the adequacy of public services to serve new developments. These policies are identified below:

- **PF 3.9 Safety Considerations in New Development.** All proposals for new or substantially remodeled development shall be reviewed for potential demand for and impacts on safety and demand for police services. The design of streets and buildings should reinforce secure, safe, and crime-free environments. Safety and crime reduction or prevention, as well as ease of policing, shall be a consideration in the siting and design of all new development within the city.
- **PF 5.7 School Impact Fees.** Where school districts have adopted development impact fees to help finance provision of facilities, the City shall provide information regarding these impact fees to developers and builders. The City shall not issue a building permit for any development subject to such fees without documentation from the applicable district that its fees have been paid. The developer or builder shall be responsible for providing documentation to the City that school impact fees have been paid.
- **PF 9.3 Responsibilities of Developers.** Construction permits shall not be granted until the developer provides for the installation and/or financing of needed public facilities. If adequate facilities are currently unavailable and public funds are not committed to provide such facilities, the burden shall be on the developer to arrange appropriate financing or provide such facilities in order to develop. Developers shall provide or pay for the costs of generating technical information as to impacts the proposed development will have on public facilities and services. The City shall require new development to finance the facilities needed to support the development wherever a direct connection or nexus of benefit or impact can be demonstrated.

City of Goleta Municipal Code

Chapter 17.70 of the Goleta Municipal Code establishes development impact fees to be imposed on development to supplement the cost of new or rehabilitated public facilities. The development impact fees apply to all projects involving any use or work requiring a land use permit or the issuance of a permit for construction or reconstruction. Pursuant to Section 17.70.020(b), development impact fees finance the costs related to bicycle, pedestrian, transportation, fire, police, library, parks and recreation (to the extent not covered by Quimby Fees), public administration, and storm drain facilities.

4.13.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

To assess the proposed project's potential impacts to public services, the analysis estimates potential population growth associated with the proposed project's on-site uses, including employment growth, and evaluates whether this population growth would require substantial increases in public

services such that new public service facilities would be required to meet the demands of the project. To supplement the analysis of fire and police protection facilities, SBCFD and SBCSO were contacted to provide input on whether the proposed project would require substantial increases in fire or police protection services and facilities.

Significance Thresholds

As described in more detail in Section 4, *Environmental Impact Analysis*, the following thresholds are based on Appendix G of the *CEQA Guidelines*. *CEQA Guidelines* Appendix G provides the following significance thresholds to determine if a project would have a potentially significant impact on public services. Would the project:

1. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services
   i. Fire protection;
   ii. Police protection;
   iii. Schools;
   iv. Parks;
   v. Other public facilities.

The significance thresholds and potential impacts to parks are described in Section 4.12, *Parks and Recreation*, and are not discussed further in this section. Potential impacts related to emergency access are discussed in Section 4.14, *Transportation and Circulation*.

The County's 2024 *Environmental Thresholds and Guidelines Manual* (refer to Section 4, *Environmental Impact Analysis*) includes thresholds of significance for potential impacts on schools. In accordance with these thresholds, any project that would generate enough students to necessitate an additional classroom (based on the lowest student per classroom loading standards of the State school building program) would result in a significant impact on schools. The *Environmental Thresholds and Guidelines Manual* assumes the following standards for classroom size:

- Elementary: 29 students per classroom
- Junior High School/Middle School: 29 students per classroom
- High School: 28 students per classroom

b. Project Impacts and Mitigation Measures

Threshold 1(i):	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Impact PS-1 The project would not increase the demand for fire protection services such that new or physically altered fire protection facilities would be needed to adequately maintain service ratios. The project site's proximity to existing facilities would not necessitate the provisions of new or physically altered fire protection facilities. Construction and operational impacts would be Class III, *less than significant*.

As described in Section 4.17.3, *Population and Housing*, of Section 4.17, *Effects Found Not to Be Significant*, the proposed project would not directly or indirectly generate population growth because the proposed project does not include residential development and proposed utility extensions would serve only the Sandpiper Golf Club. The proposed project would result in approximately 21 additional employees, which could cause indirect growth; however, because these jobs would likely come from the local workforce, it is not expected that people would be required to relocate to Goleta. In a conservative scenario where all projected employees and their families were to relocate to Goleta, there would be a population growth of 55 people, which would raise Goleta's population to 32,570 people. With approximately 214 firefighters, SBCFD provides a ratio of approximately 2.77 firefighters per 2,000 persons within its service population, which is above the City goal of one firefighter on duty 24 hours a day for every 2,000 persons (SBCFD 2023). The addition of 55 people to Goleta would maintain the existing SBCFD ratio of approximately 2.77 firefighters per 2,000 persons and thus not substantially diminish fire protection services such that new fire protection facilities would be needed.

The project site is located approximately 1.7 miles from County Station 11 and thus firefighters would be able to readily respond to the demand for fire services at the project site. In addition, Fire Station 10 is planned to be constructed at 7952 Hollister Avenue, north of the project site. The project would not change existing on-site uses but would include a new clubhouse restaurant and the Rio Grande Coffee Shop, the operation of which could increase the demand for fire protection services in the unlikely event of a structure fire. However, proposed structures would be constructed in accordance with the requirements of the California Fire Code which would reduce the potential for fire to occur, thereby reducing the potential demand for fire services at the project site. Fire safety measures and equipment required by the California Fire Code, which would be incorporated into the project design, include use of fire-retardant building materials, inclusion of emergency water infrastructure (fire hydrants and sprinkler systems), and installation of smoke detectors and fire extinguishers.

The planned Fire Station 10, which has already undergone environmental review, would address existing service levels for fire protection facilities in Goleta and would help the SBCFD achieve their goal of 1 firefighter per 2,000 residents. Furthermore, SBCFD has indicated the proposed project would not pose a substantial constraint on fire department resources in the surrounding community (Tan 2025). Thus, the addition of the proposed project within the SBCFD service area would not result in substantial deficiencies to fire protection services. In addition, pursuant to Chapter 17.70 of the Municipal Code, the project applicant would be required to pay development impact fees which would provide funding for expanded fire protection facilities, including environmental compliance and permitting for new facilities. Therefore, the proposed project would not substantially increase the need for new or physically altered fire protection facilities, the construction of which could result in significant environmental impacts and impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 1(ii): Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Impact PS-2 The project would not increase the demand for police protection services such that new or physically altered police protection facilities would be needed. Construction and operational impacts would be Class III, *less than significant*.

The proposed project would require approximately 21 additional employees, which could cause indirect growth; however, because these jobs would likely come from the local workforce, it is not expected that people would be required to relocate to Goleta. In a conservative scenario, the proposed project could result in a population growth of 55 people. This population growth represents less than one percent of Goleta's existing population, which is not anticipated to substantially alter the existing service ratios provided by the contracted Deputy Service Units such that an additional officer would be required in order to provide adequate public services. Furthermore, the proposed project does not include land use changes which would allow development such as housing that could require substantial additional police services. The project would include a new clubhouse restaurant and the Rio Grande Coffee Shop, which may increase the need for police services at the project site. However, these features would marginally increase the use of the project site and would not require constant security. In addition, pursuant to Chapter 17.70 of the Municipal Code, the project applicant would be required to pay development impact fees which would provide funding for expanded police facilities, including environmental compliance and permitting for new facilities. Furthermore, the Santa Barbara County Sherriff's Office City has stated the project would not require the addition of new or expanded police facilities to provide adequate services to Goleta (Rivas 2025). Thus, the proposed project would not be expected to result in substantial additional police services or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts. The proposed project would have a less than significant impact on police protection services.

Mitigation Measures

No mitigation measures are required.

Threshold 1(iii): Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

Impact PS-3 The project would not substantially increase the amount of students in GUSD or SBUSD such that new or physically altered school facilities would be needed. Construction and operational impacts would be Class III, *less than significant*.

The proposed project would not directly generate population growth that would increase the number of students in GUSD or SBUSD because the proposed project does not include residential uses. The

proposed project would require approximately 21 additional employees, which could cause indirect growth; however, because these jobs would likely come from the local workforce, it is not expected that people would be required to relocate to Goleta. In a conservative scenario, the proposed project could result in a population growth of 55 people which would require approximately 21 residential units based on the City's average persons per household of 2.59 (California Department of Finance 2024). Using a student generation factor of 0.2 students per residential unit per school district, consistent with the City of Goleta's General Plan/Coastal Land Use Plan Final EIR, the proposed project could generate approximately 4 students in GUSD and 4 students in SBUSD from indirect population growth (City of Goleta 2006a). Table 4.13-1 shows the projected enrollment increases attributable to the proposed project in comparison to existing capacities of GUSD and SBUSD school facilities.

Table 4.13-1 Proposed Project Induced Student Generation and GUSD and SBUSD Schools

District	Enrollment[1]	Capacity[1]	Currently Exceeds Capacity	Proposed Project-Generated Students	Exceeds Capacity with Proposed Project?
GUSD[2]	1,984	2,178	No	4	No
SBUSD	2,811	3,861	No	4	No

[1] The enrollment and capacity values correspond to the total enrollment and capacity of GUSD and SBUSD schools in Goleta. The enrollment and capacity values are presented as such because determining the exact school which a student generated via indirect population growth from the proposed project would attend is speculative.

[2] GUSD enrollment and capacity values do not include Fairview Preschool, which is a special education school.

Source: California Department of Education 2025c-2025i; Otero 2021; GUSD 2020.

As shown in Table 4.13-1, the proposed project would not cause GUSD or SBUSD schools to exceed capacity, thereby necessitating the construction of a new classroom. Regardless, proposed project would be required to pay state-mandated developer fees to fund the construction of school facilities to accommodate students generated from new development projects. Pursuant to Section 65995(3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees pursuant to California Education Code 17620 "…is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization."

Because the proposed project would not substantially increase the amount of students in GUSD or SBUSD such that new or physically altered school facilities would be needed, impacts to schools would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 1(v): Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities, or the need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Impact PS-4 The project would not substantially increase demand for libraries such that new or physically altered library facilities would be needed. Construction and operational impacts would be Class III, *less than significant*.

The proposed project would not directly induce direct population growth, and the proposed project's potential to indirectly result in population growth of approximately 55 people would not place substantial additional demand on library services or inhibit the ability for the Goleta Valley Library to maintain material circulation. Existing offsite library services during the temporary closure of Goleta Valley Library would be able to accommodate the proposed project's indirect population growth. Once operations at the Goleta Valley Library facility restart, the renovated library facility would be sufficient to accommodate the potential incrementally increased use and circulation needs that may result from indirect population growth due to the proposed project. In addition, pursuant to Chapter 17.70 of the Municipal Code, the project applicant would be required to pay development impact fees which would provide funding for expanded library facilities, including environmental compliance and permitting for new facilities. Therefore, the proposed project's impact on the need for new or physically altered libraries would be less than significant.

Mitigation Measures

No mitigation measures are required.

4.13.4 Cumulative Impacts

The cumulative impact analysis considers City-wide impacts that would occur from cumulative population increases as a result of reasonably anticipated projects identified in Table 3-1 of Section 3, *Environmental Setting*. The general approach to cumulative impact analysis used in this EIR is discussed in Section 3, *Environmental Setting*.

As described in Section 4.17.3, *Population and Housing*, of Section 4.17, *Effects Found Not to Be Significant*, Goleta has a population of approximately 32,515 people. Development of the cumulative projects listed in Table 3-1 would add a total of 467 residential units, which would result in an additional 1,209 people based on the city's average persons per household of 2.59 (DOF 2024). This increase would raise the population of the SBCFD service area to approximately 175,477 people (SBCFD 2025a). With approximately 214 firefighters, SBCFD would provide a ratio of approximately 2.44 firefighters per 2,000 persons within its service population which is above the City goal of one firefighter on duty 24 hours a day for every 2,000 persons. The City has accounted for cumulative growth within the City of Goleta's General Plan/Coastal Land Use Plan, which informs the potential need for expansion of fire services within the City. Pursuant to Chapter 17.70 of the Municipal Code, cumulative development would be required to pay development impact fees which would provide funding for expanded fire protection facilities to accommodate new residents. In addition, once constructed, Fire Station 10 would reduce potential constraints associated with increased demands for fire protection service that could be experienced by existing fire stations in Goleta. A Final Environmental Impact Report for Fire Station 10 was prepared and certified by the City Council in

December 2018. [1] Fire Station 10 would sufficiently accommodate demand for fire services generated by cumulative growth. Accordingly, cumulative development would not generate demand for fire protection services such that additional facilities would be required. As such, cumulative impacts related to fire protection services and facilities would be less than significant.

Cumulative development would result in additional residents, commercial, and industrial development which would increase the demand for police services in Goleta. Although not required at this time, increased demands may eventually require additional Deputy Service Units, which eventually may result in the need for new or expanded police stations in Goleta. Cumulative development would be required pay development impact fees, which would provide funding for expanded police stations. If the City determines a new or expanded police station would be needed in the future, the potential environmental impacts of developing a police station would be evaluated and mitigated as necessary as part of project-specific environmental review. Because the location, timing, and features of a new police station are not currently known, any environmental impact analysis of a new station would be speculative at this time. However, the required project-specific environmental review would ensure potential environmental impacts of a new or expanded police station are evaluated and mitigated, if necessary. Therefore, cumulative impacts related to police facilities would be less than significant.

The need for school services in Goleta would increase in association with the anticipated population increase from cumulative development. Cumulative development identified in Table 3-1 of Section 3, *Environmental Setting,* would add a total of 467 residential units, which could result in approximately 93 additional students in GUSD and 93 additional students in SBUSD. As shown in Table 4.13-1, GUSD has capacity available for 194 students in Goleta and SBUSD has capacity available for 1,050 students in Goleta. Therefore, cumulative development would not generate enough students to necessitate the development of new or expanded school facilities. In addition, cumulative development would be required to pay state-mandated developer fees to fund the construction of school facilities to accommodate students generated from new development projects which, pursuant to Section 65995(3)(h) of the California Government Code, is considered full and complete mitigation of potential impacts related to school capacity. Therefore, cumulative impacts to schools would be less than significant.

The demand for library services in Goleta would increase in association with the anticipated population increase of 1,209 people from cumulative development identified in Table 3-1 of Section 3, *Environmental Setting*. There are currently no specific plans for a new library in the City, and renovations associated with the existing Goleta Valley Library are underway. Development impact mitigation fees assessed on cumulative development would be used to develop additional libraries as needed, subject to City discretion. At the time additional new or expanded library facilities are proposed, these facilities would be subject to project-specific environmental review and all applicable federal, State, and local regulations that would reduce environmental impacts associated with facility development or expansion. Therefore, required project-specific environmental review for a new or expanded library facility would ensure cumulative impacts related to library facilities would be less than significant.

[1] Fire Station 10 received California Coastal Commission approval in September 2020.

4.14 Transportation and Circulation

This section analyzes the proposed project's potential impacts to the local transportation and circulation system, including long-term impacts associated with operation of the proposed project. Impacts are assessed relative to the environmental baseline, which consists of the current use of the site as the Sandpiper Golf Course. The analysis is based, in part, on the *Updated Traffic, Parking, and VMT Study* prepared by Associated Transportation Engineers in July 2023 (Appendix N).

4.14.1 Environmental Setting

a. Existing Transportation System

The existing transportation system that provides access to and within the City of Goleta is comprised of highways, arterial roadways, collector streets, and associated bicycle and pedestrian facilities. Roadway descriptions and the existing transportation system that provide access to the project site are discussed in greater detail below.

Regional Access

Regional access to the project site is provided by United States Route 101 (U.S. 101). U.S. 101 is located approximately 400 feet north of the project site. U.S. 101 is a multi-lane interstate freeway serving the pacific coast. U.S. 101 is the primary route between the Goleta area and the adjacent cities of Santa Barbara, Carpinteria, Ventura, Buellton, and Santa Maria. Access to U.S. 101 from the project site is provided via the Cathedral Oaks/U.S. 101 interchange approximately 330 feet north of the project site.

Local Access

Local access to the project site is provided by arterial roadways. Arterial roadways carry through traffic and connect to the state highway system and are designed to have the highest traffic carrying capacity in the local roadway system. Descriptions of streets providing local access to the project site are provided below.

Hollister Avenue

Hollister Avenue, located along the northern frontage of the project site, is a 2- to 4-lane east-west arterial roadway that extends through the Goleta Valley area from State Route 154 on the east to the Ritz-Carlton Bacara located west of the project site. This roadway serves as the primary east-west surface street route through Goleta. Adjacent to the project site, Hollister Avenue contains two travel lanes with bike lanes.

Cathedral Oaks Road

Cathedral Oaks Road, located north of the project site, is a 2- to 4-lane arterial roadway that extends north from Hollister Avenue and then proceeds easterly across the Goleta Valley. This roadway provides a secondary east-west surface street route through Goleta. The section of Cathedral Oaks Road in the study area contains two travel lanes with bike lanes.

Calle Real

Calle Real, located north of the project site, is an arterial roadway that extends east-west across Goleta. Calle Real serves as a frontage road along several segments north of U.S. 101. Calle Real minimally facilitates regional circulation because it is discontinuous and its intersections with north-south streets in the corridor are proximate to U.S. 101 intersections. Calle Real is predominately a two-lane roadway except for the four-lane segment between Fairview Avenue and Kellogg Avenue.

Bicycle and Pedestrian Facilities

Bicycle facilities consist of Class I, II, and III bikeways. Class I shared-use paths or bike paths are facilities with right-of-way separated from roadways. Class II bike lanes provide a striped lane for one-way bicycle travel on the side of the street adjacent to vehicle traffic. Class III bike routes consist of a roadway that is shared between bicycle and vehicle traffic with supplemental bike signage. The following bike lanes are located in proximity to the project site (City of Goleta 2025).

- **Class I** adjacent to Cathedral Oaks Road
- **Class II** on both sides of Hollister Avenue
- **Class II** on Calle Real both sides of Calle Real west of Cathedral Oaks Road and east of Hempstead Avenue
- **Class III** on Calle Real between Cathedral Oaks Road and Hempstead Avenue

In addition, there is an alternate bike path located on Winchester Canyon Road to connect cyclists between westbound Calle Real and eastbound Calle Real (City of Goleta 2025).

Pedestrian facilities include sidewalks, crosswalks, multi-use paths, and pedestrian signals at signalized intersections. Pedestrian facilities which provide access to the project site include sidewalks on Hollister Avenue. In addition, the historic Juan Bautista de Anza Trail partially traverses Goleta, Near the project site, the trail follows Hollister Avenue and spans along the beach frontage of Goleta. Pedestrians and cyclists are able to access Hollister Avenue, while pedestrians only are able to access the beach frontage.

The City's Bicycle and Pedestrian Master Plan (BPMP) notes that approximately eight percent of Goleta residents commute by bicycling (four percent) or walking (four percent). Additionally, many low-income residents rely on alternative transportation, such as bicycling or walking, for jobs, access to medical facilities, or food options. Primary barriers perceived to alternative transportation include competition with vehicular traffic and the lack of non-motorized, dedicated north-south crossings of U.S. 101 and the Union Pacific Railroad (City of Goleta 2018).

Transit Facilities

The Santa Barbara Metropolitan Transit District (MTD) provides local bus service for the region. The nearest bus stop to the project site is located on Hollister Avenue adjacent to the project site at the intersection of Hollister Avenue and Cathedral Oaks Road. The bus stop is served by MTD Line 25 (MTD 2025). Data published on the MTD website indicate that from July 2024 to September 2024, Line 25 carried approximately 19.8 passengers per operating hour. From July 2024 to September 2024 Line 25 experienced one "at capacity" load. During the same period, Line 25 experienced one "too full to board" load (MTD 2024).

4.14.2 Regulatory Setting

a. Federal Regulations

There are no federal regulations related to transportation and circulation that are applicable to the proposed project.

b. State Regulations

California Department of Transportation

The California Department of Transportation (Caltrans) is responsible for the planning, design, construction and maintenance of all interstate freeways and state routes, including U.S. 101. Caltrans builds, maintains, and operates the State Highway System in California with a goal to facilitate the safe and efficient use of the state transportation system for all users. Caltrans sets standards in its 2020 *Transportation Impact Study Guide* that focus on the vehicle miles traveled (VMT) metric. The document is intended to be a reference and informational document that aligns with the standards and thresholds established in the Governor's Office of Land Use and Climate Innovation (LCI; formerly titled the Governor's Office of Planning and Research) *Technical Advisory on Evaluating Transportation Impacts in CEQA*. This document is available to be used by local governments to uniformly review transportation analysis and assess the operational standards of Caltrans-maintained facilities. The 2020 *Transportation Impact Study Guide* acts as a replacement for the 2002 *Guide for the Preparation of Traffic Impact Studies* but is only intended to be used with local land use projects and plans, not to be used for transportation projects on the State Highway System.

Senate Bill 743

Senate Bill (SB) 743, which was signed into law in 2013, directed LCI to develop revisions to the CEQA Guidelines by July 1, 2014 to establish new criteria for determining the significance of transportation impacts and define alternative metrics instead of traffic level of service (LOS). SB 743 requires the new criteria to "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." It also states that alternative measures of transportation impacts may include "vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated." SB 743 changes the way that public agencies evaluate the transportation impacts of projects in accordance with CEQA by recognizing that roadway congestion, while an inconvenience to drivers, is not itself an environmental impact (see Pub. Resource Code, Section 21099, subd. [b][2]).

On January 20, 2016, LCI released the Revis*ed Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*, which was an update to *Updating Transportation Impacts Analysis in the CEQA Guidelines, Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing SB 743,* which had been released on August 6, 2014. Of note was the updated text of the proposed new CEQA Guidelines Section 15064.3 that relates to the determination of the significance of transportation impacts, alternatives, and mitigation measures. Specifically, CEQA Guidelines Section 15064.3 establishes VMT as the most appropriate measure of transportation impacts. In November 2018, the California Natural Resources Agency finalized the updates to the CEQA Guidelines, and the updated guidelines became effective on December 28, 2018 (LCI 2018).

c. Local Regulations

Santa Barbara County Association of Governments Connected 2050 Regional Transportation Plan and Sustainable Communities Strategy

The Santa Barbara Association of Governments (SBCAG) is required by State and federal law to prepare, update, and adopt a Regional Transportation Plan (RTP) every four years. RTPs must be developed consistent with a Sustainable Communities Strategy (SCS) which focuses on aligning transportation, housing, and land use decisions toward achieving greenhouse gas emissions reduction targets set by the California Air Resources Board. Together, this document is referred to as a Regional Transportation Plan-Sustainable Communities Strategy (RTP-SCS). The most recent update to the RTP-SCS was completed by SBCAG in 2021 and sets forth long-range transportation planning goal describing how the region will meet its transportation needs for the 30-year period from 2020 to 2050. The 2050 RTP-SCS analyzes the transportation needs of the region into the future and identifies project priorities in order to improve the transportation system. The 2050 RTP-SCS uses existing and future land use patterns and forecasted population and job growth to identify and prioritize transportation projects for all modes of transportation including highways, streets and roads, transit, rail, bicycle, and pedestrian, as well as transportation demand management measures and intelligent transportation systems (SBCAG 2021). SBCAG is in the process of updating the 2021 version of Connected 2050, which is anticipated to be adopted by the SBCAG Board of Directors in August 2025 (SBCAG 2025).

Santa Barbara County Fire Department Development Standards

The Santa Barbara County Fire Department (SBCFD) establishes development standards that projects in the jurisdiction of SBCFD must implement for approval. These include standards that set forth specifications related to roadway widths, driveway widths, and turnout sizes.

City of Goleta VMT Guidelines

On July 7, 2020, pursuant to the requirements of SB 743, the City adopted the *Guidelines for the Implementation of the Provisions of Vehicle Miles Traveled, including Vehicle Miles Traveled Thresholds of Significance* (Resolution 20-44). Consistent with the recommendations of LCI, the VMT Guidelines establishes screening criteria for certain projects that are exempt from performing a detailed VMT analysis and may be presumed to have a less than significant VMT impact as follows (Appendix N):

> Individual retail units of less than 10,000 square feet may be presumed to have less than significant VMT effects if they are deemed to be locally serving. The City retains its discretionary authority to determine if a retail project less than 10,000 square feet is locally serving.

Locally serving retail in an urban environment may improve retail destination proximity, shortening trips and reducing VMT. Regional-serving retail development, on the other hand, can lead to substitution of longer trips for shorter ones, and may tend to have a significant impact. Retail units on the project site would include the proposed expanded restaurant and clubhouse, and the proposed Rio Grande Coffee Shop. These are appropriate for use in evaluating the proposed project's potential VMT impacts as these facilities would serve the public in addition to golfers and therefore are representative of facilities which have the potential to result in VMT increases. As described in Appendix N, the proposed clubhouse would result in a net increase of 5,433 square feet in restaurant

space and the proposed Rio Grande Coffee Shop would result in a net increase of 1,905 square feet in restaurant space. The total net increase in retail space would be 7,338 square feet.

In addition, the VMT Guidelines establish significance thresholds for projects to be measured against for the purpose of VMT analysis. The significance threshold for projects other than work and residential projects is a net increase in citywide VMT. This threshold is appropriate for use in evaluating the proposed project's potential VMT impacts related to the use of the golf course itself, as it is an existing recreational use that, under existing conditions, is utilized primarily by golfers.

City of Goleta Bicycle and Pedestrian Master Plan

The City of Goleta's BPMP serves as a strategic framework for enhancing active transportation throughout the community. It outlines the City's vision, goals, and priorities for creating a safe, accessible, and connected network of bicycle and pedestrian facilities. The BPMP supports broader transportation and land use objectives by promoting sustainable mobility options, reducing reliance on automobiles, and improving quality of life for residents and visitors alike.

The City's BPMP includes both proposed physical improvements, as well as visionary projects. The visionary projects are intended to address the likely, long-term solutions that would make Goleta a bicycle and pedestrian friendly community through the implementation of a convenient network of "low stress" infrastructure separated from motor vehicle traffic. The City has identified the Goleta Loop as a visionary project within a corridor of critical importance. The Goleta Loop would consist of a successfully integrated, separated loop around the northern half of Goleta using Cathedral Oaks Road, Hollister Avenue and the proposed San Jose Creek Path. Elements to the Goleta Loop would include a multi-use path (Class I or Class IV) along Hollister Avenue between Cathedral Oaks Road and Elderberry Drive, intended to connect to existing bicycle infrastructure and provide a continuous route along Hollister Avenue from the western end of Goleta all the way to Stearn's Wharf in Santa Barbara. The Goleta Loop would also improve connections to the southern half of Goleta by making connections to UCSB, the coast, and other regional bikeways.

The City's BPMP includes policies intended to facilitate the implementation of bicycle- and pedestrian-related goals and policies in the City's General Plan/Coastal Land Use Plan. BPMP policies applicable to the proposed project include the following (City of Goleta 2018):

- **Policy TE 10: Pedestrian Circulation**. To encourage increased walking for recreational and other purposes by developing an interconnected, safe, convenient, and visually attractive pedestrian circulation system.
- **Policy TE 11: Bikeways Plan**. To encourage increased bicycle use for commuting and recreational purposes by developing an interconnected circulation system for bicycles that is safe, convenient, and within a visually attractive environment.

City of Goleta's General Plan/Coastal Land Use Plan

The City of Goleta's General Plan/Coastal Land Use Plan Transportation Element is intended to guide the continued development and improvement of the transportation system to support land uses planned in the City's Land Use Element. Policies applicable to the proposed project include the following (City of Goleta 2006):

- **TE 1.1: Alternative Modes**. The City's intent shall be to achieve a realistic and cost-effective balance between travel modes, including bikeways, pedestrian circulation, and bus transit. The City shall encourage the use of alternative modes of transportation, such as bus transit, bicycling,

and walking, which have the additional beneficial effect of reducing consumption of non-renewable energy sources.

- **TE 1.6: Development Review.** As a condition of approval of new non-residential projects, the City may require developers to provide improvements that will reduce the use of single-occupancy vehicles. These improvements may include, but are not limited to, the following:
  - Preferential parking spaces for carpools.
  - Bicycle storage, parking spaces, and shower facilities for employees.
  - Bus turnouts and shelters at bus stops.
  - Other improvements as may be appropriate to the site.

- **TE 2.3: Diversion of Automobile Trips to Alternative Modes.** The City encourages investment in alternative modes of travel that will make those modes more competitive with auto travel in terms of convenience, accessibility, costs, and safety. These may include, but are not limited to, improvements in the bus transit system, the bikeway system, pedestrian circulation system, and potentially commuter rail services, if the region should determine to pursue this option.
- **TE 3.3: Principal Arterials.** Routes designated as principal arterials are shown in Figure 7-2. The following criteria and standards shall apply to these streets:

  a. Definition/Function: Principal arterials are continuous routes that carry through traffic between various neighborhoods and communities, frequently providing access to major traffic generators such as shopping areas, employment centers, recreational areas, higher-density residential areas, and places of assembly. Driveway access, especially for residential uses, to a principal arterial is generally discouraged or kept to a minimum in order to facilitate traffic flows.

  b. Access to Abutting Properties. Although established patterns of development in Goleta have created driveways along most arterial segments, access to abutting properties shall be managed to maximize safety and functionality for through traffic, including but not limited to the following characteristics:

     Driveways shall have sufficient width to minimize conflicts between through traffic and turning movements.

     Driveways shall adhere to safe sight-distance requirements to the extent feasible.

     New development abutting principal and minor arterials shall accommodate safe ingress and egress without necessitating backing movements into the arterial.

     Where feasible, sharing driveways with adjoining properties is encouraged, with provision of reciprocal access easements. Where street standards cannot be fully met and access from the arterial must be approved due to the absence of any other feasible and practicable alternative, development intensity may be reduced on the site to lessen or avoid potential traffic safety hazards and vehicular conflicts.

  c. Design Standards. The following standards shall apply:

     1. A principal arterial may be a divided or an undivided multi-lane street, with or without center median.

     The maximum number of through-travel lanes shall be two lanes in each direction except for street segments between US-101 and Hollister Avenue, where the maximum number of lanes shall be three lanes in each direction.

Lane widths and intersection geometrics shall be adequate to accommodate transit vehicles and large trucks.

Intersections of arterials with cross-routes are provided at grade, although partial control of access may occur at some locations. Intersection controls shall give priority to traffic flow on the arterial rather than the cross-route.

Principal arterials shall include facilities to accommodate pedestrians and bicycles.

At a minimum, principal arterials shall include curbs, gutters, and sidewalks. Principal arterials may include landscaped medians and/or landscaped strips between curb and sidewalk.

Parking may be provided in appropriate segments on either or both sides of the street.

- **TE 4.1: General Level of Service Standard**. A traffic LOS standard C shall apply citywide to major arterials, minor arterials, and collector roadways and signalized and unsignalized intersections, except as provided in TE 4.2. The standard shall apply to daily traffic volumes and both AM and PM peak hours for intersections, and to average daily traffic volumes (ADT) for roadway segments. Table 7-3 provides descriptions of the LOS categories.
- **TE 7.12: Transit Amenities in New Development**. The City shall require new or substantially renovated development to incorporate appropriate measures to facilitate transit use, such as integrating bus stop design with the design of the development. Bus turnouts, comfortable and attractive all-weather shelters, lighting, benches, secure bicycle parking, and other appropriate amenities shall be incorporated into development, when appropriate, along Hollister Avenue and along other bus routes within the city. Existing facilities that are inadequate or deteriorated shall be improved or upgraded where appropriate and feasible.
- **TE 9.1: Off-Street Parking**. The primary source of parking supply for new development of all types of uses within the city shall be off-street parking spaces that are provided on site within the development.
- **TE 9.2: Adequacy of Parking Supply in Proposed Development.** The City shall require all proposed new development and changes/intensifications in use of existing nonresidential structures to provide a sufficient number of off-street parking spaces to accommodate the parking demand generated by the proposed use(s), and to avoid spillover of parking onto neighboring properties and streets.
- **TE 10.4: Pedestrian Facilities in New Development.** Proposals for new development or substantial alterations of existing development shall be required to include pedestrian linkages and standard frontage improvements. These improvements may include construction of sidewalks and other pedestrian paths, provision of benches, public art, informational signage, appropriate landscaping, and lighting. In planning new subdivisions or large-scale development, pedestrian connections should be provided through subdivisions and cul-de-sacs to interconnect with adjacent areas. Dedications of public access easements shall be required where appropriate.
- **TE 11.4: Facilities in New Development.** Bicycle facilities such as lockers, secure enclosed parking, and lighting shall be incorporated into the design of all new development to encourage bicycle travel and facilitate and encourage bicycle commuting. Showers and changing rooms should be incorporated into the design of all new development where feasible. Transportation improvements necessitated by new development should provide onsite connections to existing and proposed bikeways.

An analysis of the proposed project's consistency with applicable Transportation Element policies is provided in Section 4.10, *Land Use and Planning*.

City of Goleta Municipal Code

Chapter 12.02, Article I, of the City's Municipal Code requires an applicant to obtain a permit for excavating within a road right-of-way or installing, maintaining, cutting into, repairing or removing any sidewalks, curbs, gutters or road surfacing; or installing, repairing or removing any facilities or substructures in, on, over, or under any road right-of-way. As a condition of getting this permit, the project applicant must keep two lanes open for vehicle traffic at road intersections whenever possible. Pedestrian crossings must be provided at least every 300 feet. If excavations occur within the roadway, at least one safe crossing for vehicles and pedestrians shall be maintained when possible. In addition, Section 12.02.320 requires the use of barriers and warning devices necessary for safety and Section 12.02.330 requires traffic flow be maintained as practicable throughout excavation. Section 12.02.060 permits the City to require that permit application include additional plans for City review.

Section 17.24.210 of the City's Municipal Code sets forth regulations for vision clearance at driveways, and prohibits obstructions exceeding three feet in height from being placed adjacent to driveways.

4.14.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

This project-specific analysis is based, in part, on the *Updated Traffic, Parking, and VMT Study* prepared by Associated Transportation Engineers in July 2023 (Appendix N). The methodology within the City's adopted *Guidelines for the Implementation of the Provisions of Vehicle Miles Traveled, including Vehicle Miles Traveled Thresholds of Significance* (Resolution 20-44) is utilized to assess potential impacts related to VMT. Consistent with the recommendations of LCI, the VMT Guidelines establish screening criteria for certain projects that are exempt from performing a detailed VMT analysis and may be presumed to have a less than significant VMT impact as follows (Appendix N):

> Individual retail units of less than 10,000 square feet may be presumed to have less than significant VMT effects if they are deemed to be locally serving. The City retains its discretionary authority to determine if a retail project less 10,000 square feet is locally serving.

Significance Thresholds

As described in more detail in Section 4, *Environmental Impact Analysis*, the following thresholds are based on Appendix G of the *CEQA Guidelines*. *CEQA Guidelines* Appendix G provides the following significance thresholds to determine if a project would have a potentially significant impact on transportation and circulation. Would the project:

1. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
2. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
4. Result in inadequate emergency access.

As described in more detail in Section 4, *Environmental Impact Analysis*, the following thresholds are based on the County's 2024 *Environmental Thresholds and Guidelines Manual* and Appendix G of the

CEQA Guidelines. Therefore, the following analysis relies on the *CEQA Guidelines* Appendix G thresholds identified above.

b. Project Impacts and Mitigation Measures

Threshold 1:	Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Impact TRA-1 The proposed project would be consistent with the City's General Plan/Coastal Land Use Plan. The proposed project would conflict with the City's Bicycle and Pedestrian Master Plan but such conflict would not result in a significant environmental impact. Construction and operational impacts would be Class III, *less than significant.*

The proposed project includes several elements that support bicycle and pedestrian travel and transit access; however, it would not be fully consistent with the City of Goleta's BPMP. As described in Section 2.6.6, *Hollister Avenue Improvements,* of Section 2, *Project Description*, the proposed project includes construction of a bicycle entrance to the Rio Grande Coffee Shop and construction of a Type 4 trail[1] along the south side of Hollister Avenue that would serve as a continuation of the Juan Bautista De Anza Trail. While this trail is identified in the City's General Plan/Coastal Land Use Plan Open Space Element and is intended to encourage bicycle and pedestrian travel, the use of decomposed granite as the trail surface material introduces long-term maintenance and accessibility concerns, particularly for individuals with mobility impairments, and would conflict with BPMP Policies TE 10 and TE 11. Furthermore, the construction of a decomposed granite pathway would conflict with the BPMP's recommendation to construct a Class I or Class IV bicycle path in the same location along Hollister Avenue.

While the proposed project would conflict with the BPMP, such conflict does not inherently result in a significant environmental impact under CEQA. CEQA significance is determined by whether a conflict with a plan would lead to a substantial adverse physical change in the environment. In this case, the inconsistency is limited to the type of trail that would be constructed, which represents a policy-level misalignment rather than a physical environmental effect. The project would not remove existing pedestrian or bicycle infrastructure, create physical barriers to non-motorized travel, or degrade safety or connectivity in a way that causes a measurable impact on the physical environment. CEQA focuses on physical environmental consequences, not on whether a project fully aligns with adopted plans or policies. Therefore, while the proposed project may not conform to the BPMP's preferred standards, this inconsistency does not result in a significant environmental impact under CEQA.

The proposed project would add 52 bicycle parking spaces to the project site, providing facilities for bicycle travel. The realignment of the Hollister Avenue right-of-way and Hollister Avenue improvements would not result in changes to existing bicycle facilities on Cathedral Oaks Road or Calle Real. The reconfiguration of westbound Hollister Avenue lanes would shift the existing Class II bicycle lane located at the approach to the Hollister Avenue and Cathedral Oaks Road intersection slightly to the south, but would be retained as part of the proposed project. The proposed project would also include installation of pedestrian ramps and striping at the Hollister Avenue/Cathedral Oaks Road intersection and would include one striped pedestrian crossing with flashing pedestrian beacons at the intersection of Hollister Avenue and Las Armas Road to facilitate pedestrian travel across Hollister Avenue. The proposed project would reconfigure and result in five total driveways to access the project site. Proposed project design features would be subject to review and approval by

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

the City and SBCFD, which would ensure the proposed project would conform to driveway access control and vision clearance standards and minimize potential vehicle to pedestrian and vehicle to cyclist conflicts.

The nearest bus stop to the project site is located on Hollister Avenue adjacent to the project site at the intersection of Hollister Avenue and Cathedral Oaks Road. The proposed project would relocate the existing bus stop approximately 200 feet east of its current location. On October 31, 2022, MTD approved the proposed layout of the relocated bus stop. Accordingly, this proposed relocation is consistent with MTD policy addressing transit facilities.

As described in Section 4.17.3, *Population and Housing*, of Section 4.17, *Effects Found Not to Be Significant*, in a conservative scenario where the approximately 21 additional employees and their families relocated to Goleta, the proposed project could result in a population growth of 55 people. This population estimate is conservative as it assumes all additional employees and the families would relocate to Goleta and no existing Goleta residents would be included as part of the 21 additional employees. The increase of up to 55 people could increase the number of MTD users; however, an increase of up to 55 people is marginal and would not result in substantial delays to MTD service. Therefore, the increase in employment would not add substantial employment opportunities such that the addition of employees would substantially interfere with Santa Barbara MTD operations.

Project construction would require temporary partial lane closures on Hollister Avenue. This partial lane closure would result in temporary disruptions to access on Hollister Avenue for vehicles, buses, bicycles, and pedestrians. In accordance with Chapter 12.02 of the City's Municipal Code, the project applicant would be required to maintain at least one safe crossing for vehicles and must implement measures to minimize disruption to existing traffic conditions. In addition, as required by the City's Municipal Code, the project applicant's construction contractor would be required to prepare and implement a Construction Traffic Management Plan, which must specify transportation measures to be implemented during construction on Hollister Avenue to ensure disruptions to transit, roadway, bicycle, and pedestrian facilities are minimized. These measures include the use of traffic control measures for traffic safety; designation of a temporary alternative bus stop location; coordination with SBCFD, Santa Barbara County Sheriff's Office, and MTD; and coordination with construction projects within 0.25-mile of planned improvements on Hollister Avenue to ensure temporary lane and/or roadway closures on Hollister Avenue are coordinated to limit overlap.

As detailed above, although the proposed project would conflict with BPMP Policies TE 10 and TE 11, such conflict would not result in a significant environmental impact. With implementation of the Construction Traffic Management Plan which will be made a Condition of Approval, the proposed project's impact related to conflicts with transit, roadway, bicycle, and pedestrian facilities would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 2:	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Impact TRA-2 The proposed project would reduce vehicle miles traveled associated with use of the golf course, and the proposed project's clubhouse restaurant and Rio Grande Coffee Shop are presumed by the City to have a less than significant impact on vehicle miles traveled. Therefore, the proposed project would not conflict with California Environmental Quality Act Guidelines Section 15064.3, subdivision (b), and construction and operational impacts would be Class III, *less than significant*.

Construction of the proposed project would result in short-term, temporary vehicle trips to and from the project site during the construction period. According to *CEQA Guidelines* Section 15064.3(b), the significance of transportation impacts is primarily determined by the amount and distance of vehicle travel attributable to a project. Since the vehicle trips generated during the construction phase are temporary and limited to the duration of the construction activities, they do not contribute to a substantial permanent addition of the number of vehicles traveling to the project site or permanent increase in VMT. As a result, the temporary nature of construction-related VMT ensures that it does not have a lasting effect on the overall transportation network or long-term VMT patterns in the area. Therefore, project construction VMT would not be inconsistent with CEQA Guidelines Section 15064.3(b).

As described in Section 2.6.13, *Facilities Operations*, of Section 2, *Project Description*, the proposed project would reduce golf rounds from an average of 35,368 rounds per year to approximately 32,000 rounds per year (a reduction of approximately 3,368 rounds, or 9.5 percent) due to an increase in the time between tee-offs, which would reduce the amount of vehicle trips and associated VMT generated by golfers to get to and from the project site to utilize the golf course and pro shop compared to existing conditions. As described in Section 2.6.13, *Facilities Operations,* of Section 2, *Project Description*, the Sandpiper Golf Course currently hosts approximately 40 special events per year, and the proposed project would only provide upgraded facilities for these events, but would not affect the size or number of events currently held at the golf course and special events would remain unchanged when compared to existing conditions. Accordingly, the proposed project would not result in any VMT increases related to special events. As described in the 4.14.2, *Regulatory Setting*, the City's VMT Guidelines state that the threshold of significance for VMT impacts for non-residential and non-work projects is any net increase in City VMT. The baseline City VMT metrics utilized as defaults within the City's VMT analysis tools is based, in part, on existing VMT at Sandpiper Golf Course. Given that the overall use of the golf course, a recreational use, would decrease, the continued use of the golf course would not contribute to an increase in VMT.

As described in Section 4.14.2c, the City's VMT Guidelines specifies that individual retail units of less than 10,000 square feet are presumed to have less than significant VMT effects if they are deemed to be locally serving. As described in Appendix N, for the purposes of this analysis, retail units on the project site would include the proposed restaurant in the clubhouse and the proposed Rio Grande Coffee Shop. These are appropriate for use in evaluating the proposed project's potential VMT impacts as these facilities would serve the public in addition to golfers and therefore are representative of the proposed facilities which have potential to result in VMT increases. As described in Appendix N, the proposed clubhouse would result in a net increase of 5,433 square feet in restaurant space and the proposed Rio Grande Coffee Shop would result in a net increase of 1,905 square feet in restaurant space. The total net increase in retail space would be 7,338 square feet, which is less than the 10,000 square foot threshold for screening potential VMT impacts. The clubhouse restaurant and Rio Grande Coffee Shop would be accessible to the public in addition to

golfers and therefore would serve the local community. These facilities are not large national restaurant chains, are not located in major commercial centers that attract regional clientele, and are not sized to serve a customer base that extends beyond the local community. Thus, these facilities are considered locally serving to the residents in the Goleta area.

Because the proposed project would decrease the number of golf rounds per year available for golfers, the use of the golf course and pro shop would not contribute to an increase in VMT. Because the proposed retail components of the project (clubhouse restaurant and Rio Grande Coffee Shop) would be both locally serving and be less than 10,000 square feet, the proposed project would result in a less than significant VMT impact in accordance with the City VMT Guidelines (Appendix N). Therefore, the proposed project would have a less than significant impact on VMT and would not conflict with *CEQA Guidelines* Section 15064.3(b).

Mitigation Measures

No mitigation measures are required.

Threshold 3:	Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

Impact TRA-3 The proposed project would not substantially increase hazards in accordance with local regulations and review from the City and Santa Barbara County Fire Department Standards. Construction and operational impacts would be Class III, *less than significant*.

During construction, equipment staging would occur on-site and construction personnel would park on-site, which would minimize the potential for construction related vehicles and equipment to create a circulation-related hazard in the immediate area. Construction of the proposed Hollister Avenue improvements would require encroachment into the right-of-way on Hollister Avenue for items such as the creation of crosswalks, reconfiguration of the striped median and addition of a left-hand turn lane, relocation of the existing bus stop, reconstruction of the maintenance facility driveway access and striping, and changes to driveways providing access to the project site from Hollister Avenue. If traffic circulation features (barriers, cones, etc.) were to be improperly implemented during construction, this could result in a potentially dangerous intersection at Hollister Avenue/Cathedral Oaks Road.

The project applicant would be required to obtain an encroachment permit in accordance with Chapter 12.02 of the City's Municipal Code. Accordingly, the project applicant would be required to maintain safe crossings for vehicle and pedestrian traffic and utilize barriers and warning devices necessary to minimize circulation hazards. In addition, the temporary encroachment of Hollister Avenue during construction would not result in potential circulation-related hazards because, as described in Impact TRA-1, the project applicant would be required to implement a Construction Traffic Management Plan, which would require designation of implementation of traffic control measures during construction on Hollister Avenue. These traffic control measures would be reviewed for potential safety concerns and approved by SBCFD and the Santa Barbara County Sheriff's Office. Implementation of the Construction Traffic Management Plan would ensure the proposed project would not substantially increase hazards on Hollister Avenue due to construction.

As described in Section 2.6.8, *Site Access and Parking,* of Section 2, *Project Description*, the proposed project design includes the reconfiguration of existing access to the project site, which would result in five total driveways. If not properly designed, these driveways could cause line-of-sight disruptions

and increase hazards between vehicles and pedestrians and vehicles and cyclists. The proposed project would be designed in accordance with City and SBCFD driveway access control and vision clearance standards, including that the access angle of approach or departure does not exceed 12 degrees combined and that obstructions exceeding three feet in height are not placed adjacent to driveways. The proposed project design features would be reviewed and approved by the City and SBCFD, which would ensure the proposed project would conform to City and SBCFD driveway access control and vision clearance standards and minimize potential vehicle to pedestrian and vehicle to cyclist conflicts related to driveway design. Adherence to City and SBCFD driveway standards would ensure the proposed project would not introduce features that would substantially increase hazards due to a geometric design feature. The reconfiguration of westbound Hollister Avenue lanes would shift the existing Class II bicycle lane located at the approach to Hollister Avenue and Cathedral Oaks Road slightly to the south but would not result in a reduction in width of the bicycle lane or increased risk to bicyclists compared to existing conditions. In addition, the proposed project's ramps and striping at the Hollister Avenue/Cathedral Oaks Road intersection and striped pedestrian crossing with flashing pedestrian beacons at the intersection of Hollister Avenue and Las Armas Road would improve safety for pedestrians. These proposed project features would also be reviewed and approved by the City, which would ensure the proposed project would conform to City standards for vehicle, bicycle, and pedestrian travel. The Type 4 trail along the south side of Hollister Avenue that would serve as a continuation of the Juan Bautista De Anza Trail would be set back from the Hollister Avenue roadway such that vehicles on Hollister Avenue would not conflict with pedestrian, bike, or equestrian users on the Type 4 trail. As described above, the driveways which intersect the proposed Type 4 trail would be designed in accordance with City and SBCFD driveway access control and vision clearance standards which would ensure potential transportation hazards on the Type 4 trail are minimized in accordance with City and SBCFD standards.

Operation of the proposed project would not introduce new incompatible uses, such as farm equipment, to roadways, and the proposed project's uses would be the same as existing on-site uses. The proposed project's driveway would be designed such that vehicles would have clear line-of-sight entering and exiting the project site which would minimize the potential for vehicle collisions with pedestrians or cyclists. Accordingly, project design would ensure the proposed project's impacts to increased hazards would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 4: Would the project result in inadequate emergency access?

Impact TRA-4 The proposed project would not result in inadequate emergency access in accordance with local regulations and review from the City and Santa Barbara County Fire Department Standards. Construction and operational impacts would be Class III, *less than significant*.

During construction, equipment staging would occur on-site and construction personnel would park on-site, which would minimize the potential for construction related vehicles and equipment to result in inadequate emergency access in the immediate area. The proposed improvements on Hollister Avenue would require encroachment into the right-of-way and temporary partial lane closures on Hollister Avenue, which could result in temporary disruptions to access on Hollister Avenue. Temporary disruptions to access on Hollister Avenue could lead to delays in emergency access to the project site or other areas on Hollister Avenue where emergency services are needed.

In accordance with Chapter 12.02 of the City's Municipal Code, the project applicant would be required to maintain at least one safe crossing for vehicles and must implement measures to minimize disruption to existing traffic conditions. Furthermore, implementation of a Construction Traffic Management Plan would require implementation of traffic control measures and minimization of disruptions to critical access points at the project site for emergency service vehicles during construction on Hollister Avenue, which would be reviewed for potential safety concerns and approved by SBCFD and the Santa Barbara County Sheriff's Office. With implementation of the Construction Traffic Management Plan, proposed construction on Hollister Avenue would not result in inadequate emergency access.

Operation of the proposed project would be comparable to existing conditions, which would not result in inadequate emergency access on Hollister Avenue. Furthermore, SBCFD indicated that the proposed project would not result in substantial impacts related to access (Tan 2025). The proposed project would be required to be designed in accordance with applicable SBCFD standards, including those that address minimum driveway width, signage and addressing, fire hydrants, fire sprinklers, and emergency access. SBCFD and the City would review and approve the proposed project design, which would ensure the proposed project would provide adequate egress for emergency access. Compliance with applicable development standards would ensure the proposed project's impacts to inadequate emergency access would be less than significant.

Mitigation Measures

No mitigation measures are required.

4.14.4 Cumulative Impacts

Regional cumulative impacts consider City-wide impacts that would occur from impacts of reasonably anticipated projects identified in Table 3-1 of Section 3, *Environmental Setting*. The general approach to cumulative impact analysis used in this EIR is discussed in Section 3, *Environmental Setting*.

Cumulative development in Goleta would be subject to the same circulation-related programs, plans, ordinances, and policies as the proposed project. Specifically, cumulative development would be required to demonstrate consistency with the City's Transportation Element and BPMP, which guide the continued development and improvement of the transportation system in Goleta. In addition, cumulative development would be reviewed by the City and SBCFD to ensure adequate emergency access. However, as shown in Table 3-1 of Section 3, *Environmental Setting*, there are several cumulative projects (i.e., Fire Station 10, Hollister Avenue Complete Streets Corridor Plan, Hollister Avenue Old Town Interim Striping, Hollister Avenue Class I Bike Path Lighting), that could result in cumulative temporary closures of lanes on Hollister Avenue during construction. As a result, cumulative development could result in a significant impact to conflicts with transit, roadway, bicycle, and pedestrian facilities, transportation hazards, and delays in emergency access on Hollister Avenue. As a Condition of Approval, the project applicant's construction contractor would be required to implement a Construction Traffic Management Plan, which requires the project applicant to coordinate with the City to ensure construction activities on Hollister Avenue would not substantially overlap with nearby construction activities, thereby limiting the potential for multiple closures on Hollister Avenue. Accordingly, the proposed project would limit the potential for multiple closures on Hollister Avenue due to cumulative development. Therefore, with implementation of the Construction Traffic Management Plan, the proposed project's contributions to cumulative conflicts with transit, roadway, bicycle, and pedestrian facilities, as well as any potential to result in transportation hazards or delays in emergency access on Hollister Avenue, would not be considerable.

Significant cumulative VMT impacts could occur from cumulative development if cumulative development would raise VMT in the City beyond established thresholds. Based on technical guidance from the LCI, if a project has a less than significant impact on VMT using an efficiency-based threshold (e.g., VMT per resident), the project would not contribute to a cumulative VMT impact (LCI 2018). The City's screening criteria is analogous to an efficiency-based threshold, and therefore applicable to evaluate cumulative VMT impacts. As discussed in Impact TRA-2, the proposed project's VMT impact would be less than significant based on the City's screening criteria because the project's proposed retail development is locally serving, and the reduction in annual rounds of golf would decrease VMT associated with golfers compared to existing conditions. Therefore, the proposed project's contribution to cumulative VMT impacts would not be considerable.

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4.15 Tribal Cultural Resources

This section analyzes the project's potential impacts related to tribal cultural resources. Tribal cultural resources are those resources identified by California Native American tribes in consultation with lead agencies during tribal consultation (also referred to as Assembly Bill [AB] 52 consultation). Impacts are assessed relative to the environmental baseline, which consists of the current use of the site as the Sandpiper Golf Course. The background information and analysis in this section is partially based on the *Phase I and Extended Phase I Archaeological Resources Assessment Report* prepared by Langan Engineering and Environmental Services, Inc. (Langan) in February 2025 (Langan 2025), as well as the results of the City's AB 52 consultation. The *Phase I and Extended Phase I Archaeological Resources Assessment Report* contains confidential information exempt from disclosure under the California Public Records Act, and is available to qualified professionals upon request.

4.15.1 Environmental Setting

a. Regional Tribal Cultural Resources

The Santa Barbara region was historically occupied by the Chumash. The Chumash were a diverse population living in settlements along the California coast from Malibu Creek in the south to Estero Bay in the north, and from Tejon Pass, Lake Casitas and the Cuyama River inland to the islands of San Miguel, Santa Rosa, and Santa Cruz. The setting of the project site as it relates to tribal cultural resources is summarized below.

The Chumash spoke six closely related Chumashan languages, which have been divided into two broad groups—Northern Chumash (consisting only of Obispeño) and Southern Chumash (Purisimeño, Ineseño, Barbareño, Ventureño, and Island Chumash) (Mithun 2001). Groups neighboring the Chumash included the Salinan to the north, the Southern Valley Yokuts and Tataviam to the east, and the Gabrielino (Tongva) to the south.

Permanent Chumash villages included hemispherical dwellings arranged in close groups. Each Chumash village had a formal cemetery marked by tall painted poles, often with a defined entrance area (Gamble et al. 2001). Archaeological studies have identified separate sections for elite and common families within the cemetery grounds (King 1969).

The acorn was a dietary staple for the mainland Chumash, though its dominance varied by coastal or inland location. Chumash diet also included cattail roots, fruits and pads from cactus, and bulbs and tubers of plants such as amole (Miller 1988). On the coast, the wooden plank canoe (*tomol*) was employed in the pursuit of marine mammals and fish. The *tomol* not only facilitated marine resource procurement but also facilitated an active trade network maintained by frequent crossings between the mainland and the Channel Islands.

Chumash populations were decimated by the effects of European colonization and missionization. Traditional lifeways largely gave way to laborer jobs on ranches and farms in the Mexican and early American periods. At the time of first European contact in 1542, the Goleta area was occupied by a Native American group speaking a distinct dialect of the Chumash language. Historically, this group became known as the Barbareño Chumash (Landberg 1963); the name deriving from the Mission Santa Barbara under whose jurisdiction many local Chumash came after its founding in 1776. Today, the Santa Ynez Band of Chumash Indians is the only federally recognized Chumash tribe, though many people of Chumash descent continue to live throughout their traditional territory.

b. Native American Consultation

The City of Goleta sent AB 52 consultation request letters to local Native American contacts identified by the Native American Heritage Commission (NAHC) notifying them of the project on February 28, 2024, shortly after the project application was deemed complete in accordance with Government Code Section 65352.

The Native American contacts provided with an AB 52 consultation letters include the following:

- Barbareño Band of Chumash Indians
- Barbareño/Ventureño Band of Mission Indians
- Chumash Council of Bakersfield
- Coastal Band of the Chumash Nation
- Northern Chumash Tribal Council
- Santa Ynez Band of Chumash Indians

Under AB 52, Native American tribes have 30 days to respond and request further project information and formal consultation. Based on the date of the letters (February 28, 2024), this response deadline was March 28, 2024. The City received responses from the Santa Ynez Band of Chumash Indians, the Barbareño Band of Chumash Indians, and the Coastal Band of the Chumash Nation, all of which requested to visit the project site.

- On March 18, 2025, Wendy Teeter of the Santa Ynez Band of Chumash Indians visited the project site. Following the site visit, Ms. Teeter requested that tribal cultural resources mitigation measures be applied to the project requiring that a Chumash representative participate in ground disturbance monitoring, and that project-related construction workers receive Workers Environmental Awareness Program training. Ms. Teeter indicated that with the inclusion of these mitigation measures, the Tribe was satisfied with the consultation efforts.
- On September 5, 2024, Eleanor Fishburn of the Barbareño Band of Chumash Indians visited the project site. Following the site visit, the Barbareño Band of Chumash Indians confirmed they are comfortable with the level of the archaeological investigation and the mitigation measures proposed for tribal cultural resources, and offered to provide construction monitoring.
- The Coastal Band of the Chumash Nation requested to visit the project site and was contacted on August 20, August 29, October 2, October 15, and November 12, 2024. Because the Coastal Band of the Chumash Nation did not respond to the follow-up attempts, the City determined on May 15, 2025 that consultation with this Tribe had concluded and provided notification to the Tribe that consultation has ended.

Additional information on the requirements of tribal consultation as it relates to the project is included in Section 4.15.2, *Regulatory Setting*, and Section 4.15.3, *Impact Analysis* below.

4.15.2 Regulatory Setting

a. State Regulations

California Environmental Quality Act

Tribal cultural resources are defined in Public Resources Code Section 21074 as:

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either: (a) included or determined to be eligible for inclusion in the California Register of Historical Resources (California Register), or (b) included in a local register of historical resources.
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant.

A cultural landscape that meets these criteria is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape. Archaeological resources may also be tribal cultural resources if they meet these criteria.

Assembly Bill 52

AB 52 establishes, "a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (Public Resources Code [PRC] Section 21084.2). It further states the CEQA lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074(a)(1)(A) and (B) define tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and that meets at least one of the following criteria, as summarized in Appendix G of the *CEQA Guidelines*:

1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k).
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process with California Native American tribes that must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." California Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

California Public Resources Code Section 5097.98

PRC Section 5097.98 states that the NAHC, upon notification of the discovery of Native American human remains pursuant to Health and Safety Code Section 7050.5, shall immediately notify those persons (i.e., the Most Likely Descendant) that it believes to be descended from the deceased. With permission of the landowner or a designated representative, the Most Likely Descendant may inspect the remains and any associated cultural materials and make recommendations for treatment or disposition of the remains and associated grave goods. The Most Likely Descendant shall provide recommendations or preferences for treatment of the remains and associated cultural materials within 48 hours of being granted access to the site.

c. Local Regulations

City of Goleta's General Plan/Coastal Land Use Plan

The City of Goleta's General Plan/Coastal Land Use Plan Open Space Element (2006) outlines several goals and policies related to the preservation of cultural resources, including tribal cultural resources:

- **Policy OS 8.1: Definition**. Cultural resources include Native American archaeological sites and areas of the natural landscape that have traditional cultural significance. Archaeological sites include prehistoric sites that represent the material remains of Native American societies and their activities and ethnohistoric sites that are Native American settlements occupied after the arrival of European settlers in California. Such archaeological sites may include villages, seasonal campsites, burial sites, stone tool quarry sites, hunting sites, traditional trails, and sites with rock carvings or paintings. Areas of traditional cultural significance include Native American sacred areas where religious ceremonies are practiced or which are central to their origins as a people, as well as areas traditionally used to gather plants for food, medicinal, or economic purposes.
- **Policy OS 8.3: Preservation**. The City shall protect and preserve cultural resources from destruction. The preferred method for preserving a recorded archeological site shall be by preservation in place to maintain the relationship between the artifacts and the archaeological context. Preservation in place may be accomplished by deed restriction as a permanent conservation easement, avoidance through site planning and design, or incorporation of sites into other open spaces to prevent any future development or use that might otherwise adversely impact these resources.
- **Policy OS 8.4: Evaluation of Significance**. For any development proposal identified as being located in an area of archaeological sensitivity, a Phase I cultural resources inventory shall be conducted by a professional archaeologist or other qualified expert. All sites determined through a Phase 1 investigation to potentially include cultural resources must undergo subsurface investigation to determine the extent, integrity, and significance of the site. Where Native American artifacts have been found or where oral traditions indicate the site was used by Native Americans in the past, research shall be conducted to determine the extent of the archaeological significance of the site.
- **Policy OS 8.5: Mitigation.** If research and surface reconnaissance shows that the project area contains a resource of cultural significance that would be adversely impacted by proposed development and avoidance is infeasible, mitigation measures sensitive to the cultural beliefs of the affected population shall be required. Reasonable efforts to leave these resources in an undisturbed state through capping or covering resources with a soil layer prior to development shall be required. If data recovery through excavation is the only feasible mitigation, the City shall confer with the affected Native American nation or most-likely descendants, as well as agencies charged with the responsibility of preserving these resources and organizations having a professional or cultural interest, prior to the removal and disposition of any artifacts.
- **Policy OS 8.6: Monitoring and Discovery**. On-site monitoring by a qualified archaeologist and appropriate Native American observer shall be required for all grading, excavation, and site preparation that involves earth moving operations on sites identified as archaeologically sensitive. If cultural resources of potential importance are uncovered during construction, the following shall occur:

  a. The grading or excavation shall cease and the City shall be notified.

b. A qualified archeologist shall prepare a report assessing the significance of the find and provide recommendations regarding appropriate disposition.
c. Disposition will be determined by the City in conjunction with the affected Native American nation.

Goleta Historic Preservation and Archaeological and Tribal Cultural Ordinance (Ordinance No. 22-05)

The Goleta Historic Preservation and Archaeological and Tribal Cultural Ordinance, passed in April 2022, establishes regulations and processes associated with archaeological resources and tribal cultural resources. This includes Chapter 17.43 (Archaeological and Tribal Cultural Resources) of the City's Municipal Code, applicable provisions of which are provided below.

Chapter 17.43.040 Development Standards

a. The following standards are applicable to all permits issued under this chapter:
    1. If unanticipated discovery of archaeological and/or tribal cultural resources occurs during earth-disturbing activities, earth-disturbing activities must be stopped immediately until a qualified archaeologist can evaluate the significance of the archaeological and/or tribal cultural resource pursuant to standards set forth in Council Resolution No. 08-40, Environmental Thresholds and Guidelines Manual as amended, and local Chumash tribal representative(s) can evaluate the importance of the find.
    2. If human remains are uncovered as a result of earth-disturbing activities, work must stop immediately and the Planning and Environmental Review Department must be contacted, and the applicant must follow the procedures identified by Public Resources Code Section 5097.98.
    3. As applicable, recommendations identified in the Preliminary Archaeological Assessment, Phase 1 Report, or Extended Phase 1 Report and agreed upon by the City, must be implemented and printed on the approved building plans.

Chapter 17.43.050 Native American Communication

Development that is subject to the requirements of this chapter shall be subject to the following requirements.

A. For all development requiring a Minor CUP and subject to California Environmental Quality Act review, the City shall consult with California Native American Tribes in accordance with Public Resources Code Section 21080.3.1,
B. For all development requiring ministerial approval for which a Preliminary Archaeological Assessment or a Phase 1 Report is prepared, the City will make the studies available to Native American Tribes upon request.

4.15.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

As described in 4.15.2, *Regulatory Setting*, AB 52 requires consultation with Native American tribes. The City of Goleta prepared and sent AB 52 notification letters on February 28, 2024. Letters were

sent to the Barbareño Band of Chumash Indians, the Barbareño/Ventureño Band of Mission Indians, the Chumash Council of Bakersfield, the Coastal Band of the Chumash Nation, the Northern Chumash Tribal Council, and the Santa Ynez Band of Chumash Indians. The City received requests from the Santa Ynez Band of Chumash Indians, the Barbareño Band of Chumash Indians, and the Coastal Band of the Chumash Nation, all of which requested to visit the project site. Following a visit to the project site on March 18, 2025, the Santa Ynez Band of Chumash Indians requested the inclusion of Chumash tribal monitors during initial ground-disturbance activities. Following a visit to the project site on September 5, 2024, the Barbareño Band of Chumash Indians confirmed they are comfortable with the level of the archaeological investigation and the mitigation measures proposed for tribal cultural resources. Multiple efforts to contact the Coastal Band of the Chumash Nation were conducted between August and November 2024, and in May 2025, the City concluded consultation efforts. The following analysis is based on the results of the tribal consultation process.

Significance Thresholds

As described in more detail in Section 4, *Environmental Impact Analysis,* the following thresholds are based on the County's 2024 *Environmental Thresholds and Guidelines Manual* and Appendix G of the *State CEQA Guidelines*. An impact to tribal cultural resources is considered significant if the project would:

1. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
    a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
    b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

According to the County of Santa Barbara's 2024 *Environmental Thresholds and Guidelines* Manual (refer to Section 4, *Environmental Impact Analysis*), a project "that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment".

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Impact TCR-1 The project may result in a potentially significant impact to tribal cultural resources through ground disturbance during project construction. Following implementation of Mitigation Measures TCR-1, TCR-2, and CUL-2 through CUL-4, construction impacts would be Class II, *less than significant with mitigation incorporated*. Operation of the proposed project would be similar to existing conditions and impacts would be Class III, *less than significant*.

Pursuant to the requirements of AB 52, the City conducted Native American consultation for the proposed project to identify potential concerns or issues associated with Native American cultural resources within the project vicinity. As part of the AB 52 consultation process, the City sent AB 52 consultation request letters to the Barbareño Band of Chumash Indians, the Barbareño/Ventureño Band of Mission Indians, the Chumash Council of Bakersfield, the Coastal Band of the Chumash Nation, the Northern Chumash Tribal Council, and the Santa Ynez Band of Chumash Indians on February 28, 2024, shortly after the project application was deemed complete. The City received requests from the Santa Ynez Band of Chumash Indians, the Barbareño Band of Chumash Indians, and the Coastal Band of the Chumash Nation, all of which requested to visit the project site. Following a visit to the project site on March 18, 2025, the Santa Ynez Band of Chumash Indians requested that tribal cultural resources mitigation measures be applied to the project requiring that a Chumash representative participate in ground disturbance monitoring, and that project-related construction workers receive Workers Environmental Awareness Program training. Following a visit to the project site on September 5, 2024, the Barbareño Band of Chumash Indians confirmed they are comfortable with the level of the archaeological investigation and the mitigation measures proposed for tribal cultural resources. Multiple efforts to contact the Coastal Band of the Chumash Nation were conducted between August and November 2024, and in May 2025, the City concluded consultation efforts. During the AB 52 consultation process, no tribal cultural resources were identified by the Tribes on the project site.

The City conducted a Sacred Lands File search through the Native American Heritage Commission; results were received on February 13, 2024 and were positive, indicating there is a potential sacred site in the vicinity of the project site. Five prehistoric archaeological sites and one prehistoric isolate were recorded within the project site as part of the *Phase I and Extended Phase I Archaeological Resources Assessment Report* and determined to be ineligible for the CRHR (Langan 2025). Although the Tribes did not identify tribal cultural resources within the project site, the presence of the

abovementioned resources indicates a high sensitivity for cultural resources in the area. Moreover, ground disturbance during project construction could inadvertently encounter and consequently damage or destroy unanticipated cultural resources that may qualify as tribal cultural resources upon evaluation. Such impacts to tribal cultural resources would be potentially significant. However, implementation of Mitigation Measures TCR-1 and TCR-2, as well as CUL-2 through CUL-4 (see Section 4.4, *Cultural Resources*) would reduce potential impacts to a less than significant level. Project impacts involving a substantial adverse change to tribal cultural resources would be Class II, less than significant with mitigation incorporated.

Mitigation Measures

Implementation of Mitigation Measures TCR-1 and TCR-2 as well as CUL-2 through CUL-4 would be required.

CUL-2 Archaeological Monitoring

Refer to Impact CUL-2 in Section 4.4, *Cultural Resources,* Subsection 4.4.3, *Impact Analysis*.

CUL-3 Workers Environmental Awareness Program (WEAP) Training

Refer to Impact CUL-2 in Section 4.4, *Cultural Resources,* Subsection 4.4.3, *Impact Analysis*.

CUL-4 Unanticipated Discovery of Cultural Resources

Refer to Impact CUL-2 in Section 4.4, *Cultural Resources,* Subsection 4.4.3, *Impact Analysis*.

TCR-1 Native American Monitoring

At least 30 days prior to the commencement of project-related ground-disturbing activities, including, but not limited to, site clearing, grubbing, trenching, and excavation, the project applicant shall secure a tribal monitoring agreement with Native American Tribes. Should more than one of the Tribes wish to provide monitoring for the project, they may do so on a rotating basis to provide equal representation onsite during ground-disturbing activities. The tribal monitoring agreement shall be consistent with the processes and procedures outlined in the Cultural Resource Monitoring and Inadvertent Discovery Plan (Plan) prepared under Mitigation Measure CUL-2, and the project applicant shall submit the tribal monitoring agreement to the City of Goleta's Planning and Environmental Review Director prior to the commencement of project-related ground-disturbing activities. The Native American monitor(s) shall have the authority to temporarily divert, redirect, or halt ground-disturbing activities to allow recovery of cultural resources, in coordination with the qualified archaeologist retained under Mitigation Measure CUL-2. The project applicant shall notify the retained Native American monitor(s) of scheduled ground disturbance at least five business days in advance. Work may proceed if the retained Native American monitor(s) are unavailable at the time of ground disturbance. Native American monitoring may be reduced or terminated in consultation with the project applicant and the City of Goleta's Planning and Environmental Review Director, or designee, as warranted by conditions such as encountering bedrock, the presence of fill soil, or negative findings during initial ground disturbance. The Native American monitor(s) shall maintain monitoring logs throughout project-related ground-disturbing activities and submit the monitoring logs to the City of Goleta's Planning and Environmental Review Director after each phase of construction (e.g., site clearing, grubbing, trenching) has concluded.

Plan Requirements and Timing. At least 30 days before ground-disturbing activities begin, the project applicant shall secure a tribal monitoring agreement with Native American Tribes. The agreement shall align with the Cultural Resource Monitoring and Inadvertent Discovery Plan from Mitigation Measure CUL-2 and shall be provided to the City of Goleta's Planning and Environmental Review Director prior to the commencement of project-related ground-disturbing activities. The project applicant shall notify the Native American monitor(s) at least five business days before ground disturbance. Work can proceed if the Native American monitor(s) are unavailable.

Monitoring. The Native American monitor(s) shall maintain monitoring logs throughout project-related ground-disturbing activities and submit the monitoring logs to the City of Goleta's Planning and Environmental Review Director after each phase of construction has concluded. Monitoring logs shall be kept on file with the City of Goleta's Planning and Environmental Review Director for the duration of construction.

TCR-2 Final Disposition of Unanticipated Tribal Cultural Resources

Inadvertent discoveries of archaeological resources found during construction shall be immediately evaluated by the qualified archaeologist (retained under Mitigation Measure CUL-2) for their potential to qualify as tribal cultural resources, and shall be treated in accordance with the Cultural Resource Monitoring and Inadvertent Discovery Plan (Plan) prepared under Mitigation Measure CUL-2. The appropriate treatment method, which may include one or more of the following treatments, shall be determined by the qualified archaeologist in consultation with the City of Goleta's Planning and Environmental Review Director, or designee, and the Native American monitor(s). The qualified archaeologist shall provide the data recovery plan prepared pursuant to Mitigation Measure CUL-4 to the City of Goleta's Planning and Environmental Review Director, or designee, for review and approval prior to initiation of the appropriate treatment.

- Preservation-in-place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.
- Reburial of the resources in the immediate vicinity of the project site. The measures for reburial may include the following in accordance with the Plan: a) measures and provisions to protect the future reburial area from any future impacts in perpetuity; b) reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods, and Native American human remains are excluded; c) any reburial process shall be culturally appropriate; and d) listing of contents and location of the reburial shall be included in the data recovery plan prepared pursuant to Mitigation Measure CUL-4.
- If preservation in place or reburial is not feasible, then the resource(s) may be curated in a culturally appropriate manner as described in the Plan prepared pursuant to Mitigation Measure CUL-2 at a Santa Barbara County curation facility that meets the California Office of Historic Preservation Guidelines for the Curation of Archaeological Resources, ensuring access and use pursuant to these guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided to the City of Goleta's Planning and Environmental Review Director by the project applicant. No destructive or invasive testing on sacred items, burial goods, and Native American human remains shall be permitted. Results concerning finds of any inadvertent discoveries shall be included in the data recovery plan prepared pursuant to Mitigation Measure CUL-4.

Plan Requirements and Timing. Inadvertent discoveries of archaeological resources during construction shall be immediately evaluated by the qualified archaeologist for their potential to qualify as tribal cultural resources and treated according to the Cultural Resource Monitoring and Inadvertent Discovery Plan from Mitigation Measure CUL-2. The qualified archaeologist shall provide the data recovery plan prepared pursuant to Mitigation Measure CUL-4 to the City of Goleta's Planning and Environmental Review Director, or designee, for review and approval prior to initiation of the appropriate treatment.

Monitoring. The City of Goleta's Planning and Environmental Review Director, or designee, shall consult with the qualified archaeologist and Native American monitor(s) to determine the appropriate treatment process. The City of Goleta's Planning and Environmental Review Director, or designee, shall also review and approve the data recovery plan prior to initiation of the appropriate treatment. The qualified archaeologist shall submit evidence of completion of the appropriate treatment method, to the City of Goleta's Planning and Environmental Review Director within 30 days of completion.

Significance after Mitigation

Mitigation Measures TCR-1 and TCR-2, in conjunction with Mitigation Measures CUL-2 through CUL-4 outlined in Impact CUL-2 within Section 4.4, *Cultural Resources*, Subsection 4.4.3, *Impact Analysis*, would minimize potential impacts to cultural resources of Native American origin by requiring Native American monitoring and procedures for final disposition of any unanticipated discoveries of such resources. Therefore, with implementation of these measures, impacts to tribal cultural resources would be reduced to less than significant.

4.15.4 Cumulative Impacts

The geographic scope for considering cumulative impacts to tribal cultural resources is based on the ethnographic use patterns of the project site and surrounding region. For the ethnographic period, the geographic extent includes the entire traditional Chumash territory. Development of past, present, and reasonably foreseeable future developments could cumulatively contribute to the erasure of Chumash tribal cultural resources from the landscape. However, compliance with the provisions of AB 52 would ensure that any known or potential tribal cultural resources are treated in consultation with local Native American groups. Compliance with AB 52, implementation of project-specific measures to protect tribal cultural resources on a case-by-case basis, and continued involvement by local Native American groups in regional planning would generally limit the destruction of tribal cultural resources such that cumulative impacts would be less than significant.

4.16 Utilities and Service Systems

This section analyzes the proposed project's potential impacts to utilities and service systems, including water, wastewater, stormwater, electric power, natural gas, telecommunications facilities, and solid waste. Impacts are assessed relative to the environmental baseline, which consists of the current use of the site as the Sandpiper Golf Course. The project's potential impacts related to water quality and groundwater are discussed in Section 4.9, *Hydrology and Water Quality*. The project's potential impacts related to energy usage are discussed in Section 4.5, *Energy*.

4.16.1 Environmental Setting

a. Water Supply

The Goleta Water District (GWD) is the water purveyor for the residents of Goleta. The GWD service area encompasses approximately 29,000 acres located in the South Coast portion of Santa Barbara County with its western border adjacent to El Capitan State Park, its northern border along the foothills of the Santa Ynez Mountains and Los Padres National Forest, the city of Santa Barbara to the east, and the Pacific Ocean to the south. GWD provides water service to approximately 84,500 residents and includes Goleta, the University of California Santa Barbara, Santa Barbara Municipal Airport, as well as nearby unincorporated area of Santa Barbara County (GWD 2021).

In June 2021, GWD adopted the most recent iteration of their Urban Water Management Plan (UWMP). As discussed in the UWMP, GWD draws its existing water supplies from four primary sources: Lake Cachuma surface water, the State Water Project, the Goleta Groundwater Basin (Basin), and recycled water from the Goleta Wastewater Treatment Plant (GWD 2021). Table 4.16-1 shows projected water supply and demand for the GWD service area. As shown therein, the UWMP has determined GWD has adequate water supplies to meet its projected demands through the year 2040 (GWD 2021). In addition, in April 2024, GWD prepared an update to its Water Supply Management Plan (WSMP). The modeling prepared to inform the WSMP is based on an 82-year simulation period (GWD 2024a). As discussed in the WSMP, GWD's water supply portfolio is sufficient to supply all but 2 out of the 82-year simulation period modeled for the WSMP; however, demand could be met in these years with implementation of water conservation measures (GWD 2024a).

GWD's rights to groundwater drawn from the Goleta Groundwater Basin were adjudicated through a Santa Barbara Superior Court case titled Wright v. Goleta Water District [Wright v. Goleta Water Dist. (1985) 174 Cal. App.3d74]. The Court's decision was finalized in 1989 and is known as the Wright Judgement. The Wright Judgment gave GWD the right to pump up to 2,000 acre-feet per year (AFY) from the Basin in addition to the right to surplus waters, injected water, return flows, and rights transferred from private pumpers. The Wright Judgment also gave GWD the right to inject excess surface water supplies into the Basin to recharge the Basin and replenish groundwater supplies. GWD has reported an entitlement of 2,357 AFY from the Basin (GWD 2023a).

In addition to its fixed adjudicated allotment, GWD safeguards for less-than-normal rainfall years by storing excess water runoff during high rainfall years. This helps to maintain supplies during drought conditions. Excess surface water (e.g., from Cachuma Project "spill") during high rainfall years is injected into the Basin as recharge through GWD maintained injection wells. The injected recharge volumes are then available to GWD in the future, providing a variable increase in the annual allotment that can be tapped, as needed. Unexercised groundwater rights at the end of a year revert to a stored

water right in the Basin (GWD 2023a). As of 2021, GWD reported the storage in the Basin was approximately 46,014 acre-feet (GWD 2023a).

Table 4.16-1 GWD Projected Water Supply and Demand in Acre-Feet

	2025	2030	2035	2040
Normal Year				
Supply Totals	16,240	16,244	16,244	16,244
Demand Totals	10,866	11,325	11,561	11,737
Surplus	**5,374**	**4,919**	**4,683**	**4,507**
Single Dry Year				
Supply Totals	15,464	15,468	15,468	15,468
Demand Totals	11,627	12,118	12,370	12,559
Surplus	**3,837**	**3,350**	**3,098**	**2,909**
Multiple Dry Years				
Year One				
Supply Totals	15,464	15,468	15,468	15,468
Demand Totals	11,627	12,118	12,370	12,559
Surplus	**3,837**	**3,350**	**3,098**	**2,909**
Year Two				
Supply Totals	14,964	14,968	14,968	14,968
Demand Totals	11,627	12,118	12,370	12,559
Surplus	**3,338**	**2,850**	**2,598**	**2,409**
Year Three				
Supply Totals	11,627	12,118	12,370	12,559
Demand Totals	11,627	12,118	12,370	12,559
Surplus	**0**	**0**	**0**	**0**
Year Four				
Supply Totals	11,627	12,118	12,370	12,559
Demand Totals	11,627	12,118	12,370	12,559
Surplus	**0**	**0**	**0**	**0**
Year Five				
Supply Totals	11,627	12,118	12,370	12,559
Demand Totals	11,627	12,118	12,370	12,559
Surplus	**0**	**0**	**0**	**0**

Source: GWD 2021

In response to extreme drought conditions throughout California, the GWD Board of Directors have previously declared water shortage emergencies and imposed regulations including prohibiting excess watering causing runoff; requiring use of shutoff nozzles on hoses; turning off irrigation within 48 hours of measurable rainfall; and prohibiting washing sidewalks, driveways, buildings, structures, patios, parking lots, or other hard surfaced areas (GWD 2019). As of 2024, GWD has stopped water rationing practices due to an increased water supply as a result of record rainfall across California.

Based on current water supply metrics, the GWD Board of Directors has permitted GWD to service up to 154.7 acre-feet of water supply allocation to new or additional development in 2025 (GWD 2024b).

b. 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 Goleta West Sanitary District's (GWSD) sewer system since 1972. GWSD has installed approximately 6,100 connections in its service area, providing service to approximately 35,000 people (GWSD 2025). GWSD's sewer system consists of approximately 63 miles of sewer lines and 2 pump stations (GWSD 2025). GWSD also provides wastewater treatment for residents and businesses in the Western Goleta Valley and Isla Vista (GWSD 2025).

Wastewater generated in GWSD's service area is pumped through GWSD's sewer system to a wastewater treatment plant (WWTP) owned by Goleta Sanitary Water Resource Recovery District (GSD). GWSD, University of California Santa Barbara, City of Santa Barbara, and County of Santa Barbara each contract with GSD to utilize the WWTP, and each of these agencies are allotted a specific amount of capacity rights to the WWTP. GWSD is allotted 40.78 percent of the available capacity of the WWTP, which equates to 3.11 million gallons per day (MGD) of the WTP's permitted capacity of 7.64 MGD (GWSD 2025). Currently, the WWTP treats approximately 5.01 MGD, of which approximately 2.18 MGD is generated by GWSD customers (McCarthy 2025).

c. Stormwater

As described in Section 2.6.10, *Stormwater and Drainage*, of Section 2, *Project Description*, 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 the project site 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. Under existing conditions, the clubhouse parking lot drains to a storm drain system in Hollister Avenue, which outlets to Bell Canyon. The project site also contains several unnamed drainages, which have formed on-site and outlet to either the Pacific Ocean or Devereaux Creek.

d. Solid Waste

MarBorg Industries provides solid waste collection services in Goleta. All non-hazardous solid waste generated in Goleta is processed at the South Coast Recycling and Transfer Station, and non-recyclable material is sent to the Tajiguas Landfill, both of which are owned and operated by the Santa Barbara County Public Works Department, Resource Recovery and Waste Management Division. The South Coast Recycling and Transfer Station serves as a central collection point for a large portion of the non-hazardous waste generated in the south coast of Santa Barbara County. The South Coast Recycling and Transfer Station has a maximum permitted throughput of 550 tons per day (California Department of Resources, Recycling, and Recovery [CalRecycle] 2025a). The Tajiguas Landfill has a maximum permitted throughput of 1,500 tons per day and a remaining capacity of 4,336,335 cubic yards. The Tajiguas Landfill currently has a cease operation date of 2036 (CalRecycle 2025b). The nearest landfill to the project site that accepts contaminated soil is the Kettleman Hills Facility landfill in Kettleman City in Kern County. The Kettleman Hills Facility landfill has a maximum permitted throughput of 9,000 cubic yards per day and a remaining capacity of 15,600,000 cubic yards (CalRecycle 2025c).

The City participates in recycling programs aimed at achieving a 65 percent diversion rate of solid waste, consistent with state regulatory requirements. Based on Fiscal Year 2022-2023 Annual Report for Solid Waste Management Services, the current diversion rate for Santa Barbara County, including Goleta, is 69 percent (County of Santa Barbara 2023). The City also maintains programs to recycle organics, bulky items, and household hazardous waste (City of Goleta 2025).

e. Electric Power, Natural Gas, and Telecommunications Facilities

There are existing overhead electrical and telecommunications lines on the project site which are aligned parallel to Hollister Avenue. There is a Southern California Gas Company (SCG) high pressure distribution line located approximately 30 feet north of the northeastern portion of the project site underlying Hollister Avenue (SCG 2024). The project site is within the service areas of the Southern California Edison Company (SCE) and SCG, which provide electric power and natural gas services, respectively. Telecommunications services in Goleta are provided by Verizon, Qwest, AT&T, and Level 3.

4.16.2 Regulatory Setting

a. Federal Regulations

Clean Water Act

The Federal Clean Water Act, enacted by Congress in 1972 and amended several times since, is the primary federal law regulating water quality in the United States and forms the basis for several state and local laws throughout the country. The Clean Water Act established the basic structure for regulating discharges of pollutants into the waters of the United States. The Clean Water Act gave the U.S. Environmental Protection Agency (USEPA) the authority to implement Federal pollution control programs, such as setting water quality standards for contaminants in surface water, establishing wastewater and effluent discharge limits for various contaminants in surface water, establishing wastewater and effluent discharge limits for various industry categories, and imposing requirements for controlling nonpoint-source pollution. At the federal level, the Clean Water Act is administered by the USEPA and U.S. Army Corps of Engineers. At the state and regional levels in California, the act is administered and enforced by the State Water Resources Control Board and the nine Regional Water Quality Control Boards.

Safe Drinking Water Act

The Safe Drinking Water Act regulates public water systems that supply drinking water (42 USC Section 300(f) et seq.; 40 Code of Federal Regulations Section 141 et seq.). The principal objective of the Safe Drinking Water Act is to ensure that water from the tap is potable (safe and satisfactory for drinking, cooking, and hygiene). The main components of the Safe Drinking Water Act are to:

- Ensure that water from the tap is potable;
- Prevent contamination of groundwater aquifers that are the main source of drinking water for a community;
- Regulate the discharge of wastes into underground injection wells pursuant to the Underground Injection Control program (see 40 Code of Federal Regulations Section 144); and
- Regulate distribution systems.

b. State Regulations

California Safe Drinking Water Act

The California Safe Drinking Water Act (Health and Safety Code Section 116270 et seq.; 22 California Code of Regulations Section 64400 et seq.) regulates drinking water more rigorously than the Federal law. Like the federal Safe Drinking Water Act, California requires that primary and secondary maximum contaminant levels be established for pollutants in drinking water; however, some California MCLs are more protective of health. The Act also requires the State Water Resources Control Board to issue domestic water supply permits to public water systems.

Sustainable Groundwater Management Act

In September 2014, the governor signed legislation requiring that California's critical groundwater resources be sustainably managed by local agencies. The Sustainable Groundwater Management Act gives local agencies the power to sustainably manage groundwater and requires groundwater sustainability plans to be developed for medium- and high-priority groundwater basins, as defined by the California Department of Water Resources.

Urban Water Management Planning Act

The Urban Water Management Planning Act of 1983 amended California Water Code to require all urban water suppliers in California to prepare and adopt an UWMP and update it every five years. This requirement applies to all suppliers providing water to more than 3,000 customers or supplying more than 3,000 AFY of water.

California Plumbing Code, Title 24, Part 5

The California Plumbing Code is codified in California Code of Regulations Title 24, Part 5. The Plumbing Code contains regulations including, but not limited to, plumbing materials, fixtures, water heaters, water supply and distribution, ventilation, and drainage. More specifically, Part 5, Chapter 4, contains provisions requiring the installation of low-flow fixtures and toilets. Existing development is also required to reduce its wastewater generation by retrofitting existing structures with water efficient fixtures (Senate Bill 407 [2009] Civil Code Sections 1101.1 et seq).

California Building Energy Efficiency Standards, Title 24, Part 6

California Code of Regulations Title 24, Part 6, is California's Energy Efficiency Standards for Residential and Non-residential Buildings. The CEC established Title 24 in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and non-residential buildings. The standards are updated on an approximately three-year cycle to allow consideration and possible incorporation of new efficient technologies and methods.

In 2022, the CEC updated Title 24 standards with more stringent requirements that became effective January 1, 2023. The building efficiency standards are enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary due to local climatologic, geologic, or topographic conditions, provided these standards exceed those provided in Title 24.

In September 2024, CEC adopted the 2025 updates to the Building Energy Efficiency Standards, expanding requirements for heat pumps and electric-ready buildings. The 2025 Building Energy Efficiency Standards focus on key areas including installation of efficient heat pump technologies, replacing end-of-life rooftop heating, ventilation, and air-conditioning units with high efficiency systems, establish electric-ready requirements for commercial kitchens and multifamily developments, updating solar and storage standards, and strengthening ventilation standards. The 2025 Building Energy Efficiency Standards take effect January 1, 2026.

California Green Building Standards Code Title 24, Part 11

The California Green Building Standards Code, commonly referred to as "CALGreen," originally went into effect on August 1, 2009 and outlines architectural design and engineering principles that are in synergy with environmental resources and public welfare. CALGreen sets minimum standards for buildings, and since 2016, applies to new building construction and some alterations/additions within certain parameters. CALGreen establishes planning and design standards for sustainable site development, including water conservation measures and requirements that new buildings reduce water consumption by 20 percent below a specified baseline. CALGreen requires installations of 1.28 gallons-per-flush toilets and 0.5-gallon-per flush urinals for all non-residential projects as part of the prescriptive method of reducing indoor water use by the required 20 percent.

CALGreen outlines the minimum requirements for newly constructed residential and non-residential buildings to reduce GHG emissions through improved efficiency and process improvements. It also includes voluntary tiers to encourage building practices that improve public health, safety, and general welfare by promoting a more sustainable design. In addition, CALGreen includes several requirements related to solid waste diversion. Importantly, new non-residential construction is required to achieve at least 65 percent construction and demolition waste diversion and provide recycling areas for paper, cardboard, glass, plastics, metal, and organic waste. The 2022 CALGreen update primarily includes new requirements for the inclusion of EV charging stations and carbon dioxide monitoring and controls in classrooms. These requirements went into effect January 1, 2023.

In September 2024, the CEC adopted 2025 CALGreen updates, which take effect January 1, 2026. The 2025 CALGreen updates includes voluntary energy efficiency requirements for newly constructed buildings and additions and/or alterations to existing buildings.

Assembly Bill 341

The purpose of Assembly Bill 341 is to reduce GHG emissions by diverting commercial solid waste to recycling efforts and to expand the opportunity for additional recycling services and recycling manufacturing facilities in California. In addition to Mandatory Commercial Recycling, Assembly Bill 341 set a statewide goal for 75 percent disposal reduction by the year 2020.

Assembly Bill 939

Assembly Bill 939 (Public Resources Code 41780) requires cities and counties to prepare integrated waste management plans and to divert 50 percent of solid waste from landfills beginning in calendar year 2000 and each year thereafter. Assembly Bill 939 also requires cities and counties to prepare source reduction and recycling elements as part of the integrated waste management plans. These elements are designed to develop recycling services to achieve diversion goals, stimulate local recycling in manufacturing, and stimulate the purchase of recycled products.

Senate Bill 1016

Senate Bill 1016 requires that the 50 percent solid waste diversion requirement established by Assembly Bill 939 be expressed in pounds per person per day. Senate Bill 1016 changed the CalRecycle review process for each municipality's integrated waste management plan. After an initial determination of diversion requirements in 2006 and establishing diversion rates for subsequent calendar years, CalRecycle reviews a jurisdiction's diversion rate compliance in accordance with a specified schedule. Beginning January 1, 2018, CalRecycle was required to review a jurisdiction's source reduction and recycling element and hazardous waste element once every two years.

c. Local Regulations

Goleta Water District Urban Water Management Plan

The California Water Code requires any municipal supplier serving over 3,000 connections or 3,000 AFY to prepare a UWMP. Water suppliers are required to update their UWMPs every five years. Goleta Water District's 2020 UWMP forecasts demand through 2040 and details normal, dry year, and multiple dry year supplies needed to meet demand. Additionally, the UWMP describes water supply reliability, conservation and demand management strategies, and GWD's current and anticipated water infrastructure projects.

Goleta Water District Groundwater Management Plan

The Groundwater Management Plan, adopted by GWD and La Cumbre Mutual Water Company, details current adjudication and voter-passed components of groundwater management, addresses Basin hydrogeography and groundwater elevation, and analyzes groundwater quality in the Basin. In addition, the Groundwater Management Plan outlines management strategies for the Basin, and recommends future strategies and timelines for implementation.

Goleta Water District Water Supply Management Plan

The GWD WSMP formulates a water supply strategy for GWD by prioritizing the use of GWD's various sources of supply, evaluating the reliability of GWD's water supplies, as well as evaluating scenarios for current and future demand. The most recent iteration of the WSMP, the 2022 WSMP, evaluates future water demand and supply to 2040, consistent with the UWMP.

Goleta Water District SAFE Water Supplies Ordinance

In 1991 voters of the GWD passed the SAFE Water Supplies Ordinance, which sets forth conditions GWD must meet in order to approve new or additional water connections. The SAFE Ordinance directs how the GWD manages groundwater and specifies under what conditions groundwater is either pumped or stored. In addition, the SAFE Ordinance establishes an Annual Storage Commitment, which is a groundwater recharge requirement when the Central sub-basin of the Goleta Groundwater Basin drops below 1972 levels. The SAFE Ordinance prohibits GWD from releasing potable water to new or additional service connections except when all of the following conditions are met:

- GWD is receiving 100 percent of its deliveries normally allowed from the Cachuma Project.
- GWD has met legal obligations in the Wright Judgment.
- There is no water rationing.
- GWD has met its obligation to the Annual Storage Commitment to the Drought Buffer.

As of January 1, 2024, GWD has met the conditions required to release potable water to new service connections. GWD has reaffirmed these conditions for 2025 and is permitted to allocate up to 154.7 acre-feet of water supply allocation to new or additional development in 2025.

GWD is required to reevaluate its supplies annually to determine if it can continue to issue new water allocations (GWD 2024b). In the event GWD determines inadequate supplies are available to serve new projects, GWD must deny applications for new water service allocations unless the project falls within one of the following exceptions:

- Customers who are currently receiving water from GWD and who are not seeking to expand or change the use or development on their property.
- Customers with preexisting water use history that is recognized in the GWD Code and that is equal to or greater than the water use that is needed for a proposed project.
- Customers who have already paid a new water supply charge for a proposed project.
- Customers with a pre-existing water service contract or agreement with GWD.

Goleta Water District Code

Goleta Water District Code Chapter 6.21 sets water shortage restrictions during stages of drought, as declared by GWD Board of Directors or GWD's District General Manager. Chapter 6.21 sets restrictions for Stage I through Stage V water shortages, with stricter water restrictions in higher stages of water shortages. These restrictions include, but are not limited to, limitations on landscaping irrigation, limitations on washing buildings, and the requirement any water pipe leaks are repaired within 48 hours of receiving notice or discovering the leak. In addition, state-mandated water conservation measures are automatically incorporated into Chapter 6.21 and are fully enforceable by GWD (GWD 2023b).

City of Goleta Municipal Code

The Goleta Municipal Code contains requirements for the diversion of solid waste. Specifically, Chapter 8.10 requires construction contractors for all new structures to divert at least 65 percent of all demolition and construction waste by weight from landfills. Chapter 8.10 requires applicants for building or demolition permits involving new structures submit a Waste Management Plan to the City's Director of Public Works, or designee, which details the following:

- The estimated volume or weight of project construction and demolition debris, by materials type, to be generated;
- The maximum volume or weight of such materials that can feasibly be diverted via reuse or recycling;
- The vendor and facility that the applicant proposes to use to collect and receive recyclable material; and
- The estimated volume or weight of construction and demolition debris that will be taken to a landfill.

Chapter 8.10, Article IV requires applicants to deconstruct facilities planned for demolition and make materials generated available for salvage. In addition, applicants must keep records of tonnage of recycled material that is generated during demolition and construction activities, respectively. The Director of Public Works, or designee, monitors projects to determine the percentage of waste salvaged and recycled or reused and requires the applicant to separate project waste on-site to the

maximum extent feasible. In addition, Chapter 8.10, Article IV requires the applicant to submit documentation to the Director of Public Works or designee, 30 days following the completion of demolition and again 30 days following the completion of construction, which proves the applicant is in full compliance with the requirements of Chapter 8.10, Article IV. Documentation required consist of a final completed Waste Management Plan showing actual waste tonnage data, supported by original or certified photocopies of receipts and weight tickets on other records of measurement from recycling companies, deconstruction contractors, and/or landfill and disposal companies. Receipts and weight tickets are used to verify whether waste generated from the project has been or are to be recycled, reused, salvaged or disposed.

4.16.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

Water Demand

Anticipated water demand for project structures is 2.77 AFY, consistent with the demand identified in the *Preliminary Water Demand Analysis for the Sandpiper Golf Club Improvement Project* (Appendix O). Anticipated water demand for golf course irrigation is estimated based on the County's 2024 *Environmental Thresholds and Guidelines Manual* (refer to Section 4, *Environmental Impact Analysis*) water demand rates. As described in Section 2.6.2, *Golf Course Improvements*, in Section 2, *Project Description*, the project would result in 62 acres of irrigated turf. Water demand for irrigation is estimated at a demand rate of 2.4 AFY per acre, consistent with the County's 2024 *Environmental Thresholds and Guidelines Manual* water demand rate for turf grass.

Water is currently used at the project site under existing conditions; therefore, the analysis below provides both the anticipated water demand of the proposed project and the net change in water demand compared to existing conditions.

Wastewater Generation

The proposed project's anticipated wastewater generation is calculated consistent with the wastewater generation factor of 100 gallons per day per 1,000 square feet of habitable space for commercial and industrial development used in the City of Goleta's General Plan/Coastal Land Use Plan Final EIR (City of Goleta 2006). The proposed restrooms would be located at the golf clubhouse, maintenance facility, comfort station, and Rio Grande Coffee Shop, and lockers would be located at the golf clubhouse and maintenance facility. Wastewater generation is calculated based on the combined square footage of these facilities. Because the golf course itself, excluding the clubhouse and comfort station, is a recreation use without restroom facilities, the square footage of the golf course itself is not factored into the calculation of wastewater generation.

Under existing conditions, wastewater generated at the maintenance facility is collected and treated by GWSD; therefore, the analysis below provides both the anticipated wastewater generation of the proposed project and the difference in wastewater generation compared to existing conditions.

Solid Waste Generation

Solid waste generated from demolition and construction is estimated based on a generation factor of 100 pounds per square foot for demolition and 3.89 pounds per square foot for construction, respectively. The 100 pounds per square foot metric for demolition is based on the demolition rate within the 2024 *Environmental Thresholds and Guidelines Manual*. The 3.89 pounds per square foot metric for construction is based on USEPA's *Characterization of Building-Related Construction and Demolition Debris in the United States* (USEPA 1998). The generation of solid waste from operation of project components are calculated with the following generation rates from the County's 2024 *Environmental Thresholds and Guidelines Manual*:

- Golf clubhouse restaurant, comfort station, and Rio Grande Coffee Shop: Eating and Drinking Establishment (0.0115 multiplied by the square footage of a project)
- Golf clubhouse (excluding the restaurant): General Retail and Miscellaneous Services (0.0057 multiplied by the square footage of a project).
- Maintenance facility: Warehouse (0.0016 multiplied by the square footage of a project).

Residual solid waste is estimated based on a 50 percent diversion rate. Because the golf course itself is a passive recreation use without facilities the square footage of the golf course is not factored into the calculation of operational solid waste. Solid waste is currently generated at the project site under existing conditions; therefore, the analysis below provides both the anticipated solid waste generation of the proposed project and the net change in solid waste generation compared to existing conditions.

Significance Thresholds

As described in more detail in Section 4, *Environmental Impact Analysis*, the following thresholds are based on Appendix G of the *CEQA Guidelines* which provides the following to determine if a project would have a potentially significant impact on utilities and service systems. Would the project:

1. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;
2. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;
3. Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
4. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or
5. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

In addition, the County's 2024 *Environmental Thresholds and Guidelines Manual* provides project-specific and cumulative thresholds for solid waste generation from discretionary development. Pursuant to the County's guidelines, any construction, demolition, or remodeling of a commercial, industrial, or residential development that is projected to create more than 350 tons of construction and demolition debris is considered to have a significant impact. In addition, operation of a project would result in a significant impact if it would generate more than 196 tons of solid waste per year,

after a 50 percent reduction credit is given due to recycling efforts. Projects with a project-specific impact are also considered to have a cumulatively considerable contribution, as the project-specific threshold of significance is based on a cumulative growth scenario. However, because landfill space is limited, any increase in solid waste of one percent or more of the estimated increase accounted for in Santa Barbara County's Source Reduction and Recycling Element (SRRE) would be considered a less than significant, but adverse contribution to regional solid waste impacts. One percent of the SRRE projected increase in solid waste equates to 40 tons per year. Pursuant to the City's guidelines, to reduce adverse cumulative impacts and to be consistent with the SRRE, mitigation should be recommended for projects that generate between 40 and 195 tons of solid waste.

b. Project Impacts and Mitigation Measures

Threshold 1:	Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Impact UTIL-1 The proposed project would require the installation and relocation of utility infrastructure, the environmental effects of which are analyzed throughout this Environmental Impact Report. The proposed project would not require or necessitate the construction of additional water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities beyond those evaluated throughout this Environmental Impact Report. Construction and operational impacts would be Class III, *less than significant*.

Water

As described in Section 2.6.9, *Utility Connections*, of Section 2, *Project Description*, proposed water infrastructure improvements include the following:

- 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 associated with the existing golf course would be removed and replaced, which would improve the efficiency of the irrigation system and reduce water usage. Additionally, a smart irrigation controller system would be implemented to manage irrigation usage, supported by an on-site weather station.

The environmental impacts of these water infrastructure improvements are evaluated throughout this EIR. As discussed in Impact UTIL-2, the proposed project's water demand would be 150.7 AFY less than the water demand under existing conditions. Accordingly, the proposed project would not generate substantial water demand that would necessitate new or expanded water facilities in order to meet the demand anticipated by the proposed project. Therefore, the proposed project would not

require new or expanded water facilities beyond the improvements evaluated throughout this EIR. This impact would be less than significant.

Wastewater

As described in Section 2.6.9, *Utility Connections*, of Section 2, *Project Description*, proposed wastewater infrastructure improvements include the following:

- 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; and
- Abandonment of the existing septic systems that serve the clubhouse and comfort station.

The proposed project would require a change to GWSD's Sphere of Influence to include the clubhouse, Rio Grande Coffee Shop, and comfort station, the impacts of which are discussed in Section 4.10, *Land Use and Planning*. This change would not necessitate additional wastewater conveyance infrastructure beyond what is proposed and evaluated throughout this EIR. The environmental impacts of the wastewater infrastructure improvements described above are evaluated in Sections 4.1 through 4.17 of this Draft EIR.

As discussed in Impact UTIL-3, GWSD has sufficient available capacity at the GSD WWTP to treat the anticipated wastewater generated by the proposed project. Accordingly, new wastewater treatment facilities would not be required to accommodate the proposed project's anticipated wastewater demand. The proposed project would not require new or expanded wastewater treatment facilities beyond the wastewater infrastructure improvements evaluated throughout this EIR. Therefore, this impact would be less than significant.

Stormwater

Impacts regarding stormwater drainage are discussed in detail in Section 4.9, *Hydrology and Water Quality*. Most of the project site is self-treating, due to substantial existing on-site landscaping and the general lack of impervious surfaces. The proposed project would include the development of six bioretention basins which would treat and discharge water onto the golf course, the environmental impacts of which are evaluated throughout this EIR. As described in the *Preliminary Stormwater Control Plan,* the proposed stormwater drainage facilities would be sized such that post-project peak runoff would be less than pre-project peak runoff for the 100-year flood event (Appendix G-2). Because the proposed stormwater drainage facilities would allow for stormwater filtration and on-site infiltration, no additional stormwater infrastructure would be needed beyond the stormwater infrastructure included as part of the proposed project. As a result, the proposed project would not require upgrades to stormwater infrastructure beyond what is evaluated within this EIR. Therefore, this impact would be less than significant.

Electric, Natural Gas, and Telecommunications Facilities

The proposed project includes 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. The environmental impacts of these utility connections are evaluated throughout this EIR. As described in Section 4.5, *Energy*, SCE and SCG would have sufficient electricity and natural gas supplies for the proposed project and the proposed project would not place a substantial demand on electricity and natural gas supplies due to wasteful energy consumption such that new or expanded off-site electrical or natural gas infrastructure would be needed. Similarly, the proposed project would use existing telecommunications facilities during operation and would not require upgrades to existing facilities or create a demand for service unable to be met by existing providers. Therefore, this impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 2:	Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Impact UTIL-2 The proposed project would reduce the project site's existing water demand by approximately 150.7 acre-feet per year. The Goleta Water District has determined it has sufficient water supplies to serve the proposed project's anticipated water demand, and the proposed project's anticipated demand would not cause a reduction in water supplies such that a water deficit would occur. Therefore, the proposed project would have no impact.

As described in the *Methodology and Significance Thresholds*, water demand for the proposed project is estimated using the County's 2024 *Environmental Thresholds and Guidelines Manual* and the demand rate listed in the Preliminary Water Service Determination provided to the project applicant by GWD (Appendix K). Table 4.16-2 shows the anticipated water demand for the proposed project.

Table 4.16-2 Water Demand for the Proposed Project

Project Component	Water Demand Factor (AFY)	Water Demand (AFY)
Existing Project Site		
125 acres irrigated turf	2.4	300
19,121 square feet existing on-site structures	0.12	2.3
Total Water Demand (Existing Conditions)	--	**302.3**
Proposed Project		
62 acres irrigated turf	2.4	148.8
Proposed on-site structures[1]	0.12 per 1,000 square feet	2.8
Total Water Demand		**151.6**

[1] Proposed on-site structures include the square footage of all areas where water is anticipated to be used, but does not include "unconditioned space," which do not use water. The square footage for the proposed on-site structures (consisting of the clubhouse, maintenance building, comfort station and Rio Grande Coffee Shop) used for water calculation purposes is 23,100 square feet.

Source: Appendix O

As shown in Table 4.16-2, the project site, under existing conditions, has a gross water demand of approximately 302.3 AFY. The proposed project would result in a gross water demand of approximately 151.6 AFY, or 150.7 AFY less than the gross water demand under existing conditions (a 49 percent reduction). This reduction in demand is primarily a result of the 63-acre reduction in irrigated turf on-site. Furthermore, the aging irrigation system would be removed and replaced, which would improve the efficiency of the irrigation system and reduce water usage. Similar to the existing irrigation system, the new irrigation system would continue to use recycled 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. New turf installed would be drought-tolerant and landscaping on-site would consist of native and coastal appropriate plants, which would reduce water usage. Under existing conditions, approximately 86 percent of irrigation used for the golf course is recycled water. The proposed project would continue to use a mix of recycled water and potable water for irrigation to minimize the demand of potable water for golf course irrigation. In addition, the project includes a recycled water system at the maintenance facility. To minimize water use in restroom facilities, the proposed project would install low-flow fixtures and toilets consistent with the California Plumbing Code. These features would further reduce water use at the project site.

Furthermore, the proposed project's water demand from on-site structures (i.e., proposed clubhouse, maintenance building, comfort station, and Rio Grande Coffee Shop) would be approximately 2.8 AFY, which is within the potable historic water credit of 3.3 AFY for the project site as determined by GWD. As described in Section 2.6.9, *Utility Connections*, of Section 2, *Project Description*, 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 (Appendix K). In addition, when required by the GWD Board of Directors or District General Manager, the project applicant would be required to adhere to the water shortage restrictions during stages of drought, as set forth in Goleta Water District Code Chapter 6.21.

Given that the proposed project would result in an overall reduction in water use at the project site, the proposed project would have sufficient water supplies available in normal, dry, and multiple dry years. No impact would occur.

Mitigation Measures

No mitigation measures are required.

Threshold 3:	Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Impact UTIL-3 The proposed project's anticipated wastewater generation would be adequately accommodated by the existing capacity of the Goleta Sanitary District Wastewater Treatment Plant. Therefore, construction and operational impacts would be Class III, *less than significant*.

Employees and visitors at the project site would generate wastewater that would flow into GWSD's conveyance system and be treated at the WWTP. Currently, the wastewater inflow to the WWTP is approximately 5.01 MGD, leaving approximately 2.63 MGD of capacity available until the WWTP's permitted capacity is reached. GWSD is entitled to receive approximately 0.93 MGD more wastewater flows than what GWSD customers currently produce (McCarthy 2025). The proposed project's anticipated wastewater generation is calculated consistent with the wastewater generation factor of

100 gallons per day per 1,000 square feet of habitable space used in the City of Goleta's General Plan/Coastal Land Use Plan Final EIR (City of Goleta 2006).

Table 4.16-3 Wastewater Flows to GWSD Sewer Facilities for the Proposed Project

Project Component	Wastewater Generation Factor	Wastewater Generation (gallons per day)
Existing Project Site		
Existing maintenance facility (7,555 square feet)[1]	100 gallons per day per 1,000 square feet	760
Proposed Project		
Proposed on-site structures (46,028 square feet)[2]	100 gallons per day per 1,000 square feet	4,603

[1] Wastewater generation for only the existing maintenance facility is provided as the existing maintenance facility is the only on-site facility currently serviced by GWSD.

[2] Proposed on-site structures consist of the proposed golf clubhouse, maintenance facility, comfort station, and Rio Grande Coffee Shop.

As described in Table 4.16-3, under existing conditions, employees at the maintenance facility generate approximately 0.0008 MGD (760 gallons per day) of wastewater collected and treated by GWSD. The proposed project would generate approximately 0.005 MGD (4,603 gallons per day) of wastewater. Therefore, the proposed project would result in a 0.005 MGD net increase in wastewater flows compared to existing conditions. A 0.005 MGD increase in wastewater flows represents approximately 0.5 percent of the 0.93 MGD capacity available for GWSD customers. The existing WWTP capacity would be sufficient to accept wastewater generated by the proposed project. Therefore, the proposed project would be adequately served by the existing capacity of the GSD WWTP, and this impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 4: Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Threshold 5: Would the project comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

Impact UTIL-4 The proposed project would generate an estimated 1,380 tons of solid waste during demolition and construction. The estimated solid waste generated during demolition and construction activities would exceed the construction and demolition solid waste threshold of 350 tons. With implementation of mitigation requiring additional material recycling of concrete construction materials, construction impacts would be reduced to Class II, *less than significant with mitigation incorporated*. During operation, the proposed project would generate 105.5 tons annually of solid waste, which would not exceed the operational solid waste threshold 196 tons per year. Operational impacts would be Class III, *less than significant*.

Demolition and Construction

The proposed project would generate solid waste resulting from the demolition of existing structures and construction of the proposed golf clubhouse, maintenance facility, comfort station, and Rio

Grande Coffee Shop. The proposed project would involve the demolition of the existing clubhouse (9,305 square feet), maintenance facility structures (5,025 square feet to be demolished), comfort station (290 square feet), and removal of 62,483 square feet of concrete golf cart paths. In addition, the proposed project would construct a 37,179 square foot golf clubhouse, 7,106 square foot maintenance facility, 329 square foot comfort station, and 1,044 square foot Rio Grande Coffee Shop, all of which would generate solid waste during construction. Table 4.16-4 provides an overview of the proposed project's demolition and construction solid waste generation.

Table 4.16-4 Demolition and Construction Waste Calculations for the Proposed Project

Project Component	Square Footage	Solid Waste Generation Factor	Solid Waste Generated (tons)
Demolition			
Existing clubhouse	9,305	100 pounds per square foot of demolition	465
Existing maintenance facility structures	5,025		251
Existing comfort station	290		15
Concrete golf cart path	62,483		3,124
Total Demolition Waste	--	--	**3,855**
Total Demolition Waste With Mandatory 65 Percent Diversion	--	--	**1,349**
Construction			
New clubhouse	37,179	3.89 pounds per square foot	72
New maintenance facility	7,106		14
New comfort station	329		1
Rio Grand Coffee Shop	1,044		2
Total Construction Waste	--	--	**89**
Total Construction Waste With Mandatory 65 Percent Diversion	--	--	**31**
Total Demolition and Construction Waste			**1,380**

As shown in Table 4.16-4, based on a solid waste generation factor of 100 pounds per square foot for demolition, the demolition of existing structures would result in approximately 1,349 tons of debris that would require use of a landfill. Based on a solid waste generation factor of 3.89 pounds per square foot for construction, the construction of the proposed would generate approximately 31 tons of debris that would require a landfill. In total, demolition and construction activities would generate approximately 1,380 tons of solid waste requiring a landfill. This amount of solid waste would exceed the City's project specific demolition and construction threshold of 350 tons. Therefore, the proposed project's impacts related to short-term solid waste generation from demolition and construction activities would be potentially significant.

Operation

The generation of solid waste from operation of project components are calculated with the following generation rates from the County's 2024 *Environmental Thresholds and Guidelines Manual*:

- Golf clubhouse restaurant, comfort station, and Rio Grande Coffee Shop: Eating and Drinking Establishment (0.0115 multiplied by the square footage of a project)

- Golf clubhouse (excluding the restaurant): General Retail and Miscellaneous Services (0.0057 multiplied by the square footage of a project).
- Maintenance facility: Warehouse (0.0016 multiplied by the square footage of a project).

Based on these factors, under existing conditions, the project site generates approximately 75 tons of solid waste per year.[1] The proposed project would result in gross 286 tons of solid waste generated per year.[2] Therefore, the proposed project would increase solid waste generation at the project site by 211 tons annually compared to existing conditions, which would be reduced to 105.5 tons per year with a 50 percent solid waste diversion rate. This amount of solid waste does not exceed the City's project-specific threshold of 196 tons per year. As a result, operation of the proposed project would not result in excessive solid waste generation and would comply with solid waste management and reduction statutes. Therefore, the proposed project's impacts related to solid waste from operation would be less than significant.

Mitigation Measures

UTIL-1 Additional Diversion Requirements

Demolition debris generated by removal of the existing concrete golf cart paths shall be recycled at a minimum 98 percent diversion rate. All other materials (non-concrete materials) shall be recycled at a minimum 65 percent diversion rate. The project applicant's Waste Management Plan, required in accordance with Chapter 8.10, Article IV of the City's Municipal Code, shall include a measure that requires the construction contractor to recycle all concrete debris from the existing concrete golf cart path removal. The Waste Management Plan shall be submitted to the City Director of Public Works or designee for review and approval prior to the start of construction. During construction, the City Director of Public Works or designee shall assign a monitor to inspect the project site on a quarterly basis to ensure the requirements of the Waste Management Plan are being implemented. In addition, the project applicant shall retain proof of 98 percent diversion rate of the demolition waste generated from the concrete golf cart paths via waste tonnage data, supported by original or certified photocopies of receipts and weight tickets on other records of measurement from recycling companies, deconstruction contractors, and/or landfill and disposal companies, and submit these to the City Director of Public Works or designee for review and approval prior to the issuance of a certificate of occupancy.

Plan Requirements and Timing. The project applicant shall prepare and submit the Waste Management Plan to the City Director of Public Works or designee prior to the start of construction. The project applicant shall submit proof of achieving a 98 percent diversion rate of the demolition waste generated from the concrete golf cart paths to the City Director of Public Works or designee following the completion of construction. The City Director of Public Works or designee shall review and approve the applicant-provided proof prior to the issuance of a certificate of occupancy.

Monitoring: A monitor chosen by the Director of Public Works Department, or designee, shall inspect the project site on a quarterly basis from the start of construction activities.

[1] 8,185 square feet (existing clubhouse) * 0.0057 tons per year = 46.7 tons per year solid waste. 1,120 square feet (existing clubhouse restaurant) + 290 square feet (existing comfort station) = 1,410 square feet * 0.0115 tons per year = 16.2 tons per year. 7,555 square feet (existing maintenance facility) * 0.0016 tons per year = 12 tons

[2] 29,169 square feet (proposed clubhouse) * 0.0057 tons per year = 166.3 tons per year. 8,010 square feet (proposed clubhouse restaurant)+ 329 square feet (proposed comfort station) + 1,044 square feet (proposed Rio Grande Coffee Shop) = 38,552 square feet * 0.0115 tons per year = 108 tons per year. 7,555 square feet (proposed maintenance facility) * 0.0016 tons per year = 12 tons.

Significance After Mitigation

The proposed project's demolition and construction activities would generate approximately 1,380 tons of solid waste before mitigation. Based on information from MarBorg Industries, the solid waste service provider for the City, Marborg Industries is capable of recycling 100 percent of concrete waste generated from the proposed project's golf cart path demolition (Koeper 2025). Accordingly, the 98 percent diversion rate for the concrete golf cart path waste is feasible. The remainder of the solid waste generated during demolition and construction would be diverted from landfills at a 65 percent diversion rate consistent with Chapter 8.10 of the City's Municipal Code. Table 4.16-5 provides calculations for the proposed project's solid waste generation with implementation of Mitigation Measure UTIL-1.

Table 4.16-5 Demolition and Construction Waste Calculations for the Proposed Project – Mitigated

Project Component	Square Footage	Solid Waste Generation Factor	Total Solid Waste Generated	Mitigated Diversion Rate	Non-Recyclable Solid Waste Generated – Mitigated (tons)
Demolition					
Existing clubhouse	9,305	100 pounds per square foot of demolition	465	65 percent	163
Existing maintenance facility structures	5,025		251	65 percent	88
Existing comfort station	290		15	65 percent	5
Concrete golf cart path	62,483		3,124	98 percent	62
Total Demolition Waste	--	--	**3,855**	--	**318**
Construction					
Total Construction Waste	--	--	**89**	65 percent	**31**
Total Construction and Demolition Waste	--	--	**3,647**	--	**349**

Based on a 98 percent solid waste diversion rate for removal of existing concrete golf cart paths required through implementation of Mitigation Measure UTIL-1, and 65 percent diversion rates for all other construction and demolition debris consistent with the City's Municipal Code requirements, total construction and demolition waste generated from the proposed project that require a landfill would be 349 tons. This amount would not exceed the City's construction and demolition threshold of 350 tons per year. Therefore, with implementation of Mitigation Measures UTIL-1, the proposed project's short-term impact related to solid waste generation would be reduced to a less than significant level.

4.16.4 Cumulative Impacts

Regional cumulative impacts consider City-wide impacts that would occur from impacts of reasonably anticipated projects identified in Table 3-1 of Section 3, *Environmental Setting*. The general approach to cumulative impact analysis used in this EIR is discussed in Section 3, *Environmental Setting*.

Development of the cumulative projects in Goleta (as detailed in Table 3-1) would add a total of 467 residential units, 378,670 square feet of industrial space, and 58,690 square feet of commercial space, which would increase water demand in Goleta. Using water demand rates for the County's 2024 *Environmental Thresholds and Guidelines Manual* for multifamily development (0.22 AFY/unit), Light Industry (0.28 AFY/1,000 square feet), and General Commercial development (0.30 AFY/1,000 square

feet), the additional water demand from cumulative development, assuming all projects are approved and constructed, is estimated at approximately 226 AFY. The estimated cumulative water demand of 208 AFY represents approximately 5.0 percent of the 2040 normal year water supply surplus, and approximately 7.8 percent and 9.3 percent of GWD's dry year one and dry year two water supply surpluses, respectively.

Cumulative projects would adhere to the Goleta Water District Code, including water shortage restrictions during drought which would allow GWD to meet water demands during a five-year drought. Pursuant to the SAFE Water Supplies Ordinance, GWD is permitted allocate a maximum 154.7 acre-feet of water supply allocation to new or additional development in 2025 (GWD 2024b). Cumulative development would be able to utilize GWD's permitted allocation on a first-come-first-serve basis in order to meet water demands associated with cumulative projects. Accordingly, water demand from cumulative development is not anticipated to exceed the GWD's 2025 maximum permitted allocation of 154.7 AFY to new or additional water services. GWD is required to reevaluate its supplies annually to determine if it can continue to issue new water allocations. In the event GWD determines inadequate supplies are available to serve new projects in the future, GWD cannot release potable service water to new or additional service connections unless certain specific conditions are met. Beyond 2025, if GWD determines it cannot allocate water supply to new connections, cumulative development projects must meet one of the requirements to obtain water services which would ensure water supplies would be distributed to cumulative development in a manner which preserves water supply. Therefore, cumulative development would not deplete GWD's projected water surpluses such that a substantial reduction in water supplies would occur. Therefore, cumulative development would have a less than significant impact on water supply.

Cumulative development in Goleta would also increase wastewater generation. Consistent with the wastewater generation factors used in the City of Goleta's General Plan/Coastal Land Use Plan Final EIR (184 to 220 gallons per day per residential unit, and 100 gallons per day per 1,000 square feet of habitable space for commercial and industrial development), cumulative development would generate approximately 146,476 gallons per day of wastewater, or approximately 0.15 MGD. This is a conservative estimate as it assumes residential units would generate 220 gallons of wastewater per unit per day. This wastewater generation represents approximately 5.7 percent of the remaining 2.63 MGD capacity available at GSD's WWTP. Therefore, cumulative development would have a less than significant impact related to wastewater.

Cumulative development would introduce new structures which would require installation of stormwater infrastructure. Cumulative projects would be required to comply with the drainage requirements of Chapter 13.04 of the City's Municipal Code to control and reduce stormwater flows. These requirements would ensure cumulative projects would not substantially affect existing stormwater drainage system or result in inadequate facilities for the control of stormwater runoff. Therefore, cumulative impacts related to stormwater infrastructure would be less than significant.

Cumulative development would raise the demand for electricity and natural gas in the SCE and SCG service areas. However, SCE and SCG service a majority of southern California, and cumulative development in Goleta is not anticipated to result in substantial energy demand such that new SCE and/or SCG facilities would be required. Therefore, cumulative impacts to electricity and natural gas infrastructure would be less than significant.

Similar to electricity and natural gas demand, cumulative development would increase the demand for telecommunications infrastructure. However, there is extensive telecommunications infrastructure available in Goleta to serve cumulative development provided by Verizon, Qwest,

AT&T, and Level 3. Therefore, cumulative impacts to telecommunications facilities would be less than significant.

Cumulative development would increase solid waste generation, thereby reducing the capacity of the Tajiguas Landfill and potentially the Kettleman Hills Facility, if contaminated soil disposal is required. According to the County's 2024 *Environmental Thresholds and Guidelines Manual,* if solid waste generation exceeds 40 tons per year, it is considered an adverse, yet less than significant, contribution to cumulative impacts to solid waste facilities. Solid waste generation from demolition and construction of the proposed project is estimated to be 349 tons with implementation of Mitigation Measure UTIL-1, and the proposed project's operational solid waste is estimated to be 105.5 tons per year. Therefore, project construction and operation would have an adverse, but not considerable contribution to cumulative impacts related to solid waste.

4.17 Effects Found Not to be Significant

This section summarizes the analysis of issue areas for which no significant adverse impacts were identified during the Environmental Impact Report (EIR) scoping process and, therefore, are not discussed in detail in this EIR. Each of the potential environmental effects listed below are contained in the environmental checklist form included in Appendix G of the *CEQA Guidelines*. Issue areas discussed in this section include Agriculture and Forestry Resources, Mineral Resources, Population and Housing, and Wildfire. All other potential environmental effects described in Appendix G of the *CEQA Guidelines* but not addressed in this section are addressed in Sections 4.1 through 4.16 of this EIR. Impacts are assessed relative to the environmental baseline, which consists of the current use of the site as the Sandpiper Golf Course.

4.17.1 Agriculture and Forestry Resources

Potential Environmental Effects

1. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
2. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?
3. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?
4. Would the project result in the loss of forest land or conversion of forest land to non-forest land?
5. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest land?

Reasons Why Effects Were Not Found Significant

The project site was previously occupied by the former Ellwood Oil Field, which ceased operation in the 1960s after over 30 years of operations. The Sandpiper Golf Club, which now occupies part of the former oil field, was developed in 1972. The project site is primarily surrounded by open space land uses, with the Pacific Ocean to the south, Haskell's Beach to the west, and Santa Barbara Shores Park to the east. Residential land uses are located across Hollister Avenue to the northeast and north. According to the California Department of Conservation's (DOC) *California Important Farmland Finder*, the project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importation. Specifically, the project site is designated as Urban and Built-Up Land (DOC 2022), which is defined as land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This designation is used for golf courses, among other developed land uses (DOC 2025).

The project site is zoned for open space and active recreation uses, and is not zoned for agricultural use. No agricultural land uses occur in the vicinity of the project site. Therefore, the proposed project would not have the potential to result in conflicts with existing zoning for agricultural uses or have the potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No impacts to farmlands would occur.

The project site does not contain forest land or timberland and is not zoned for Timberland Production. Development of the proposed project would not conflict with existing zoning, or cause rezoning of, forest land or land zoned for timberland production; and would not result in the loss of forest land or conversion of forest land to non-forest land. No impacts to forestland would occur.

4.17.2 Mineral Resources

Potential Environmental Effects

1. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
2. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Reasons Why Effects Were Not Found Significant

The California Geological Survey's *Updated Mineral Land Classification Map for Concrete Grade Aggregates in the San Luis Obispo-Santa Barbara Production-Consumption Region, California – South Half* indicates the project site is primarily within Mineral Resources Zone 3 (MRZ-3, California Geological Survey 2011). MRZ-3 indicates that mineral resources deposits could be present and further evaluation is required. However, no known mineral resources of value to the region and the residents of the state are present on the project site. Therefore, the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No impacts to known mineral resources would occur.

The project site does not include any existing mineral extraction activities, and no mineral extraction activities are planned in the City of Goleta. According to the City's General Plan/Coastal Land Use Plan, the historic Ellwood Oil Field, located west of the project site, is the only extractive industry within the City (City of Goleta 2006). However, this facility ceased operation in 2017. The proposed project would not interfere with any oil extraction activities located in the Ellwood Mesa area. Therefore, the proposed project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. No impacts to locally important mineral resource recovery sites would occur.

4.17.3 Population and Housing

Potential Environmental Effects

1. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
2. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Reasons Why Effects Were Not Found Significant

The proposed project would not construct new housing or extend roads. While the proposed project would extend utility infrastructure to the new clubhouse, comfort station, and Rio Grande Coffee Shop, these extensions would serve only the proposed project. Accordingly, the proposed project would not lead to direct growth due to residential development or indirect growth due to road or

infrastructure extensions into undeveloped portions of Goleta. The proposed project would result in approximately 21 additional employees, which could cause indirect growth; however, given the size of the city workforce and the relatively small number of jobs being created, these jobs would likely come from the local workforce. As such, it is not expected that people would relocate to Goleta because of the project. However, in a conservative scenario where all projected employees and their families were assumed to relocate to Goleta, there would be a population growth of 55 people,[1] which would raise Goleta's population to approximately 32,570[2] people (California Department of Finance 2024). This population growth would account for approximately 2.5 percent of the total anticipated growth in Goleta by 2050. This growth would not exceed the Santa Barbara County Association of Government's 2050 population forecast of 34,700 (Santa Barbara County Association of Government 2019). Therefore, the proposed project's potential to result in population growth is accounted for in regional growth forecasts, and the proposed project would not result in substantial unplanned population growth. Impacts related to population growth would be less than significant.

In addition, the project site is currently developed with the Sandpiper Golf Club, which does not include residential uses. Construction of the proposed project would not displace people or housing. Therefore, the proposed project would not necessitate the construction of replacement housing. No impacts related to displacement of people or housing would occur.

4.17.4 Wildfire

Potential Environmental Effects

If the project is located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

1. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?
2. Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, or thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
3. Would the project require the installation or maintenance of associated infrastructure (such as roads, fuelbreak, emergency water sources, power lines, or other utilities) that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment?
4. Would the project expose people or structures to significant risks, including downslope or downstream flooding, landslides, mud flows, as a result of runoff, post-fire slope instability, or drainage changes?

Reasons Why Effects Were Not Found Significant

The project site is located within a Local Responsibility Area. The southeastern portion of the project site is within a Moderate fire hazard severity zone, and the western half of the project site is within a Moderate, High, and Very High fire hazard severity zone, ranging in severity from the center of the project site (Moderate) to the western boundary (Very High) (California Department of Forestry and Fire Protection 2025). The northeastern and south central portions of the project site are not located within a fire hazard severity zone. Overall, approximately 40 percent of the project site is within a High or Very High fire hazard severity zone.

[1] 21 employees x 2.59 persons per household (California Department of Finance 2024) = approximately 55 persons.
[2] 55 people + 32,515 (population of Goleta; California Department of Finance 2024) = 32,570 people.

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, 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. The project site would primarily consist of golf course turf, and the project would add native plants for landscaping purposes, both of which would have a low fire risk. The proposed project would not substantially change the slope, winds, or other factors such that wildfire risks would be exacerbated. The project would maintain the current land use of the site (golf course) and would not add new ignition sources such as campsites or overhead power lines. The project would underground the existing power lines, which would reduce fire risk when compared to existing conditions.

Project components located within High or Very High fire hazard severity zones include the renovated clubhouse, golf course improvements south and west of the clubhouse, and improvements to Hollister Avenue north of the clubhouse. When compared to existing conditions, the project would not add new components or intensified development within a fire hazard severity zone. No construction would occur in Bell Canyon, which is the largest area of the project site within a Very High fire hazard severity zone.

During construction, there would be a temporary increase in human activity and potential ignition sources, including equipment that could create sparks, be a source of heat, or leak flammable materials on the project site. In accordance with California Public Resources Code (PRC) Section 4442, equipment including earth-moving and portable construction equipment with internal combustion engines would be equipped with spark arrestors to prevent the emission of flammable debris from exhaust, when operating on any forest-covered, brush-covered, or grass-covered land. In addition, PRC Sections 4427 and 4431 specify standards for conducting construction activities on days when a burning permit is required, and PRC Section 4428 requires construction contractors to maintain fire suppression equipment during the highest fire danger period (April 1 to December 1) when operating on or near any forest-covered, brush-covered, or grass-covered land. These measures are designed to prevent accidental ignition and facilitate rapid response in the event of a fire. Adherence to these regulatory requirements would minimize the risk of potential wildland fire during construction.

Project design would be subject to the California Fire Code, which includes safety measures to minimize the threat of fire, including ignition-resistant construction with exterior walls of noncombustible or ignition resistant material from the surface of the ground to the roof system and sealing any gaps around doors, windows, eaves and vents to prevent intrusion by flame or embers, automatic interior and exterior fire sprinklers, a water delivery system, fire apparatus access, and defensible space. Project design would also be required to comply with Chapter 9, *Fire Protection Systems,* of the California Building Code, which includes specific standards related to exterior wildfire exposure, and California Code of Regulations Title 14, which sets forth the minimum development standards for emergency access, fuel modification, setback, signage, and water supply, which help prevent loss of structures or life by reducing wildfire hazards. In addition, the proposed project would be constructed in accordance with the Santa Barbara County Fire Department's development standards which includes requirements for egress on private driveways, fire hydrant spacing and flow rates, automatic fire sprinkler systems, and automatic alarm systems (Santa Barbara County Fire Department 2022). Adherence to State and local regulations would ensure the installation of infrastructure associated with the proposed project would not substantially exacerbate fire risk.

The proposed improvements on Hollister Avenue (identified as an evacuation route under the City's General Plan/Coastal Land Use Plan) would require encroachment into the right-of-way and temporary partial lane closures on Hollister Avenue, which could result in temporary disruptions to

emergency access through Hollister Avenue. However, in accordance with Chapter 12.02 of the City's Municipal Code, the project applicant would be required to maintain at least one safe crossing for vehicles and must implement measures to minimize disruption to existing traffic conditions. In addition, as described further in Section 4.14, *Transportation and Circulation*, the project applicant's construction contractor would be required to implement a Construction Traffic Management Plan during construction on Hollister Avenue. The Construction Traffic Management Plan would require implementation of traffic control measures and minimization of disruptions to critical access points at the project site for emergency service vehicles during construction on Hollister Avenue, which would be reviewed for potential safety concerns and approved by SBCFD and the Santa Barbara County Sheriff's Office. Furthermore, adherence to applicable guidance documents such as the City's Emergency Operations Plan (City of Goleta 2021) and the County's Multi-Jurisdictional Hazard Mitigation Plan (County of Santa Barbara 2017) would minimize the potential for the proposed project to substantially impair emergency response and emergency evacuation. These documents provide direction for traffic control and management in emergency situations, and the proposed project would not preclude implementation of these plans (City of Goleta 2021; County of Santa Barbara 2017). During operation, the proposed project would add 21 employees to the project site, and a conservative estimate of 55 people to the city of Goleta (refer to Section 4.17.3, *Population and Housing*). This population growth is accounted for in regional growth forecasts, and thus the proposed project would not add substantial, unplanned congestion to local roadways in the event of an evacuation during a wildfire. As a result, the proposed project would not substantially impair an adopted emergency response plan or an emergency evacuation plan within an SRA or VHFHSZ.

The project site and adjacent areas are relatively flat and do not contain the steep topography necessary to induce substantial landslides or mudflows that would have the potential to result in significant impacts on the project site. In addition, runoff and drainage changes would be minimized during construction and operation as the proposed project would be required to adhere to regulatory requirements which mandate implementation of erosion control measures. The proposed project must obtain coverage under a National Pollutant Discharge Elimination System Construction General Permit and implement the provisions of a Storm Water Pollution Prevention Plan, including BMPs related to erosion control and sediment release. The proposed project must comply with the Central Coast Regional Water Quality Control Board Post-Construction Requirements for Development Projects in the Central Coast Region, which entails submittal of a Stormwater Control Plan. The Stormwater Control Plan would be reviewed and approved by the City which would ensure erosion control measures are implemented during operation (City of Goleta n.d.). As a result, the proposed project would not result in substantial runoff, slope-instability, or drainage changes which could lead to post-wildfire flooding, landslides, or mud flows. Impacts related to wildfire would be less than significant.

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5 Other CEQA Required Discussions

This section discusses growth-inducing impacts, irreversible environmental impacts, and significant unavoidable impacts that would be caused by the proposed project.

5.1 Growth Inducement

Section 15126.2(e) of the *CEQA Guidelines* requires a discussion of a project's potential to foster economic or population growth, including ways in which a project could remove an obstacle to growth. Growth does not necessarily create significant physical changes to the environment. However, depending upon the type, magnitude, and location of growth, it can result in significant adverse environmental effects. The proposed project's growth inducing potential is therefore considered significant if project-induced growth could result in significant physical effects in one or more environmental issue areas.

5.1.1 Population Growth

The proposed project would not construct new housing or extend roads. While the proposed project would extend utility infrastructure to the new clubhouse, new comfort station, and Rio Grande Coffee Shop, these extensions would serve only the proposed project. Accordingly, the proposed project would not lead to direct growth due to residential development or indirect growth due to road or infrastructure extensions into undeveloped portions of Goleta. The proposed project would result in approximately 21 additional employees, which could cause indirect growth; however, given the size of the city workforce and the relatively small number of jobs being created, these jobs would likely come from the local workforce. As such, it is not expected that people would relocate to Goleta because of the project.

However, in a conservative scenario where all projected employees and their families were assumed to relocate to Goleta, there would be a population growth of 55 people,[1] which would raise Goleta's population to approximately 32,570 people.[2] This population growth would account for approximately 2.5 percent of the total anticipated growth in Goleta by 2050. This growth would not exceed the Santa Barbara County Association of Government's 2050 population forecast of 34,700 (Santa Barbara County Association of Government 2019). Therefore, the proposed project would not induce substantial population growth that could lead to substantial adverse environmental effects.

5.1.2 Economic Growth

The proposed project would generate temporary employment opportunities during construction. Based on the size of the project and scale of construction, construction workers would be expected to be drawn from the existing regional work force. As such, construction of the project would not be growth-inducing from a temporary employment standpoint. However, the proposed project would also provide long-term employment opportunities and generate approximately 21 additional employees in Goleta.

[1] 21 employees x 2.59 persons per household (California Department of Finance 2024) = approximately 55 persons.

[2] 55 people + 32,515 (population of Goleta; California Department of Finance 2024) = 32,570 people.

Employment in Goleta is forecasted to increase by 3,860 jobs between 2025 and 2050 (Santa Barbara County Association of Government 2019). The 21 permanent jobs anticipated to be generated by the proposed project would be approximately 0.5 percent of the projected job growth between 2025 and 2050, and therefore would be within employment forecasts. These employees would be expected to primarily use existing commercial services in Goleta, creating only a minor need for expanded commercial services. As a result, the proposed project would not be expected to induce economic expansion to the extent that substantial environmental impacts associated with the proposed project would occur.

5.1.3 Removal of Obstacles to Growth

The proposed project would provide improved recreational facilities and associated amenities on a site that is currently developed with existing recreational uses. The project site is adjacent to industrial and recreational/open space uses to the west; residential uses to the north; and residential and recreational/open space uses to the east. The proposed project would rely on Hollister Avenue and existing connecting roadways (such as United States Highway 101 and Cathedral Oaks Road) for site access. No new roads would be required for the proposed project. As described in Section 4.16, *Utilities and Service Systems*, the project would utilize existing water, wastewater, and solid waste facilities that serve Goleta. Utility expansion to serve the new clubhouse, comfort station, and Rio Grande Coffee Shop would be limited to just those uses. No additional infrastructure or facilities beyond those necessary to accommodate the proposed project would be required. In addition, no undeveloped land in the vicinity of the project site would have new potential for development through the extension of utility services to the project site. For these reasons, implementation of the proposed project would not extend infrastructure in a manner that would remove any obstacle to growth.

5.2 Significant Unavoidable Effects

CEQA Guidelines Section 15162.2(c) requires that an EIR identify significant impacts that a project would cause which cannot be reduced to a less than significant with the application of mitigation measures. As discussed throughout Section 4, *Environmental Impact Analysis*, the proposed mitigation measures would reduce potentially significant impacts to less than significant. Implementation of the proposed project would not result in significant, unavoidable impacts.

5.3 Irreversible Environmental Effects

CEQA Guidelines Section 15162.2(d) requires a discussion of any significant irreversible environmental changes which would be caused by implementation of the proposed project. Such significant irreversible environmental changes may include the following:

- Use of non-renewable resources during the initial and continued phases of the project which would be irreversible because a large commitment of such resources makes removal or non-use unlikely.
- Primary impacts and, particularly secondary impacts (such as highway improvement which provides access to a previously inaccessible area) which generally commit future generations to similar uses.
- Irreversible damage which may result from environmental accidents associated with the project.

Construction of the proposed project would require building materials and energy, including non-renewable resources. Consumption of these resources would occur with any development in Goleta and are not unique to the proposed project. Operation of the proposed project would irreversibly increase local demand for non-renewable energy resources such as natural gas and electricity. Any additional vehicle trips associated with the proposed project would incrementally increase local traffic and regional air pollutant and greenhouse gas emissions. However, as discussed in Section 4.2, *Air Quality*, Section 4.5, *Energy*, and Section 4.7, *Greenhouse Gas Emissions*, these impacts would be less than significant.

Development accommodated by the proposed project would require an irreversible commitment of fire protection services, law enforcement, water supply, wastewater treatment, and solid waste disposal services; however, as described in Section 4.13, *Public Services*, and Section 4.16, *Utilities and Service Systems*, these impacts would be less than significant.

5.4 Mandatory Findings

Section 15065 of the *CEQA Guidelines* requires the following specific Mandatory Findings of Significance be addressed as part of the environmental review for the project:

- The potential for the project to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory;
- The project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals;
- Project impacts that are individually limited, but cumulatively considerable. ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects); and
- Environmental effects of the project which will cause substantial adverse effects on human beings, either directly or indirectly.

Section 4.3, *Biological Resources*, describes the proposed project's potential effects of the project on plant and animal species populations, habitats, communities, and migratory patterns. Section 4.4, *Cultural Resources*, and Section 4.15, *Tribal Cultural Resources*, describe the proposed project's potential effects on important historical and prehistorical cultural and tribal cultural resources on the project site. Potential adverse environmental effects to human beings are discussed in Section 4.2, *Air Quality*, Section 4.6, *Geology and Soils*, Section 4.8, *Hazards and Hazardous Materials*, Section 4.9, *Hydrology and Water Quality*, Section 4.10, *Land Use and Planning*, Section 4.11, *Noise*, and Section 4.17.4, *Wildfire*. Furthermore, as discussed above, each environmental analysis section of the EIR concludes with a discussion of the proposed project's contribution to cumulative effects.

The Executive Summary of this EIR summarizes all impacts and mitigation measures that apply to the proposed project.

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6 Alternatives

6.1 Introduction

Section 15126.6 of the *California Environmental Quality Act (CEQA) Guidelines* provides guidance for the identification and evaluation of project alternatives in an Environmental Impact Report (EIR). The *CEQA Guidelines* state that an "EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives."

As required by Section 15126.6 of the *CEQA Guidelines*, this EIR examines a range of reasonable alternatives to the project that would avoid or substantially lessen the significant but mitigable impacts of the project, as no significant and unavoidable impacts were identified, and would attain most of the following project objectives:

1. 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.
2. 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.
3. Provide improved recreational and dining facilities for golfers, diners, and special event attendees at the Sandpiper Golf Club.
4. Provide enhanced maintenance facilities to support Sandpiper Golf Club operations.
5. Rehabilitate, preserve, and adaptively reuse the historic Barnsdall Rio Grande Gas Station.
6. Protect water quality and bluff stability by converting existing private septic systems to public sewers and utilizing sandcapping to filter stormwater.
7. Improve public views across the property from Hollister Avenue by undergrounding overhead utility lines and implementing other improvements.
8. Improve coastal access for the public in the vicinity of the project site.

6.2 Project Alternatives

This discussion focuses on alternatives to the project, including alternatives which were considered but ultimately rejected from further evaluation. These alternatives have been selected for their ability to substantially reduce or eliminate one or more of the significant but mitigable adverse impacts associated with the project, as no significant and unavoidable impacts were identified, while still meeting most of the basic project objectives. This EIR also evaluates a No Project Alternative, consistent with the *CEQA Guidelines* Section 15126.6(e).

6.2.1 Alternatives Considered but Rejected from Further Evaluation

Section 15126.6(c) of the *CEQA Guidelines* requires that an EIR identify alternatives that were considered but rejected as infeasible and provide a brief explanation as to why such alternatives were not fully considered in the EIR. As required by the *CEQA Guidelines*, the selection of alternatives for this EIR included a screening process to determine a reasonable range of alternatives, which could reduce significant effects but also feasibly meet project objectives. Alternatives that do not clearly provide any environmental advantages compared to the project, do not meet basic project objectives, or do not achieve overall lead agency policy goals, have been eliminated from further consideration. The factors that may be considered when addressing the feasibility of alternatives include site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (*State CEQA Guidelines*, Section 15126.6[f][1]).

CEQA Guidelines Section 15126.6(a) also states that "an EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation." The alternatives shall be limited to those that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. Other alternatives may be considered but are not required to satisfy the requirements of CEQA.

For the project, characteristics used to reject alternatives from further consideration include:

- Failure to meet basic project objectives;
- Limited effectiveness in reducing project environmental impacts;
- Inconsistency with City policies; and
- Potential for inconsistency with adopted agency plans and policies.

The following alternatives were considered but eliminated from further analysis by the City due to one or more of these factors.

Alternative Location

The first step in considering an off-site alternative is identifying whether any of the significant impacts of the project would be avoided or substantially lessened by the relocation. Only locations that would avoid or substantially lessen any of the significant impacts of the project need be considered for inclusion in the EIR (*CEQA Guidelines* Section 15126.6[f][2][A]). If it is determined that no feasible alternative locations exist, the EIR must disclose the reasons for this conclusion (*CEQA Guidelines* Section 15126.6[f][2][B]).

No alternative properties to undertake the proposed project are analyzed in this EIR. The project involves renovation of the Sandpiper Golf Club. Based on a review of golf course properties in the City, there are no other properties in the City or surrounding area that could support renovation similar to the proposed project, and the project applicant does not own or control any other property within the City that would be suitable for renovation. The Glen Annie Golf Course, located at 405 Glen Annie Road in Santa Barbara County adjacent to Goleta, was rezoned for housing in the County of Santa Barbara 2023-2031 Housing Element Update, which would preclude renovation of the golf course for non-residential uses (County of Santa Barbara 2023). The Hidden Oaks Golf Course, located

at 4760 Calle Camarada in the City of Santa Barbara, is closed, but not within the City of Goleta and is approximately 12 acres and would not allow for the implementation of a project with similar uses and square footage as the proposed project (which is located on a 193-acre project site). As of April 2025, there are currently no vacant golf course properties of similar size for sale and that could be redeveloped (LoopNet 2025). Furthermore, several of the project objectives are specific to renovation of the Sandpiper Golf Club and could not occur at an alternative location, including providing improved facilities for golfers, diners and special event attendees at the Sandpiper Golf Club, providing enhanced maintenance facilities to support Sandpiper Golf Club operations, and rehabilitation and adaptive reuse of the Barnsdall Rio Grande Gas Station. As a result of these considerations, alternative project site locations were considered and rejected, consistent with *CEQA Guidelines* Section 15126.6(c).

Alternative Use

The proposed project would involve renovation of the Sandpiper Golf Club. The City considered an alternative that would repurpose the project site for uses other than golf facilities. The project site is zoned as Open Space/Active Recreation, which allows for active and passive recreation, open space, golf courses, and nature preserves. Alternative uses such as residential, commercial, or industrial uses would not comply with this zoning designation, leading to potential conflicts with local regulations and policies. The proposed renovation of the Sandpiper Golf Club is designed to minimize environmental impacts, such as reducing impervious hardscape, reducing water use, and reducing pesticide use, whereas alternative, developed uses could cause greater environmental impacts through site-wide development. Development of the site with more intensive recreational uses could generate greater environmental impacts than the proposed project, including those related to an increase in population, vehicle trips and associated emissions, or impervious surface areas. Additionally, several of the project objectives are specific to renovation of the existing Sandpiper Golf Club, and an alternative land use would not meet these objectives. As a result of these considerations, an alternative use of the project site was considered and rejected, consistent with *CEQA Guidelines* Section 15126.6(c).

6.2.2 Description of Alternatives Evaluated

This analysis considers the following four alternatives to the proposed project:

- Alternative 1: No Project Alternative
- Alternative 2: Clubhouse Renovation
- Alternative 3: Revised Site Plan
- Alternative 4: Extended Bicycle Path

Table 6-1 provides a summary comparison of the development characteristics of the proposed project and each of the alternatives considered. Each of these alternatives is described below. The potential environmental effects of each of these alternatives in comparison to the proposed project is described in Section 6.3.

Table 6-1 Comparison of Project Alternatives' Buildout Characteristics

Feature	Proposed Project	Alternative 1: No Project Alternative	Alternative 2: Clubhouse Renovation	Alternative 3: Revised Site Plan	Alternative 4: Extended Bicycle Path
Proposed Project Components	New clubhouse, comfort station, Rio Grande Coffee Shop (including adaptive reuse of the Barnsdall-Rio Grande gas station building), maintenance yard, and golf course; dedication of lateral access easements; dedication of open space easement in Bell Canyon; coastal access improvements, including a Type 4 trail; Hollister Avenue improvements; and undergrounding of power lines.	No change to the existing clubhouse, comfort station, vacant Barnsdall Rio Grande Gas Station, maintenance yard, and golf course.	New clubhouse and no other improvements.	Shifted placement of the Rio Grande Coffee Shop building and no construction of the Hollister Avenue Road improvements, including the Type 4 trail and lateral access easement along Hollister Avenue. New clubhouse, comfort station, maintenance yard, and golf course; dedication of lateral access easements along the beach frontage; dedication of open space easement in Bell Canyon; undergrounding of power lines, and adaptive reuse of the Barnsdall-Rio Grande gas station building, would remain the same as the proposed project.	Includes a bicycle path along Hollister Avenue instead of a Type 4 trail. New clubhouse, comfort station, Rio Grande Coffee Shop (including adaptive reuse of the Barnsdall-Rio Grande gas station building), maintenance yard, and golf course; dedication of lateral access easements; dedication of open space easement in Bell Canyon; Hollister Avenue improvements; and undergrounding of power lines
Sphere of Influence Request[1]	Included	Not included	Included	Included	Included
Lot Area	193 acres	193 acres	193 acres	193 acres	193 acres
Floor Area	46,028 sf	16,969 sf	37,179 sf	44,257 sf	46,028 sf
Maximum Height	33 feet (clubhouse)	28 feet and 6 inches (clubhouse)	33 feet (clubhouse)	33 feet (clubhouse)	33 feet (clubhouse)
Provided Parking	162 spaces	139 spaces	138 spaces	148 spaces	162 spaces
Disturbed Soil Area	>193 acres[2]	0 acres	0.45 acre	193 acres	>193 acres[2]

[1] The Sphere of Influence request would incorporate the new clubhouse and comfort station into Goleta West Sanitary District's Sphere of Influence.

[2] The proposed Hollister Avenue improvements would involve grading and soil-disturbing activities within Hollister Avenue and its right of way, which are not considered part of the Sandpiper Golf Club lot.

sf = square feet

6.2.2.1 Alternative 1: No Project Alternative

The purpose of describing and analyzing a no project alternative is to allow decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. According to *State CEQA Guidelines* Section 15126.6(e)(3)(C), the lead agency should analyze the impacts of the no project alternative by projecting what would reasonably be expected to occur in the foreseeable future if the project were not approved. The No Project Alternative assumes that the proposed project is not approved and the Sandpiper Golf Club and course is not renovated. The existing project site would be maintained, and the golf course operations would continue, unchanged compared to existing conditions. The No Project Alternative would not upgrade the existing clubhouse, comfort station, or maintenance yard; would not rehabilitate/adaptively reuse the aging Barnsdall Rio Grande Gas Station; would not reduce the irrigated turf area of the golf course; would not provide lateral access or open space easements; and would not eliminate septic system use. Under the No Project Alternative, the Sphere of Influence request would not be included.

6.2.2.2 Alternative 2: Clubhouse Renovation

Alternative 2 would consist of just demolition of the existing clubhouse facility and reconstructing a new clubhouse building. This alternative would not involve golf course recontouring, replacement of the existing comfort station or maintenance yard, construction of the Rio Grande Coffee Shop (including restoration and adaptive reuse of the Barnsdall Rio Grande Gas Station), coastal access improvements, dedication of a lateral access easement, dedication of an open space easement in Bell Canyon, or Hollister Avenue improvements. Similar to the proposed project, Alternative 2 would involve the demolition of the existing 9,305 square foot clubhouse, and construction of a new 37,179 square foot, two-level clubhouse and basement, and 138 parking spaces. The new clubhouse would feature expanded storage areas for materials and supplies needed for golf course operations, employee support spaces, a lobby, pro-shop, grab and go café, kitchens, gallery, offices, golf simulator rooms, a guest lounge, a new restaurant and kitchen, and a cocktail bar. The new clubhouse would expand outdoor dining terrace areas by 4,416 square feet, indoor restaurant seating by 47 seats, and outdoor restaurant seating by 54 seats. The new clubhouse would require an additional 12 employees, for a total of 47 projected full-time staff at the Sandpiper Golf Club. Similar to the proposed project, the project applicant would request a zoning code adjustment to allow a portion of the clubhouse to exceed the 25-foot height limit for the Open Space/Active Recreation zone, and the Sphere of Influence request would remain.

Operation of the golf course would be similar to existing conditions, as the number of golf rounds would not change, maintenance activities would be the same as existing conditions, and the amount of turf would not be reduced.

6.2.2.3 Alternative 3: Revised Site Plan

Alternative 3 would consist of revising the site plan for the proposed project to shift the proposed location of the Rio Grande Coffee Shop 75 feet southwest, such that the Coffee Shop and associated parking lot would be located approximately 50 feet southwest of the Barnsdall Rio Grande Gas Station to ensure vibration from construction vehicles and equipment would not damage the Barnsdall Rio Grande Gas Station, which could occur under the proposed project (prior to mitigation). Under the proposed project, the new coffee shop would be directly east of the Barnsdall Rio Grande Gas Station. Restoration of the Barnsdall Rio Grande Gas Station, construction of the Rio Grande Coffee Shop, and connection of the Rio Grande Coffee Shop to the existing sewer system under Alternative 3 would be

similar to the proposed project, with the only change being a 75-foot shift in the location of the Rio Grande Coffee Shop.

To further reduce potential vibration impacts, Alternative 3 would not include the following Hollister Avenue roadway improvements:

- 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 refuge 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;
- Construction of a Type 4[1] trail and landscaping trail along the south side of Hollister Avenue;
- Dedication of a lateral access easement along Hollister Avenue;
- Construction of a curb and gutter along the south side of Hollister Avenue;
- Relocation of the existing bus stop and pocket[2] 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.

Additionally, Alternative 3 would not include the construction of the free-standing bridge over Devereaux Creek. Similar to the proposed project, Alternative 3 would include the construction of a new clubhouse, comfort station, maintenance yard, golf course recontouring, dedication of lateral access easements, dedication of open space easement at Bell Canyon, and undergrounding of existing utility lines, which would be the same as the proposed project.

Similar to the proposed project, the project applicant would request a zoning code adjustment to allow a portion of the clubhouse to exceed the 25-foot height limit for the Open Space/Active Recreation zone, and the Sphere of Influence request would remain. Operation of the Sandpiper Golf Club under Alternative 3 would be the same as for the proposed project, as Alternative 3 would require the same number of employees and maintenance activities for the recontoured golf course.

[1] A Type 4 trail provides a 6-foot-wide path for pedestrian bike and equestrian use.
[2] On October 31, 2022, the Metropolitan Transportation District approved the proposed layout of the relocated bus station and pocket.

6.2.2.4 Alternative 4: Extended Bicycle Path

Alternative 4 would include the construction of a new clubhouse, comfort station, Rio Grande Coffee Shop, maintenance yard, golf course recontouring, dedication of lateral access easements, dedication of a conservation easement at Bell Canyon, and undergrounding of existing utility lines, which would be the same as the proposed project. Additionally, Alternative 4 would include most of the Hollister Avenue improvements as described for the proposed project. However, rather than a Type 4[3] trail along the south side of Hollister Avenue that would extend from the eastern project site boundary to the proposed clubhouse parking lot, Alternative 4 would include a 10- to 14-foot Class I bicycle path[4] within Hollister Avenue's southern right-of-way, extending approximately from the Hollister Avenue and Cathedral Oaks Road intersection to an existing Class I bicycle path just west of Pebble Beach Drive, approximately 0.3 mile beyond the project site's eastern boundary. The Class I bicycle path would facilitate the use of other alternative modes of transportation. Alternative 4 would accommodate an existing bus stop just north of a parking area for the Ellwood Mesa Open Space and Sperling Preserve, as well as a proposed bus stop just east of the Hollister Avenue and Cathedral Oaks Road intersection. Similar to the proposed project, the project applicant would request a zoning code adjustment to allow a portion of the proposed clubhouse to exceed the 25-foot height limit for the Open Space/Active Recreation zone, a Modification to allow eight (8) proposed parking spaces to encroach into the required front yard setback, and the Sphere of Influence request would remain. Operation of the Sandpiper Golf Club under Alternative 4 would be the same as for the proposed project, as Alternative 4 would require the same number of employees and maintenance activities for the recontoured golf course.

6.3 Alternatives Impact Analysis

6.3.1 Alternative 1: No Project Alternative

a. Aesthetics

Under the No Project Alternative, the Sandpiper Golf Club would be operated and maintained in the existing condition and would not be renovated. The No Project Alternative would not involve new construction or the addition of structures on the project site that could impact scenic vistas, which would reduce construction impacts when compared to the proposed project. However, the No Project Alternative would not include undergrounding of the existing power lines or restoration of the existing Barnsdall Rio Gas Station and therefore would not result in the aesthetic improvements to the project site that would occur as part of the proposed project. Therefore, the No Project Alternative would have no construction impacts on scenic vistas, but would not improve the visual quality of the site or community. Overall, the No Project Alternative would have no impact when compared to existing conditions, but a greater visual impact when compared to the proposed project, because it would not include the site renovation and undergrounding on utilities lines along Hollister Avenue that would be implemented as part of the proposed project.

[3] A Type 4 trail provides a 6-foot-wide path for pedestrian bike and equestrian use.
[4] A Class I bicycle path is a paved right-of-way that is completely separated from vehicular traffic and is designated for the exclusive use of bicycles and pedestrians.

The project site is not visible from a scenic highway. Like the proposed project, the No Project Alternative would have no impact on scenic resources within a State scenic highway.

The No Project Alternative would not result in renovation that would conflict with applicable zoning or other regulations that govern scenic quality. However, the No Project Alternative would not support the City of Goleta's General Plan/Coastal Land Use Plan's policies governing scenic resources, because it would not include site renovation that would be implemented as part of the proposed project.

The No Project Alternative would not result in new sources of light and glare, as no renovation would occur. Sources of light and glare on the project site, under the No Project Alternative, would remain the same as existing conditions. Therefore, the No Project Alternative would have no impact involving the creation of new sources of light and glare, which would be a lesser level of impact than the proposed project.

Based on the above, the No Project Alternative would have no impact on aesthetics. The No Project Alternative's aesthetics impacts resulting from construction and light and glare would be reduced when compared to the proposed project, due to the lack of renovation on the site. However, the No Project Alternative would not include visual enhancements provided by the proposed project, such as the undergrounding of existing power lines or restoration of the existing Barnsdall Rio Gas Station.

b. Air Quality

The No Project Alternative would not result in renovation that could lead to indirect population growth and therefore would not conflict with the land use assumptions and population projections used to forecast emissions in the 2022 Ozone Plan. Therefore, the No Project Alternative would have no impact involving conflict with an applicable air quality management plan, which would be a lesser level of impact than the proposed project.

The No Project Alternative would not include construction or demolition activities, including construction vehicle trips, that could emit criteria air pollutants. Operation and maintenance of the Sandpiper Golf Club under the No Project Alternative would maintain existing conditions, similar to the proposed project. Overall, the No Project Alternative would have no impact involving generation of criteria pollutant emissions, which would be a lesser level of impact than the proposed project.

Under the No Project Alternative, there would be no construction or demolition activities or construction vehicle trips to the project site that could expose sensitive receptors to pollutants. Therefore, the No Project Alternative would have no impact involving exposure of sensitive receptors to substantial pollutant concentrations, which would be a lesser level of impact than the proposed project.

The No Project Alternative would maintain existing conditions on the project site and would not involve demolition or construction activities. The No Project Alternative would not have the potential to generate odors beyond those already occurring. Therefore, the No Project Alternative would have no change involving odor emissions, which would be a lesser level of impact than the proposed project.

Based on the above, the No Project Alternative would have no impact on air quality. The No Project Alternative's air quality emissions would remain the same and would be less compared to the proposed project due to the lack of construction emissions from renovation of the site.

c. Biological Resources

The No Project Alternative would not include any renovation activities on the project site and therefore would have no potential to impact special-status plant and wildlife species, riparian habitat or Environmentally Sensitive Habitat Area (ESHA), wetlands, or wildlife migration based on renovation on the project site. Therefore, the No Project Alternative would have no impact on these biological resources from renovation. Because the No Project Alternative would not include any renovation activities on the project site, the No Project Alternative has no potential to conflict with local policies or ordinances protecting biological resources, and no impact would occur as a result of renovation. As with the proposed project, the No Project Alternative would not be located in an area subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, and no impact would occur. Overall, the No Project Alternative would have no impact on biological resources from renovation activities, which is a lesser level of impact than the proposed project.

d. Cultural Resources

The No Project Alternative would not involve new construction near the historic Barnsdall Rio Grande Gas Station and would not have the potential to damage Barnsdall Rio Grande Gas Station due to vibration from construction equipment. While the No Project Alternative would have no impact on historic resources when compared to existing conditions, the No Project Alternative would not restore the Barnsdall Rio Grande Gas Station, as would occur under the proposed project. The Barnsdall Rio Grande Gas Station has been unused and largely abandoned since the 1950s. This long period of inactivity has left it vulnerable to deterioration from weather, vandalism, and lack of upkeep. Under the No Project Alternative, the Barnsdall Rio Grande Gas Station would remain at risk of further deteriorating and losing its historic integrity.

The No Project Alternative would not involve ground-disturbing activities (other than normal routine maintenance activities) that could potentially damage or disturb subsurface archaeological resources. Therefore, the No Project Alternative would have no impact on archaeological resources, which would be a lesser level of impact than the proposed project.

Under the No Project Alternative, no ground-disturbing activities on the project site would occur that could potentially damage or disturb human remains. Therefore, the No Project Alternative would have no impact on human remains, which would be a lesser level of impact than the proposed project.

Based on the above, the No Project Alternative would have no impact on cultural resources. The No Project Alternative's cultural resources impacts would be reduced compared to the proposed project due to the lack of renovation of the site. However, the No Project Alternative would not restore the Barnsdall Rio Grande Gas Station, putting this building at further risk due to the lack of use.

e. Energy

Under the No Project Alternative, no construction activities would occur that would result in the consumption of energy. However, the No Project Alternative would not replace aging on-site structures with energy efficient features that could reduce energy use on-site, including the installation of a new irrigation system and construction of buildings compliant with current energy efficiency standards. Overall, the No Project Alternative would not change the current consumption of energy at the site. When compared to existing conditions, the No Project Alternative would have no impact related to energy. When compared to the proposed project, however, the No Project

Alternative would have a greater impact, as it would result in less overall operational energy efficiency than the proposed project.

The No Project Alternative would not include construction activities that would result in increased energy use on the project site. However, the No Project Alternative would not renovate existing structures to be compliant with current energy efficiency standards, would not include a new maintenance building that allows for the installation of solar panels on the roof, would not increase the number of electric vehicle charging stations on the project site, and would not improve pedestrian and bicycle transportation along Hollister Avenue; all of which are aligned with Senate Bill 100, the City's Climate Action Plan (CAP), Strategic Energy Plan, or Municipal Code requirements. While the No Project Alternative would not conflict with renewable energy or energy efficiency plans, the No Project Alternative would result in less overall operational energy efficiency than the proposed project.

Based on the above, the No Project Alternative would have no impact related to energy. The No Project Alternative's energy impacts would be reduced compared to the proposed project due to the lack of construction during construction of the site. However, the No Project Alternative would result in less overall operational energy efficiency than the proposed project.

f. Geology and Soils

The No Project Alternative would be located on the same project site as the proposed project and would be subject to the same seismic hazards, including fault rupture. The No Project Alternative would not involve ground-disturbing activities, and would not introduce new structures, residents, or employees to the project site. Therefore, the No Project Alternative would have no impact involving risk of loss, injury, or death due to fault rupture when compared to existing conditions, which would be a lesser level of impact than the proposed project.

The No Project Alternative would not involve renovation on the project site that could increase the risk of loss, injury, or death due to seismic ground shaking when compared to existing conditions. Therefore, the No Project Alternative would have no additional impact involving risk of loss, injury, or death due to strong seismic ground shaking. However, the No Project Alternative would not include the renovation/reconstruction of existing buildings with buildings that meet current, more stringent seismic design requirements than were in place at the time of development of the existing buildings. Thus, the No Project Alternative would not result in seismic upgrades to buildings provided by the proposed project from construction of new buildings designed with current seismic standards and therefore the seismic safety the golf course facilities would remain unchanged from when they were constructed.

The No Project Alternative would not involve ground-disturbing activities or increase the potential for the risk of loss, injury, or death related to liquefaction to occur on the project site when compared to existing conditions. Therefore, the No Project Alternative would have no impact involving risk of loss, injury, or death due to seismic-related ground failure. Although the No Project Alternative would have no impact, the No Project Alternative would not include the renovation of the site with buildings constructed in accordance with modern seismic safety standards. The No Project Alternative would not involve renovation on the project site that could increase the risk of loss, injury, or death due to landslides when compared to existing conditions. Therefore, the No Project Alternative would have no impact involving risk of loss, injury, or death due to landslides, which would be a lesser level of impact than the proposed project.

The No Project Alternative would not involve construction activities, such as grading, that would increase the potential for erosion and sedimentation. Under the No Project Alternative, existing drainage patterns on the project site would be maintained, and the No Project Alternative would not result in new sources of runoff that could contribute to project site erosion. Therefore, the No Project Alternative would have no impact involving substantial soil erosion or the loss of topsoil, which would be a lesser level of impact than the proposed project.

The No Project Alternative would not increase the potential for unstable soils to occur on the project site when compared to existing conditions. Therefore, the No Project Alternative would have no impact involving unstable soils, which would be a lesser level of impact than the proposed project.

Soils on the project site have very low potential for expansion. The No Project Alternative would not involve on-site renovation that could potentially increase the risks to life or property from expansive soils. The No Project Alternative would have no impact involving expansive soils because of no renovation, which would be a lesser level of impact than the proposed project.

Although the No Project Alternative would not include the abandonment of on-site septic tanks, it also would not involve the installation of additional septic tanks on-site. As such, the No Project Alternative would not result in increased impacts related to the use of septic tanks, similar to the proposed project. However, the No Project Alternative's impact involving septic tanks would be greater than the proposed project, as the No Project Alternative would not discontinue use and abandon the on-site septic tanks and would perpetuate the risk of septic tank failure at the project site.

The No Project Alternative would not involve ground-disturbing activities that could potentially damage or disturb unanticipated paleontological resources would occur. Therefore, the No Project Alternative would have no impact involving paleontological resources, which would be a lesser level of impact than the proposed project.

Based on the above, the No Project Alternative would have no impact related to fault rupture, liquefaction, landslides, erosion, unstable soils, and expansive soils, which is a lesser impact than the proposed project. However, the No Project Alternative would not include the demolition of existing buildings with the construction of new buildings that meet current, more stringent seismic design requirements than were in place at the time of development of the existing buildings. The No Project Alternative would result in a greater impact related to the use of septic systems when compared to the project. The No Project Alternative would have no impact related to paleontological resources, which is a lesser impact than the proposed project.

g. Greenhouse Gas Emissions

The No Project Alternative would not result in construction activities or additional vehicle trips than what is already occurring that could emit greenhouse gas (GHG) emissions. Unlike the proposed project, the No Project Alternative would not increase operational GHG emissions. The No Project Alternative would have no impact involving GHG emissions, which would be a lesser level of impact than the proposed project.

The No Project Alternative does not involve renovation activities that would increase GHG emissions and therefore would not have the potential to conflict with existing policies or regulations established to reduce GHG emissions. The No Project Alternative would not increase the total number of electric vehicle parking spaces at the project site, would not improve public transit along Hollister Avenue, would not improve the existing and aging irrigation system to maximum water use efficiency, and would not upgrade the existing buildings to be consistent with modern building electrification

requirements; all of which are aligned with existing policies or regulations established to reduce GHG emissions. Nevertheless, the No Project Alternative would not increase GHG emissions and would have no impact related to conflicts with existing policies or regulations established to reduce GHG emissions, which would be a lesser level of impact than the proposed project.

Based on the above, the No Project Alternative would have no impact related to GHG emissions. The No Project Alternative's GHG emissions impacts would be reduced compared to the proposed project due to the lack of additional GHG emissions associated with renovation of the site.

h. Hazards and Hazardous Materials

The No Project Alternative would not alter the existing use of the project site and would not introduce new construction-related activities that could increase the transport, use, or disposal of hazardous materials. However, unlike the proposed project, operation of the No Project Alternative would not reduce fertilizer and pesticide use on the golf course. As a result, the ongoing transport, use, and disposal of hazardous materials during operation would continue at current levels. While the No Project Alternative would not increase hazardous materials use beyond existing conditions, its impact would be greater than that of the proposed project, which includes operational reductions. Nonetheless, this impact would remain less than significant.

The No Project Alternative would not result in a change in the use of the project site and consequently would not have the potential to disturb hazardous materials within the existing clubhouse, comfort station, or Barnsdall Rio Grande Gas Station, or within project site soils or groundwater. Therefore, the No Project Alternative would have no additional impact involving the accidental release of hazardous materials, which would be a lesser level of impact than the proposed project.

The No Project Alternative would not involve any handling of hazardous materials for construction and would not result in the increased handling of hazardous materials within the vicinity of Ellwood School. Unlike the proposed project, operation of the No Project Alternative would not result in reduced fertilizer and pesticide use on the golf course and therefore would not decrease the transport, use, or disposal of hazardous materials during operation compared to existing conditions. Therefore, the No Project Alternative would not change the existing condition involving the handling of hazardous materials within 0.25-mile of a school, which would be a lesser level of impact than the proposed project.

The No Project Alternative would not result in a change of use of the project site and consequently would not have the potential to disturb existing hazardous materials within project site soils or groundwater. Therefore, the No Project Alternative would have no impact involving the creation of a significant hazard to the public or environment, which would be a lesser level of impact than the proposed project, which would involve soil disturbance and potentially disturb hazardous materials within project site soils.

As with the proposed project, the No Project Alternative would continue to be located outside of the safety and noise contours of the Santa Barbara Airport. The No Project Alternative would not change the use of the property and would not introduce additional employees or visitors to the project site. Therefore, the No Project Alternative would have no change to the condition involving safety hazards or excessive noise related to airport operations, which would be a lesser level of impact than the proposed project.

The No Project Alternative would maintain existing roadway conditions at the project site and would not involve construction vehicles or operational traffic that could potentially interfere with an adopted emergency response or emergency evacuation plan. Therefore, the No Project Alternative

would have no change to the site's condition that would interfere with an adopted emergency response or emergency evacuation plan, which would be a lesser level of impact than the proposed project.

The No Project Alternative would maintain existing conditions at the project site and would not involve renovation activities which could increase the risk of wildland fire beyond existing conditions. As discussed in Section 4.8, *Hazards and Hazardous Materials*, the project site is partially located within a fire hazard severity zone. As the No Project Alternative would maintain existing conditions, the existing on-site buildings would not be renovated in accordance with the most recent building code standards for wildfire protection. Nonetheless, as the No Project Alternative would not involve construction activities with the potential to result in wildfire ignition, the No Project Alternative's impacts related to wildfire would be decreased when compared to the proposed project and would be less than significant.

Based on the above, the No Project Alternative would have a less than significant impact related to hazards and hazardous materials. However, unlike the proposed project, operation of the No Project Alternative would not result in a reduction in fertilizer and pesticide use on the golf course and therefore would not decrease the transport, use, or disposal of hazardous materials during operation that are currently occurring. Additionally, the No Project Alternative would not renovate existing buildings to meet current building code standards for wildfire protection. However, the No Project Alternative's impact related to wildfire would be decreased when compared to the proposed project, as the No Project Alternative would not include construction activities that would increase the risk of wildfire ignition.

i. Hydrology and Water Quality

The No Project Alternative would not result in demolition or new construction that could violate water quality standards or waste discharge requirements. No new sources of pollutants would be introduced to the project site, and existing drainage patterns would be maintained. The No Project Alternative would have no impact involving water quality degradation during construction, which would be a lesser level of impact than the proposed project. However, unlike the proposed project, operation of the No Project Alternative would not result in a reduction in fertilizer and pesticide use on the golf course, would not include a new water-efficient irrigation system, and would not include new on-site bioretention basins. Therefore, the No Project Alternative would not decrease the potential to impair water quality due to pesticides, reduced irrigation, and additional stormwater treatment infrastructure on-site.

Unlike the proposed project, the No Project Alternative would not involve construction and consequently would not require groundwater dewatering. The No Project Alternative would not introduce new impervious surfaces that could affect groundwater recharge. Therefore, the No Project Alternative would have no impact involving groundwater supplies or groundwater recharge, which would be a lesser level of impact than the proposed project.

The No Project Alternative would not involve renovation and would maintain existing conditions at the project site. The No Project Alternative would not include construction activities that could alter the drainage pattern of the project site, including through the alteration of a course of a stream or river or through the addition of impervious surfaces in a manner that could result in substantial erosion or siltation and introduction of polluted runoff, which is a lesser level of impact compared to the proposed project. However, unlike the proposed project, the No Project Alternative would not remove the existing culvert and restore Devereaux Creek to its natural condition and flow.

The No Project Alternative would be subject to the same on-site inundation hazards as the proposed project. Like the proposed project, hazardous materials stored on-site would located be outside the inundation areas and stored in accordance with applicable regulatory requirements. The No Project Alternative would not change the risk of release of stormwater pollutants during inundation compared to existing conditions.

The No Project Alternative would not result in water quality impacts related to erosion, groundwater dewatering, construction of new structures, or addition of new uses to the site. Consequently, the No Project Alternative would not conflict with the goals of the Basin Plan. The No Project Alternative would have no impact on on-site water use and therefore would not interfere with the management of the Basin in accordance with the Wright Judgement or implementation of Goleta Water District's Groundwater Management Plan Goleta Groundwater Basin. However, the No Project Alternative would not decrease the potential to impair water quality or reduce water use on-site. Nevertheless, the No Project Alternative would have no change/impact involving obstruction of a water quality control plan or groundwater management plan, which would be a lesser level of impact than the proposed project.

Based on the above, the No Project Alternative would have no impact related to hydrology and water quality. However, unlike the proposed project, operation of the No Project Alternative would not decrease the potential to impair water quality due to pesticides, reduced potential for overwatering, and additional stormwater treatment infrastructure on-site. Nevertheless, the No Project Alternative's hydrology and water quality impacts would be reduced compared to the proposed project due to the lack of construction activities during renovation of the site.

j. Land Use and Planning

The No Project Alternative would not include construction that could physically divide an established community. Therefore, the No Project Alternative would have no impact involving the physical division of an established community, which would be the same level of impact as the proposed project.

The No Project Alternative would not include renovation or other additional on-site activities beyond existing conditions. The No Project Alternative would not support Policies VH 2.3, VH 4.14, and PF 6.2 related to the undergrounding of existing utility lines, as the No Project Alternative would not underground the existing utility lines. Additionally, the No Project Alternative would not support Policy VH 5.4 related to preservation of historic structures, as the No Project Alternative would not adaptively reuse the Barnsdall Rio Grande Gas Station. Therefore, the No Project Alternative would not directly conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant, which is a lesser level of impact than the proposed project.

k. Noise

The No Project Alternative would not involve demolition or construction, including grading and excavation, that could result in the generation of construction noise levels that exceed City of Goleta standards. Therefore, the No Project Alternative would have no impact involving generation of a substantial temporary increase in ambient noise levels, which would be a lesser level of impact than the proposed project.

The No Project Alternative would maintain existing on-site conditions and would not introduce new structures or land uses that could result in increases in operational noise. Therefore, the No Project Alternative would have no impact involving generation of a substantial permanent increase in ambient noise levels, which would be a lesser level of impact than the proposed project.

The No Project Alternative would maintain existing on-site conditions and would not introduce new vehicle trips to and from the project site. Therefore, the No Project Alternative would have no impact involving generation of a substantial permanent increase in ambient noise levels due to vehicle trips, which would be a lesser level of impact than the proposed project.

The No Project Alternative would not involve new construction near the historic Barnsdall Rio Grande Gas Station and would not result in any potential to affect the building due to construction-related groundborne vibration. Therefore, the No Project Alternative would have no impact involving groundborne vibration, which would be a lesser level of impact than the proposed project.

The No Project Alternative would be located outside the noise contours from Santa Barbara Airport and, unlike the proposed project, would not result in increased employees or visitors on the project site. Therefore, the No Project Alternative would have no impact involving exposure of people residing or working in the project area to excessive noise levels, which would be a lesser level of impact than the proposed project.

Based on the above, the No Project Alternative would have no impact related to noise. The No Project Alternative's noise impacts would be reduced compared to the proposed project due to the lack of renovation of the site.

l. Parks and Recreation

The No Project Alternative would not result in new employees or visitors at the project site, and would consequently not increase demand for parks or recreational facilities. The No Project Alternative would not redevelop the Sandpiper Golf Club, an existing recreational facility, and would thus have no impact involving construction or expansion of a recreational facility that might have an adverse physical effect on the environment. Unlike the proposed project, the No Project Alternative would not expand recreational access at the project site through construction of a Type 4 trail or dedication of a lateral access easement along the beach frontage on the sand and along Hollister Avenue. Nevertheless, the No Project Alternative would have no impact on parks or recreational facilities, which would be a lesser level of impact than the proposed project.

m. Public Services

The No Project Alternative would not result in new employees or visitors at the project site and would not increase demand for public services, including fire protection, police protection, schools, or other public facilities. Therefore, the No Project Alternative would have no impact on public services, which would be a lesser level of impact than the proposed project.

n. Transportation and Circulation

Unlike the proposed project, the No Project Alternative would not include any improvements to Hollister Avenue or the Class IV trail. The No Project Alternative would not change vehicle miles traveled (VMT) generated from the site, which is a lesser level of impact compared to the proposed project. The No Project Alternative would not involve any changes to the existing circulation network at or surrounding the project site and would not include any construction activities at the project site that could result in delays to emergency access. Overall, the No Project Alternative would have no

impact on transportation and circulation, which would be a lesser level of impact than the proposed project.

o. Tribal Cultural Resources

The No Project Alternative would involve no ground-disturbing activities and would have no potential to adversely impact tribal cultural resources. Therefore, the No Project Alternative would have no impact on tribal cultural resources, which would be a lesser level of impact than the proposed project.

p. Utilities and Service Systems

The No Project Alternative would not include any installation of utility infrastructure or necessitate additional utility infrastructure to the project site. Therefore, the No Project Alternative would have no impact related to the relocation or construction of new or expanded utility infrastructure, which would be a lesser level of impact than the proposed project.

The No Project Alternative would not change the existing water use on the site. Unlike the proposed project, the No Project Alternative would not reduce irrigated turf and corresponding reductions in water use for golf course irrigation.

The No Project Alternative would not include any renovation or increase in employees or visitors and would not increase existing wastewater generation on the project site. Therefore, the No Project Alternative would have no impact related to wastewater generation, which would be a lesser level of impact than the proposed project.

The No Project Alternative would not require construction activities or include additional operations at the Sandpiper Golf Club and therefore would not increase solid waste generation compared to existing conditions. Accordingly, the No Project Alternative would have no impact related to solid waste generation, which would be a lesser level of impact than the proposed project.

Based on the above, the No Project Alternative would have no impact related to utilities and service systems. The No Project Alternative's impacts related to the installation of utility infrastructure, wastewater, and solid waste would be reduced compared to the proposed project due to the lack of renovation of the site. The No Project Alternative would result in no impact on water supply but would not include reductions in water use for golf course irrigation.

6.3.2 Alternative 2: Clubhouse Renovation

a. Aesthetics

Under this alternative, potential impacts related to aesthetics would be limited to those involving the demolition, construction, and operation of the proposed clubhouse. As with the proposed project, construction of the clubhouse in accordance with Alternative 2 would be visible from the Hollister Avenue scenic corridor and related scenic viewpoints, but such visual impacts would be temporary and construction areas would be screened with fencing during construction to obstruct views of equipment and the construction sites from public viewing areas. Due to this alternative's reduced construction activities, Alternative 2 would result in fewer temporary visual impediments from the Hollister Avenue scenic corridor and related scenic viewpoints during construction compared to the proposed project. Alternative 2's tree removal would be limited to the clubhouse site and would include tree plantings at the clubhouse to maintain the existing, vegetated conditions that surround the clubhouse, and would screen views of the new, paved parking areas from Hollister Avenue. Similar to the proposed project, the addition of new trees at the clubhouse would not interfere with previous,

unobstructed, scenic views from public locations. However, Alternative 2 would not include undergrounding of the existing power lines or restoration of the existing Barnsdall Rio Gas Station, and therefore would not result in the same aesthetic improvements to the project site that would occur as part of the proposed project. Therefore, Alternative 2 would have lesser construction impacts, but would include fewer visual enhancements than the proposed project. Like the proposed project, impacts to scenic vistas would be less than significant.

Alternative 2 would not place infrastructure in an area visible from an officially designated State scenic highway. As with the proposed project, existing buildings topography, and vegetation obscure views of the project site and existing on-site development from vehicles travelling along United States Route 101 (U.S. 101). Alternative 2's clubhouse would be the same height as the proposed project's clubhouse, and thus obscured from views from U.S. 101, similar to the proposed project. No impact to scenic highways would occur, the same as the proposed project.

Alternative 2's clubhouse would not differ from the proposed project's clubhouse and therefore would be consistent with the same policies and regulations governing visual quality as those applicable to the proposed project's clubhouse. Alternative 2's clubhouse would meet the same development standard as the proposed project, including maximum lot coverage, maximum building height,[5] minimum setbacks, and parking, of the Open Space/Active Recreation zone. In addition, Alternative 2's clubhouse would not exceed Federal Air Regulations (FAR) Part 77 building height restrictions and would not obstruct views of the Pacific Ocean in compliance with Section 30251 of the California Coastal Act. Like the proposed project, impacts to scenic quality would be less than significant.

Alternative 2 would reduce the amount of lighting from on-site structures compared to the proposed project because it would not include lighting associated with the Rio Grande Coffee Shop and parking lot. Light sources associated with Alternative 2's clubhouse would be the same as the proposed project's clubhouse and be designed in accordance with City standards, including City of Goleta General Plan/Coastal Land Use Plan Policy 4.12, Lighting, which requires outdoor lighting fixtures to be designed, located, aimed downward or toward structures (if properly shielded), retrofitted if feasible, and maintained in order to prevent over-lighting, energy waste, glare, light trespass, and sky glow. Because of a decrease in employees and associated vehicle trips compared to the proposed project, Alternative 2 would result in less vehicle-related lighting than the proposed project. Lighting would be similar to the surrounding area due to frequent residential and commercial vehicles near the U.S. 101 and Hollister Avenue/Cathedral Oaks Road interchange. Alternative 2 would introduce the same glare from sunlight reflecting on the clubhouse's glass surfaces but would reduce the overall glare compared to the proposed project due to Alternative 2's reduction in renovation activities. Like the proposed project, impacts related to light and glare would be less than significant.

Based on the above, Alternative 2's aesthetics impacts would be reduced compared to the proposed project due to the reduction in construction and lack of renovation of the site. However, Alternative 2 would include fewer visual enhancements than the proposed project because it would not include the undergrounding of utilities or restoration of the existing Barnsdall Rio Gas Station. Alternative 2 would have no impact on scenic highways and less than significant impacts on scenic vistas, scenic quality, and light and glare, similar to the proposed project.

[5] Following approval of the requested adjustment to allow the abovementioned portions of the clubhouse to exceed the 25-foot height limit, the proposed project would be consistent with the maximum building height requirement.

b. Air Quality

As with the proposed project, Alternative 2 would not change the project site's existing land use and therefore would not conflict with the land use assumptions that inform the 2022 Ozone Plan's emissions forecasts. Alternative 2 would require nine fewer employees than the proposed project and therefore would result in less indirect population growth compared to the proposed project. Given that the proposed project's indirect population growth is within Santa Barbara County Association of Governments (SBCAG) growth projections utilized within the 2022 Ozone Plan, Alternative 2 would also be within SBCAG growth projections and therefore would not conflict with the 2022 Ozone Plan. Alternative 2's impacts related to conflicts with an air quality management plan would be reduced compared to the proposed project but would remain less than significant.

Alternative 2 would reduce the scope of the proposed project's construction activities by limiting demolition and construction to the clubhouse and therefore would reduce criteria air pollutant emissions during construction compared to the proposed project. Given that construction of the proposed project would not exceed Santa Barbara Air Pollution Control District (SBCAPCD) emissions thresholds, Alternative 2's reduced construction would also not exceed SBCAPCD thresholds. Similarly, given Alternative 2's reduced scale compared to the proposed project, Alternative 2 would generate less criteria air pollutant emissions during operation compared to the proposed project, which would not exceed SBCAPCD thresholds. Alternative 2's impacts related to release of criteria air pollutants would be reduced compared to the proposed project but would remain less than significant.

Because Alternative 2 would limit construction to the clubhouse, Alternative 2's construction would result in less toxic air contaminant emissions on the project site compared to the proposed project and would limit toxic air contaminant emissions to the clubhouse area, farther from single-family residences to the east of the project site. As with the proposed project, operation of Alternative 2 would not involve the use of equipment that would increase toxic air contaminant emission on the project site. Alternative 2's impacts related to the release of toxic air contaminants would be reduced compared to the proposed project but would remain less than significant.

Because Alternative 2 would limit construction to the clubhouse, Alternative 2's construction would result in less odors from construction equipment compared to the proposed project, which would be intermittent, temporary, and dissipate rapidly with distance from in-use construction equipment. As with the proposed project, Alternative 2 would include food preparation at the clubhouse restaurant; however, odors associated with food preparation would primarily be confined to the indoor dining areas. Food-related odors would also dissipate rapidly, and given the northeast to southwest wind patterns, would not be carried to nearby development north and east of the project site. Alternative 2's odor impacts would be reduced compared to the proposed project but would remain less than significant.

Based on the above, Alternative 2's air quality impacts would be reduced compared to the proposed project due to the reduction in construction and less renovation of the site. Like the proposed project, Alternative 2's impacts to air quality would be less than significant.

c. Biological Resources

Alternative 2 would limit construction to the clubhouse area and therefore would avoid impacts to red sand verbena and southern California black walnut in Bell Canyon and woolly seablite along the coastal bluff, similar to the proposed project. Unlike the proposed project, Alternative 2 would not include landscaping within coyote brush scrub occupied by cliff malacothrix along the coastal bluff

and would not involve planting of milkweed where Santa Barbara honeysuckle is located. In addition, Alternative 2 would not include trenching for a water main from the comfort station and does not have the potential to result in direct impacts to special-status plant species that have expanded into proposed disturbance areas at this portion of the project site. Accordingly, Alternative 2 would avoid potentially significant direct impacts to special-status plant species, and would not require implementation of Mitigation Measures BIO-1, BIO-2, or BIO-3 for special-status plant species. As with the proposed project, Alternative 2 could result in indirect impacts to special-status plant species due to water quality effects and chemical spills or vehicle leaks; therefore, Alternative 2 would require implementation of Mitigation Measure BIO-4, which includes best management practices (BMP) to reduce potential indirect impacts to special-status plant species. Alternative 2's impacts related to special-status plant species would be reduced compared to the proposed project but would remain less than significant with mitigation.

Alternative 2 would limit construction to the clubhouse area and therefore would avoid direct impacts to Crotch's bumble bee, monarch butterfly and monarch ESHA, California red-legged frog, and southwestern pond turtle, and tidewater goby. Accordingly, Alternative 2 would not require implementation of Mitigation Measures BIO-2, BIO-3, BIO-5, BIO-6, BIO-7, BIO-8, or BIO-9 for special-status wildlife species. However, Alternative 2 could result in similar indirect impacts to special-status wildlife species habitat due to water quality effects, chemical spills, or vehicle leaks. In addition, if nests are present, Alternative 2 could result in impacts to special-status bird species due to the potential to disturb nests during tree removal or in proximity to the clubhouse during construction. Mitigation Measures BIO-4 and BIO-10 calling for construction BMPS and nesting bird surveys and avoidance would therefore continue to be required. Alternative 2's impacts related to special-status wildlife species would be reduced compared to the proposed project but would remain less than significant with mitigation.

Alternative 2 would limit project activities to the clubhouse area and therefore would avoid direct impacts to riparian habitat and ESHA. As such, Mitigation Measure BIO-11 would no longer be required. Alternative 2 could result in similar indirect impacts to ESHA habitat due to water quality effects, chemical spills, or vehicle leaks; therefore, Alternative 2 would require implementation of Mitigation Measure BIO-4, which includes BMPs to reduce potential indirect impacts to ESHA. Alternative 2's impacts related to riparian habitat and ESHA would be reduced compared to the proposed project but would remain less than significant with mitigation.

Alternative 2 would limit project activities to the clubhouse area and therefore would avoid direct impacts to state or federally protected wetlands and would not require implementation of Mitigation Measures HYD-1, BIO-2, BIO-3, or BIO-11. Alternative 2 could result in indirect impacts to wetlands due to water quality effects chemical spills, or vehicle leaks; therefore, Alternative 2 would require implementation of Mitigation Measure BIO-4 which includes BMPs to reduce potential indirect impacts to state or federally protected wetlands. Alternative 2's impacts related to federally protected wetlands would be reduced compared to the proposed project but would remain less than significant with mitigation.

As Alternative 2 would limit project activities to the clubhouse area, it would avoid substantial noise exceeding Goleta's noise standards, which would avoid impediments to wildlife migration or the use of wildlife nursery sites that could occur with the proposed project. Accordingly, Mitigation Measure NOI-1 would not be required to reduce construction noise levels that could affect essential behavioral activities of wildlife. Given that Alternative 2 would not require mitigation for construction noise, Alternative 2 would result in less than significant impacts related to wildlife movement, which is reduced compared to the proposed project.

Alternative 2 would limit project activities to the clubhouse area and therefore would avoid potential conflicts with Goleta General Plan/Coastal Land Use Plan Policy CE 1.6 and Policy CE 9.5 which would result from the proposed project's activities in areas other than the clubhouse. As a result, Alternative 2 would not require implementation of Mitigation Measures BIO-2, BIO-3, BIO-4, BIO-6, BIO-7, BIO-8, or BIO-11 to reduce impacts related to conflicts with local policies or ordinances protecting biological resources. Accordingly, Alternative 2 would result in a less than significant impact related to conflict with policies protecting biological resources, which is reduced compared to the proposed project.

As with the proposed project, Alternative 2 would not be located in an area subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Alternative 2 would have no impact related to conflicts with these plans, which would be the same level of impact compared to the proposed project.

Based on the above, Alternative 2 would have a reduced level of impact compared to the proposed project due to Alternative 2's reduced construction activities and lack of renovation of the site. Alternative 2's impact related to special-status plant and wildlife species, riparian habitat and ESHA, and state and federally protected wetlands would be less than significant with mitigation incorporated, similar to the proposed project. Like the proposed project, Alternative 2 would have no impact related to conflicts with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. For impacts to wildlife movement and conflicts with local policies or ordinances, Alternative 2 would reduce the proposed project's less than significant with mitigation impact to a less than significant level.

d. Cultural Resources

Alternative 2 would not involve the restoration and adaptive reuse of the Barnsdall Rio Grande Gas Station, a historical resource, and would concentrate construction at the clubhouse. Therefore, Alternative 2 would not have the potential to result in damage to the Barnsdall Rio Grande Gas Station from vibration caused by construction equipment proximate to the station. Mitigation Measures CUL-1 and NOI-2 would not be required for Alternative 2. Alternative 2 would result in no construction impacts to historic resources, which is reduced compared to the proposed project. However, Alternative 2 would not include the restoration of the Barnsdall Rio Grande Gas Station, such that the Barnsdall Rio Grande Gas Station would remain at risk of further deteriorating and losing its historic integrity.

Construction of Alternative 2 would reduce the amount of ground disturbance compared to the proposed project, which would reduce the potential to encounter unknown archaeological resources. Because some ground disturbance would still occur, Mitigation Measures CUL-2 through CUL-4 would continue to be required. These measures would minimize potential impacts to unanticipated discoveries of archaeological resources by requiring archaeological monitoring, a cultural resources sensitivity meeting for construction personnel, and implementation of appropriate procedures for evaluation and treatment of any discoveries made during construction. Alternative 2's impacts related to archaeological resources would be reduced compared to the proposed project but would remain less than significant with mitigation.

Construction of Alternative 2 would reduce the amount of ground disturbance compared to the proposed project, which would reduce the potential to encounter unknown human remains. As with the proposed project, in the event of unanticipated discovery of human remains, the construction contractor would comply with State of California Health and Safety Code Section 7050.5 and human remains would be preserved in accordance with the requirements of Public Resources Code Section

5097.98. Alternative 2's impacts related to human remains would be reduced compared to the proposed project but would remain less than significant.

Based on the above, Alternative 2's cultural resources impacts would be reduced compared to the proposed project due to the reduction in ground disturbing activities and avoidance of construction equipment use near the Barnsdall Rio Grande Gas Station. Alternative 2 would result in no impact to historical resources, compared to the proposed project's less than significant with mitigation impact; however, Alternative 2 would not restore and adaptively reuse the Barnsdall Rio Gas Station putting this building at further risk due to the lack of use. Alternative 2's impact to archaeological resources would remain less than significant with mitigation incorporated. Alternative 2's impact to human remains would remain less than significant.

e. Energy

Alternative 2 would reduce the scope of the proposed project's construction activities by limiting demolition and construction to the clubhouse which would reduce the amount of petroleum-based fuels used for construction equipment compared to the proposed project. As with the proposed project, energy use during construction would be temporary and minimized in compliance with existing regulations such as California Code of Regulations Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes. Due to Alternative 2's reduced renovation activities, including the omission of the Rio Grande Coffee Shop, Alternative 2 would use less energy during operation than the proposed project. Operation of Alternative 2 would require the same energy consumption for the clubhouse as the proposed project's clubhouse and would adhere to the same energy efficiency standards as the proposed project, such as the California Green Building Standards Code and the 2025 Building Energy Efficiency Standards. Furthermore, Alternative 2 would be designed in accordance with the City's Energy Performance Reach Code which would provide electric-ready facilities for the use of electric infrastructure. In addition, Alternative 2 would continue to utilize the existing on-site electric golf carts for golfers. Alternative 2's impact related to the wasteful, inefficient, and unnecessary consumption of energy resources would be reduced compared to the proposed project and would remain less than significant.

As with the proposed project, Alternative 2 would adhere to the California Green Building Standards Code and the 2025 Building Energy Efficiency Standards to minimize unnecessary energy use in the clubhouse. The clubhouse would be supplied power from Southern California Edison (SCE) in accordance with Senate Bill 100, which requires SCE to increase renewable energy procurement to 60 percent by 2030, and 100 percent by 2045. As with the proposed project, Alternative 2 would provide 15 electric vehicle (EV) charging spaces at the clubhouse, which would make up 88 percent of the 17 total parking spaces proposed in accordance with Alternative 2. This amount of electric vehicle parking would be consistent with the requirements of the CALGreen intervening code update and the City's Municipal Code, which requires new non-residential construction to construct at least 30 percent of new parking spaces to be EV capable or include EV charging infrastructure. Alternative 2 would include 12 bicycle spaces at the clubhouse to encourage the use of alternative modes of transportation, consistent with the City's Climate Action Plan, Strategic Energy Plan, General Plan/Coastal Land Use Plan, or Municipal Code. Alternative 2's impact related to conflicts with state or local plans for renewable energy or energy efficiency be less than significant, the same as the proposed project.

Based on the above, Alternative 2's overall energy impacts would be reduced compared to the proposed project due to the reduction in construction and lack of renovation of the site, but would remain less than significant.

f. Geology and Soils

As with the proposed project, Alternative 2 would not locate structures within 50 feet of the More Ranch Fault and would not directly or indirectly cause the risk of loss, injury, or death involving rupture of a known earthquake fault. This impact would remain less than significant.

Alternative 2 would include renovation in an area with the same risks of seismic activity as the proposed project. As with the proposed project, Alternative 2 would require implementation of Mitigation Measure GEO-1 requiring recommendations from the project-specific geotechnical reports to be put into grading and building plans; however, only the recommendations of the Preliminary Geotechnical Investigation for Proposed Club House would apply for Alternative 2 as no other renovation would be included. Implementation of Mitigation Measure GEO-1 would reduce potential impacts due to groundshaking to a less than significant level through incorporation of structural integrity recommendations. Unlike the proposed project, Alternative 2 would not include seismic upgrades associated with renovation of existing maintenance buildings with buildings that meet current, more stringent seismic design requirements. Therefore, Alternative 2's impacts related to groundshaking would be greater compared to the proposed project, but would remain less than significant with mitigation.

Alternative 2 would be subject to the same liquefaction risks as the proposed project's clubhouse, which are very low. As with the proposed project, Alternative 2 design would incorporate design measures required by the California Building Code (CBC) which reduce the potential for substantial adverse effects due to liquefaction. Therefore, Alternative 2's impact related to liquefaction would be similar to the proposed project and would remain less than significant.

Alternative 2 would be subject to the same landslide risks as the proposed project's clubhouse, which is not located in an area with landslide potential. Alternative 2's clubhouse would require the same cut and fill slopes as the proposed project, which would not result in substantially steep slopes or other conditions that could induce a landslide. However, Alternative 2 would not include recontouring of the golf course within high landslide potential areas. Therefore, Alternative 2's impact related to landslides would be less than the proposed project and would remain less than significant.

Construction of Alternative 2 would reduce the amount of ground disturbance compared to the proposed project, which would reduce the potential for erosion. Alternative 2's clubhouse would be 37,179 square feet, or 0.85-acre, which would exempt Alternative 2's construction from obtaining coverage under the Construction Stormwater General Permit. However, Chapter 15.09 of the City's Municipal Code requires preparation of an erosion and sediment control plan in order to obtain a grading permit. Thus, Alternative 2 would still include implementation of an erosion control plan to minimize erosion during construction activities. Alternative 2 would include implementation of bioretention basins at the clubhouse to treat and discharge stormwater onto the golf course consistent with the requirements of the Central Coast Regional Water Quality Control Board (RWQCB), including erosion control, during operation. As with the proposed project, Alternative 2 would not substantially increase the rate of runoff on the site compared to existing conditions, as the impervious surfaces added to the project site from the clubhouse would represent an increase of less than 0.2 percent compared to existing conditions. Therefore, Alternative 2's impact related to erosion would be reduced compared to the proposed project but would remain less than significant.

As with the proposed project, Alternative 2 would not locate structures in an area subject to substantial liquefaction potential, landslide hazards, or potential for soil collapse. Potential impacts associated with geotechnical hazards would be minimized with adherence to the CBC. As with the proposed project, Alternative 2 may require groundwater dewatering during construction, but groundwater dewatering would be limited to the localized perched water on the project site and would be temporary, only occurring if perched groundwater is encountered. Therefore, construction of Alternative 2 would not result in substantial groundwater withdrawals that could result in subsidence on-site. Therefore, Alternative 2's impact related to the risk of landslide, lateral spreading, subsidence, liquefaction, or collapse would be the same as the proposed project and would remain less than significant.

As with the proposed project, Alternative 2 would locate renovation on soils with very low potential for expansion. The construction contractor would be required to comply with the CBC, including the use of non-expansive fill material, to minimize the potential for structural hazards associated with soil expansion. Alternative 2's impact related to creating substantial direct or indirect risks to life or property related to expansive soil would be the same as the proposed project and would remain less than significant.

As with the proposed project, Alternative 2 would involve connecting the clubhouse to the Goleta West Sanitary District sewer system and the abandonment of the private septic systems serving the clubhouse, but would retain the existing septic tank serving the comfort station. Alternative 2 would not involve the installation of additional septic tanks on-site and therefore would not result in impacts related to the use of septic tanks. The No Project Alternative would have no impact, which would be the same level of impact compared to the proposed project.

Alternative 2 would reduce the amount of ground disturbance compared to the proposed project, which would reduce the potential to encounter paleontological resources or unique geologic features compared to the proposed project. However, Alternative 2 could result in the disturbance of unknown paleontological resources at the clubhouse area; therefore, Alternative 2 would require implementation of Mitigation Measure GEO-2 to reduce potential construction impacts to paleontological resources and unique geologic features to a less than significant level by requiring a Worker Environmental Awareness Program (WEAP) training, monitoring, and setting forth procedures for the recovery, identification, and curation of fossils discovered during construction. Alternative 2's impacts related to paleontological resources and unique geologic features would be reduced compared to the proposed project but would remain less than significant with mitigation.

Based on the above, Alternative 2's impacts related to fault rupture, liquefaction, landslides, unstable soils, and expansive soils, would be the same as the proposed project and would remain less than significant. Alternative 2's impacts related to erosion would be reduced compared to the proposed project, but would remain less than significant. Alternative 2 would result in no impact related to septic systems, which is the same as the proposed project. Alternative 2's impacts related to groundshaking and paleontological resources would be reduced compared to the proposed project, but remain less than significant with mitigation incorporated. Alternative 2 would not include seismic upgrades associated with renovation of existing maintenance buildings with buildings that meet current, more stringent seismic design requirements.

g. Greenhouse Gas Emissions

Alternative 2 would reduce the scope of the proposed project's construction activities by limiting demolition and construction to the clubhouse. Therefore, this alternative would result in reduced GHG emissions during construction compared to the proposed project. In addition, Alternative 2's

reduced scope would reduce GHG emissions during operation compared to the proposed project because Alternative 2 does not include construction of the Rio Grande Coffee Shop. Given the reduction in GHG emissions compared to the proposed project, Alternative 2's impacts related to GHG emissions would be reduced compared to the proposed project. Impacts would remain less than significant.

As with the proposed project, Alternative 2 would include design features to promote renewable energy use, energy efficiency, water efficiency, and reductions in vehicle travel, all of which contribute to the creation of minimal GHG emissions. Alternative 2 would include EV charging infrastructure that exceeds California Green Building Standards and City requirements for EV charging infrastructure. Alternative 2's clubhouse would be the same as the proposed project and therefore be designed in accordance with the same energy efficiency standards. Alternative 2 would incorporate water efficient fixtures to reduce water consumption for landscaping, plumbing, and irrigation consistent with the latest Title 24 Green Building Code and Building Energy Efficiency Standards. Alternative 2 would not reduce the maximum rounds of golf per year and therefore would result in increased vehicle miles traveled (VMT) compared to the proposed project. Alternative 2 would not include installation of a new water-efficient irrigation system and would not result in minimal GHG emissions related to reduced water use like the proposed project. Alternative 2 would introduce less bicycle parking than the proposed project, would not include construction of the Rio Grande Coffee Shop (which is designed as a bicycle way station and would encourage bicycling in the area), would not include the Type 4 trail extension, and would therefore not promote minimal GHG emissions from vehicles like the proposed project. Accordingly, while Alternative 2 would not implement components included in the proposed project to reduce GHG emissions, Alternative 2 would still be consistent with applicable GHG reduction plans. Therefore, Alternative 2's impact related to consistency with applicable GHG reduction plans would be increased compared to the proposed project but would remain less than significant.

Based on the above, Alternative 2's GHG emissions impacts would be reduced compared to the proposed project due to decreased construction activity. As Alternative 2 would include less infrastructure that would minimize on-site GHG emissions, impact related to consistency with applicable GHG reduction plans would increase compared to the proposed project. Alternative 2's impacts related to GHG emissions would remain less than significant.

h. Hazards and Hazardous Materials

Alternative 2 would reduce the scope of the proposed project's construction activities by limiting demolition and construction to the clubhouse and therefore would result in less hazardous material usage compared to the proposed project. Hazardous materials used during construction of Alternative 2 would be handled in accordance with the same regulations as the proposed project, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Waste Control Law, and California Code of Regulations Title 22. Alternative 2 would not be required to implement a Storm Water Pollution Prevention Plan but would be required to implement construction site BMPs to reduce potential spills in accordance with Chapter 15.09 of the City's Municipal Code. All hazardous material transport, use, or disposal associated with Alternative 2's operation would comply with existing hazardous materials regulations established by United States Environmental Protection Agency, the State of California, the County of Santa Barbara, and the City of Goleta. These regulations prescribe measures for the safe transport, use, storage, and disposal of hazardous materials to reduce risk of spills. However, unlike the proposed project, operation of the Alternative 2 would not reduce fertilizer and pesticide use on the golf course and

therefore would not decrease the transport, use, or disposal of hazardous materials during operation. Alternative 2's construction-related impact would be reduced compared to the proposed project, but Alternative 2's operational impact would be increased. Alternative 2's overall impact would remain less than significant.

As with the proposed project, Alternative 2 would include demolition of the existing clubhouse which has the potential to contain asbestos-containing materials (ACM), lead-based paint (LBP), mercury, and polychlorinated biphenyl (PCB). Alternative 2 would require less ground disturbance than the proposed project and therefore would have less potential to result in release of hazardous soils; however, grading at the clubhouse could potentially disturb hazardous materials in soil, leading to an accidental release of hazardous materials. As with the proposed project, construction of Alternative 2 could also encounter perched groundwater which, if contaminated, could result in the accidental release of hazardous materials. In addition, operation of Alternative 2 could result in exposure to volatile organic compounds in the soil, similar to the proposed project. Mitigation Measures HAZ-1 through HAZ-6 would continue to be required, which would reduce potential hazardous material impacts associated with accidental releases of hazardous materials during demolition of the existing clubhouse, and grading of potentially contaminated soil, soil vapor, or groundwater to a less than significant level. However, unlike the proposed project, operation of Alternative 2 would not reduce fertilizer and pesticide use on the golf course and therefore would not decrease the transport, use, or disposal of hazardous materials during operation. Alternative 2's construction-related impact would be reduced compared to the proposed project, but Alternative 2's operational impact would be increased. Alternative 2's overall impact would remain less than significant with mitigation.

Alternative 2 would limit construction activities to the clubhouse area, which is located approximately 0.6-mile southwest of the Ellwood School. Accordingly, construction of Alternative 2 would not involve handling hazardous materials within 0.25 mile of a school. As with the proposed project, Alterative 2's construction activities would have the potential to create a significant hazard involving the release of ACMs, LBP, mercury, or PCBs into the environment, or through exposure and transport of on-site contaminated soil or groundwater, which would be reduced with implementation of Mitigation Measures HAZ-1 through HAZ-6. However, unlike the proposed project, operation of the Alternative 2 would not result in a reduction in fertilizer and pesticide use on the golf course and therefore would require increased handling of hazardous materials associated with landscaping compared to the proposed project. Alternative 2's construction-related impact would be reduced compared to the proposed project, but Alternative 2's operational impact would be increased. Alternative 2's overall impact would remain less than significant with mitigation.

Alternative 2 would have less potential to result in hazardous material release due to the presence of on-site hazardous materials compared to the proposed project due to the reduction in ground disturbing activities; however, Alternative 2's ground disturbing activities could still potentially result in hazardous material release. Mitigation Measures HAZ-3 through HAZ-6 and HAZ-7 would be required, which mandate oversight from Santa Barbara County Environmental Health Services and Central Coast RWQCB. Alternative 2's impact related to the presence of on-site hazardous materials would be reduced compared to the proposed project and would remain less than significant with mitigation incorporated.

As with the proposed project, Alternative 2 would be located outside of the safety and noise contours of the Santa Barbara Airport. Alternative 2's clubhouse would be the same as the proposed project and therefore would not conflict with the standards of Review Area 2 of the Santa Barbara Airport's Airport Influence Area or FAR Part 77. Therefore, Alternative 2's impact related to safety hazards and

excessive noise due to proximity to an airport would be the same as the proposed project and would remain less than significant.

Alternative 2 would not include construction on Hollister Avenue and therefore would result in less potential to interfere with emergency response or evacuation of Hollister Avenue compared to the proposed project. As with the proposed project, Alternative 2's operations would not introduce activities that could impede or interfere with the Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan or emergency evacuations on Hollister Avenue. Alternative 2's impact related to impaired implementation or physical interference with an adopted emergency response plan or emergency evacuation plan would be reduced compared to the proposed project but would remain less than significant.

Alternative 2 would be located on the same site as the proposed project and therefore be exposed to the same fire risks as the proposed project. Alternative 2 would reduce the amount of construction compared to the proposed project and therefore reduce the potential for construction equipment to result in a fire. As with the proposed project, construction of Alternative 2 would comply with California Public Resources Code Sections 4442, 4427, 4428, and 4431 to minimize the potential for wildland fire. Alternative 2's clubhouse would result in the same fire risk as the proposed project's clubhouse. However, under Alternative 2, the proposed clubhouse would be constructed with adherence to the standards of the California Fire Code, CBC, and California Code of Regulations Title 14, all of which would improve the structure's resilience and safety during a wildfire event. The other on-site structures would not be renovated to the same fire code standards. Nonetheless, as Alternative 2 would involve less construction than the proposed project, Alternative 2's impact related to wildland fire would be lesser when compared to the proposed project and would remain less than significant.

Based on the above, Alternative 2's hazardous materials impacts from construction would be reduced compared to the proposed project due to the reduction in construction activities, lack of encroachment onto Hollister Avenue, and lack of renovation of the site. Alternative 2's operational impacts related to hazardous materials would be increased compared to the proposed project due to the increased use of hazardous materials for landscaping. Alternative 2's impacts related to upset or accident of hazardous materials, emissions of hazardous materials near schools, and hazardous materials sites would remain less than significant with mitigation incorporated. Impacts related to transport, use, and disposal of hazardous materials, airport hazards, emergency response plans, and wildland fires would remain less than significant.

i. Hydrology and Water Quality

Given the reduction in construction activities, Alternative 2 would have a reduced potential to degrade water quality compared to the proposed project. As with the proposed project, Alternative 2 would include demolition of the existing clubhouse, which could discharge ACB and LBP to on-site soils where they could then be transported off-site in stormwater runoff. Mitigation Measures HAZ-1 and HAZ-2 would continue to be required, and would minimize the potential for the accidental release of ACB and LBP.

As with the proposed project, Alternative 2 could require groundwater dewatering of perched groundwater during construction which, if contaminated, could result in releases of hazardous materials into stormwater. Mitigation Measure HAZ-5 would continue to reduce the potential for the accidental discharge of contaminated groundwater. Construction of Alternative 2 would not be required to comply with the Construction Stormwater General Permit, but would be required to

implement construction site BMPs to minimize the creation of stormwater pollutants during construction activities in accordance with Chapter 15.09 of the City's Municipal Code.

Alternative 2 would not include work at Devereaux Creek and therefore would not result in the potential to degrade water quality in Devereaux Creek due to increased temporary erosion and would not require implementation of Mitigation Measures HYD-1 or BIO-4. In addition, adherence to the City's Municipal Code would ensure construction activities would not result in substantial runoff water which would exceed the capacities of Devereaux Creek or Bell Canyon Creek. Alternative 2's construction impacts related to water quality degradation, erosion, and the introduction of substantial polluted runoff and exceedances of stormwater capacity would be reduced compared to the proposed project but would remain less than significant with mitigation incorporated.

Alternative 2 would include implementation of bioretention basins at the clubhouse to treat and discharge stormwater onto the golf course consistent with the requirements of the Central Coast RWQCB but would not include the proposed project's other bioretention basins outside of the clubhouse area and therefore would not result in the same long-term stormwater quality improvements as the proposed project. As with the proposed project, treated water and high-flow bypass from the basins would be discharged to the golf course rather than the storm drain system in Hollister Avenue that outlets to Bell Canyon Creek which would minimize the amount of stormwater and potential stormwater pollutants entering Bell Canyon Creek. Alternative 2 would also abandon the existing clubhouse septic system which, upon completion, would reduce the potential for groundwater quality to be affected by sewage. Unlike the proposed project, operation of Alternative 2 would not result in a reduction in fertilizer and pesticide use on the golf course. Alternative 2 would not install a new efficient irrigation system included in the proposed project and therefore would increase the potential for golf course operation to discharge stormwater pollutants compared to the proposed project. Alternative 2 would not include changes to the maintenance facility and therefore the potential to introduce stormwater pollutants from the maintenance facility would be the same as under existing conditions. Alternative 2's operational impacts related to water quality degradation, erosion, and the introduction of substantial polluted runoff and exceedances of stormwater capacity would be increased compared to the proposed project but would remain less than significant.

As with the proposed project, construction of Alternative 2 has the potential to require groundwater dewatering of perched groundwater. Groundwater dewatering activities would be localized and temporary, lasting only during excavation activities, if groundwater is encountered. The anticipated duration and minimal amount of groundwater dewatering that would be required for excavation would not result in substantial groundwater losses in the Goleta Groundwater Basin (Basin). Similar to the proposed project, given the limited infiltration potential of on-site soils and the minimal amount of impervious surface increase generated by Alternative 2, Alternative 2 would not substantially change groundwater infiltration rates on-site or result in substantial interference to groundwater recharge. Alternative 2's impact related to substantially decreasing groundwater supplies or interfering with groundwater recharge would be the same as the proposed project and would remain less than significant.

Unlike the proposed project, Alternative 2 would not result in long-term improvements associated with culvert removal and the restoration of Deveraux Creek to its natural flow. Alternative 2's impact related to on- or off-site flooding would be increased compared to the proposed project but would remain less than significant.

Alternative 2 would be subject to the same on-site inundation hazards as the proposed project. The new clubhouse would be located outside of a flood hazard zone, tsunami zone, seiche hazard zone, and dam inundation zone. Like the proposed project, hazardous materials stored on-site would

located be outside the inundation areas and stored in accordance with applicable regulatory requirements. Impacts related to risk of release of stormwater pollutants during inundation would be similar to the proposed project and would remain less than significant.

Given the reduction in construction activities, Alternative 2 would have a reduced potential to degrade water quality in conflict with the Basin Plan compared to the proposed project during construction but would not result in the same long-term stormwater quality improvements as the proposed project. As with the proposed project, Alternative 2 would adhere to Chapter 13.04 and Chapter 15.09 of the City's Municipal Code to minimize water quality impacts, and would require Mitigation Measures HAZ-1, HAZ-2, and HAZ-5 to reduce potential water quality impacts to a less than significant level. Accordingly, Alternative 2's impacts related to conflicts with the Basin Plan would be greater than the proposed project but would remain less than significant with mitigation incorporated.

As described above, Alternative 2 would not adversely impact groundwater supplies, but would result in greater water use during operation than the proposed project because Alternative 2 would not reduce the amount of irrigated golf course turf from 125 acres to 62 acres. Alternative 2 would not interfere with the management of the Basin in accordance with the Wright Judgement. Accordingly, Alternative 2's impact related to conflicts with the Wright Judgement or Goleta Water District's Groundwater Management Plan Goleta Groundwater Basin would be greater than the proposed project but would remain less than significant.

Based on the above, Alternative 2's hydrology and water quality impacts during construction would be reduced compared to the proposed project due to the reduction in construction activities and lack of renovation of the site. Alternative 2's operational impacts related to hydrology and water quality would be increased compared to the proposed project due to the increased use of pesticides and fertilizers for landscaping and less infrastructure to improve stormwater quality. Alternative 2's impacts related to water quality, polluted runoff, and conflict with water quality plans or groundwater management plans would remain less than significant with mitigation incorporated. Impacts related to groundwater, erosion and siltation, flooding, and release of pollutants from inundation would remain less than significant.

j. Land Use and Planning

As with the proposed project, Alternative 2 would be located on the existing Sandpiper Golf Club and would not include any components that could divide an established community. Alternative 2 would have no impact related to the physical division of an established community, which would be the same level of impact compared to the proposed project.

Alternative 2's clubhouse would be the same as the proposed project's clubhouse and would therefore be consistent with all applicable Goleta Municipal Code zoning standards and FAR Part 77 standards. As with the proposed project, Alternative 2 would be consistent with most policies of the Goleta General Plan/Coastal Land Use Plan through implementation of Mitigation Measures BIO-4, BIO-10, CUL-2 through CUL-4, TCR-1, and TCR-2 to minimize potential impacts related to cultural resources, tribal cultural resources, and biological resources. However, Alternative 2 would not support Policies VH 2.3, VH 4.14, and PF 6.2 related to the undergrounding of existing utility lines, as Alternative 2 would not underground the existing utility lines. Additionally, Alternative 2 would not support Policy VH 5.4 related to preservation of historic structures, as Alternative 2 would not adaptively reuse the Barnsdall Rio Grande Gas Station. As Alternative 2 would not include the Type 4 trail, Alternative 2 would be inconsistent with the City's Bicycle and Pedestrian Master Plan, as well as Policies OS 4.4, VH 2.5, VH 3.3, VH 3.5, and VH 4.10. This impact would remain less than significant

with mitigation incorporated, which would be a similar level of impact compared to the proposed project. However, given Alternative 2's reduced renovation, Alternative 2 would not require implementation of Mitigation Measures BIO-1, BIO-2, BIO-3, BIO-5, BIO-6, BIO-7, BIO-8, BIO-9, BIO-11, HYD-1, NOI-1, or UTIL-1 to reduce impacts related to conflict with the General Plan/Coastal Land Use Plan.

k. Noise

Due to Alternative 2's reduction in construction activities compared to the proposed project, Alternative 2 would result in less construction noise compared to the proposed project. Construction of the clubhouse in accordance with Alternative 2 would require the use of the same construction equipment the same distance from sensitive receptors as the proposed project's clubhouse. As with the construction of the proposed project's clubhouse, construction of Alternative 2 would not exceed 65 A-weighted decibels (dBA) at the nearest sensitive receptors, and no noise control is needed. Alternative 2 would not include construction activities for golf course improvements, maintenance yard, the Rio Grande Coffee Shop, restoration and adaptive reuse of the Barnsdall Rio Grande Gas Station, or Hollister Avenue improvements, and therefore would not include the construction of project components which could exceed 65 dBA at the residential receptors to the east of the project site. Therefore, construction of Alternative 2 would not require implementation of Mitigation Measure NOI-1 to reduce construction noise levels, unlike the proposed project. Alternative 2's noise impact would be less than significant, which is reduced compared to the proposed project.

Due to Alternative 2's reduction in construction activities, Alternative 2 would result in less construction traffic noise than the proposed project. Because the proposed project's construction traffic would not result in an increase of 3 dBA or more, the reduced construction in accordance with Alternative 2 would not result in an increase of 3 dBA or more of traffic noise. Alternative 2's construction traffic noise impact would be reduced compared to the proposed project but would remain less than significant.

Alternative 2's clubhouse would be the same as the proposed project. Therefore, operational noise in the clubhouse due to the use of heating, ventilation, and air conditioning units, and conversational noise would not exceed City noise thresholds. In addition, Alternative 2 would not include the Rio Grande Coffee Shop, which would decrease operational noise at the residential receptors to the east of the project site compared to the proposed project. Alternative 2's impact related to operational noise would be reduced compared to the proposed project but would remain less than significant.

Due to the absence of the Rio Grande Coffee Shop, Alternative 2 would result in fewer new vehicle trips than the proposed project. Alternative 2's operational traffic noise impact would be reduced compared to the proposed project and would remain less than significant.

Unlike the proposed project, Alternative 2 would not include the use of a vibratory roller or large bulldozer in proximity to the Barnsdall Rio Grande Gas Station and therefore would not result in potential damage to the Barnsdall Rio Grande Gas Station due to vibration from construction equipment. As a result, Mitigation Measure NOI-2 would not be required. Therefore, Alternative 2's vibration impacts would be less than significant, which is reduced compared to the proposed project.

As with the proposed project, Alternative 2 would be located outside of the noise contours from Santa Barbara Airport. Therefore, Alternative 2's impact related to excessive airport noise would remain less than significant, which is the same as the proposed project.

Based on the above, Alternative 2's noise impacts would be reduced compared to the proposed project due to the reduction in construction activities and distance from existing noise- and vibration-sensitive receptors. Alternative 2 would reduce the proposed project's less than significant noise and vibration impacts to less than significant. Airport noise impacts would be less than significant and the same as the proposed project.

l. Parks and Recreation

Alternative 2 would require less construction activities and therefore would result in less potential to degrade existing park facilities due to construction worker use. Alternative 2 would require nine fewer employees than the proposed project and therefore would result in less indirect population growth compared to the proposed project, which would reduce alteration in ratio of parkland per 1,000 residents compared to the proposed project. Given that the proposed project would not substantially reduce this ratio, Alternative 2 would also not substantially reduce the amount of parkland available to the residents of Goleta. As with the proposed project, Alternative 2 could increase the amount of visitors at the clubhouse restaurant which may increase the use of nearby parks and trails. However, given the minimal additional anticipated non-golfer visitors, it is unlikely that these visitors would substantially degrade existing park facilities. In addition, Alternative 2 would result in fewer non-golfer visitors to the project site because Alternative 2 does not include the Rio Grande Coffee Shop. Therefore, although Alternative 2 does not include the recreational facilities included in the proposed project (i.e., sidewalks to provide access to Ellwood Mesa Open Space and Sperling Preserve, construction of a Type 4 trail as a continuation of De Anza Trail, and dedication of lateral access along beach frontage on the sand and along Hollister Avenue to enhance coastal access to Ellwood Mesa Open Space and Sperling Preserve and Haskell's Beach), Alternative 2 would also not substantially increase the use of existing park and recreational facilities such as Sperling Preserve, Santa Barbara Shores Park, or Haskell's Beach such that a need for new or physically altered park facilities would occur or physical deterioration of existing facilities would occur or be accelerated. Alternative 2's impact to park facilities would be reduced compared to the proposed project but would remain less than significant.

Unlike the proposed project, Alternative 2 would not renovate the existing golf course. However, as described above, Alternative 2 would not result in substantial deterioration of recreational facilities and furthermore would not necessitate new or expanded recreational facilities. Therefore, Alternative 2 would not result in adverse physical effects on the environment due to new or expanded recreational facilities. Alternative 2's impact related to recreational facilities would be the same as the proposed project and would remain less than significant.

Based on the above, Alternative 2's construction impacts to parks and recreation would be reduced compared to the proposed project due to the reduction in construction activities. Alternative 2's operational impacts related to parks and recreation would be similar to the proposed project. Alternative 2's impacts related to parks and recreation would remain less than significant.

m. Public Services

Alternative 2 would require nine fewer employees than the proposed project and therefore would result in less indirect population growth compared to the proposed project. Given that the proposed project's indirect population growth would not result in substantially diminished fire protection services, police protection services, school capacities, or library services, Alternative 2's reduced indirect population growth would also not result in substantially diminished public services. As with the proposed project, Alternative 2 would be located in proximity to existing fire stations and police

stations and would be adequately served by existing fire protection and police protection services in Goleta. In addition, as with the proposed project, Alternative 2 would also include the required payment of development impact fees which would provide funding for expanded public services in accordance with Chapter 17.70 of the Municipal Code and Goleta Union School District and Santa Barbara Unified School District fees. Therefore, Alternative 2's impact related to public services would be reduced compared to the proposed project but would remain less than significant.

n. Transportation and Circulation

As with the proposed project, Alternative 2 would not include elements that would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Alternative 2 would add bicycle parking spaces to the project site, providing facilities for bicycle travel. Alternative 2 would not result in any temporary lane, bicycle route, or sidewalk closures on Hollister Avenue. However, unlike the proposed project, Alternative 2 would not include any improvements to Hollister Avenue or installation of the Type 4 trail to continue the Juan Bautista De Anza Trail. Alternative 2 would require nine fewer employees than the proposed project which, as with the proposed project, would not substantially interfere with Santa Barbara Metropolitan Transit District operations. Alternative 2's impact related to conflicts with transit, roadway, bicycle, and pedestrian facilities during construction would be reduced compared to the proposed project. However, unlike the proposed project, Alternative 2 would not include infrastructure along Hollister Avenue to promote bicycle and pedestrian transportation, and would not further support the City's policies related to bicycle and pedestrian facilities. However, impacts would remain less than significant.

Alternative 2 would require less construction activities than the proposed project and therefore would generate less short-term VMT increases than the proposed project. This construction-related VMT increase would be temporary and would not have a lasting effect on the overall transportation network or long-term VMT patterns in the area. Alternative 2's proposed clubhouse would be the same as the proposed project and therefore the clubhouse restaurant would be exempt from quantitative VMT analysis and presumed to have a less than significant impact on VMT pursuant to the City's VMT Guidelines. As with the proposed project, Alternative 2's non-restaurant portion of the clubhouse would serve golfers. Alternative 2 would not increase the time between tee-offs and correspondingly reduce the annual rounds of golf per year, and therefore would result in additional VMT from golfers compared to the proposed project. Therefore, Alternative 2's impact related to conflicts with CEQA Guidelines Section 15064.3(b) would be greater than the proposed project but would remain less than significant.

As with the proposed project, during construction of Alternative 2, equipment staging would occur on-site and construction personnel would park on-site, which would minimize the potential for construction related vehicles and equipment to disrupt circulation in the immediate area. Alternative 2 would not include construction in the right-of-way of Hollister Avenue and therefore would not result in any roadway impediments on Hollister Avenue. Alternative 2 would include the same new driveway for entrance to the clubhouse parking lot and would include the same reconfigurations to the existing clubhouse driveway. As with the proposed project, these driveways would be designed in accordance with City and Santa Barbara County Fire Department (SBCFD) driveway access control and vision clearance standards which would ensure Alternative 2's design would not result in the potential to result in line-of-sight disruptions and increase hazards between vehicles and pedestrians and vehicles and cyclists, similar to the proposed project. As with the proposed project, Alternative 2 would not introduce new incompatible uses, such as farm equipment, to roadways, and Alternative

2's uses would be the same as existing on-site uses. Accordingly, Alternative 2's impacts to increased hazards would be reduced compared to the proposed project but would remain less than significant.

As stated above, during construction of Alternative 2, equipment staging would occur on-site and construction personnel would park on-site, which would minimize the potential for construction related vehicles and equipment to result in inadequate emergency access. Alternative 2 would not result in inadequate emergency access on Hollister Avenue because Alternative 2 does not include construction in the Hollister Avenue right-of-way. As with the proposed project, Alternative 2 would be designed in accordance with all applicable SBCFD standards to maintain adequate emergency access. As with the proposed project, SBCFD and the City would review and approve Alternative 2's design, which would ensure Alternative 2 would provide adequate egress for emergency access. Therefore, Alternative 2's impacts to emergency access would be reduced compared to the proposed project but would remain less than significant.

Based on the above, Alternative 2's transportation and circulation impacts would be reduced compared to the proposed project due to the lack of construction in the Hollister Avenue right-of-way. Alternative 2's impacts related to transportation and circulation would remain less than significant.

o. Tribal Cultural Resources

As with the proposed project, Alternative 2 would be located in an area with high sensitivity for cultural resources, including tribal cultural resources. Alternative 2 would require less ground disturbance, which would reduce the potential to encounter tribal cultural resources compared to the proposed project. Although impacts would be reduced, potential to unearth previously unidentified resources would remain. As such, Mitigation Measures CUL-2 through CUL-4, TCR-1, and TCR-2 would be required, including implementation of a tribal monitoring agreement and appropriate disposition of any unanticipated tribal cultural resources discovered during construction. Alternative 2's impact related to tribal cultural resources would be reduced compared to the proposed project but would remain less than significant with mitigation incorporated.

p. Utilities and Service Systems

Alternative 2 would require the installation and relocation of the same utility infrastructure as required for the proposed project's clubhouse, but unlike the proposed project would not include utilities associated with the maintenance facility, comfort station, or Barnsdall Rio Grande Gas Station and Rio Grande Coffee Shop. Accordingly, Alternative 2's impact related to the relocation or construction of utility infrastructure would be reduced compared to the proposed project and would remain less than significant.

Alternative 2 would not include reductions in irrigated turf and, unlike the proposed project, would not result in a reduction in water use for golf course irrigation. Alternative 2's water demand from the clubhouse would be the same water demand as the proposed project's clubhouse. Unlike the proposed project, Alternative 2 would not reduce on-site water use associated with reductions in irrigated turf. As with the proposed project, the project applicant would ensure Alternative 2 would adhere to the water shortage restrictions during stages of drought, as set forth in Goleta Water District Code Chapter 6.21. Accordingly, although Alternative 2 would have greater impacts on water supply than the proposed project, impacts would remain less than significant.

Based on a 100 gallons per day per 1,000 square feet wastewater generation factor, Alternative 2 would result in 0.003 million gallons per day (MGD) of wastewater, which is 0.002 MGD less than the amount of wastewater that would be generated by proposed project. A 0.002 MGD increase in wastewater flows represents approximately 0.2 percent of the 0.93 MGD capacity available for Goleta West Sanitary District customers. Accordingly, existing wastewater treatment plant capacity would be sufficient to accept wastewater generated by Alternative 2. Therefore, Alternative 2's impact related to wastewater treatment capacity would be reduced compared to the proposed project and would remain less than significant.

Alternative 2 would result in less solid waste generation during construction and operation than the proposed project due to reduced construction activities and reduced renovation of the golf course. Alternative 2 would involve the demolition of the existing clubhouse (9,305 square feet). Based on a solid waste generation factor of 100 pounds per square foot for demolition, the demolition of the existing clubhouse would result in approximately 465[6] tons of debris, approximately 884 tons less than the proposed project[7]. Based on a solid waste generation factor of 3.89 pounds per square foot for construction, the construction of Alternative 2 would generate approximately 72 tons of debris[8], approximately 17 tons less than the proposed project.[9] In total, Alternative 2's demolition and construction activities would generate approximately 537 tons of solid waste. With the required 65 percent diversion rate for demolition and construction debris, construction of Alternative 2 would generate approximately 188 tons of solid waste[10], which would not exceed the City's construction and demolition waste threshold of 350 tons. Accordingly, Alternative 2 would not require Mitigation Measure UTIL-1 due to solid waste generation during construction. Once operational, Alternative 2 would result in less solid waste generation than the proposed project due to the absence of the Rio Grande Coffee Shop, which would not exceed the City's project-specific threshold of 196 tons per year. Therefore, Alternative 2 would reduce the proposed project's operational solid waste impacts to a less than significant level.

Based on the above, Alternative 2's impacts related to water supply would increase to a less than significant level, compared to no impact under the proposed project, because Alternative 2 does not include a reduction in irrigated turf. Alternative 2's impacts related to solid waste would decrease to a less than significant level as demolition and construction of Alternative 2 would not exceed City solid waste thresholds and implementation of Mitigation Measure UTIL-1 would not be required. Alternative 2's impact related to the construction of utility infrastructure and wastewater treatment capacity would be reduced compared to the proposed project but would remain less than significant.

6.3.3 Alternative 3: Revised Site Plan

a. Aesthetics

Alternative 3 would include the same facilities as the proposed project, excluding the Hollister Avenue improvements and free-standing bridge over Devereaux Creek, and therefore would result in similar effects on scenic vistas compared to the project. Construction of Alternative 3 would occur over a similar timeframe as construction of the proposed project and therefore would result in similar temporary visual impediments. As with the proposed project, construction activities associated with Alternative 3 would be visible from the Hollister Avenue scenic corridor and related scenic viewpoints,

[6] 9,305 square feet * 100 pounds per square foot = 930,500 pounds / 2,000 pounds per ton = 465.25 tons
[7] 1,349 tons - 465 tons = 884 tons
[8] 37,179 square feet * 3.89 pounds per square foot = 144,626 pounds / 2,000 pounds per ton = 72.3 tons
[9] 89 tons -72 tons = 17 tons
[10] 465 tons + 72 tons = 537 tons * 35 percent solid waste requiring a landfill = 187.95 tons

but such visual impacts would be temporary and construction areas would be screened with fencing during construction to obstruct views of equipment and the construction sites from public viewing areas. Alternative 3 would include the same tree removal and replacement as the proposed project which would not interfere with previous, unobstructed, scenic views from public locations. The minimal movement of the Rio Grande Coffee Shop 75 feet southwest would not result in additional impediments of scenic vistas beyond the proposed project's Rio Grande Coffee Shop because the Rio Grande Coffee Shop would continue to be obscured by trees and would not result in additional substantial changes to the landscape. Because Alternative 3 would include the same project facilities as the proposed project, excluding the Hollister Avenue improvements and free-standing bridge over Devereaux Creek, Alternative 3 would not result in substantial adverse effects on key viewpoints surrounding the project site. Therefore, Alternative 3's impact related to scenic vistas would be similar to the proposed project and would remain less than significant.

Alternative 3 would not place infrastructure in an area visible from an officially-designated State scenic highway. As with the proposed project, existing buildings, topography, and vegetation obscure views of the project site and existing on-site development from vehicles travelling along U.S. 101. Alternative 3 would not increase the height of the proposed project's facilities, and therefore Alternative 3's facilities would be obscured from views from U.S. 101. As with the proposed project, Alternative 3 would result in no impact related to scenic resources within a State scenic highway.

Alternative 3's proposed facilities would not differ from the same facilities evaluated in the proposed project, aside from the shift in the location of the Rio Grande Coffee Shop and omission of the Hollister Avenue improvements and free-standing bridge over Devereaux Creek. This minor shift in location would not result in any inconsistencies with the policies and regulations governing visual quality applicable to the proposed project. Alternative 3's facilities would meet the same development standards as the proposed project, including maximum lot coverage, maximum building height, minimum setbacks, and parking, of the Open Space/Active Recreation zone. In addition, Alternative 3's facilities would not exceed FAR Part 77 building height restrictions and would not obstruct views of the Pacific Ocean in compliance with Section 30251 of the California Coastal Act. Alternative 3's impact related to conflicts with zoning and other regulations governing scenic quality would be similar to the proposed project and would remain less than significant.

Alternative 3 would result in the same amount of lighting compared to the proposed project as the Alternative 3 would include the same facilities with lighting as the proposed project. As with the proposed project, light sources associated with Alternative 3 would be similar to existing conditions and be designed in accordance with City standards, including City of Goleta General Plan/Coastal Land Use Plan Policy 4.12, Lighting, which requires outdoor lighting fixtures to be designed, located, aimed downward or toward structures (if properly shielded), retrofitted if feasible, and maintained in order to prevent over-lighting, energy waste, glare, light trespass, and sky glow. Alternative 3 would result in the same lighting sources from vehicles as the proposed project. Lighting would be similar to the surrounding area due to frequent residential and commercial vehicles near the U.S. 101 and Hollister Avenue/Cathedral Oaks Road interchange. Alternative 3 would introduce the same sources of glare from the sunlight reflecting on the glass surfaces of proposed facilities as the proposed project. Vegetative screening around the clubhouse and maintenance yard would reduce off-site impacts of glare from the clubhouse and cars, and the comfort station would be located in the southeastern portion of the project site and would have limited potential to produce off-site glare impacts. Like the proposed project,, Alternative 3's impact related to light and glare would remain less than significant.

Based on the above, Alternative 3's aesthetics impacts would be the same compared to the proposed project. As with the proposed project, Alternative 3 would have less than significant impacts related to scenic vistas, scenic quality, and light and glare, and no impacts related to scenic highways.

b. Air Quality

As with the proposed project, Alternative 3 does not propose any change to the project site's existing land use and therefore would not conflict with the land use assumptions that inform the 2022 Ozone Plan's emissions forecasts. Alternative 3 would require the same number of employees compared to the proposed project and therefore would result in the same indirect population growth. Given that the proposed project's indirect population growth is within SBCAG growth projections utilized within the 2022 Ozone Plan, Alternative 3 would also be within SBCAG growth projections and therefore would not conflict with the 2022 Ozone Plan, which would be the same level of impact compared to the proposed project.

Alternative 3 would reduce the scope of the proposed project's construction activities by excluding the Hollister Avenue improvements and free-standing bridge over Devereaux Creek and therefore would result in reduced criteria air pollutant emissions during construction compared to the proposed project. Given that construction of the proposed project would not exceed SBCAPCD emissions thresholds, Alternative 3's construction would also not exceed SBCAPCD thresholds. Alternative 3 would include the same operational activities as the proposed project and therefore would generate the same criteria air pollutant emissions as operation of the proposed project, which would not exceed SBCAPCD thresholds. This impact would be reduced compared to the proposed project but would remain less than significant.

As described above, Alternative 3 would reduce the scope of the proposed project's construction activities which would result in less toxic air contaminant emissions on the project site compared to the proposed project. Based on existing northeast to southwest wind patterns on the project site, these emissions would be carried away from the single-family residential receptors. As with the proposed project, operation of Alternative 3 would not involve the use of equipment that would increase toxic air contaminant emission on the project site. Alternative 3's impact related to toxic air contaminants would be reduced compared to the proposed project but would remain less than significant.

Alternative 3's construction would result in the same odors as the proposed project which would be intermittent, temporary, and dissipate rapidly with distance from in-use construction equipment. Alternative 3 would shift the location of the Rio Grande Coffee Shop further from residential receptors than the proposed project which would result in the creation of odors further from residential receptors. Food-related odors associated with food preparation would primarily be confined to the indoor dining areas of the Rio Grande Coffee Shop. Food-related odors would also dissipate rapidly, and given the northeast to southwest wind patterns, would not be carried to nearby development north and east of the project site. Therefore, Alternative 3's odor impact would be reduced compared to the proposed project but would remain less than significant.

Based on the above, Alternative 3's air quality impacts would be reduced to the proposed project due to the reduction in construction activities compared to the proposed project. Like the proposed project, Alternative 3's impacts to air quality would be less than significant.

c. Biological Resources

Alternative 3 would not include construction of the free-standing bridge within Devereaux Creek and therefore would avoid impacts to monarch butterfly associated with degradation of Monarch Butterfly Roosting ESHA at Devereaux Creek due to bridge installation. Alternative 3 would result in similar direct and indirect impacts to special-status species related to habitat removal and degradation and would require Mitigation Measures BIO-1 through BIO-10 to reduce potential impacts to special-status plant and wildlife species to a less than significant level. Alternative 3's impacts to special-status species would be reduced compared to the proposed project but would remain less than significant with mitigation.

Alternative 3 would not include construction of the free-standing bridge over Devereaux Creek and therefore would avoid Devereux Creek riparian ESHA and Monarch Butterfly Roosting ESHA along the eastern boundary of the project site. However, similar to the proposed project, Alternative 3 would include direct impacts to riparian habitat ESHA, and aquatic resources through storm drain installation and grading activities and indirect impacts associated with construction activities such as the use of construction equipment. Therefore, Alternative 3 would require Mitigation Measures BIO-2 through BIO-4 and BIO-11 to reduce potential impacts related to riparian habitat, ESHA, and wetlands to a less than significant level. Alternative 3's impact related to riparian habitat, ESHA, and aquatic resources would be reduced compared to the proposed project but would remain less than significant with mitigation.

As with the proposed project, Alternative 3's construction activities could exceed City noise thresholds and result in potential disruption of wildlife movement in the short term. Accordingly, Alternative 3 would require Mitigation Measure NOI-1 to reduce potential impacts to wildlife movement related to construction noise to a less than significant level. Alternative 3 would include the same lighting as the proposed project which would not result in substantial impediments to wildlife movement. Alternative 3 would result in the same human presence on the project site as the proposed project. Like the proposed project, Alternative 3's impact related to wildlife movement would remain less than significant with mitigation incorporated.

As with the proposed project, Alternative 3 would include installation of a storm drain and associated outlet within arroyo willow thickets ESHA along Devereux Creek, sand capping and grading within the 100-foot Streamside Protection Area, and trenching for underground utilities within riparian ESHA along Devereux Creek and along the eastern project site boundary within riparian and monarch butterfly roosting habitat ESHA. As with the proposed project, these activities could potentially be inconsistent with General Plan/Coastal Land Use Plan Policy CE 1.6 and Policy CE.9.5. Therefore, Alternative 3 would require implementation of Mitigation Measures BIO-2, BIO-3, BIO-4, BIO-6, BIO-7, BIO-8, and BIO-11 to reduce this impact to a less than significant level, which would be the same as the proposed project.

As with the proposed project, Alternative 3 would not be located in an area subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Alternative 3 would have no impact related to conflicts with these plans, which would be the same level of impact compared to the proposed project.

Overall, Alternative 3 would reduce the proposed project's impacts to riparian habitat and ESHA by excluding construction of the free-standing bridge over Devereaux Creek. Alternative 3's impacts related to special-status plant and wildlife species, riparian and ESHA habitat, wetlands, wildlife migration, and conflicts with local policies protecting biological resources would remain less than significant with mitigation incorporated. Like the proposed project, Alternative 3 would have no

impact related to conflicts with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

d. Cultural Resources

As with the proposed project, Alternative 3 would include the restoration and adaptive reuse of the Barnsdall Rio Grande Gas Station, a historical resource. Restoration and adaptive reuse activities would be carried out in accordance with Mitigation Measure CUL-1 to ensure the historical integrity of the Barnsdall Rio Grande Gas Station is preserved. Alternative 3 would shift the Rio Grande Coffee Shop approximately 50 feet from the Barnsdall Rio Grande Gas Station which would ensure construction activities, including the use of a vibratory roller or large bulldozer, would not result in substantial vibration which could damage Barnsdall Rio Grande Gas Station. Therefore, Mitigation Measure NOI-2 would not be required for Alternative 3. Alternative 3 would result in less than significant impacts to historic resources, which is reduced compared to the proposed project.

Construction of Alternative 3 would reduce the amount of ground disturbance compared to the proposed project as Alternative 3 would not include the Hollister Avenue improvements or construction of the free-standing bridge over Devereaux Creek. Therefore, Alternative 3 would reduce the potential to encounter unknown archaeological resources compared to the proposed project. Because ground disturbance would still occur, Mitigation Measures CUL-2 through CUL-4 would continue to be required. These measures would minimize potential impacts to unanticipated discoveries of archaeological resources by requiring archaeological monitoring, a cultural resources sensitivity meeting for construction personnel, and implementation of appropriate procedures for evaluation and treatment of any discoveries made during construction. Accordingly, Alternative 3's impact to archaeological resources would be reduced compared to the proposed project but would remain less than significant with mitigation.

Construction of Alternative 3 would reduce the amount of ground disturbance compared to the proposed project which would reduce the potential to encounter unknown human remains. As with the proposed project, in the event of unanticipated discovery of human remains, the construction contractor would comply with State of California Health and Safety Code Section 7050.5 and human remains would be preserved in accordance with the requirements of Public Resources Code Section 5097.98. With regulatory compliance, Alternative 3's impact to human remains would be reduced compared to the proposed project but would remain less than significant.

Based on the above, Alternative 3 would reduce the proposed project's impact to historical resources to less than significant and would not require the implementation of Mitigation Measure NOI-2. Alternative 3's impact to archaeological resources would be reduced but would remain less than significant with mitigation incorporated. Alternative 3's impact to human remains would be reduced but would remain less than significant.

e. Energy

Alternative 3 would reduce the scope of the proposed project's construction activities by excluding the Hollister Avenue improvements and free-standing bridge over Devereaux Creek and therefore would result in reduced fuel used for construction equipment compared to the proposed project. As with the proposed project, energy use during construction would be temporary and minimized in compliance with existing regulations such as California Code of Regulations Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes. Operation of Alternative 3 would require the same energy consumption as the proposed project, which would occur in compliance with the energy efficiency standards such

as the California Green Building Standards Code and the 2025 Building Energy Efficiency Standards. Alternative 3's impact related to the wasteful, inefficient, and unnecessary consumption of energy resources would be reduced compared to the proposed project but would remain less than significant.

As with the proposed project, Alternative 3 would adhere to the California Green Building Standards Code and the 2025 Building Energy Efficiency Standards to minimize unnecessary energy use in the proposed facilities. Alternative 3's facilities would be supplied power from SCE in accordance with Senate Bill 100, which requires SCE to increase renewable energy procurement to 60 percent by 2030, and 100 percent by 2045. Alternative 3 would provide the same amount of electric vehicle parking as the proposed project which would be consistent with the requirements of the CALGreen intervening code update and the City's Municipal Code, which requires new non-residential construction to construct at least 30 percent of new parking spaces to be EV capable or include EV charging infrastructure. Alternative 3 would include the same amount of bicycle spaces as the proposed project to encourage the use of alternative modes of transportation, consistent with the City's CAP, Strategic Energy Plan, General Plan/Coastal Land Use Plan, and Municipal Code. Furthermore, Alternative 3 would be designed in accordance with the City's Energy Performance Reach Code which would provide electric-ready facilities for the use of electric infrastructure. In addition, Alternative 3 would continue to utilize the existing on-site electric golf carts for golfers. Alternative 3's impact related to conflicts with state or local plans for renewable energy or energy efficiency would be the same as the proposed project and would remain less than significant.

Based on the above, Alternative 3's energy impacts would be reduced compared to the proposed project due to the reduction in construction activities. Alternative 3's impacts to energy would remain less than significant.

f. Geology and Soils

As with the proposed project, Alternative 3 would not locate structures within 50 feet of the More Ranch Fault and would not directly or indirectly cause the risk of loss, injury, or death involving rupture of a known earthquake fault. This impact would be the same as the proposed project, and would remain less than significant.

Alternative 3 would include renovation in an area with the same risks of seismic activity as the proposed project and therefore could result in potential risks associated with seismic ground shaking. As with the proposed project, Alternative 3 would require implementation of Mitigation Measure GEO-1 requiring recommendations from the project-specific geotechnical reports to be put into grading and building plans. Implementation of Mitigation Measure GEO-1 would reduce potential impacts due to groundshaking on the project site to a less than significant level through incorporation of structural integrity recommendations. Therefore, Alternative 3's impact related to seismic ground shaking would be the same as the proposed project and would remain less than significant with mitigation incorporated.

Alternative 3 would be subject to the same liquefaction risks as the proposed project's structures, which are very low. As with the proposed project, Alternative 3's design would incorporate design measures required by the CBC which reduce the potential for substantial adverse effects due to liquefaction. Therefore, Alternative 3's impact related to liquefaction would be the same as the proposed project and would remain less than significant.

Alternative 3 would be subject to the same landslide risks as the proposed project and would not place structures in areas of high landslide potential. Only activities related to the proposed golf course improvements would occur in areas with high landslide potential. Alternative 3 would require the same maximum cut and fill slopes as the proposed project, which would not result in substantially steep slopes or other conditions that could induce a landslide. Therefore, Alternative 3's impact related to landslides would be the same as the proposed project and would remain less than significant.

Construction of Alternative 3 would reduce the amount of ground disturbance compared to the proposed project which would reduce the potential for erosion compared to the proposed project. Construction of Alternative 3 would occur in compliance with the same requirements for erosion control as the proposed project, including the Construction Stormwater General Permit and Chapter 15.09 of the City's Municipal Code. Accordingly, construction of Alternative 3 would minimize the potential to cause substantial soil erosion or the loss of topsoil. Alternative 3 would include implementation of the same stormwater control infrastructure and site design BMPs as the proposed project to minimize erosion during operation. As with the proposed project, Alternative 3 would not substantially increase the rate of runoff on the site compared to existing conditions, as the impervious surfaces added to the project site would represent an increase of less than 0.2 percent compared to existing conditions. Therefore, Alternative 3's impact related to erosion would be reduced compared to the proposed project but would remain less than significant.

Alternative 3 would be subject to the same risks related to unstable geologic units and soil as the proposed project. As with the proposed project, Alternative 3 would not locate structures in an area subject to substantial liquefaction potential, landslide hazards, or potential for soil collapse. Potential impacts associated with geotechnical hazards would be minimized with adherence to the CBC. As with the proposed project, Alternative 3 may require groundwater dewatering during construction, but groundwater dewatering would be limited to the localized perched water on the project site and would be temporary, only occurring if perched groundwater is encountered. Therefore, construction of Alternative 3 would not result in substantial groundwater withdrawals that could result in subsidence on-site. Therefore, Alternative 3's impact related to the risk of landslide, lateral spreading, subsidence, liquefaction, or collapse would be the same as the proposed project and would remain less than significant.

As with the proposed project, Alternative 3 would locate structures on soils with very low potential for expansion. The construction contractor would be required to comply with the requirements of the CBC, including the use of non-expansive fill material, to minimize the potential for structural hazards associated with soil expansion. Alternative 3's impact related to creating substantial direct or indirect risks to life or property related to expansive soil would be the same as the proposed project and would remain less than significant.

As with the proposed project, Alternative 3 would involve connecting the clubhouse, comfort station, and Rio Grande Coffee Shop to the Goleta West Sanitary District sewer system and the abandonment of the private septic systems serving the existing clubhouse and comfort station. Alternative 3 would not involve the installation of additional septic tanks on-site and therefore would not result in impacts related to the use of septic tanks. Therefore, Alternative 3 would have no impact related to soils incapable of adequately supporting the use of septic tanks, which would be the same level of impact compared to the proposed project.

Alternative 3 would reduce the amount of ground disturbance compared to the proposed project which would reduce the potential to encounter paleontological resources or unique geologic features compared to the proposed project. However, Alternative 3 could result in the disturbance of unknown

paleontological resources. Therefore, Alternative 3 would require implementation of Mitigation Measure GEO-2 to reduce potential impacts to paleontological resources and unique geologic features to a less than significant level by requiring WEAP training, monitoring, and setting forth procedures for the recovery, identification, and curation of fossils discovered during construction. Alternative 3's impacts related to paleontological resources or unique geologic features would be reduced compared to the proposed project but would remain less than significant with mitigation incorporated.

Based on the above, Alternative 3's erosion impacts would be reduced compared to the proposed project and would remain less than significant. Alternative 3's paleontological resources impacts would be reduced compared to the proposed project but would remain less than significant with mitigation incorporated. Alternative 3's impacts related to groundshaking would be the same as the proposed project and would remain less than significant with mitigation incorporated. Alternative 3's impacts related to fault rupture, liquefaction, landslides, unstable soils, and expansive soils, would be the same as the proposed project and would remain less than significant. As with the proposed project, there would be no impact related potential for on-site soils to be capable to support the existing on-site septic systems.

g. Greenhouse Gas Emissions

Alternative 3 would reduce the scope of the proposed project's construction activities by excluding Hollister Avenue improvements and the freestanding bridge over Devereaux Creek. Therefore, this alternative would result in reduced GHG emissions during construction compared to the proposed project. Alternative 3's operation would include the same components as the proposed project and therefore generate the same GHG emissions as operation of the proposed project. Accordingly, the combined construction and operation emissions of Alternative 3 would be reduced compared to the proposed project, which would not result in substantial GHG emissions. Therefore, Alternative 3's impacts related to GHG emissions would be reduced compared to the proposed project. Impacts would remain less than significant.

As with the proposed project, Alternative 3 would include design features to promote renewable energy use, energy efficiency, water efficiency, and reductions in vehicle travel, all of which contribute to the creation of minimal GHG emissions. Alternative 3 would not include additional renovation compared to the proposed project which could have the potential to conflict with applicable GHG reduction plans. Alternative 3 would include EV charging infrastructure that exceeds California Green Building Standards and City requirements for EV charging infrastructure. Alternative 3's proposed facilities would be the same as the proposed project and be designed in accordance with the same energy efficiency standards. Alternative 3 would incorporate water efficient fixtures to reduce water consumption for landscaping, plumbing, and irrigation consistent with the latest Title 24 Green Building Code and Building Energy Efficiency Standards. Alternative 3 would also include the same new water-efficient irrigation system as the proposed project which would reduce GHG emissions associated with water use. Alternative 3 would include active transportation facilities (i.e., bicycle parking) and therefore would encourage active transportation and the reduction of GHG emission from vehicles. However, Alternative 3 would not include implementation of the continuation of the Type 4 trail and therefore would not promote minimal GHG emissions from vehicles like the proposed project. Nevertheless, Alternative 3 would be consistent with applicable GHG reduction plans. Therefore, Alternative 3's impact would be greater compared to the proposed project but would remain less than significant.

Based on the above, Alternative 3's GHG emissions would be reduced compared to the proposed project due to decreased construction activity. As Alternative 3 would include less infrastructure that would minimize on-site GHG emissions, impacts related to consistency with applicable GHG reduction plans would be increased compared to the proposed project. Impacts related to GHG emissions would remain less than significant.

h. Hazards and Hazardous Materials

Alternative 3 would reduce the scope of the proposed project's construction activities by excluding Hollister Avenue improvements and the freestanding bridge over Devereaux Creek and therefore would result in less hazardous material usage compared to the proposed project. Hazardous materials used during construction of Alternative 3 would be handled in accordance with the same regulations as the proposed project, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Waste Control Law, and California Code of Regulations Title 22. Construction of Alternative 3 would occur in compliance with a Storm Water Pollution Prevention Plan to reduce potential spills. All hazardous material transport, use, or disposal associated with Alternative 3's operation would comply with existing hazardous materials regulations established by United States Environmental Protection Agency, the State of California, the County of Santa Barbara, and the City of Goleta. These regulations prescribe measures for the safe transport, use, storage, and disposal of hazardous materials to reduce risk of spills. Accordingly, Alternative 3's impact related to the routine transport, use, and disposal of hazardous materials would be reduced compared to the proposed project but would remain less than significant.

As with the proposed project, Alternative 3 would include demolition of the existing clubhouse portions of the existing maintenance facility, and comfort station, and restoration of the Barnsdall Rio Gas Station which have the potential to contain ACM, LBP, mercury, and PCB. Alternative 3 would require less ground disturbance than the proposed project and therefore would have less potential to result in release of hazardous soils; however, grading could potentially disturb hazardous materials in soil, leading to an accidental release of hazardous materials. As with the proposed project, construction of Alternative 3 could also encounter perched groundwater which, if contaminated, could result in the accidental release of hazardous materials. In addition, operation of Alternative 3 could result in exposure to volatile organic compounds in the soil similar to the proposed project. Mitigation Measures HAZ-1 through HAZ-6 would continue to be required, which would reduce potential hazardous material impacts associated with accidental releases of hazardous materials during demolition of the existing clubhouse, and grading of potentially contaminated soil, soil vapor, or groundwater to a less than significant level. Operation of Alternative 3 would result in the same reduction in fertilizer and pesticide use on the golf course as the proposed project due to the same reduction of irrigated turf. Accordingly, Alternative 3's impact related to the accidental release of hazardous materials would be reduced compared to the proposed project but would remain less than significant with mitigation incorporated.

As with the proposed project, construction of Alternative 3 could potentially occur within 0.25 mile of the Ellwood School. As with the proposed project, Alterative 3's construction activities would have the potential to create a significant hazard involving the release of ACMs, LBP, mercury, or PCBs into the environment, or through exposure and transport of on-site contaminated soil or groundwater, which would be reduced with implementation of Mitigation Measures HAZ-1 through HAZ-6. Therefore, Alternative 3's impact related to handling hazardous materials within 0.25-mile of a school would be reduced compared to the proposed project but remain less than significant with mitigation incorporated.

As with the proposed project, Alternative 3 would have potential to result in hazardous material release due to the presence of on-site hazardous materials. Mitigation Measures HAZ-3 through HAZ-6 and HAZ-7 would be required which mandates oversight from Santa Barbara County Environmental Health Services and Central Coast RWQCB. Alternative 3's impact related to the presence of on-site hazardous materials would be the same as the proposed project and would remain less than significant with mitigation incorporated.

As with the proposed project, Alternative 3 would be located outside of the safety and noise contours of the Santa Barbara Airport. Alternative 3's facilities would be designed the same as the proposed project and therefore would not conflict with the standards of Review Area 2 of the Santa Barbara Airport's Airport Influence Area or FAR Part 77. Therefore, Alternative 3's impact related to safety hazards and excessive noise due to proximity to an airport would be the same as the proposed project and would remain less than significant.

Alternative 3 would not include construction on Hollister Avenue and therefore would result in less potential to interfere with emergency response or evacuation of Hollister Avenue compared to the proposed project. As with the proposed project, Alternative 3's operations would not introduce activities that could impede or interfere with the Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan or emergency evacuations on Hollister Avenue. Alternative 3's impact related to impaired implementation or physical interference with an adopted emergency response plan or emergency evacuation plan would be reduced compared to the proposed project but would remain less than significant.

Alternative 3 would be located on the same site as the proposed project and therefore be exposed to the same fire risks as the proposed project. As with the proposed project, construction of Alternative 3 would comply with California Public Resources Code Sections 4442, 4427, 4428, and 4431 to minimize the potential for wildland fire. Alternative 3's structures would result in the same fire risks as the proposed project, which would be minimized with adherence to the standards of the California Fire Code, CBC, and California Code of Regulations Title 14. Therefore, Alternative 3's impact related to wildland fire would be the same as the proposed project and would remain less than significant.

Based on the above, Alternative 3's impacts related to hazardous materials would remain less than significant with mitigation incorporated. Alternative 3's hazardous materials impacts would be reduced compared to the proposed project due to the reduction in construction activities and lack of encroachment onto Hollister Avenue. Alternative 3's impacts related to upset or accident of hazardous materials, emissions of hazardous materials near schools, and hazardous materials sites would remain less than significant with mitigation incorporated. Impacts related to transport, use, and disposal of hazardous materials, airport hazards, emergency response plans, and wildland fires would remain less than significant.

i. Hydrology and Water Quality

Given the reduction in construction activities, Alternative 3 would have reduced potential to degrade water quality compared to the proposed project. As with the proposed project, Alternative 3 would include demolition of the existing clubhouse, portions of the existing maintenance facility, and comfort station, which could discharge ACB and LBP to on-site soils where they could then be transported off-site in stormwater runoff. Mitigation Measures HAZ-1 and HAZ-2 would be required and would minimize the potential for the accidental release of ACB and LBP. As with the proposed project, Alternative 3 could require groundwater dewatering of perched groundwater during construction which, if contaminated, could result in releases of hazardous materials into stormwater. Mitigation Measure HAZ-5 would be required to reduce the potential for the accidental discharge of

contaminated groundwater. Construction of Alternative 3 would comply with the Construction Stormwater General Permit, including the implementation of a Storm Water Pollution Prevention Plan and BMPs to minimize the introduction of pollutants during construction activities. Alternative 3 would not include the installation of bridge at Devereaux Creek or culvert removal and therefore would not require implementation of Mitigation Measures HYD-1 and BIO-4 to minimize the introduction of pollutants into Devereaux Creek. In addition, adherence to the City's Municipal Code would ensure construction activities would minimize substantial runoff water which would exceed the capacities of Devereaux Creek or Bell Canyon Creek. Alternative 3's construction impacts related to water quality degradation, erosion, and the introduction of substantial polluted runoff and exceedances of stormwater capacity would be reduced compared to the proposed project but would remain less than significant with mitigation incorporated.

Alternative 3 would include the same stormwater control infrastructure as the proposed project to treat and discharge stormwater onto the golf course consistent with the requirements of the Central Coast RWQCB. As with the proposed project, treated water and high-flow bypass from the basins would be discharged to the golf course rather than the storm drain system in Hollister Avenue that outlets to Bell Canyon Creek which would minimize the amount of stormwater and potential stormwater pollutants entering Bell Canyon Creek. Alternative 3 would also abandon the existing on-site septic systems which, upon completion, would reduce the potential for groundwater quality to be affected by sewage. Operation of Alternative 3 would result in the same reduction in fertilizer and pesticide use on the golf course as the proposed project. Alternative 3 would include the same new irrigation system included in the proposed project which would reduce water use for landscaping compared to existing conditions and therefore would reduce the potential for operation of the golf course to discharge stormwater pollutants due to erosion compared to existing conditions. Alternative 3 would include the same maintenance facility as the proposed project, and potential stormwater pollutants from the maintenance facility would be minimized with storage of hazardous materials in accordance with the requirements of the Santa Barbara Public Health Department's Consolidated Unified Program Agency Hazardous Material Division and the Santa Barbara County Agriculture Commissioner. Alternative 3's operational impacts related to water quality degradation, erosion, and the introduction of substantial polluted runoff and exceedances of stormwater capacity would be the same as the proposed project and would remain less than significant.

As with the proposed project, construction of Alternative 3 has the potential to require groundwater dewatering of perched groundwater. Groundwater dewatering activities would be localized and temporary, lasting only during excavation activities, if groundwater is encountered. The anticipated duration and minimal amount of groundwater dewatering that would be required for excavation would not result in substantial groundwater losses in the Basin. Similar to the proposed project, given the limited infiltration potential of on-site soils and the minimal amount of impervious surface increase generated by Alternative 3, Alternative 3 would not substantially decrease groundwater infiltration rates on-site or result in substantial interference to groundwater recharge, Alternative 3's impact related to substantially decreasing groundwater supplies or interfering with groundwater recharge would be the same as the proposed project and would remain less than significant.

As with the proposed project, Alternative 3's bioretention basins would be sized to collect and convey stormwater runoff on the project site to the golf course such that an increase in on-site flooding compared to existing conditions would not occur in accordance with Central Coast RWQCB requirements. Alternative 3 would not include work within Devereaux Creek and therefore has no potential to result in on- or off-site flooding in Deveraux Creek; however, Alternative 3 would not result in long-term improvements associated with culvert removal and the restoration of Deveraux

Creek to its natural flow. Alternative 3's impact related to on- or off-site flooding would be greater compared to the proposed project but would remain less than significant.

Alternative 3 would be subject to the same on-site inundation hazards as the proposed project. As with the proposed project, Alternative 3 would locate structures outside of a flood hazard zone, tsunami zone, seiche hazard zone, and dam inundation zone. Like the proposed project, hazardous materials stored on-site would located be outside the inundation areas and stored in accordance with applicable regulatory requirements. Impacts related to risk of release of stormwater pollutants during inundation would be similar to the proposed project and would remain less than significant.

Given the reduction in construction activities, Alternative 3 would have a reduced potential to degrade water quality in conflict with the Basin Plan compared to the proposed project. As with the proposed project, Alternative 3 would adhere to the requirements of the Construction Stormwater General Permit and Chapter 13.04 and Chapter 15.09 of the City's Municipal Code to minimize water quality impacts, and would require Mitigation Measures HAZ-1, HAZ-2, and HAZ-5 to reduce potential water quality impacts to a less than significant level. Accordingly, Alternative 3's impacts related to conflicts with the Basin Plan would be reduced compared to the proposed project but would remain less than significant with mitigation incorporated.

As described above, Alternative 3 would not adversely impact groundwater supplies. Accordingly, Alternative 3 would not interfere with the management of the Basin in accordance with the Wright Judgement. Accordingly, Alternative 3's impact related to conflicts with the Wright Judgement or Goleta Water District's Groundwater Management Plan Goleta Groundwater Basin would be the same as the proposed project and would remain less than significant.

Based on the above, Alternative 3's overall hydrology and water quality impacts would be reduced compared to the proposed project due to the reduction in construction activities. Alternative 3's impacts related to water quality, polluted runoff, and conflict with water quality plans or groundwater management plans would remain less than significant with mitigation incorporated. Impacts related to groundwater, erosion and siltation, flooding, and release of pollutants from inundation would remain less than significant.

j. Land Use and Planning

As with the proposed project, Alternative 3 would be located on the existing Sandpiper Golf Club and would not include any components that could divide an established community. Alternative 3's impact would be the same as the proposed project, and no impact related to the physical division of an established community would occur.

Alternative 3 would largely include the same renovation as the proposed project, excluding the Hollister Avenue improvements and would not include the construction of the free-standing bridge over Devereaux Creek. Alternative 3's facilities would be the same as the proposed project and would therefore be consistent with all applicable Goleta Municipal Code zoning standards and FAR Part 77 standards. Alternative 3 would include installation of the same storm drain and outlet within arroyo willow thickets ESHA as the proposed project and therefore would have the same potential to conflict with Policy CE 1.6 of the City's General Plan/Local Coastal Plan. Alternative 3 would include trenching for underground utilities along Hollister Avenue right-of-way and would result in trenching within riparian and monarch butterfly roosting ESHA. Therefore, Alternative 3 would have a similar potential to conflict with Policy 9.5 of the City's General Plan/Local Coastal Plan compared to the proposed project. As Alternative 3 would not include the Type 4 trail, Alternative 3 would be inconsistent with the City's Bicycle and Pedestrian Master Plan, as well as Policies OS 4.4, VH 2.5, VH 3.3, VH 3.5, and

VH 4.10. As with the proposed project, Alternative 3 would be consistent with most policies of the Goleta General Plan/Coastal Land Use Plan through implementation of Mitigation Measures BIO-1 through BIO-11, CUL-1 through CUL-4, NOI-1, TCR-1, and TCR-2. Alternative 3's impact would be similar when compared to the proposed project and would remain less than significant with mitigation.

k. Noise

Alternative 3 would not include the Hollister Avenue improvements and would not include the construction of the free-standing bridge over Devereaux Creek and therefore would result in less construction noise than the proposed project. In addition, Alternative 3 would shift the location of the Rio Grande Coffee Shop resulting in a reduction in construction noise associated with the Rio Grande Coffee Shop for single-family residences to the east. Alternative 3 would require implementation of Mitigation Measure NOI-1 to ensure construction noise levels do not exceed Goleta's 65 dBA construction noise standards. Accordingly, Alternative 3's construction noise impact remain less than significant with mitigation.

Alternative 3 would result in less construction traffic noise than the proposed project because Alternative 3 would not require construction worker trips for the Hollister Avenue improvements or free-standing bridge over Devereaux Creek. Because the proposed project's construction would not result in an increase of 3 dBA or more, the reduced construction in accordance with Alternative 3 would not result in an increase of 3 dBA or more of traffic noise. Alternative 3's construction traffic noise impact would be reduced compared to the proposed project but would remain less than significant.

Alternative 3 would include the same facilities as the proposed project which would generate the same noise levels at nearby sensitive receptors as the proposed project except for the Rio Grande Coffee Shop, which would generate decreased noise at single-family residences to the east due to its relocation. Operational noise associated with heating, ventilation, and air conditioning units, the pump station, and conversational noise would not exceed City noise thresholds. Accordingly, Alternative 3's stationary operational noise impact would be reduced compared to the proposed project but would remain less than significant.

Alternative 3 would result in the same new vehicle trips as the proposed project as Alternative 3 includes the same facilities as the proposed project. As with the proposed project, Alternative 3 would not result in operational traffic noise exceeding 3 dBA. Alternative 3's operational traffic noise impact would be the same as the proposed project and would remain less than significant.

Alternative 3 would include the use of similar construction equipment as the proposed project, including the use of a vibratory roller and large bulldozer, which could generate substantial groundborne vibration. The equipment would exceed the Caltrans vibration damage potential threshold for historical structures of 0.12 PPV in/sec for transient sources within a distance of 42 feet and 20 feet, respectively. However, Alternative 3 includes the relocation of Rio Grande Coffee Shop 50 feet southwest of the Barnsdall Rio Grande Gas Station. This relocation would ensure that construction equipment would be operated greater than 42 feet from Barnsdall Rio Grande Gas Station which would minimize the potential for construction to generate groundborne vibration that could damage the Barnsdall Rio Grande Gas Station. Unlike the proposed project, Alternative 3 would not require implementation of mitigation to reduce potential groundborne vibration impacts. Alternative 3 would reduce the proposed project's vibration impact to a less than significant level.

As with the proposed project, Alternative 3 would be located outside of the noise contours from Santa Barbara Airport. Therefore, Alternative 3's impact related to excessive airport noise would remain less than significant, which is the same as the proposed project.

Based on the above, Alternative 3's construction noise and construction vibration impacts would be reduced compared to the proposed project due to the reduction in construction activities and relocation of the Rio Grande Coffee Shop. Alternative 3's operational noise impacts would be the same as the proposed project. Alternative 3's would result in less than significant groundborne vibration impacts, compared to the proposed project's less than significant with mitigation impact. Alternative 3's impacts related to construction noise would remain less than significant with mitigation. Alternative 3's impacts related to operational noise and airport noise would remain less than significant.

l. Parks and Recreation

Alternative 3 would require less construction activities and therefore would result in less potential to degrade existing park facilities due to construction worker use as construction workers would not need to spend as much time at the project site and would have less opportunities to use surrounding recreational areas during break periods. Alternative 3 would include the same amount of employees as the proposed project which would not result in a substantial reduction in the amount of parkland available to the residents of Goleta. As with the proposed project, Alternative 3 could increase the amount of visitors to the project site which may increase the use of nearby parks and trails; however, ultimately Alternative 3 would expand recreational opportunities in Goleta such that residents have additional options for recreation through the dedication of a lateral access easement for beach access. However, Alternative 3 would not include the Type 4 trail that would serve as a continuation of the Juan Bautista de Anza Trail and therefore would not provide the same amount of recreation infrastructure as the proposed project. Alternative 3's impact to park facilities would be greater than the proposed project but would remain less than significant.

Alternative 3 would include similar recreational facilities as the proposed project, excluding the Type 4 trail, which would not result in additional environmental impacts beyond what is evaluated in this EIR. As described above, Alternative 3 would not result in substantial deterioration of recreational facilities and furthermore would not necessitate new or expanded recreational facilities. Therefore, Alternative 3's impact related to recreational facilities would be the same as the proposed project and would remain less than significant.

Based on the above, Alternative 3's parks and recreation impacts would be reduced during construction compared to the proposed project due to the reduction in construction activities but would be increased during operation due to the lack of the Type 4 trail. Alternative 3's impacts related to parks and recreation would remain less than significant.

m. Public Services

Alternative 3 would require the same employees as the proposed project and therefore would result in the same indirect population growth compared to the proposed project. Given that the proposed project's indirect population growth would not result in substantially diminished fire protection services, police protection services, school capacities, or library services, Alternative 3's indirect population growth would also not result in substantially diminished public services. As with the proposed project, Alternative 3 would be located in proximity to existing fire stations and police stations and would be adequately served by existing fire protection and police protection services in Goleta. In addition, as with the proposed project, Alternative 3 would also include the required

payment of development impact fees which would provide funding for expanded public services in accordance with Chapter 17.70 of the Municipal Code and Goleta Union School District and Santa Barbara Unified School District fees. Therefore, Alternative 3's impact related to public services would be the same as the proposed project and would remain less than significant.

n. Transportation and Circulation

As with the proposed project, Alternative 3 would not include elements that would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Alternative 3 would add the same bicycle parking spaces and bicycle entrance to the Rio Grande Coffee Shop, but would not include the continuation of the Juan Bautista De Anza Trail to the project site or dedication of a lateral access easement along Hollister Avenue, and would therefore provide less facilities for bicycle and pedestrian travel. Unlike the proposed project, Alternative 3 would not support the City of Goleta's General Plan/Local Coastal Plan Policy OS.4.4, which aims to facilitate improvements to the portion of the Juan Bautista De Anza Trail within Goleta. As with the proposed project, the design for Alternative 3's proposed driveways would be subject to review and approval by the City and SBCFD which would minimize the potential for vehicle to pedestrian and vehicle to cyclist conflicts. Unlike the proposed project, Alternative 3 would not result in any temporary lane, bicycle route, or sidewalk closures on Hollister Avenue and would not include roadway impediments on Hollister Avenue during construction. Alternative 3 would require the same amount of employees than the proposed project which, as with the proposed project, would not substantially interfere with Santa Barbara Metropolitan Transit District operations. Accordingly, Alternative 3's construction impact related to conflicts with transit, roadway, bicycle, and pedestrian facilities would be reduced compared to the proposed project and would remain less than significant. However, unlike the proposed project, Alternative 3 would not include infrastructure along Hollister Avenue to promote bicycle and pedestrian transportation, and would not further support the City's policies related to bicycle and pedestrian facilities. However, impacts would remain less than significant.

Alternative 3 would require less construction activities than the proposed project and therefore would generate less short-term VMT increases than the proposed project. This construction-related VMT increase would be temporary and would not have a lasting effect on the overall transportation network or long-term VMT patterns in the area. Alternative 3 would include the same facilities as the proposed project which would be exempt from quantitative VMT analysis and presumed to have a less than significant impact on VMT pursuant to the City's VMT Guidelines. As with the proposed project, Alternative 3 would increase the time between tee-offs and correspondingly reduce the annual rounds of golf per year, which would reduce the amount of vehicle trips and associated VMT generated by golfers to get to and from the project site compared to existing conditions. Therefore, Alternative 3's impact related to conflicts with CEQA Guidelines Section 15064.3(b) would be reduced compared to the proposed project but would remain less than significant.

As with the proposed project, during construction of Alternative 3, equipment staging would occur on-site and construction personnel would park on-site, which would minimize the potential for construction related vehicles and equipment to disrupt in the immediate area. Unlike the proposed project, Alternative 3 would not include construction in the right-of-way of Hollister Avenue and therefore would not result in any roadway impediments on Hollister Avenue. Alternative 3 would include the same driveway configuration as the proposed project which would be designed accordance with all applicable SBCFD standards to minimize line-of-sight disruptions and hazards between vehicles and pedestrians and vehicles and cyclists. As with the proposed project, Alternative

3 would not introduce new incompatible uses, such as farm equipment, to roadways, and Alternative 3's uses would be the same as existing on-site uses. Accordingly, Alternative 3's impacts to increased hazards would be reduced compared to the proposed project but would remain less than significant.

As stated above, during construction of Alternative 3, equipment staging would occur on-site and construction personnel would park on-site, which would minimize the potential for construction related vehicles and equipment to result in inadequate emergency access. Unlike the proposed project, Alternative 3 would not result in any potential for inadequate emergency access in the short term on Hollister Avenue because Alternative 3 does not include construction in the Hollister Avenue right-of-way. As with the proposed project, Alternative 3 would be designed in accordance with all applicable SBCFD standards to maintain adequate emergency access. As with the proposed project, SBCFD and the City would review and approve Alternative 3's design, which would ensure Alternative 3 would provide adequate egress for emergency access. Therefore, Alternative 3's impacts to emergency access would be reduced compared to the proposed project but would remain less than significant.

Based on the above, Alternative 3's transportation and circulation impacts would be reduced compared to the proposed project due to the lack of construction in the Hollister Avenue right-of-way. Alternative 3's impacts related to transportation and circulation would remain less than significant.

o. Tribal Cultural Resources

As with the proposed project, Alternative 3 would be located in an area with a high sensitivity for cultural resources, including tribal cultural resources. Alternative 3 would require less ground disturbance, which would reduce the potential to encounter tribal cultural resources compared to the proposed project. Although impacts would be reduced, potential to unearth previously unidentified resources would remain. As such, Mitigation Measures CUL-2 through CUL-4, and TCR-1 and TCR-2 would be required, including implementation of a tribal monitoring agreement and appropriate disposition of any unanticipated tribal cultural resources discovered during construction. Alternative 3's impact related to tribal cultural resources would be reduced compared to the proposed project but would remain less than significant with mitigation.

p. Utilities and Service Systems

Alternative 3 would require the installation and relocation of the same utility infrastructure as required for the proposed project. Accordingly, Alternative 3's impact related to the relocation or construction of utility infrastructure would be the same as the proposed project and would remain less than significant.

Alternative 3's water demand would be the same as the proposed project which would reduce on-site water use compared to existing conditions. Accordingly, Alternative 3 would have no impact on water use, the same as the proposed project.

Alternative 3's wastewater generation would be the same as the proposed project which would be accommodated by existing wastewater treatment plant capacity available for Goleta West Sanitary District customers. Therefore, Alternative 3's impact related to wastewater treatment capacity would be the same as the proposed project and would remain less than significant.

Alternative 3 would result in less solid waste generation as the proposed project during construction due lack of Hollister Avenue improvements and free-standing bridge, but would still generate substantial solid waste during construction. As such, Mitigation Measure UTIL-1 would be required to

reduce solid waste generated during construction below the City's project specific threshold of 350 tons of nonrecyclable construction and demolition debris. Once operational, Alternative 3 would result in the same solid waste generation as the proposed project which does not exceed the City's project-specific threshold of 196 tons per year. Therefore, solid waste impacts related to the operation of Alternative 3 would be reduced compared to the proposed project but would remain less than significant with mitigation incorporated.

Based on the above, Alternative 3's impacts related to solid waste would be reduced compared to the proposed project but would remain less than significant with mitigation incorporated. Alternative 3's impacts related to the construction of utility infrastructure and wastewater treatment capacity would be the same as the proposed project and would remain less than significant. Like the proposed project, no water supply impacts would occur.

6.3.4 Alternative 4: Extended Bicycle Path

a. Aesthetics

Alternative 4 would include the same facilities as the proposed project; however, rather than include a Type 4 trail along the south side of Hollister Avenue from the project site's eastern boundary to the proposed clubhouse parking lot, Alternative 4 would include a bicycle path along Hollister Avenue from Cathedral Oaks Road to Pebble Beach Drive. Thus, Alternative 4 would result in similar effects on scenic vistas compared to the project. Construction of Alternative 4 would occur over a similar timeframe as construction of the proposed project and therefore would result in similar temporary visual impairments. As with the proposed project, construction activities associated with Alternative 4 would be visible from the Hollister Avenue scenic corridor and related scenic viewpoints. Although Alternative 4 would result in additional construction along Hollister Avenue due to the extended bicycle path, visual impacts would be temporary and construction areas along the golf course would be screened with fencing during construction (as with the proposed project) to obstruct views of equipment and the construction sites from public viewing areas. Because Alternative 4 would include the same project facilities as the proposed project, and the proposed bicycle path would constitute a linear feature with minimal aboveground elements, Alternative 4 would not result in substantial adverse effects on key viewpoints surrounding the project site. Therefore, Alternative 4's impact related to scenic vistas would be similar to the proposed project and would remain less than significant.

Alternative 4 would not place infrastructure in an area visible from an officially-designated State scenic highway. As with the proposed project, existing buildings, topography, and vegetation obscure views of the project site and existing on-site development from vehicles travelling along U.S. 101. Alternative 4 would not increase the height of the proposed project's facilities, and therefore Alternative 4's facilities would be obscured from views from U.S. 101. As with the proposed project, Alternative 4 would result in no impact related to scenic resources within a State scenic highway.

Alternative 4's proposed facilities would not differ from the same facilities evaluated in the proposed project, aside from the extended bicycle path instead of the Type 4 trail. This substitution in linear features would not result in any inconsistencies with the policies and regulations governing visual quality applicable to the proposed project. Alternative 4's facilities would meet the same development standards as the proposed project, including maximum lot coverage, maximum building height, minimum setbacks, and parking, of the Open Space/Active Recreation zone. In addition, Alternative 4's facilities would not exceed FAR Part 77 building height restrictions and would not obstruct views of the Pacific Ocean in compliance with Section 30251 of the California Coastal Act.

Alternative 4's impact related to conflicts with zoning and other regulations governing scenic quality would be similar to the proposed project and would remain less than significant.

Alternative 4 would result in the same facilities and therefore the same amount of lighting compared to the proposed project. As with the proposed project, light sources associated with Alternative 4 would be similar to existing conditions and be designed in accordance with City standards, including City of Goleta General Plan/Coastal Land Use Plan Policy 4.12, Lighting, which requires outdoor lighting fixtures to be designed, located, aimed downward or toward structures (if properly shielded), retrofitted if feasible, and maintained in order to prevent over-lighting, energy waste, glare, light trespass, and sky glow. Alternative 4 would result in the same lighting sources from vehicles as the proposed project. Lighting would be similar to the surrounding area due to frequent residential and commercial vehicles near the U.S. 101 and Hollister Avenue/Cathedral Oaks Road interchange. Alternative 4 would introduce the same sources of glare from the sunlight reflecting on the glass surfaces of proposed facilities as the proposed project. Vegetative screening around the clubhouse and maintenance yard would reduce off-site impacts of glare from the clubhouse and cars, and the comfort station would be located in the southeastern portion of the project site and would have limited potential to produce off-site glare impacts. Like the proposed project, Alternative 4's impact related to light and glare would remain less than significant.

Based on the above, Alternative 4's aesthetics impacts would be similar compared to the proposed project. As with the proposed project, Alternative 4 would have less than significant impacts related to scenic vistas, scenic quality, and light and glare, and no impacts related to scenic highways.

b. Air Quality

As with the proposed project, Alternative 4 does not entail any change to the project site's existing land use and therefore would not conflict with the land use assumptions that inform the 2022 Ozone Plan's emissions forecasts. Alternative 4 would require the same number of employees compared to the proposed project and therefore would result in the same indirect population growth. Given that the proposed project's indirect population growth is within SBCAG growth projections utilized within the 2022 Ozone Plan, Alternative 4 would also be within SBCAG growth projections and therefore would not conflict with the 2022 Ozone Plan, which would be the same level of impact compared to the proposed project.

Alternative 4 would slightly increase the scope of the proposed project's construction activities by extending the bicycle path from the project site's eastern boundary to Pebble Beach Drive, and therefore would result in a small increase in criteria air pollutant emissions during construction compared to the proposed project. Under Alternative 4, approximately 0.49 acre of additional ground disturbance would occur, which is approximately 0.28 percent of the total anticipated ground disturbance of 174.43 acres under the proposed project. The proposed project's maximum annual construction emissions are 1.03 tons per year of reactive organic compounds, and 3.36 tons per year of nitrogen oxides, which do not exceed the applicable SBCAPCD thresholds of 25 tons per year. While construction activities would be slightly greater than the proposed project, the increase would be nominal given the overall scale of construction activities. As such, Alternative 4 would similarly not exceed the applicable SBCAPCD thresholds.

Alternative 4 would include the same golf course operational activities as the proposed project and therefore would generate the same criteria air pollutant emissions as operation of the proposed project, which would not exceed SBCAPCD thresholds. However, Alternative 4 would reduce long-term criteria pollutant emissions by promoting alternative modes of transportation. Specifically, the inclusion of a 10- to 14-foot Class I bicycle path within Hollister Avenue's southern right-of-way would

facilitate increased use of bicycles and pedestrian travel. This enhanced connectivity to regional bike infrastructure and transit stops, including accommodation of an existing bus stop and a proposed bus stop near Cathedral Oaks Road, would reduce reliance on automobile travel and associated vehicle emissions. Therefore, operational impacts would be reduced when compared to the proposed project and would remain less than significant.

As described above, Alternative 4 would slightly increase the scope of the proposed project's construction activities and would result in a small increase toxic air contaminant emissions on the project site compared to the proposed project. However, this increase would be nominal given the overall scale of the construction activities. Based on existing northeast to southwest wind patterns on the project site, these emissions would be carried away from the single-family residential receptors. As with the proposed project, operation of Alternative 4 would not involve the use of equipment that would increase toxic air contaminant emissions on the project site. Alternative 4's impact related to toxic air contaminants would be similar when compared to the proposed project and would remain less than significant.

Alternative 4's construction would result in the same odors as the proposed project which would be intermittent, temporary, and dissipate rapidly with distance from in-use construction equipment. Therefore, Alternative 4's odor impact would be similar when compared to the proposed project and would remain less than significant.

Based on the above, Alternative 4's air quality construction impacts would be similar when compared to the proposed project, and operational impacts would be reduced when compared to the proposed project. Like the proposed project, Alternative 4's impacts to air quality would be less than significant.

c. Biological Resources

No special-status plant species have been documented within or adjacent to the extended bicycle path area, and the potential for their occurrence is considered low due to the developed nature of the Hollister Avenue right-of-way and the dominance of ornamental and eucalyptus vegetation. However, there remains a limited possibility that previously undetected individuals could occur in small undeveloped patches at the southern edge of the roadway. If present, these could be subject to direct impacts from construction activities or indirect effects such as dust, chemical spills, or changes in water quality. Special-status wildlife species with potential to occur include monarch butterflies, California red-legged frogs, raptors such as Cooper's hawk and white-tailed kite, yellow warblers, and other nesting birds protected under the Migratory Bird Treaty Act and California Fish and Game Code. While no roosts or nests have been documented within the extended bicycle path area, suitable habitat exists to the south, particularly within eucalyptus groves designated as ESHA. Construction activities could result in temporary disturbances such as noise and human presence, but the alignment of Alternative 4 would avoid core habitat areas and would be confined to previously disturbed edges, reducing the likelihood of significant impacts. Alternative 4 would result in similar direct and indirect impacts to special-status species related to habitat removal and degradation, when compared to the proposed project, and would require Mitigation Measures BIO-1 through BIO-10 (as with the proposed project) to reduce potential impacts to special-status plant and wildlife species to a less than significant level.

Alternative 4 would include construction activities within and adjacent to monarch butterfly/raptor roosting habitat ESHA and riparian/marsh/vernal pool ESHA (as well as their associated 100-foot buffers) along the southern edge of Hollister Avenue. These activities would include grading, paving, and installation of landscaping adjacent to eucalyptus groves designated as ESHA. Although Alternative 4 would not introduce new development into undisturbed habitat, it would result in minor

encroachments into ESHA buffers and potential root zone disturbance. Alternative 4's impacts to ESHA are not anticipated to be greater than those of the proposed project, because the bike path alignment is confined to previously disturbed areas and involves a low-impact use. While minor encroachment and temporary construction-related effects may occur, they are limited in scale and duration and do not introduce substantial new development into undisturbed habitat. Additionally, Alternative 4 would avoid removal of protected trees and significant impacts to Monarch Butterfly Roosting ESHA where feasible through project design. Furthermore, as with the proposed project, Alternative 4 would require Mitigation Measures HYD-1, BIO-2, BIO-3, BIO-4, BIO-6, BIO-7, BIO-8, and BIO-11 to reduce potential impacts related to riparian habitat, ESHA, and wetlands to a less than significant level. Alternative 4's impact related to riparian habitat, ESHA, and aquatic resources would be similar to the proposed project and would remain less than significant with mitigation.

As with the proposed project, Alternative 4's construction activities could exceed City noise thresholds and result in temporary disruption of wildlife movement. Accordingly, Alternative 4 would require Mitigation Measure NOI-1 to reduce potential impacts to wildlife movement related to construction noise to a less than significant level. Alternative 4 would not introduce new lighting or permanent barriers to wildlife movement, and the proposed bicycle path extension would be located adjacent to an existing roadway. Like the proposed project, Alternative 4's impact related to wildlife movement would remain less than significant with mitigation incorporated.

As with the proposed project, Alternative 4 would include installation of a storm drain and associated outlet within arroyo willow thickets ESHA along Devereux Creek, sand capping and grading within the 100-foot Streamside Protection Area, and trenching for underground utilities within riparian ESHA along Devereux Creek and along the eastern project site boundary within riparian and monarch butterfly roosting habitat ESHA. Additionally, Alternative 4 would include construction activities within and adjacent to monarch butterfly/raptor roosting habitat ESHA and riparian/marsh/vernal pool ESHA (as well as their associated 100-foot buffers) along the southern edge of Hollister Avenue, due to the extension of the bicycle path. Similar to the proposed project, these activities could potentially be inconsistent with General Plan/Coastal Land Use Plan Policies CE 1.6, CE 2.2, CE 4.4, and CE 9.5. Alternative 4 may result in direct impacts, such as root and/or canopy pruning or compaction or accidental damage during excavation and grading, to 27 trees due to the extension of the bicycle path. However, removal of and major impacts to protected trees are anticipated to be avoided (and reduced to less than significant) through implementation of project design measures such as root bridging or shaving, shifting the alignment, or eliminating sections of curb/gutter. The extended bicycle path under Alternative 4 is an allowed use (public accessway/trail) pursuant to General Plan/Coastal Land Use Plan Policy CE 1.6. Alternative 4 would require implementation of Mitigation Measures BIO-2, BIO-3, BIO-4, BIO-6, BIO-7, BIO-8, and BIO-11, which would result in consistency with General Plan/Coastal Land Use Plan Policies CE 1.6, CE 2.2, CE 4.4, and CE 9.5, and reduce this impact to a less than significant level, which would be the same as the proposed project.

As with the proposed project, Alternative 4 would not be located in an area subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Alternative 4 would have no impact related to conflicts with these plans, which would be the same level of impact compared to the proposed project.

Overall, Alternative 4 would result in similar impacts to riparian habitat, ESHA, and special-status species compared to the proposed project. However, with implementation of mitigation measures, Alternative 4's impacts related to special-status plant and wildlife species, riparian and ESHA habitat, wetlands, wildlife movement, and conflicts with local policies protecting biological resources would remain less than significant with mitigation incorporated. Like the proposed project, Alternative 4

would have no impact related to conflicts with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

d. Cultural Resources

As with the proposed project, Alternative 4 would include the restoration and adaptive reuse of the Barnsdall Rio Grande Gas Station, a historical resource. Restoration and adaptive reuse activities would be carried out in accordance with Mitigation Measure CUL-1 to ensure the historical integrity of the Barnsdall Rio Grande Gas Station is preserved. Additionally, Alternative 4 would include Mitigation Measure NOI-2, to reduce potential vibration damage from construction activities. Alternative 4 would result in less than significant impacts to historic resources, and impacts would be the same as the proposed project.

Construction of Alternative 4 would slightly increase the amount of ground disturbance compared to the proposed project as Alternative 4 would extend the bicycle path to Pebble Beach Drive. However, this increase would be nominal given the overall scale of ground disturbance. Under Alternative 4, approximately 0.49 acre of additional ground disturbance would occur, which is approximately 0.28 percent of the total anticipated ground disturbance of 174.43 acres under the proposed project. As identified in the *Phase I and Extended Phase I Archaeological Resources Assessment Report*, no known archaeological resources are located within the extended bicycle path area. The increase in ground disturbance would be nominal given the overall scale of ground disturbance that would occur. In addition, the extended bicycle path area is located within the disturbed right-of-way of Hollister Avenue, which would have a reduced potential to contain unknown archaeological resources due to the amount of previous disturbance. However, because ground disturbance would occur, Alternative 4 has potential to encounter unknown cultural resources and Mitigation Measures CUL-2 through CUL-4 would continue to be required. These measures would minimize potential impacts to unanticipated discoveries of archaeological resources if they were to be encountered by requiring archaeological monitoring, a cultural resources sensitivity meeting for construction personnel, and implementation of appropriate procedures for evaluation and treatment of any discoveries made during construction. Accordingly, Alternative 4's impact to archaeological resources would be similar when compared to the proposed project and would remain less than significant with mitigation.

Construction of Alternative 4 would slightly increase (0.28 percent increase) the amount of ground disturbance compared to the proposed project; however, the extended bicycle path area is located within disturbed right-of-way of Hollister Avenue and with lower potential to contain unknown human remains. As with the proposed project, in the event of unanticipated discovery of human remains during ground disturbance, the construction contractor would comply with State of California Health and Safety Code Section 7050.5 and human remains would be preserved in accordance with the requirements of Public Resources Code Section 5097.98. With regulatory compliance, Alternative 4's impact to human remains would be similar compared to the proposed project and would remain less than significant.

Based on the above, Alternative 4 would have the same impact to historical resources as the proposed project. Alternative 4's impact to archaeological resources would be similar and would remain less than significant with mitigation incorporated. Alternative 4's impacts to human remains would be similar and would remain less than significant.

e. Energy

Alternative 4 would slightly increase the scope of the proposed project's construction activities by extending the bicycle path to Pebble Beach Drive and therefore would slightly increase fuel used for

construction equipment compared to the proposed project. However, the increase in construction activities for the extended bike trail would be nominal given the overall scale of construction activities. As with the proposed project, energy use during construction would be temporary and minimized in compliance with existing regulations such as California Code of Regulations Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes. Operation of Alternative 4 would require the same energy consumption as the proposed project, which would occur in compliance with the energy efficiency standards such as the California Green Building Standards Code and the 2025 Building Energy Efficiency Standards. However, Alternative 4 would reduce long-term energy demand associated with transportation by promoting alternative modes of travel. Specifically, the inclusion of a Class I bicycle path within Hollister Avenue's southern right-of-way would facilitate increased use of bicycles and pedestrian travel, reducing reliance on automobiles and associated fuel consumption. The extended bicycle path would connect to existing regional bike infrastructure and transit stops, including an existing bus stop near the Ellwood Mesa Open Space and a proposed bus stop near Cathedral Oaks Road, further supporting reduced automobile travel and fuel consumption and facilitating regional access to the proposed Rio Grande Coffee Shop, the Ellwood Mesa Open Space and Sperling Preserve, commercial areas east of the project site, and the University of California-Santa Barbara. Therefore, Alternative 4's impact related to the wasteful, inefficient, and unnecessary consumption of energy resources would be reduced when compared to the proposed project and would remain less than significant.

As with the proposed project, Alternative 4 would adhere to the California Green Building Standards Code and the 2025 Building Energy Efficiency Standards to minimize unnecessary energy use in the proposed facilities. Alternative 4's facilities would be supplied power from SCE in accordance with Senate Bill 100, which requires SCE to increase renewable energy procurement to 60 percent by 2030, and 100 percent by 2045. Alternative 4 would provide the same amount of electric vehicle parking as the proposed project which would be consistent with the requirements of the CALGreen intervening code update and the City's Municipal Code, which requires new non-residential construction to construct at least 30 percent of new parking spaces to be EV capable or include EV charging infrastructure. Alternative 4 would include the same amount of bicycle spaces as the proposed project to encourage the use of alternative modes of transportation, consistent with the City's CAP, Strategic Energy Plan, General Plan/Coastal Land Use Plan, and Municipal Code. Furthermore, Alternative 4 would be designed in accordance with the City's Energy Performance Reach Code which would provide electric-ready facilities for the use of electric infrastructure. In addition, Alternative 4 would continue to utilize the existing on-site electric golf carts for golfers. Alternative 4's impact related to conflicts with state or local plans for renewable energy or energy efficiency would be the same as the proposed project and would remain less than significant.

Based on the above, Alternative 4's energy impacts would be reduced when compared to the proposed project and would remain less than significant.

f. Geology and Soils

As with the proposed project, Alternative 4 would not locate structures within 50 feet of the More Ranch Fault and would not directly or indirectly cause the risk of loss, injury, or death involving rupture of a known earthquake fault. This impact would be the same as the proposed project, and would remain less than significant.

Alternative 4 would include renovation in an area with the same risks of seismic activity as the proposed project and therefore could result in potential risks associated with seismic ground shaking. As with the proposed project, Alternative 4 would require implementation of Mitigation Measure

GEO-1 requiring recommendations from the project-specific geotechnical reports to be put into grading and building plans. Implementation of Mitigation Measure GEO-1 would reduce potential impacts due to groundshaking on the project site to a less than significant level through incorporation of structural integrity recommendations. Therefore, Alternative 4's impact related to seismic ground shaking would be the same as the proposed project and would remain less than significant with mitigation incorporated.

Alternative 4 would be subject to the same liquefaction risks as the proposed project's structures, which are very low. As with the proposed project, Alternative 4's design would incorporate design measures required by the CBC which reduce the potential for substantial adverse effects due to liquefaction. Therefore, Alternative 4's impact related to liquefaction would be the same as the proposed project and would remain less than significant.

Alternative 4 would be subject to the same landslide risks as the proposed project and would not place structures in areas of high landslide potential. Only activities related to the proposed golf course improvements would occur in areas with high landslide potential. Alternative 4 would require the same maximum cut and fill slopes as the proposed project, which would not result in substantially steep slopes or other conditions that could induce a landslide. Therefore, Alternative 4's impact related to landslides would be the same as the proposed project and would remain less than significant.

Construction of Alternative 4 would slightly increase the amount of ground disturbance by 0.49 acre, for a total of 174.92 acre (compared to the proposed project's total ground disturbance of 174.43 acre), and would result in a minor increase in the potential for erosion compared to the proposed project. However, this increase would be nominal (0.28 percent) given the overall scale of ground disturbance. Construction of Alternative 4 would occur in compliance with the same requirements for erosion control as the proposed project, including the Construction Stormwater General Permit and Chapter 15.09 of the City's Municipal Code. Accordingly, construction of Alternative 4 would minimize the potential to cause substantial soil erosion or the loss of topsoil. Alternative 4 would include implementation of the same stormwater control infrastructure and site design BMPs as the proposed project to minimize erosion during operation. As with the proposed project, Alternative 4 would not substantially increase the rate of runoff on the site compared to existing conditions, as the impervious surfaces added to the project site would represent an increase of less than 0.2 percent compared to existing conditions. Alternative 4's impact related to erosion would be similar compared to the proposed project and would remain less than significant.

Alternative 4 would be subject to the same risks related to unstable geologic units and soil as the proposed project. As with the proposed project, Alternative 4 would not locate structures in an area subject to substantial liquefaction potential, landslide hazards, or potential for soil collapse. Potential impacts associated with geotechnical hazards would be minimized with adherence to the CBC. As with the proposed project, Alternative 4 may require groundwater dewatering during construction, but groundwater dewatering would be limited to the localized perched water on the project site and would be temporary, only occurring if perched groundwater is encountered. Therefore, construction of Alternative 4 would not result in substantial groundwater withdrawals that could result in subsidence on-site. Therefore, Alternative 4's impact related to the risk of landslide, lateral spreading, subsidence, liquefaction, or collapse would be the same as the proposed project and would remain less than significant.

As with the proposed project, Alternative 4 would locate structures on soils with very low potential for expansion. The construction contractor would be required to comply with the requirements of the CBC, including the use of non-expansive fill material, to minimize the potential for structural hazards

associated with soil expansion. Alternative 4's impact related to creating substantial direct or indirect risks to life or property related to expansive soil would be the same as the proposed project and would remain less than significant.

As with the proposed project, Alternative 4 would involve connecting the clubhouse, comfort station, and Rio Grande Coffee Shop to the Goleta West Sanitary District sewer system and the abandonment of the private septic systems serving the existing clubhouse and comfort station. Alternative 4 would not involve the installation of additional septic tanks on-site and therefore would not result in impacts related to the use of septic tanks. Therefore, Alternative 4 would have no impact related to soils incapable of adequately supporting the use of septic tanks, which would be the same level of impact compared to the proposed project.

Alternative 4 would slightly increase (increase of 0.28 percent) the amount of ground disturbance compared to the proposed project which would slightly increase the potential to encounter paleontological resources or unique geologic features compared to the proposed project. In addition, the extended bicycle path area is located within disturbed right-of-way of Hollister Avenue with lower potential to contain paleontological resources. However, during grading and ground disturbance, Alternative 4 could result in the disturbance of unknown paleontological resources, similar to the proposed project. Alternative 4 would require implementation of Mitigation Measure GEO-2 to reduce potential impacts to paleontological resources and unique geologic features to a less than significant level by requiring WEAP training, monitoring, and setting forth procedures for the recovery, identification, and curation of fossils discovered during construction. Alternative 4's impacts related to paleontological resources or unique geologic features would be similar compared to the proposed project and would remain less than significant with mitigation incorporated.

Based on the above, Alternative 4's erosion impacts would be similar compared to the proposed project and would remain less than significant. Alternative 4's paleontological resources impacts would be similar compared to the proposed project and would remain less than significant with mitigation incorporated. Alternative 4's impacts related to groundshaking would be the same as the proposed project and would remain less than significant with mitigation incorporated. Alternative 4's impacts related to fault rupture, liquefaction, landslides, unstable soils, and expansive soils, would be the same as the proposed project and would remain less than significant. As with the proposed project, there would be no impact related potential for on-site soils to be capable to support the existing on-site septic systems.

g. Greenhouse Gas Emissions

Alternative 4 would slightly increase the scope of the proposed project's construction activities. However, the increase in GHG emissions would be nominal given the small areas of additional construction activities (approximately 0.28 percent of the total project area) when amortized over 30 years. Alternative 4's operation would include the same components as the proposed project and therefore generate the same GHG emissions as operation of the proposed project. Accordingly, the combined construction and operation emissions of Alternative 4 would be slightly increased when compared to the proposed project, and would not result in substantial GHG emissions. Therefore, Alternative 4's impacts related to GHG emissions would be similar compared to the proposed project. Impacts would remain less than significant.

As with the proposed project, Alternative 4 would include design features to promote renewable energy use, energy efficiency, water efficiency, and reductions in vehicle travel, all of which contribute to the creation of minimal GHG emissions. Alternative 4 would include EV charging infrastructure that exceeds California Green Building Standards and City requirements for EV charging infrastructure.

Alternative 4's proposed facilities would be the same as the proposed project, other than the bicycle path instead of the Type 4 trail, and would be designed in accordance with the same energy efficiency standards. Alternative 4 would incorporate water efficient fixtures to reduce water consumption for landscaping, plumbing, and irrigation consistent with the latest Title 24 Green Building Code and Building Energy Efficiency Standards. Alternative 4 would also include the same new water-efficient irrigation system as the proposed project which would reduce GHG emissions associated with water use.

Alternative 4 would reduce long-term GHG emissions by promoting alternative modes of transportation. The inclusion of a Class I bicycle path within Hollister Avenue's southern right-of-way would facilitate increased use of bicycles and pedestrian travel, reducing reliance on personal vehicles and associated transportation emissions. Alternative 4 would include additional active transportation facilities when compared to the proposed project and therefore would encourage active transportation and the reduction of GHG emissions from vehicles to a greater extent than the proposed project. Thus, Alternative 4 would be consistent with applicable GHG reduction plans; impacts would be reduced when compared to the proposed project and would remain less than significant.

Based on the above, Alternative 4's GHG emissions would be reduced when compared to the proposed project and would remain less than significant.

h. Hazards and Hazardous Materials

Alternative 4 would slightly increase the scope of the proposed project's construction activities and therefore would result in a minor increase in hazardous material usage compared to the proposed project. However, this increase would be nominal when compared to the overall scale of construction activities. Hazardous materials used during construction of Alternative 4 would be handled in accordance with the same regulations as the proposed project, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Waste Control Law, and California Code of Regulations Title 22. Construction of Alternative 4 would occur in compliance with a Storm Water Pollution Prevention Plan to reduce potential spills. All hazardous material transport, use, or disposal associated with Alternative 4's operation would comply with existing hazardous materials regulations established by United States Environmental Protection Agency, the State of California, the County of Santa Barbara, and the City of Goleta. These regulations prescribe measures for the safe transport, use, storage, and disposal of hazardous materials to reduce risk of spills. Accordingly, Alternative 4's impact related to the routine transport, use, and disposal of hazardous materials would be similar compared to the proposed project and would remain less than significant.

As with the proposed project, Alternative 4 would include demolition of the existing clubhouse, portions of the existing maintenance facility, and comfort station, and restoration of the Barnsdall Rio Gas Station, which have the potential to contain ACM, LBP, mercury, and PCB. Alternative 4 would result in the same potential impact regarding the release of ACM, LBP, mercury, and PCB from demolition of existing buildings. Alternative 4 would require slightly more ground disturbance than the proposed project and therefore would a small increase in potential to result in release of hazardous materials. However, the increase would be nominal given the overall scale of construction activities. Grading could potentially disturb hazardous materials in soil, leading to an accidental release of hazardous materials. As with the proposed project, construction of Alternative 4 could also encounter perched groundwater which, if contaminated, could result in the accidental release of hazardous materials. In addition, operation of Alternative 4 could result in exposure to volatile organic

compounds in the soil similar to the proposed project. Mitigation Measures HAZ-1 through HAZ-6 would continue to be required, which would reduce potential hazardous material impacts associated with accidental releases of hazardous materials during demolition of the existing clubhouse, and grading of potentially contaminated soil, soil vapor, or groundwater to a less than significant level. Operation of Alternative 4 would result in the same reduction in fertilizer and pesticide use on the golf course as the proposed project due to the same reduction of irrigated turf. Accordingly, Alternative 4's impact related to the accidental release of hazardous materials would be similar compared to the proposed project and would remain less than significant with mitigation incorporated.

Construction of Alternative 4 would occur approximately 80 feet from the Ellwood School due to the extension of the bicycle path beyond the project site's eastern boundary, which is closer to the school than the proposed project. As with the proposed project, Alterative 4's construction activities would have the potential to create a significant hazard involving the release of hazardous materials into the environment, or through exposure and transport of on-site contaminated soil or groundwater, which would be reduced with implementation of Mitigation Measures HAZ-1 through HAZ-6. Therefore, although Alternative 4 would be located closer to the Ellwood School, Alternative 4's impact related to handling hazardous materials within 0.25-mile of a school would be similar to the proposed project and would remain less than significant with mitigation incorporated.

As with the proposed project, Alternative 4 would have potential to result in a hazardous materials release due to the presence of on-site hazardous materials. Mitigation Measures HAZ-3 through HAZ-6 and HAZ-7 would be required which mandates oversight from Santa Barbara County Environmental Health Services and Central Coast RWQCB. Alternative 4's impact related to the presence of on-site hazardous materials would be the same as the proposed project and would remain less than significant with mitigation incorporated.

As with the proposed project, Alternative 4 would be located outside of the safety and noise contours of the Santa Barbara Airport. Alternative 4's facilities would be designed the same as the proposed project and therefore would not conflict with the standards of Review Area 2 of the Santa Barbara Airport's Airport Influence Area or FAR Part 77. Therefore, Alternative 4's impact related to safety hazards and excessive noise due to proximity to an airport would be the same as the proposed project and would remain less than significant.

Alternative 4 would include construction on Hollister Avenue and therefore would have a similar potential to interfere with emergency response or evacuation of Hollister Avenue compared to the proposed project. As with the proposed project, Alternative 4's operations would not introduce activities that could impede or interfere with the Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan or emergency evacuations on Hollister Avenue. Alternative 4's impact related to impaired implementation or physical interference with an adopted emergency response plan or emergency evacuation plan would be similar to the proposed project and would remain less than significant.

Alternative 4 would primarily be in the same location and Fire Hazard Severity Zones as the proposed project and therefore be exposed to the same fire risks as the proposed project. As with the proposed project, construction of Alternative 4 would comply with California Public Resources Code Sections 4442, 4427, 4428, and 4431 to minimize the potential for wildland fire. Alternative 4's structures would result in the same fire risks as the proposed project, which would be minimized with adherence to the standards of the California Fire Code, CBC, and California Code of Regulations Title 14. Therefore, Alternative 4's impact related to wildland fire would be the same as the proposed project and would remain less than significant.

Based on the above, Alternative 4's impacts related to hazardous materials would remain less than significant with mitigation incorporated. Alternative 4's hazardous materials impacts would be similar compared to the proposed project. Alternative 4's impacts related to upset or accident of hazardous materials, emissions of hazardous materials near schools, and hazardous materials sites would remain less than significant with mitigation incorporated. Impacts related to transport, use, and disposal of hazardous materials, airport hazards, emergency response plans, and wildland fires would remain less than significant.

i. Hydrology and Water Quality

Given the slight increase in construction activities due to the extension of the bicycle path, Alternative 4 would have a minor increase in potential to degrade water quality compared to the proposed project. However, the increase would be nominal given the increase in ground disturbance is a 0.28 percent increase compared to the proposed project. As with the proposed project, Alternative 4 would include demolition of the existing clubhouse, portions of the existing maintenance facility, and comfort station, which could discharge ACB and LBP to on-site soils where they could then be transported off-site in stormwater runoff. Mitigation Measures HAZ-1 and HAZ-2 would be required and would minimize the potential for the accidental release of ACB and LBP. As with the proposed project, Alternative 4 could require groundwater dewatering of perched groundwater during construction at the Sandpiper Golf Club or within the extended bicycle path area, which, if contaminated, could result in releases of hazardous materials into stormwater. Mitigation Measure HAZ-5 would be required to reduce the potential for the accidental discharge of contaminated groundwater. Construction of Alternative 4 would comply with the Construction Stormwater General Permit, including the implementation of a Storm Water Pollution Prevention Plan and BMPs to minimize the introduction of pollutants during construction activities. Alternative 4 would include the installation of a bridge at Devereaux Creek and culvert removal and therefore would require implementation of Mitigation Measures HYD-1 and BIO-4 to minimize the introduction of pollutants into Devereaux Creek. In addition, adherence to the City's Municipal Code would ensure construction activities would minimize substantial runoff water which would exceed the capacities of Devereaux Creek, Bell Canyon Creek, or the City's storm drain system within Hollister Avenue. Alternative 4's construction impacts related to water quality degradation, erosion, and the introduction of substantial polluted runoff and exceedances of stormwater capacity would be similar compared to the proposed project and would remain less than significant with mitigation incorporated.

Alternative 4 would include the same stormwater control infrastructure as the proposed project to treat and discharge stormwater onto the golf course consistent with the requirements of the Central Coast RWQCB. As with the proposed project, treated water and high-flow bypass from the basins would be discharged to the golf course rather than the storm drain system in Hollister Avenue that outlets to Bell Canyon Creek which would minimize the amount of stormwater and potential stormwater pollutants entering Bell Canyon Creek. Stormwater within the extended bicycle path area would flow to the City's storm drain system within Hollister Avenue. Alternative 4 would also abandon the existing on-site septic systems which, upon completion, would reduce the potential for groundwater quality to be affected by sewage. Operation of Alternative 4 would result in the same reduction in fertilizer and pesticide use on the golf course as the proposed project. Alternative 4 would include the same new irrigation system included in the proposed project which would reduce water use for landscaping compared to existing conditions and therefore would reduce the potential for operation of the golf course to discharge stormwater pollutants due to erosion compared to existing conditions. Alternative 4 would include the same maintenance facility as the proposed project, and potential stormwater pollutants from the maintenance facility would be minimized with

storage of hazardous materials in accordance with the requirements of the Santa Barbara Public Health Department's Consolidated Unified Program Agency Hazardous Material Division and the Santa Barbara County Agriculture Commissioner. Alternative 4's operational impacts related to water quality degradation, erosion, and the introduction of substantial polluted runoff and exceedances of stormwater capacity would be the same as the proposed project and would remain less than significant.

As with the proposed project, construction of Alternative 4 has the potential to require groundwater dewatering of perched groundwater. Groundwater dewatering activities would be localized and temporary, lasting only during excavation activities, if groundwater is encountered. The anticipated duration and minimal amount of groundwater dewatering that would be required for excavation would not result in substantial groundwater losses in the Basin. Similar to the proposed project, given the limited infiltration potential of on-site soils and the minimal amount of impervious surface increase generated by Alternative 4 due to the extension of the bicycle path, Alternative 4 would not substantially decrease groundwater infiltration rates on-site or result in substantial interference to groundwater recharge, Alternative 4's impact related to substantially decreasing groundwater supplies or interfering with groundwater recharge would be the same as the proposed project and would remain less than significant.

As with the proposed project, Alternative 4's bioretention basins would be sized to collect and convey stormwater runoff on the project site to the golf course such that an increase in on-site flooding compared to existing conditions would not occur in accordance with Central Coast RWQCB requirements. Alternative 4 would include work within Devereaux Creek and would result in long-term improvements associated with culvert removal and the restoration of Deveraux Creek to its natural flow. Alternative 4's impact related to on- or off-site flooding would be the same compared to the proposed project and would remain less than significant.

Alternative 4 would be subject to the same on-site inundation hazards as the proposed project. As with the proposed project, Alternative 4 would locate structures outside of a flood hazard zone, tsunami zone, seiche hazard zone, and dam inundation zone. Like the proposed project, hazardous materials stored on-site would located be outside the inundation areas and stored in accordance with applicable regulatory requirements. Impacts related to risk of release of stormwater pollutants during inundation would be similar to the proposed project and would remain less than significant.

Given the minor increase in construction activities, Alternative 4 would have a slightly increased potential to degrade water quality and conflict with the Basin Plan compared to the proposed project. As with the proposed project, Alternative 4 would adhere to the requirements of the Construction Stormwater General Permit and Chapter 13.04 and Chapter 15.09 of the City's Municipal Code to minimize water quality impacts, and would require Mitigation Measures BIO-4, HAZ-1, HAZ-2, HAZ-5, and HYD-1 to reduce potential water quality impacts to a less than significant level. Accordingly, Alternative 4's impacts related to conflicts with the Basin Plan would be similar compared to the proposed project and would remain less than significant with mitigation incorporated.

As described above, Alternative 4 would not adversely impact groundwater supplies. Accordingly, Alternative 4 would not interfere with the management of the Basin in accordance with the Wright Judgement. Alternative 4's impact related to conflicts with the Wright Judgement or Goleta Water District's Groundwater Management Plan Goleta Groundwater Basin would be the same as the proposed project and would remain less than significant.

Based on the above, Alternative 4's hydrology and water quality impacts would be similar compared to the proposed project. Alternative 4's impacts related to water quality, polluted runoff, and conflict

with water quality plans or groundwater management plans would remain less than significant with mitigation incorporated. Impacts related to groundwater, erosion and siltation, flooding, and release of pollutants from inundation would remain less than significant.

j. Land Use and Planning

As with the proposed project, Alternative 4 would be primarily located on the existing Sandpiper Golf Club, with the exception of the extended bicycle path, and would not include any components that could divide an established community. Alternative 4's impact would be the same as the proposed project, and no impact related to the physical division of an established community would occur.

Alternative 4 would largely include the same renovation as the proposed project, with the substitution of the Type 4 trail with a bicycle path. Alternative 4's structural facilities would be the same as the proposed project and would therefore be consistent with all applicable Goleta Municipal Code zoning standards and FAR Part 77 standards. Alternative 4 would include installation of the same storm drain and outlet within arroyo willow thickets ESHA as the proposed project and therefore would have the same potential to conflict with Policy CE 1.6 of the City's General Plan/Local Coastal Plan. Alternative 4 would include trenching for underground utilities and would have a similar potential to conflict with Policy 9.5 of the City's General Plan/Local Coastal Plan compared to the proposed project. As with the proposed project, Alternative 4 would be consistent with most policies of the Goleta General Plan/Coastal Land Use Plan through implementation of Mitigation Measures BIO-1 through BIO-11, CUL-1 through CUL-4, HYD-1, NOI-1, TCR-1, and TCR-2.

When compared to the proposed project, Alternative 4 would further Policies OS 2.2 (Planned Vertical Accessways) and OS 2.4 (Mitigation of Impacts to Vertical Coastal Access) to a greater extent by facilitating lateral pedestrian connectivity along Hollister Avenue that improves public access for all Goleta residents to vertical access points toward the shoreline. The proposed project would not provide bluff top lateral access or vertical access onsite. The extent of the Class I bike path proposed under Alternative 4 would compensate for the proposed project's lack of a bluff top lateral access and vertical access by (1) increasing the lateral access along Hollister Avenue that would connect to multiple vertical access points that allow visitors of the Ellwood Mesa to access the beach and lateral bluff access points located offsite and (2) providing a safe and smooth surface that is wide enough to accommodate two directional flow of walking and alternative modes of transportation to multiple lateral and vertical access points off the project site.

Additionally, Alternative 4 would further Policies VH 3.5 (Pedestrian-Oriented Design), TE 1.1 (Alternative Modes), TE 2.3 (Diversion of Automobile Trips to Alternative Modes), and TE 10.4 (Pedestrian Facilities in New Development) to a greater extent than the proposed project by providing an extended bike path that connects existing pedestrian and bicycle infrastructure instead of a Type 4 path that would only occur along the project site's northern boundary and would not accommodate alternative modes of transportation, including bicycles. The Type 4 path would only accommodate pedestrian walking. By encouraging greater alternative modes of transportation, Alternative 4 would better reduce consumption of non-renewable energy sources. Alternative 4 would directly further the City's Bicycle and Pedestrian Master Plan, which implements the City's General Plan/Coastal Land Use Plan Transportation Element Policies. One of the goals and objectives of the Bicycle and Pedestrian Master Plan is to provide more active means of transportation (bicycle and walking) in order to reduce greenhouse gas emissions through less vehicle miles traveled as alternative methods are used. In order to meet this objective, the Bicycle and Pedestrian Master Plan identifies a need for a Class I multi-use pathway along Hollister Avenue from Cathedral Oaks Road to Elderberry Drive, which would directly support Policies TE 10 and TE 11 from the Bicycle and Pedestrian Master Plan,

which require pedestrian or bicycle linkages that are safe and convenient for all Goleta residents. Alternative 4 would complete this multi-use pathway and would thus result in consistency with the Bicycle and Pedestrian Master Plan's goals and policies, whereas the Type 4 path under the proposed project does not meet the Bicycle and Pedestrian Master Plan. Overall, Alternative 4's impact would be reduced when compared to the proposed project and would remain less than significant with mitigation, but would better support the City's policies for active transportation as well as comply with the Bicycle and Pedestrian Master Plan.

k. Noise

Alternative 4 would include additional construction on Hollister Avenue that would place construction equipment at a closer distance to residences than the proposed project. Specifically, the extended bike path's approximate center of each construction area would be within 50 feet of residences on Elderberry Drive and Pebble Beach Drive, compared to 100 feet with the proposed project for Elderberry Drive and 1,600 feet for Pebble Beach Drive. Additionally, the extended bike path would be within 80 feet of the Ellwood School, compared to 1,100 feet for the proposed project.

Because construction would occur closer to sensitive receptors than the proposed project, short-term noise impacts associated with construction activities for Alternative 4 were analyzed based on typical construction equipment noise levels derived from the Federal Highway Administration's Roadway Construction Noise Model, and predicted average-daily construction noise levels (in dBA [A-weighted decibel] L_{eq}) were calculated assuming three louder pieces of equipment operating simultaneously[11] with the equipment operating in approximately the center of each construction area to the nearest sensitive receptors (a distance of 50 feet). Heavy-duty construction equipment used for construction of the bike path may require excavators, concrete trucks, dump trucks, pavers, loaders, and rollers. The three loudest pieces of equipment from this list would be an excavator, loader, and roller. At a distance of 50 feet, these pieces of equipment would generate a noise level of 80 dBA. This would be slightly higher than the highest construction noise level analyzed for the proposed project of 78 dBA. Similar to the proposed project, construction for Alternative 4 would exceed Goleta's 65 dBA construction noise standards. Alternative 4 would require implementation of Mitigation Measure NOI-1 to ensure construction noise levels do not exceed Goleta's 65 dBA construction noise standards. With similar assumptions to the proposed project, the use of a temporary noise barrier would reduce construction noise levels by 15 dBA to 65 dBA, which would not exceed Goleta's 65 dBA standard. Accordingly, Alternative 4's construction noise impact would remain less than significant with mitigation, similar to the proposed project.

Alternative 4 would result in similar construction traffic noise compared to the proposed project because the overall construction intensity would be similar. The extended bike path may require more construction days than the proposed project; however, the construction trips per day would be similar, and any increase in construction traffic from the proposed project would be minor compared to existing traffic. Because the proposed project's construction would not result in an increase of 3 dBA or more, the reduced construction in accordance with Alternative 4 would not result in an increase of 3 dBA or more of traffic noise. Alternative 4's construction traffic noise impact would be similar to the proposed project and would remain less than significant.

Alternative 4 would include the same facilities as the proposed project that would generate the same noise levels at nearby sensitive receptors as the proposed project. Operational noise associated with heating, ventilation, and air conditioning units, the pump station, and conversational noise would not

[11] On most typical construction sites, up to three pieces of heavy-duty equipment would be operating in a work area simultaneously.

exceed City noise thresholds. Accordingly, Alternative 4's stationary operational noise impact would be the same as the proposed project and would remain less than significant.

Alternative 4 would result in the same new vehicle trips as the proposed project as Alternative 4 includes the same facilities as the proposed project. As with the proposed project, Alternative 4 would not result in operational traffic noise exceeding 3 dBA. Alternative 4's operational traffic noise impact would be the same as the proposed project and would remain less than significant.

Alternative 4 would include the use of similar construction equipment as the proposed project, including the use of a vibratory roller and excavator (similar to a large bulldozer analyzed for the proposed project), which could generate substantial groundborne vibration. The equipment would exceed the Caltrans vibration damage potential threshold for historical structures of 0.12 PPV in/sec for transient sources within a distance of 42 feet and 20 feet, respectively. Construction of the extended bike path under Alternative 4 would move construction equipment closer to residences than analyzed in the proposed project, with a vibratory roller being potentially used within 30 feet of the residential structures on Elderberry Drive and Pebble Beach Drive, compared to 75 feet for the proposed project. This would equal a vibration level of approximately 0.17 PPV in/sec. at a distance of 30 feet. This vibration level would be well below the Caltrans vibration damage potential threshold for older structures of 0.5 PPV in/sec for transient sources. Therefore, temporary impacts associated with the vibratory roller (and other potential equipment) to off-site residential structures would be less than significant, similar to the proposed project.

As with the proposed project, Alternative 4 would be located outside of the noise contours from Santa Barbara Airport. Therefore, Alternative 4's impact related to excessive airport noise would remain less than significant, which is the same as the proposed project.

Based on the above, Alternative 4's construction noise and construction vibration impacts would be similar compared to the proposed project and less than significant with mitigation incorporated. Alternative 4's operational noise and airport noise impacts would be the same as the proposed project.

I. Parks and Recreation

Alternative 4 would involve the same construction schedule as the proposed project due to the nominal increase in ground disturbance, and therefore would result in the same potential to degrade existing park facilities due to construction worker use. Alternative 4 would include the same amount of employees as the proposed project which would not result in a substantial reduction in the amount of parkland available to the residents of Goleta. As with the proposed project, Alternative 4 could increase the amount of visitors to the project site which may increase the use of nearby parks and trails; however, ultimately Alternative 4 would expand recreational opportunities in Goleta such that residents have additional options for recreation. Additionally, Alternative 4 would include a bicycle path along Hollister Avenue and would provide similar recreation infrastructure as the proposed project. Alternative 4's impact to park facilities would be similar to the proposed project and would remain less than significant.

Alternative 4 would facilitate greater access to the Ellwood Mesa Open Space and Sperling Preserve and the Pacific Ocean by allowing for a safe and wide path that connects users of the path to multiple vertical and lateral beach access points offsite that are not available under the proposed project. Alternative 4 would increase access to recreational facilities more than the proposed project. Alternative 4 would not result in additional environmental impacts beyond what is evaluated in this EIR. As described above, Alternative 4 would not result in substantial deterioration of recreational

facilities but more importantly, increase access to the Ellwood Mesa Open Space and Sperling Preserve and the Pacific Ocean. Therefore, Alternative 4's impact related to recreational facilities would remain less than significant.

Based on the above, Alternative 4 impacts to parks and recreation would be reduced compared to the proposed project and would remain less than significant.

m. Public Services

Alternative 4 would require the same employees as the proposed project and therefore would result in the same indirect population growth compared to the proposed project. Given that the proposed project's indirect population growth would not result in substantially diminished fire protection services, police protection services, school capacities, or library services, Alternative 4's indirect population growth would also not result in substantially diminished public services. As with the proposed project, Alternative 4 would be located in proximity to existing fire stations and police stations and would be adequately served by existing fire protection and police protection services in Goleta. In addition, as with the proposed project, Alternative 4 would also include the required payment of development impact fees which would provide funding for expanded public services in accordance with Chapter 17.70 of the Municipal Code and Goleta Union School District and Santa Barbara Unified School District fees. Therefore, Alternative 4's impact related to public services would be the same as the proposed project and would remain less than significant.

n. Transportation and Circulation

As with the proposed project, Alternative 4 would not include elements that would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Alternative 4 would add the same bicycle parking spaces and bicycle entrance to the Rio Grande Coffee Shop, and would include an extended bicycle path from Cathedral Oaks Road to Pebble Beach Drive, and would therefore provide additional facilities for bicycle and pedestrian travel. Alternative 4 would directly further the City's Bicycle and Pedestrian Master Plan, which identifies a need for the proposed multi-use pathway (City of Goleta 2018), and would thus result in full consistency with the Bicycle and Pedestrian Master Plan's goals and policies when compared to the proposed project. Furthermore, through the extension of bicycle and pedestrian infrastructure, Alternative 4 would further Policies VH 3.5 (Pedestrian-Oriented Design), TE 1.1 (Alternative Modes), TE 2.3 (Diversion of Automobile Trips to Alternative Modes), and TE 10.4 (Pedestrian Facilities in New Development) to a greater extent than the proposed project because Alternative 4 would encourage more alternative modes of transportation that is not just limited to pedestrian walking. As with the proposed project, the design for Alternative 4's proposed driveways would be subject to review and approval by the City and SBCFD which would minimize the potential for vehicle to pedestrian and vehicle to cyclist conflicts. Similar to the proposed project, Alternative 4 would result in temporary lane, bicycle route, or sidewalk closures on Hollister Avenue and would include roadway impediments on Hollister Avenue during construction. Alternative 4 would require the same amount of employees than the proposed project which, as with the proposed project, would not substantially interfere with Santa Barbara Metropolitan Transit District operations. Accordingly, Alternative 4's construction impact related to conflicts with transit, roadway, bicycle, and pedestrian facilities would be similar compared to the proposed project and would remain less than significant.

Alternative 4 would include the same facilities as the proposed project which would be exempt from quantitative VMT analysis and presumed to have a less than significant impact on VMT pursuant to the City's VMT Guidelines. As with the proposed project, Alternative 4 would increase the time

between tee-offs and correspondingly reduce the annual rounds of golf per year, which would reduce the amount of vehicle trips and associated VMT generated by golfers to get to and from the project site compared to existing conditions. Additionally, Alternative 4's enhanced bicycle and pedestrian infrastructure would further reduce VMT by encouraging active transportation and transit use and reducing automobile use. Therefore, Alternative 4's impact related to conflicts with CEQA Guidelines Section 15064.3(b) would be reduced when compared to the proposed project and would remain less than significant.

As with the proposed project, during construction of Alternative 4, equipment staging would occur on-site and construction personnel would park on-site, which would minimize the potential for construction related vehicles and equipment to disrupt the immediate area. Alternative 4 would include construction in the right-of-way of Hollister Avenue and therefore would result in roadway impediments on Hollister Avenue, as with the proposed project. Alternative 4 would include the same driveway configuration as the proposed project which would be designed in accordance with all applicable SBCFD standards to minimize line-of-sight disruptions and hazards between vehicles and pedestrians and vehicles and cyclists. As with the proposed project, Alternative 4 would not introduce new incompatible uses, such as farm equipment, to roadways, and Alternative 4's uses would be the same as existing on-site uses. Accordingly, Alternative 4's impacts to increased hazards would be similar compared to the proposed project and would remain less than significant.

As stated above, during construction of Alternative 4, equipment staging would occur on-site and construction personnel would park on-site, which would minimize the potential for construction related vehicles and equipment to result in inadequate emergency access. Alternative 4 would result in the potential for inadequate emergency access in the short term on Hollister Avenue as Alternative 4 would include construction in Hollister Avenue right-of-way. As with the proposed project, Alternative 4 would be designed in accordance with all applicable SBCFD standards to maintain adequate emergency access. As with the proposed project, SBCFD and the City would review and approve Alternative 4's design, which would ensure Alternative 4 would provide adequate egress for emergency access. Therefore, Alternative 4's impacts to emergency access would be similar compared to the proposed project and would remain less than significant.

Based on the above, Alternative 4's transportation and circulation impacts would be reduced when compared to the proposed project and would remain less than significant. Furthermore, Alternative 4 would better support the City's policies for active transportation and meets the Bicycle and Pedestrian Master Plan, whereas the proposed project does not.

o. Tribal Cultural Resources

As with the proposed project, Alternative 4 would be located in an area with a high sensitivity for cultural resources, including tribal cultural resources. Alternative 4 would require slightly more ground disturbance (0.28 percent greater); however, the extended bicycle path area is located within disturbed right-of-way of Hollister Avenue with limited potential to contain undisturbed tribal cultural resources. As with the proposed project, because ground disturbance would occur, Mitigation Measures CUL-2 through CUL-4, and TCR-1 and TCR-2 would be required, including implementation of a tribal monitoring agreement and appropriate disposition of any unanticipated tribal cultural resources discovered during construction. Alternative 4's impact related to tribal cultural resources would be similar compared to the proposed project and would remain less than significant with mitigation.

p. Utilities and Service Systems

Alternative 4 would require the installation and relocation of the same utility infrastructure as required for the proposed project. Accordingly, Alternative 4's impact related to the relocation or construction of utility infrastructure would be the same as the proposed project and would remain less than significant.

Alternative 4's water demand would be the same as the proposed project which would reduce on-site water use compared to existing conditions. Accordingly, Alternative 4 would have no impact on water use, the same as the proposed project.

Alternative 4's wastewater generation would be the same as the proposed project which would be accommodated by existing wastewater treatment plant capacity available for Goleta West Sanitary District customers. Therefore, Alternative 4's impact related to wastewater treatment capacity would be the same as the proposed project and would remain less than significant.

Alternative 4 would result in slightly more solid waste generation than the proposed project due to increased construction activities. However, the increase would be nominal given the overall demolition and construction activities. As with the proposed project, Mitigation Measure UTIL-1 would be required to reduce solid waste generated during construction below the City's project specific threshold of 350 tons of nonrecyclable construction and demolition debris. Once operational, Alternative 4 would result in the same solid waste generation as the proposed project which does not exceed the City's project-specific threshold of 196 tons per year. Therefore, solid waste impacts related to the operation of Alternative 4 would be similar compared to the proposed project and would remain less than significant with mitigation incorporated.

Based on the above, Alternative 4's impacts related to solid waste would be similar compared to the proposed project and would remain less than significant with mitigation incorporated. Alternative 4's impacts related to the construction of utility infrastructure and wastewater treatment capacity would be the same as the proposed project and would remain less than significant. Like the proposed project, no water supply impacts would occur.

6.4 Environmentally Superior Alternative

CEQA requires the identification of an environmentally superior alternative among the alternatives evaluated in an EIR. *CEQA Guidelines* Section 15126.6(e)(2) provides that, if the No Project Alternative is the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

This discussion identifies the environmentally superior alternative by assessing the degree to which each alternative avoids or minimizes environmental impacts. In some cases, an alternative will avoid or minimize one or more impacts identified for the proposed project but then introduce one or more new impacts. Therefore, selection of the environmentally superior alternative requires an overall assessment of the changes in the number and type of significant impacts.

The *CEQA Guidelines* do not define a specific methodology for determining the environmentally superior alternative. For the purposes of this analysis, the project alternatives have been compared within each issue area to the proposed project, and a determination has been made as to whether the potential environmental effects of each alternative would be reduced, increased, or is similar in comparison to the proposed project (refer to Table 6-2). For the purpose of this EIR, each impact is

equally weighted. Decision makers and the community in general may choose to emphasize one issue or another, which could lead to differing conclusions regarding environmental superiority.

The No Project Alternative (Alternative 1) would result in the fewest adverse environmental effects when compared to existing conditions because no renovation activities would occur; therefore, the No Project Alternative would be considered environmentally superior. However, the No Project Alternative would not result in the benefits achieved by the proposed project to scenic quality (through undergrounding of the existing utility lines), historic resources (through renovation of the Barnsdall Rio Grande Gas Station), fire and seismic safety (through renovations to existing buildings), water and energy efficiency (through site-wide renovations), and wastewater leakage (through elimination of the existing septic systems). Additionally, the No Project Alternative would not fulfill any project objectives.

As stated above, *CEQA Guidelines* Section 15126.6(e)(2) provides that, if the No Project Alternative is the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives. The environmentally superior alternative among the other alternatives would be Alternative 2 (Clubhouse Renovation). Due to Alternative 2's reduced construction footprint and schedule, Alternative 2 would have less potential than the proposed project, Alternative 3 (Revised Site Plan), and Alternative 4 (Extended Bicycle Path) to result in impacts related to aesthetics (light and glare), air quality, biological resources, cultural resources, energy, geology and soils (landslides, erosion, and paleontological resources), greenhouse gas emissions, noise, parks and recreation, public services, transportation, tribal cultural resources, and utilities (wastewater and solid waste). However, as Alternative 2 would exclude project features other than the new clubhouse, it would fail to meet the following project objectives:

1. 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.
2. 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.
4. Provide enhanced maintenance facilities to support Sandpiper Golf Club operations.
5. Rehabilitate, preserve, and adaptively reuse the historic Barnsdall Rio Grande Gas Station.
7. Improve public views across the property from Hollister Avenue by undergrounding overhead utility lines and implementing other improvements.
8. Improve coastal access for the public in the vicinity of the project site.

In addition, Alternative 2 would only partially meet the following project objectives as Alternative 2 would not include recreational improvements or the Rio Grande Coffee Shop and would only include removal of the septic system serving the existing clubhouse:

1. Provide improved recreational and dining facilities for golfers, diners, and special event attendees at the Sandpiper Golf Club.
2. Protect water quality and bluff stability by converting existing private septic systems to public sewers and utilizing sand capping to filter stormwater.

Alternative 3 would result in slightly increased impacts to greenhouse gas emissions, hydrology and water quality (runoff and flooding), parks and recreation, and transportation (conflict with plans that encourage provision of alternative transportation), although impacts would remain less than

significant. Alternative 3 would result in similar, or slightly reduced, impacts to all other issue areas. Additionally, Alternative 3 would fail to meet the following project objectives:

1. 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.
7. Improve public views across the property from Hollister Avenue by undergrounding overhead utility lines and implementing other improvements.
8. Improve coastal access for the public in the vicinity of the project site.

Alternative 4 would result in slightly increased impacts to noise, as Alternative 4 would be closer to sensitive receptors and result in a nominal increase in construction noise in the vicinity of these receptors. Alternative 4 would result in reduced impacts to air quality, energy, greenhouse gases, land use, parks and recreation, and transportation through the encouragement of alternative transportation and corresponding reduction in automobile travel, which would in turn reduce the amount of greenhouse gas emissions being emitted. It would also result in reduced impacts to parks and recreation by facilitating greater access to the Ellwood Mesa Open Space and Sperling Preserve and the Pacific Ocean by allowing for a safe and wide path that connects users of the path to multiple vertical and lateral beach access points offsite, and increase access to recreational facilities. Alternative 4 would result in similar, or slightly reduced, impacts to all other issue areas. Additionally, Alternative 4 would better support the City's General Plan/Coastal Land Use Plan policies related to vertical access and the City's General Plan/Coastal Land Use Plan policies related to active transportation. Alternative 4 complies with the City's Bicycle and Pedestrian Master Plan whereas the proposed project does not. Alternative 4 would meet all project objectives. It would also further the following project objective to a greater extent than the proposed project by providing lateral access along Hollister Avenue that would connect to multiple vertical access points that allow Ellwood Mesa Open Space and Sperling Preserve visitors access to the beach and lateral bluff access points located offsite, and provide a safe and smooth surface wide enough to accommodate two directional flow of walking and alternative modes of transportation to multiple lateral and vertical access points off the project site:

1. Improve coastal access for the public in the vicinity of the project site.

Table 6-2 Impact Comparison of Alternatives

Issue	Proposed Project Impact Classification	Alternative 1: No Project Alternative	Alternative 2: Clubhouse Renovation	Alternative 3: Revised Site Plan	Alternative 4: Extended Bicycle Path
Aesthetics					
Scenic vistas	Less than significant	No Impact (+)	Less than significant (-)	Less than significant (=)	Less than significant (=)
Scenic highways	No Impact	No Impact (=)	No Impact (=)	No Impact (=)	No Impact (=)
Scenic quality	Less than significant	No Impact (+)	Less than significant (=)	Less than significant (=)	Less than significant (=)
Light and glare	Less than significant	No Impact (+)	Less than significant (+)	Less than significant (=)	Less than significant (=)
Air Quality					
Conflicts with an Air Quality Plan	Less than significant	No Impact (+)	Less than significant (+)	Less than significant (=)	Less than significant (=)
Cumulatively considerable increases of criteria pollutants	Less than significant	No Impact (+)	Less than significant (+)	Less than significant (+)	Less than significant (+)
Sensitive receptor exposure to pollutant concentrations	Less than significant	No Impact (+)	Less than significant (+)	Less than significant (+)	Less than significant (=)
Odors	Less than significant	No Impact (+)	Less than significant (+)	Less than significant (+)	Less than significant (=)
Biological Resources					
Effects on candidate, sensitive, or special-status species	Less than significant with implementation of Mitigation Measures BIO-1, BIO-2, BIO-3, BIO-4, BIO-5, BIO-6, BIO-7, BIO-8, BIO-9, and BIO-10	No Impact (+)	Less than significant with implementation of Mitigation Measures BIO-4 and BIO-10 (+)	Less than significant with implementation of Mitigation Measures BIO-1, BIO-2, BIO-3, BIO-4, BIO-5, BIO-6, BIO-7, BIO-8, BIO-9, and BIO-10 (+)	Less than significant with implementation of Mitigation Measures BIO-1, BIO-2, BIO-3, BIO-4, BIO-5, BIO-6, BIO-7, BIO-8, BIO-9, and BIO-10 (=)
Effects on riparian habitat or sensitive natural communities	Less than significant with implementation of Mitigation Measures HYD-1, BIO-2, BIO-3, BIO-4, BIO-6, BIO-7, BIO-8, AND BIO-11	No Impact (+)	Less than significant with implementation of Mitigation Measure BIO-4 (+)	Less than significant with implementation of Mitigation Measures BIO-2, BIO-3, BIO-4, and BIO-11 (+)	Less than significant with implementation of Mitigation Measures HYD-1, BIO-2, BIO-3, BIO-4, BIO-6, BIO-7, BIO-8, AND BIO-11 (=)
Effects on state- or federally-protected wetlands	Less than significant with implementation of Mitigation Measures HYD-1, BIO-2, BIO-3, BIO-4, and BIO-11	No Impact (+)	Less than significant with implementation of Mitigation Measure BIO-4 (+)	Less than significant with implementation of Mitigation Measures BIO-2, BIO-3, BIO-4, and BIO-11 (+)	Less than significant with implementation of Mitigation Measures HYD-1, BIO-2, BIO-3, BIO-4, and BIO-11 (=)
Wildlife movement	Less than significant with implementation of Mitigation Measure NOI-1	No Impact (+)	Less than significant (+)	Less than significant with implementation of Mitigation Measure NOI-1 (=)	Less than significant with implementation of Mitigation Measure NOI-1 (=)
Conflicts with local polices protecting biological resources	Less than significant with implementation of Mitigation Measures BIO-2, BIO-3, BIO-4, BIO-6, BIO-7, BIO-8, AND BIO-11	No Impact (+)	Less than significant (+)	Less than significant with implementation of Mitigation Measures BIO-2, BIO-3, BIO-4, BIO-6, BIO-7, BIO-8, AND BIO-11 (=)	Less than significant with implementation of Mitigation Measures BIO-2, BIO-3, BIO-4, BIO-6, BIO-7, BIO-8, AND BIO-11 (=)
Conflicts with Habitat Conservation Plans	No Impact	No Impact (=)	No Impact (=)	No Impact (=)	No Impact (=)

Issue	Proposed Project Impact Classification	Alternative 1: No Project Alternative	Alternative 2: Clubhouse Renovation	Alternative 3: Revised Site Plan	Alternative 4: Extended Bicycle Path
Cultural Resources					
Effects on historical resources	Less than significant with implementation of Mitigation Measures CUL-1 and NOI-2	No Impact (+)	No Impact (-)	Less than significant with implementation of Mitigation Measure CUL-1 (+)	Less than significant with implementation of Mitigation Measures CUL-1 and NOI-2 (=)
Effects on archaeological resources	Less than significant with implementation of Mitigation Measures CUL-2 through CUL-4	No Impact (+)	Less than significant with implementation of Mitigation Measures CUL-2 through CUL-4 (+)	Less than significant with implementation of Mitigation Measures CUL-2 through CUL-4 (+)	Less than significant with implementation of Mitigation Measures CUL-2 through CUL-4 (=)
Disturbance of human remains	Less than significant	No Impact (+)	Less than significant (+)	Less than significant (+)	Less than significant (=)
Energy					
Wasteful, inefficient, or unnecessary consumption of energy resources	Less than significant	No Impact (+)	Less than significant (+)	Less than significant (+)	Less than significant (+)
Conflicts with a state or local plan for renewable energy or energy efficiency	Less than significant	No Impact (+)	Less than significant (=)	Less than significant (=)	Less than significant (+)
Geology and Soils					
Alquist-Priolo earthquake fault zones	Less than significant	No Impact (+)	Less than significant (=)	Less than significant (=)	Less than significant (=)
Seismic ground shaking	Less than significant with implementation of Mitigation Measure GEO-1	No Impact (+)	Less than significant with implementation of Mitigation Measure GEO-1 (-)	Less than significant with implementation of Mitigation Measure GEO-1 (=)	Less than significant with implementation of Mitigation Measure GEO-1 (=)
Liquefaction and Unstable soils	Less than significant	No Impact (+)	Less than significant (=)	Less than significant (=)	Less than significant (=)
Landslides	Less than significant	No Impact (+)	Less than significant (+)	Less than significant (=)	Less than significant (=)
Substantial erosion and loss of topsoil	Less than significant	No Impact (+)	Less than significant (+)	Less than significant (+)	Less than significant (=)
Expansive soils	Less than significant	No Impact (+)	Less than significant (=)	Less than significant (=)	Less than significant (=)
Use of septic tanks or alternative wastewater disposal systems	No impact	No Impact (-)	No Impact (=)	No Impact (=)	No Impact (=)
Destruction of paleontological resources or unique geologic features	Less than significant with implementation of Mitigation Measure GEO-2	No Impact (+)	Less than significant with implementation of Mitigation Measure GEO-2 (+)	Less than significant with implementation of Mitigation Measure GEO-2 (+)	Less than significant with implementation of Mitigation Measure GEO-2 (=)
Greenhouse Gas Emissions					
Generation of GHG emissions	Less than significant	No Impact (+)	Less than significant (+)	Less than significant (+)	Less than significant (+)
Conflicts with plans, policies, or regulations adopted to reduce GHG emission	Less than significant	No Impact (+)	Less than significant (-)	Less than significant (-)	Less than significant (+)
Hazards and Hazardous Materials					
Transport, use, and disposal of hazardous materials	Less than significant	No Impact (-)	Less than significant (-)	Less than significant (+)	Less than significant (=)
Upset and accident conditions involving hazardous material release	Less than significant with implementation of Mitigation Measures HAZ-1 through HAZ-6	No Impact (+)	Less than significant with implementation of Mitigation Measures HAZ-1 through HAZ-6 (-)	Less than significant with implementation of Mitigation Measures HAZ-1 through HAZ-6 (+)	Less than significant with implementation of Mitigation Measures HAZ-1 through HAZ-6 (=)

Issue	Proposed Project Impact Classification	Alternative 1: No Project Alternative	Alternative 2: Clubhouse Renovation	Alternative 3: Revised Site Plan	Alternative 4: Extended Bicycle Path
Emit hazardous emissions or handle hazardous materials within 0.25-mile of a school	Less than significant with implementation of Mitigation Measures HAZ-1 through HAZ-6	No Impact (+)	Less than significant with implementation of Mitigation Measures HAZ-1 through HAZ-6 (-)	Less than significant with implementation of Mitigation Measures HAZ-1 through HAZ-6 (+)	Less than significant with implementation of Mitigation Measures HAZ-1 through HAZ-6 (=)
Hazardous materials sites	Less than significant with implementation of Mitigation Measures HAZ-3 through HAZ-7	No Impact (+)	Less than significant with implementation of Mitigation Measures HAZ-3 through HAZ-7 (+)	Less than significant with implementation of Mitigation Measures HAZ-3 through HAZ-7 (=)	Less than significant with implementation of Mitigation Measures HAZ-3 through HAZ-7 (=)
Airport hazards	Less than significant	No Impact (+)	Less than significant (=)	Less than significant (=)	Less than significant (=)
Impairment of or interference with emergency response plans and emergency evacuation plans	Less than significant	No Impact (+)	Less than significant (+)	Less than significant (+)	Less than significant (=)
Exposure of people or structures to risk involving wildland fires	Less than significant	No Impact (+)	Less than significant (-)	Less than significant (=)	Less than significant (=)
Hydrology and Water Quality					
Violate water quality standards, waste discharge requirements, or degrade surface or groundwater quality	Less than significant with implementation of Mitigation Measures HYD-1, BIO-4, HAZ-1, HAZ-2, and HAZ-5	No Impact (+)	Less than significant with implementation of Mitigation Measures HAZ-1, HAZ-2, and HAZ-5 (+)	Less than significant with implementation of Mitigation Measures HAZ-1, HAZ-2, and HAZ-5 (+)	Less than significant with implementation of Mitigation Measures HYD-1, BIO-4, HAZ-1, HAZ-2, and HAZ-5 (=)
Decrease groundwater supplies or interfere with groundwater recharge	Less than significant	No Impact (+)	Less than significant (=)	Less than significant (=)	Less than significant (=)
Result in substantial erosion or siltation	Less than significant	No Impact (+)	Less than significant (+)	Less than significant (=)	Less than significant (=)
Result in on-or off-site flooding	Less than significant	No Impact (+)	Less than significant (-)	Less than significant (-)	Less than significant (=)
Exceed the capacity of stormwater drainage systems or provide substantial additional polluted runoff	Less than significant with implementation of Mitigation Measures HYD-1, BIO-4, HAZ-1, HAZ-2, and HAZ-5	No Impact (+)	Less than significant with implementation of Mitigation Measures HAZ-1, HAZ-2, and HAZ-5 (-)	Less than significant with implementation of Mitigation Measures HAZ-1, HAZ-2, and HAZ-5 (+)	Less than significant with implementation of Mitigation Measures HYD-1, BIO-4, HAZ-1, HAZ-2, and HAZ-5 (=)
Impede or redirect flood flows	Less than significant	No Impact (+)	Less than significant (-)	Less than significant (-)	Less than significant (=)
Risk release of pollutants due to project inundation	Less than significant	No Impact (=)	Less than significant (=)	Less than significant (=)	Less than significant (=)
Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan	Less than significant with implementation of Mitigation Measures HYD-1, BIO-4, HAZ-1, HAZ-2, and HAZ-5	No Impact (+)	Less than significant with implementation of Mitigation Measures HAZ-1, HAZ-2, and HAZ-5 (-)	Less than significant with implementation of Mitigation Measures HAZ-1, HAZ-2, and HAZ-5 (+)	Less than significant with implementation of Mitigation Measures HYD-1, BIO-4, HAZ-1, HAZ-2, and HAZ-5 (=)
Land Use					
Physically divide an established community	No impact	No Impact (=)	No Impact (=)	No Impact (=)	No impact (=)
Conflict with land use plans, policies, or regulations adopted to avoid or mitigate an environmental effect	Less than significant with implementation of Mitigation Measures BIO-1, BIO-2, BIO-3, BIO-4, BIO-5, BIO-6, BIO-7, BIO-8, BIO-9, BIO-10, BIO-11, CUL-1, CUL-2, CUL-3, CUL-4, HYD-1, NOI-1, TCR-1, TCR-2, and UTIL-1.	No Impact (+)	Less than significant with implementation of Mitigation Measures BIO-4, BIO-10, CUL-2 through CUL-4, TCR-1, and TCR-2 (+)	Less than significant with implementation of Mitigation Measures BIO-1, BIO-2, BIO-3, BIO-4, BIO-5, BIO-6, BIO-7, BIO-8, BIO-9, BIO-10, BIO-11, CUL-1, CUL-2, CUL-3, CUL-4, NOI-1, TCR-1, TCR-2, and UTIL-1. (=)	Less than significant with implementation of Mitigation Measures BIO-1, BIO-2, BIO-3, BIO-4, BIO-5, BIO-6, BIO-7, BIO-8, BIO-9, BIO-10, BIO-11, CUL-1, CUL-2, CUL-3, CUL-4, HYD-1, NOI-1, TCR-1, TCR-2, and UTIL-1. (+)

Issue	Proposed Project Impact Classification	Alternative 1: No Project Alternative	Alternative 2: Clubhouse Renovation	Alternative 3: Revised Site Plan	Alternative 4: Extended Bicycle Path
Noise					
Result in substantial temporary or permanent ambient noise increases	Less than significant with implementation of Mitigation Measure NOI-1	No Impact (+)	Less than significant (+)	Less than significant with implementation of Mitigation Measure NOI-1 (+)	Less than significant with implementation of Mitigation Measure NOI-1 (-)
Generate excessive groundborne vibration or groundborne noise levels	Less than significant with implementation of Mitigation Measure NOI-2	No Impact (+)	Less than significant (+)	Less than significant (+)	Less than significant with implementation of Mitigation Measure NOI-2 (-)
Expose residents or employees to excessive airport noise	Less than significant	No Impact (+)	Less than significant (=)	Less than significant (=)	Less than significant (=)
Parks and Recreation					
Substantially increase the use of or result in the degradation of existing parks and recreational facilities	Less than significant	No Impact (+)	Less than significant (+)	Less than significant (-)	Less than significant (+)
Include recreational facilities	Less than significant	No Impact (+)	Less than significant (=)	Less than significant (=)	Less than significant (+)
Public Services					
Result in the need for new or physically altered fire protection facilities	Less than significant	No Impact (+)	Less than significant (+)	Less than significant (=)	Less than significant (=)
Result in the need for new or physically altered police protection facilities	Less than significant	No Impact (+)	Less than significant (+)	Less than significant (=)	Less than significant (=)
Result in the need for new or physically altered school facilities	Less than significant	No Impact (+)	Less than significant (+)	Less than significant (=)	Less than significant (=)
Result in the need for new or physically altered other public facilities	Less than significant	No Impact (+)	Less than significant (+)	Less than significant (=)	Less than significant (=)
Transportation and Circulation					
Conflict with a program, plan, ordinance, or policy addressing the circulation system	Less than significant	No Impact (+)	Less than significant (-)	Less than significant (-)	Less than significant (+)
Conflict or be inconsistent with CEQA Guidelines section 15064.3(b)	Less than significant	No Impact (+)	Less than significant (-)	Less than significant (+)	Less than significant (+)
Substantially increase hazards due to geometric design features or incompatible equipment	Less than significant	No Impact (+)	Less than significant (+)	Less than significant (+)	Less than significant (=)
Result in inadequate emergency access	Less than significant	No Impact (+)	Less than significant (+)	Less than significant (+)	Less than significant (=)
Tribal Cultural Resources					
Cause a substantial adverse change in the significance of a tribal cultural resources	Less than significant with implementation of Mitigation Measures CUL-2 through CUL-4, TCR-1, TCR-2	No Impact (+)	Less than significant with implementation of Mitigation Measures CUL-2 through CUL-4, TCR-1, TCR-2 (+)	Less than significant with implementation of Mitigation Measures CUL-2 through CUL-4, TCR-1, TCR-2 (+)	Less than significant with implementation of Mitigation Measures CUL-2 through CUL-4, TCR-1, TCR-2 (=)
Utilities and Service Systems					
Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities	Less than significant	No Impact (+)	Less than significant (+)	Less than significant (=)	Less than significant (=)

Issue	Proposed Project Impact Classification	Alternative 1: No Project Alternative	Alternative 2: Clubhouse Renovation	Alternative 3: Revised Site Plan	Alternative 4: Extended Bicycle Path
Have sufficient water supplies to serve the project in normal, dry, and multiple dry years	No impact	No Impact (-)	Less than significant (-)	No Impact (=)	No Impact (=)
Be adequately served by a wastewater treatment provider	Less than significant	No Impact (+)	Less than significant (+)	Less than significant (=)	Less than significant (=)
General solid waste in excess of State or local standards or of the capacity of local infrastructure and Comply with federal, state, and local management and reduction statutes and regulations related to solid waste	Less than significant with implementation of Mitigation Measure UTIL-1	No Impact (+)	Less than significant (+)	Less than significant with implementation of Mitigation Measure UTIL-1 (+)	Less than significant with implementation of Mitigation Measure UTIL-1 (=)

+ Superior to the proposed project (reduced level of impact)

- Inferior to the proposed project (increased level of impact)

= Similar level of impact to the proposed project

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7 References

7.1 Bibliography

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