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4.14 Transportation and Circulation

This section analyzes the proposed project's potential impacts to the local transportation and circulation system, including long-term impacts associated with operation of the proposed project. Impacts are assessed relative to the environmental baseline, which consists of the current use of the site as the Sandpiper Golf Course. The analysis is based, in part, on the *Updated Traffic, Parking, and VMT Study* prepared by Associated Transportation Engineers in July 2023 (Appendix N).

4.14.1 Environmental Setting

a. Existing Transportation System

The existing transportation system that provides access to and within the City of Goleta is comprised of highways, arterial roadways, collector streets, and associated bicycle and pedestrian facilities. Roadway descriptions and the existing transportation system that provide access to the project site are discussed in greater detail below.

Regional Access

Regional access to the project site is provided by United States Route 101 (U.S. 101). U.S. 101 is located approximately 400 feet north of the project site. U.S. 101 is a multi-lane interstate freeway serving the Pacific coast. U.S. 101 is the primary route between the Goleta area and the adjacent cities of Santa Barbara, Carpinteria, Ventura, Buellton, and Santa Maria. Access to U.S. 101 from the project site is provided via the Cathedral Oaks/U.S. 101 interchange approximately 330 feet north of the project site.

Local Access

Local access to the project site is provided by arterial roadways. Arterial roadways carry through traffic and connect to the state highway system and are designed to have the highest traffic carrying capacity in the local roadway system. Descriptions of streets providing local access to the project site are provided below.

Hollister Avenue

Hollister Avenue, located along the northern frontage of the project site, is a 2- to 4-lane east-west arterial roadway that extends through the Goleta Valley area from State Route 154 on the east to the Ritz-Carlton Bacara located west of the project site. This roadway serves as the primary east-west surface street route through Goleta. Adjacent to the project site, Hollister Avenue contains two travel lanes with bike lanes.

Cathedral Oaks Road

Cathedral Oaks Road, located north of the project site, is a 2- to 4-lane arterial roadway that extends north from Hollister Avenue and then proceeds easterly across the Goleta Valley. This roadway provides a secondary east-west surface street route through Goleta. The section of Cathedral Oaks Road in the study area contains two travel lanes with bike lanes.

Calle Real

Calle Real, located north of the project site, is an arterial roadway that extends east-west across Goleta. Calle Real serves as a frontage road along several segments north of U.S. 101. Calle Real minimally facilitates regional circulation because it is discontinuous and its intersections with north-south streets in the corridor are proximate to U.S. 101 intersections. Calle Real is predominately a two-lane roadway except for the four-lane segment between Fairview Avenue and Kellogg Avenue.

Bicycle and Pedestrian Facilities

Bicycle facilities consist of Class I, II, and III bikeways. Class I shared-use paths or bike paths are facilities with right-of-way separated from roadways. Class II bike lanes provide a striped lane for one-way bicycle travel on the side of the street adjacent to vehicle traffic. Class III bike routes consist of a roadway that is shared between bicycle and vehicle traffic with supplemental bike signage. The following bike lanes are located in proximity to the project site (City of Goleta 2025).

- **Class I** adjacent to Cathedral Oaks Road
- **Class II** on both sides of Hollister Avenue
- **Class II** on Calle Real both sides of Calle Real west of Cathedral Oaks Road and east of Hempstead Avenue
- **Class III** on Calle Real between Cathedral Oaks Road and Hempstead Avenue

In addition, there is an alternate bike path located on Winchester Canyon Road to connect cyclists between westbound Calle Real and eastbound Calle Real (City of Goleta 2025).

Pedestrian facilities include sidewalks, crosswalks, multi-use paths, and pedestrian signals at signalized intersections. Pedestrian facilities which provide access to the project site include sidewalks on Hollister Avenue. In addition, the historic Juan Bautista de Anza Trail partially traverses Goleta. Near the project site, the trail follows Hollister Avenue and spans along the beach frontage of Goleta. Pedestrians and cyclists are able to access Hollister Avenue, while pedestrians only are able to access the beach frontage.

The City's Bicycle and Pedestrian Master Plan (BPMP) notes that approximately eight percent of Goleta residents commute by bicycling (four percent) or walking (four percent). Additionally, many low-income residents rely on alternative transportation, such as bicycling or walking, for jobs, access to medical facilities, or food options. Primary barriers perceived to alternative transportation include competition with vehicular traffic and the lack of non-motorized, dedicated north-south crossings of U.S. 101 and the Union Pacific Railroad (City of Goleta 2018).

Transit Facilities

The Santa Barbara Metropolitan Transit District (MTD) provides local bus service for the region. The nearest bus stop to the project site is located on Hollister Avenue adjacent to the project site at the intersection of Hollister Avenue and Cathedral Oaks Road. The bus stop is served by MTD Line 25 (MTD 2025). Data published on the MTD website indicate that from July 2024 to September 2024, Line 25 carried approximately 19.8 passengers per operating hour. From July 2024 to September 2024 Line 25 experienced one "at capacity" load. During the same period, Line 25 experienced one "too full to board" load (MTD 2024).

4.14.2 Regulatory Setting

a. Federal Regulations

There are no federal regulations related to transportation and circulation that are applicable to the proposed project.

b. State Regulations

California Department of Transportation

The California Department of Transportation (Caltrans) is responsible for the planning, design, construction and maintenance of all interstate freeways and state routes, including U.S. 101. Caltrans builds, maintains, and operates the State Highway System in California with a goal to facilitate the safe and efficient use of the state transportation system for all users. Caltrans sets standards in its *2020 Transportation Impact Study Guide* that focus on the vehicle miles traveled (VMT) metric. The document is intended to be a reference and informational document that aligns with the standards and thresholds established in the Governor's Office of Land Use and Climate Innovation (LCI; formerly titled the Governor's Office of Planning and Research) *Technical Advisory on Evaluating Transportation Impacts in CEQA*. This document is available to be used by local governments to uniformly review transportation analysis and assess the operational standards of Caltrans-maintained facilities. The *2020 Transportation Impact Study Guide* acts as a replacement for the *2002 Guide for the Preparation of Traffic Impact Studies* but is only intended to be used with local land use projects and plans, not to be used for transportation projects on the State Highway System.

Senate Bill 743

Senate Bill (SB) 743, which was signed into law in 2013, directed LCI to develop revisions to the CEQA Guidelines by July 1, 2014 to establish new criteria for determining the significance of transportation impacts and define alternative metrics instead of traffic level of service (LOS). SB 743 requires the new criteria to "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." It also states that alternative measures of transportation impacts may include "vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated." SB 743 changes the way that public agencies evaluate the transportation impacts of projects in accordance with CEQA by recognizing that roadway congestion, while an inconvenience to drivers, is not itself an environmental impact (see Pub. Resource Code, Section 21099, subd. [b][2]).

On January 20, 2016, LCI released the *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*, which was an update to *Updating Transportation Impacts Analysis in the CEQA Guidelines, Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing SB 743*, which had been released on August 6, 2014. Of note was the updated text of the proposed new CEQA Guidelines Section 15064.3 that relates to the determination of the significance of transportation impacts, alternatives, and mitigation measures. Specifically, CEQA Guidelines Section 15064.3 establishes VMT as the most appropriate measure of transportation impacts. In November 2018, the California Natural Resources Agency finalized the updates to the CEQA Guidelines, and the updated guidelines became effective on December 28, 2018 (LCI 2018).

c. Local Regulations

Santa Barbara County Association of Governments Connected 2050 Regional Transportation Plan and Sustainable Communities Strategy

The Santa Barbara Association of Governments (SBCAG) is required by State and federal law to prepare, update, and adopt a Regional Transportation Plan (RTP) every four years. RTPs must be developed consistent with a Sustainable Communities Strategy (SCS) which focuses on aligning transportation, housing, and land use decisions toward achieving greenhouse gas emissions reduction targets set by the California Air Resources Board. Together, this document is referred to as a Regional Transportation Plan-Sustainable Communities Strategy (RTP-SCS). The most recent update to the RTP-SCS was completed by SBCAG in 2021 and sets forth long-range transportation planning goal describing how the region will meet its transportation needs for the 30-year period from 2020 to 2050. The 2050 RTP-SCS analyzes the transportation needs of the region into the future and identifies project priorities in order to improve the transportation system. The 2050 RTP-SCS uses existing and future land use patterns and forecasted population and job growth to identify and prioritize transportation projects for all modes of transportation including highways, streets and roads, transit, rail, bicycle, and pedestrian, as well as transportation demand management measures and intelligent transportation systems (SBCAG 2021). SBCAG is in the process of updating the 2021 version of Connected 2050, which is anticipated to be adopted by the SBCAG Board of Directors in August 2025 (SBCAG 2025).

Santa Barbara County Fire Department Development Standards

The Santa Barbara County Fire Department (SBCFD) establishes development standards that projects in the jurisdiction of SBCFD must implement for approval. These include standards that set forth specifications related to roadway widths, driveway widths, and turnout sizes.

City of Goleta VMT Guidelines

On July 7, 2020, pursuant to the requirements of SB 743, the City adopted the *Guidelines for the Implementation of the Provisions of Vehicle Miles Traveled, including Vehicle Miles Traveled Thresholds of Significance* (Resolution 20-44). Consistent with the recommendations of LCI, the VMT Guidelines establishes screening criteria for certain projects that are exempt from performing a detailed VMT analysis and may be presumed to have a less than significant VMT impact as follows (Appendix N):

Individual retail units of less than 10,000 square feet may be presumed to have less than significant VMT effects if they are deemed to be locally serving. The City retains its discretionary authority to determine if a retail project less than 10,000 square feet is locally serving.

Locally serving retail in an urban environment may improve retail destination proximity, shortening trips and reducing VMT. Regional-serving retail development, on the other hand, can lead to substitution of longer trips for shorter ones, and may tend to have a significant impact. Retail units on the project site would include the proposed expanded restaurant and clubhouse, and the proposed Rio Grande Coffee Shop. These are appropriate for use in evaluating the proposed project's potential VMT impacts as these facilities would serve the public in addition to golfers and therefore are representative of facilities which have the potential to result in VMT increases. As described in Appendix N, the proposed clubhouse would result in a net increase of 5,433 square feet in restaurant

space and the proposed Rio Grande Coffee Shop would result in a net increase of 1,905 square feet in restaurant space. The total net increase in retail space would be 7,338 square feet.

In addition, the VMT Guidelines establish significance thresholds for projects to be measured against for the purpose of VMT analysis. The significance threshold for projects other than work and residential projects is a net increase in citywide VMT. This threshold is appropriate for use in evaluating the proposed project's potential VMT impacts related to the use of the golf course itself, as it is an existing recreational use that, under existing conditions, is utilized primarily by golfers.

City of Goleta Bicycle and Pedestrian Master Plan

The City of Goleta's BPMP serves as a strategic framework for enhancing active transportation throughout the community. It outlines the City's vision, goals, and priorities for creating a safe, accessible, and connected network of bicycle and pedestrian facilities. The BPMP supports broader transportation and land use objectives by promoting sustainable mobility options, reducing reliance on automobiles, and improving quality of life for residents and visitors alike.

The City's BPMP includes both proposed physical improvements, as well as visionary projects. The visionary projects are intended to address the likely, long-term solutions that would make Goleta a bicycle and pedestrian friendly community through the implementation of a convenient network of "low stress" infrastructure separated from motor vehicle traffic. The City has identified the Goleta Loop as a visionary project within a corridor of critical importance. The Goleta Loop would consist of a successfully integrated, separated loop around the northern half of Goleta using Cathedral Oaks Road, Hollister Avenue and the proposed San Jose Creek Path. Elements to the Goleta Loop would include a multi-use path (Class I or Class IV) along Hollister Avenue between Cathedral Oaks Road and Elderberry Drive, intended to connect to existing bicycle infrastructure and provide a continuous route along Hollister Avenue from the western end of Goleta all the way to Stearn's Wharf in Santa Barbara. The Goleta Loop would also improve connections to the southern half of Goleta by making connections to UCSB, the coast, and other regional bikeways.

The City's BPMP includes policies intended to facilitate the implementation of bicycle- and pedestrian-related goals and policies in the City's General Plan/Coastal Land Use Plan. BPMP policies applicable to the proposed project include the following (City of Goleta 2018):

- **Policy TE 10: Pedestrian Circulation.** To encourage increased walking for recreational and other purposes by developing an interconnected, safe, convenient, and visually attractive pedestrian circulation system.
- **Policy TE 11: Bikeways Plan.** To encourage increased bicycle use for commuting and recreational purposes by developing an interconnected circulation system for bicycles that is safe, convenient, and within a visually attractive environment.

City of Goleta's General Plan/Coastal Land Use Plan

The City of Goleta's General Plan/Coastal Land Use Plan Transportation Element is intended to guide the continued development and improvement of the transportation system to support land uses planned in the City's Land Use Element. Policies applicable to the proposed project include the following (City of Goleta 2006):

- **TE 1.1: Alternative Modes.** The City's intent shall be to achieve a realistic and cost-effective balance between travel modes, including bikeways, pedestrian circulation, and bus transit. The City shall encourage the use of alternative modes of transportation, such as bus transit, bicycling,

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and walking, which have the additional beneficial effect of reducing consumption of non-renewable energy sources.

- **TE 1.6: Development Review.** As a condition of approval of new non-residential projects, the City may require developers to provide improvements that will reduce the use of single-occupancy vehicles. These improvements may include, but are not limited to, the following:
 - Preferential parking spaces for carpools.
 - Bicycle storage, parking spaces, and shower facilities for employees.
 - Bus turnouts and shelters at bus stops.
 - Other improvements as may be appropriate to the site.
- **TE 2.3: Diversion of Automobile Trips to Alternative Modes.** The City encourages investment in alternative modes of travel that will make those modes more competitive with auto travel in terms of convenience, accessibility, costs, and safety. These may include, but are not limited to, improvements in the bus transit system, the bikeway system, pedestrian circulation system, and potentially commuter rail services, if the region should determine to pursue this option.
- **TE 3.3: Principal Arterials.** Routes designated as principal arterials are shown in Figure 7-2. The following criteria and standards shall apply to these streets:
 - a. Definition/Function: Principal arterials are continuous routes that carry through traffic between various neighborhoods and communities, frequently providing access to major traffic generators such as shopping areas, employment centers, recreational areas, higher-density residential areas, and places of assembly. Driveway access, especially for residential uses, to a principal arterial is generally discouraged or kept to a minimum in order to facilitate traffic flows.
 - b. Access to Abutting Properties. Although established patterns of development in Goleta have created driveways along most arterial segments, access to abutting properties shall be managed to maximize safety and functionality for through traffic, including but not limited to the following characteristics:
 - Driveways shall have sufficient width to minimize conflicts between through traffic and turning movements.
 - Driveways shall adhere to safe sight-distance requirements to the extent feasible.
 - New development abutting principal and minor arterials shall accommodate safe ingress and egress without necessitating backing movements into the arterial.
 - Where feasible, sharing driveways with adjoining properties is encouraged, with provision of reciprocal access easements. Where street standards cannot be fully met and access from the arterial must be approved due to the absence of any other feasible and practicable alternative, development intensity may be reduced on the site to lessen or avoid potential traffic safety hazards and vehicular conflicts.
 - c. Design Standards. The following standards shall apply:
 - 1. A principal arterial may be a divided or an undivided multi-lane street, with or without center median.The maximum number of through-travel lanes shall be two lanes in each direction except for street segments between US-101 and Hollister Avenue, where the maximum number of lanes shall be three lanes in each direction.

Lane widths and intersection geometrics shall be adequate to accommodate transit vehicles and large trucks.

Intersections of arterials with cross-routes are provided at grade, although partial control of access may occur at some locations. Intersection controls shall give priority to traffic flow on the arterial rather than the cross-route.

Principal arterials shall include facilities to accommodate pedestrians and bicycles.

At a minimum, principal arterials shall include curbs, gutters, and sidewalks. Principal arterials may include landscaped medians and/or landscaped strips between curb and sidewalk.

Parking may be provided in appropriate segments on either or both sides of the street.

- **TE 4.1: General Level of Service Standard.** A traffic LOS standard C shall apply citywide to major arterials, minor arterials, and collector roadways and signalized and unsignalized intersections, except as provided in TE 4.2. The standard shall apply to daily traffic volumes and both AM and PM peak hours for intersections, and to average daily traffic volumes (ADT) for roadway segments. Table 7-3 provides descriptions of the LOS categories.
- **TE 7.12: Transit Amenities in New Development.** The City shall require new or substantially renovated development to incorporate appropriate measures to facilitate transit use, such as integrating bus stop design with the design of the development. Bus turnouts, comfortable and attractive all-weather shelters, lighting, benches, secure bicycle parking, and other appropriate amenities shall be incorporated into development, when appropriate, along Hollister Avenue and along other bus routes within the city. Existing facilities that are inadequate or deteriorated shall be improved or upgraded where appropriate and feasible.
- **TE 9.1: Off-Street Parking.** The primary source of parking supply for new development of all types of uses within the city shall be off-street parking spaces that are provided on site within the development.
- **TE 9.2: Adequacy of Parking Supply in Proposed Development.** The City shall require all proposed new development and changes/intensifications in use of existing nonresidential structures to provide a sufficient number of off-street parking spaces to accommodate the parking demand generated by the proposed use(s), and to avoid spillover of parking onto neighboring properties and streets.
- **TE 10.4: Pedestrian Facilities in New Development.** Proposals for new development or substantial alterations of existing development shall be required to include pedestrian linkages and standard frontage improvements. These improvements may include construction of sidewalks and other pedestrian paths, provision of benches, public art, informational signage, appropriate landscaping, and lighting. In planning new subdivisions or large-scale development, pedestrian connections should be provided through subdivisions and cul-de-sacs to interconnect with adjacent areas. Dedications of public access easements shall be required where appropriate.
- **TE 11.4: Facilities in New Development.** Bicycle facilities such as lockers, secure enclosed parking, and lighting shall be incorporated into the design of all new development to encourage bicycle travel and facilitate and encourage bicycle commuting. Showers and changing rooms should be incorporated into the design of all new development where feasible. Transportation improvements necessitated by new development should provide onsite connections to existing and proposed bikeways.

An analysis of the proposed project's consistency with applicable Transportation Element policies is provided in Section 4.10, *Land Use and Planning*.

City of Goleta Municipal Code

Chapter 12.02, Article I, of the City's Municipal Code requires an applicant to obtain a permit for excavating within a road right-of-way or installing, maintaining, cutting into, repairing or removing any sidewalks, curbs, gutters or road surfacing; or installing, repairing or removing any facilities or substructures in, on, over, or under any road right-of-way. As a condition of getting this permit, the project applicant must keep two lanes open for vehicle traffic at road intersections whenever possible. Pedestrian crossings must be provided at least every 300 feet. If excavations occur within the roadway, at least one safe crossing for vehicles and pedestrians shall be maintained when possible. In addition, Section 12.02.320 requires the use of barriers and warning devices necessary for safety and Section 12.02.330 requires traffic flow be maintained as practicable throughout excavation. Section 12.02.060 permits the City to require that permit application include additional plans for City review.

Section 17.24.210 of the City's Municipal Code sets forth regulations for vision clearance at driveways, and prohibits obstructions exceeding three feet in height from being placed adjacent to driveways.

4.14.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

This project-specific analysis is based, in part, on the *Updated Traffic, Parking, and VMT Study* prepared by Associated Transportation Engineers in July 2023 (Appendix N). The methodology within the City's adopted *Guidelines for the Implementation of the Provisions of Vehicle Miles Traveled, including Vehicle Miles Traveled Thresholds of Significance* (Resolution 20-44) is utilized to assess potential impacts related to VMT. Consistent with the recommendations of LCI, the VMT Guidelines establish screening criteria for certain projects that are exempt from performing a detailed VMT analysis and may be presumed to have a less than significant VMT impact as follows (Appendix N):

Individual retail units of less than 10,000 square feet may be presumed to have less than significant VMT effects if they are deemed to be locally serving. The City retains its discretionary authority to determine if a retail project less 10,000 square feet is locally serving.

Significance Thresholds

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

1. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
2. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
4. Result in inadequate emergency access.

As described in more detail in Section 4, *Environmental Impact Analysis*, the following thresholds are based on the County's 2024 *Environmental Thresholds and Guidelines Manual* and Appendix G of the

CEQA Guidelines. Therefore, the following analysis relies on the CEQA Guidelines Appendix G thresholds identified above.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Impact TRA-1 The proposed project would be consistent with the City's General Plan/Coastal Land Use Plan. The proposed project would conflict with the City's Bicycle and Pedestrian Master Plan but such conflict would not result in a significant environmental impact. Construction and operational impacts would be Class III, *less than significant*.

The proposed project includes several elements that support bicycle and pedestrian travel and transit access; however, it would not be fully consistent with the City of Goleta's BPMP. As described in Section 2.6.6, *Hollister Avenue Improvements*, of Section 2, *Project Description*, the proposed project includes construction of a bicycle entrance to the Rio Grande Coffee Shop and construction of a Type 4 trail¹ along the south side of Hollister Avenue that would serve as a continuation of the Juan Bautista De Anza Trail. While this trail is identified in the City's General Plan/Coastal Land Use Plan Open Space Element and is intended to encourage bicycle and pedestrian travel, the use of decomposed granite as the trail surface material introduces long-term maintenance and accessibility concerns, particularly for individuals with mobility impairments, and would conflict with BPMP Policies TE 10 and TE 11. Furthermore, the construction of a decomposed granite pathway would conflict with the BPMP's recommendation to construct a Class I or Class IV bicycle path in the same location along Hollister Avenue.

While the proposed project would conflict with the BPMP, such conflict does not inherently result in a significant environmental impact under CEQA. CEQA significance is determined by whether a conflict with a plan would lead to a substantial adverse physical change in the environment. In this case, the inconsistency is limited to the type of trail that would be constructed, which represents a policy-level misalignment rather than a physical environmental effect. The project would not remove existing pedestrian or bicycle infrastructure, create physical barriers to non-motorized travel, or degrade safety or connectivity in a way that causes a measurable impact on the physical environment. CEQA focuses on physical environmental consequences, not on whether a project fully aligns with adopted plans or policies. Therefore, while the proposed project may not conform to the BPMP's preferred standards, this inconsistency does not result in a significant environmental impact under CEQA.

The proposed project would add 52 bicycle parking spaces to the project site, providing facilities for bicycle travel. The realignment of the Hollister Avenue right-of-way and Hollister Avenue improvements would not result in changes to existing bicycle facilities on Cathedral Oaks Road or Calle Real. The reconfiguration of westbound Hollister Avenue lanes would shift the existing Class II bicycle lane located at the approach to the Hollister Avenue and Cathedral Oaks Road intersection slightly to the south, but would be retained as part of the proposed project. The proposed project would also include installation of pedestrian ramps and striping at the Hollister Avenue/Cathedral Oaks Road intersection and would include one striped pedestrian crossing with flashing pedestrian beacons at the intersection of Hollister Avenue and Las Armas Road to facilitate pedestrian travel across Hollister Avenue. The proposed project would reconfigure and result in five total driveways to access the project site. Proposed project design features would be subject to review and approval by

¹ A Type 4 trail provides a 6-foot-wide path for pedestrian bike and equestrian use.

the City and SBCFD, which would ensure the proposed project would conform to driveway access control and vision clearance standards and minimize potential vehicle to pedestrian and vehicle to cyclist conflicts.

The nearest bus stop to the project site is located on Hollister Avenue adjacent to the project site at the intersection of Hollister Avenue and Cathedral Oaks Road. The proposed project would relocate the existing bus stop approximately 200 feet east of its current location. On October 31, 2022, MTD approved the proposed layout of the relocated bus stop. Accordingly, this proposed relocation is consistent with MTD policy addressing transit facilities.

As described in Section 4.17.3, *Population and Housing*, of Section 4.17, *Effects Found Not to Be Significant*, in a conservative scenario where the approximately 21 additional employees and their families relocated to Goleta, the proposed project could result in a population growth of 55 people. This population estimate is conservative as it assumes all additional employees and the families would relocate to Goleta and no existing Goleta residents would be included as part of the 21 additional employees. The increase of up to 55 people could increase the number of MTD users; however, an increase of up to 55 people is marginal and would not result in substantial delays to MTD service. Therefore, the increase in employment would not add substantial employment opportunities such that the addition of employees would substantially interfere with Santa Barbara MTD operations.

Project construction would require temporary partial lane closures on Hollister Avenue. This partial lane closure would result in temporary disruptions to access on Hollister Avenue for vehicles, buses, bicycles, and pedestrians. In accordance with Chapter 12.02 of the City's Municipal Code, the project applicant would be required to maintain at least one safe crossing for vehicles and must implement measures to minimize disruption to existing traffic conditions. In addition, as required by the City's Municipal Code, the project applicant's construction contractor would be required to prepare and implement a Construction Traffic Management Plan, which must specify transportation measures to be implemented during construction on Hollister Avenue to ensure disruptions to transit, roadway, bicycle, and pedestrian facilities are minimized. These measures include the use of traffic control measures for traffic safety; designation of a temporary alternative bus stop location; coordination with SBCFD, Santa Barbara County Sheriff's Office, and MTD; and coordination with construction projects within 0.25-mile of planned improvements on Hollister Avenue to ensure temporary lane and/or roadway closures on Hollister Avenue are coordinated to limit overlap.

As detailed above, although the proposed project would conflict with BPMP Policies TE 10 and TE 11, such conflict would not result in a significant environmental impact. With implementation of the Construction Traffic Management Plan which will be made a Condition of Approval, the proposed project's impact related to conflicts with transit, roadway, bicycle, and pedestrian facilities would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 2: Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Impact TRA-2 The proposed project would reduce vehicle miles traveled associated with use of the golf course, and the proposed project's clubhouse restaurant and Rio Grande Coffee Shop are presumed by the City to have a less than significant impact on vehicle miles traveled. Therefore, the proposed project would not conflict with California Environmental Quality Act Guidelines Section 15064.3, subdivision (b), and construction and operational impacts would be Class III, *less than significant*.

Construction of the proposed project would result in short-term, temporary vehicle trips to and from the project site during the construction period. According to *CEQA Guidelines* Section 15064.3(b), the significance of transportation impacts is primarily determined by the amount and distance of vehicle travel attributable to a project. Since the vehicle trips generated during the construction phase are temporary and limited to the duration of the construction activities, they do not contribute to a substantial permanent addition of the number of vehicles traveling to the project site or permanent increase in VMT. As a result, the temporary nature of construction-related VMT ensures that it does not have a lasting effect on the overall transportation network or long-term VMT patterns in the area. Therefore, project construction VMT would not be inconsistent with CEQA Guidelines Section 15064.3(b).

As described in Section 2.6.13, *Facilities Operations*, of Section 2, *Project Description*, the proposed project would reduce golf rounds from an average of 35,368 rounds per year to approximately 32,000 rounds per year (a reduction of approximately 3,368 rounds, or 9.5 percent) due to an increase in the time between tee-offs, which would reduce the amount of vehicle trips and associated VMT generated by golfers to get to and from the project site to utilize the golf course and pro shop compared to existing conditions. As described in Section 2.6.13, *Facilities Operations*, of Section 2, *Project Description*, the Sandpiper Golf Course currently hosts approximately 40 special events per year, and the proposed project would only provide upgraded facilities for these events, but would not affect the size or number of events currently held at the golf course and special events would remain unchanged when compared to existing conditions. Accordingly, the proposed project would not result in any VMT increases related to special events. As described in the 4.14.2, *Regulatory Setting*, the City's VMT Guidelines state that the threshold of significance for VMT impacts for non-residential and non-work projects is any net increase in City VMT. The baseline City VMT metrics utilized as defaults within the City's VMT analysis tools is based, in part, on existing VMT at Sandpiper Golf Course. Given that the overall use of the golf course, a recreational use, would decrease, the continued use of the golf course would not contribute to an increase in VMT.

As described in Section 4.14.2c, the City's VMT Guidelines specifies that individual retail units of less than 10,000 square feet are presumed to have less than significant VMT effects if they are deemed to be locally serving. As described in Appendix N, for the purposes of this analysis, retail units on the project site would include the proposed restaurant in the clubhouse and the proposed Rio Grande Coffee Shop. These are appropriate for use in evaluating the proposed project's potential VMT impacts as these facilities would serve the public in addition to golfers and therefore are representative of the proposed facilities which have potential to result in VMT increases. As described in Appendix N, the proposed clubhouse would result in a net increase of 5,433 square feet in restaurant space and the proposed Rio Grande Coffee Shop would result in a net increase of 1,905 square feet in restaurant space. The total net increase in retail space would be 7,338 square feet, which is less than the 10,000 square foot threshold for screening potential VMT impacts. The clubhouse restaurant and Rio Grande Coffee Shop would be accessible to the public in addition to

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golfers and therefore would serve the local community. These facilities are not large national restaurant chains, are not located in major commercial centers that attract regional clientele, and are not sized to serve a customer base that extends beyond the local community. Thus, these facilities are considered locally serving to the residents in the Goleta area.

Because the proposed project would decrease the number of golf rounds per year available for golfers, the use of the golf course and pro shop would not contribute to an increase in VMT. Because the proposed retail components of the project (clubhouse restaurant and Rio Grande Coffee Shop) would be both locally serving and be less than 10,000 square feet, the proposed project would result in a less than significant VMT impact in accordance with the City VMT Guidelines (Appendix N). Therefore, the proposed project would have a less than significant impact on VMT and would not conflict with *CEQA Guidelines* Section 15064.3(b).

Mitigation Measures

No mitigation measures are required.

Threshold 3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

Impact TRA-3 The proposed project would not substantially increase hazards in accordance with local regulations and review from the City and Santa Barbara County Fire Department Standards. Construction and operational impacts would be Class III, *less than significant*.

During construction, equipment staging would occur on-site and construction personnel would park on-site, which would minimize the potential for construction related vehicles and equipment to create a circulation-related hazard in the immediate area. Construction of the proposed Hollister Avenue improvements would require encroachment into the right-of-way on Hollister Avenue for items such as the creation of crosswalks, reconfiguration of the striped median and addition of a left-hand turn lane, relocation of the existing bus stop, reconstruction of the maintenance facility driveway access and striping, and changes to driveways providing access to the project site from Hollister Avenue. If traffic circulation features (barriers, cones, etc.) were to be improperly implemented during construction, this could result in a potentially dangerous intersection at Hollister Avenue/Cathedral Oaks Road.

The project applicant would be required to obtain an encroachment permit in accordance with Chapter 12.02 of the City’s Municipal Code. Accordingly, the project applicant would be required to maintain safe crossings for vehicle and pedestrian traffic and utilize barriers and warning devices necessary to minimize circulation hazards. In addition, the temporary encroachment of Hollister Avenue during construction would not result in potential circulation-related hazards because, as described in Impact TRA-1, the project applicant would be required to implement a Construction Traffic Management Plan, which would require designation of implementation of traffic control measures during construction on Hollister Avenue. These traffic control measures would be reviewed for potential safety concerns and approved by SBCFD and the Santa Barbara County Sheriff's Office. Implementation of the Construction Traffic Management Plan would ensure the proposed project would not substantially increase hazards on Hollister Avenue due to construction.

As described in Section 2.6.8, *Site Access and Parking*, of Section 2, *Project Description*, the proposed project design includes the reconfiguration of existing access to the project site, which would result in five total driveways. If not properly designed, these driveways could cause line-of-sight disruptions

and increase hazards between vehicles and pedestrians and vehicles and cyclists. The proposed project would be designed in accordance with City and SBCFD driveway access control and vision clearance standards, including that the access angle of approach or departure does not exceed 12 degrees combined and that obstructions exceeding three feet in height are not placed adjacent to driveways. The proposed project design features would be reviewed and approved by the City and SBCFD, which would ensure the proposed project would conform to City and SBCFD driveway access control and vision clearance standards and minimize potential vehicle to pedestrian and vehicle to cyclist conflicts related to driveway design. Adherence to City and SBCFD driveway standards would ensure the proposed project would not introduce features that would substantially increase hazards due to a geometric design feature. The reconfiguration of westbound Hollister Avenue lanes would shift the existing Class II bicycle lane located at the approach to Hollister Avenue and Cathedral Oaks Road slightly to the south but would not result in a reduction in width of the bicycle lane or increased risk to bicyclists compared to existing conditions. In addition, the proposed project's ramps and striping at the Hollister Avenue/Cathedral Oaks Road intersection and striped pedestrian crossing with flashing pedestrian beacons at the intersection of Hollister Avenue and Las Armas Road would improve safety for pedestrians. These proposed project features would also be reviewed and approved by the City, which would ensure the proposed project would conform to City standards for vehicle, bicycle, and pedestrian travel. The Type 4 trail along the south side of Hollister Avenue that would serve as a continuation of the Juan Bautista De Anza Trail would be set back from the Hollister Avenue roadway such that vehicles on Hollister Avenue would not conflict with pedestrian, bike, or equestrian users on the Type 4 trail. As described above, the driveways which intersect the proposed Type 4 trail would be designed in accordance with City and SBCFD driveway access control and vision clearance standards which would ensure potential transportation hazards on the Type 4 trail are minimized in accordance with City and SBCFD standards.

Operation of the proposed project would not introduce new incompatible uses, such as farm equipment, to roadways, and the proposed project's uses would be the same as existing on-site uses. The proposed project's driveway would be designed such that vehicles would have clear line-of-sight entering and exiting the project site which would minimize the potential for vehicle collisions with pedestrians or cyclists. Accordingly, project design would ensure the proposed project's impacts to increased hazards would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 4: Would the project result in inadequate emergency access?
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Impact TRA-4 The proposed project would not result in inadequate emergency access in accordance with local regulations and review from the City and Santa Barbara County Fire Department Standards. Construction and operational impacts would be Class III, *less than significant*.

During construction, equipment staging would occur on-site and construction personnel would park on-site, which would minimize the potential for construction related vehicles and equipment to result in inadequate emergency access in the immediate area. The proposed improvements on Hollister Avenue would require encroachment into the right-of-way and temporary partial lane closures on Hollister Avenue, which could result in temporary disruptions to access on Hollister Avenue. Temporary disruptions to access on Hollister Avenue could lead to delays in emergency access to the project site or other areas on Hollister Avenue where emergency services are needed.

In accordance with Chapter 12.02 of the City's Municipal Code, the project applicant would be required to maintain at least one safe crossing for vehicles and must implement measures to minimize disruption to existing traffic conditions. Furthermore, implementation of a Construction Traffic Management Plan would require implementation of traffic control measures and minimization of disruptions to critical access points at the project site for emergency service vehicles during construction on Hollister Avenue, which would be reviewed for potential safety concerns and approved by SBCFD and the Santa Barbara County Sheriff's Office. With implementation of the Construction Traffic Management Plan, proposed construction on Hollister Avenue would not result in inadequate emergency access.

Operation of the proposed project would be comparable to existing conditions, which would not result in inadequate emergency access on Hollister Avenue. Furthermore, SBCFD indicated that the proposed project would not result in substantial impacts related to access (Tan 2025). The proposed project would be required to be designed in accordance with applicable SBCFD standards, including those that address minimum driveway width, signage and addressing, fire hydrants, fire sprinklers, and emergency access. SBCFD and the City would review and approve the proposed project design, which would ensure the proposed project would provide adequate egress for emergency access. Compliance with applicable development standards would ensure the proposed project's impacts to inadequate emergency access would be less than significant.

Mitigation Measures

No mitigation measures are required.

4.14.4 Cumulative Impacts

Regional cumulative impacts consider City-wide impacts that would occur from impacts of reasonably anticipated projects identified in Table 3-1 of Section 3, *Environmental Setting*. The general approach to cumulative impact analysis used in this EIR is discussed in Section 3, *Environmental Setting*.

Cumulative development in Goleta would be subject to the same circulation-related programs, plans, ordinances, and policies as the proposed project. Specifically, cumulative development would be required to demonstrate consistency with the City's Transportation Element and BPMP, which guide the continued development and improvement of the transportation system in Goleta. In addition, cumulative development would be reviewed by the City and SBCFD to ensure adequate emergency access. However, as shown in Table 3-1 of Section 3, *Environmental Setting*, there are several cumulative projects (i.e., Fire Station 10, Hollister Avenue Complete Streets Corridor Plan, Hollister Avenue Old Town Interim Striping, Hollister Avenue Class I Bike Path Lighting), that could result in cumulative temporary closures of lanes on Hollister Avenue during construction. As a result, cumulative development could result in a significant impact to conflicts with transit, roadway, bicycle, and pedestrian facilities, transportation hazards, and delays in emergency access on Hollister Avenue. As a Condition of Approval, the project applicant's construction contractor would be required to implement a Construction Traffic Management Plan, which requires the project applicant to coordinate with the City to ensure construction activities on Hollister Avenue would not substantially overlap with nearby construction activities, thereby limiting the potential for multiple closures on Hollister Avenue. Accordingly, the proposed project would limit the potential for multiple closures on Hollister Avenue due to cumulative development. Therefore, with implementation of the Construction Traffic Management Plan, the proposed project's contributions to cumulative conflicts with transit, roadway, bicycle, and pedestrian facilities, as well as any potential to result in transportation hazards or delays in emergency access on Hollister Avenue, would not be considerable.

Significant cumulative VMT impacts could occur from cumulative development if cumulative development would raise VMT in the City beyond established thresholds. Based on technical guidance from the LCI, if a project has a less than significant impact on VMT using an efficiency-based threshold (e.g., VMT per resident), the project would not contribute to a cumulative VMT impact (LCI 2018). The City's screening criteria is analogous to an efficiency-based threshold, and therefore applicable to evaluate cumulative VMT impacts. As discussed in Impact TRA-2, the proposed project's VMT impact would be less than significant based on the City's screening criteria because the project's proposed retail development is locally serving, and the reduction in annual rounds of golf would decrease VMT associated with golfers compared to existing conditions. Therefore, the proposed project's contribution to cumulative VMT impacts would not be considerable.

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