

CALIFORNIA COASTAL COMMISSION

SOUTH CENTRAL COAST AREA
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VENTURA, CA 93001
(805) 585-1800

Th 13.5a

DATE: July 28, 2009

TO: Commissioners and Interested Persons

FROM: John Ainsworth, Deputy Director
Steve Hudson, District Manager
Shana Gray, Supervisor
James Johnson, Coastal Program Analyst

SUBJECT: City of Santa Barbara Local Coastal Program Amendment MAJ-1-09 (Santa Barbara Airport Rezone) for Public Hearing and Commission Action at the August 13, 2009 Commission Meeting in San Francisco.

DESCRIPTION OF THE SUBMITTAL

The City of Santa Barbara is requesting an amendment to the Implementation Plan/Zoning Ordinance component of its certified Local Coastal Program (LCP). The proposed amendment would change the zoning designation for the subject 9.04-acre area of the City's airport from "A-A-O, S-D-3" (Airport Approach and Operations Zone, Coastal Zone Overlay) to "A-F, S-D-3" (Aviation Facilities Zone, Coastal Zone Overlay). The subject 9.04-acre area is located northwest of the two runways on the Santa Barbara Airport and more specifically located at 1503-1601 Cecil Cook Place and 90 Dean Arnold Place, City of Santa Barbara.

The current "Airport Approach and Operations" zoning designation for the subject area only allows for runway related development including runways, aircraft control and guidance systems while precluding buildings, hangers, and roadways. The purpose of the proposed amendment is to change the zoning for the subject area to accurately reflect currently existing uses on site (including a hanger, cargo terminal, and other existing airport-use related structures) consistent with the current Land Use Plan designation for the site. No new development is proposed or associated as part of this amendment.

The LCP amendment was submitted to the Commission on March 20, 2009. The submittal was deemed complete and filed on May 12, 2009. The time limit to act upon this LCP Amendment was 60 days, unless extended pursuant to Section 30517 of the Coastal Act and California Code of Regulations Section 13535(c). The time limit for this amendment was extended for an additional year, at the July 8, 2009 Commission hearing. The extended deadline for Commission action is May 12, 2010.

SUMMARY OF STAFF RECOMMENDATION

Staff is recommending that the Commission **approve** the proposed LCP amendment as submitted. The standard of review for the proposed amendment to the Coastal Zoning Ordinance/Implementation Plan (CZO/IP) is its conformance with the provisions of the Land Use Plan (LUP) portion of the City of Santa Barbara certified Local Coastal Program.

The proposed amendment will resolve an internal conflict within the existing certified LCP where the zoning on the subject property is not consistent with the existing development.

The current “Airport Approach and Operations” zoning designation for the subject area only allows for development including runways, aircraft control and guidance systems, and other runway related development and precludes buildings, hangars, and roadways. The purpose of the proposed amendment is to change the zoning for the subject area to accurately reflect currently existing uses on site (including a hanger, cargo terminal, and other existing airport-use related structures) consistent with the current Land Use Plan designation for the site. No new development is proposed or associated as part of this amendment.

Given the location of an existing hanger, cargo terminal, electrical vault, portions of light industrial tenant buildings, large tarmac, and portions of two roadways within the subject 9.04-acre subject area, the proposed change in zoning for the site from “A-A-O, S-D-3” (Airport Approach and Operations Zone, Coastal Zone Overlay) to “A-F, S-D-3” (Aviation Facilities Zone, Coastal Zone Overlay) would be consistent with existing development on site. Moreover, the standard of review that the Commission uses in reviewing the proposed amendment to the Implementation Plan, pursuant to Section 30513 and 30514 of the Coastal Act, is that the proposed amendment is in conformance with, and adequate to carry out, the provisions of the Land Use Plan (LUP) portion of the City of Santa Barbara certified Local Coastal Program. In this case, the proposed change to the CZO/IP to redesignate the site as “Aviation Facilities” will be consistent with, and adequate to carry out the provisions of the City’s certified LUP.

The majority of the Chapter 3 policies of the Coastal Act have been incorporated as guiding policies (Policy 1.1) in the certified Land Use Plan (LUP) for the City of Santa Barbara. Staff has reviewed the proposed amendment and as discussed in the findings set forth in this report, the proposed amendment conforms with, and is adequate to carry out, the requirements of the City’s LUP and Chapter 3 of the Coastal Act, as incorporated into the City’s LUP.

The Commission has not received any letters or comments from the public prior to and after the Commission’s July 8, 2009 meeting.

Staff recommends that in order to take this action, the Commission, after public hearing, **approve** the amendment to the certified LCP as submitted. The motion to accomplish this recommendation is found on **page 5**.

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EXHIBITS

- Exhibit 1: Vicinity Map
- Exhibit 2: Land Use Plan Map
- Exhibit 3: Existing Zoning Map
- Exhibit 4: Previous 1998 Certified Zoning Map
- Exhibit 5: Proposed Zoning Map
- Exhibit 6: Proposed RE-Zone Area Detail
- Exhibit 7: City of Santa Barbara Resolution No. 5478
- Exhibit 8: SBA Aerial Photo 2009

SUBSTANTIVE FILE DOCUMENTS: City of Santa Barbara Coastal Plan, certified in May 1981, as amended; Coastal Plan Component 9: Airport, City of Santa Barbara dated June 1982 as amended May 2003; Santa Barbara Airport Industrial Area Specific Plan certified July 1998; City of Santa Barbara Aviation Facilities Plan 2002; City of Santa Barbara Council Staff Report and Meeting Minutes, dated February 10, 2009; City of Santa Barbara Planning Commission Staff Report and Meeting Minutes, dated January 8, 2009; City of Santa Barbara Addendum to Final EIR for the Aviation Facilities Plan (August 2002) for Taxiway C Apron Rezone, dated December 8, 2009; and Santa Barbara City Council Ordinance No. 5478.

<p>Additional Information: Please contact James Johnson, California Coastal Commission, South Central Coast Area, 89 So. California St., Second Floor, Ventura, CA. (805) 585-1800.</p>
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I. PROCEDURAL ISSUES

A. STANDARD OF REVIEW

The Coastal Act provides:

The local government shall submit to the Commission the zoning ordinances, zoning district maps, and, where necessary, other implementing actions that are required pursuant to this chapter.

...The Commission may only reject ordinances, zoning district maps, or other implementing action on the grounds that they do not conform with, or are inadequate to carry out, the provisions of the certified land use plan. If the Commission rejects the zoning ordinances, zoning district maps, or other implementing actions, it shall give written notice of the rejection, specifying the provisions of the land use plan with which the rejected zoning ordinances do not conform, or which it finds will not be adequately carried out, together with its reasons for the action taken. (Section 30513)

The standard of review that the Commission uses in reviewing the proposed amendment to the Implementation Plan, pursuant to Section 30513 and 30514 of the Coastal Act, is that the proposed amendment is in conformance with, and adequate to carry out, the provisions of the Land Use Plan (LUP) portion of the City of Santa Barbara certified Local Coastal Program. In addition, the majority of the Coastal Act's Chapter 3 policies have been incorporated as guiding policies (Policy 1.1) in the certified City of Santa Barbara LUP.

B. PUBLIC PARTICIPATION

Section 30503 of the Coastal Act requires public input in preparation, approval, certification and amendment of any LCP. The City held public hearings (Planning Commission Hearings on January 8 and 22, 2009, and City Council Hearing on February 10, 2009) and received written comments regarding the proposed amendment from concerned parties and members of the public. The hearings were noticed to the public by publishing the notice in the local newspaper and by mailing notice to interested parties, consistent with Section 13515 of Title 14 of the California Code of Regulations. Notice of the Coastal Commission hearing for LCP Amendment MAJ-1-09 has been distributed to all known interested parties.

C. PROCEDURAL REQUIREMENTS

Pursuant to Section 13551 (b) of Title 14 of the California Code of Regulations, the City resolution for submittal may specify that a Local Coastal Program Amendment will either require formal local government adoption after the Commission approval, or is an amendment that will take effect automatically upon the Commission's approval pursuant to Public Resources Code Sections 30512, 30513, and 30519. The City Council Resolution for this amendment states that the amendment will take effect immediately upon California Coastal Commission certification of this amendment. Should the Commission approve the LCP Amendment, as submitted, no further action is required by either the Commission or the City.

II. STAFF RECOMMENDATION, MOTIONS, AND RESOLUTIONS ON THE IMPLEMENTATION PLAN/COASTAL ZONING ORDINANCE (IP/CZO)

Following public hearing, staff recommends the Commission adopt the following resolution and findings. The appropriate motion to introduce the resolution and a staff recommendation is provided just prior to the resolution.

A. APPROVAL OF THE IMPLEMENTATION PLAN AMENDMENT AS SUBMITTED

MOTION: *I move that the Commission reject the City Santa Barbara Implementation Program Amendment SBC-MAJ-1-09 as submitted.*

STAFF RECOMMENDATION OF APPROVAL:

Staff recommends a NO vote. Following staff's recommendation will result in certification of the Implementation Program Amendment as submitted and the adoption of the following resolution and findings. Failure of this motion will result in the approval of the Amendment as submitted. Passage of the motion will result in the rejection of the proposed amendment. The motion passes only by an affirmative ("yes") vote of a majority of the Commissioners present.

RESOLUTION TO APPROVE CERTIFICATION OF THE IMPLEMENTATION PLAN AMENDMENT AS SUBMITTED:

The Commission hereby certifies the Implementation Program Amendment for City of Santa Barbara SBC-MAJ-1-09 as submitted and adopts the findings set forth below on grounds that the Implementation Program Amendment as submitted conforms with, and is adequate to carry out, the provisions of the certified Land Use Plan and certification of the Implementation Program amendment will meet the requirements of the California Environmental Quality Act, because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the Implementation Program Amendment on the environment, or 2) there are no further feasible alternatives or mitigation measures that would substantially lessen any significant adverse impacts on the environment that will result from certification of the Implementation Program Amendment.

III. FINDINGS FOR APPROVAL AS SUBMITTED OF THE LOCAL COASTAL PROGRAM AMENDMENT IMPLEMENTATION PLAN/COASTAL ZONING ORDINANCE (IP/CZO)

A. AMENDMENT DESCRIPTION

The City of Santa Barbara is requesting an amendment to the Coastal Zoning Ordinance/Implementation Plan (CZO/IP) portion of its certified Local Coastal Program (LCP) to change the Zoning Designation and Map for a 9.04-acre area of the airport from "A-A-O, S-D-3" (Airport Approach and Operations Zone, Coastal Zone Overlay) to "A-F, S-D-3" (Aviation Facilities Zone, Coastal Zone Overlay). The subject 9.04-acre area is located northwest of the two existing runways at the Santa Barbara Airport at 1503-1601 Cecil Cook Place and 90 Dean Arnold Place, City of Santa Barbara. The boundary of the proposed rezone area follows the "hold-short" line for Taxiway C from the current "Airport Approach and Operations Zone" to the "Object Free Area" boundary parallel to Taxiway H.

The boundary would follow the “Object Free Area” to the Current western “Airport Approach and Operations Zone” boundary. Currently, an existing hanger, cargo terminal, electrical vault, portions of light industrial tenant buildings, large tarmac, and portions of two roadways are located within the proposed 9.04-acre subject area to be rezoned (Exhibits 1-6).

This LCP Amendment is proposed to resolve a zoning designation error which occurred during the previous certification of the Santa Barbara City LCP Amendment 1-02, the Aviation Facilities Plan. The proposed change in zoning will accurately reflect the currently existing uses and development within the subject area and will also ensure that the CZO/IP is in conformity with the certified LUP. No new development is proposed or associated as part of this amendment.

The City of Santa Barbara’s Land Use Plan (LUP) was approved and certified by the Commission in 1981. The City of Santa Barbara Implementation Plan (Coastal Overlay Zone) was certified subsequently in November 1986 and the City assumed permitting authority at that time. The Implementation Plan included the addition of the S-D-3, Coastal Overlay Zone as a Special District codified in Section 28.44 of the City’s Zoning Ordinance. The proposed change in the zone district does not affect the existing S-D-3 zone designation, which is a special district designation added to all properties located in the coastal zone. The existing and proposed zoning maps are shown in Exhibits 3-6.

B. BACKGROUND

1. Area Northwest of Airport Runways/1600 Cecil Cook Place Zoning Map Revision and Background

The Santa Barbara Airport (SBA) is located on City land, surrounded by the City of Goleta and University of California Santa Barbara, about four miles west of the principal community of Santa Barbara. (Exhibit 1) The portion of SBA located south of Hollister Avenue is located within the Coastal Zone. SBA and aviation support facilities include about 550 acres with another 400 acres encompassing the Goleta Slough. The segment of the City’s LCP for the Santa Barbara Airport and the Goleta Slough, known as Component 9, was certified by the Commission in 1991 as part of the City’s Local Coastal Program. Thus, all policies within the City’s LCP also apply to development within the Airport and Goleta Slough areas.

In 1998, the Commission certified SBC LCP Amendment 2-97, the Airport Industrial Area Specific Plan, into the Airport/Goleta Slough LCP. This Specific Plan addressed the areas south of Hollister Avenue beyond the Airfield with aviation-related uses and facilities, public/institutional uses and open space. The areas north of Hollister Avenue addressed commercial, light industrial, family entertainment uses, as golf course and open space.

In 2002, the Commission certified SBC LCP Amendment 1-02, the Aviation Facilities Plan, into the Airport/Goleta Slough LCP. The Aviation Facilities Plan addressed the airfield guiding commercial and private aviation activities and development through the year 2015.

The Local Coastal Plan land use designation for the subject 9.04-acre area of the Airport is “Major Public and Institutional”. This LCP Amendment proposes to change the Zoning Designation and the Zoning Map for this 9.04 acre area to A-F, S-D-3 (Aviation Facilities Zone, Coastal Zone Overlay) consistent with the Major Public and Institutional land use designation. This 9.04 acre area was originally designated as “Major Public and Institutional” in the certified LUP and as an “Airport Approach and Operations” zoning designation in the CZO/IP by the Commission in 1991. The Santa Barbara Airport Industrial Area Specific Plan in 1998 designated the subject 9.04-acre area as “Aviation Related Uses and Public/Institutional” land uses with an “Aviation Facilities” zoning designation. The 2002 certified Aviation Facilities Plan maintained the land use plan designation for this subject area as Major Public and Institutional. However, in 2002, the certified zoning designation for these 9.04 acres was changed from “Aviation Facilities” to an “Airport Approach and Operations zoning” designation. City staff has stated this change was an inadvertent error. Moreover, the “Airport Approach and Operations” zoning designation only allows for development of the area with runways, taxiways, safety areas, and aircraft control and guidance systems but precludes buildings, hangars and roadways. Thus, because the subject 9.04 acre site is already developed with several existing structures, including a hanger, cargo terminal, electrical vault, portions of light industrial tenant buildings, large tarmac, and portions of two roadways, the 2002 amendment created an inconsistency between the existing development on site and the allowable uses pursuant to its zoning designation.

As proposed, this amendment would restore the prior zoning designation for the 9.04-acre portion of the airport that was inadvertently rezoned in 2002 by the City as a result of an apparent mapping error in the Aviation Facilities Plan and certified by the Coastal Commission on December 10, 2002 (SB City LCPA 1-02). Moreover, rezoning the site to “Aviation Facilities”, as proposed, would not only be consistent with the “Major Public and Institutional” land use designation for the site but would also resolve the inconsistency between the existing development on site and the zoning ordinance/map.

C. LAND USE AND NEW DEVELOPMENT

Section 30250 of the Coastal Act, as incorporated into the certified LCP pursuant to LUP Policy 1-1, states, in relevant part:

(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

The certified LUP also contains policies and provisions for new development, protection of visual resources, environmentally sensitive habitat, water quality, and public access and recreation, and other policies and provisions to protect coastal resources. In addition, most

Chapter 3 policies of the Coastal Act have been incorporated in their entirety in the certified City LUP as guiding policies pursuant to Policy 1-1 of the LUP, including Section 30250. The LUP requires that new development shall be located contiguous to existing developed areas of the City. In addition, Policy H-2 of the LCP states:

Policy H-2 Future development of Airport property within the Airport Industrial Area Specific Plan area shall be consistent with the policies of said Plan. That portion of the Airport Industrial Area Specific Plan which applies to property in the Coastal Zone is hereby incorporated into the Local Coastal Plan as Appendix G.

Section 30250, as incorporated in the certified LCP, and the above LUP policy and discussion support the location of new development in or near existing developed areas.

The proposed amendment would change the zoning designation for the subject 9.04-acre area of the City's airport from "A-A-O, S-D-3" (Airport Approach and Operations Zone, Coastal Zone Overlay) to "A-F, S-D-3" (Aviation Facilities Zone, Coastal Zone Overlay). The "Aviation Facilities" zone designation allows for uses in the immediate vicinity of flight activities which are an integral and necessary part of aviation and Airport related activities. Uses not related to aviation and/or Airport activities are excluded. The designation allows the following uses: Aircraft chartering and leasing, Aircraft parking, tie-down and aircraft hangars and shelters, Aircraft rescue and firefighting station, Aircraft sales, manufacture, service and related administrative offices, Air freight terminal, Auto rentals, Aviation equipment and accessories sales and/or repair, Aviation storage, Executive/General aviation terminal facilities with related offices and food service uses, Federal Aviation Administration flight service facilities, Fixed base operations, Flying schools, Fly-in offices, Fueling facilities, Museums and other cultural displays relating to aviation, Passenger terminals with accessory uses such as restaurants and gift shops, Private parking lot, subject to the issuance of a Conditional Use Permit, Public parking facilities, Other aviation-related uses determined to be appropriate by the Planning Commission, and Non-aviation related uses consistent with the applicable regulations of the Federal Aviation Administration and determined to not be in conflict with the use of the adjacent Airport buildings as may be determined by the Community Development Director and the Airport Director.

Pursuant to the certified Land Use Plan (LUP), the land use designation for the site is "Major Public and Institutional". Although this land use designation allows for both "Airport Approach and Operations" (A-A-O) and the "Aviation Facilities" (A-F) zoning designations; it's important to note that the "Airport Approach and Operations" designation only allows for runways, taxiways and similar airfield development and is inconsistent with the existing developed uses of the subject 9.04-acre subject area; including a hanger, cargo terminal, electrical vault, portions of light industrial tenant buildings, large tarmac, and portions of two roadways.

Prior to 2002, the subject 9.04 acre was zoned as "Aviation Facilities". However, in 2002, the zoning designation for the 9.04-acre subject area was changed from "Aviation Facilities" to an "Airport Approach and Operations zoning" designation. City staff has stated this change was an inadvertent error. Moreover, the "Airport Approach and Operations" zoning designation would only allow for development of the area with runways, taxiways, safety areas, and aircraft control and guidance systems but would

preclude buildings, hangers and roadways. Thus, because the subject 9.04 acre site is already developed with several existing structures, including a hanger, cargo terminal, electrical vault, portions of light industrial tenant buildings, large tarmac, and portions of two roadways, the 2002 amendment created an inconsistency between the existing development on site and the allowable uses pursuant to its zoning designation.

As proposed, this amendment would restore the prior zoning designation for the 9.04-acre portion of the airport that was inadvertently rezoned in 2002 by the City as a result of an apparent mapping error in the Aviation Facilities Plan and certified by the Coastal Commission on December 10, 2002 (SB City LCPA 1-02). Moreover, rezoning the site to "Aviation Facilities", as proposed, would not only be consistent with the "Major Public and Institutional" land use designation for the site but would also resolve the inconsistency between the existing development on site and the zoning ordinance/map.

Therefore, for the above reasons, the Commission finds that the proposed zoning designation and zoning map change consistent with and adequate to carry out the requirements of the City of Santa Barbara's certified LUP and Chapter Three of the Coastal Act.

IV. CALIFORNIA ENVIRONMENTAL QUALITY ACT

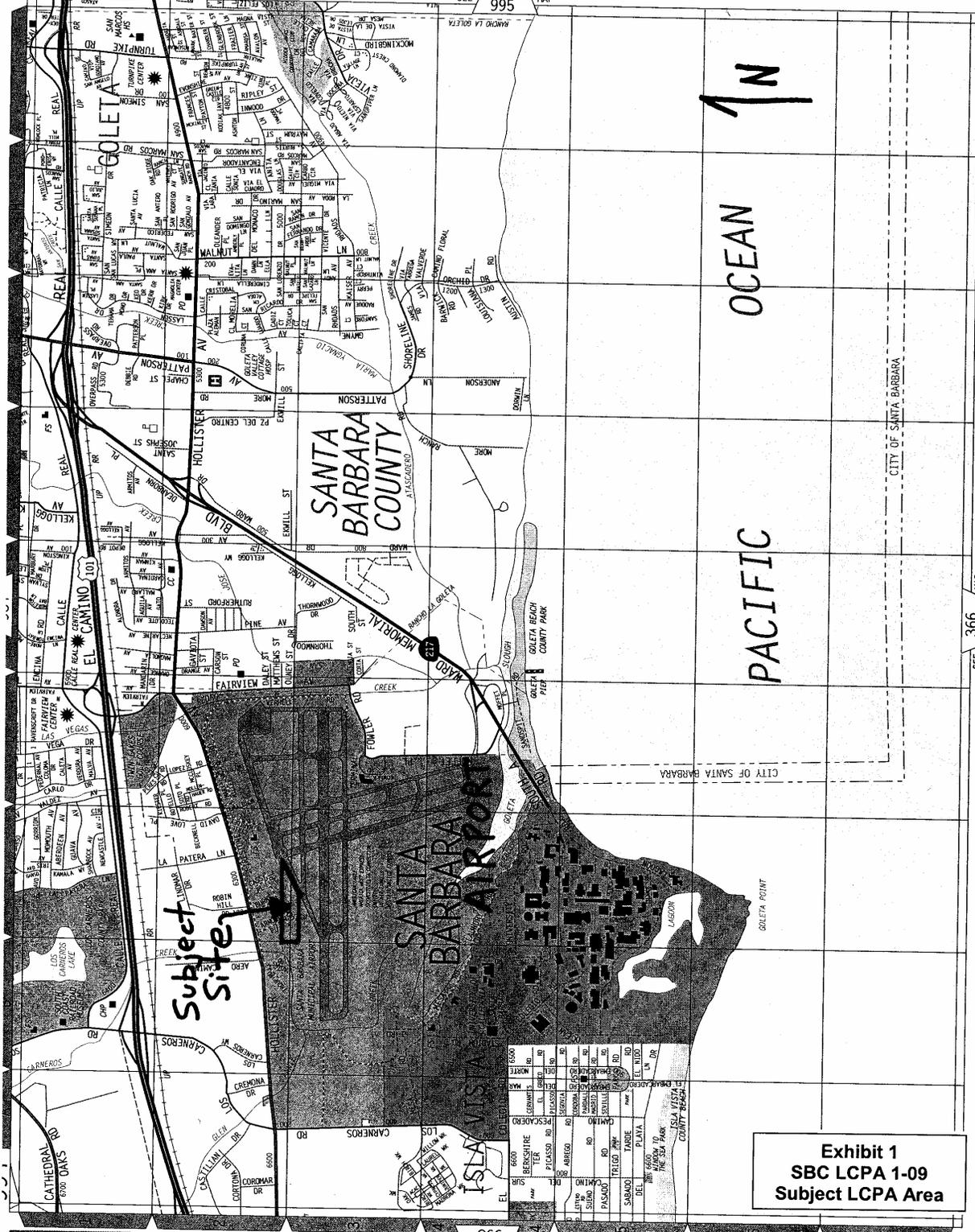
Local government activities and approvals necessary for the preparation and adoption of a proposed local coastal program ("LCP") are not subject to the California Environmental Quality Act ("CEQA"), as CEQA provides an explicit exemption for such activities. See Cal. Pub. Res. Code ("PRC") § 21080.9. That section states that the Commission's certification of an LCP, on the other hand, *is* subject to CEQA, but it then concludes by noting that an LCP "constitutes a plan for use" within the Commission's regulatory program, thus making the Commission's LCP review and certification process eligible for certification by the Secretary of Resources, pursuant to PRC section 21080.5, as being the functional equivalent to the EIR process. The Commission's program for the review and certification of LCPs and LCP amendments has been so certified. Thus, under PRC Section 21080.5, the Commission is relieved of any responsibility to prepare an EIR in connection with its action here.

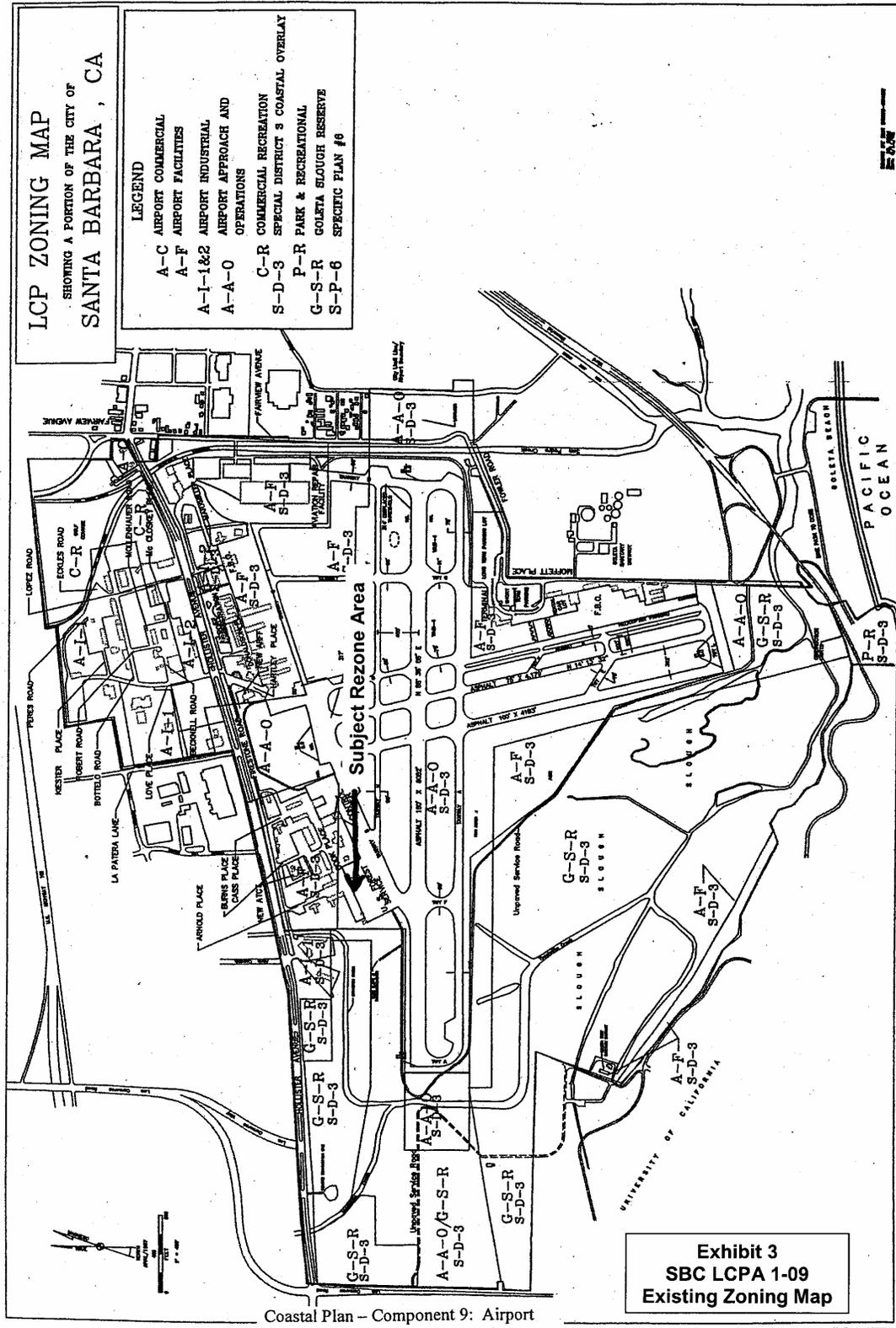
The City of Santa Barbara LCP Amendment MAJ 1-09 consists of an amendment to the Local Implementation Plan (IP) portions of the certified LCP. For the reasons discussed in this report, the LCP amendment, as submitted is consistent with the certified Land Use Plan and will not have any significant adverse impacts on the environment. Therefore, the Commission finds that approval of the LCP amendment, as submitted, will be consistent with the requirements of CEQA. Thus, the Commission certifies LCP amendment request 1-09 as submitted.

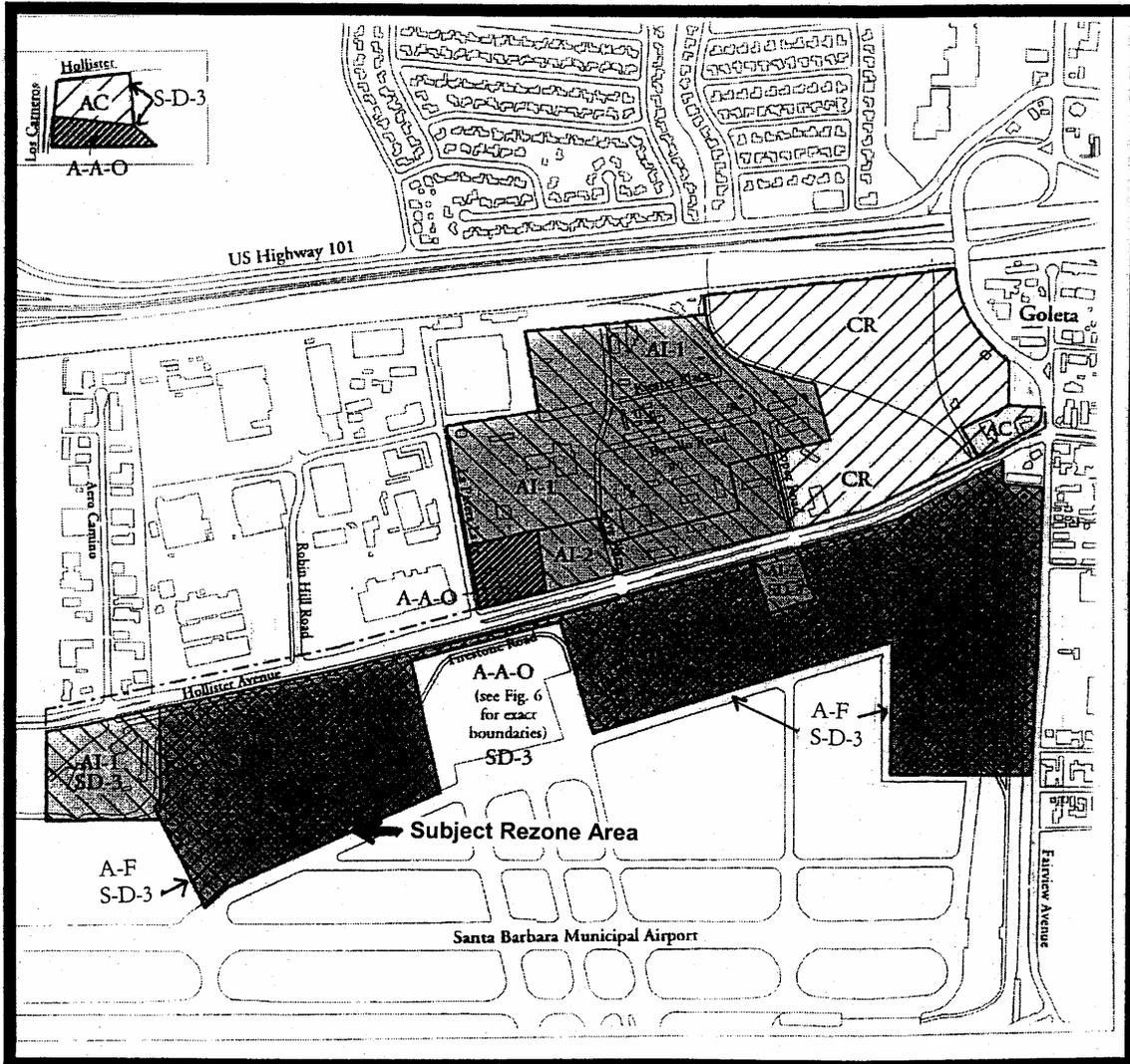
City of Santa Barbara
 Local Coastal Program Amendment MAJ 1-09
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SEE 995 MAP

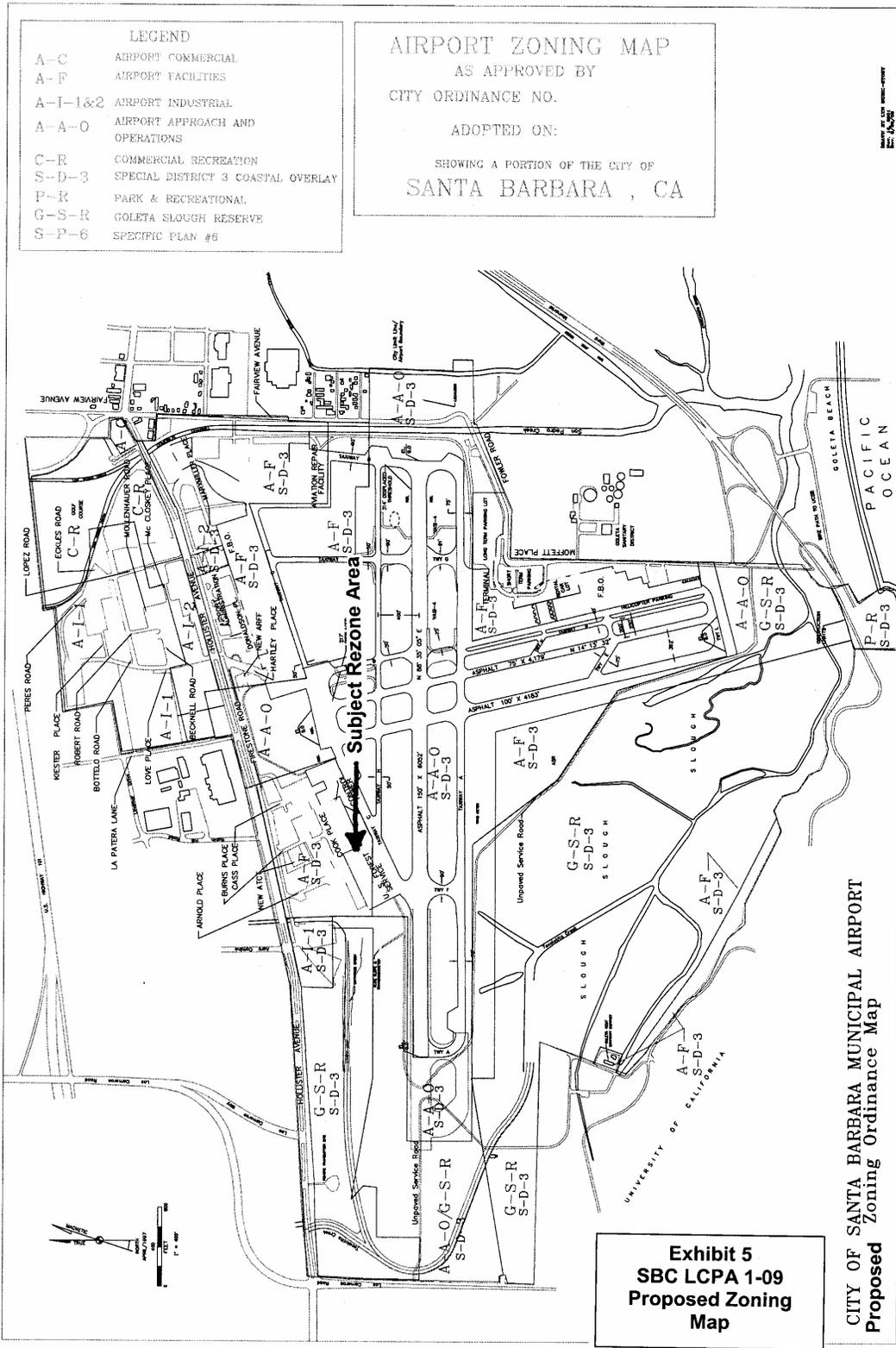






AIRPORT INDUSTRIAL AREA SPECIFIC PLAN
1998 Previous Certified Zoning Map

Exhibit 4
SBC LCPA 1-09
Previous 1998
Certified Zoning Map



LEGEND

A-C	AIRPORT COMMERCIAL
A-F	AIRPORT FACILITIES
A-I-1&2	AIRPORT INDUSTRIAL
A-A-O	AIRPORT APPROACH AND OPERATIONS
C-R	COMMERCIAL RECREATION
S-D-3	SPECIAL DISTRICT 3 COASTAL OVERLAY
P-R	PARK & RECREATIONAL
G-S-R	GOLETA SLOUGH RESERVE
S-P-6	SPECIFIC PLAN #6

AIRPORT ZONING MAP
AS APPROVED BY
CITY ORDINANCE NO.
ADOPTED ON:
SHOWING A PORTION OF THE CITY OF
SANTA BARBARA, CA

Exhibit 5
SBC LCPA 1-09
Proposed Zoning
Map

CITY OF SANTA BARBARA MUNICIPAL AIRPORT
Zoning Ordinance Map
Proposed

DRAWN BY: J. L. ...
DATE: 1/20/09

Portion of LCP Zoning Map Proposed for Rezone

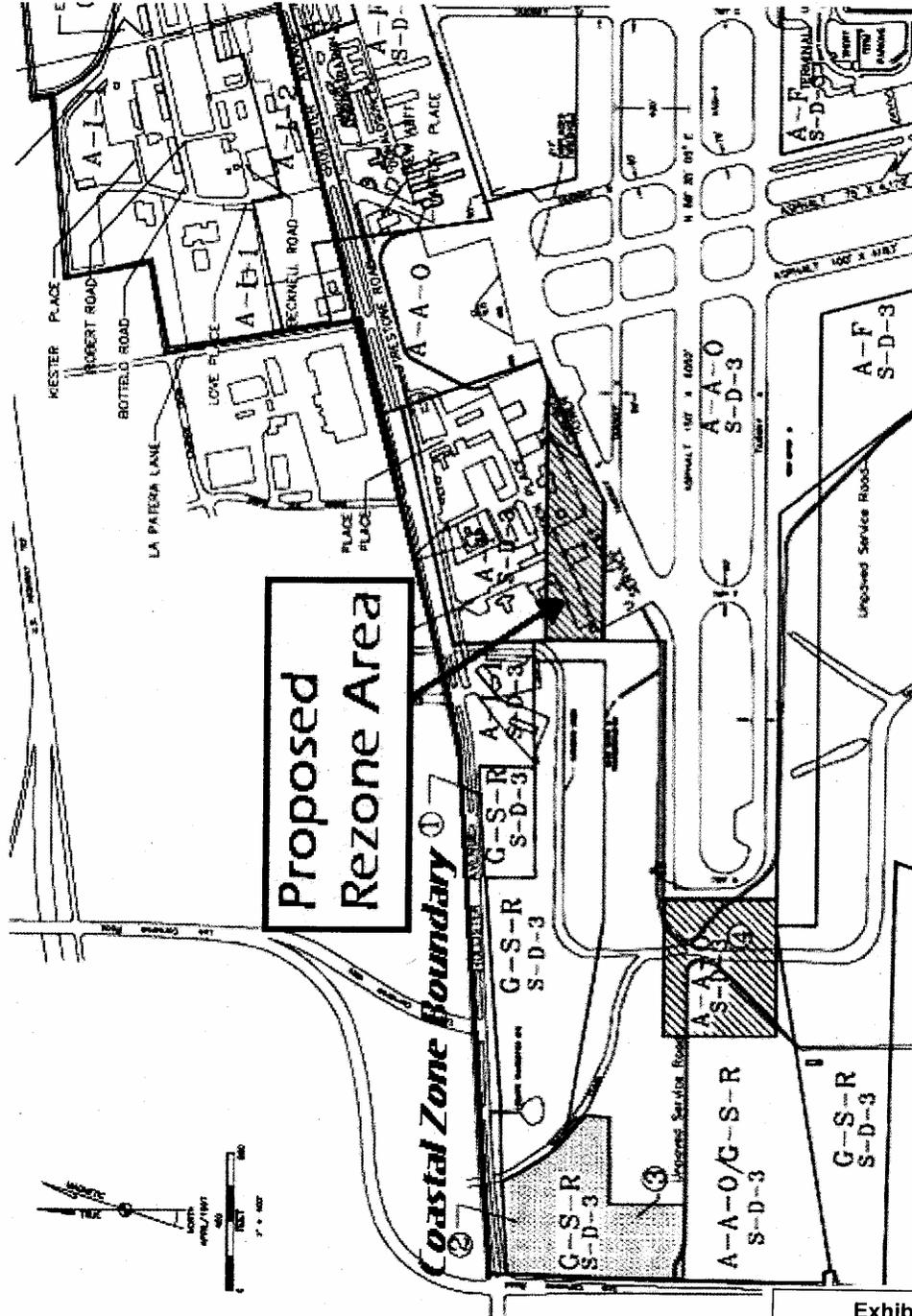


Exhibit 6
SBC LCPA 1-09
Proposed Re-Zone
Area Detail

ORDINANCE NO. 5478

AN ORDINANCE OF THE COUNCIL OF THE CITY OF SANTA BARBARA AMENDING TITLE 29 OF THE SANTA BARBARA MUNICIPAL CODE TO REZONE 9.04 ACRES OF AIRPORT APPROACH AND OPERATIONS ZONE (A-A-O) TO AVIATION FACILITIES ZONE (A-F) IN THE COASTAL ZONE AT THE SANTA BARBARA MUNICIPAL AIRPORT

THE COUNCIL OF THE CITY OF SANTA BARBARA DOES ORDAIN AS FOLLOWS:

SECTION 1. The Airport Zoning Map approved by City Ordinance 5212 adopted on November 30, 2001, is hereby superceded in its entirety and the Map attached hereto as Exhibit A is approved as the official Airport Zoning Map, as required by Santa Barbara Municipal Code Chapter 29.11.

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Exhibit 7
SBC LCPA 1-09
City of Santa
Barbara Resolution
5478

ORDINANCE NO. 5478

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

I HEREBY CERTIFY that the foregoing ordinance was introduced on February 10, 2009, and was adopted by the Council of the City of Santa Barbara at a meeting held on February 24, 2009, by the following roll call vote:

- AYES: Councilmembers Iya G. Falcone, Dale Francisco, Roger L. Horton, Grant House, Helene Schneider, Das Williams; Mayor Marty Blum
- NOES: None
- ABSENT: None
- ABSTENTIONS: None

IN WITNESS WHEREOF, I have hereto set my hand and affixed the official seal of the City of Santa Barbara on February 25, 2009.



Signature On File
Cynthia M. Rodriguez, CMC
City Clerk Services Manager

I HEREBY APPROVE the foregoing ordinance on February 25, 2009.

Signature On File
Marty Blum
Mayor



————— Re-Zone Boundaries (Approximate)



North

Exhibit 8
SBC LCPA 1-09
SBA Aerial Photo
2009