



**TO:** Mayor and Councilmembers

**SUBMITTED BY:** Peter Imhof, Planning and Environmental Review Director

**PREPARED BY:** Brian Hiefield, Senior Planner  
Darryl Mimick, Supervising Planner

**SUBJECT:** Initiation of a Specific Plan Amendment to the Cabrillo Business Park Specific Plan; Case No. 25-0001-SP

**RECOMMENDATION:**

Adopt Resolution No. 25-\_\_\_\_, entitled "A Resolution of the City Council of the City of Goleta, California, Initiating the Processing of an Applicant-Requested Specific Plan Amendment to Remove the 300-foot-Wide Airport Safety Approach Corridor as depicted on Figures CBP 2, 3, 8 and 9 of the Cabrillo Business Park Specific Plan, City-Requested Administrative Amendments to Section VII (Individual Project Approvals) of the Cabrillo Business Park Specific Plan, and Finding that the Initiation of a Specific Plan Amendment is exempt from the California Environmental Quality Act. APNs 073-610-001 to -005, -008 to -013, -017, -020 to -021, -030 to -031, -036, and -038 to -041. (Case No. 25-0001-SP)"

**BACKGROUND:**

Cabrillo Business Park Specific Plan

The City of Goleta adopted the Cabrillo Business Park Specific Plan (CBPSP) in September 2013. Together with the Cabrillo Business Park Development Plan, zoning regulations adopted by the Goleta Municipal Code ("GMC"), the General Plan/Coastal Land Use Plan, and other applicable law, the CBPSP sets forth the land use regulations for the Cabrillo Business Park (CBP).

The CBPSP includes text and diagrams which specify the following in detail:

- The distribution, location, and extent of the uses of land, including open space within the area covered by the plan.
- The proposed distribution, location, extent, and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal,

energy and other essential facilities proposed to be located within the land area covered by the plan and needed to support the land uses described in the plan.

- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- A program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out the above items.
- A discussion of the relationship of the Specific Plan to the General Plan.

The CBPSP is compatible and consistent with and will further the goals and policies outlined in the General Plan. The CBPSP was prepared to provide the essential relationship between the policies of the Goleta General Plan and actual development in the Project area. By functioning as a regulatory document, the CBPSP provides a means of implementing the Goleta General Plan. All future development within the Specific Plan boundaries must be consistent with the standards set forth in this document.

#### Santa Barbara Airport Land Use Compatibility Plan

The basic function of an airport land use compatibility plan is to promote compatibility between airports and the land uses that surround them "to the extent that these areas are not already devoted to incompatible uses" (Pub. Util. Code §21674(a)). With limited exceptions, California law requires preparation of Airport Land Use Compatibility Plans for each public-use and military airport in the state. Most counties have established an Airport Land Use Commission (ALUC), as provided for by law, to prepare compatibility plans for the airports in that county and to review land use plans, development proposals, and certain airport development plans for consistency with the compatibility plans. In Santa Barbara County, the airport land use compatibility function rests with the Santa Barbara County Association of Governments (SBCAG).

SBCAG adopted the Santa Barbara Airport Land Use Compatibility Plan (ALUCP) in January 2023, which replaced the previous ALUCP originally adopted in October 1993. Map SB-1 of the 1993 ALUCP, Attachment 5 of this staff report, depicts Airport Safety Zones in and around the airport, including on the land that would ultimately become the Cabrillo Business Park (CBP). The information on Map SB -1 is reflected in Figures 2, 3, 8 and 9 of CBPSP. The 2023 ALUCP revised the Airport Safety Zones, moving the boundary of Safety Zone 1 (formerly the Clear Zone) to the east to align with Coromar Drive within CBP. The land west of Coromar Drive became Safety Zone 2 (formerly the Approach Zone). Attachment 6 of this staff report depicts the current Safety Zone locations from the 2023 ALUCP.

#### General Plan/Coastal Land Use Plan

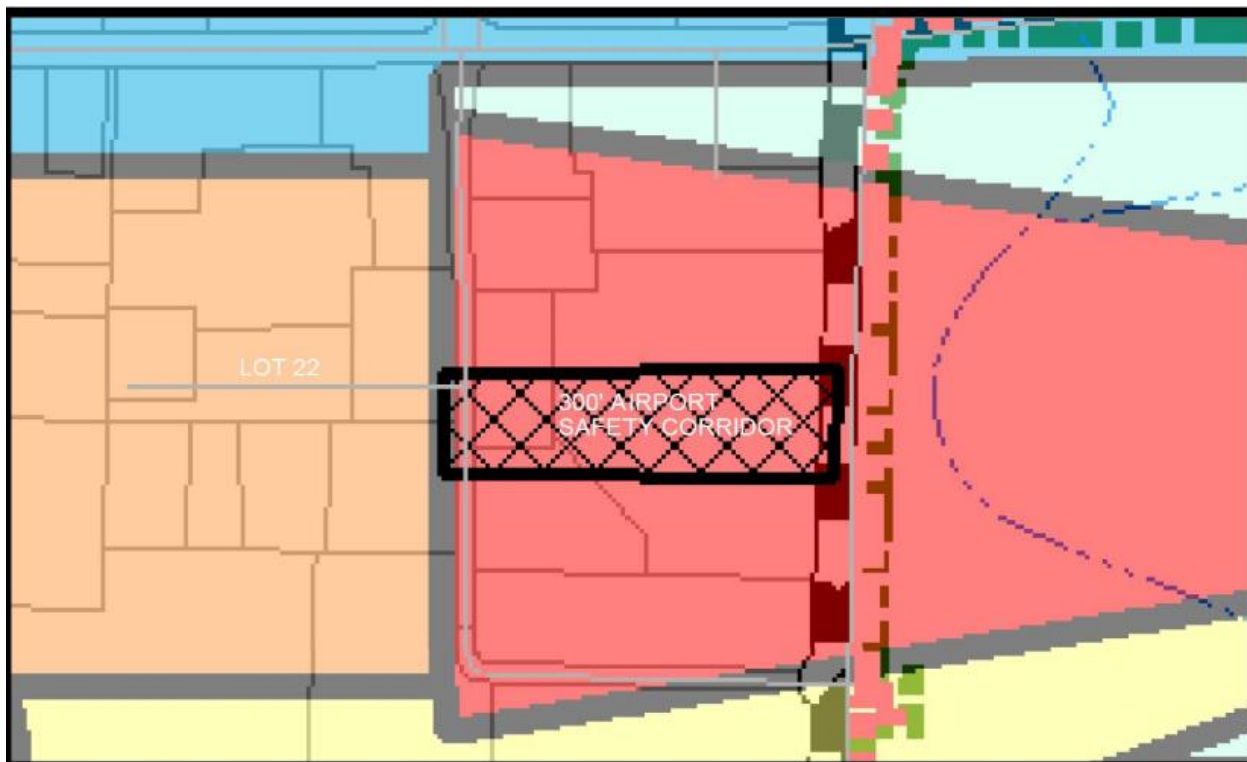
The City of Goleta adopted the Goleta General Plan/Coastal Land Use Plan (General Plan) on October 2, 2006. The General Plan contains the following seven state-required elements, and two optional elements as follows: Land Use Element, Open Space

Element, Conservation Element, Safety Element, Visual and Historic Resources Element, Transportation Element, Public Facilities Element, Noise Element, and Housing Element.

The Safety Element includes an Other Hazards Map (Figure 5-3), which, among other things, implements Safety Element Policy SE 9.4 and identifies the areas subject to Airport Safety Zones in CBP as depicted in the ALUCP. Pursuant to SE 9.4, the map also includes a 300-foot-wide Airport Safety Corridor within CBP. This map was updated in November 2023 to be consistent with the new ALUCP adopted in January 2023. Specifically, Figure 5-3 was updated to match the Airport Safety Zones in the 2023 ALUCP, which relocated Safety Zone 1 east of Coromar Drive.

The 300-foot-wide Airport Safety Corridor was also relocated east of Coromar Drive to match the new Safety Zone 1 boundary line. Figure 1 below is an excerpt of Figure 5-3, including the 2023 adopted Safety Zones and the Safety Corridor east of Coromar Drive. Figure 2 is the 2009 version of Figure 5-3, now superseded, which depicted the 1993 Airport Approach Zone and Safety Corridor that extended west of Coromar Drive.

**Figure 1: 2023 General Plan Figure 5-3 (Excerpt), Other Hazards Map**



**Legend**

SafetyZones

- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5
- Zone 6

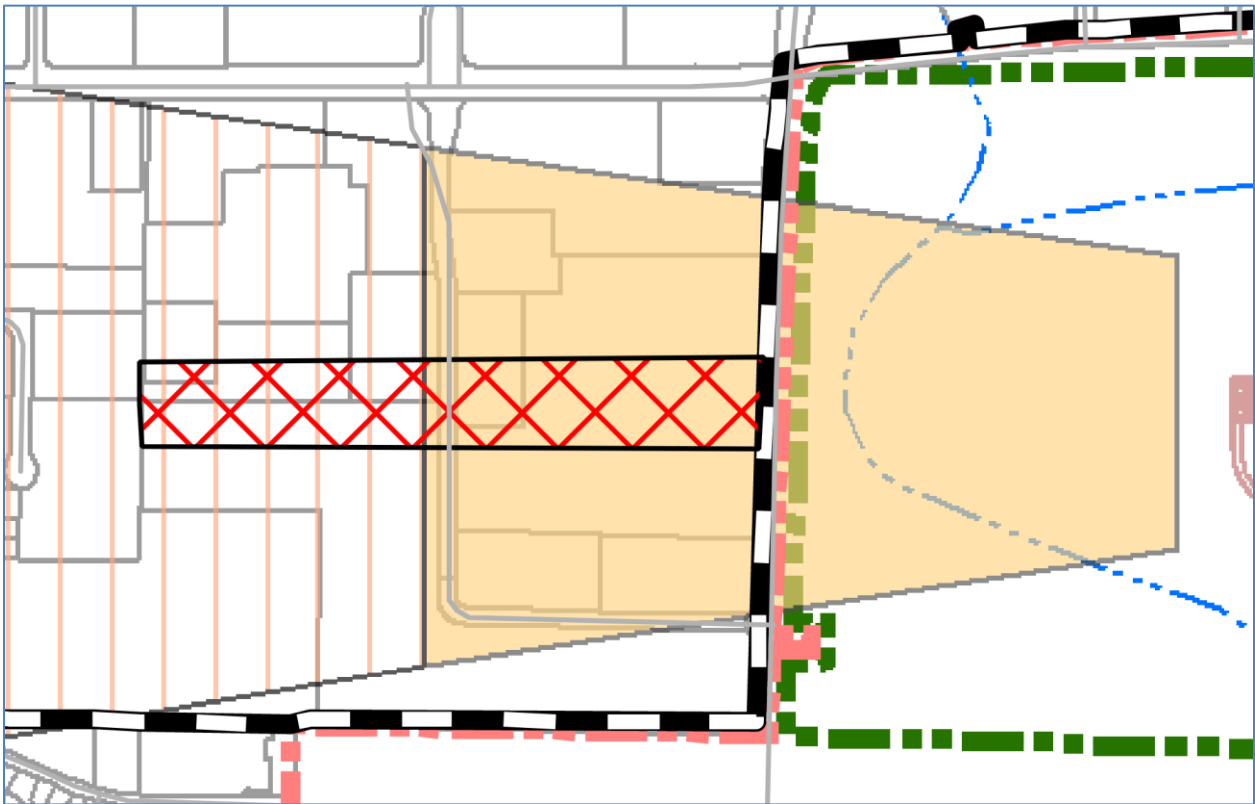


300' Airport Safety Corridor



Airport Influence Area

**Figure 2: Superseded 2009 General Plan Figure 5-3 (Excerpt), Other Hazards Map**



**Legend**

Airport Hazard Areas



Clear Zone



Approach Zone



Airport Influence Area



Airport Safety Corridor



1 Mile distance from runway end

### Specific Plan Amendment Initiation Process

The Specific Plan Amendment (SPA) process is governed by Article 6 of State Planning and Zoning Law (Government Code Sections 65450 et seq.). Pursuant to state law, SPAs require the Planning Commission's consideration and recommendation. The City Council is the City's final decision-making body on a legislative action.

Pursuant to GMC Section 17.68.020, before a SPA can be considered, GMC Section 17.67.030 outlines the procedures for the initiation process. These procedures require that all requests for SPAs be initiated by the City Council at a public hearing prior to processing. GMC Section 17.67.030 provides five factors the City Council must consider by the applicant for the initiation of a GPA. These five factors are:

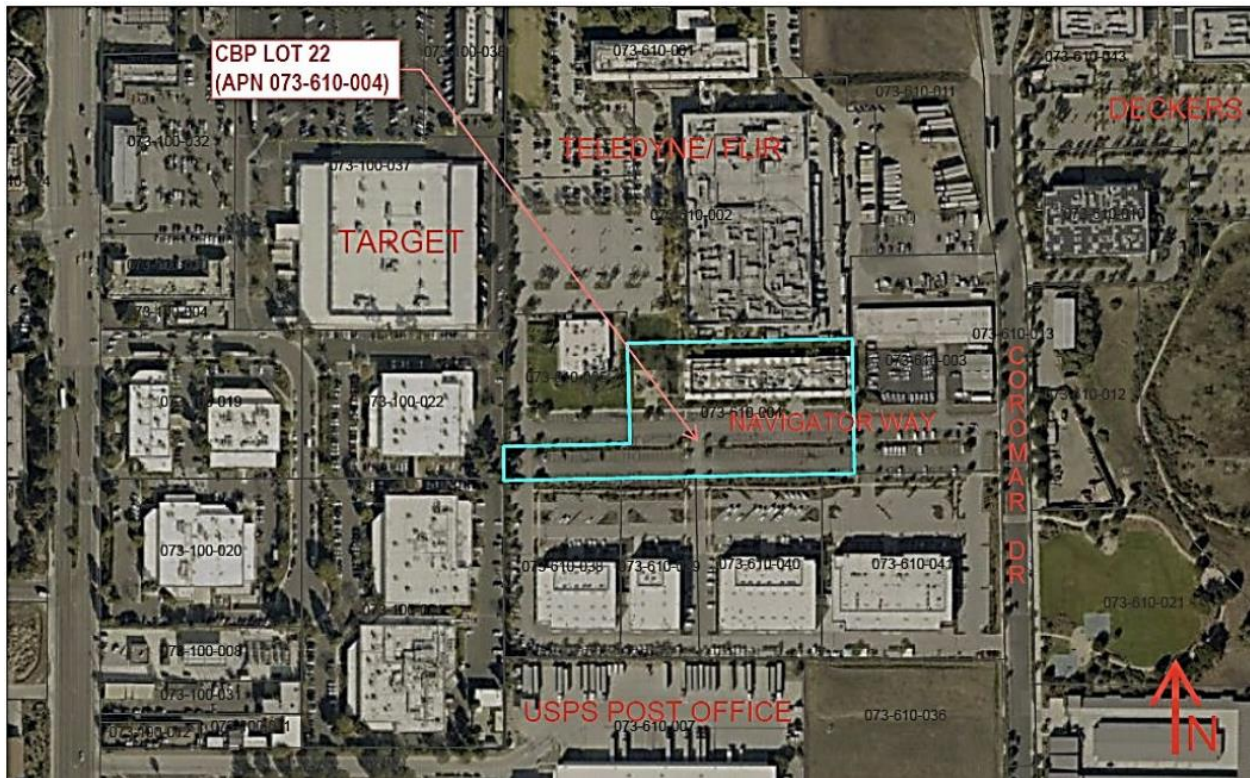
1. The amendment proposed appears to be consistent with the Guiding Principles and Goals of the General Plan;
2. The amendment proposed appears to have no material effect on the community or the General Plan;
3. The amendment proposed provides additional public benefit to the community as compared to the existing land use designation or policy;
4. Public facilities appear to be available to serve the affected site, or their provision will be addressed as a component of the amendment process; or
5. The amendment proposed is required under other rules or regulations.

### Applicant's Request

On July 10, 2025, Troy White of TW Land Planning and Development (Agent) submitted a request for the initiation of a SPA on behalf of Doug Aiken of Aiken Family Partners, LP, property owner of Lot 22 in CBP. The SPA initiation request is to eliminate the 300-foot-wide Airport Safety Approach Corridor on Lot 22, 6750 Navigator Way (APN 073-610-004) as shown in Figure 2 above. The purpose of this request is to allow proposed development activity to occur within this former corridor area consistent with current General Plan/ Zoning provisions and the current Santa Barbara ALUCP as shown in Figure 1 above. Figure 3 below shows CBP vicinity and the location of Lot 22 in CBP.

Please see Attachment 2 for the superseded General Plan Figure 5-3 Other Hazards Map in effect at the time the CBPSP was approved, and Attachment 3 for the current General Plan Figure 5-3 amended in 2023 to be consistent with the 2023 ALUCP. Attachment 6 includes Figure 4-2 of the ALUCP that shows the Safety Zones within the City. Further, description of the 300-foot-wide Airport Safety Approach Corridor can be found in General Plan Safety Element Policy SE 9.4, which is included as Attachment 4. Attachment 7 provides the applicant's submitted Initiation Factors and justification statement.

**Figure 3 – CBP Vicinity Map and Location of Lot 22**



### Staff Requests

In addition to the applicant-requested SPA, City staff recommend the following amendments to the CBPSP Section VII, Individual Project Approvals. These changes are administrative in nature and non-substantive. These suggested amendments do not change the CBPSP's consistency with applicable policies or regulations and do not change its consistency with the previous environmental review completed in the CBP Environmental Impact Report.

1. Pursuant to CBPSP section VII, Individual Project Approvals, subsection G(8) states: *Referral to Planning Commission, the Director may determine on a case-by-case basis to hold a public hearing before the Planning Commission to determine whether the Director should issue a Project Clearance permit.*

Staff recommends amending this language such that the Planning Commission would become the decision-maker in cases where the Director felt the public interest would be better served by holding a public hearing before the Planning Commission. This would be similar to Director decisions procedures as stated in Section 17.52.100(C)(4) of the GMC.

2. Staff recommends adding a subsection to CBPSP section VII, Individual Project Approvals, to establish a process to allow minor changes to previous approvals similar to a Substantial Conformity Determination (SCD) as established in GMC

Section 17.52.100(B). This process would be instead of requiring a new Project Clearance (PCR) for every change, as is currently happening. For projects that do not meet the SCD criteria, a new PCR would still be required.

## **DISCUSSION:**

As previously noted, the Council must consider a specific set of five factors when determining whether to initiate a specific plan amendment. Pursuant to Goleta Municipal Code Section 17.67.030(B), staff has provided the below SPA-I factor justifications for the City Council's consideration. These include justifications for both the applicant-initiated amendments and the City-initiated amendments. The applicant's justification for the initiation is also provided in Attachment 7. Determining to initiate the Specific Plan Amendment does not bind the Council to any one outcome and allows for further study prior to a formal decision on the merits of the request.

The following is provided for the Council's consideration:

### **1. The amendment proposed appears to be consistent with the Guiding Principles and Goals of the General Plan.**

#### Justification for Applicant-Initiated Amendment

The guiding principles and goals applicable to the proposed SPA are found in Safety Element Policy SE 5.2. This policy includes principles and goals to address hazards to public safety that may be found in the City's natural and built environment. The proposed SPA appears to be consistent with the guiding principles and goals in the following way:

- The proposed SPA brings CBPSP's airport safety map (CBPSP Figure 3) into conformance with both the General Plan Other Hazards Map (Figure 5-3) and the ALUCP. The proposed SPA appears to be consistent with the guiding principles and goals of the General Plan and, therefore, merits further study during the SPA process.

#### Justification for City-Initiated Amendment

The City-initiated amendments are administrative in nature and do not represent a substantive change to the CBPSP. Therefore, the CBPSP would remain consistent with the Guiding Principles and Goals of the General Plan.

### **2. The amendment proposed appears to have no material effect on the community or the General Plan or Specific Plan.**

#### Justification for Applicant-Initiated Amendment

Amending CBPSP Figure 3 of the Specific Plan to be consistent with the General Plan and ALUCP does not increase airport related hazards to the surrounding community of Research & Development and office uses. Therefore, the proposed



amendment appears to not have a material effect on the community, the General Plan Safety Element, or the CBPSP. If initiated, the request would allow for further study to verify compatibility with applicable airport safety policies.

Justification for City-Initiated Amendment

The City-initiated amendments are administrative in nature and do not represent a substantive change to the CBPSP. Therefore, amendment proposed will not appear to have a material effect on the community or the General Plan or Specific Plan.

**3. The amendment proposed provides additional public benefit to the community as compared to the existing land use designation or policy.**

Justification for Applicant-Initiated Amendment

The proposed amendment could lead to additional public benefit by allowing future development to be consistent with the General Plan and ALUCP and facilitate a more effective use of the site, potentially generating economic benefits for the City. As indicated above, the initiation would allow for further study during the permitting process, and the community and decision-maker would be afforded an opportunity to weigh in on the merits of the proposal with more robust information before making a decision.

Justification for City-Initiated Amendment

The proposed amendment could lead to additional public benefit as the CBPSP Administration section procedures would be similar to like procedures in the GMC Title 17, Zoning, thereby increasing consistency, streamlining permit processing, and improving understanding. The City-initiated changes would also make the Specific Plan provisions more efficient as well.

**4. Public facilities appear to be available to serve the affected site, or their provisions will be addressed as a component of the amendment process.**

The site is currently served by all required public facilities and neither the applicant-initiated nor the City-initiated amendments would have an effect on existing public services.

**5. The amendment proposed is required under other rules or regulations.**

Neither the applicant-initiated nor the City-initiated amendments are required under any other rules or regulations.

If the Council finds that the initiation factors are met, then staff recommends adoption of the Resolution provided as Attachment 1 to this report. If initiated, then the SPA would need to be submitted for review and an associated zoning amendment to align the Business Park and Service Industrial zone districts with the boundaries of the new



CBPSP Figures 2, 3, 8 and 9. The review process would include environmental analysis, consultation with Native American tribal groups, and review by the ALUC prior to the legislative requests being considered by the Planning Commission. The Planning Commission would review the SPA in a public hearing as a recommending body, then the City Council would be the final City decision-maker. As mentioned previously, the initiation of the SPA would not commit the City to any particular action on the SPA ultimately.

#### **ENVIRONMENTAL REVIEW:**

The initiation of a SPA is not subject to the California Environmental Quality Act (CEQA) pursuant to Section 15060(c)(3) of the CEQA Guidelines (Title 14, Chapter 3 of the California Code of Regulations) because the activity is not a “project” as defined in Section 15378(b)(5) as an organizational or administrative activity by government that will not result in direct or indirect physical changes in the environment. The initiation is also exempt from CEQA pursuant to Section 15061(b)(3) of the CEQA Guidelines because the activity is covered by the general rule which exempts activities that can be seen with certainty to have no possibility for causing a significant effect on the environment. Therefore, staff has prepared the CEQA Notice of Exemption included as Attachment 8.

If the SPA is initiated, then the environmental impacts will be assessed as part of the environmental review for the SPA.

#### **FISCAL IMPACTS:**

The case processing costs associated with the initiation of the proposed SPA are being borne by the Applicant.

#### **ALTERNATIVES:**

The City Council could choose to:

1. Decline to initiate the requested SPA. If not initiated, the current airport safety map (CBPSP Figure 3) will remain unchanged.
2. Continue this item for additional information/discussion.

**LEGAL REVIEW BY:** Isaac Rosen, City Attorney

**APPROVED BY:** Robert Nisbet, City Manager

#### **ATTACHMENTS:**

1. Resolution No. 25-\_\_\_\_, entitled “A Resolution of the City Council of the City of Goleta, California, Initiating the Processing of an Applicant-Requested Specific Plan Amendment to Remove the 300-foot-Wide Airport Safety Approach Corridor as depicted on Figures CBP 2, 3, 8 and 9 of the Cabrillo Business Park Specific Plan, City-Requested Administrative Amendments to Section VII (Individual Project Approvals) of the Cabrillo Business Park Specific Plan, and Finding that

the Initiation of a Specific Plan Amendment is exempt from the California Environmental Quality Act. APNs 073-610-001 to -005, -008 to -013, -017, -020 to -021, -030 to -031, -036, and -038 to -041. (Case No. 25-0001-SP)”

2. Superseded 2009 General Plan Figure 5-3 Other Hazards Map
3. 2023 General Plan Figure 5-3 Other Hazards Map
4. General Plan Safety Element Policy SE 9.4
5. Map SB-1 of 1993 Santa Barbara Airport Land Use Plan
6. Figure 4-2 of 2023 Santa Barbara Airport Land Use Compatibility Plan. The full ALUCP can be accessed from the City’s website at:  
<https://www.cityofgoleta.org/home/showpublisheddocument/30151/638428099016400000>
7. Applicant’s submitted SPA Initiation Factors and Justification Statement
8. CEQA Notice of Exemption
9. Staff PowerPoint Presentation

## **ATTACHMENT 1**

Resolution No. 25-\_\_\_\_, entitled "A Resolution of the City Council of the City of Goleta, California, Initiating the Processing of an Applicant-Requested Specific Plan Amendment to Remove the 300-foot-Wide Airport Safety Approach Corridor as depicted on Figures CBP 2, 3, 8 and 9 of the Cabrillo Business Park Specific Plan, City-Requested Administrative Amendments to Section VII (Individual Project Approvals) of the Cabrillo Business Park Specific Plan, and Finding that the Initiation of a Specific Plan Amendment is exempt from the California Environmental Quality Act. APNs 073-610-001 to -005, -008 to -013, -017, -020 to -021, -030 to -031, -036, and -038 to -041. (Case No. 25-0001-SP)"

## RESOLUTION NO. 25- \_

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GOLETA, CALIFORNIA, INITIATING THE PROCESSING OF AN APPLICANT-REQUESTED SPECIFIC PLAN AMENDMENT TO REMOVE THE 300-FOOT-WIDE AIRPORT SAFETY APPROACH CORRIDOR AS DEPICTED ON FIGURES CBP 2, 3, 8 AND 9 OF THE CABRILLO BUSINESS PARK SPECIFIC PLAN, CITY-REQUESTED ADMINISTRATIVE AMENDMENTS TO SECTION VII (INDIVIDUAL PROJECT APPROVALS) OF THE CABRILLO BUSINESS PARK SPECIFIC PLAN, AND FINDING THAT THE INITIATION OF A SPECIFIC PLAN AMENDMENT IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT. APNS 073-610-001 TO -005, -008 TO -013, -017, -020 TO -021, -030 TO -031, -036, AND -038 TO -041. (CASE NO. 25-0001-SP)**

**WHEREAS**, the Cabrillo Business Park Specific Plan (CBPSP) is the primary zoning implementation tool that guides land use and physical development of the geographic area of the Cabrillo Business Park; and

**WHEREAS**, the CBPSP was adopted by the City of Goleta as Ordinance No. 13-04 in 2013 and the CBPSP includes several Figures that affect the intensity and type of development possible within the CBPSP area; and

**WHEREAS**, the CBPSP is generally bounded by Hollister Avenue on the north, Los Carneros Road on the east, the city limits on the south, and US Post Office, Santa Barbara Business Park, and Target shopping center on the west; and

**WHEREAS**, Santa Barbara County Association of Governments enacted the Airport Land Use Compatibility Plan (ALUCP) for Santa Barbara Municipal Airport in January 2023. The ALUCP created six (6) Safety Zones for the area adjacent to the Santa Barbara Municipal Airport with Safety Zone 1 being the most restrictive; and

**WHEREAS**, the land use designations within the CBPSP are limited to Business Park (areas not included in Safety Zone 1) and Service Industrial (areas located within Safety Zone 1) as shown on Figure 4-2 of the ALUCP; and

**WHEREAS**, California Government Code Sections 65450 et seq. authorize cities and counties to prepare, adopt and amend Specific Plans and their elements; and

**WHEREAS**, California Government Code Section 65453(a) states, “A specific plan shall be prepared, adopted, and amended in the same manner as a general plan, except that a specific plan may be adopted by resolution or by ordinance and may be amended as often as deemed necessary by the legislative body”; and

**WHEREAS**, California Government Code Sections 65350 et seq. describe the process by which cities and counties can prepare, adopt and amend General Plans; and

**WHEREAS**, California Government Code Section 65358(a) states, “If it deems it to be in the public interest, the legislative body may amend all or part of an adopted General Plan. An amendment to the General Plan shall be initiated in the manner specified by the legislative body. Notwithstanding Section 66016, a legislative body that permits persons to request an amendment of the General Plan may require that an amount equal to the estimated cost of preparing the amendment be deposited with the planning agency prior to the preparation of the amendment”; and

**WHEREAS**, Goleta Municipal Code Chapter 17.68 establishes a procedure for the preparation, adoption, and administration of specific plans and reads “...a specific plan may only be approved or amended in the same manner that the General Plan may be approved or amended pursuant to the procedures outlined in Chapter 17.67, Amendments to the General Plan”; and

**WHEREAS**, City Council Resolution No. 12-13 and Goleta Municipal Code Chapter 17.67 establish a procedure for the initiation of processing requests for a General Plan Amendment, and a Specific Plan Amendment pursuant to Chapter 17.68; and

**WHEREAS**, City Council Resolution No. 12-13 and Goleta Municipal Code subsection 17.67.030(B) require the City Council to consider certain factors for the initiation of General Plan amendments, and Specific Plan Amendments including consistency with the Guiding Principles and Goals of the General Plan, no material effect on the community or the General Plan, providing additional public benefit to the community as compared to the existing land use designation or policy, availability of or the future study of the availability of public services, or rules or regulations that may drive the need to amend the General Plan or a Specific Plan; and

**WHEREAS**, on July 10, 2025, Troy White of TW Land Planning and Development (Agent) submitted a request for the initiation of a specific plan amendment on behalf of Doug Aiken of Aiken Family Partners, LP (property owner); and

**WHEREAS**, the applicant is seeking an initiation of a Specific Plan Amendment to Figures 2, 3, 8 and 9 of the CBPSP to reflect the updated Safety Zones adopted for the Santa Barbara Municipal Airport as outlined in the 2023 ALUCP. This change would eliminate the 300-foot-wide Airport Safety Approach Corridor affecting the CBP SP west of Coromar Drive and specifically Lot 22, 6750 Navigator Way (APN 073-610-004); and

**WHEREAS**, City staff recommends an initiation of a Specific Plan Amendment to revise language in CBPSP Section VII, Individual Project Approvals, including new language making the Planning Commission the decision-maker on a Project Clearance permit when a project is referred by the Director to the Planning Commission; and

**WHEREAS**, City staff recommends an initiation of a Specific Plan Amendment that would add a subsection to CBPSP Section VII, Individual Project Approvals, that would allow changes to prior approvals, including a Substantial Conformity Determination (SCD) process similar to the SCD process found in GMC Title 17, Zoning, Section 17.52.100 Changes to Prior Permits and Approvals; and

**WHEREAS**, the City Council conducted a duly noticed public hearing on October 7, 2025, at which time all interested persons were given an opportunity to be heard; and

**WHEREAS**, the City Council considered the entire administrative record, including staff reports, the General Plan, the CBPSP and oral and written testimony from interested persons;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GOLETA, AS FOLLOWS:**

**SECTION 1. Specific Plan Initiation Factors**

The City Council makes the following statements regarding the initiation factors outlined in City Council Resolution No. 12-13 and Goleta Municipal Code Section 17.67.030, pursuant to Specific Plan amendment procedures outlined in Goleta Municipal Code Section 17.68:

- a) The amendment proposed appears to be consistent with the Guiding Principles and Goals of the General Plan.

**Justification for Applicant-Initiated Amendment**

*The guiding principles and goals applicable to the proposed SPA are found in Safety Element Policy SE 5.2. This policy includes principles and goals to address hazards to public safety that may be found in the City's natural*

*and built environment. The proposed SPA appears to be consistent with the guiding principles and goals in the following way:*

- The proposed SPA brings CBPSP's airport safety map (CBPSP Figures 2- 3 and 8-9) into conformance with both the General Plan Other Hazards Map (Figure 5-3) and the ALUCP. The proposed SPA appears to be consistent with the guiding principles and goals of the General Plan and, therefore, merits further study during the SPA process.*

*Justification for City-Initiated Amendment*

*The City-initiated amendments are administrative in nature and do not represent a substantive change to the CBPSP. Therefore, the CBPSP would remain consistent with the Guiding Principles and Goals of the General Plan.*

- b) The amendment proposed appears to have no material effect on the community or the General Plan or Specific Plan.

*Justification for Applicant-Initiated Amendment*

*Amending CBPSP Figures 2, 3, 8 and 9 of the Specific Plan to be consistent with the General Plan and ALUCP does not increase airport related hazards to the surrounding community of Research & Development and office uses. Therefore, the proposed amendment appears to not have a material effect on the community, the General Plan Safety Element, or the CBPSP. If initiated, the request would allow for further study to verify compatibility with applicable airport safety policies.*

*Justification for City-Initiated Amendment*

*The City-initiated amendments are administrative in nature and do not represent a substantive change to the CBPSP. Therefore, amendment proposed will not appear to have a material effect on the community or the General Plan or Specific Plan.*

- c) The amendment proposed provides additional public benefit to the community as compared to the existing land use designation or policy.

*Justification for Applicant-Initiated Amendment*

*The proposed amendment could lead to additional public benefit by allowing future development to be consistent with the General Plan and ALUCP and facilitate a more effective use of the site, potentially generating economic benefits for the City. As indicated above, the initiation would allow for further study during the permitting process, and the community and decision-maker*



*would be afforded an opportunity to weigh in on the merits of the proposal with more robust information before making a decision.*

**Justification for City-Initiated Amendment**

*The proposed amendment could lead to additional public benefit as the CBPSP Administration section procedures would be similar to like procedures in the GMC Title 17, Zoning, thereby increasing consistency, streamlining permit processing, and improving understanding. The City-initiated changes would also make the Specific Plan provisions more efficient as well.*

- d) Public facilities appear to be available to serve the affected site, or their provisions will be addressed as a component of the amendment process.

*The site is currently served by all required public facilities and neither the applicant-initiated nor the City-initiated amendments would have an effect on existing public services.*

- e) The amendment proposed is required under other rules or regulations.

*Neither the applicant-initiated nor the City-initiated amendments are required under any other rules or regulations.*

**SECTION 2. Environmental Assessment**

The initiation of a Specific Plan Amendment is not subject to the California Environmental Quality Act (CEQA) pursuant to Section 15060(c)(3) of the CEQA Guidelines (Title 14, Chapter 3 of the California Code of Regulations) because the activity is not a “project” as defined in Section 15378(b)(5) as an organizational or administrative activity by government that will not result in direct or indirect physical changes in the environment. The initiation is also exempt from CEQA pursuant to Section 15061(b)(3) of the CEQA Guidelines because the activity is covered by the general rule which exempts activities that can be seen with certainty to have no possibility for causing a significant effect on the environment.

**SECTION 3. Action**

The City Council hereby authorizes the following:

- A. Initiation of the processing of a proposed Specific Plan Amendment to include the applicant-initiation to change Figures 2- 3 and 8-9 of the CBPSP to reflect the updates to the Santa Barbara Airport Land Use Compatibility Plan Safety Zones and the City-initiated administrative amendments described in this Resolution. The initiation of the Specific Plan Amendment does not suggest how the City Council may ultimately act on the Specific Plan Amendment when it is brought forward for City Council consideration. The initiation of the Specific

Plan Amendment shall not influence the City Council's consideration of the Specific Plan Amendment.

B. Directs staff to have the Notice of Exemption filed within five (5) business days.

**SECTION 4. Effective Date**

This Resolution becomes effective upon adoption.

**SECTION 5. Time Limit**

The initiation of this Specific Plan Amendment will automatically expire after two (2) years from the date of this Resolution if an application for the Specific Plan Amendment is not submitted to the PER Department during this timeframe.

**SECTION 6. Certification**

The City Clerk shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

**SECTION 7. Records**

The documents and materials associated with this Resolution that constitute the record of proceedings on which the City Council's findings and determinations are based are located at 130 Cremona Drive, Suite B, Goleta CA 93117.

**PASSED, APPROVED, AND ADOPTED** this 7<sup>th</sup> day of October 2025.

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PAULA PEROTTE  
MAYOR

ATTEST:

APPROVED AS TO FORM:

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DEBORAH S. LOPEZ  
CITY CLERK

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ISAAC ROSEN  
CITY ATTORNEY

STATE OF CALIFORNIA                    )  
COUNTY OF SANTA BARBARA        )       ss.  
CITY OF GOLETA                        )

I, DEBORAH S. LOPEZ, City Clerk of the City of Goleta, California, DO  
HEREBY CERTIFY that the foregoing Resolution No. 25-\_\_ was duly adopted by  
the City Council of the City of Goleta at a regular meeting held on the 7<sup>th</sup> day  
of October 2025, by the following roll call vote of the City Council:

AYES:

NOES:

ABSENT:

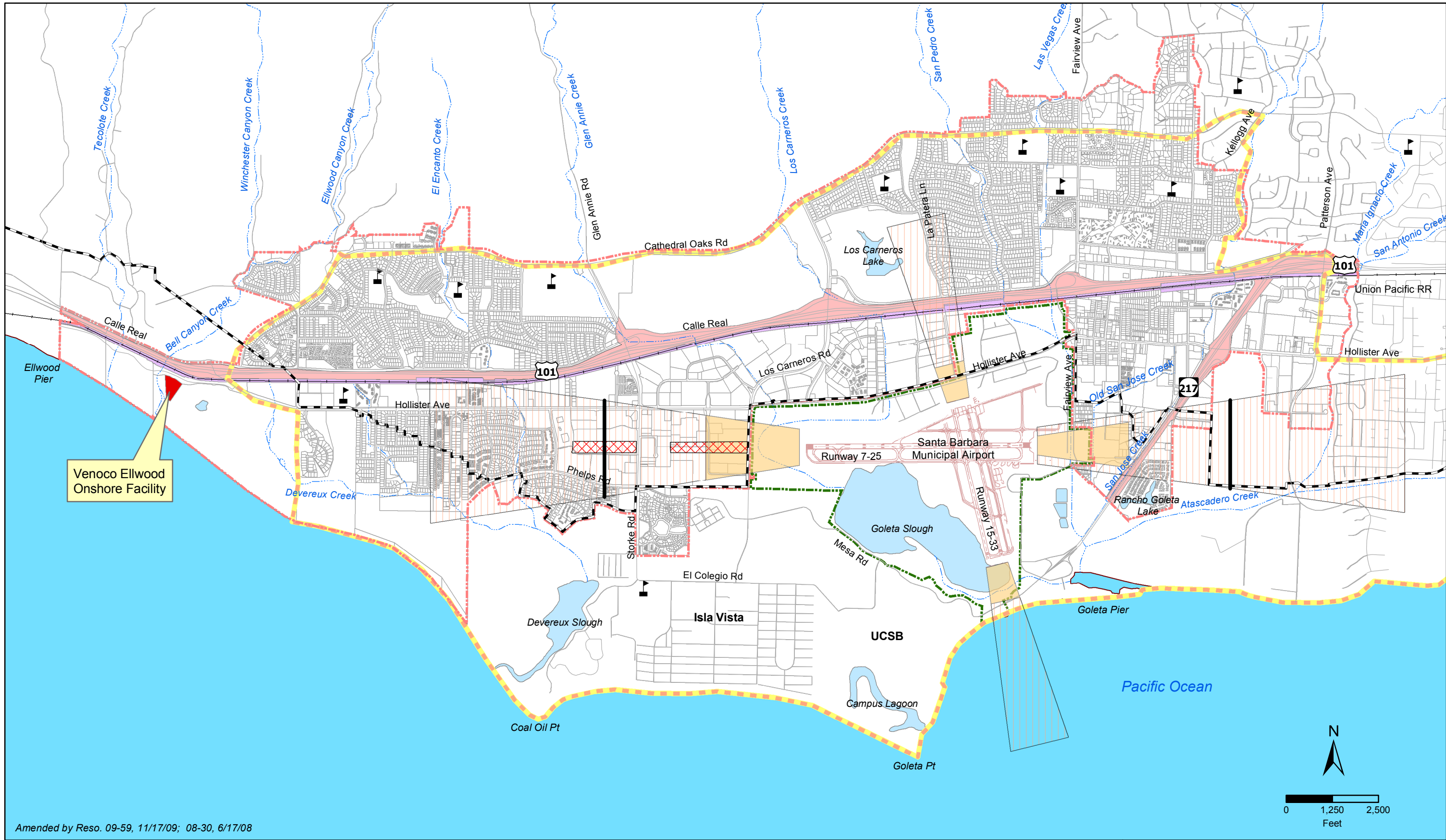
ABSTENTIONS:

(SEAL)

\_\_\_\_\_  
DEBORAH S. LOPEZ  
CITY CLERK

## **ATTACHMENT 2**

Superseded 2009 General Plan Figure 5-3 Other Hazards Map



**Legend**

Airport Hazard Areas		Hazardous Oil and Gas Processing Facilities		Other Features	
	Clear Zone		Venoco Ellwood Onshore Facility		Goleta City Boundary
	Approach Zone				City of Santa Barbara
	Airport Influence Area				Coastal Zone
	Airport Safety Corridor				Creeks
	1 Mile distance from runway end				Schools
		Transport of Hazardous Materials			
			Highway Transportation Route		
			Railroad Transportation Route		

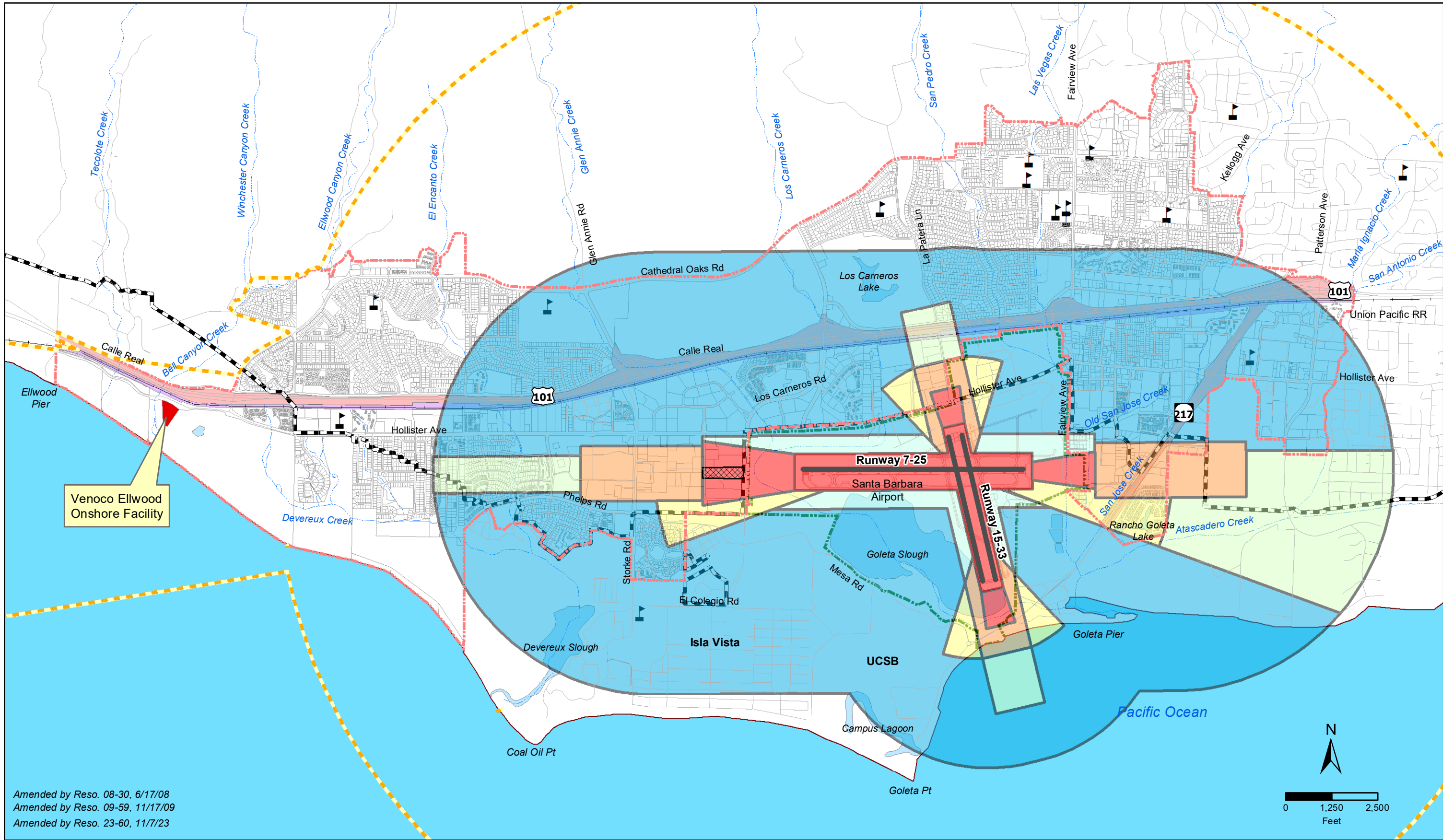
Source: Airport hazard areas are from Santa Barbara Association of Governments (SBCAG). Projects are reviewed by the City and Airport Land Use Commission on a case by case basis to determine the precise location of the airport hazard zone in relation to the project.

**Figure 5-3  
OTHER HAZARDS**

## **ATTACHMENT 3**

2023 General Plan Figure 5-3 Other Hazards Map





#### Legend

##### Safety Zones

- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5
- Zone 6

- 300' Airport Safety Corridor
- Airport Influence Area

##### Hazardous Oil and Gas Processing Facilities

- Venoco Ellwood Onshore Facility

##### Transport of Hazardous Materials

- Highway Transportation Route
- Railroad Transportation Route

##### Other Features

- Goleta City Boundary
- City of Santa Barbara
- Coastal Zone
- Creeks
- Schools

Source: Airport Safety Zones from the Santa Barbara Airport Land Use Compatibility Plan (2023).

Figure 5-3

#### OTHER HAZARDS



## **ATTACHMENT 4**

General Plan Safety Element Policy SE 9.4

calculation of initial burial depth should take into account depth reduction via erosion and other forms of earth movement (including grading and construction) unless other means of maintaining a safe minimum burial depth can be incorporated throughout the operating life of a pipeline. Pipeline operators should assess burial depths every five years, or at a more frequent interval when geologic characteristics, flooding, and other circumstances indicate a prudent need for special monitoring. These requirements shall apply to new and existing pipelines where burial depths are specified. It shall also apply to existing, buried pipelines where depths are not prescribed but maintenance of a minimum depth is warranted. A minimum burial depth shall be maintained for the entire operating life of the pipelines.

- SE 8.15 Pipeline Marking and Warning. [GP/CP]** New oil and gas pipelines, or relocation of existing pipelines, shall include measures to clearly warn outside parties about the presence of the pipeline, including proper marking of the right-of-way with signage and use of brightly colored warning tape approximately 1 foot above buried pipelines where feasible.

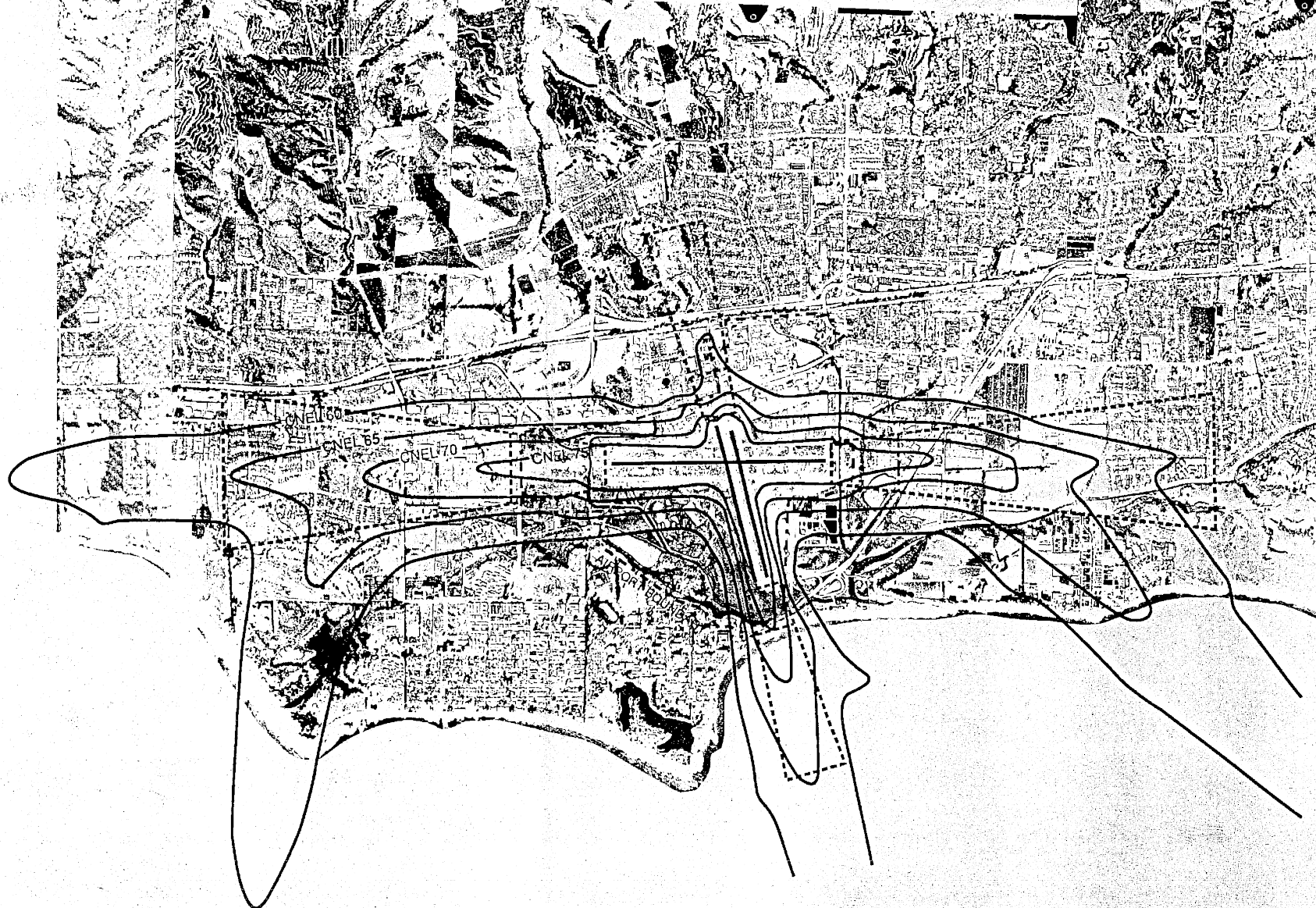
### **Policy SE 9: Airport-Related Hazards [GP]**

**Objective:** *To minimize the risk of potential hazards associated with aircraft operations at the Santa Barbara Airport.*

- SE 9.1 Safety Zone Regulations. [GP]** The City will maintain and enforce through appropriate zoning measures the airport Safety Zone regulations, including use limitations, pursuant to the Santa Barbara Airport Land Use Compatibility Plan (ALUCP). The City of Goleta shall consult with the ALUC when required by the ALUCP. The City shall also require, as a condition of approval of development applications, dedication of avigation easements where required by the ALUCP. *(Amended by Reso. 23-60, 11/07/23)*
- SE 9.2 Height Restrictions. [GP]** The City shall ensure that the heights of proposed buildings, other structures, and landscaping conform to airport operational requirements to minimize the risk of aircraft accidents and promote airspace protection. The City shall establish and maintain standards in its zoning ordinance for building and structure height restrictions for development in proximity to the Santa Barbara Airport. *(Amended by Reso. 08-30, 6/17/08) (Amended by Reso. 23-60, 11/07/23)*
- SE 9.3 Limitations on Development and Uses. [GP]** The City shall establish and maintain standards in its zoning ordinance for use restrictions for development near the Santa Barbara Airport consistent with the ALUCP. *(Amended by Reso. 08-30, 6/17/08) (Amended by Reso. 23-60, 11/07/23)*
- SE 9.4 Maintenance of an Airport Safety Corridor for Runway 7-25. [GP]** A minimum 300-foot-wide safety corridor limited to open space, landscaping, roadways, and parking shall be maintained within Safety Zone 1 on the Cabrillo Business Park properties. This airport safety corridor shall be set approximately along an extension of the Runway 7-25 centerline and shall be 300 feet wide as depicted in Figure 5-3. The airport safety corridor shall be shown on all development plans submitted to the City. *(Amended by Reso. 08-30, 6/17/08) (Amended by Reso. 23-60, 11/07/23)*

## **ATTACHMENT 5**

Map SB-1 of 1993 Santa Barbara Airport Land Use Plan

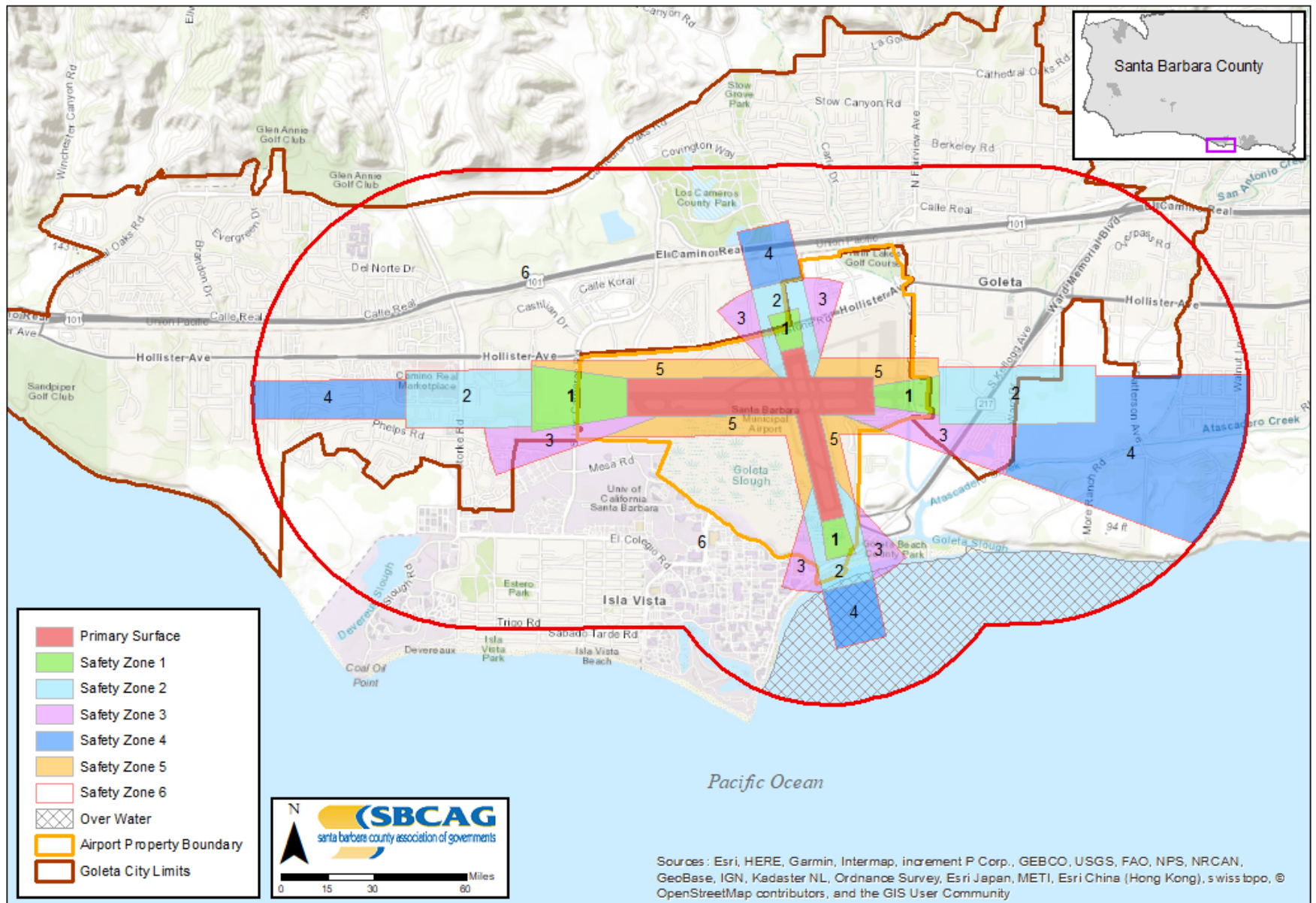


Map SB - 1	<b>SANTA BARBARA MUNICIPAL AIRPORT</b>	Area of Influence And Noise Contours	Scale 1 to 1600	Source PRC Engineering Inc, 1986	↑ N
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## **ATTACHMENT 6**

Figure 4-2 of 2023 Santa Barbara Airport Land Use Compatibility Plan. The full ALUCP can be accessed from the City's website at:

<https://www.cityofgoleta.org/home/showpublisheddocument/30151/638428099016400000>



**Figure 4-2**  
**Safety Compatibility Policy Map: Santa Barbara Airport**

## **ATTACHMENT 7**

Applicant's Submitted SPA Initiation Factors and Justification Statement





## TW LAND PLANNING & DEVELOPMENT, LLC

VENTURA (CORPORATE)

1068 E. Main Street, Suite 225

Ventura, CA 93001

Ph: (805) 698-7153

SANTA BARBARA

903 State Street, Suite 202

Santa Barbara, CA 93101

SANTA MARIA/ORCUTT

195 S. Broadway Street, Suite 209

Orcutt, CA 93455

July 7, 2025

City of Goleta

Attn: Mr. Peter Imhof, Planning & Environmental Review Director

130 Cremona Drive

Goleta, CA 93117

SUBJECT: Cabrillo Business Park (CBP) Lot 22 ("Lot 22") – Specific Plan Amendment Initiation  
6750 Navigator Way, Goleta, CA (APN 073-610-004)

Dear Mr. Imhof,

TW Land Planning & Development, LLC (TWLPD) is pleased to be acting as agent on behalf of the Lot 22 property owner / applicant (Aiken Family Partners, LP). Lot 22 is located within the Cabrillo Business Park (CBP) at 6750 Navigator Way, Goleta, CA. Lot 22 is subject to the Cabrillo Business Park Specific Plan (CBP SP), which is a zoning document, and is developed with an existing R&D/office building and associated landscape, hardscape, and parking. In response to comments received from the City regarding our Project Clearance Review (PCR) application, we are formally requesting the initiation of a Specific Plan Amendment to eliminate the Airport Safety 300-foot Wide Approach Corridor on Lot 22. The purpose of this request is to allow proposed development activity to occur with this former corridor area consistent with current General Plan/ Zoning provisions and the current Santa Barbara Airport Land Use Compatibility Plan (ALUCP).

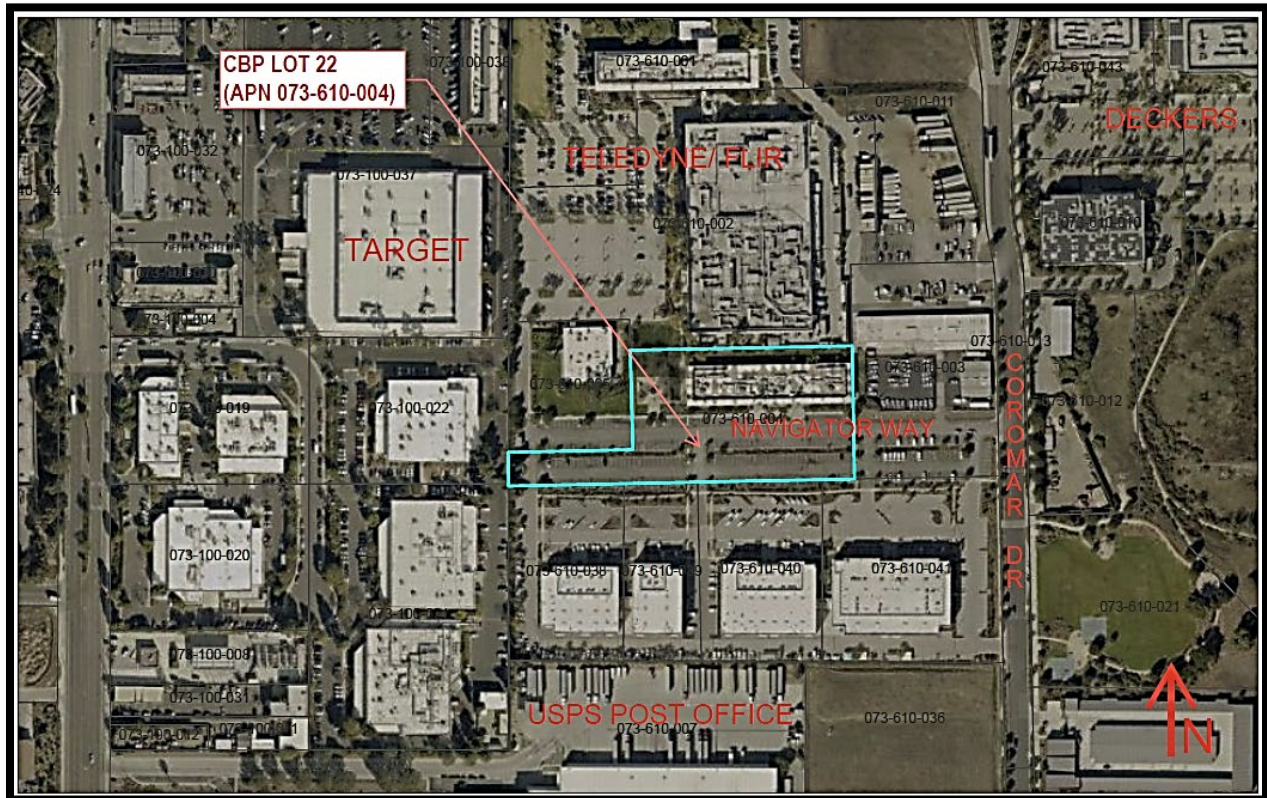
This letter includes the formal amendment request along with written justification demonstrating consistency with the Initiation Factors outlined in §17.67.030(B) of the Goleta Municipal Code. Additional materials are also provided to illustrate the proposed amendments to the CBP SP. The Specific Plan Amendment Initiation request is consistent with our project discussion dated June 16, 2025. We look forward to working with you and City staff to expeditiously process this application.

### BACKGROUND

The subject property (CBP Lot 22) is located at 6750 Navigator Way, Goleta, CA (APN 073-610-004) within the Cabrillo Business Park (CBP). The property is subject to the City of Goleta General Plan, CBP Specific Plan (CBP SP), CBP Development Plan (DP), and CBP Development Agreement (DA).

The 3.19-acre subject property is developed with a two-story, 43,390 square foot R&D/office building located on the northern portion of the site, and a large surface parking area with associated landscaping on the property remainder. Navigator Way, a named private parking lot drive aisle, bisects the property. Figure 1 below illustrates the location of CBP Lot 22.

FIGURE 1: Aerial Photo – CBP Lot 22



Lot 22 formerly was designated within the Airport Approach Zone under the 1993 Airport Land Use Plan (ALUP). In addition to the ALUP Airport Approach Zone, the Goleta Community Plan (1993) identified a 300-foot Runway 7-25 Safety Corridor bisecting the CBP property. The Goleta General Plan/Coastal Land Use Plan (GP; 2006) included this “Airport Safety Corridor” within Policy SE 9.4 (Maintenance of an Airport Safety Corridor for Runway 7) and Figure 5-3 (Other Hazards).

California Government Code Section 65302.3 requires amendments to a General Plan to comply with the Airport Land Use Compatibility Plan (ALUCP) and that these amendments occur within 180 days of the adoption of the ALUCP. In addition to the amendments to the General Plan, amendments to zoning are required to align with the required amendments to the General Plan.

As a result of the adoption of the 2023 Airport Land Use Compatibility Plan (ALUCP) by the Santa Barbara County Association of Governments / Airport Land Use Commission (SBCAG/ ALUC), the

City of Goleta revised its GP Policy SE 9.4, Figure 5-3, and related zoning instruments (including Chapter 17.16 -AE Airport Environs Overlay District and Overlay Districts map) under City Reso. 23-60 (11/07/2023).

With the adoption of City Reso. 23-60, with respect to Lot 22, the Approach Zone was replaced with Safety Zone 2 and the Airport Safety Corridor was eliminated. Lot 22 is, therefore, no longer subject to a 300-foot Airport Safety Corridor.

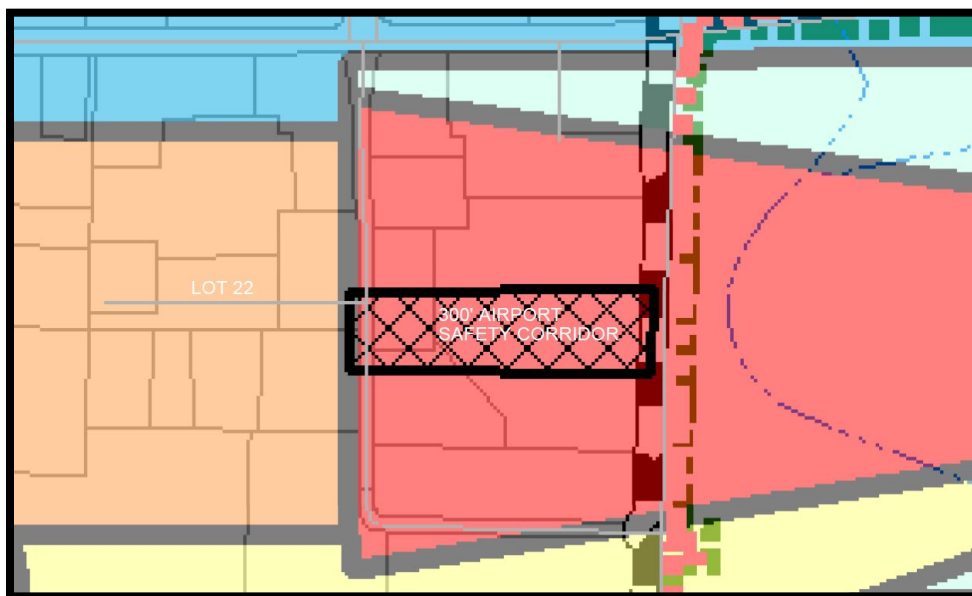
## GENERAL PLAN/ ZONING DISCUSSION

As indicated above, in late 2023, the City updated its General Plan and Zoning Ordinance to be consistent with the ALUCP. In doing so, the City reduced the extent of the 300-foot Airport Safety Corridor within the CBP, limiting its application to the portion of the CBP property located east of Lot 22 and removing the westward extension of the corridor. See updated GP Policy below.

***Policy SE 9.4:** Maintenance of an Airport Safety Corridor for Runway 7-25. [GP] A minimum 300-foot-wide safety corridor limited to open space, landscaping, roadways, and parking shall be maintained within Safety Zone 1 on the Cabrillo Business Park properties. This airport safety corridor shall be set approximately along an extension of the Runway 7-25 centerline and shall be 300 feet wide as depicted in Figure 5-3. The airport safety corridor shall be shown on all development plans submitted to the City.*

Please see Figure 2 below, which includes a General Plan Figure 5-3 (Other Hazards) excerpt with identification of the 300' Airport Safety Corridor and CBP Lot 22.

**FIGURE 2: GP Other Hazards Map Excerpt w/ Project and 300' Airport Safety Corridor**



The Zoning Ordinance's Airport Environs (AE) Overlay District Overlay District was also revised in late 2023 to limit the land use restrictions associated with the 300-foot Runway 7-25 Safety Corridor to only the applicable portion within Safety Zone 1 (the red color in Figure 2 above).

As a result of these updates, under the current General Plan and Zoning Ordinance and Zoning Ordinance's Airport Environs (AE) Overlay District Overlay District, the 300-foot Runway 7-25 Airport Safety Corridor no longer applies to Lot 22.

## CBP SPECIFIC PLAN DISCUSSION

The CBP SP serves as the primary land use regulatory document governing the entitlement and development of parcels within the CBP, including CBP Lot 22. The subject property is zoned CBP-SP within the City's Zoning Ordinance, and contains one sub-zone, I-BP (Business Park). Adopted in 2013, the CBP SP also includes references to the prior Airport Safety 300-foot Wide Approach Corridor on CBP Lot 22.

As mentioned above, in order to bring its planning documents into conformance with the ALUCP, the City of Goleta in late 2023 eliminated this airport safety corridor, from all General Plan/ Zoning documents and maps generally, from all areas west of Coromar Drive and centered on Santa Barbara Airport Runway 7-25 Update. However, a corresponding update to the CBP SP was not made to reflect the ALUCP changes. The purpose of this request is to bring the CPB SP into conformance with the ALUCP and the City of Goleta General Plan/ Zoning documents and maps insofar as they apply to Lot 22

## SPECIFIC PLAN AMENDMENT REQUIRMENTS

Per the CBP Specific Plan, Section X.E (Administration – Amendments), any Specific Plan amendment must follow the same procedures required for the adoption of the Specific Plan. See section below:

### ***E. AMENDMENTS***

1. *This Specific Plan may be amended in the same manner as required for the adoption of a specific plan.*
2. *The City may initiate amendments to any portion of this Specific Plan.*
3. *The following changes to a Specific Plan require a Specific Plan amendment:*
  - a. *Changes to the text or maps other than the addition of information that does not change the effect of any regulation.*
  - b. *Except for the UCSB Facilities Property, changes in any Specific Plan Area boundary.*
  - c. *Increase in the specified density (i.e., Maximum Development Yield) for the Specific Plan Area.*

- d. Changes in standards or regulations, including landscaping and design standards.*

Pursuant to GMC §17.68.020 (Procedures), a Specific Plan may only be approved or amended in the same manner as the General Plan, in accordance with the procedures outlined below.  
GMC §17.68.020:

*The procedure for the preparation, adoption and administration of specific plans is as provided by Government Code Section 65450 et seq., as most recently amended, except that a specific plan may only be approved or amended in the same manner that the General Plan may be approved or amended pursuant to the procedures outlined in Chapter 17.67, Amendments to the General Plan.*

## **SP AMENDMENT DISCUSSION**

On March 21, 2025, a Project Clearance Review (PCR) application was submitted to the City of Goleta for the development of a new mini-warehouse storage facility. The proposed project includes the conversion of the existing two-story office building into mini-warehouse storage, along with the construction of two additional mini-warehouse storage buildings. A new 46,450 SF mini-warehouse building is proposed to be located within the former Airport Safety 300-foot Wide Approach Corridor designated in the CBP SP. Figure 3 below illustrates the southern portion of CBP Lot 22 within this corridor.



FIGURE 3: Existing CBP SP Map w/  
Airport Safety 300-Foot Wide Approach Corridor at CBP Lot 22

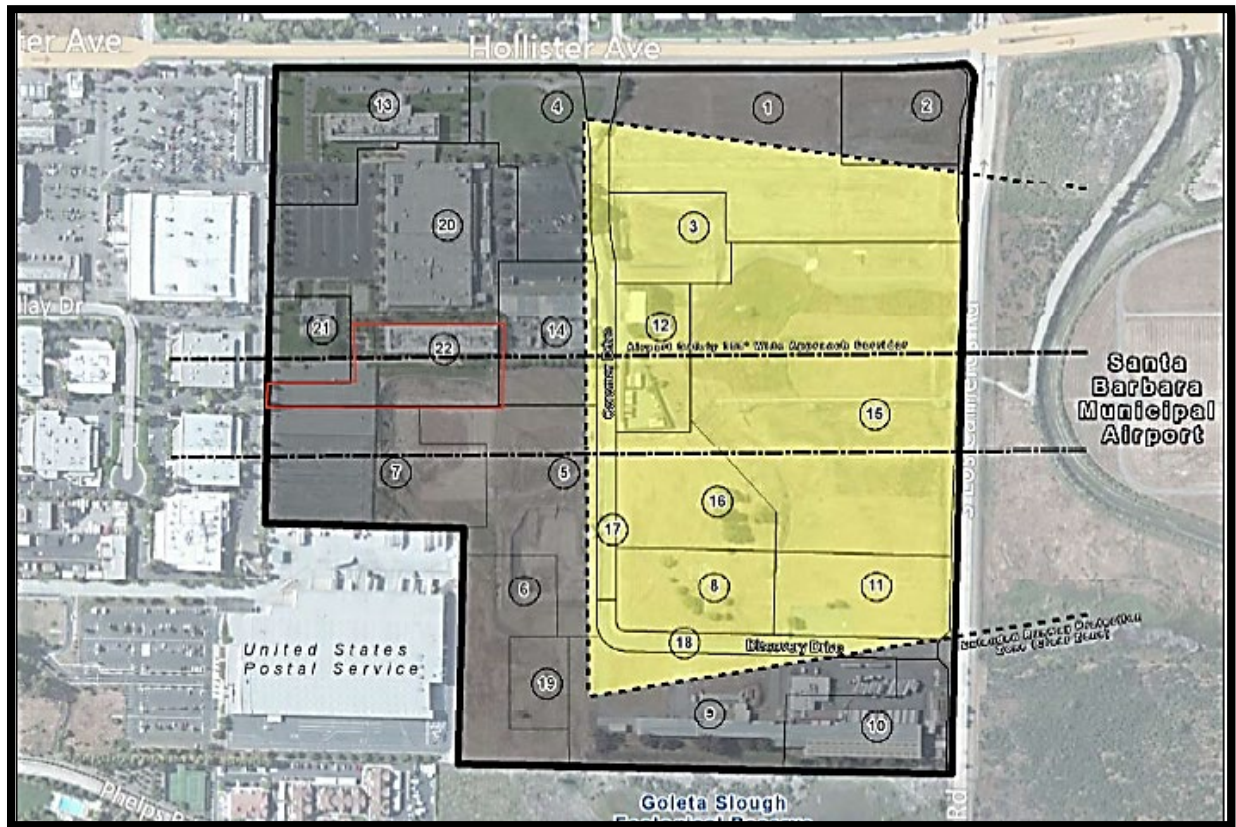
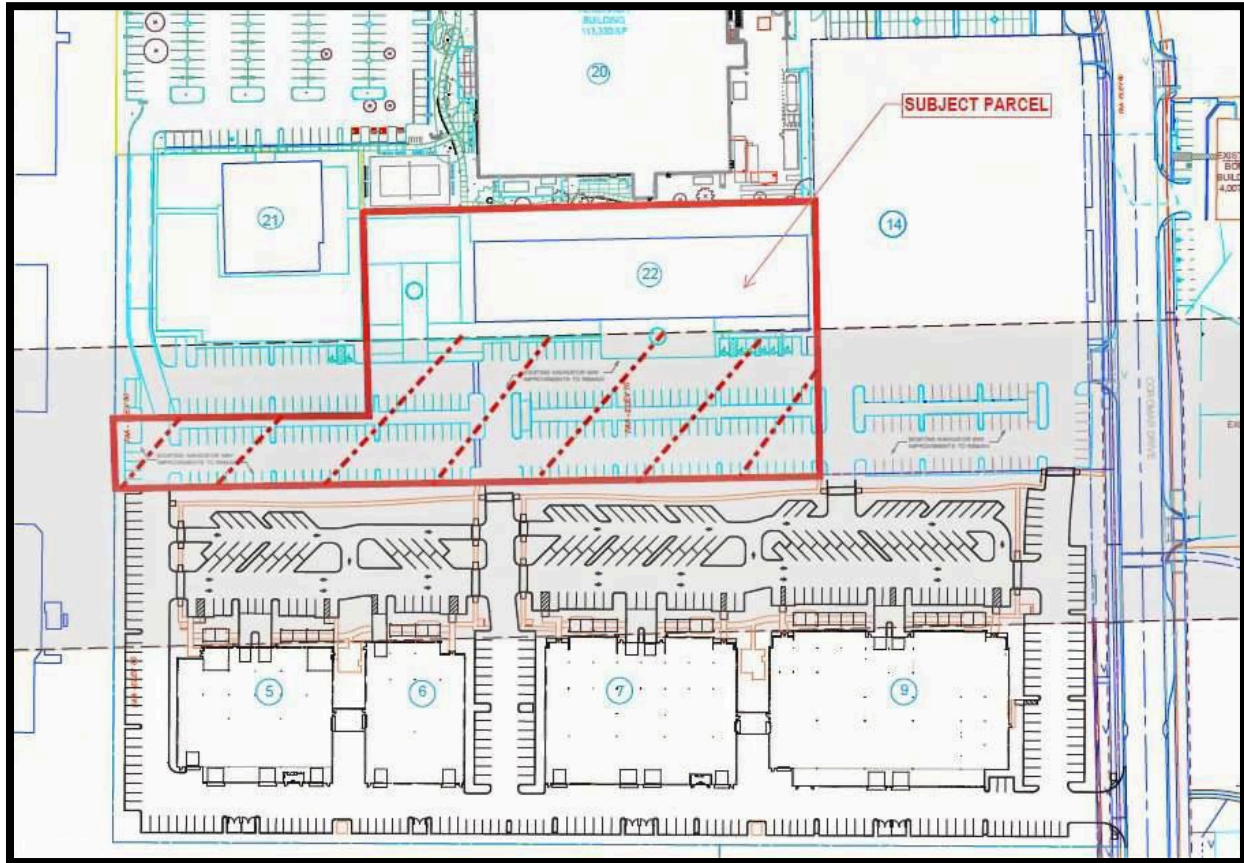


Figure 4 below shows the area of CBP Lot 22 where the Airport Safety 300-foot Wide Approach Corridor is proposed for removal (diagonal striping)

**FIGURE 4: Proposed Removal of CBP SP Airport Safety  
300-Foot Wide Approach Corridor at CBP Lot 22 (Diagonal Striping)**



In order to move forward with the proposed PCR development, we are requesting initiation of a Specific Plan Amendment to remove the Airport Safety 300-foot Wide Approach Corridor designation from CBP Lot 22.

#### **INITIATION FACTORS**

Pursuant to §17.67.030(B) of the City of GMC (Initiation Factors), the City Council must consider the following factors when initiating any proposed General Plan or *Specific Plan Amendments*, as applicable:



***1. The amendment proposed appears to be consistent with the Guiding Principles and Goals of the General Plan;***

The proposed Specific Plan Amendment to remove the 300-foot Wide Approach Corridor designation from CBP Lot 22 is consistent with the recently adopted revisions of the General Plan intended to bring City planning document into conformity with the ALUCP. This proposed amendment will not result in any inconsistencies with the Guiding Principles or Goals of the General Plan.

***2. The amendment proposed appears to have no material effect on the community or the General Plan;***

The proposed Specific Plan Amendment applies to CBP Lot 22 and involves the removal of the 300-foot Wide Approach Corridor designation. This proposed change is consistent with the General Plan and will have no material effect on the surrounding community or the objectives of the General Plan.

***3. The amendment proposed provides additional public benefit to the community as compared to the existing land use designation or policy;***

The proposed Specific Plan Amendment will enable future development opportunities on CBP Lot 22 consistent with the ALUCP and City of Goleta General Plan/ Zoning documents. It will bring Lot 22 into conformance with the General Plan. This change will facilitate more effective use of the site, generating economic and community benefits.

***4. Public facilities appear to be available to serve the affected site, or their provision will be addressed as a component of the amendment process; or***

The proposed Specific Plan Amendment will not require additional public facilities. Lot 22 is currently served by public facilities.

***5. The amendment proposed is required under other rules or regulations.***

The proposed Specific Plan Amendment is required to comply with the ALUCP, City General Plan, and City Zoning Ordinance, all of which have eliminated the 300-foot Wide Approach Corridor on CBP Lot 22. Section X(E) of the Cabrillo Business Park Specific Plan mandates that any changes to the Specific Plan be processed in the same manner as its original adoption. As such, initiation of this amendment is necessary to meet these procedural requirements

## CONCLUSION

We look forward to working collaboratively with City staff in promptly presenting this Specific Plan Amendment Initiation request to City Council. Should you have any questions regarding the request and/or require additional information, please do not hesitate to give me a call at 805.698.7153. I may also be e-mailed at [twhite@twlandplan.com](mailto:twhite@twlandplan.com).

Sincerely,

TW LAND PLANNING & DEVELOPMENT, LLC



Troy A. White

Principal

cc: Doug Aiken, *Aiken Family Partners, LP*  
Greg Parker, *Investec*  
Joseph Fiss/ Freddy Carrillo, *TWLPD*

### ATTACHMENTS:

1. Permit Application
2. Site Plan
3. Parcel Map
4. Airport Safety Corridor Removal Exhibit – CBP Lot 22
5. Draft CBP-SP First Amendment, including Proposed Revised CBP SP Figures 2, 3, 8 and 9.

## **ATTACHMENT 8**

### CEQA Notice of Exemption

## NOTICE OF EXEMPTION (NOE)

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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 Exemption

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**Project Title:** Initiation of a Specific Plan Amendment (SPA) at Cabrillo Business Park Case No. 25-0001-SP

**Project Applicant:** Troy White of TW Land Planning and Development

**Project Location (Address and APN):** APNs 073-610-001 to -005, -008 to -013, -017, -020 to -021, -030 to -031, -036, and -038 to -041

**Description of Nature, Purpose and Beneficiaries of Project:**

The request is to amend Figures CBP 2, 3, 8 and 9 of the Cabrillo Business Park Specific Plan to reflect the updated Safety Areas recently adopted for the Santa Barbara Municipal airport. The change would include the removal of the 300-foot-Wide Airport Safety Approach Corridor on Lot 22 – 6750 Navigator Way (APN 073-610-004). The request also includes City-requested amendments to Section VII of the Cabrillo Business Park Specific Plan (Individual Project Approvals) to make the useability of the Specific Plan clearer and more efficient.

The beneficiaries of the project are the property owners within the Specific Plan area.

**Name of Public Agency Approving the Project:** City of Goleta

**Name of Person or Agency Carrying Out the Project:** City of Goleta

**Exempt Status:** *(check one)*

- ☐ Ministerial (§15268)
- ☐ Declared Emergency (§15269 (a))
- ☐ Emergency Project (§15269 (b) (c))
- ☐ Categorical Exemption: (Insert Type(s) and Section Number(s))
- ☐ Statutory Exemption: (§21083.3; CEQA Guidelines, §15183)
- ☒ Other: CEQA Guidelines, §15060(c)(3); §15378(b)(5); §15061(b)(3)

**Reason(s) why the project is exempt:**

The initiation is not subject to the California Environmental Quality Act (CEQA) pursuant to Section 15060(c)(3) of the CEQA Guidelines because the activity is not a “project” as defined in Section 15378(b)(5) as an organizational or administrative activity by government that will not result in direct or indirect physical changes in the environment.

The initiation is also exempt from CEQA pursuant to Section 15061(b)(3) of the CEQA Guidelines because the activity is covered by the general rule which exempts activities that can

## NOTICE OF EXEMPTION (NOE)

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be seen with certainty to have no possibility for causing a significant effect on the environment. The action to allow further study of potential modification to the Cabrillo Business Park Specific Plan will not have a physical change on the environment. All necessary environmental analysis will be undertaken if the development project proceeds.

**City of Goleta Contact Person, Telephone number and email:** Senior Planner Brian Hiefield; 805-961-7559; [bhiefield@cityofgoleta.org](mailto:bhiefield@cityofgoleta.org)

**Signed by:**

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Lisa Prasse	Current Planning Manager, Planning & Environmental Review	Date
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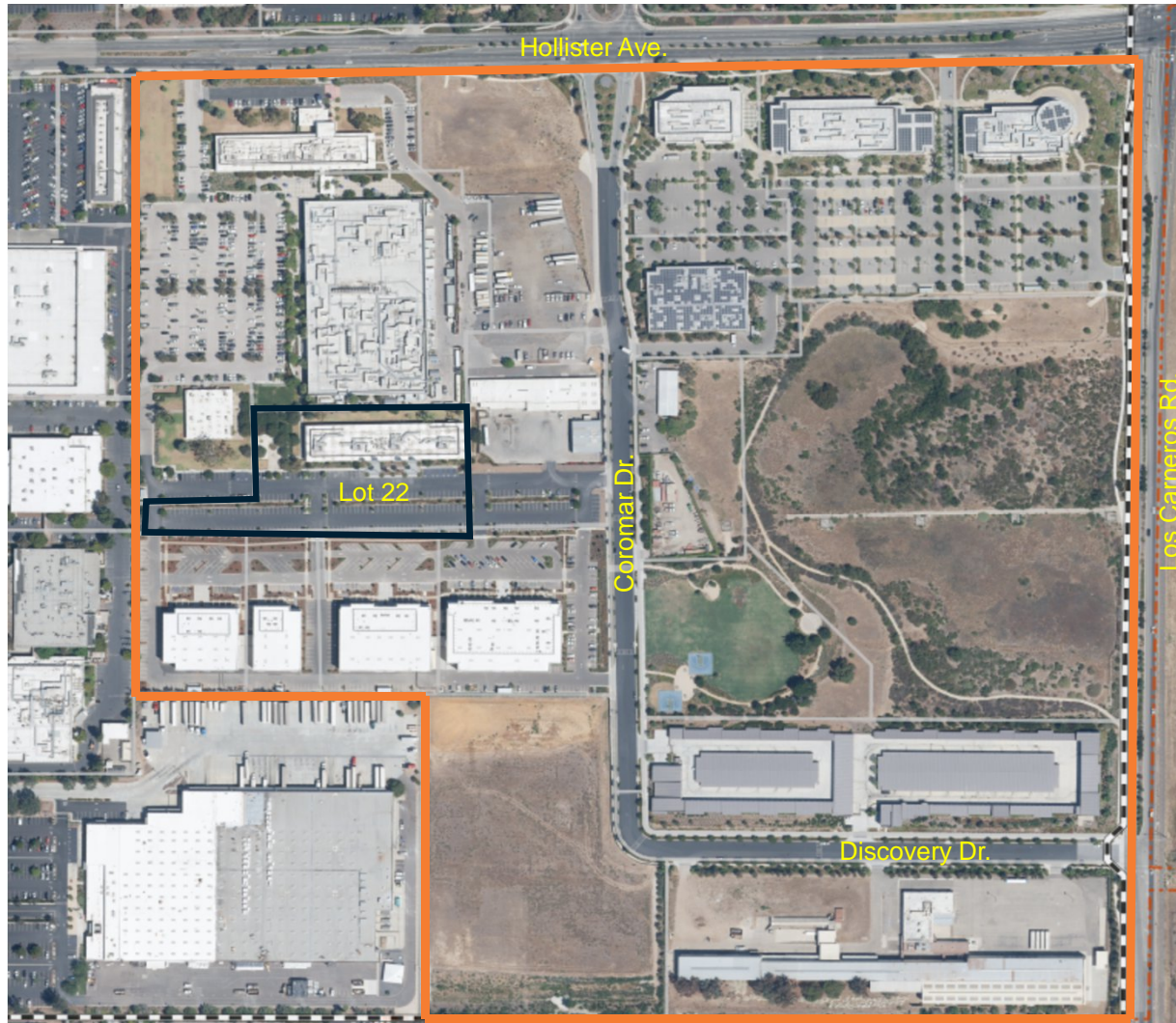
## **ATTACHMENT 9**

Staff PowerPoint Presentation

# Consideration of Specific Plan Amendment Initiation Case No. 25-0001-SP

Tuesday, October 7, 2025  
City Council Meeting





**Cabrillo Business Park Specific Plan Area**

October 7, 2025, City Council Meeting



# Cabrillo Business Park Specific Plan

## Site Information

- 92-acre Specific Plan Area
- Approx 946,000 square feet of Business Park Development
- Includes surface parking areas, associated landscaping, and amenities



# Lot 22 Site Information

- 3-acre site
- 43,390-square-foot research and development (R&D)/office building
- Constructed in 1958 as part of an aerospace engineering facility
- Includes a surface parking area and associated landscaping



# Purpose of Specific Plan Amendment (SPA) Initiations

- Identical process to General Plan Amendment Initiations
- Allows for early public input
- Provides staff direction to process the SPA request for further study
- In all cases, initiation does not mean or imply that a requested amendment will eventually be approved



# Specific Plan Amendment Request

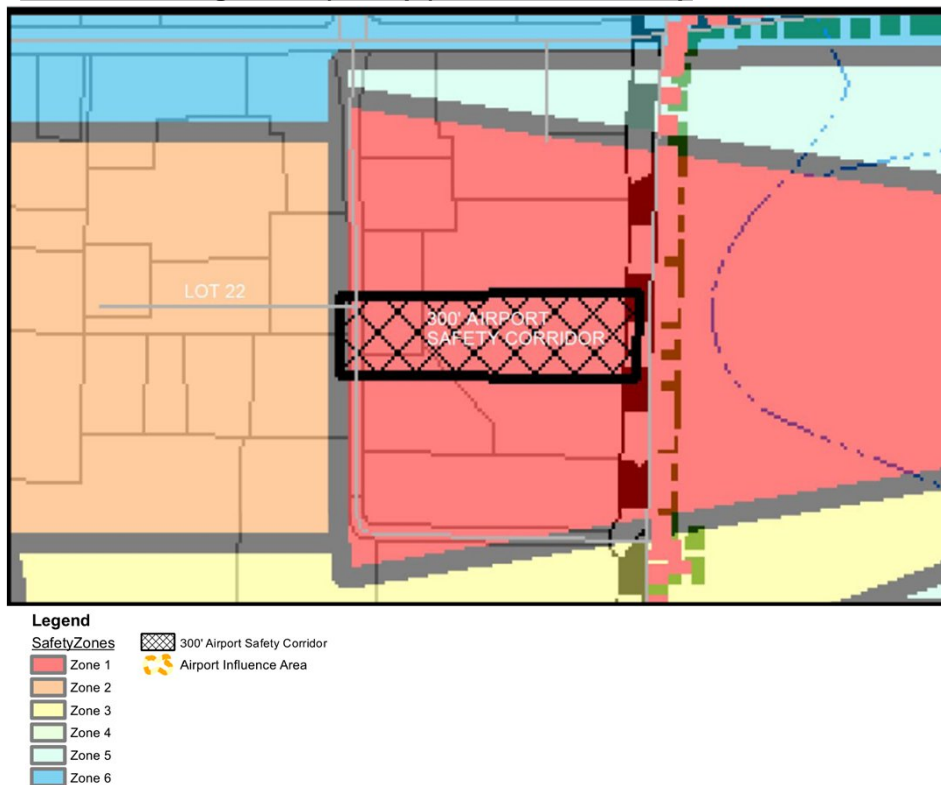
## Applicant Request

- Amend all references to the Airport Safety Corridor to match current General Plan Safety Element and Santa Barbara ALUCP
  - Eliminates the 300-foot-wide Airport Safety Approach Corridor on 6750 Navigator Way (Lot 22) and surrounding CBP properties
  - Affected Figures in the CBP SP include Figures 2, 3, 8, and 9

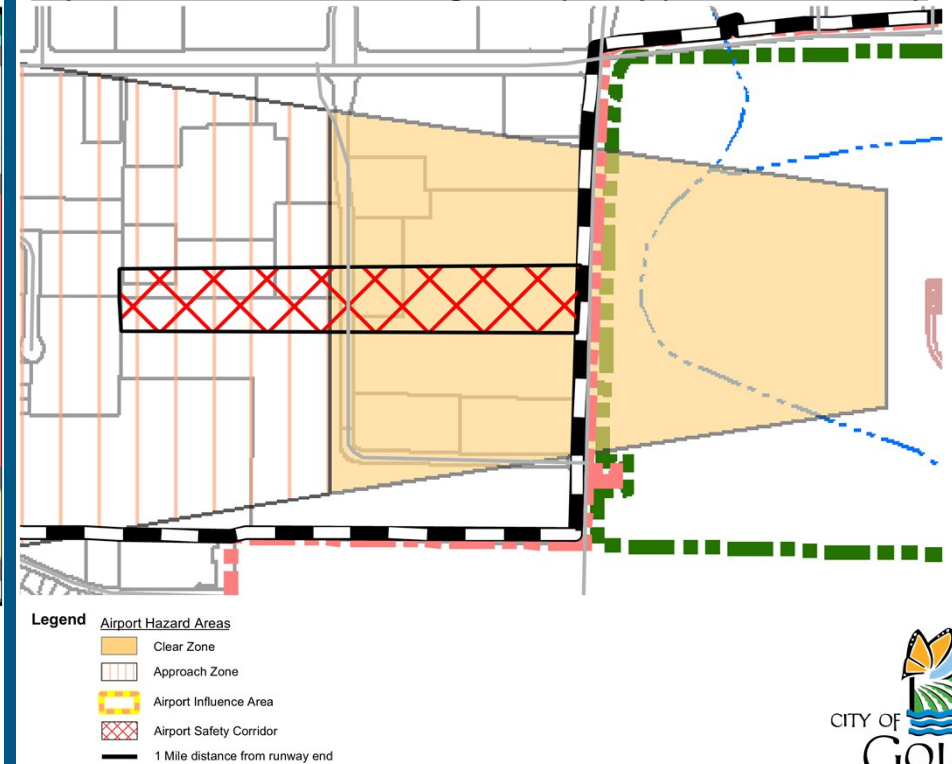


# Safety Zone Comparison

General Plan Figure 5-3 (Excerpt), Other Hazards Map



Superseded 2009 General Plan Figure 5-3 (Excerpt), Other Hazards Map



# Specific Plan Amendment Request

## City Staff Request

- Amend Section VII, Individual Project Approvals, subsection G(8), Referral to Planning Commission
- Add a Director-level Substantial Conformity Determination subsection to Section VII, Individual Project Approvals



# Initiation Factors

- 1.The amendment proposed appears to be consistent with the Guiding Principles and Goals of the General Plan.
- 2.The amendment proposed appears to have no material effect on the community or the General Plan or Specific Plan.
- 3.The amendment proposed provides additional public benefit to the community as compared to the existing land use designation or policy.
- 4.Public facilities appear to be available to serve the affected site, or their provisions will be addressed as a component of the amendment process.
- 5.The amendment proposed is required under other rules or regulations.



# Recommendation

Adopt Resolution No. 25-\_\_\_\_, entitled “A Resolution of the City Council of the City of Goleta, California, Initiating the Processing of an Applicant-Requested Specific Plan Amendment to Remove the 300-foot-Wide Airport Safety Approach Corridor as depicted on Figures CBP 2, 3, 8 and 9 of the Cabrillo Business Park Specific Plan, City-Requested Administrative Amendments to Section VII (Individual Project Approvals) of the Cabrillo Business Park Specific Plan, and Finding that the Initiation of a Specific Plan Amendment is exempt from the California Environmental Quality Act. APNs 073-610-001 to -005, -008 to -013, -017, -020 to -021, -030 to -031, -036, and -038 to -041. (Case No. 25-0001-SP)”





# Questions/Comments

October 7, 2025, City Council Meeting

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