Agenda Item C.1
PUBLIC HEARING
Meeting Date: August 18, 2026

TO: Mayor and Councilmembers

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

PREPARED BY: Mary Chang, Supervising Planner
Lisa Prasse, Current Planning Manager

SUBJECT: Consideration of Initiation of a Specific Plan Amendment to Camino Real Specific Plan; Case No. 26-0001-SP

RECOMMENDATION:

Adopt Resolution No. 26-___, entitled "A Resolution of the City Council of the City of Goleta, California, Initiating the Processing of an Applicant-Requested Specific Plan Amendment to update the Camino Real Specific Plan to reflect the 2023 Santa Barbara Airport Land Use Compatibility Plan safety areas applicable to site and remove the former 1993 Airport Land Use Plan references of "the 300-foot-wide clear zone" as depicted on Figures 6, 7, 8, 23 and 25 of the Camino Real Specific Plan (CRSP), deleting Development Standard CRSP RC-16; and Finding that the Initiation of a Specific Plan Amendment is exempt from the California Environmental Quality Act. APNs 073-440-014, 073-440-016, 073-440-020, and 073-440-021. Case No. 26-0001-SP".

BACKGROUND:

Camino Real Specific Plan

On July 22, 1997, the Santa Barbara County Board of Supervisors approved the Camino Real Specific Plan (CRSP) by adopting Ordinance No. 4271. At that time, the purpose of the CRSP was to implement and refine the Goleta Community Plan for what was then a vacant 83-acre site at the southwest corner of Storke Road and Hollister Avenue. Once adopted, the role of the CRSP in the planning process was identical to the role of the Goleta Community Plan, utilized as a long-range planning tool. The CRSP did not provide approval of a project; rather, it was a refinement of County's General Plan for this 83-acre parcel.

The CRSP was adopted almost 29 years ago and, since then, 81 of the 83 acres have been built out with the CRSP Marketplace shopping venue, Girsh Park, the Courtyard by Marriott Hotel, and the Ice in Paradise ice skating rink.

More recently, in September 2023, the CRSP was amended to remove a 4.3-acre parcel from the Specific Plan boundaries affiliated with a development project (Storke

Medical Building) that was also approved. An amendment to the Development Plan for the Storke Medical building is currently under review.

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 exception, 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).

The developed CRSP commercial center and Girsh Park are governed by the CRSP, which functions as the primary zoning and development regulation for the site. At the time of adoption, a portion of these properties was located within the Airport Approach Zone under the 1993 Airport Land Use Plan. In addition, the 1993 Goleta Community Plan Figure 22 identified a 300-foot Runway 7-25 Safety Corridor bisecting the CRSP property, extending generally east-west along Santa Felicia Drive and adjacent areas. To remain consistent with the airport planning framework in effect at the time, the 1997 CRSP included Figures 6, 7, 8, 23 and 25 identifying “a 300-foot clear zone” as well as a Development Standard CRSP RC-16. Where the term “300-foot clear zone” is used in this report, it is referring verbatim to language in the Specific Plan, which would be eliminated as part of this request. Where there is a difference in language, it is a reflection of the language used in either the updated General Plan or the Airport Land Use Compatible Plan (ALUCP). The area within the “300-foot clear zone” would be subject to applicable portions of 2023 ALUCP. The 2023 ALUCP refers instead to “airport safety zones.” This staff report also refers to “airport safety corridor” generically.

The approved Development Plan reflected this constraint, with only outdoor uses proposed within the corridor. Furthermore, when the City adopted the General Plan/ Coastal Land Use Plan in 2006, it incorporated this concept through Policy SE 9.4 – Maintenance of an Airport Safety Corridor for Runway 7 and Figure 5-3 Other Hazards, which required a 300-foot airport safety corridor affecting CRSP Marketplace and Cabrillo Business Park.

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 included 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 CRSP as depicted in the ALUCP. Pursuant to SE 9.4, the map also includes a 300-foot-wide clear zone within the commercial center and Girsh Park. The approved and developed uses within this area include parking, open space, landscaping, and Santa Felicia Drive. See Figure 1 below that was in effect prior to 2023:

Figure 1
300-foot Airport Clear Zone in Blue
CRSP 1997

California Government Code Section 65302.3 requires that General Plans and applicable implementing regulations be consistent with the adopted Airport Land Use Compatibility Plan (ALUCP), and that amendments occur within 180 days of ALUCP adoption. Following adoption of the 2023 ALUCP by SBCAG and the Airport Land Use Commission, the City of Goleta amended its General Plan and Zoning Ordinance to maintain consistency with the ALUCP. These amendments included revisions to General Plan Policy SE 9.4, Figure 5-3, and related zoning provisions, including Chapter 17.16 (AE Airport Environs Overlay District) and the Overlay Districts Map, adopted under City Resolution No. 23-60 on November 7, 2023.

While the City comprehensively updated its General Plan and Zoning Ordinance in 2023, the CRSP was not amended concurrently. As a result, the CRSP retains outdated airport clear zone provisions that are no longer consistent. Figure 2 below shows the current airport safety areas in general, and Figure 3 shows it relative to the CRSP site:

Figure 2
2023 ALUCP Safety areas
Safety Compatibility Policy Map: Santa Barbara Airport (Figure 4-2)

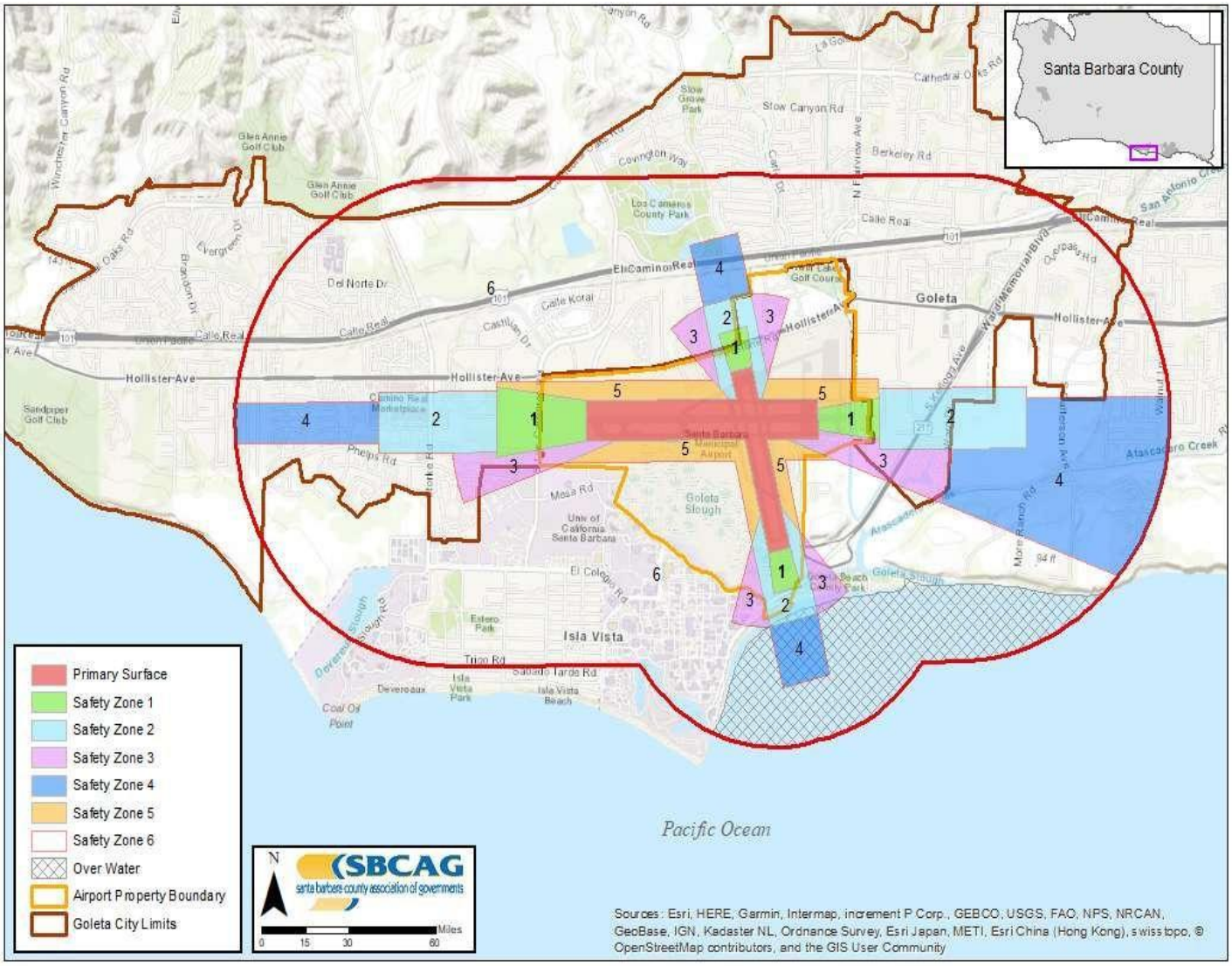
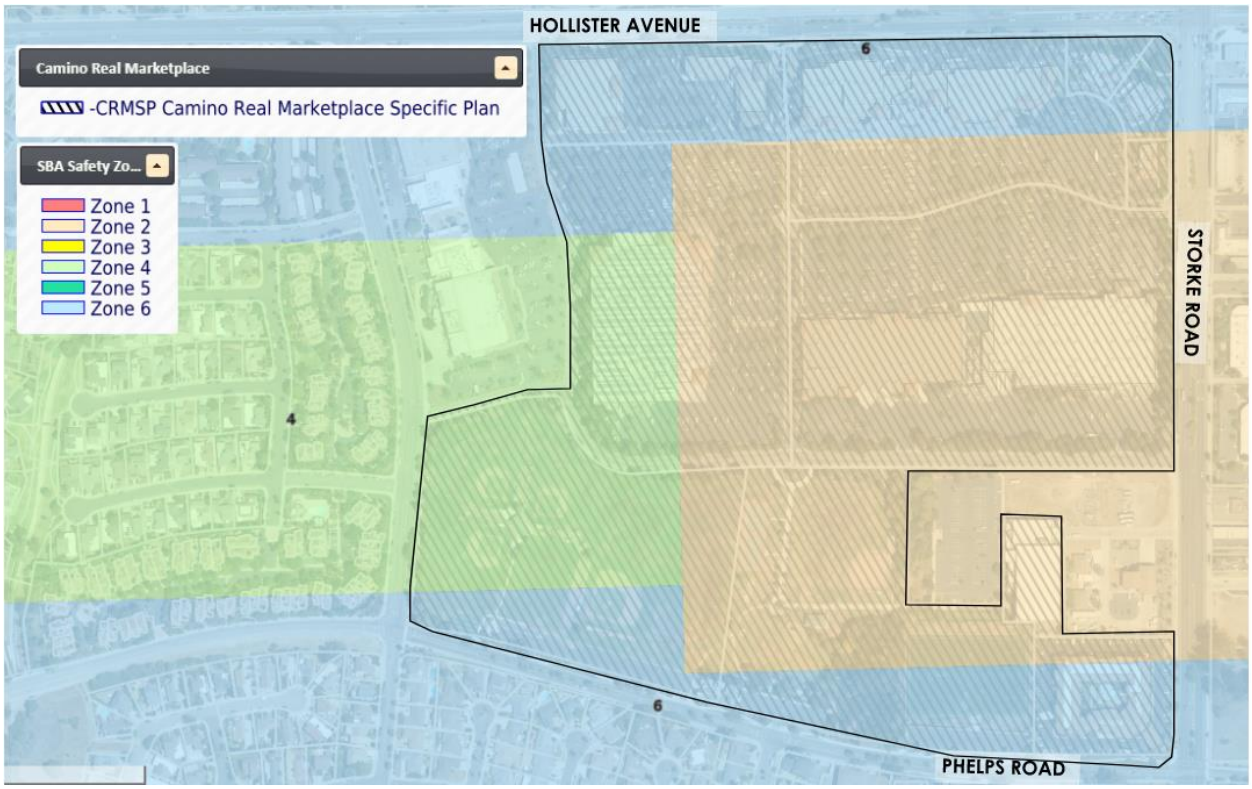


Figure 3
Safety Zones within CRSP



The CRSP Area is now located primarily within Safety Zones 2 and 6, with a small portion located within Safety Zone 4, as identified in the 2023 ALUCP. Safety Zone 2 is characterized by a relatively higher aircraft accident risk area near runway approach and departure corridors, where development is subject to limitations on residential density, nonresidential intensity, lot coverage, and certain land uses. Safety Zone 4 is characterized by a moderate airport safety risk area where a broader range of development may occur, subject to specified density, intensity, and safety compatibility standards. Safety Zone 6 is characterized by the lowest airport-related safety risk area, where most land uses are considered compatible and no airport-related density or intensity limitations apply (ALUCP Sections 3.3.1, 3.3.3, and Table 3-2)

From ALUCP Section 4.2.3, “These generic safety zones are geometric shapes representing areas of progressive degree of risk for aircraft accident based on statistical analysis of accident locations. Typically, the closer to the runway end, the higher the risk for an accident.”

The 2023 ALUCP can be accessed here:
https://www.sbcag.org/wp-content/uploads/2024/04/SBA_ALUCP.pdf

Title 17 Specific Plan Provisions

Title 17, Chapter 17.68 Specific Plans, requires that any change to a Specific Plan be processed in the same manner as an amendment to the General Plan. Chapter 17.67.030 established procedures for the initiation of processing requests for General Plan/Specific Plan amendments. These procedures require that all requests for General Plan/Specific Plan amendments be referred to the City Council for initiation. Chapter 17.67.030 provides five factors the City Council must consider for the initiation of a General Plan/Specific Plan amendment. The five factors that would apply are:

1. The amendment proposed appears to be consistent with the Guiding Principles and Goals of the General Plan and Specific Plan;
2. The amendment proposed appears to have no material effect on the community or the General Plan and 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 provision will be addressed as a component of the amendment process; or
5. The amendment proposed is required under other rules or regulations.

Once initiated, the Specific Plan amendment and related environmental document will be prepared and considered by the Planning Commission and a recommendation will be made to the City Council via resolution. The City Council will make final action at a public hearing.

DISCUSSION:

On March 18, 2026, CRSPIV, LLC (Applicant) submitted a request for the initiation of a Specific Plan amendment. The Specific Plan amendment initiation request is to remove a 300-foot airport clear zone corridor shown on Figures 6, 7, 8, 23 and 25 in the CRSP, and delete Development Standard CRSP RC-16, which no longer applies to the subject property under the City of Goleta General Plan, Zoning Ordinance, or the adopted ALUCP along with the associated text references. The text references that would be eliminated include:

- CRSP Table 1: Goleta Community Plan Development Standard, references to the 300’ clear zone, page 9
- Section 2.1 Introduction and Overview, reference to the “300’ wide Airport Approach and Clear Zone”, page 11
- Section 4.5 Hazards states the plan proposes a 300’ clear zone and Development Standard CRSP RC-16, this requires future development be consistent with 300’ clear zone, page 64.

As part of the Specific Plan Amendment, this Development Standard requirement (CRSP RC-14) would be deleted.

No new development is proposed within the subject area, and the request supports maintaining consistency between a Specific Plan and the City's General Plan, Zoning Ordinance, and adopted ALUCP.

As previously noted, the Council must consider a specific set of five factors when determining whether to initiate a General Plan or Specific Plan amendment. Pursuant to Resolution 12-13 and Section 17.67.030(B), the following discussion of the Specific Plan amendment initiation factors for City Council consideration:

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

   The purpose of initiating this Specific Plan Amendment is to allow future projects to be consistent with the goals and policies of the General Plan. The proposed Specific Plan Amendment to remove references to and mapping of the former 300-foot Airport clear zone corridor from the CRSP Specific Plan is consistent with the City of Goleta General Plan, as recently amended, to bring City planning documents into conformity with the adopted Airport Land Use Compatibility Plan (ALUCP). The proposed amendment would align the Specific Plan with current General Plan policies and zoning regulations and would 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 or Specific Plan.**

   The proposed Specific Plan Amendment applies to the CRSP area and involves the removal of outdated airport safety corridor/clear zone provisions that are no longer reflected in the City's General Plan, Zoning Ordinance, or ALUCP. The proposed changes are consistent with the General Plan and would have no material effect on the surrounding community or on the objectives of the General Plan, as it does not propose new development, changes in land use designation, or increased development intensity.

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 would provide a public benefit by bringing the CRSP into conformance with the City of Goleta General Plan, Zoning Ordinance, and the adopted ALUCP. Removal of outdated airport safety corridor/clear zone provisions would improve regulatory clarity and consistency among the City's planning documents, reduce confusion for property owners and decision-makers, and ensure that future planning and development decisions are based on current adopted 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.**

The proposed Specific Plan Amendment would not require the provision of additional public facilities or services. The CRSP site is an existing, developed commercial and recreational area that is currently served by public infrastructure and services. The proposed amendment does not authorize new development or intensification that would increase demand on public facilities. All public facilities required to serve the site are available and have been brought to the site during construction of the CRSP project in 1998-1999.

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

   The proposed Specific Plan Amendment is required to maintain consistency with state law and adopted airport planning regulations. California Government Code Section 65302.3 requires General Plans and implementing regulations to be consistent with the Airport Land Use Compatibility Plan. While the City of Goleta amended its General Plan and Zoning Ordinance in 2023 to comply with the adopted ALUCP, the CRSP was not amended concurrently and continues to include outdated airport safety corridor/clear zone provisions. Initiation of this amendment is necessary to bring the Specific Plan into conformance with current City policy and regulatory requirements.

If the Council finds that the initiation factors are satisfied and support the request, staff recommend adopting the Resolution provided as Attachment 1 to this report. As stated in Section 5 of the Resolution, if a Specific Plan Amendment is submitted within two (2) years of the Resolution adoption, the Specific Plan Amendment process would begin, including environmental review, and review by the public. The Planning Commission would review the Specific Plan Amendment and rezone request in a public hearing as a recommending body, then the City Council would be the ultimate City decision-maker. The initiation of the Specific Plan Amendment would not commit the City to any particular action on the Specific Plan Amendment ultimately.

ENVIRONMENTAL REVIEW:

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. Therefore, staff has prepared the CEQA Notice of Exemption included as Attachment 3.

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

CONCLUSION:

While the City comprehensively updated its General Plan and Zoning Ordinance in 2023 to reflect the 2023 ALUCP, the CRSP was not amended concurrently. As a result, the CRSP retains outdated airport safety corridor/clear zone provisions that are no longer consistent with adopted City of Goleta General Plan, Zoning Ordinance, or the adopted Santa Barbara ALUCP.

This initiation will allow the applicant to formally submit an application for an amendment to remove references to and mapping of the former 300-foot airport clear zone.

FISCAL IMPACTS:

The case processing costs associated with the initiation of the proposed Specific Plan amendment are being 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 figures within the CRSP (Figures 6, 7, 8, 23, and 25) and text amendments identifying a 300-foot clear zone corridor would remain unchanged; or
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. 26-___, entitled “A Resolution of the City Council of the City of Goleta, California, Initiating the Processing of an Applicant-Requested Specific Plan Amendment to update the Camino Real Specific Plan to reflect the 2023 Santa Barbara Airport Land Use Compatibility Plan safety areas applicable to the site and remove former 1993 Airport Land Use Plan reference of “the 300-foot-wide clear zone” as depicted on Figures 6, 7, 8, 23 and 25 of the Camino Real Specific Plan (CRSP), deleting condition in CRSP RC-16; and Finding that the Initiation of a Specific Plan Amendment is exempt from the California Environmental Quality Act. APNs 073-440-014, 073-440-016, 073-440-020, and 073-440-021. Case No. 26-0001-SP”

2. Specific Plan Graphics and Text to be Amendment

3. CEQA Notice of Exemption

4. Staff Presentation

ATTACHMENT 1

Resolution No. 26- ____, entitled, “A Resolution of the City Council of the City of Goleta, California, initiating the Processing of an Applicant-requested Specific Plan Amendment to update the Camino Real Specific Plan to reflect the 2023 Santa Barbara Airport Land Use Compatibility Plan safety areas applicable to site and remove the former 1993 Airport Land Use Plan references of “the 300-foot-wide clear zone” as depicted on Figures 6, 7, 8, 23 and 25 of the Camino Real Specific Plan (CRSP), deleting development standard CRSP RC-16; and finding that the initiation of a Specific Plan amendment is exempt from the California Environmental Quality Act. APNS 073-440-014, 073-440-016, 073-440-020, and 073-440-021. Case No. 26-0001-SP”

RESOLUTION NO. 26- _

"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GOLETA, CALIFORNIA, INITIATING THE PROCESSING OF AN APPLICANT-REQUESTED SPECIFIC PLAN AMENDMENT TO UPDATE THE CAMINO REAL SPECIFIC PLAN TO REFLECT THE 2023 SANTA BARBARA AIRPORT LAND USE COMPATIBILITY PLAN SAFETY AREAS APPLICABLE TO SITE AND REMOVE THE FORMER 1993 AIRPORT LAND USE PLAN REFERENCES OF "THE 300-FOOT-WIDE CLEAR ZONE" AS DEPICTED ON FIGURES 6, 7, 8, 23 AND 25 OF THE CAMINO REAL SPECIFIC PLAN (CRSP), DELETING DEVELOPMENT STANDARD CRSP RC-16; AND FINDING THAT THE INITIATION OF A SPECIFIC PLAN AMENDMENT IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT. APNS 073-440-014, 073-440-016, 073-440-020, AND 073-440-021. CASE NO. 26-0001-SP"

WHEREAS, the Camino Real Specific Plan (CRSP) was adopted by the County of Santa Barbara in 1997 and is the primary zoning implementation tool that guides land use and physical development within the Camino Real Marketplace and Girsh Park; and

WHEREAS, a portion of the Camino Real Marketplace and Girsh Park is located within the Airport Approach Zone under the 1993 Airport Land Use Plan and the 1993 Goleta Community Plan Figure 22, identifying a 300-foot Runway 7-25 Safety Corridor bisecting the CRSP property extending generally east-west along Santa Felicia Drive and adjacent areas; and

WHEREAS, Santa Barbara Association of Governments enacted an updated Airport Land Use Compatibility Plan (ALUCP) for Santa Barbara Municipal Airport in January of 2023. The ALUCP created six (6) Safety Areas for the area adjacent to the Santa Barbara Municipal Airport; and

WHEREAS, the land use designations within the CRSP are limited to 300-foot-wide airport safety approach corridor as depicted on figures 6, 7, 8, 23 and 25 of the CRSP; and

WHEREAS, as of January 2023, the CRSP area is now located within Safety Zones 2 and 6 as shown on Figure 4-2 in the 2023 ALUCP and there is no longer a 300-foot-wide airport safety approach corridor affecting the property; and

WHEREAS, on March 18, 2026, Kaitlyn Earnest of SEPPS Land Use Consulting submitted a Specific Plan Amendment Initiation request on behalf of the Property Owner Mark Linehan of Camino Real II, LLC; and

WHEREAS, the applicant is seeking an initiation of a Specific Plan Amendment to Figures 6, 7, 8, 23 and 25 of the CRSP and removal of Development Standard CRSP RC-16 to reflect the updated Safety areas 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 CRSP extending generally east west along Santa Felicia Drive and adjacent areas and change the text to refer to the 2023 ALUCP as amended regarding land uses, population density, and development relative to airport safety compliance; 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, 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, California Government Code Sections 65350 et. seq., authorize cities and counties to prepare, adopt and amend Specific Plans and their elements; and

WHEREAS, California Government Code Section 65358(a) reads, "If it deems it to be in the public interest, the legislative body may amend all or part of an adopted Specific Plan. An amendment to the Specific 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 Specific 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, the City Council conducted a duly noticed public hearing on August 18, 2026, 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 Specific Plan, 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.

   The purpose of initiating this Specific Plan Amendment is to allow future projects to be consistent with the goals and policies of the General Plan. The proposed Specific Plan Amendment to remove references to and mapping of the former 300-foot Airport Safety/Clear Zone Corridor from the CRSP is consistent with the City of Goleta General Plan, as recently amended, to bring City planning documents into conformity with the adopted Airport Land Use Compatibility Plan (ALUCP). The proposed amendment would align the Specific Plan with current General Plan policies and zoning regulations and would not result in any inconsistencies with the Guiding Principles or 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.

   The proposed Specific Plan Amendment applies to the CRSP area and involves the removal of outdated airport safety corridor provisions that are no longer reflected in the City's General Plan, Zoning Ordinance, or ALUCP. The proposed changes are consistent with the General Plan and would have no material effect on the surrounding community or on the objectives of the General Plan, as it does not propose new development, changes in land use designation, or increased development intensity.

c) 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 would provide a public benefit by bringing the CRSP into conformance with the City of Goleta General Plan, Zoning Ordinance, and the adopted ALUCP. Removal of outdated airport safety corridor provisions would improve regulatory clarity and consistency among the City's planning documents, reduce confusion for property owners and decision-makers, and ensure that future planning and development decisions are based on current adopted policy.

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 proposed Specific Plan Amendment would not require the provision of additional public facilities or services. The Camino Real site is an existing, developed commercial and recreational area that is currently served by public infrastructure and services. The proposed amendment does not authorize new development or intensification that would increase demand on public facilities. All public facilities required to serve the site are available and have been brought to the site during construction of the Camino Real project in 1998-1999.

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

The proposed Specific Plan Amendment is required to maintain consistency with state law and adopted airport planning regulations. California Government Code Section 65302.3 requires General Plans and implementing regulations to be consistent with the Airport Land Use Compatibility Plan. While the City of Goleta amended its General Plan and Zoning Ordinance in 2023 to comply with the adopted ALUCP, the CRSP was not amended concurrently and continues to include outdated airport safety corridor provisions. Initiation of this amendment is necessary to bring the Specific Plan into conformance with current City policy and regulatory requirements.

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 6, 7, 8, 23 and 25 and delete Development Standard CRSP RC-16 to reflect the updates to the Santa Barbara Airport Land Use Compatibility Plan safety areas. 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 18th day of August 2026.

_____
PAULA PEROTTE
MAYOR

ATTEST:

_____
DEBORAH S. LOPEZ
CITY CLERK

APPROVED AS TO FORM:

_____
ISSAC 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. 26-__ was duly adopted by the City Council of the City of Goleta at a regular meeting held on the 18th day of August, 2026 by the following vote of the Council:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

(SEAL)

_____

DEBORAH S. LOPEZ
CITY CLERK

ATTACHMENT 2

Camino Real Specific Plan Graphics and Text to be Amended

Goleta Community Plan Program EIR

An EIR (91-EIR-13) and its addendum were prepared for the Goleta Community Plan which identified the potential impacts from buildout of the Community Plan at a programmatic level of detail. Significant, unavoidable environmental impacts were identified in many issue areas. Numerous mitigation measures were recommended that were incorporated into the community plan in the form of policies and development standards. In some cases, unavoidable significant impacts were identified and the Board of Supervisors found that there were overriding considerations to adopt the Goleta Community Plan.

The Goleta Community Plan EIR identified significant, unavoidable impacts from the potential build-out of the "Girsh Parcel #18" in the area of traffic, safety and noise. The traffic impacts are associated with the increase in traffic from build-out of the entire site. The safety and noise impacts are associated with the residential portion of the site and its location within the airport approach zone and within the 65-69 and 70-74 decibel noise contours. While standards were adopted to address these issues, residual impacts were determined to remain potentially significant. However, in adopting the Goleta Community Plan, the Board of Supervisors made the following finding with respect to this site in their Statement of Overriding Consideration:

> *"The Board finds that the benefits to the community of a regional shopping center on this site, including increased tax revenues and decreased out of County commuting and associated air quality and traffic impacts, and 250 clustered residential units and open space outweigh any potential additional impacts from this increased level of development."*

TABLE 1: GOLETA COMMUNITY PLAN DEVELOPMENT STANDARDS

DevStd LUDS-GV-11.1	Requires preparation of Specific Plan; requires 300 foot buffer for airport approach hazard; requires clustering of buildings toward northern and southern portions of property.
DevStd LUDS-GV-11.2	Requires 50% of open space of the PRD area to be set aside for public use.
DevStd LUDS-GV-11.3	Establishes required buffers for the site.
DevStd LUDS-GV-11.4	Requires that certain design elements be included in the buffers.
DevStd LUDS-GV-11.5	Requires that construction design include reasonable methods to maintain drainage on-site.
DevStd LUDS-GV-11.6	Requires a 300 foot clear zone be maintained through the site to correspond to such clear zones on properties to the east.
DevStd LUDS-GV-11.7	Requires that the public recreation component of the PRD area be provided as part of Phase I of development.
Policy LUDS-GV-12	Requires applicant to provide a transit center if MTD determines it is needed.

2.0 LAND USE

2.1 Introduction and Overview

The purpose of the land use section of this Specific Plan is to describe the land use plan for the site. This will include a discussion of the types of land uses, their location and size, the uses permitted, and any standards that are specific to the land use plan. **The description of and standards for specific issue areas of the Specific Plan, such as circulation, architecture, water etc., are presented in Sections 3.0 and 4.0 of this document.**

In adopting the Goleta Community Plan, the County designated this site for two land uses: shopping center and residential including a requirement for inclusion of an open space component for public and private recreation. These uses fill important needs within the community. However, in beginning to plan for the precise future of this site, it became apparent that given its size and location, this site could successfully accommodate additional uses for which there is also a community need. The preparation of a Specific Plan provides an opportunity to plan for these uses at a level of detail that is not available at the community plan phase.

The land use plan for the Camino Real Specific Plan is comprised of six primary land use types that are represented by the following components:

Commercial Recreation	Retail/Entertainment Commercial
Residential	Visitor-Serving Commercial
Recreation/Open Space	Public Facility

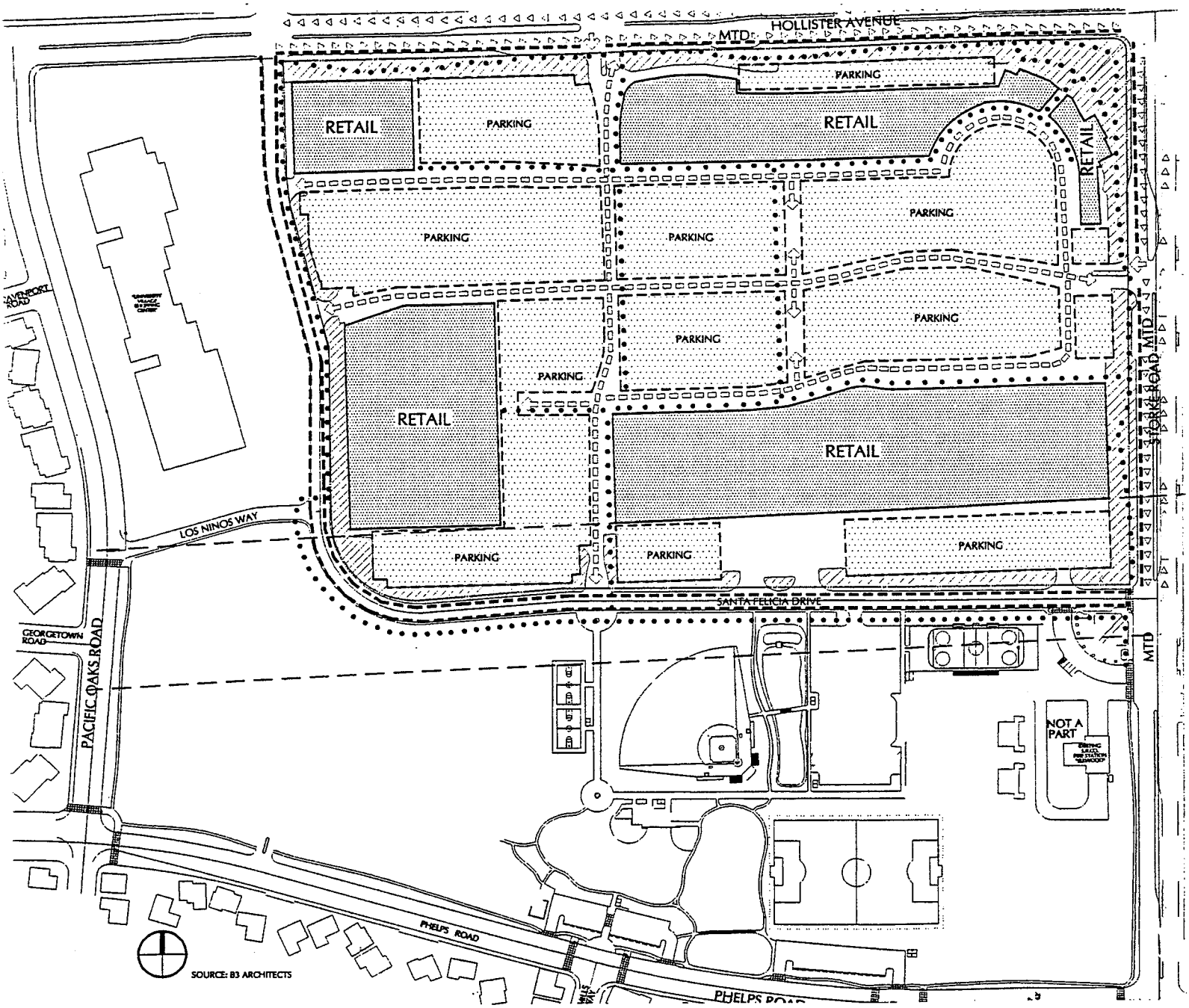
Figure 5 is the Land Use Plan for the Specific Plan. It indicates the location and acreage for each land use component. The purpose of this Land Use Plan is to provide for a mix of uses that complement one another and enhance the community's development. Each of the selected land uses fill an existing need within the Goleta community and, in some cases, within the County as a whole. In addition, these land uses have a complementary relationship with one another which will create a synergy on the site.

The selected land uses have been located on the site to create interaction and cohesion among uses on-site, to minimize the potential for conflicts between uses both on-site and off-site, and to successfully integrate the site into the surrounding community. Other factors that were considered in the lay-out of the land use plan were: a) incorporation of the natural features of the site into the site planning, b) view corridors from off-site, c) the visual and safety issues related to the presence of major travel corridors adjacent to the site, d) noise levels from aircraft over-flights, e) incorporation of a minimum 300-foot wide Airport Approach Clear Zone through the property, and f) the needs of the Metropolitan Transit District (MTD).

The following general development standards apply to all development on the site.

CRSP LU-1: All development shall conform to the policies and standards of the Comprehensive Plan, the Goleta Community Plan, and this Specific Plan.

FIGURE 6: SPECIFIC PLAN MAP - NORTHERN PORTION



TOTAL RETAIL SPACE
500,000 SQUARE FEET

LEGEND	
	LANDSCAPE AREA
• • • •	PEDESTRIAN CIRCULATION
— — —	BICYCLE CIRCULATION
	AUTO CIRCULATION
MTD ▷ ▷	BUS STOP/ROUTES
	PARKING AREAS

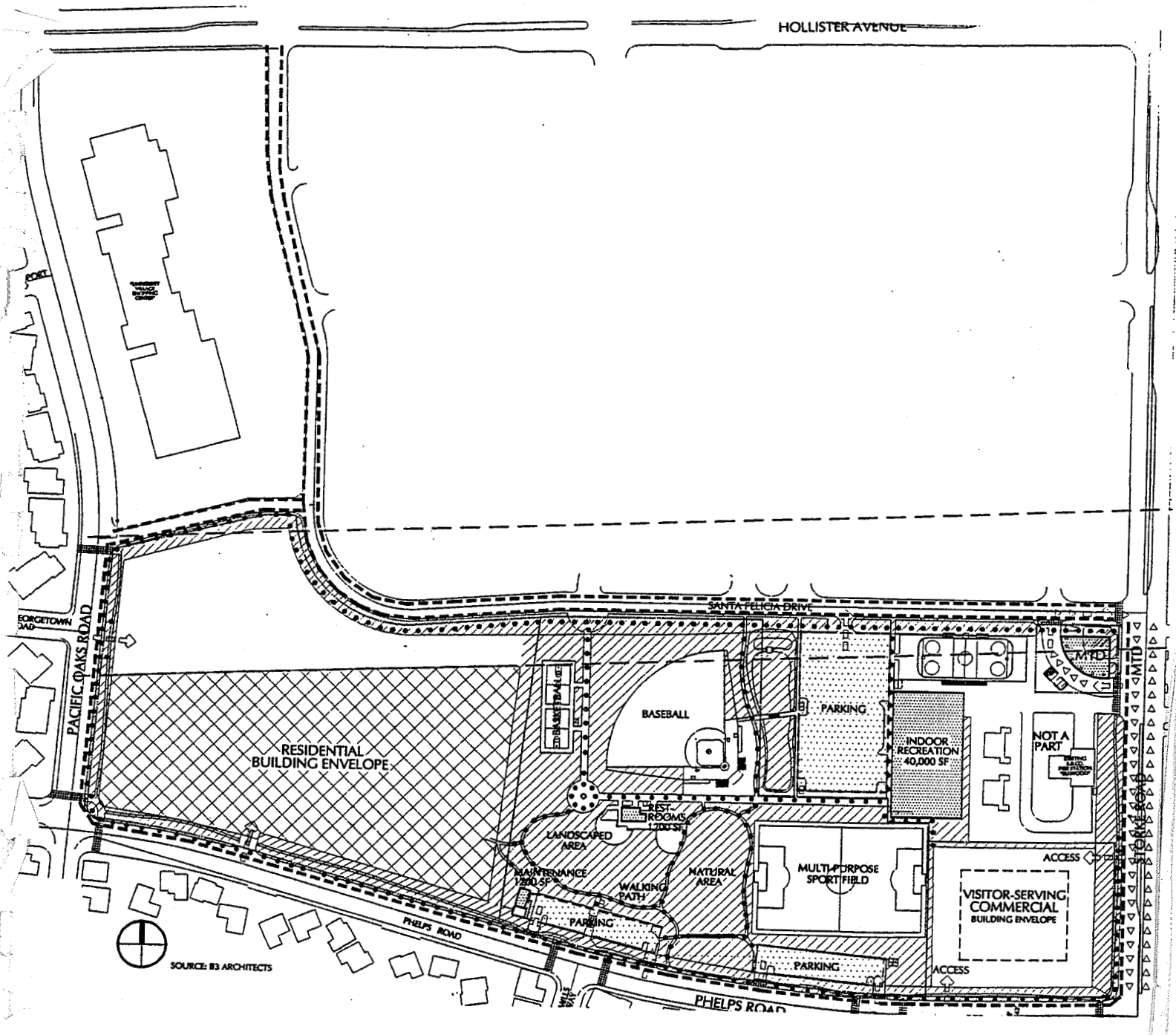
CAMINO REAL
SPECIFIC PLAN

FIGURE 6

SPECIFIC PLAN
NORTHERN PORTION

SCALE: 1" = 200'-0"

FIGURE 7: SPECIFIC PLAN MAP - SOUTHERN PORTION

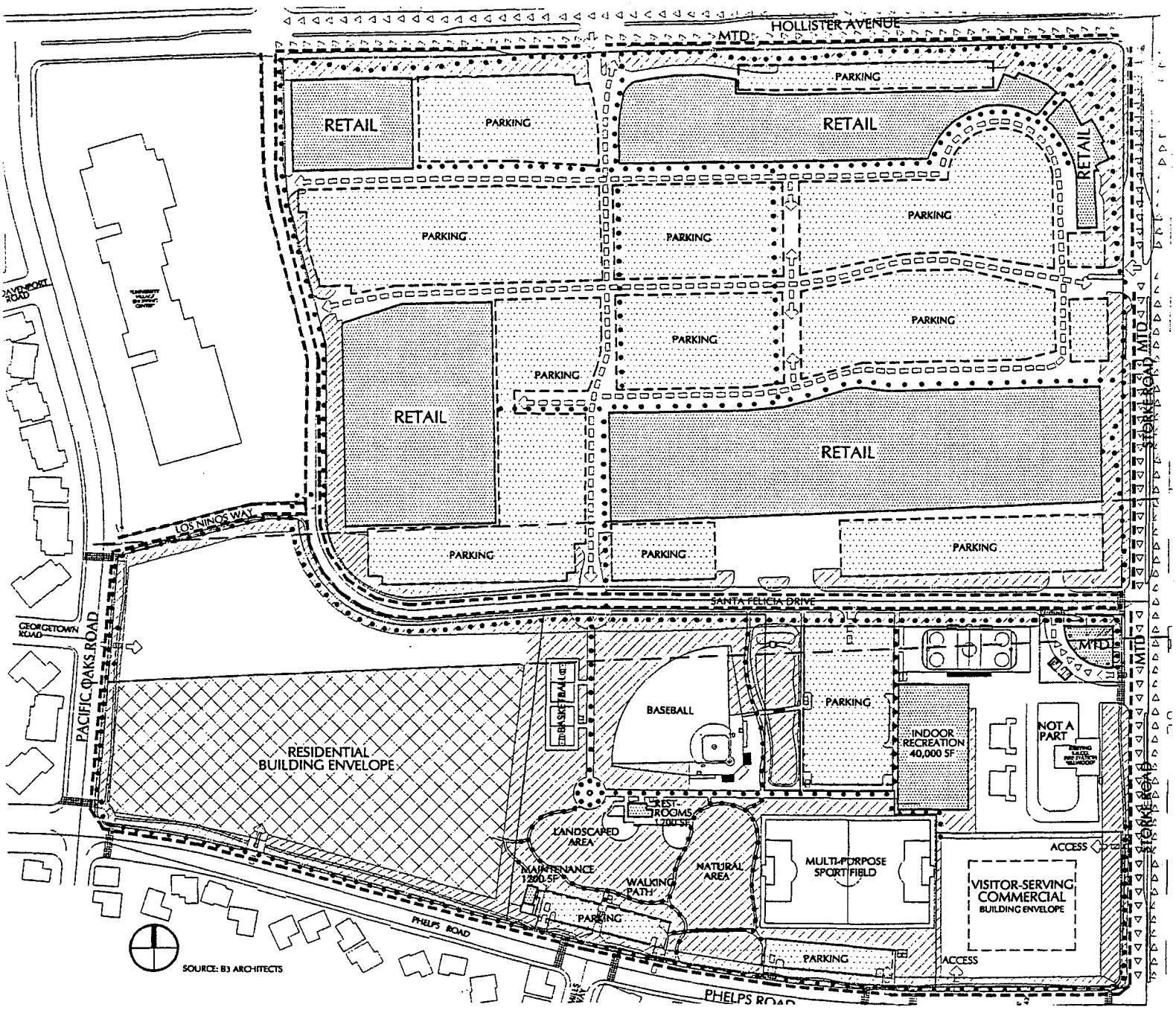


LEGEND
LANDSCAPE AREA
PEDESTRIAN CIRCULATION
BICYCLE CIRCULATION
AUTO CIRCULATION/ACCESS
BUS STOP/CIRCULATION
PARKING AREA

CAMINO REAL
SPECIFIC PLAN

GURE 7
SPECIFIC PLAN
OUTHERN PORTION
ALE: 1" = 200'-0"

FIGURE 8: SPECIFIC PLAN COMPOSITE MAP



TOTAL RETAIL SPACE
500,000 SQUARE FEET

LEGEND
- LANDSCAPE AREA
- PEDESTRIAN CIRCULATION
- BICYCLE CIRCULATION
- AUTO CIRCULATION
- MTD BUS STOP/ROUTES
- PARKING AREAS

CAMINO REAL
SPECIFIC PLAN

FIGURE 8
SPECIFIC PLAN
COMPOSITE MAP
SCALE: 1" = 200'-0"

use and recommends that concentrations of people be limited to 60-100 per acre. These densities will not be exceeded across the 83 acre Specific Plan site.

In adopting the Goleta Community Plan, the County attempted to establish an emergency touchdown zone across the Specific Plan site by requiring a 300 foot wide zone to be clear of buildings and structures. This was done pursuant to the 1983 version of the CALTRANS Airport Land Use Planning Handbook, where it was recommended that a clear zone running the entire length of the approach zone be established. However, the most recent version of the Handbook (1993) appears to eliminate the concept of a designated emergency touchdown zone that is clear of all obstructions and introduces a more precise method for establishing safety zones and identifying compatible uses.

The Specific Plan proposes a minimum 300-foot wide clear zone through the site consistent with the Goleta Community Plan and ALUC review. The Specific Plan also includes a development standard which ensures that land uses developed pursuant to the Specific Plan will not create hazards to flight.

The following development standards are proposed.

CRSP RC-13: No building or structure shall penetrate the existing or expanded (possible 800-foot runway extension) approach surface for Runway 7/25 at the Santa Barbara Airport.

CRSP RC-14: Prior to approval of discretionary permits, projects shall be forwarded to the Airport Land Use Commission (ALUC) for review.

CRSP RC-15: All exterior lighting fixtures shall be hooded and designed to direct lighting downward.

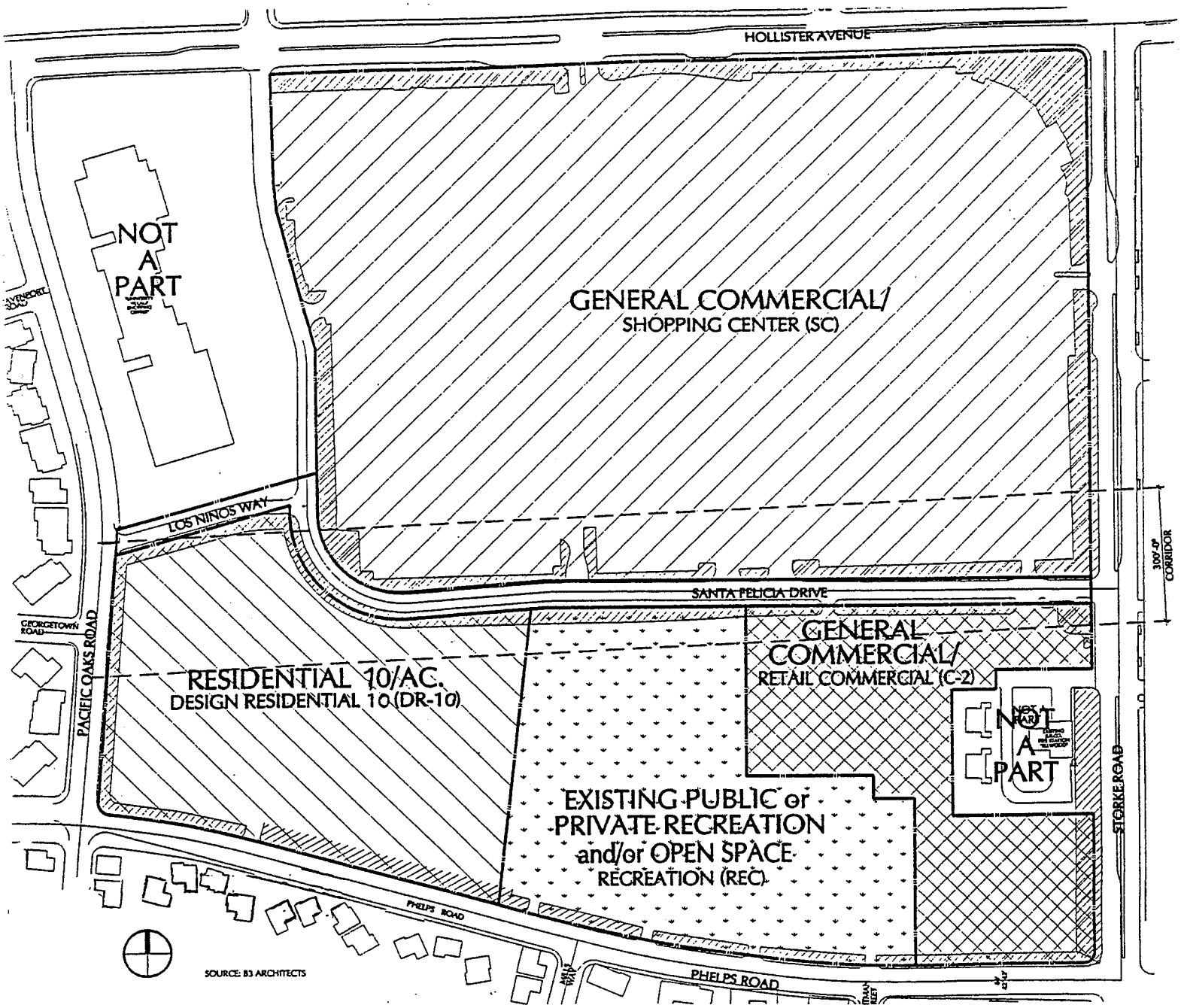
CRSP RC-16: Future development shall be consistent with Figures 6 and 7 of the Specific Plan showing a 300-foot clear zone consisting of open space, landscaping, and parking in the approximate location as shown in Figure 22 of the Goleta Community Plan, aligned with such clear zones on nearby properties to the east.

4.6 Visual/Aesthetic Resources

The location of the Specific Plan site results in it being highly visible within this area of the community. The property can be seen from surrounding properties and roads, as well as from the Storke Road/U.S. Highway 101 interchange. Additionally, due to the size of the site, future development may play a large role in visually shaping western Goleta. At present, the site appears as a large vacant field on a very prominent corner in the community. The only trees on the site are within a stand of southern willow scrub located in a depression near the southern boundary of the site. They are not highly visible from either Hollister Avenue or Storke Road.

The visual character of surrounding developments is very mixed and does not establish a single architectural style or theme. In response to the lack of an established architectural theme and in recognition of the visual and historic importance of the Goleta area, the County adopted Design

FIGURE 23: PROPOSED COMPREHENSIVE PLAN/ZONING MAP



CAMINO REAL
SPECIFIC PLAN

IGURE 23
PROPOSED
COMPREHENSIVE PLAN/
ZONING MAP

FIGURE 25: PHASE I USES

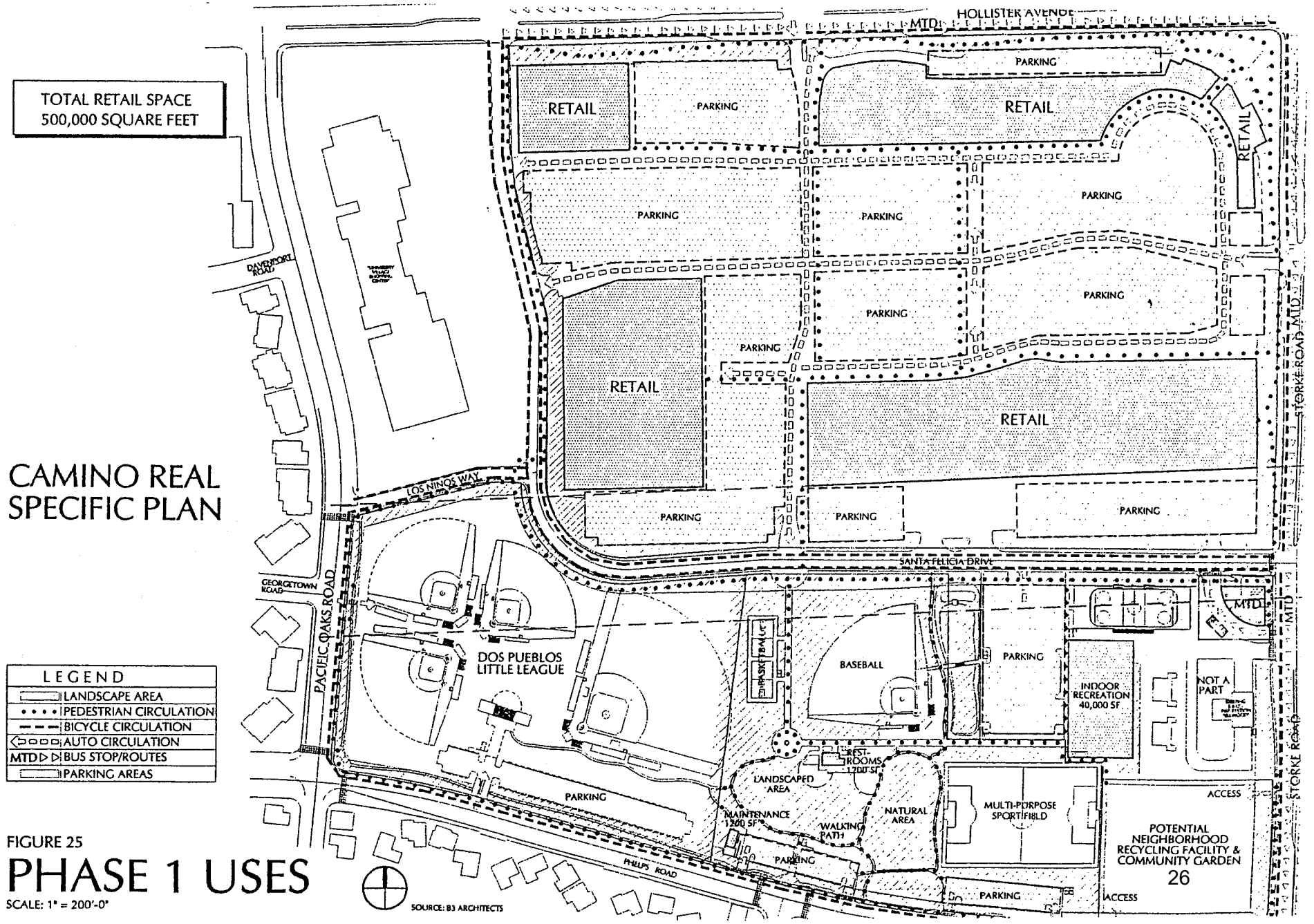


FIGURE 25

PHASE 1 USES

SCALE: 1" = 200'-0"

ATTACHMENT 3

CEQA Notice of Exemption

NOTICE OF EXEMPTION (NOE)

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

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

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

Subject: Filing of Notice of Exemption

Project Title: Initiation of a Specific Plan Amendment (SPA) at Camino Real Marketplace and Girsh Park; Case No. 26-0001-SPA

Project Applicant: Kaitlyn Earnest, SEPPS Land Use Consulting

Project Location (Address and APN): APNs 073-440-014, 073-440-016, 073-440-020, and 073-440-021

Description of Nature, Purpose and Beneficiaries of Project:

The request is for the City Council to Initiate the Processing of an Applicant-Requested Specific Plan Amendment to Remove the 300-foot-wide Airport Safety Approach Corridor as depicted on Figures 6, 7, 8, 23 and 25 and delete condition RC-16 of the Camino Real Specific Plan.

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 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 Camino Real 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: Mary Chang, Supervising Planner; 805-961-7567; mchang@cityofgoleta.org

Signed by:

Lisa Prasse	Current Planning Manager, Planning & Environmental Review	Date

ATTACHMENT 4

Staff Presentation

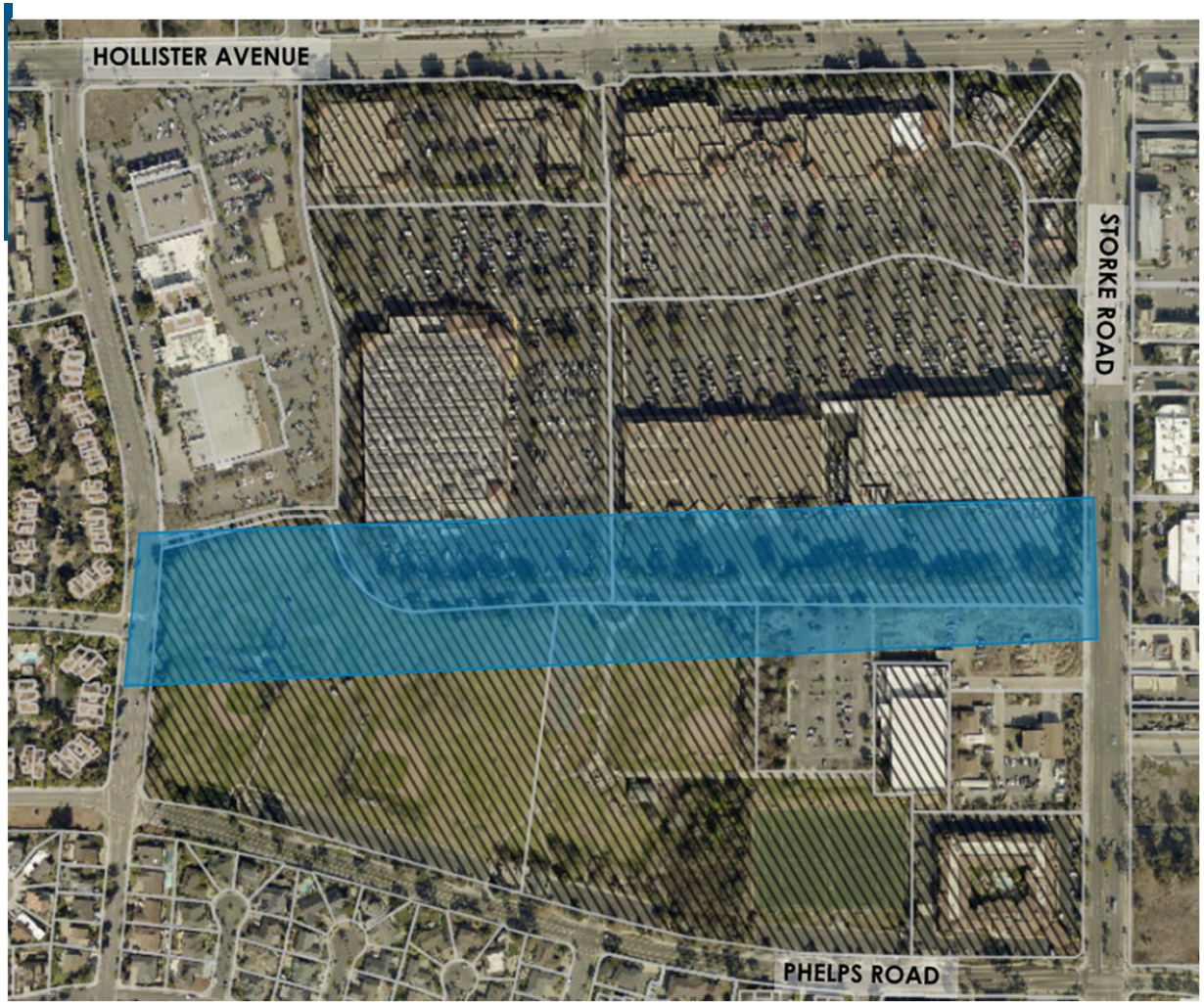
Consideration of Specific Plan Amendment Initiation

Case No. 26-0001-SP

Tuesday, August 18, 2026

City Council Meeting

CITY OF GOLETA



Camino Real Specific Plan Area

300-foot-wide Airport Safety Corridor in Blue

CITY OF GOLETA

Camino Real Specific Plan
Site Information

- Total 83-acre site
- Currently developed: Camino Real Marketplace, Girsh Park, Courtyard by Marriott Hotel, and Ice in Paradise skating rink
- Storke Medical Building under DPAM process

Purpose of Specific Plan Amendment (SPA) Initiations

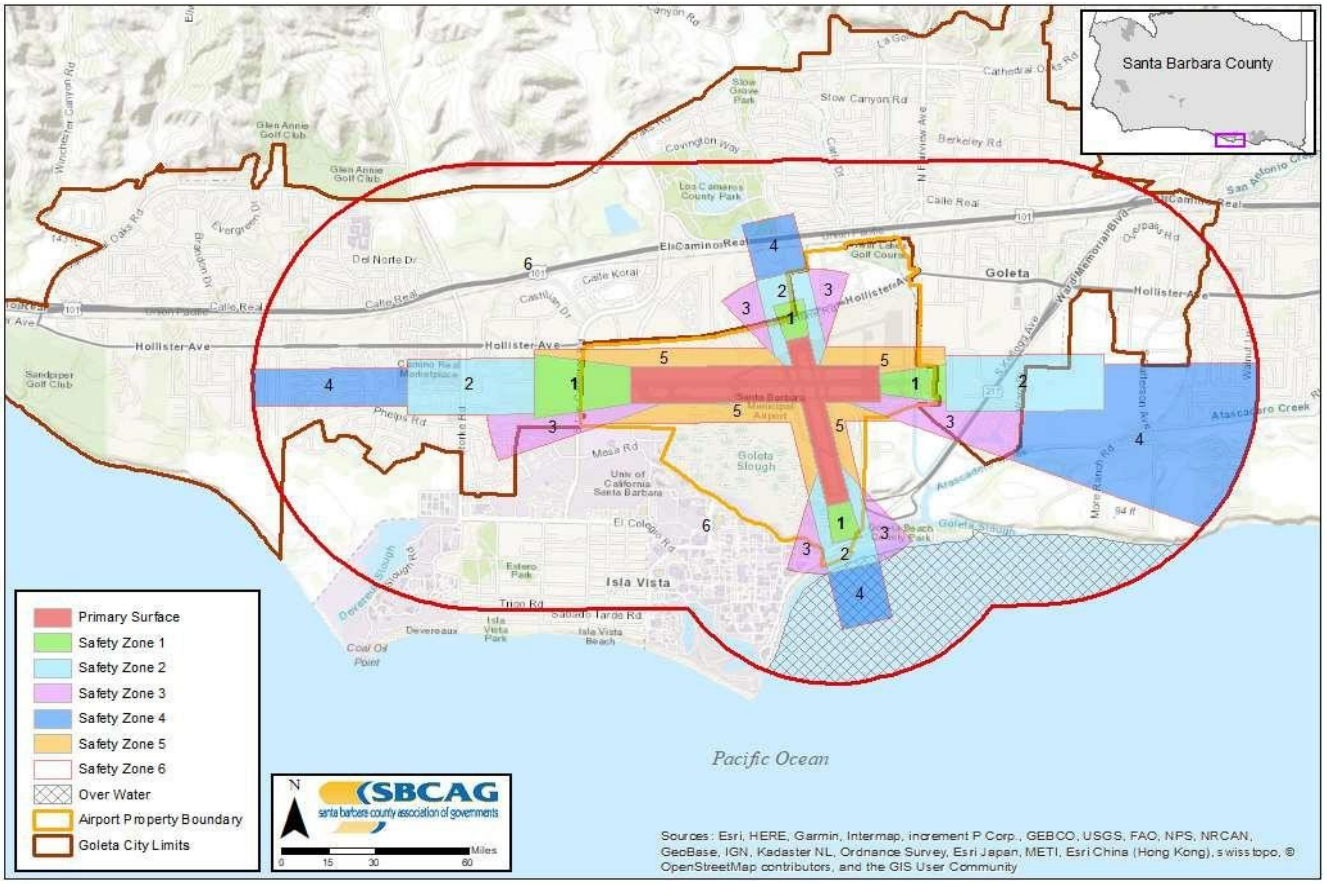
- Same process as General Plan Amendment Initiations
- Allows for early public input
- Provides staff direction to process the SPA request for further study
- Initiation does not mean or imply that a requested amendment will eventually be approved

Specific Plan Amendment Request

Amend references to the Airport Safety Corridor to match current General Plan Safety Element and Santa Barbara Airport Land Use Compatibility Plan (ALUCP):

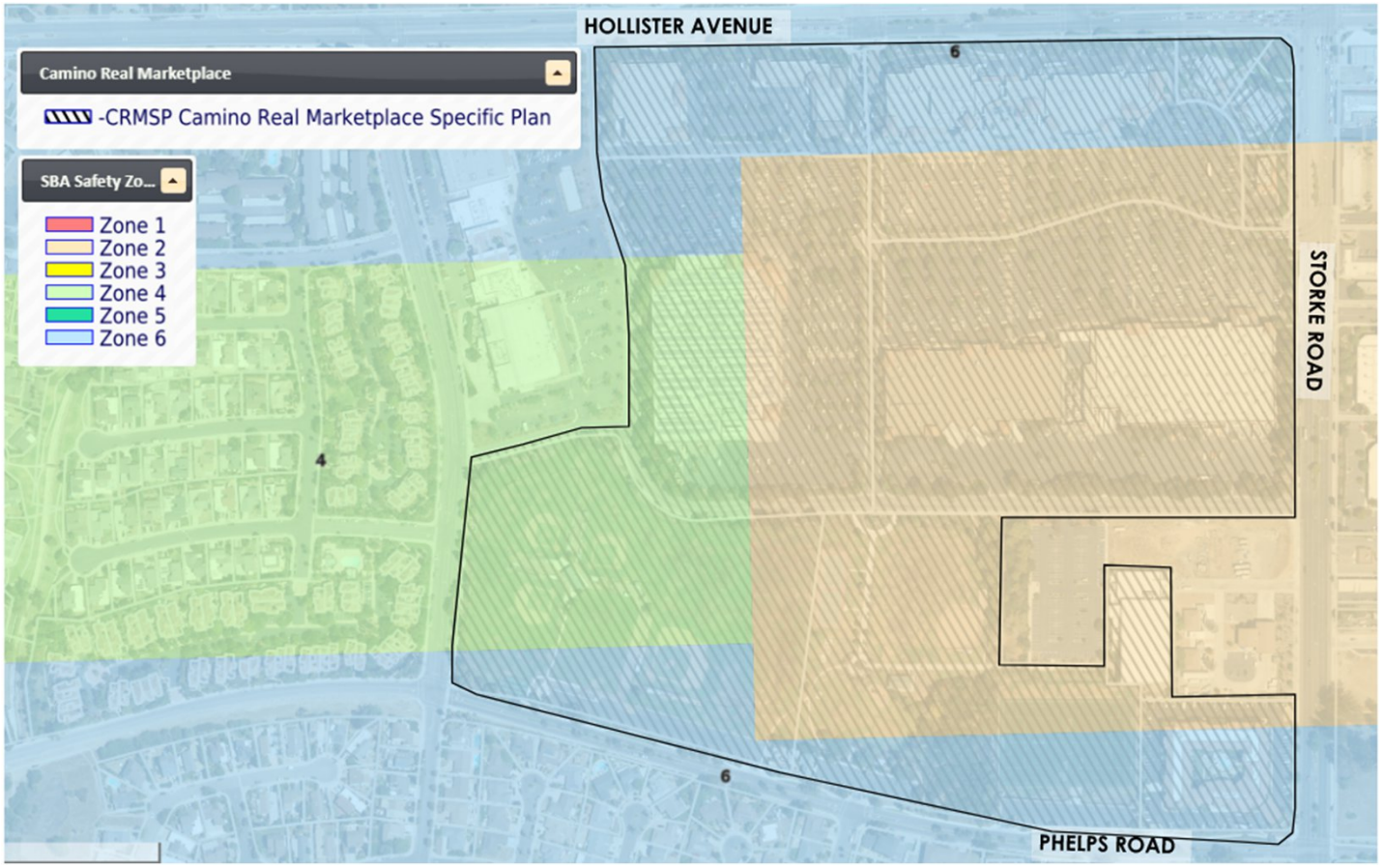
- Remove a 300-ft airport clear/safety corridor shown on Figures 6, 7, 8, 23 and 25 in the Specific Plan
- Remove condition RC-16 which requires future development be consistent with 300-ft clear zone

2023 ALUCP Safety areas
Safety Compatibility Policy Map: Santa Barbara Airport (Figure 4-2)



CITY OF GOLETA

Safety Zones within CRSP



CITY OF GOLETA

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.

CITY OF GOLETA

Recommendation

Adopt Resolution No. 26-___, 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 6, 7, 8, 23 and 25 of the Camino Real Specific Plan, deleting Development Standard CRSP RC-16; and Finding that the Initiation of a Specific Plan Amendment is exempt from the California Environmental Quality Act. APNs 073-440-014, 073-440-016, 073-440-020, and 073-440-021; Case No. 26-0001-SP"

CITY OF GOLETA

Questions/Comments