

September 17, 2012

Frances Romero
Urban Planning Concepts
2624 Air Park Drive
Santa Maria, CA 93455

PLANNING COMMISSION
HEARING OF SEPTEMBER 12, 2012

RE: Santa Ynez Airport Improvements Conditional Use Permit & Government Code Conformity Determination; 10CUP-00000-00036, 12GOV-00000-00017

Hearing on the request of Frances Romero of Urban Planning Concepts, Inc., agent for the Santa Ynez Airport Authority Inc., to consider the following:

- a) **10CUP-00000-00036**, [application filed on September 16, 2010] for a Conditional Use Permit in compliance with Section 12 of the Management Agreement and Lease for the Santa Ynez Airport, and Section 35.82.060 of the County Land Use and Development Code to allow for existing buildings, facilities, paved areas, improved surfaces and additional proposed development to be constructed on the Santa Ynez Airport on property zoned AG-I-5.
- b) **12GOV-00000-00017** [application filed on August 15, 2012] To determine that the proposed modifications to the approved Santa Ynez Airport Layout Plan are in conformance with the Comprehensive Plan including the Santa Ynez Valley Community Plan in compliance with Government Code Section 65402 on property zoned AG-I-5; and

to adopt the Negative Declaration (12NGD-00000-00011) pursuant to the State Guidelines for Implementation of the California Environmental Quality Act. As a result of this project, significant but mitigable effects on the environment are anticipated in the following categories: Aesthetics/Visual Resources, Air Quality, Biological Resources, Geologic Processes, and Hazardous Materials/Risk of Upset. The ND and all documents may be reviewed at the Planning and Development Department, 123 East Anapamu Street, Santa Barbara (or 624 West Foster Road, Suite C, Santa Maria). The ND is also available for review at the Central Branch of the City of Santa Barbara Library, 40 East Anapamu Street, Santa Barbara. The application involves AP No. 141-440-002 located at 900 Airport Road, in the Santa Ynez area, Third Supervisorial District.

Dear Ms. Romero:

At the Planning Commission hearing of September 12, 2012, Commissioner Brooks moved, seconded by Commissioner Brown and carried by a vote of 5 to 0 to accept the late email submittal from the Santa Ynez Valley Alliance, dated September 11, 2012.

Commissioner Brooks moved, seconded by Commissioner Brown and carried by a vote of 5 to 0 to:

1. Make the required findings for approval of the project specified in Attachment A of the staff report, dated August 23, 2012, including CEQA findings.
2. Adopt the Mitigated Negative Declaration (Attachment C of the staff report, dated August 23, 2012) and adopt the mitigation monitoring program contained in the conditions of approval.
3. Approve the project, Case No. 10CUP-00000-00036, subject to the conditions included as Attachment B of the staff report, dated August 23, 2012, and as revised at the hearing of September 12, 2012; and
4. Determine the proposed modifications to the approved Airport Layout Plan are in conformity with the Comprehensive Plan including the Santa Ynez Valley Community Plan; and transmit the conformity report required by Government Code Section 65402(a) to Paddy Langlands (General Services) and the Board of Supervisors. The staff report, dated August 23, 2012 the memo from Ronn Carlentine to Doug Anthony dated August 15, 2012, and the letter reflecting the County Planning Commission's action shall constitute the required report.

REVISIONS TO THE CONDITIONS OF APPROVAL (ATTACHMENT B)

Condition #1, Proj Des-01, the following information is added:

Conditional Use Permit (10CUP-00000-00036): Request of the Santa Ynez Airport Authority, Inc., to consider case number 10CUP-00000-00036 for a Conditional Use Permit validating existing buildings, facilities, paved areas and improved surfaces and to approve additional proposed development to be constructed on the existing Santa Ynez Airport pursuant to the provisions of the County Land Use and Development Code for lands zoned Agriculture, five-acre minimum gross lot area (AG-I-5). The Santa Ynez Airport, Assessor's Parcel Number 141-440-002, is located near the Highway 246/Airport Road intersection, known as 900 Airport Road, Santa Ynez area, Third Supervisorial District (the "Airport"). The airport office hours are 7 a.m. to 7.p.m. The airport is open for aircraft usage 24 hours per day. This application only applies to that portion of the airport subject to the Management Agreement and Lease and not the portion known as the County Remainder, as described in more detail below. The project description includes permitting of the existing development and limited additional proposed development.

Condition #1, Proj Des-01, Table 2-1 is revised as follows:

TABLE 2-1 DIFFERENCES BETWEEN THE EXISTING AND PROPOSED ALP			
ALP Revalidated 9/29/08		ALP Submitted for County Approval	
Legend #	Description	Legend #	Description
5	Sheriff Hangar: Hangar identified as the “Sheriff’s” Hangar	5	Clarification: Hangar identification relocated and clarified that the Sheriff is the Tenant
8	Future T-Hangars: The addition of an entire new T-Hangar row plus T-Hangar additions on the 3 existing rows of hangars.	8	Removal: The additional T-hangar row is removed. T-Hangar additions on the 3 existing rows remain.
9	Future Box Hangars: 14 Box hangars are shown along the northern edge of the east ramp complex, plus 1 box hangar at the west end of the airport near the maintenance hangar.	9	Removal: All 14 box hangars on the northern edge of the east ramp complex are removed. The 1 box hangar at the west end of the airport near the maintenance hangar remains.
13	Future Aviation & Non-aviation Commercial Use: Designated land at the north-eastern end of the airport, landfill area, and the old road yard area for future aviation use.	13	Removal: The entire footprints of all of the formerly designated “Future Aviation & Non-Aviation” were removed.
14a	Forest Service Engine Bay Addition: Depicts the future administrative office addition to the engine bay	14	Removal: The administrative office addition was completed in Oct 2009, is now indicated on the ALP as “Existing USFS Facility”
16	Future Security Residence: Depicts one security trailer near the airport’s offices.	16	Addition: Adds one additional security trailer to the far west end of the airport.
17	Sailplane/Ultra-Light Staging Area: Depicted a general area for this operation.	7	Legend # Change: The sailplane staging area is now shown on the legend as #7 and included within the “Glider Fixed Base Operation”.
19	Not on Legend: Although this number does not show on the legend it was shown on the map as an east ramp reconstruction and expansion.	17	Clarification/Addition: This ramp area was clarified to define that portion of the ramp that would be reconstructed. This number also depicts the existing service road to be reconstructed. This service road will provide improved access for emergency vehicles to the east ramp.

19	Not on Legend: Although this number does not show on the legend it was shown on the map as an east ramp reconstruction and expansion.	19	Addition: Future Ramp Expansion. The northern portion of ramp #17 is an expansion to align the northern edge. An additional ramp creating 8 additional tie-down spaces is in lieu of the proposed hangars in this area.
	AWOS: Shown on map but not depicted on the legend.	20	Clarification: AWOS added to the legend.
		21	Addition: PAPI. Precision Approach Path Indicator added to RW 8 as a visual aid to provide guidance information to help pilots acquire and maintain the correct approach.
		22	Addition: ADA access from ramp area to terminal building.
	Beacon was shown on map but never indicated on the legend.	23	Addition: Beacon Relocation. Beacon relocated approx 30 ft to accommodate an addition to the existing row of T hangars.
		24	Addition: Wind Cone added for RW 8.
		25	Addition: Erosion Control. Contouring, erosion control, and slope stabilization along embankment between Airport Road and east ramp area.
		26	Addition: Install fencing to control pedestrian and vehicle movement.
		27	Addition: Install access gate to control pedestrian and vehicle movement.
	<u>Ultimate Runway Extension/Displaced Threshold</u>		<u>Deleted</u>

Condition #15, Rules-12 CUP Expiration is revised as follows:

- Rules-12 CUP Expiration. The Owner/Applicant shall obtain the required Land Use Permit within the ~~18 months~~ 5 years following the effective date of this Conditional Use Permit. If the required Land Use Permit is not issued within the ~~18 months~~ 5 years following the effective date of this Conditional Use Permit, or within such extended period of time as may be authorized in compliance with the County Land Use and Development Code, and an application for an extension has not been submitted to the Planning and Development Department, the Conditional Use Permit shall be considered void and of no further effect.

The attached findings and conditions reflect the Planning Commission's actions of September 12, 2012.

The action of the Planning Commission on this project may be appealed to the Board of Supervisors by the applicant or any aggrieved person adversely affected by such decision. To qualify as an aggrieved persons the appellant, in person or through a representative, must have informed the Planning Commission by appropriate means prior to the decision on this project of the nature of their concerns, or, for good cause, was unable to do so.

Appeal applications may be obtained at the Clerk of the Board's office. The appeal form must be filed along with any attachments to the Clerk of the Board. In addition to the appeal form a concise summary of fifty words or less, stating the reasons for the appeal, must be submitted with the appeal. The summary statement will be used for public noticing of your appeal before the Board of Supervisors. The appeal, which shall be in writing together with the accompanying applicable fee must be filed with the Clerk of the Board of Supervisors within the 10 calendar days following the date of the Planning Commission's decision. In the event that the last day for filing an appeal falls on a non-business of the County, the appeal may be timely filed on the next business day. This letter or a copy should be taken to the Clerk of the Board of Supervisors in order to determine that the appeal is filed within the allowed appeal period. **The appeal period for this project ends on Monday, September 24, 2012 at 5:00 p.m.**

If this decision is appealed, the filing fee for both non-applicant and applicant is \$643 and must be delivered to the Clerk of the Board Office at 105 East Anapamu Street, Room 407, Santa Barbara, CA at the same time the appeal is filed.

A protest of mitigation fees imposed may be filed pursuant to Government Code Section 66020(a). The protest shall be filed at the time of approval or conditional approval of the development or within 90 days after the date of the imposition of the fees, dedications, reservations, or other exactions to be imposed on a development project. The Applicant is hereby notified that the 90-day approval period in which the Applicant may protest has begun.

Sincerely,

Dianne M. Black
Secretary to the Planning Commission

cc: Case File: 10CUP-00000-00036, 12GOV-00000-00017
Planning Commission File
Owner: County of Santa Barbara, General Services Department, Attn: Paddy Langlands, 105 E. Anapamu Street, Room 108, Santa Barbara, CA 93101
Applicant: Santa Ynez Valley Airport Authority, Inc., Attn: Kim Joos, P.O. Box 1572, Santa Ynez, CA 93460
County Chief Appraiser
County Surveyor
Fire Department
Flood Control
Park Department
Public Works
Environmental Health Services
APCD

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Doreen Farr, Third District Supervisor
Marell Brooks, Third District Planning Commissioner
Rachel Van Mullem, Chief Deputy County Counsel
Dana Carmichael, Planner

Attachments: **Attachment A – Findings**
 Attachment B – Conditions of Approval

DMB/dmv

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ATTACHMENT A: FINDINGS

1.0 CEQA FINDINGS

1.1 CONSIDERATION OF THE NEGATIVE DECLARATION AND FULL DISCLOSURE

The Planning Commission has considered the Negative Declaration together with the comments received and considered during the public review process. The Negative Declaration reflects the independent judgment and analysis of the Planning Commission and has been completed in compliance with CEQA, and is adequate for this proposal.

1.2 FINDING OF NO SIGNIFICANT EFFECT

On the basis of the whole record, including the negative declaration and any comments received, the Planning Commission finds that through feasible conditions placed upon the project, the significant impacts on the environment have been eliminated or substantially mitigated and on the basis of the whole record (including the initial study and any comments received), there is no substantial evidence that the project will have a significant effect on the environment.

1.3 LOCATION OF DOCUMENTS

The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the Secretary of the Planning Commission of the Planning and Development Department located at 123 East Anapamu Street, Santa Barbara, CA 93101.

1.4 ENVIRONMENTAL REPORTING AND MONITORING PROGRAM

Public Resources Code Section 21081.6 and CEQA Guidelines Section 15074 (d) require the County to adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The approved project description and conditions of approval, with their corresponding permit monitoring requirements, are hereby adopted as the reporting and monitoring program for this project. The monitoring program is designed to ensure compliance during project implementation.

2.0 CONDITIONAL USE PERMIT FINDINGS

According to Section 35.82.060.E.1 (Findings Required for Approval) of the County Land Use and Development Code, a Conditional Use Permit shall be approved or conditionally approved only if the decision-maker first makes all of the following findings.

2.1 The site for the proposed project is adequate in terms of location, physical characteristics, shape, and size to accommodate the type of use and level of development proposed.

The 123.97-acre airport parcel contains approximately 176,334 sq. ft. (4.34 acres) of development. Existing development includes an administrative office, a USFS Engine Bay, two office trailers, and 88 hangars. In addition to the 88 hangars, the airport has 55 tie-down spaces for general use and an additional 63 tie-down spaces for visiting aircraft. The

project includes primary development of approximately 27,690 sq. ft. Supportive development includes approximately 141,080 sq. ft. Grading will consist of approximately 243 cu. yd. cut, and 13, 733 cu. yd. fill for slope re-contouring, construction, and realignment of access ramps. All fill material will come from existing stockpiles within the airport property, and graded areas will be re-seeded. The primary development will be located in the northwest portion of the project site. This area contains the majority of the existing development, and is located on a plateau which is not highly visible from the public view shed due to the topography, existing structures, and existing vegetation in the area. The project will be constructed to match the design, height, scale and color of the existing airport structures. Given the topography of the site and the location of the development, the development will not: 1) be highly visible from the public view-shed; 2) change the visual character of the area; or 3) obstruct any scenic views of the Santa Ynez Mountains, or vistas. The Central Board of Architectural Review (CBAR) conceptually reviewed the project (including grading) on November 4, 2011. The CBAR was supportive of the project and did not request that it return for additional review. Therefore this finding can be made.

2.2. Within the Inland area significant environmental impacts will be mitigated to the maximum extent feasible.

The Final Mitigated Negative Declaration (12NGD-00000-00011) prepared for the proposed project identified potentially significant, but mitigable impacts to **Aesthetics/Visual Resources, Air Quality, Biological Resources, Geologic Processes, and Hazardous Materials/Risk of Upset**. Adherence to required mitigation measures will ensure that adverse impacts are mitigated to the maximum extent feasible. Therefore, this finding can be made.

2.3. Streets and highways are adequate and properly designed to carry the type and quantity of traffic generated by the proposed use.

The airport will continue to be accessed by Airport Road off of Highway 246. No additional private or public road maintenance is necessary. All public roadways that receive traffic to and from the airport will remain at a Level of Service (LOS) of C or better. The intersection of Airport Road and Highway 246 is adequately designed to accommodate the traffic associated with the airport. The existing design of the Airport Road/Highway 246 intersection will remain adequate in terms of sight distance, design and safety to accommodate the project. No improvements are required. Therefore, this finding can be made.

2.4. There will be adequate public services, including fire protection, police protection, sewage disposal, and water supply to serve the proposed project.

As described in Section 6.2 of this staff report, incorporated herein by reference, there will be adequate public services to serve the project. Water will continue to be provided by the Santa Ynez River Water Conservation District. Sanitary services will continue to be provided by existing septic systems in conformance with Environmental Health Services requirements. Access will continue to be provided by Airport Road via Highway 246. All necessary services are adequate or available to serve the project. Fire protection will continue to be provided by County Fire Station #32 located on the subject parcel. Police protection will continue to be provided by the Santa Barbara County Sheriff Department. Therefore, this finding can be made.

2.5. The proposed project will not be detrimental to the comfort, convenience, general welfare, health, and safety of the neighborhood and will be compatible with the surrounding area.

The improvements at the Santa Ynez Airport will be sited and designed to be compatible with the existing development. Structural designs, project siting, and appropriate conditions have been incorporated into the project in order to avoid any detrimental effect to the neighborhood, and incompatibility with the surrounding areas. Therefore, this finding can be made.

2.6. The proposed project will comply with all applicable requirements of the Development Code and the Comprehensive Plan, including any applicable community or area plan.

As discussed in Sections 6.2 and 6.3 of this staff report, incorporated herein by reference, the project will comply with all applicable requirements of the Land Use & Development Code, and the Comprehensive Plan including the Santa Ynez Valley Community Plan. Therefore, this finding can be made.

2.7. That within Rural areas as designated on the Comprehensive Plan maps, the proposed use will be compatible with and subordinate to the rural and scenic character of the area.

The project is not located within an area designated as Rural on the Comprehensive Plan. Therefore this finding does not apply.

ATTACHMENT B: CONDITIONS OF APPROVAL

Santa Ynez Airport Improvements

Case Nos. 10CUP-00000-00036 & 12GOV-00000-00017

Date: September 12, 2012

I. Project Description

1. **Proj Des-01 Project Description.** This Conditional Use Permit is based upon and limited to compliance with the project description, the hearing exhibits marked A-K, dated September 12, 2012, and all conditions of approval set forth below, including mitigation measures and specified plans and agreements included by reference, as well as all applicable County rules and regulations. The project description is as follows:

Conditional Use Permit (10CUP-00000-00036): Request of the Santa Ynez Airport Authority, Inc., to consider case number 10CUP-00000-00036 for a Conditional Use Permit validating existing buildings, facilities, paved areas and improved surfaces and to approve additional proposed development to be constructed on the existing Santa Ynez Airport pursuant to the provisions of the County Land Use and Development Code for lands zoned Agriculture, five-acre minimum gross lot area (AG-I-5). The Santa Ynez Airport, Assessor's Parcel Number 141-440-002, is located near the Highway 246/Airport Road intersection, known as 900 Airport Road, Santa Ynez area, Third Supervisorial District (the "Airport"). The airport office hours are 7 a.m. to 7.p.m. The airport is open for aircraft usage 24 hours per day. This application only applies to that portion of the airport subject to the Management Agreement and Lease and not the portion known as the County Remainder, as described in more detail below. The project description includes permitting of the existing development and limited additional proposed development.

Existing Authority Managed Development: The approximately 123.97-acre airport parcel currently contains approximately 176,334 square feet of Authority managed existing buildings. The existing buildings include an administrative office, United States Forest Service (USFS) Engine Bay/Administrative Office for an integrated heli-tack unit, two office trailers, and 88 hangars for a maximum aircraft capacity of 239. The ramp space includes 55 tie-down spaces currently allocated for general use and an additional 63 tie-down spaces currently allocated for visiting aircraft, for a total of 118 tie-down spaces, and a maximum aircraft capacity of 118. The combined hangar and tie-down maximum aircraft capacity is 357. See Table 3-1 for a detail of Existing Authority Managed buildings.

TABLE 3-1 EXISTING AUTHORITY MANAGED BUILDING DEVELOPMENT				
CUP SITE PLAN #	BUILDING DESCRIPTION	SIZE (SQ. FT)	#OF HANGAR UNITS	<u>MAXIMUM AIRCRAFT CAPACITY</u>
1	Hangar Row – A 10T-Hangars; 2 Half- Hangars; 1Box Hangar	13,560	13	10
1	Hangar Row – B 10 T-Hangars; 2 Half- Hangars	14,350	12	10
1	Hangar Row – C 12 T-Hangars; 2 Half- Hangars	15,150	14	12
2	Hangar Row – D Box Hangars	12,400	6	30
2	Hangar Row – E Box Hangars	27,900	12	60
2	Hangar Row – F Box Hangars	13,950	6	30
2	Hangar Row – G Box Hangars	46,012	9	45
1a	Port-A-Ports	1,500	3	3
2	Hangar Row - J Box Hangars	22,048	13	39
3	Terminal/Administrative Office	1,664		
4	Office Trailers (2)	1,400		
6	Engine Bay/Admin; Tenant: USFS	6,400		
	Existing Square Footage	176,334	88	239

The portion of the project site managed by the Authority (hereafter Authority-managed Airport) includes existing paved and improved surfaces including runway, taxiway, taxi-lanes, ramps, parking lots, and service roads for a total of 1,423,503 square feet. See Table 3-2 for additional details for existing paved and improved surface development.

TABLE 3-2 EXISTING AUTHORITY MANAGED SURFACE DEVELOPMENT		
CUP SITE PLAN #	PAVEMENT DESCRIPTION	SQ FOOTAGE
7	Paved Service Roads	90,500
8	Paved Runway/Taxiway	294,000
9	Paved Taxilanes/Taxiways	238,188
10	Paved Ramps	490,000
11	Paved Vehicle Parking	69,375
	Total Pavement	1,182,063
	IMPROVED SURFACE DESCRIPTION (semi-paved/gravel/or graded)	
12	Semi-Paved Ramps	52,500
13	Graded/Gravel Service Roads	38,700
14	Graded/Gravel Gliderport Operations	120,000
15	Graded Runway Protection Zone	30,240
	Total Improved Surfaces	241,440
	Total Existing Surface Development	1,423,503

The Authority-managed Airport also includes existing facilities and maintained areas. Facilities include airfield electrical signage, lighted beacon tower, aircraft fuel facilities, communication facilities, and a fixed base operator with airplane repair facilities. Maintained areas of the airport include irrigated and landscaped areas, as well as several acres that are not irrigated and require mowing for aircraft safety and fire prevention measures. Table 3-3 provides additional details.

TABLE 3-3		
EXISTING AUTHORITY MANAGED		
FACILITY DEVELOPMENT &		
MAINTAINED AREAS		
CUP SITE PLAN #	FACILITY DESCRIPTION	SQ FOOTAGE
16	Segmented Circle and Wind Cone	N/A
17	All Weather Observation System (AWOS)	N/A
18	Lighted Beacon	N/A
19	Visual Approach Slope Indicators (VASI)	N/A
20	Fuel Island (w/two 12,500 gallon tanks)	N/A
	MAINTAINED AREA DESCRIPTION	
Area around #3	Administrative lawn/picnic area, irrigated	35,000
Area around #15	Runway protection zone	320,000
Area along southern boundary	Overflow emergency aircraft parking	300,000
Area along Airport Road	Landscaped area, irrigated	64,000
	Total Maintain Area	719,000

Existing County Managed Development within Airport Parcel

The County of Santa Barbara manages three areas on the Airport Parcel that are not under the Lease with the Authority. These areas are not included in the project description for the Current Application. They include Fire Station #32, the County’s landfill pits in the area of the old Road Yard, and the abandoned County Road Yard on which a dirt stock pile belonging to the Authority is located and is governed by a separate agreement between the Authority and the County. The Authority will continue to own the stockpiled earth, to be used as needed for Airport maintenance, operations and improvements. The County Public Works Department historically operated the Santa Ynez Airport Landfill and is responsible for post closure management and maintenance. The fire station buildings and pavement, landfill and abandoned road yard are on County managed land and are not a part of the Current Application. Table 3-4 provides additional details.

TABLE 3-4 EXISTING COUNTY MANAGED BUILDINGS & SURFACES		
CUP SITE PLAN #	BUILDING DESCRIPTION	SQ FOOTAGE
FS32	Fire Station 32 Building	5,776
	Total Building	5,776
	PAVEMENT DESCRIPTION	SQ FOOTAGE
FS32	Fire Station 32 Pavement	27,124
	Total Pavement	27,124
	IMPROVED SURFACE DESCRIPTION (semi-paved/gravel/or graded)	
Northeast Corner	Graded landfill	69,696
Northeast Corner	Graded stockpile	43,000
	Total Improved Surface	112,696

Proposed Development

The proposed development includes the construction of both primary and supportive improvements. The primary development includes: one new box hangar, eight new T-hangars (13 maximum aircraft), equipment shed, Airport Office addition, electrical vault, and storage/office space additions to existing box hangars. All new development associated with the hangars would be constructed to match the existing hangars onsite. To facilitate future utility planning, new hangars or hangar additions may include water consumption fixtures, including but not limited to sinks, showers and/or toilets. The Airport has a successful record of septic percolation, including the most recent drywell performance test completed on September 7, 2004. However, the submittal of additional analysis and

percolation testing may be required prior to the approval and issuance of final permits required by Environmental Health Services, or any other responsible County agency. Table 3-5 provides additional details for the proposed primary development.

TABLE 3-5 PROPOSED PRIMARY DEVELOPMENT			
CUP SITE PLAN #	PROJECT DESCRIPTION	PROJECT USE	SQUARE FOOTAGE (Buildings)
21 (west of J-13)	Security Residence-Travel Trailer	Provide security housing (12' x 40')	480
22	Construct metal extension adjoined to west wall of hangar J-13	Office space for existing hangar tenant	1,200
22	Construct metal extension adjoined to south wall of hangar J-6	Office space for existing hangar tenant	1,200
23	Construct 1 box metal hangar G-10	Hangar for aircraft storage	5,200
22	Construct metal extension adjoined to south wall of Hangar G-4	Office space for existing hangar tenant	490
24	Construct metal storage shed adjoined to north end of Hangar row B	Equipment shed for SYVAA maintenance equipment	2,600
25	Construct additional T-hangars adjoined to south end of hangar rows A, B & C	Increased hangar space by 8 additional T-hangars for aircraft storage	A-row 5,000 B-row 6,400 <u>C-row 2,500</u> 13,900
21 (adjacent to office trailers)	Security Resident-Travel Trailer	Provide security housing (12' x 40')	480
22	Construct a metal extension adjoined to east wall of Hangar A-13	Office space for existing hangar tenant	600
26	Construct addition to Airport Terminal	Update airport operations	1,300
27	PAPI and wind cone	Safety Operations	N/A
28	Electrical vault	Upgrade electrical system	240
TOTAL PRIMARY DEVELOPMENT SQUARE FOOTAGE			27,690

Supportive improvements include: fencing around the entire perimeter and specific interior portions of the airport, Americans with Disabilities Act (ADA) access to the terminal from the ramp area, reconstruction and expansion of portions of the ramp area and east service road, and re-contouring of the north-facing slope between Airport Road and the ramp area

for drainage measures, erosion control and the abandonment of three existing service roads. Vegetative planting will be added to provide additional screening and erosion control. Fencing (perimeter and interior) will be constructed in accordance with Federal Aviation Administration (FAA) regulations. Additionally, upgrading the airport's airfield electrical system is projected as a maintenance project and will include an updated electrical vault, the addition of a Precision Approach Path Indicator (PAPI) and lighted wind cone for Runway 8 safety operations.

Approximately 175 ft x 300 ft (approximately 52,500 square feet) of the existing semi-paved eastern ramp will be reconstructed to accommodate parking for emergency helicopters (CUP site plan, #12). This space can accommodate four Type II helicopters or one Type I helicopter. Currently the Santa Ynez Airport is home to two Santa Barbara County Fire Department helicopters, one Santa Barbara County Sheriff helicopter, and one U.S. Forest Service helicopter. Additionally, the graded/gravel service road that connects the paved road at Fire Station # 32 to the eastern ramp will be reconstructed. The approximate square footage of the east service road is 49,980 square feet. The reconstruction of this service road will allow the abandonment of three graveled service roads that bisect that area identified in the proposed site plan as #31, and enhance erosion control measures.

Item #30 on the proposed CUP site plan identifies an approximate 30 ft X 300 ft addition to the existing eastern ramp, southwest of Fire Station #32, (approximately 9,000 square feet), and will align the northern edge of the reconstructed ramp with the northern edge of the existing ramp. The addition to an existing ramp (Project site plan #30) of new construction will gain approximately 17,600 square feet of new ramp space and approximately eight new tie-down locations

The conversion of the semi-paved ramp to a fully improved ramp and the addition of 9,000 square feet of new ramp space will allow for greater flexibility and safety between fixed-wing operations and helicopter operations. No tie-downs are planned for this increased ramp space to prevent parking of fixed wing aircraft adjacent to the operations of the emergency services helicopters assigned to the Airport. The airport currently contains a total of 118 tie-down spaces, which can accommodate a maximum of one aircraft per tie-down space. As a result of the proposed project, five tie-down spaces would be abandoned to make room for the proposed T-Hangar extensions. Eight tie-down spaces would be added in the ramp area designated on the proposed CUP site plan as #30. Thirteen tie-down spaces would be abandoned for a safety zone. This would result in a net loss of 10 tie-down spaces resulting in 108 available tie-down spaces. Each tie-down location can accommodate one maximum aircraft for a net loss of 10 maximum aircraft onsite. The proposed hangar additions would allow for an increase of 13 maximum aircraft stored onsite. This would result in a total net gain of three maximum aircraft stored onsite. Given the current maximum aircraft capacity of 357 aircraft, a net increase of 3 aircraft represents a 0.8% increase to the environmental baseline.

Proposed grading volumes for slope contouring and ramp construction will include approximately 243 cubic yards of cut and 13,733 cubic yards of fill. All fill material would come from existing stockpiles within the Airport property. All dirt would be balanced on site. No allowance was made for shrinkage. An attachment details the grading plan. Table 3-6 provides additional details for the proposed supportive development.

TABLE 3-6 PROPOSED SUPPORTIVE DEVELOPMENT			
CUP SITE PLAN #	PROJECT DESCRIPTION	PROJECT USE	SQUARE FOOTAGE (Ramp)
29	Construct a fence around perimeter and identified interior areas	To increase security of airport	NA
12	Reconstruct 175' x 300' of semi-paved ramp	To improve existing ramp	52,500
13	Reconstruct 68' x 735' of gravel service road	To provide east ramp access	49,980
30	Construct 30'x300' ramp extension	To align northern edge of ramp	9,000
30	Construct ramp	To extend existing ramp	17,600
32	Construct ADA access	To provide handicap access from ramp to terminal building	N/A
31	Grading and Vegetative Stabilization	Erosion Control	12,000
TOTAL SUPPORTIVE DEVELOPMENT SQUARE FOOTAGE			141,080

Airport Layout Plan Modifications (12GOV-00000-00017)

Previously Approved Airport Layout Plan

The FAA considers the Santa Ynez Airport to be significant to national air transportation and has identified the Santa Ynez Airport as part of the National Plan of Integrated Airport Systems (NPIAS). Identified airports are obligated to develop and submit a current Airport Layout Plan (ALP), along with an ALP Narrative Report (Narrative), that has sponsor (i.e., the County) and FAA approval. An approved ALP and Narrative are required to be eligible for FAA Airport Improvement Plan (AIP) grants

The Lease required the Authority to cause the preparation and maintenance of an up-dated ALP in conformance with FAA standards and directives. The ALP was developed by recognized airport consultants, utilizing an FAA Grant, and reviewed by the Planning Commission for determination of consistency (Government Code Section 65402) and approved by the Santa Barbara County Association of Governments (SBCAG) acting in the capacity of the Santa Barbara County Airport Commission before being adopted by the Board of Supervisors on January 15, 2002. Prior to adoption, the ALP underwent four years

of development and public review, including a special public meeting at the Airport in October 2000, Planning Commission review in March 2001, and SBCAG review in November 2001. The ALP was up-dated and approved (or revalidated) in 2003 to include the longitude and latitude of an All Weather Observation System (AWOS), and up-dated and approved/revalidated again in 2008 to reflect the addition of 2,450 square feet to the existing USFS Engine Bay to serve as an administrative office. The Lease stipulates that the ALP shall, when approved, be a blueprint for development and be the County's adopted plan for improvements of the Santa Ynez Airport.

A project qualified for AIP grant funding must be depicted on a current ALP. The ALP must conform to FAA standards and is subject to FAA approval from the standpoint of safety, utility, and efficiency of the airport as required by 49 USC 47107 (a) (16). As stipulated in the Management Agreement and Lease, when adopted by the County, the ALP shall identify a vision of the airport and its prospective uses for a period of twenty years.

The approved ALP consists of two engineering sheets along with the ALP Narrative. Sheet 1 depicts the layout of all current and future facilities and improvements, and sheet 2 depicts all existing and future property boundaries (See Attachment G).

Proposed Modifications to Approved Airport Layout Plan

A proposed modification to the ALP has been developed by the Authority and has been submitted to General Services for County review and approval prior to submittal to the FAA for approval and revalidation. It was determined that environmental review is necessary prior to a determination of consistency (Government Code Section 65402) by the Planning Commission and review and approval by the Board of Supervisors.

This proposed modification to the ALP is substantially reduced in scope from the current ALP. The ALP consists of two engineering sheets. Sheet 1 depicts the airport layout plan of all current and future facilities and improvements, and sheet 2 depicts all existing and future airport property boundaries. The proposed sheets 1 & 2 will replace the existing sheets 1 & 2. There are no proposed modifications to sheet 2 as there are no future changes to the airport property boundaries. Therefore, for all references to the ALP in this document, please refer to sheet 1.

This written description is not part of the ALP, but is intended to provide information concerning the requested modifications to the ALP to facilitate environmental review. See Table 2-1 for a detail of the changes found between the current ALP and the proposed ALP.

**TABLE 2-1
DIFFERENCES BETWEEN THE EXISTING AND PROPOSED ALP**

ALP Revalidated 9/29/08		ALP Submitted for County Approval	
Legend #	Description	Legend #	Description
5	Sheriff Hangar: Hangar identified as the “Sheriff’s” Hangar	5	Clarification: Hangar identification relocated and clarified that the Sheriff is the Tenant
8	Future T-Hangars: The addition of an entire new T-Hangar row plus T-Hangar additions on the 3 existing rows of hangars.	8	Removal: The additional T-hangar row is removed. T-Hangar additions on the 3 existing rows remain.
9	Future Box Hangars: 14 Box hangars are shown along the northern edge of the east ramp complex, plus 1 box hangar at the west end of the airport near the maintenance hangar.	9	Removal: All 14 box hangars on the northern edge of the east ramp complex are removed. The 1 box hangar at the west end of the airport near the maintenance hangar remains.
13	Future Aviation & Non-aviation Commercial Use: Designated land at the north-eastern end of the airport, landfill area, and the old road yard area for future aviation use.	13	Removal: The entire footprints of all of the formerly designated “Future Aviation & Non-Aviation” were removed.
14a	Forest Service Engine Bay Addition: Depicts the future administrative office addition to the engine bay	14	Removal: The administrative office addition was completed in Oct 2009, is now indicated on the ALP as “Existing USFS Facility”
16	Future Security Residence: Depicts one security trailer near the airport’s offices.	16	Addition: Adds one additional security trailer to the far west end of the airport.
17	Sailplane/Ultra-Light Staging Area: Depicted a general area for this operation.	7	Legend # Change: The sailplane staging area is now shown on the legend as #7 and included within the “Glider Fixed Base Operation”.
19	Not on Legend: Although this number does not show on the legend it was shown on the map as an east ramp reconstruction and expansion.	17	Clarification/Addition: This ramp area was clarified to define that portion of the ramp that would be reconstructed. This number also depicts the existing service road to be reconstructed. This service road will provide improved access for emergency vehicles to the east ramp.

ALP Revalidated 9/29/08		ALP Submitted for County Approval	
Legend #	Description	Legend #	Description
19	Not on Legend: Although this number does not show on the legend it was shown on the map as an east ramp reconstruction and expansion.	19	Addition: Future Ramp Expansion. The northern portion of ramp #17 is an expansion to align the northern edge. An additional ramp creating 8 additional tie-down spaces is in lieu of the proposed hangars in this area.
	AWOS: Shown on map but not depicted on the legend.	20	Clarification: AWOS added to the legend.
		21	Addition: PAPI. Precision Approach Path Indicator added to RW 8 as a visual aid to provide guidance information to help pilots acquire and maintain the correct approach.
		22	Addition: ADA access from ramp area to terminal building.
	Beacon was shown on map but never indicated on the legend.	23	Addition: Beacon Relocation. Beacon relocated approx 30 ft to accommodate an addition to the existing row of T hangars.
		24	Addition: Wind Cone added for RW 8.
		25	Addition: Erosion Control. Contouring, erosion control, and slope stabilization along embankment between Airport Road and east ramp area.
		26	Addition: Install fencing to control pedestrian and vehicle movement.
		27	Addition: Install access gate to control pedestrian and vehicle movement.
	Ultimate Runway Extension/Displaced Threshold		Deleted

When adopted by the County, the revised ALP will become the County’s vision for the Airport, which includes projects that are considered critical for airport safety, efficiency, and utility. The revised ALP is significantly reduced in scope from the current ALP and depicts the identical existing and future airport buildings and facilities included in the accompanying CUP application.

- 2. Proj Des-02 Project Conformity.** The grading, development, use, and maintenance of the property, the size, shape, arrangement, and location of the structures, parking areas and landscape areas, and the protection and preservation of resources shall conform to the project description above and the hearing exhibits and conditions of approval below. The

property and any portions thereof shall be sold, leased or financed in compliance with this project description and the approved hearing exhibits and conditions of approval thereto. All plans (such as Landscape and Tree Protection Plans) must be submitted for review and approval and shall be implemented as approved by the County.

II. MITIGATION MEASURES from NEGATIVE DECLARATION

12NGD-00000-00011

3. **Special Condition - Lighting.** Except as required for FAA compliance, all lighting fixtures associated with the project shall: 1) be minimized in terms of the height and intensity; and 2) shall be hooded to direct light downward onto the subject parcel and prevent spill-over onto adjacent parcels. The applicant shall develop a Lighting Plan incorporating these requirements. **Plan Requirements:** The Lighting Plan shall depict the location and height of all new exterior lighting fixtures, and shall include an arrow indicating the direction of light being cast by each fixture.

MONITORING: P&D will review and approve a Lighting Plan for compliance with this measure prior to issuance of land use permits for each phase of development. County General Services will inspect new structures upon completion to ensure that new exterior lighting fixtures have been installed in conformance with the approved final Lighting Plan.

4. **Air-01 Dust Control.** The Owner/Applicant shall comply with the following dust control components at all times including weekends and holidays:
- a. Dust generated by the development activities shall be kept to a minimum with a goal of retaining dust on the site.
 - b. During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, use water trucks or sprinkler systems to prevent dust from leaving the site and to create a crust after each day's activities cease.
 - c. During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site.
 - d. Wet down the construction area after work is completed for the day and whenever wind exceeds 15 mph.
 - e. When wind exceeds 15 mph, have site watered at least once each day including weekends and/or holidays.
 - f. Order increased watering as necessary to prevent transport of dust off-site.
 - g. Cover soil stockpiled for more than two days or treat with soil binders to prevent dust generation. Reapply as needed.
 - h. If the site is graded and left undeveloped for over four weeks, the Owner/Applicant shall immediately:
 - i. Seed and water to re-vegetate graded areas; and/or
 - ii. Spread soil binders; and/or
 - iii. Employ any other method(s) deemed appropriate by P&D or APCD.

PLAN REQUIREMENTS: These dust control requirements shall be noted on all grading and building plans. **PRE-CONSTRUCTION REQUIREMENTS:** The contractor or builder shall provide P&D monitoring staff and APCD with the name and contact information for an assigned onsite dust control monitor(s) who has the responsibility to:

- a. Assure all dust control requirements are complied with including those covering weekends and holidays.
- b. Order increased watering as necessary to prevent transport of dust offsite.
- c. Attend the pre-construction meeting.

TIMING: The dust monitor shall be designated prior to land use permit. The dust control components apply from the beginning of any grading or construction throughout all development activities until Final Building Inspection Clearance is issued.

MONITORING: P&D processing planner shall ensure measures are on plans. Grading and building inspectors shall spot check; Grading and Building shall ensure compliance onsite. APCD inspectors shall respond to nuisance complaints.

5. Bio-01 Tree Protection Without a Tree Protection Plan. All grading, trenching, ground disturbance, construction activities and structural development shall occur beyond six feet of the dripline of all oak trees.

- a. Prior to the approval of a land use permit for grading or construction, all oak trees in close proximity to grading activities shall be fenced at least six feet beyond the dripline as shown on an exhibit approved by P&D. Fencing shall be at least three feet in height of chain link or other material acceptable to P&D and shall be staked every six feet. The Owner/Applicant shall place signs stating “tree protection area” at 15 foot intervals on the fence. Fencing and signs shall remain in place throughout all grading and construction activities.
- b. With the exception of the removal of one unhealthy oak tree sapling, no tree removal or damage of healthy trees is authorized by this permit. However, any unanticipated damage to healthy trees or sensitive habitats from construction activities shall be mitigated in a manner approved by P&D. This mitigation shall include but is not limited to posting of a performance security, tree replacement on a 10:1 (15:1 for Valley or Blue Oaks) ratio and hiring of an outside consulting biologist or arborist to assess damage and recommend mitigation. The required mitigation shall be done under the direction of P&D prior to any further work occurring onsite. Any performance securities required for installation and maintenance of replacement trees will be released by P&D after its inspection and confirmation of such installation and maintenance.
- c. To help ensure the long term survival of oak trees, no permanent irrigation systems are permitted within six feet of the dripline of oak trees. Any landscaping must be of compatible species requiring minimal irrigation. Drainage plans shall be designed so that tree trunk areas are properly drained to avoid ponding.

PLAN REQUIREMENTS: Fencing shall be graphically depicted on project plans.

TIMING: This condition shall be printed on project plans submitted for land use permit approval, and installed prior to Grading or Building Permit issuance.

MONITORING: P&D compliance monitoring staff shall review plans. County General Services staff shall conduct site inspections to ensure compliance during grading and construction.

6. **Geo-02. Erosion and Sediment Control Plan.** Grading and erosion and sediment control plans shall be designed to minimize erosion during construction and shall be implemented for the duration of the grading period and until re-graded areas have been stabilized by structures, long-term erosion control measures or permanent landscaping. The Owner/Applicant shall submit an Erosion and Sediment Control Plan (ESCP) using Best Management Practices (BMP) designed to stabilize the site, protect natural watercourses/creeks, prevent erosion, convey storm water runoff to existing drainage systems keeping contaminants and sediments onsite. The Erosion and Sediment control plan shall be a part of the Grading Plan submittal and will be reviewed for its technical merits by P&D. Information on Erosion Control requirements can be found on the County web site re: Grading Ordinance Chapter 14 (www.countysb.org/government/county_ordinance_code Chapter 14 14-9 and 14-29 – refer to Erosion and Sediment Control Plan Requirements.) **PLAN REQUIREMENTS:** The grading and erosion and sediment control plan(s) shall be submitted for review and approved by P&D prior to land use permit issuance. The plan shall be designed to address erosion and sediment control during each phase of development of the site until each disturbed area is permanently stabilized. **TIMING:** The plan shall be implemented prior to the commencement of and throughout grading/construction.

MONITORING: County General Services staff shall perform site inspections throughout the construction phase.

7. **Special Condition – Hazardous Materials Discovery.** All hazardous materials encountered during ground disturbing activities onsite shall be addressed in accordance with State mandated standards. Hazardous materials may be treated onsite and remain in place, or excavated and disposed of at a licensed facility.

MONITORING: Building and Safety inspector shall site inspect to ensure grading activities are consistent with approved plans and this requirement.

III. PROJECT SPECIFIC CONDITIONS

8. **Map-11 Electrical Utilities.** Electrical utilities shall be installed underground.
9. **CulRes-09 Stop Work at Encounter.** The Owner/Applicant and/or their agents, representatives or contractors shall stop or redirect work immediately in the event archaeological remains are encountered during grading, construction, landscaping or other construction-related activity. The Owner/Applicant shall retain a P&D approved archaeologist and Native American representative to evaluate the significance of the find in compliance with the provisions of Phase 2 investigations of the County Archaeological Guidelines and funded by the Owner/Applicant. **PLAN REQUIREMENTS:** This condition shall be printed on all building and grading plans.
10. **Special Condition – CUP & ALP Consistency.** Proposed future development associated with the approved Conditional Use Permit shall be consistent with the Board of Supervisors approved Airport Layout Plan. **PLAN REQUIREMENTS/TIMING:** Prior to Land Use Permit approval for future development, P&D shall review the plans for consistency. If the proposed development is not consistent with the approved Airport Layout Plan, the Conditional Use Permit shall be revised to reflect the approved ALP.

IV. COUNTY RULES AND REGULATIONS/LEGAL REQUIREMENTS

11. **Rules-01 Effective Date-Not Appealable to CCC.** This Conditional Use Permit shall become effective upon the date of the expiration of the applicable appeal period provided an appeal has not been filed. If an appeal has been filed, the planning permit shall not be deemed effective until final action by the final review authority on the appeal. No entitlement for the use or development shall be granted before the effective date of the planning permit. [LUDC §35.82.020]
12. **Rules-03 Additional Permits Required.** The use and/or construction of any structures or improvements authorized by this approval shall not commence until the all necessary planning and building permits are obtained. Before any Permit will be issued by Planning and Development, the Owner/Applicant must obtain written clearance from all departments having conditions; such clearance shall indicate that the Owner/Applicant has satisfied all pre-construction conditions. A form for such clearance is available from Planning and Development.
13. **Rules-05 Acceptance of Conditions.** The Owner/Applicant's acceptance of this permit and/or commencement of use, construction and/or operations under this permit shall be deemed acceptance of all conditions of this permit by the Owner/Applicant.
14. **Rules-08 Sale of Site.** The project site and any portions thereof shall be sold, leased or financed in compliance with the exhibit(s), project description and the conditions of approval including all related covenants and agreements.
15. **Rules-12 CUP Expiration.** The Owner/Applicant shall obtain the required Land Use Permit within the 5 years following the effective date of this Conditional Use Permit. If the required Land Use Permit is not issued within the 5 years following the effective date of this Conditional Use Permit, or within such extended period of time as may be authorized in compliance with the County Land Use and Development Code, and an application for an extension has not been submitted to the Planning and Development Department, the Conditional Use Permit shall be considered void and of no further effect.
16. **Rules-17 CUP-Void.** This Conditional Use Permit shall become void and be automatically revoked if the development and/or authorized use allowed by this Conditional Use Permit is discontinued for a period of more than 12 months, or within such extended period of time as may be authorized in compliance with Section 35.82.060.G.4 of the Land Use and Development Code. Any use authorized by this Conditional Use Permit shall immediately cease upon expiration or revocation of this Conditional Use Permit. Any Land Use Permit approved or issued pursuant to this Conditional Use Permit shall expire upon expiration or revocation of the Conditional Use Permit. Conditional Use Permit renewals must be applied for prior to expiration of the Conditional Use Permit. [LUDC §35.82.060 & §35.84.060].
17. **Rules-18 CUP Revisions.** The approval by the Planning Commission of a revised Conditional Use Permit shall automatically supersede any previously approved Conditional Use Permit upon the effective date of the revised permit.
18. **Rules-21 CUP Revisions-Change of Use.** Any change of use in the proposed structure shall be subject to appropriate environmental analysis and review by the County including Building Code compliance.

- 19. Rules-23 Processing Fees Required.** Prior to issuance of the Land Use Permit, the Owner/Applicant shall pay all applicable P&D permit processing fees in full as required by County ordinances and resolutions.
- 20. DIMF-24d DIMF Fees-Fire.** In compliance with the provisions of ordinances and resolutions adopted by the County, the Owner/Applicant shall be required to pay development impact mitigation fees to finance the development of facilities for the Fire Department. Required mitigation fees shall be as determined by adopted mitigation fee resolutions and ordinances and applicable law. The total Fire DIMF amount assessed is \$2,745.00. This is based on a project type of non-retail commercial (sprinklered) and a project size of 27,450 sq ft. **TIMING:** Fire DIMFs shall be paid to the County Fire Department prior to Final Building Inspection and shall be based on the fee schedules in effect when paid.
- 21. DIMF-24g DIMF Fees-Transportation.** In compliance with the provisions of ordinances and resolutions adopted by the County, the Owner/Applicant shall be required to pay development impact mitigation fees to finance the development of facilities for transportation. Required mitigation fees shall be as determined by adopted mitigation fee resolutions and ordinances and applicable law. The total DIMF amount for Transportation is assessed at \$1,100. This is based on an estimate of 2 newly generated peak hour trips x \$550/peak hour trips. **TIMING:** Transportation DIMFs shall be paid to the County Public Works Department-Transportation Division prior to Land Use Permit issuance.
- 22. Rules-29 Other Dept Conditions.** Compliance with Departmental/Division letters required as follows:

 - a) Air Pollution Control District dated October 11, 2010;
 - b) Environmental Health Services Division dated August 15, 2012;
 - c) Fire Department dated October 13, 2010;
 - d) Transportation Division dated August 22, 2012
- 23. Rules-30 Plans Requirements.** The Owner/Applicant shall ensure all applicable final conditions of approval are printed in their entirety on applicable pages of grading/construction or building plans submitted to P&D or Building and Safety Division. These shall be graphically illustrated where feasible.
- 24. Rules-32 Contractor and Subcontractor Notification.** The Owner/Applicant shall ensure that potential contractors are aware of County requirements. Owner / Applicant shall notify all contractors and subcontractors in writing of the site rules, restrictions, and Conditions of Approval and submit a copy of the notice to P&D compliance monitoring staff.
- 25. Rules-33 Indemnity and Separation.** The Owner/Applicant shall defend, indemnify and hold harmless the County or its agents or officers and employees from any claim, action or proceeding against the County or its agents, officers or employees, to attack, set aside, void, or annul, in whole or in part, the County's approval of this project. In the event that the County fails promptly to notify the Owner / Applicant of any such claim, action or proceeding, or that the County fails to cooperate fully in the defense of said claim, this condition shall thereafter be of no further force or effect.

26. **Rules-37 Time Extensions-All Projects.** The Owner / Applicant may request a time extension prior to the expiration of the permit or entitlement for development. The review authority with jurisdiction over the project may, upon good cause shown, grant a time extension in compliance with County rules and regulations, which include reflecting changed circumstances and ensuring compliance with CEQA. If the Owner / Applicant requests a time extension for this permit, the permit may be revised to include updated language to standard conditions and/or mitigation measures and additional conditions and/or mitigation measures which reflect changed circumstances or additional identified project impacts.