

**ATTACHMENT 2**

**Exhibit B**

General Plan Consistency

**Sandpiper Golf Course Renovation and New Clubhouse Project  
General Plan/Coastal Land Use Plan  
Consistency Analysis for Alternative 4: Extended Bicycle Path**

The proposed project's consistency with applicable policies of the City's General Plan/Coastal Land Use Plan is evaluated below. The consistency of Final EIR Alternative 4: Extended Bicycle Path with applicable General Plan/Coastal Land Use Plan policies is also included in this evaluation.

<b>Land Use Element</b>
<p><b><i>Policy LU 1.7: New Development and Protection of Environmental Resources.</i></b> <i>Approvals of all new development shall require adherence to high environmental standards and the preservation and protection of environmental resources, such as environmentally sensitive habitats, consistent with the standards set forth in the Conservation Element and the City's Zoning Code.</i></p> <p><b>Consistent:</b> 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. The potential for sensitive habitat and species to occur in the area that would be affected by Alternative 4 is generally considered to be low, due to the disturbed condition of the area and its location adjacent to Hollister Avenue.</p> <p>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.</p> <p>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</p>

movement, and the proposed bicycle path extension would be located adjacent to an existing roadway.

Overall, Alternative 4 would result in similar impacts to riparian habitat, ESHA, and special-status species compared to the proposed project. 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 ESHA resources to a less than significant level. With implementation of these 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, and the project would be consistent with ESHA protection standards set forth in the Conservation Element and the City's Zoning Code.

***Policy LU 1.8: New Development and Neighborhood Compatibility.*** *Approval of all new development shall require compatibility with the character of existing development in the immediate area, including size, bulk, scale, and height. New development shall not substantially impair or block important viewsheds and scenic vistas, as set forth in the Visual and Historical Resources Element.*

**Consistent.** The proposed project would enhance and preserve views of scenic resources including the open waters of the Pacific Ocean, Goleta shoreline, creeks and riparian vegetation, and Santa Ynez Mountains. The 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. Alternative 4: Extended Bicycle Path, would not add a substantial visual element to the project site, and the appearance of the path would generally be similar to the bicycle path that would be provided by the proposed project.

***Policy LU 1.13: Adequate Infrastructure and Services.*** *For health, safety, and general welfare reasons, approvals of new development shall be subject to a finding that adequate infrastructure and services will be available to serve the proposed development in accordance with the Public Facilities and Transportation Elements.*

**Consistent.** As described in the Final EIR Section 4.13, Public Services, adequate services such as law enforcement and fire protection are available to serve the proposed project. As described in the *Updated Traffic, Parking, and VMT Study* (Final EIR Appendix N), roadways and intersections determined to be affected by the project are forecasted to carry volumes within their Acceptable Capacity ratings when accounting for existing and project conditions. The implementation of Alternative 4: Extended Bicycle Path, would not increase or adversely affect the proposed project's demands for public services.

***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 renovate the Sandpiper Golf Club, which is located 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. Alternative 4: Extended Bicycle Path would enhance the public recreation aspects of the project by providing additional recreation opportunities and access to coastal open space areas in the vicinity of the project site.

**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.*
- 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.*

**Consistent.** The proposed project would maintain the project site as the Sandpiper Golf Club, which is 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, would occur in such that 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 adjacent to the project site. Alternative 4: Extended Bicycle Path, however, would enhance coastal access in the project area by extending the new bicycle path further to the east to connect with an existing pathway and by providing additional access to nearby open space areas. 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 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 FEIR 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 project would be consistent with this policy.

### **Open Space Element**

***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 by providing pedestrian improvements along Hollister Avenue, including construction of a new sidewalk, crosswalk striping, and continuation of the De Anza Trail adjacent to the project site. Alternative 4: Extended Bicycle Path, would provide additional coastal access opportunities in the project area by extending the project site bicycle path further to the east to connect with an existing pathway, which would provide additional access to nearby open space areas. Additionally, the project includes the dedication of lateral access along the beach frontage on the sand adjacent to the project site. 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.** The proposed project, and Alternative 4: Extended Bicycle Path, 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. Alternative 4 would further enhance coastal access by extending the proposed pathway adjacent to the project site further to the east.

***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, and Alternative 4: Extended Bicycle Path, 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. Alternative 4 would further enhance coastal access along this trail by extending the proposed pathway adjacent to the project site further to the east.

**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. Alternative 4: Extended Bicycle Path would enhance vertical beach access opportunities by providing increased access to the Ellwood Mesa Open Space and Sperling Preserve areas. 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, as well as Alternative 4: Extended Bicycle Path, would not impact the identified vertical accessway in Bell Canyon, as now new development within Bell Canyon is proposed.

**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.
- c. New development shall be required to provide off-street parking sufficient to serve the proposed uses in order to minimize impacts to public on-street parking available for coastal access and recreation.

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.

**Consistent.** The proposed project would not displace existing coastal access parking either on- or off-site. Renovation associated with the proposed project would provide 159 off-street parking spaces, compared to the 139 spaces currently located on the project site. The project also includes the use of a proposed overflow parking area during large special events. Alternative 4: Extended Bicycle Path, would not affect the number of parking spaces to be located on the project site. Therefore, project-related parking would not adversely affect existing public parking facilities. The 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 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.

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. Alternative 4 would further enhance coastal access along the De Anza Trail by providing a more durable path that connects to an existing path east of the project site.

**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. Alternative 4 would further enhance coastal access by extending the proposed pathway adjacent to Hollister Avenue and the project site further to the east to connect with an existing Class I bicycle path.

**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 project site is located in an archaeologically sensitive area, as is most of the City of Goleta. As such, the project was required to submit an Extended Phase 1 Cultural Resource Study, which was peer reviewed and is available for review by qualified individuals. In addition, proposed mitigation measures/conditions of approval included requirements to protect archaeological resources should they be encountered during project-related grading activities. Construction activities associated with Alternative 4: Extended Bicycle Path would also be subject to these conditions of approval.

***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 FEIR 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. Construction activities associated with Alternative 4: Extended Bicycle Path would also be subject to these conditions of approval.

***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, an Extended Phase I cultural resources inventory was conducted by a qualified professional archaeologist. No known significant cultural resources, as defined by CEQA Section 15064.5, were determined to exist within the project site. The findings of the Extended 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. Construction activities associated with Alternative 4: Extended Bicycle Path would also be subject to these conditions of approval.

***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 FEIR 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. Construction activities associated with Alternative 4: Extended Bicycle Path would also be subject to these conditions of approval.

**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-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**

**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 and Alternative 4: Extended Bicycle Path 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* (FEIR Appendix D-1), the *Memorandum Describing Environmentally Sensitive Habitat Areas (ESHAs) for the Sandpiper Golf Club Project* (Appendix D-2), and FEIR Alternative Section 6.3.4, include site-specific biological studies that provide 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 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

**Consistent.** Based on information included in the Final EIR prepared for the project, including Section 4.3 (Biological Resources); EIR Figure 4.3-2 (*Environmentally Sensitive Habitat Area on the Project Site*); EIR Appendix D-1 (*Biological Resources Assessment Report for the Sandpiper Golf Club Project*); and EIR Appendix D-2 (*Memorandum Describing Environmentally Sensitive Habitat Areas (ESHAs) for the Sandpiper Golf Club Project*), substantial evidence has been provided supporting a determination that certain project site areas depicted on Conservation Element Figure CE 4-1 (Special Status Species and Environmental Sensitive Habitat Area ) and Open Space Element Figure OS 3.5 (Open Space) no longer support ESHA resources. The requested General Plan Figure revisions would remove ESHA designations from the following areas: a) along Devereux Creek where the creek is contained within a culvert; b) the golf course pond, and c) California red-legged frog habitat associated with the pond. Other updates to General Plan Figures 4-1 and 3.5 would add ESHA designations at specified project site locations where sensitive resources were identified by the project-specific biological resource studies. In addition to the designation of these ESHA resources, the Final EIR determined that with the implementation of proposed mitigation measures, the project's potential impacts to all project site ESHA resources would be reduced to a less than significant 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 and are designated on the Land Use Plan map for the appropriate type of use and development.*

**Consistent.** The proposed project, as well as the implementation of Alternative 4: Extended Bicycle Path, would result in direct and indirect 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 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 FEIR Section 4.3, *Biological Resources*, as well as Final EIR Alternative impact analysis Section 6.3.4, proposed activities within the ESHA buffer include the installation of a concrete bicycle 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 and the bicycle path provided under Alternative 4: Extended Bicycle Path, 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 Devereux 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.
- 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.

**Consistent.** As discussed in FEIR Section 4.3, *Biological Resources*, as well as Final EIR Alternative impact analysis Section 6.3.4, the proposed project and Alternative 4: Extended Bicycle Path, 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 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 FEIR 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 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.*

**Consistent.** The proposed project, and the implementation of Alternative 4: Extended Bicycle Path, would involve construction of a concrete bicycle 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. Further, the project improves/increases the amount of buffer area adjacent to ESHA areas with the reduction in turf and replanting with native species.

**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 FEIR Section 4.3, *Biological Resources*, as well as Final EIR Alternative impact analysis Section 6.3.4, renovation activities proposed within the Devereux Creek SPA include a concrete bicycle 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).

**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 exist.

**Consistent.** The proposed project and the implementation of Alternative 4: Extended Bicycle Path, 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 proposed project and Alternative 4: Extended Bicycle Path, 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.
- 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.

**Consistent.** The proposed project and Alternative 4: Extended Bicycle Path, 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 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).

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.

**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, 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.

**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.

**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 blossewillii*), Yuma myotis (*Myotis yumanensis*), and American badger (*Taxidea taxus*).

**Consistent.** The CEQA analysis included in FEIR Section 4.3, *Biological Resources*, and Section 6.4.3, Alternative 4: Extended Bicycle Path, evaluates ESHA within the definition provided in this policy.

**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 proposed project, as well as Alternative 4: Extended Bicycle Path, 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 FEIR 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 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.

**Consistent.** The proposed project and Alternative 4: Extended Bicycle Path, would involve grading for a concrete bicycle 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.

**Policy CE 10.1: New Development and Water Quality.** *New development shall not result in the degradation of the water quality of groundwater basins or surface waters; surface waters include the ocean, lagoons, creeks, ponds, and wetlands. Urban runoff pollutants shall not be discharged or deposited such that they adversely affect these resources.*

**Consistent.** The proposed project, as well as Alternative 4: Extended Bicycle Path, would be subject to regulatory requirements which would minimize the potential to impair water quality. In addition, the proposed project and Alternative 4 would implement Final EIR Mitigation Measures HAZ-5: Groundwater Disposal, and HYD-1: Dry Season Construction in Devereaux Creek, to reduce potential water quality impacts related to construction. These measures would ensure the proposed project would not conflict with the Central Coast Regional Water Quality Control Board's Basin Plan. The proposed project would not conflict with or obstruct groundwater management requirements and not degrade water quality. For these reasons, the project is consistent with this policy.

**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 FEIR Section 4.9, *Hydrology and Water Quality*, construction work inside Devereux Creek for a new golf cart bridge could result in the degradation of water quality from increased erosion. However, impacts would be reduced to less than significant with implementation of Mitigation Measure HYD-1, which requires 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.

Alternative 4: Extended Bicycle Path would result in a slight increase in construction compared to the proposed project due to the extension of the bicycle path east of the project site. The additional construction would have a slightly increased potential to degrade water quality compared to the proposed project. As with the proposed project, however, 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 potential water

quality impacts would be similar compared to the proposed project and would remain less than significant with mitigation incorporated.

**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 FEIR 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. The extended bicycle path provided by Alternative 4 would not be a substantial long-term source of stormwater pollutants, and would be consistent with the requirements of this policy.

**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 and Alternative 4: Extended Bicycle Path, 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 and Alternative 4: Extended Bicycle Path, 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 ventilation, placement of landscaping, and use of integrated energy systems. This encompasses concepts such as cogeneration, waste heat systems, and other similar technologies.*

**Consistent.** As discussed in FEIR 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).

**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 FEIR 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. Alternative 4: Extended Bicycle Path would not have a substantial long-term energy demand.

**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 FEIR 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. Alternative 4: Extended Bicycle Path would not have a substantial long-term water demand.

**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. Alternative 4: Extended Bicycle Path would not generate a substantial amount of construction-related waste.

### Safety Element

**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 FEIR 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 FEIR 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 the construction of a new building that would comply with the City's adopted building and fire codes.

**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.** The applicant has provided the appropriate reports consistent with this policy. The project included a *Revised Geotechnical Engineering Report Update*, included as Appendix G to the Final EIR, that addresses geologic and seismic hazards for the potential new development.

**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 FEIR 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. Alternative 4: Extended Bicycle Path would not result in an increase in potential fault movement impacts.

**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 FEIR 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. Alternative 4: Extended Bicycle Path would not result in the development of structures that would have the potential to increase existing flooding impacts.

***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. Alternative 4: Extended Bicycle Path would not result in the development of structures that would have the potential to increase existing flooding impacts.

***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 FEIR 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 obstruct flood flow, displace floodwaters onto other property, or be subject to flood damage. The project would not create or worsen drainage problems. Alternative 4: Extended Bicycle Path would not result in the development of structures that would have the potential to increase existing flooding impacts.

***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 and Alternative 4: Extended Bicycle Path, would involve construction of a concrete bicycle 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 project and Alternative 4: Extended Bicycle Path, 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 and Alternative 4: Extended Bicycle Path, 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. This policy is not applicable to Alternative 4: Extended Bicycle Path.

**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 building 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. This policy is not applicable to Alternative 4: Extended Bicycle Path.

**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:

- c. Identification of contaminated soil.
- d. Identification of appropriate personal protective equipment to minimize potential worker exposure to contaminated soil.
- e. Characterization of contaminated soil.
- f. Soil excavation.
- g. Interim and final soil storage.
- h. Verification sampling.
- i. 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 FEIR 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. These requirements would also be applied to Alternative 4: Extended Bicycle path should contaminated soils be encountered along the path alignment.

### Visual and Historic Resources Element

**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 coastal 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.*

**Consistent.** The proposed project and Alternative 4: Extended Bicycle Path, 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 FEIR Section 4.1, *Aesthetics*, the 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 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. Alternative 4: Extended Bicycle Path would not result in development that has the potential to adversely affect existing coastal scenic views.

**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. Alternative 4: Extended Bicycle Path would not result in development that has the potential to adversely affect existing coastal scenic views.

**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.*

**Consistent.** The proposed project and Alternative 4: Extended Bicycle Path, 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. Alternative 4: Extended Bicycle Path would not result in development that has the potential to adversely affect existing mountain views.

**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 and Alternative 4: Extended Bicycle Path, 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 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.** The proposed recontouring of the golf course 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. Alternative 4: Extended Bicycle Path, would not substantially alter existing landforms adjacent to Hollister Avenue.

**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. The proposed clubhouse building would be located in the approximate location of the existing clubhouse, and the above-ground portion of the new building would not be substantially larger than the existing clubhouse. Therefore, views across the project site from viewpoints north of the project site would not be changed substantially. Alternative 4: Extended Bicycle Path, would not substantially alter existing views available to the public along to Hollister Avenue.

**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 FEIR 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. The implementation of Alternative 4: Extended Bicycle Path, would not substantially change existing visual conditions along Hollister Avenue.

***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 and Alternative 4 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.*
- 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.*

**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 and Alternative 4: Extended Bicycle Path would not degrade or obstruct views of scenic areas.

**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. The implementation of Alternative 4: Extended Bicycle Path would further enhance the project-related public improvements by providing “high quality, durable materials” (i.e., concrete) for the construction of the pathway adjacent to Hollister Avenue.

**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 and Alternative 4: Extended Bicycle Path, would include the construction of a new path 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 proposed and alternative trails would provide access along Hollister Avenue to the 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. Alternative 4: Extended Bicycle Path, would further enhance pedestrian circulation by connecting to an existing Class I bicycle path located east of the project site. 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. This policy is not applicable to extended bicycle path that would be developed under Alternative 4: Extended Bicycle Path.

**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. Alternative 4: Extended Bicycle Path, would expand and enhance the proposed pathway by providing a more durable concrete surface and extending the pathway to the east beyond the project site boundary to connect with an existing region-serving bicycle path. 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.

**Policy VH 4.1: 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.*

**Consistent.** The lighting plan for the project site is consistent with this policy. As described in the FEIR Section 4.1, *Aesthetics*, all project lighting would include downward directed light fixtures, which would minimize light trespass and glare. Project lighting would be designed in accordance with City standards, would be compatible with generally low-level lighting that exists in the project vicinity, and would not detract from views of the night sky. Light fixtures proposed for the project site would be compatible with the open space and residential uses of the surrounding area. Additionally, the project applicant prepared a photometric plan that demonstrates project lighting would be contained on the project site and would not spill onto adjacent properties. Lighting is not proposed to be located along the proposed or alternative pathway adjacent to Hollister Avenue.

**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.*

**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.

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 that would occur under the proposed project and with the implementation of Alternative 4: Extended Bicycle Path, would unify the streetscape to provide a better interface between pedestrians and vehicles. In addition to the proposed or alternative trail design, the project would include a landscaped median along Hollister Avenue, 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 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 135 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.
- c. Light fixtures used in new development shall be appropriate to the architectural style and scale and compatible with the surrounding area

**Consistent.** Proposed, exterior lighting would consist of downward, directed fixtures. Proposed project lighting would be designed in accordance with City standards. The 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 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 and Alternative 4: Extended Bicycle Path, would underground overhead power and telecommunications lines adjacent to Hollister Avenue into a single trench located parallel to roadway adjacent to the northern boundary of the project site.

**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 in the project EIR's analysis of 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 FEIR 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.** Proposed Mitigation Measure CUL-1 (Architectural Monitoring for Barnsdall Rio Grande Gas Station) would ensure the 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.

### Transportation Element

**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 and Alternative 4: Extended Bicycle Path would include installation of 52 on-site bicycle parking spaces, which could promote alternative modes of transportation for workers who may reside near the project site and want to commute by bicycle. The implementation of Alternative 4 would further

promote bicycle use by connecting to an existing Class I bicycle path located east of the project site. In addition, the project and Alternative 4 would include the project-proposed transit improvements along Hollister Avenue, which would also promote the use of bus service for employee commuting.

***Policy TE 1.2: Transportation and Land Use.*** *The design of the City's transportation infrastructure and services, and investments in future improvements, shall be supportive of the land use plan set forth in the Land Use Element and responsive to the transportation impacts of development located in nearby areas outside the city boundary. The design of and improvements to Goleta's transportation system should accommodate not only existing conditions, but also projected growth based on the Land Use Element of this plan and planned growth in adjacent jurisdictions, including UCSB, the County, and the City of Santa Barbara.*

**Consistent.** The proposed project includes the abandonment of a portion of the Hollister Avenue right-of-way adjacent to the project site. With the abandonment of that right-of-way, the future construction of a roundabout at the intersection of Cathedral Oaks and Hollister Avenue would still be feasible. In addition, the implementation of Alternative 4: Extended Bicycle Path, would further implement the City's Bicycle and Pedestrian Master Plan, which identifies a new multi-use pathway adjacent to the project site that connects to an existing Class 1 bicycle path located east of the site. For these reasons, the proposed project, and Alternative 4, are consistent with this policy.

***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. The implementation of Alternative 4 would further promote the reduction of vehicle trips by connecting the project site to an existing Class I bicycle path located to the east.

***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. The implementation of Alternative 4: Extended Bicycle Path would further promote the reduction of vehicle trips by connecting the project site to an existing Class I bicycle path located to the east.

**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:
  - i. Driveways shall have sufficient width to minimize conflicts between through traffic and turning movements.
  - ii. Driveways shall adhere to safe sight-distance requirements to the extent feasible.
  - iii. New development abutting principal and minor arterials shall accommodate safe ingress and egress without necessitating backing movements into the arterial.
  - iv. 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:
  - i. A principal arterial may be a divided or an undivided multi-lane street, with or without center median.
  - ii. 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.
  - iii. Lane widths and intersection geometrics shall be adequate to accommodate transit vehicles and large trucks.
  - iv. 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.

- v. Principal arterials shall include facilities to accommodate pedestrians and bicycles.
- vi. 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.
- vii. Parking may be provided in appropriate segments on either or both sides of the street.

**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. The implementation of Alternative 4: Extended Bicycle Path would not affect the proposed project's design related to the design criteria required by this policy.

***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.

**Consistent.** As described in the *Updated Traffic, Parking, and VMT Study* (Final EIR Appendix N), roadways and intersections determined to be affected by the project are forecasted to carry volumes within their Acceptable Capacity ratings when accounting for existing and project conditions. The implementation of Alternative 4: Extended Bicycle Path would not adversely affect the proposed project's trip generation characteristics related to this policy. Therefore, the project would be consistent with the City's Level of Service C standard for roadways and intersections.

***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. The

implementation of Alternative 4: Extended Bicycle Path would not adversely affect the proposed project's transit-related improvements.

**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 off-street 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 135 spaces, the maintenance facility would provide 10 spaces, and the Rio Grande Coffee Shop would provide 14 spaces. The implementation of Alternative 4: Extended Bicycle Path would not adversely affect the proposed project's proposed parking-related improvements.

**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. The implementation of Alternative 4: Extended Bicycle Path would not adversely affect the proposed project's proposed parking supply.

**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 FEIR 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. Alternative 4: Extended Bicycle Path, would further enhance pedestrian facilities by connecting to an existing Class I bicycle path located east of the project site.

**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. Alternative 4: Extended Bicycle Path, would further encourage bicycle circulation and commuting by connecting to an existing Class I bicycle path located east of the project site.

**Policy TE 13.3: Maintenance of LOS Standards.** *New development shall only be allowed when and where such development can be adequately (as defined by the LOS standards in Policy TE 4) served by existing and/or planned transportation facilities.*

**Consistent.** As discussed in the *Updated Traffic, Parking, and VMT Study* (Final EIR Appendix N), roadways and intersections determined to be affected by the project are forecasted to carry volumes within their Acceptable Capacity ratings when accounting for existing and project conditions. Therefore,, the project would be consistent with the City's Level of Service C standard for roadways and intersections. The implementation of Alternative 4: Extended Bicycle Path would not adversely affect the proposed project's trip generation characteristics or effects on transportation facilities.

**Policy TE 14.1: Traffic Impact Fees.** *The City shall adopt a citywide traffic impact fee in accordance with the requirements of Assembly Bill 1600 to fund transportation improvements to mitigate the traffic impacts of new development. The impact fee study shall identify and be based on the estimated costs of construction of all transportation system improvements needed to ensure adequate levels of service system wide. Each new development project shall be charged a fee that represents its proportionate share of potential need for and impacts on the facilities included in the fee system. The impact fee system may incorporate improvements made and fees collected by the City since its incorporation in 2002.*

**Consistent.** The project applicant would be required to pay all applicable development impact fees, including fees under the Goleta Transportation Improvement Program, which funds roadways improvements.

#### **Public Facilities Element**

**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:
  - i. One minute (60 seconds) for turnout time.
  - ii. 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.
  - iii. Four minutes (240 seconds) or less for the arrival of a unit with first-responder or higher level capability at an emergency medical incident.
  - iv. 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 FEIR 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. The implementation of Alternative 4: Extended Bicycle Path would not adversely affect the proposed project's consistency with these policy requirements.

***Policy PF 3.4: Fire Safety in New Development.*** *Fire safety standards, including ingress and egress, and road access, shall be met, where applicable, in new development within the city.*

**Consistent.** The proposed project would be constructed in accordance with the requirements of the California Fire Code, which are implemented to minimize the potential for fire to occur. Additionally, the proposed project would be constructed in accordance with the Santa Barbara County Fire Department's (SBCFD) development standards, which include requirements for egress on private driveways, fire hydrant spacing and flow rates, automatic fire sprinkler systems, and automatic alarm systems (SBCFD 2022). Adherence to State and local regulations would ensure project construction and operation would not expose people or structures to significant risk of loss, injury, or death involving wildland fires. For these reasons, the project is consistent with this policy. The implementation of Alternative 4: Extended Bicycle Path would not adversely affect the proposed project's consistency with this policy.

**Policy PF 3.8: Impact Fee for Police Facilities.** *The City shall continue to require a development impact fee to provide revenue to assist with funding capital facilities for police services.*

**Consistent.** The project applicant would be required to pay development impact fees to provide revenue to assist with funding future capital facilities for police services or increased law enforcement personnel as identified in the administrative services development impact fee. The implementation of Alternative 4: Extended Bicycle Path would not adversely affect the proposed project's consistency with this policy.

**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 FEIR Section 4.13, *Public Services*, the project would not result in a substantial impact to safety or demand for police services. The implementation of Alternative 4: Extended Bicycle Path would not adversely affect the proposed project's consistency with this policy.

**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 FEIR 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. The implementation of Alternative 4: Extended Bicycle Path would not adversely affect the proposed project's consistency with this policy.

**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.*

**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. The implementation of Alternative 4: Extended Bicycle Path would not adversely affect the proposed project's consistency with this policy.

**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 FEIR 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. The implementation of Alternative 4: Extended Bicycle Path would be consistent with the intent of this policy to provide “needed public facilities” that would serve the proposed project and surrounding community.

**Policy PF 9.7: Essential Services for New Development.** *Development shall be allowed only when and where all essential utility services are adequate in accord with the service standards of their providers and only when and where such development can be adequately served by essential utilities without reducing levels of service below the level of service guidelines elsewhere.*

**Consistent.** The project’s Final EIR evaluated the capacity for all essential utility services and found that the Project would not exceed available capacity. For this reason, the Project is consistent with this policy. The implementation of Alternative 4: Extended Bicycle Path would not adversely affect the proposed project’s consistency with this policy.

## Noise

**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, including the extended bicycle path that would be development by project Alternative 4, 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 FEIR 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 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, including the extended bicycle path that would occur with the implementation of Alternative 4, would occur Monday to Friday from 8:00 am to 5:00 pm as required by the City.

**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, as well as Alternative 4: Extended Bicycle Path, would incorporate the measures required by Policy NE 6.5, which are consistent with Mitigation Measure NOI-1 (refer to Final Section 4.11, Noise).

## Housing Element

**Policy HE 2.2: Linkage of Housing and Jobs.** To encourage adequate housing opportunities that meets 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.

**ATTACHMENT 2**

**Exhibit C**

Zoning Consistency

**SANDPIPER GOLF COURSE RENOVATION PROJECT  
 ZONING CONSISTENCY ANALYSIS**

ORDINANCE REQUIREMENT	PROPOSED PROJECT	CONSISTENCY WITH STANDARDS
<p><b>17.12.010 Purpose and Intent</b></p> <p><b>Open Space—Active Recreation.</b> This zone district 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</p>	<p>The project would continue and enhance the use of Sandpiper Golf Course, which provides active recreation opportunities, features, and improvements.</p>	<p>Yes</p>
<p><b>17.12.020 Land Use Regulations</b></p> <p><b>Table 17.12.020 Land Use Regulations— Open Space And Agricultural Districts</b> indicates that “outdoor recreation” uses are allowed in the Open Space-Active Recreation zone district with a Conditional Use Permit.</p>	<p>The project has applied for a Conditional Use Permit and a Development Plan Permit (22-0009-DP-CUP)</p>	<p>Yes</p>
<p><b>17.12.030 Minimum Setbacks</b></p> <p>Front: 10 feet          Interior Side: 10 feet          Street Side: 10 feet          Rear: 10 feet</p>	<p>The proposed clubhouse, comfort station, Rio Grande Coffee Shop, and maintenance facility structures would have setbacks more than 10 feet from property lines. Minimum setback distances for proposed buildings are summarized below:</p> <p>Club House: Front: 156 ft; Side: 2,015 ft</p> <p>Rio Grande Coffee Shop: Front: 30 ft; Side: 267 feet</p> <p>Maintenance Structures: Front: 90 ft; side 20 ft</p> <p>Comfort Station: Rear 293 ft; side: 556 ft</p> <p>Eight (8) proposed parking spaces to be located near the new clubhouse would encroach into the 10-foot front yard setback adjacent to Hollister Avenue. The project applicant requests a Development</p>	<p>Yes with parking space adjustment</p>

**SANDPIPER GOLF COURSE RENOVATION PROJECT  
ZONING CONSISTENCY ANALYSIS**

ORDINANCE REQUIREMENT	PROPOSED PROJECT	CONSISTENCY WITH STANDARDS
	Plan Adjustment to allow the eight parking spaces within the front yard setback.	
<p><b>17.12.030 Lot Coverage</b></p> <p>20 percent in the Open Space-Active Recreation zone district.</p>	<p>The project site is approximately 193 acres. Proposed building renovation on the project site would include approximately 0.76 acre of structures and 5.86 acres of hardscape. Therefore, lot coverage would be approximately 6.62 acres, or 3.4 percent of the site.</p>	<p align="center">Yes</p>
<p><b>17.12.030 Maximum Building Height</b></p> <p>25 feet above grade</p>	<p>The proposed clubhouse,, excluding the elevator, would have a maximum height of 29 feet.</p> <p>The proposed Rio Grande Coffee Shop/Café building would have a maximum height of 15'6."</p> <p>The proposed Maintenance Facility buildings would have a maximum height of 13" 6."</p> <p>The proposed Comfort Station structure would have a maximum height of 15 feet.</p>	<p align="center">Yes</p> <p>Note that Table 17.24.080 (Allowed Projections Above Structures) allows elevator towers to project 10-feet above the structure. A proposed elevator tower at the clubhouse building would have a height of 33 feet, which is an allowed building height exceedance.</p>

**SANDPIPER GOLF COURSE RENOVATION PROJECT  
 ZONING CONSISTENCY ANALYSIS**

ORDINANCE REQUIREMENT	PROPOSED PROJECT	CONSISTENCY WITH STANDARDS
<p><b>17.38 Vehicle Parking</b></p> <p><b>TABLE 17.38.040(A): Required On-Site Parking Spaces</b> indicates that vehicle parking requirements for “Park and Recreation Facilities” are to be determined by the Review Authority.</p> <p>The Review Authority for the Sandpiper project is the City Council.</p>	<p>The existing golf course has a total of 139 parking spaces. The proposed project would include 135 spaces near the new clubhouse, 10 spaces at the maintenance facility site, and 14 spaces at the new Rio Grande Coffee Shop, for a total of 159 vehicle parking spaces.</p> <p>Final EIR Appendix N (Updated Traffic, Parking, and Vehicle Miles Traveled Study) estimated the project’s parking demand based on Goleta Municipal Code requirements and parking surveys conducted at the Sandpiper Golf Course on peak summer Friday, Saturday, and Sunday periods. The study concluded that the proposed project would have a parking demand of 146 spaces. This demand would be met by the proposal to provide a total of 159 spaces.</p>	<p>Yes</p> <p>Upon approval by the Review Authority</p>
<p><b>17.24.210 Vision Clearance</b></p> <p>No structure or vegetation in excess of 3 feet within the “triangle” as defined in Section 17.24.210</p>	<p>No wall, fence or landscaping will exceed a height of 3 feet with the defined triangle.</p>	<p>Yes</p>
<p><b>17.24.140 Trash Enclosures</b></p> <p>Must be located outside of front &amp; street setbacks and required parking &amp; landscape areas.</p>	<p>A trash collection area for the proposed clubhouse would be located in the below-grade basement area of the building. Trash collection areas for the proposed maintenance facility and Rio Grande Coffee Shop would be beyond required setbacks and within an enclosed area.</p>	<p>Yes</p>
<p><b>17.35 Parking Lot Lighting</b></p> <p>Must not exceed 20 feet in height. The light level at property lines must not exceed 0.1 foot candles.</p>	<p>Proposed parking lot lights would consist primarily of path or bollard lights that are generally less than four feet in height. The proposed lighting would not exceed 0.1 foot candle at the project site property lines.</p>	<p>Yes</p>

**ATTACHMENT 2**

**Exhibit D**

Conditions of Approval

**CONDITIONS OF APPROVAL  
SANDPIPER GOLF COURSE RENOVATION PROJECT  
DEVELOPMENT PLAN AND CONDITIONAL USE PERMIT  
EIR ALTERNATIVE 4  
CASE Nos. 22-0009-DP-CUP;  
22-0001-CDPH (In Concept); 22-0032-DRB**

In addition to all applicable provisions of the Goleta Municipal Code (“GMC”), Sandpiper Golf Trust, LLC (“Applicant” or “Permittee” or “Owner”) agrees to the following conditions for the City’s approval of Case No.22-0009-DP-CUP; 22-0001-CDPH (in concept); and 22-0032-DRB (“Project Conditions”). The terms Applicant/Permittee/Owner in these conditions will be referred to as Permittee.

Unless the contrary is stated or clearly appears from the context, the construction of words and phrases used in these Project Conditions use the definitions set forth in the GMC. For purposes of these Project Conditions, the term “Director” refers to the Planning and Environmental Review Director, or designee.

**AUTHORIZATION**

1. Project Description: The Development Plan and Conditional Use Permit for proposed project Alternative 4 allows alterations to the Sandpiper Golf Course, including but not limited to the demolition of the existing clubhouse and construction of a new clubhouse; golf course modifications and routing revisions; landscaping and irrigation improvements; replacement of existing maintenance buildings; the replacement of an existing comfort station (i.e., restroom); and pedestrian and other improvements along Hollister Avenue. The proposed Development Plan also includes a request for adjustments to zoning standards that would allow a minor increase in the height of a portion of the new clubhouse building, and the encroachment of eight (8) parking spaces into a required front yard setback. The project also includes the restoration and adaptive reuse of the historic Barnsdall Rio Grande Gas Station, which would be used in conjunction with the proposed Rio Grande Coffee Shop. Development of the project would result in approximately 86,500 cubic yards of cut and 56,000 cubic yards of fill. Alternative 4 would include renovation of the golf course and other related elements of the proposed project, however, the proposed pedestrian path to be located adjacent to the project site and Hollister Avenue would be replaced with a 10- to 14-foot wide Class I (i.e., concrete) bicycle path that would extend approximately 0.3 mile beyond the project site’s eastern boundary to connect with an existing Class I pathway located just west of Pebble Beach Drive.

The proposed project would maintain the existing 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. 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. [Actual hours of operation may differ from the above and are specifically set by one or more conditions below due to Permittee's preferences expressed after this general project description was submitted to the City.]

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. 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.

Additionally the project includes a Correction to Map of Environmental Sensitive Habitat Areas (General Plan/Coastal Land Use Plan Policy CE 1.5), to revise General Plan/Coastal Land Use Plan Figure 3-5 and Figure 4-1 based on a site specific biological study, the provision of a conservation easement of five (5) acres in Bell Canyon to a non-profit, and the installation of a Rectangular Rapid Flashing Beacon (RRFB) with the addition of a crosswalk at Las Armas Road.

2. Approval of the Development Plan and Conditional Use Permit will expire five (5) years after City approval, unless before the expiration, substantial physical construction has been completed on the Development Plan, or a time extension has been applied for by the Permittee. The decision-maker with jurisdiction over the project may, upon good cause shown, grant a time extension as specified by City regulations. If the Permittee requests a Time Extension, the project may be revised to include updated language to standard conditions and/or may include revised/additional conditions which reflect changed circumstances or additional identified project impacts. Any new fees imposed, and existing fees will be those in effect at the time of the extension request.
3. These permits run with the land and the rights and obligations thereof, including the responsibility to comply with the Development Plan and Conditional Use Permit, are binding upon successors in interest. The Development Plan and Conditional Use Permit may be modified, terminated, or abandoned in accordance with applicable law including, without limitation, the GMC.
4. On the date that a subsequent Development Plan and/or Conditional Use Permit is approved for this site, any previously approved but unbuilt plans must become null and void.

5. The City will only issue permits for development, including grading, when the construction documents (e.g., grading plans, building plans, etc.) are in substantial compliance with the approved Development Plan. The size, shape arrangement, use, and location of buildings, walkways, parking areas, drainage facilities, and landscaped areas must be developed in substantial conformity with the approved plans. Substantial conformity must be determined by the Planning and Environmental Review Director including reflecting any changes made by the California Coastal Commission during its review
6. Any proposed deviations from the exhibit, project description, or Project Conditions must be submitted to the Planning and Environmental Review Director for review and approval by the appropriate decision maker. Any unapproved deviations from the project approval will constitute a violation of the permit approval. The exhibits associated with this permit include the plans labeled “Attachment A, dated January 17, 2026”, GP Consistency, and Zoning consistency and are herein incorporated by reference.
7. When exhibits and/or written Project Conditions are in conflict, the written Project Conditions must prevail. If/when the Project Conditions and Mitigation Measures are in conflict, the written Mitigation Measures must prevail.
8. Permittees agrees to indemnify and hold the City harmless from and against any claim, action, damages, costs (including, without limitation, attorney’s fees), injuries, or liability, arising from the City’s certification of the FEIR, adoption of the MMRP, approval of the Development Plan and Conditional Use Permit (the Project) and associated post-discretionary approvals, approval and condition clearance of the Development Plan. Conditional Use Permit, and associated post-discretionary approvals except for such loss or damage arising from the City’s sole negligence or willful misconduct. Except as described in this section, the obligation to indemnify, hold harmless and defend the City shall arise when the City is named in any suit, or when any claim is brought against it by suit or otherwise, whether the same is groundless or not, arising out of the City’s certification of the FEIR, adoption of the MMRP, approval and condition clearance of the Development Plan and Conditional Use Permit, and associated post-discretionary approvals, approval and condition clearance of the Development Plan/Conditional Use Permit and associated post-discretionary approvals. Permittees agrees to defend the City (at the City’s request and with counsel satisfactory to the City) and will indemnify the City for any judgment rendered against it or any sums paid out in settlement or otherwise. For purposes of this section “the City” includes the City of Goleta’s elected officials, appointed officials, officers, and employees, and agents.
9. In the event that any conditions imposing a fee, exaction, dedication or other mitigation measure is challenged by the Permittee in action filed in a court of competent jurisdiction or threatened to be filed, this approval must be suspended pending dismissal of such action, the expiration of the limitation period applicable to such action, or final resolution of such action. If any Project Condition is invalidated by a court of competent jurisdiction, the Project must be reviewed by the City and substitute

conditions may be imposed to validate the Development Plan and Conditional Use Permit.

## ENVIRONMENTAL IMPACT REPORT MITIGATIONS

10. The Permittee must comply with all mitigation measures identified in the FEIR prepared for the project, Exhibit B to City Council Resolution No. 26- \_\_\_\_. A MMRP was prepared as part of the environmental review of the project and is attached as Exhibit C to City Council Resolution No. 26-\_\_\_\_
11. The mitigation measures of the MMRP are incorporated into these conditions of approval by reference. All mitigation measures and conditions of approval must be listed on the plans submitted for plan check and the plans for which a building permit is issued.

## AGENCY REQUIREMENTS

12. **Santa Barbara County Fire Department (SBCFD):** Comply with all conditions and requirements outlined in the April 10, 2023, Santa Barbara County Fire Department letter or as amended to the satisfaction of the SBCFD prior to issuance of effectuating Zoning Clearance.
13. **Santa Barbara County Air Pollution Control District (APCD).** Comply with all conditions and requirements outlined in the letter dated January 27, 2025, or as amended, from the Santa Barbara County Air Pollution Control District to the satisfaction of the APCD prior to the issuance of the effectuating Zoning Clearance.
14. **Goleta Water District (GWD).** Comply with all the requirements of GWD to the satisfaction of the GWD as outlined in the letter dated December 9, 2021 or as amended, including securing a Conditional Can and Will Serve Letter prior to the issuance of the effectuating Zoning Clearance.
15. **Goleta West Sanitary District (GWSD).** Comply with all the conditions and requirements of the Goleta Sanitary District to the satisfaction of the GWSD, including securing sewer service connection permits prior to issuance of effectuating Zoning Clearance.
16. **U.S. Army Corps of Engineers.** Comply with all conditions and requirements of the U.S. Army Corps of Engineers to the satisfaction of the USACE, including filing an application for Pre-Construction Notification and an application for a Department of the Army Permit. Proof of Army Corps of Engineers approval shall be provided prior to the issuance of the effectuating Zoning Clearance.
17. **California Department of Fish and Wildlife (CDFW).** Comply with all conditions and requirements of the California Department of Fish and Wildlife to the satisfaction of

CDFW, including applying for a Streambed Alteration Notification. Proof of CDFW approval shall be provided prior to the issuance of the effectuating Zoning Clearance.

18. **Central Coast Regional Water Quality Control Board (CCRWQCB).** Comply with all conditions and requirements of the Central Coast Regional Water Quality Control Board to the satisfaction of CCRWQCB, including all required permit applications. Proof of CCRWQCB approval shall be provided prior to the issuance of the effectuating Zoning Clearance.
19. **Santa Barbara County Flood Control (SBCFC).** If SBCFC facilities are present on the site comply with all conditions and requirements of the Santa Barbara County Flood Control to the satisfaction of SBCFC, including all required encroachment permits. Proof of SBCFC approval shall be provided prior to the issuance of the effectuating Zoning Clearance. Further, comply with any requirements of the City's Floodplain manager as applicable.
20. **U.S. Fish and Wildlife Service (USFWS).** Comply with all conditions and requirements of the U.S. Fish and Wildlife Service to the satisfaction of USFWS. Proof of USFWS approval shall be provided prior to the issuance of the effectuating Zoning Clearance.
21. **California Coastal Commission.** Secure a Coastal Development Permit from the CCC and implement applicable conditions of approval prior to the issuance of the effectuating Zoning Clearance.

## **CITY DEPARTMENT CONDITIONS**

### **Public Works Department**

**Prior to City's grant of permission for the Project to build on City Right of Way as part of any Coastal Development Permit, the applicant must:**

22. A Public Improvement Plan (PIP), containing the items outlined below, shall be submitted to the Public Works Director or designee for the property frontage on Hollister and the southern side of Hollister Ave from the eastern property boundary to a point approximately 310 feet east of the traffic signal at Ellwood Elementary School. The Public Works Director or designee must review the PIP, and the applicant must secure approval of the PIP before submittal of the Coastal Development Plan to the Coastal Commission. The PIP shall be prepared by a Registered Engineer.
23. The PIP shall include the following:
  - A. West of the Hollister and Cathedral Oaks intersection, construct a concrete sidewalk and curb and gutter in areas where concrete sidewalk and curb and gutter are missing westerly, to the delivery driveway. Modify median to allow for

westbound left turns on Hollister Ave to delivery driveway. All driveways shall be constructed to current City Standards. Landscaping proposed in the Road Right of Way shall be maintained by the Property Owner.

- B. At the intersection of Hollister and Cathedral Oaks, construct a 14-foot-wide Class 1 multiuse path and curb and gutter on the alignment of the future traffic circle and other feasible circle components. Landscaping proposed in the Road Right of Way shall be maintained by the Property Owner.
  - C. East of the Hollister and Cathedral Oaks intersection construct a 14-foot-wide Class 1 multiuse path and curb and gutter to Sandpiper's eastern property boundary and as shown on the Development Plan including drainage improvements. The alignment and width can be adjusted to minimize to the extent feasible the impact on existing trees behind the MTD bus stops, and for design reasons, subject to the approval of the Director of Public Works. All driveways shall be constructed to City Standards. Also, a Rectangular Rapid Flashing Beacon (RRFB) shall be constructed at the intersection of Hollister Ave and Las Armas. All curb ramps shall be constructed to ADA standards.
  - D. From Sandpiper's eastern property boundary to a point approximately 310 feet east of the traffic signal at the Ellwood Elementary School to conform with the existing Class 1 multiuse path, construct a 14-foot-wide Class 1 multiuse path including drainage improvements. The alignment and width can be adjusted to minimize, to the extent feasible, the impact on existing trees and to route behind MTD bus stops. All curb ramps shall be constructed to City engineering standards and applicable law, including ADA standards. Modification to the traffic signal including curb ramps and other utility appurtenances may be required. Provide an Engineers Estimate prepared by a Registered Engineer for the PIP.
- 24. Provide a Performance Bond or equivalent City approved security, in the amount of 110% of the Engineers Estimate for all of the public improvements included in the PIP.
  - 25. Provide a signed Public Improvement Agreement approved as to form by the City Attorney that includes but is not limited to conditions of approval 23 A, B, C and D above.

**Prior to Zoning Clearance for grading activities, the Applicant/Permittee must:**

- 26. Secure approval of a **Stormwater Control Plan (SWCP)** from the Public Works Director or designee. The Owner/Applicant shall submit a SWCP for regulated projects

that create or replace 2,500 square feet or more of impervious surface and utilizes Low Impact Development (LID) measures to detain, retain and treat runoff for review and approval by the Public Works Director or designee. The SWCP shall be prepared in accordance with the California Regional Water Quality Control Board, Central Coast Region, Resolution R3-2013-0032, Post-Construction Stormwater Management Requirements (PCR) for Developmental Projects in the Central Coast Region (PCRs Resolution) and shall use the "Stormwater Technical Guide for Low Impact Development" as set forth by the County of Santa Barbara for guidance in complying with the PCRs Resolution. The following are design considerations when proposing Stormwater Control Measures (SCMs):

- A. Surfaced based SCMs including but are not limited to, self-retaining areas, grassy swales, or biofilters should be maximized to the extent practicable to achieve runoff retention before considering SCMs listed within item b of this section.
  - B. Surface Basin, Subsurface Well, Fluid Distribution System/Galleries and/or Infiltration Trench may require registration as an Environmental Protection Agency (EPA) Class V Injection Well.
  - C. Fluid Distribution System/Galleries **such as Underground Infiltration Chambers (UICs)** must follow the Public Works [UIC Guidance Document](#) be designed to ensure that they are properly sited, detailed, and maintained to function for short- and long-term compliance.
27. Secure approval of a Stormwater Facilities Operation and Maintenance (O&M) Plan for all parcels from the Public Works Director or designee. The Owner/Applicant/Owner shall submit an O&M Plan that will be used to plan, direct, and record the maintenance of all SCMs on-site for review and approval by the Public Works Director or designee. The O&M plan will default to the final O&M Plan if no amendments are needed prior to Owner/Applicant request for Final Occupancy Clearance(s).
28. Submit the [Stormwater Data Sheet Application](#) (Page 1 and/or 2 as applicable) with the SWCP and O&M Plan. This Data Sheet may be required to be revised to reflect the SWCP and O&M Plan once those documents are approved by the Public Works Director or designee.
29. The Owner/Applicant shall submit an Erosion and Sediment Control (E&SC) Plan for all parcels if project is disturbing less than < 1 acre of soil area and is not part of a common plan of development, and therefore not subject to the General Construction Permit's SWPPP requirement. The E&SC Plan shall be prepared in accordance with the City approved E&SC Plan template. The E&SC Plan shall include BMPs to control

the discharge of sediment and other pollutants from the site and are not picked up by irrigation runoff or rain and transported to the nearest storm drain and into our waterways. Grading activities should be reduced or avoided to the extent feasible during the rainy season (October to May) to minimize soil disturbance at any one time.

30. Secure approval of a Stormwater Pollution Prevention Plan (SWPPP) for all parcels if project is disturbing greater than or equal to  $\geq 1$  acre soil disturbance OR less than  $< 1$  acre but part of a larger common plan or development ( $\geq 1$  total acres of disturbance) from the Public Works Director or designee. Once approved, the Owner/Applicant shall submit a copy of the Notice of Intent (NOI) and a copy of the State Water Resources Control Board's (SWRCB) Receipt of NOI Letter with WDID Number as proof of intent to comply with the terms of the National Pollutant Discharge and Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, or proof of exemption from an NPDES permit. The SWPPP shall be prepared in compliance with the Construction General Permit (CGP) using the latest version of the CASQA SWPPP template or equivalent. The SWPPP shall be developed, amended, or revised by a Qualified SWPPP Developer (QSD). SWPPPs developed pursuant to the CGP may substitute for the E&SC Plan for those projects where a SWPPP is required, if it contains the requirements of the E&SC Plan.
31. Secure approval of a Drainage and Stormwater Facilities Agreement (Maintenance Agreement) for all parcels concurrently from the Public Works Director or designee and execute the Maintenance Agreement, in a form approved by the City Attorney. The Maintenance Agreement shall include, but not be limited to, insurance, security, and other measures to ensure that Permittee properly installs and maintains the Project's stormwater facilities in perpetuity. The Maintenance Agreement shall include all SCMs that will be inspected and maintained during construction and phased Occupancy Clearances. The Maintenance Agreement will be based on procedures and information outlined in the O&M Plan. The Maintenance Agreement shall include a legal description of the project and project location, and the party responsible for O&M Plan implementation. The Maintenance Agreement shall be signed by the Property Owner accepting responsibility of O&M of the installed onsite and/or offsite treatment and flow control SCMs until such responsibility is legally transferred to another entity in accordance with the requirements specified within the PCR's Resolution. The Maintenance Agreement shall be recorded with the County of Santa Barbara. The Property Owner shall provide a signed, and notarized Maintenance Agreement to the City for final review and acceptance by the City prior to recordation. The Property Owner is responsible for all of the costs associated with the preparation and recordation of said Maintenance Agreement. Supporting documentation for the Maintenance Agreement may require updates and revisions to reflect 'Record Drawing/As-Built'

conditions, and the 'As-Built' information will be submitted to the City for review prior for acceptance prior to inclusion in said Maintenance Agreement.

**Prior to issuance of Grading Plans (GP), Applicant must:**

33. Complete the State Construction and Demolition (C&D) Debris Recycling requirements as provided for in Condition No. 40 below. This requirement will facilitate the recycling of all construction recoverable/recyclable materials. The project will be required to meet the Cal-Green minimum diversion requirement of 65% of the project's solid waste to be diverted from the landfill.
34. Show the following on the Grading Plans:
  - A. Show all existing survey monuments to be preserved and/or tied out in coordination with the County of Santa Barbara's Surveyor's Office. Survey monuments that control the location of subdivisions, tract boundaries, roads, streets, or highways or provide horizontal or vertical survey control shall be surveyed and documented in accordance with Section 8771 of the Land Surveyor's Act. Preliminary copies of pre- and post-construction Corner Records shall be provided to the City as evidence of compliance with the Land Surveyor's Act.
  - B. Include a note that all survey monuments if damaged during construction will be reset. If survey monuments are damaged or affected by the construction activities, the City will require a security for the resetting of the survey monuments disturbed by construction. The Permittees shall submit an estimate, signed, and stamped by a Licensed Surveyor in the State of California for monument preservation. This estimate will be used to determine the amount of the security (cash deposit).
35. Obtain an Encroachment Permit.

**Pre-Construction, the Applicant/Permittee must:**

36. The Owner/Applicant is required to invite Environmental Services to the Pre-Construction Meeting with the Construction Manager, site QSP/QSD, and construction crew to receive training on stormwater BMPs and to coordinate inspection of all SCMs including UICs installed during construction.
37. The Owner/Applicant must provide Environmental Services with a schedule 2 weeks in advance of the SCMs including Surface Basin, Subsurface Well, Fluid Distribution System/Galleries including UICs and/or Infiltration Trench installations, so Environmental Services can inspect and verify subgrade and subsequent construction details for all SCMs.

**During Construction, the Project Applicant/Permittee must:**

38. Ensure ongoing compliance with the E&SC Plan or SWPPP and shall perform inspections and maintenance on all installed BMPs, including work performed within the Road right-of-way, and the SCMs as identified in the Maintenance Agreement. Maintenance Reports shall be submitted to Environmental Services ([StormwaterDevelopmentReview@cityofgoleta.org](mailto:StormwaterDevelopmentReview@cityofgoleta.org)).
39. Ensure ongoing implementation of BMP Requirements, including dust control of soil off-site. The Owner/Applicant shall identify appropriate BMPs to control the volume, rate, and potential pollutant load of stormwater runoff; and ensure that BMPs are installed, implemented, and maintained through the duration of the project (construction, new or redevelopment) to minimize the potential discharge of pollutants to the Storm Drain System. These requirements may include a combination of structural and non-structural BMPs that are consistent with the California Storm Water Quality Association (CASQA) Best Management Practice Handbook, most current edition (or equivalent), and shall include requirements to ensure the proper long-term operation and maintenance of these BMPs.
40. Ensure the use of the SCMs during active construction should be documented within the E&SC Plan or the SWPPP as well as shown on the grading and drainage plans. The following measures must be implemented during active construction to protect post-construction SCMs and while disconnected to ensure that they function properly:
  - A. SCMs such as UICs or bioretention basins must be protected from sedimentation during construction activities or until the site surface conditions are stabilized. Erosion and Sediment Control BMPs must be inspected and maintained to ensure effectiveness so that inflow of sediment from runoff from nearby stockpiles and disturbed areas, etc. does not occur that could cause SCM to clog and compromise the effectiveness of the long-term operation;
  - B. SCMs must also be protected from construction wastewater (concrete, stucco, paint, etc.), construction debris or other materials during construction activities that can cause the SCMs to clog and compromise the effectiveness of the long-term operation;
  - C. SCMs should be kept off-line until the surrounding tributary areas are fully stabilized to prevent clogging;
  - D. Minimize compaction of soils and restrict heavy equipment in the area of SCMs to ensure infiltration rates are not affected. If compacted, the contractor will restore the native soil infiltration rates through ripping or disking.

E. Infiltration testing may be required to verify infiltration rates after installation.

**Prior to Encroachment Permit (EP) Issuance, the Permittees must:**

41. Comply with City Resolution No. 15-46, Construction and Major Maintenance Limitations, in the public right-of-way for construction working hours and lane closure limitations.
42. Obtain a General Contractor with a Goleta Business License and meets or exceeds the current City insurance requirements.
43. Provide a current Engineers Estimate.
44. If the Engineers Estimate or General Contractor's bid price is \$100,000.00 or greater, the Permittee shall provide Performance and Payment and Material Bonds equal to 110 percent of the Engineers Estimate or General Contractor's bid price.
45. Provide a traffic control plan for review and approval.
46. Pay all encroachment fees.
47. If necessary, Submit for and secure approval of a Haul Permit from the Public Works Director or designee. All applicable permits for the placement of exported material at off-site location(s) within the City limits must be provided to the Public Works Director or designee. The Haul Permit must clearly identify:
  - A. The proposed haul routes
  - B. The proposed location for placement of export material.
  - C. Measures to ensure that all haul trucks hauling debris, sand, soil and/or other loose materials shall be covered and/or maintain a minimum 2 feet freeboard.
  - D. Measures to ensure that construction vehicles only use the City's designated Truck Routes, as clearly indicated on the Haul Route Exhibit. All other routes are prohibited.
  - E. Measures to ensure that construction parking is implemented in a manner that will minimize the potential for traffic interference. Include construction parking designated area(s) on Haul Route exhibit.

- F. Clearly identify the proposed area for construction vehicle staging and location(s) for construction vehicle ingress and egress. The ingress/egress pattern shall be identified on the Haul Route Exhibit.

**Prior to Issuance of the Certificate of Occupancy, the Permittees must:**

- 48. Pay all required City Fees associated with the Development.
- 49. Complete the Encroachment Permit
- 50. Provide electronic Record Drawing/As-Built drawings to the Public Works Director or designee for the construction of Public Improvements Plans (PIP) within 60 days of completion. The Permittees shall submit 'As-Built' Plans that incorporate all changes/revisions.
- 51. Submit a Private Improvement Certification for parking lots, roads, sidewalks, etc. by the Engineer of Record. The Certificate shall include Record Drawing/As-Built drawings and geotechnical testing information and results.
- 52. Submit a Waste Reduction and Recycling Summary (WRRS) to the Public Works Department for review and approval. The Report shall substantiate how a minimum 65% diversion goal was met by the project during construction, provides the actual amounts of material generated and what the final diversion rate was, along with either scale house receipts or a summary from the diversion facility used substantiating each load brought to the facility, the tonnage, and the diversion achieved.
- 53. Schedule a Final Construction Inspection and PCR Field Verification Inspection.
  - A. Final Construction Inspection - Following the completion of active construction and stabilization of disturbed areas the Public Works Director or designee will conduct an inspection in accordance with the Construction Site Inspection Form, to verify all temporary erosion and sediment control measures and BMPs have been removed and completed work is in compliance with the approved Plans and 'Record Drawing/As-Built' Plans. The City shall note that any outstanding issues have been resolved in a manner acceptable to the City.
  - B. Final PCR Field Verification Inspection - The PCR field verification inspection must include a visual inspection of each of the SCMs to ensure the SCMs are installed according to the SWCP and As-Built. The Owner/Applicant shall submit all images, dimensions, and elevations of constructed SCMs prior to the request for Occupancy Clearance to verify the installation of all SCMs that are subgrade or otherwise unable to be verified by Final PCR Field Verification Inspection. If design changes were implemented, 'Record Drawing/As-Built' Plans shall be submitted prior to the request for PCR Field Verification Inspection. The field verification inspection for UICs shall include, but are not limited to:

- i. Photo Documentation: UICs via Inspection Ports and Manholes, Drain Inlet (atrium grates, catch basins, area drains, etc.), Pre-treatment devices, Disconnected Downspouts; and/or
- ii. Video Inspection of UICs via Inspection Ports and Manholes to verify that the chambers are free of sediment, construction wastewater (concrete, stucco, paint, etc.), construction debris or other materials and standing water; and
- iii. Water Depth Measurements.

54. Complete the SWCP Certification of Approval and submit the following support documentation:

- A. Record Drawings/As-Built Site Plans - The Plans submission shall include CAD drawing files and GIS files of as-built conditions including all storm drain infrastructure installation and/or improvements.
- B. Quality Assurance/Quality Control Summary Checklist
  - i. SCM Installation Elevations by Licensed Surveyor as determined on plan;
  - ii. SCM Basin Dimensions and Depths;
  - iii. Photo Documentation of SCMs throughout the installation of the project (including installation of Liner and Geotextile Materials)
  - iv. Material Submittals for Liner and Geotextile Materials which may be invoices;
  - v. Soil Compaction Report by Licensed Soils Engineer documenting compliance with SCMs and project plans (if applicable)
  - vi. SCM Proof of EPA Registration for Class V Injection Wells (if applicable)
  - vii. Approved Revised Stormwater Control Plan (if applicable)
  - viii. Approved Revised Operation & Maintenance Plan (if applicable)

55. The Engineer of Record shall submit a Drainage Improvement Certification (attached to the Standard Conditions of Approval). If the grading and drainage plans are revised during the construction process, then the Permittees shall update the drainage report and submit them to the City for review and approval.

**Planning and Environmental Review Department**

**General Conditions**

The following standards/requirements must be complied with by the Permittee and/or successors in interest:

- 56. The Permittee is responsible for ascertaining and paying all City Development Impact Fees, including without limitation, fire facility fees, library fees, fire protection, police services fees, public administration fees, and transportation fees as required by the GMC. In addition, the impact fees established by the Goleta Union/Santa Barbara Unified School Districts (School Fees) shall also be paid in accordance with the requirements of those entities. This condition also serves as notice pursuant to Government Code Section 66020 (d) that the City of Goleta is imposing development impact fees (“DIFs”) and the applicant has 90 days after the imposition of the fees to protest fees.

The Permittee must pay all applicable development impact fees and other contributions in full no later than at the time specified in the chart below. The actual fee may be different than that listed below, as the Permittee must pay the most current rate of the fee in effect at the time of payment and on the latest edition of the Institute of Traffic Engineers Trip Manual. At the Permittee’s discretion, the Permittee may choose to pay the below listed fees at any time after project approval, but no later than the time frame specified.

FEE	RATE	ESTIMATED FEE	TIME DUE	AGENCY
Fire Facility (37,159 sq. ft.)	\$1,167 per ksf.	\$43,364	CO	City
Library (37,159 sq. ft.)	\$206 per ksf	\$7,655	CO	City
Public Administration (37,159 sq. ft.)	\$656 per ksf	\$24,376	CO	City
Transportation (32 PM Peak Hour Trips)	\$16,665 per PM Peak Hour trip	\$533,280	CO	City
Bicycle & Pedestrian (37,159 sq. ft.)	\$657 per ksf	\$24,413 (credited/reimbursed if Permittee delivers the Class I bike path)	CO	City
Park Fee (37,159 sq. ft.)	\$2,519 per ksf	\$93,604	CO	City
Affordable Housing (37,159 sq. ft.)	\$2,455 per ksf	\$91,225	CO	City
Storm Drain (37,159 sq. ft.)	\$2,665 per ksf	\$99,029	CO	City
School Fees	Set by School Districts	--	BP	Goleta Union & SB Unified School Districts

TOTAL (excluding school fees)	—	\$916,976 if bike/ped fee is not credited/reimbursed	—	
		\$892,563 if bike/ped fee is credited/reimbursed		

CO = Certificate of Occupancy  
BP = Building Permit

57. Any modifications to the approved plans including but not limited to site plan, floor plans, elevations, landscaping, colors and materials, cannot be executed without the Planning and Environmental Review Director or designee's approval.
58. Before using any land or structure, or commencing any work pertaining to the erection, moving, alteration, demolition, enlarging or rebuilding of any building structure, or improvement, the Permittee must obtain a grading and/or building permit from the Planning and Environmental Review Director or designee. The grading and building plans must be prepared in accordance with Chapter 15 of the GMC.
59. All plans submitted for permit issuance (e.g., grading, building permit, etc.) must include all applicable conditions of project approval.
60. Before the start of any work on-site, the Permittee must conduct a pre-construction meeting that includes the Permittee, project superintendent, architect, subcontractors, as well as City representatives from the Planning and Environmental Review and Public Works Departments and including all elements included in the Mitigation Monitoring and Reporting Program.
61. All work within the public right-of-way, including without limitation, utilities and grading, must be explicitly noted on the building plans. The Permittee must obtain all necessary encroachment permits from the Public Works Director or designee, before commencing work within or over the public right-of-way including without limitation, water meters, backflow devices, signs, and curb/gutter/sidewalk improvements.
62. Any temporary building, trailer, commercial coach etc. installed or used in connection with the construction of this project must comply with the requirements of Section 35-132 Article II of the City's Coastal Zoning Ordinance.
63. The Permittee is responsible for informing all sub-contractors, consultants, engineers, or other business entities providing services related to the project of their responsibilities to comply with these conditions including, without limitation, the GMC. This includes the requirements that a business license be obtained to perform work within the City as well as the City's construction hour limitations.
64. Project construction hours are limited to Monday through Friday 8:00am-5:00pm and generally prohibited on weekends, and on observed state and federal holidays.

Exceptions to these restrictions may be made for good cause at the sole discretion of the Planning and Environmental Review Director or designee. The permittee must post signage with the allowed hours of operation with a contact person and phone number, near the entrance to the site so that workers on site are aware of the limitations.

65. The applicant must prevent construction and/or employee trash from blowing offsite by providing covered receptacles on-site before commencement of any grading or construction activities; picking up waste weekly or more frequently as directed by the Planning and Environmental Review Director, or designee; and designating and providing the Planning and Environmental Review Director, or designee, the name and phone number of a contact person(s) to monitor construction trash/waste and organize a clean-up crew. Additional covered receptacles must be provided as determined necessary by the Planning and Environmental Review Director, or designee.
66. The applicant must promptly remove any graffiti at the Project site.
67. During project construction, buildings (including the Rio Grande Coffee Shop, maintenance yard, and new clubhouse) must be reasonably screened from view from adjacent roads and properties using opaque fencing. The required fencing must be approved by the Planning and Environmental Review Director, or designee prior to installation, and maintained throughout the building's construction period.
68. The City will obtain a Compliance Monitor during construction which will have, or contract with, qualified biologists and arborists to reduce potential impacts to special status plants and wildlife.
69. The Permittee must prepare, to the City Attorney's satisfaction, and record an irrevocable offer to dedicate a conservation easement to a qualified open space management entity, which may be the City, another government entity, or other qualified open space management entity as determined by the Director, over that certain 5 acres of Bell Canyon along the western boundary of the project site. The costs associated with the preparation of, City review of the easement, and the recordation are the responsibility of the Permittee. Following recordation and acceptance of the offer, the Permittee shall be responsible for the maintenance of the proposed Bell Canyon open space dedication area until and unless the accepting entity of the irrevocable offer to dedicate voluntarily agrees to assume maintenance responsibility for the property.
70. Prior to the start of project construction, public information signage shall be posted on the project site adjacent to Hollister Avenue that identifies the permitted construction hours and provides a phone number to call to receive information about the project, or to report complaints regarding items such as after-hours construction activities, dust, trash, noise or other project-related construction issues.

**After California Coastal Commission action on the Project and before the City issues a Zoning Clearance, the Permittee must:**

71. Submit a request to the Planning and Environmental Review Director to hold a public meeting or public hearing as required by law for the following:
  - A. Review by the Planning Commission and/or City Council for General Plan consistency in accordance with California Government Code Section 65402 associated with the vacation of the City right of way, and
  - B. Review by the City Council of whether to vacate the City right of way pursuant to the California Streets and Highways Code.
72. Secure approval as necessary, to amend previous City approval documents (plans, conditions, requirements etc.) to achieve conformance with requirements of the California Coastal Commission should the Commission's approval of a Coastal Development Plan differ from the approvals documents granted by the City.
73. Secure Design Review Board (DRB) approval of the architecture, including: building colors and materials; the design of a proposed clubhouse building elevator tower; methods to minimize bird strikes with clubhouse building windows; the use of colored concrete rather than decomposed granite to construct the proposed on-site bicycle path; site lighting; and to evaluate ways to minimize potential site safety/maintenance conditions associated with the design of the clubhouse building; and trash facilities in the basement of the club house.
74. Secure DRB approval of landscaping and irrigation plans.
  - A. The landscaping plan must:
    - i. The proposed landscaping plan must use native or drought-tolerant plants and shrubs compatible with the project site's coastal climate. Proposed landscaping must not substantially interfere with existing coastal scenic views from viewpoints located adjacent to the project site. Any obstruction of existing coastal scenic views must be minimized. All landscaping must minimize irrigation and runoff, include the use of plants that are tolerant of soil-saturated conditions in landscaped runoff-retaining areas, and plants appropriate to site soils and slopes.
    - ii. All pesticides, herbicides, and fertilizers used at the Project site must be those designated for use near aquatic and wetland habitats and must be applied with techniques that avoid over-spraying and control application to avoid excessive concentrations. Rodenticides are prohibited.
    - iii. A Landscape Chemical and Pest Management Plan (Plan) must be developed by the Permittee and approved by the Planning and Environmental Review Director, prior to issuance of the effectuating Zoning Clearance. The requirements must be printed on the final approved landscape plans, each

tenant space lease documents, and recorded on the property's deed. The Plan must provide a prohibition on use of rodenticides.

Evidence of this effort must be provided to the Planning and Environmental Review Director, each year by January 1st. The Permittee must also provide the Planning and Environmental Review Director with an annual monitoring report by January 1st of each year demonstrating the use of aquatic and wetland habitat appropriate fertilizer, herbicides, and pesticides consistent with the Plan on the property. If determined necessary by the City, the City may require the Applicant/Permittee to retain a City approved qualified biologist to verify the correct use of appropriate herbicides, pesticides, and fertilizers as part of the annual monitoring report.

B. The irrigation plan must:

- i. Demonstrate compliance with the City's Water Conservation regulations and Guidelines for Water Conservation in Landscaping. With the exception of tees and greens, use reclaimed water to irrigate landscaped areas.
- ii. Utilize efficient irrigation systems which minimize runoff and evaporation and maximize the water which will reach plant roots (e.g., drip irrigation, automatic sprinklers equipped with moisture sensors, etc.)
- iii. Utilize weather controlled automatic sprinkler systems that must be set to irrigate landscaping during early morning hours or during the evening to reduce water losses from evaporation. Sprinklers must also be reset to water less often in cooler months and during the rainfall season so that water is not wasted by excessive landscaping irrigation.

C. The project must minimize outdoor water use through the following:

- i. Use of native and/or drought tolerant species in the final landscaping;
- ii. Installation of drip irrigation or other water-conserving irrigation;
- iii. Grouping of plant material by water needs;
- iv. Use of extensive mulching (2" minimum) in all landscaped areas to improve the water holding capacity of the soil by reducing evaporation and soil compaction;
- vi. Installation of soil moisture sensing devices to prevent unnecessary irrigation;
- vii. Use of only recycled water for landscape irrigation except for tees and greens; and
- viii. Use of plant materials that can withstand high salinity levels, if recycled water is used for irrigation; and

D. The project must minimize indoor water use through the following:

- i. Insulation of all hot water lines;

- ii. Installation of re-circulating, point-of-use, or on-demand water heaters;
  - iii. Prohibition of self-regenerating water softening in all structures;
  - iv. Use of lavatories and drinking fountains with self-closing valves; and
  - v. Installation of water sense specification toilets in each unit.
- E. The applicant must enter into a Landscape Maintenance Agreement, in a form approved by the City Attorney, with the applicant to maintain required landscaping and water-conserving irrigation systems on private property for a five (5) year period.
- F. Secure approval of an exterior lighting plan and photometric light study plan from the DRB. The lighting plan must:
- i. Minimize off-site glare.
  - ii. Use lighting devices that are enclosed and protected by weather and vandal resistant covers.
  - iii. Illuminate street addresses with a minimum maintained of one foot- candle of light on the ground surface during hours of darkness. Street addressing must be a minimum of 4 inches high and must be visible from the street or driving surface, of contrasting color to the background and be illuminate during hours of darkness. Addressing must also be shown on the building plan elevations.
- G. Secure approval of a composite utility plan from the Planning and Environmental Review Department and the DRB. All external/roof mounted mechanical equipment (including solar panels, HVAC condensers, switch boxes, etc.) must be included on all building plans and designing this equipment must be integrated into the structure and/or screened in its entirety from public view.

Screening may include a combination of landscaping and/or fencing/walls. Utility transformers must be placed in underground vaults where they are completely screened from view, unless otherwise approved by the Planning and Environmental Review Director. All meters painted must be concealed by matching the color of the building. All backflow prevention devices and communications equipment must be concealed in an enclosed portion of the building, on top of the building, or within a screened utility area. All transformers and vaults installed within the public right-of-way must be below grade unless otherwise approved by the Planning and Environmental Review Director and the Public Works Director and then completely screened from view.

**At the commencement and during Construction:**

75. Incorporate energy conservation measures into the building design. All new residential buildings must comply with the energy efficiency standards set forth in the Goleta Municipal Code, and with the CalGreen+ Building Code standards.
76. Obtain all the necessary approvals, licenses, and permits and pay all of the appropriate fees as required by the City. Before any permit may be issued by the City of Goleta, the Permittee must obtain written clearance for each development phase from all Departments/Agencies having conditions or project approval. Such clearance must indicate that the Permittee has satisfied all pre-construction conditions.
77. Secure the construction site with a minimum 6-foot-high fence. The fence must be covered with material approved by the Planning and Environmental Review Director to minimize dust leaving the site.
78. Submit a Compliance Review application with the City and pay all required fees to cover the full costs of compliance monitoring.
79. During grading and construction activities, the Permittee, to the satisfaction of the Planning and Environmental Review Director and/or the Public Works Director, must:
  - A. Ensure that public sidewalks remain open at all times.
  - B. Ensure that all haul trucks, hauling soil, sand, and other loose materials, are either covered or maintain two feet of freeboard.
  - C. Reduce NO<sub>x</sub> emissions during construction by limiting the operation of heavy duty construction equipment to no more than 5 pieces of equipment at any one time.
  - D. Maintain equipment and vehicles engines in good condition and in proper tune as per manufacturer's specifications and per APCD rules to minimize dust emissions.
  - E. Use electricity from temporary power poles rather than temporary diesel or gasoline powered generators.
  - F. Ensure that construction vehicles only use the City's designated Truck Routes to the satisfaction of the Public Works Director. All other routes are prohibited. Construction traffic must be routed away from congested streets.
  - G. Configure construction parking to minimize traffic interference to the satisfaction of Public Works Director.
  - H. Provide temporary traffic controls during all phases of construction activities to maintain traffic flow (e.g. flag persons) to the satisfaction of the Public Works Director.

- I. Secure approval of the construction vehicle staging and location of vehicle ingress/egress location and the use of temporary construction driveways from the Public Works Director or designee.
  - J. Use electric equipment if feasible to replace diesel-powered equipment such as booster pumps or generators.
  - K. Install catalytic converters on equipment if feasible.
  - L. Equip equipment with two to four degree engine time retard or pre-combustion chamber engines.
  - M. Use methanol or natural gas powered mobile equipment and pile drivers instead of diesel equipment if readily available at competitive prices.
80. To minimize temporary traffic disruptions to vehicles, buses, bicycles, and pedestrians resulting from project-related partial lane closures on Hollister Avenue, in accordance with Chapter 12.02 of the City's Municipal Code, the project applicant shall 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 shall 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.
81. As required by General Plan/Coastal Land Use Plan Policy LU 9.3 (Site #3 – Coastal Recreation Parcels) operation of the golf course shall continue the practice of offering preference to local residents in terms of fees and tee times during appropriate periods of the week.
82. 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 oil wells on the project site to any public agency or legal inheritor of the wells for the purposes of inspection, maintenance, service, or re-abandonment activities by the legal inheritor. The property owner shall indemnify the City of Goleta from any damage resulting from such access and future work on the wells.

**Prior to the issuance of certificate of occupancy:**

83. The Permittee must:
- A. Install all required trash enclosures in accordance with approved plans.

- B. Install all landscaping, landscaping, lighting, undergrounding of utilities and any other improvements approved with the Development Plan and Conditional Use permit.
- C. Screen all mechanical equipment in accordance with approved plans.
- D. Install all landscaping and irrigation in accordance with approved plans.
- E. Screen all new utility service connections and above-ground mounted equipment such as backflow devices, etc. from public view and/or painted in a soft earth tone color so as to blend in with the project (red is prohibited) in accordance with approved plans.
- F. Pay all adopted impacts fees due including but not limited to Fire Service, Parks, Transportation, Library, Public Administration, Bicycle and Pedestrian, Affordable Housing, and Storm Drain, and any other fees at rates in effect at the time.
- G. Remove temporary construction driveway if one is installed.
- H. Secure final clearance from all applicable Agencies including Resource Agencies/City Departments as needed.
- I. Complete the restoration of the Barnsdale Gas Station Building in accordance and consistent with approved plans.
- J. Complete the transaction of transferring the ownership of the conservation easement to a conservation organization.

## **Hours of Operations**

### **84. Hours of Operation of Facilities:**

- i. The golf course for golf play shall operate between 6:30am and 8:30pm Monday through Sunday.
- ii. The clubhouse and main restaurant shall operate between 6:30am and 10:00 pm. The bar may remain open between 6:30am and 12:00 am Monday through Sunday.
- iii. The café, currently referred to as the Rio Grande Coffee Shop, shall operate between 6:30 am to 3:30 pm Monday through Friday and between 6:30am to sunset on weekends.

### **Temporary Certificate of Occupancy; City Bike Path Segment.**

- 85. Notwithstanding any other condition of approval requiring completion of the bike path improvements prior to issuance of a certificate of occupancy, the City may issue a temporary certificate of occupancy for the golf course project if the City Manager, or designee, determines that extraordinary circumstances beyond the control of the Permittee have materially delayed construction, completion, or delivery of the portion of the bike path located on City-owned property between Pebble Beach Drive and the project boundary.

For purposes of this condition, “extraordinary circumstances” may include, without limitation, force majeure events, unforeseen utility conflicts, unforeseen permitting or approval delays not caused by the Permittee, discovery of unforeseen site conditions, discovery of archaeological resources or human remains, or other circumstances that could not reasonably have been anticipated or avoided through the Permittee’s diligent efforts.

Prior to issuance of a temporary certificate of occupancy under this condition, Permittee shall demonstrate, to the satisfaction of the City Manager or designee, that:

- A. Permittee has diligently pursued completion of the bike path improvements;
  - B. The delay relates specifically to the bike path segment on City-owned property between Pebble Beach Drive and the project boundary;
  - C. All other public improvements and landscaping that are required by the project have been constructed;
  - D. All portions of the improvements located on the golf course or Barnsdall café portions of the private property necessary for safe occupancy and operation have been completed;
  - E. Issuance of the temporary certificate of occupancy will not create a public health, safety, or welfare concern; and
  - F. Permittee has provided security, an agreement, or other assurances acceptable to the City Attorney and City Engineer to ensure timely completion of the bike path improvements.
86. Any temporary certificate of occupancy issued pursuant to condition 85. shall be subject to such terms, deadlines, bonding requirements, access requirements, inspection rights, and revocation provisions as the City Manager or designee deems necessary to ensure completion and acceptance of the bike path improvements. Failure to complete the bike path improvements within the time specified by the City may constitute grounds for withholding a final certificate of occupancy, revoking the temporary certificate of occupancy, drawing upon any posted security, or pursuing any other remedy available to the City.

By signing this document, Kyle Oliver, acting as agent on behalf of Sandpiper Golf Trust, LLC, certifies that they read, understands, and agrees to the Project Conditions listed in this document.

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Kyle Oliver, Sandpiper Golf Trust, LLC

Date

**ATTACHMENT 2**

**Exhibit E**

Notice of Determination

**NOTICE OF DETERMINATION (NOD)**

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**To:**  Office of Planning and Research  
P.O. Box 3044, 1400 Tenth St. Rm. 212  
Sacramento, CA 95812-3044

**From:** City of Goleta  
130 Cremona Drive, Suite B  
Goleta, CA 93117

Clerk of the Board of Supervisors  
County of Santa Barbara  
105 E. Anapamu Street, Room 407  
Santa Barbara, CA 93101



**Subject:** Filing of Notice of Determination in compliance with Section 21152 of the Public Resources Code

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**Project Title:** Sandpiper Golf Course Renovation and New Clubhouse Project

**Application and City CEQA File Number:** 22-001-CDPH (in concept); 22-0009-DP-CUP; 22-0032-DRB

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**State Clearinghouse Number:** 2024120923

**Lead Agency Contact and Telephone No.**

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

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**Project Applicant**

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

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**Project Location:** 7925 Hollister Avenue (Assessor's Parcel Number 079-210-059), City of Goleta, Santa Barbara County, California

**Project Description:** The Project will result in modifications to an existing 18-hole golf course, such as: demolition of the existing clubhouse and construction of a replacement clubhouse; modifications to and re-routing of the existing golf course; the replacement of an on-course restroom facility with a similar facility; landscaping and irrigation improvements; replacement of existing maintenance facilities; construction of a new coffee shop adjacent to the historic Barnsdall Rio Grande Gas Station; adaptive reuse and restoration of the historic Barnsdall Rio Grande Gas Station; incorporation of the new clubhouse and restroom facility into the Sphere of Influence for the Goleta West Sanitary District; right-of-way 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.

**NOTICE OF DETERMINATION (NOD)**

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**This is to advise that the City Council of the City of Goleta has approved the above described project on June 2, 2026 and has made the following determinations regarding the above described project:**

1. The project [ will  will not] have a significant effect on the environment.
2.  An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.  
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.  
An Addendum was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [  were  were not] made a condition of the approval of the project.
4. A Statement of Overriding Considerations [ was  was not] adopted for the project.
5. Findings [  were  were not] made pursuant to the provisions of CEQA.
6. The project [  did  did not] require discretionary approval from a state agency.

**This is to certify that the Sandpiper Golf Course Renovation and New Clubhouse Project and record of project approval is available to the general public at the City of Goleta, Planning and Environmental Services Department, 130 Cremona Drive, Suite B, Goleta CA 93117.**

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Signature (Public Agency)	Date	Title
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**ATTACHMENT 3**

Staff Presentation

# Sandpiper Golf Course Renovation and New Clubhouse Project

June 2, 2026

City Council Hearing



# Project Location

- 7925 Hollister Avenue
- Existing Sandpiper Golf Club
  - Former Ellwood Oil Field
  - Golf course was constructed in 1972
- Surrounding uses:
  - South: Pacific Ocean
  - West: hotel uses, Haskell's Beach
  - North: Hollister Avenue, U.S. 101, residential uses, future Fire Station Number 10
  - East: residential uses, Ellwood Mesa Open Space and Sperling Preserve



# Existing Clubhouse and Gas Station



# Existing Maintenance Facilities



# Proposed Project Overview

- Replace existing clubhouse and comfort station buildings
- Redesign of the 18-hole golf course
- Replace existing maintenance buildings
- Redesign the existing parking lot
- Construct the Rio Grande Coffee Shop/adaptive reuse and restoration of the historic Barnsdall Rio Grande Gas Station
- Improvements to and along Hollister Avenue, related to: vehicle and pedestrian access, transit facilities, landscaping, and undergrounding of overhead utility lines
- Construct a decomposed granite (DG) Type 4 trail south of Hollister Avenue adjacent to the project site



# Proposed Project Overview

- Request that the City vacate 14,651 sq. ft. of Hollister Avenue ROW adjacent to the project site for parking and landscape improvements
- Open space easement on a five (5) acre portion of Bell Canyon west of and adjacent to the project site
- Beach frontage lateral access easement above mean high tide line
- Building height and setback standard adjustments
- Update City General Plan ESHA designation maps
- Annexation into the Goleta West Sanitary District's Sphere of Influence



# Project Site Plan



JUNE 2, 2026 – CITY COUNCIL HEARING



# Simulated View – Clubhouse

Existing Condition



Proposed Condition



# Simulated View – Barnsdall Rio Grande Gas Station

Existing Condition



Proposed Condition



# Simulated View – Overhead Utility Undergrounding

Existing Condition



Proposed Condition



# Project Objectives Summary

1. Maintain and improve golf course playability.
2. Reduce golf course turf area and use native and coastal landscaping.
3. Provide improved recreation and dining facilities.
4. Provide enhanced maintenance facilities.
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.
7. Improve public views across the property from Hollister Avenue by undergrounding overhead utility lines.
8. Improve coastal access for the public in the vicinity of the project site



# Required Discretionary Approvals

## City of Goleta

- Conditional Use Permit
- Development Plan (with adjustments)/Coastal Development Plan (in concept)

## California Coastal Commission

- Coastal Development Permit

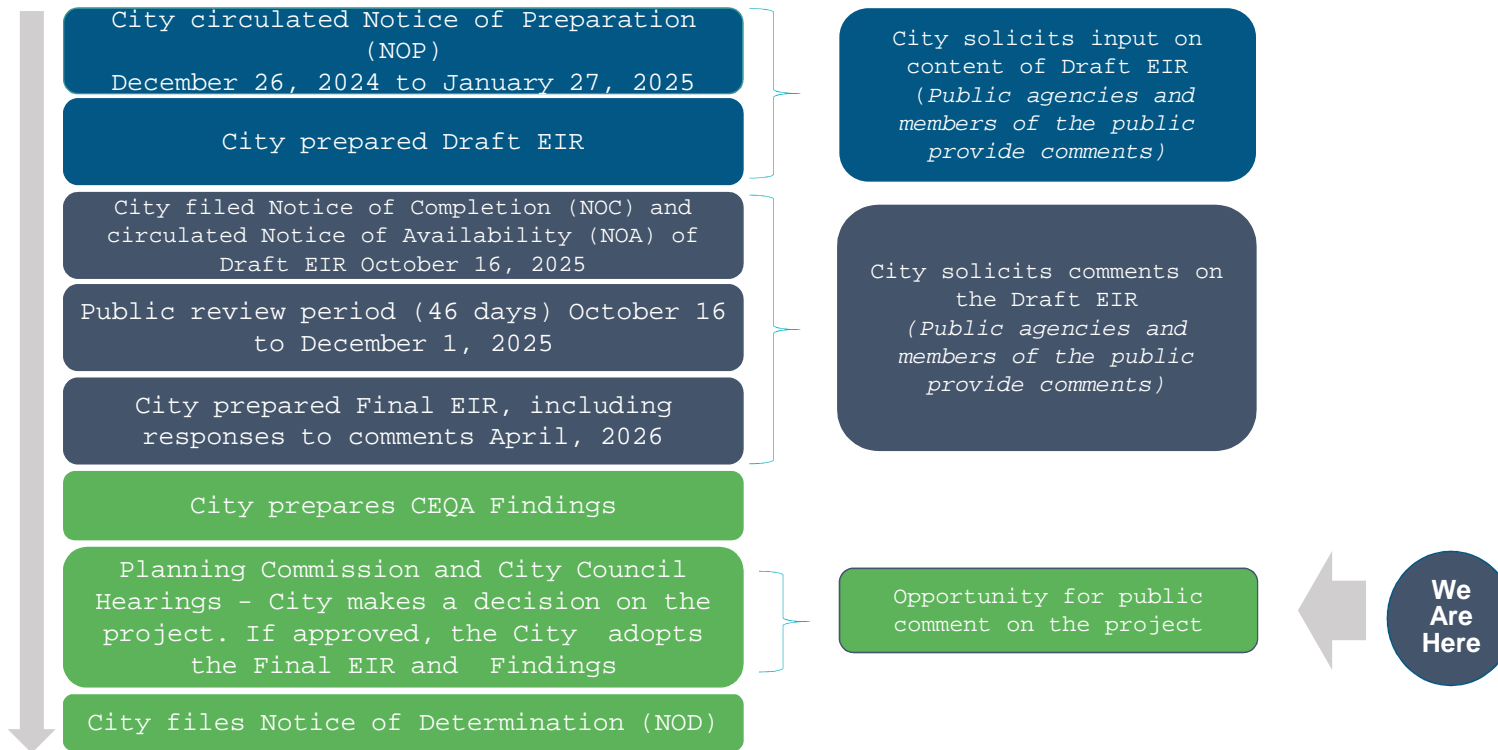


# CEQA/EIR Overview

- The California Environmental Quality Act (CEQA) is the State's primary environmental protection law
- CEQA requires public agencies to disclose the environmental impacts of projects that result in physical effects on the environment
- An Environmental Impact Report (EIR):
  - Is an information document that discloses the effects a project may have on the environment
  - Identifies mitigation measures
  - Evaluates feasible alternatives to the proposed project
  - Must be certified prior to project approval



# EIR Preparation Process



# Project Impact Summary

- No significant and unavoidable impacts
- Potentially Significant but Mitigable Impacts
  - Biological Resources
  - Cultural Resources
  - Geology and Soils
  - Hazards and Hazardous Materials
  - Hydrology and Water Quality
  - Land Use and Planning
  - Noise
  - Tribal Cultural Resources
  - Utilities and Service Systems



# Project Impact Summary

- Less than significant impacts
  - Aesthetics
  - Air Quality
  - Energy
  - Greenhouse Gas Emissions
  - Parks and Recreation
  - Public Services
  - Transportation and Circulation



# Alternatives Evaluated by the EIR

- Alternative 1: No Project Alternative  
Retains existing conditions at the project site
- Alternative 2: Clubhouse Renovation  
Only construct the proposed clubhouse
- Alternative 3: Revised Site Plan  
Minimize construction vibration impacts to the Barnsdall Rio Grande gas station by moving the Rio Grande Coffee shop to the southwest and minimizing improvements along Hollister Avenue
- Alternative 4: Extended Bicycle Path  
Construct a Class I bicycle path adjacent to the project site and approximately 0.3 mile to the east of the site



# Alternative 4: Extended Bicycle Path

- Alternative 4 was identified as the environmentally superior alternative that implements the Project's objectives
- The only change to the Project would be to the design of the proposed DG pathway on the south of Hollister Avenue, including:
  - Provide a 10-14 foot wide Class I (concrete) path
  - Extend the path approximately 0.3 mile east of the project site
  - Connect the path to an existing Class I bicycle path



# Alternative 4 Bicycle Path Route



# Advantages of Alternative 4

- Reduces maintenance compared to proposed DG path
- Promotes the use of alternative transportation modes by project employees and the public
- Minimizes vehicle trips, which reduces air emissions and energy use
- Enhances access to the Ellwood Mesa Open Space, Sperling Preserve, and existing coastal vertical access points
- Improves consistency with GP/CLUP Policies TE 1.1 (Alternative Modes); TE 2.3 (Diversion of Automobile Trips to Alternative Modes); and TE 10.4 (Pedestrian Facilities in New Development)
- Provides consistency with the City's Bicycle and Pedestrian Master Plan, which identifies a Class I multi-use path between Cathedral Oaks and Elderberry Drive



# Planning Commission Recommendation

At the April 27, 2026 hearing:

- Voted 4-0-1 to recommend that the City Council adopt the proposed Environmental Findings, certify the Final EIR prepared for the Project, adopt the MMRP, and approve Project Alternative 4: Extended Bicycle Path.
- Voted 3-1-1 to recommend that the City Council approve Project Alternative 4 with a requirement that new trees adjacent to the main project site access driveway not obscure coastal visual resources identified by GP/CLUP Policy VH1.1.



# Recommendation Summary

That the City Council adopt the two Resolutions attached to the staff report, and:

1. Adopt the CEQA Environmental Findings and certify the Sandpiper Golf Course Renovation Project Environmental Impact Report, and adopt the Mitigation Monitoring and Reporting Program
2. Approve Development Plan (with adjustments) and Conditional Use Permit 22-0009-DP-CUP; and Coastal Development Plan (in concept) 22-001-CDPH for the Sandpiper Golf Course Renovation Project, which includes approving Alternative 4: Extended Bicycle Path

