

45 days

June 8, 1999

Board of Supervisors
County of Ventura
800 S. Victoria Ave.
Ventura, CA 93009

**SUBJECT: Review and Certification of Environmental Assessment/
Environmental Impact Report for the Oxnard Airport Master Plan;
Final Approval of Oxnard Airport Master Plan**

4/5 VOTE REQUIRED FOR OPTION #1

Recommendations:

Your Board selects one of the following options:

OPTION ONE

1. certify that the attached EIR (Exhibit 1) has been completed in accordance with CEQA, the State CEQA Guidelines issued thereunder and the County of Ventura Administrative Supplement to the State CEQA Guidelines; that the Board of Supervisors has reviewed and considered the information contained in the attached EIR; and, that the attached EIR represents the independent judgement of the County of Ventura;
2. find that the proposed Oxnard Airport Master Plan (Exhibit 2) is in the public interest and its general welfare, and consistent with good airport planning practice; and find that the Board of Supervisors has reviewed the proposed CEQA Findings (Exhibit 3), and has determined that changes or alteration have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment identified in the EIR; and, adopt the proposed CEQA Findings and Statement of Facts (Exhibit 3).
3. find that the mitigation measures identified in the EIR are feasible and incorporate all of the EIR mitigation measures into the Oxnard Airport Master Plan as conditions of approval; and, find that the attached Mitigation Monitoring and Reporting Program (Exhibit 4) meets the requirements of Section 21081.6 of the Public Resources Code;

Recommendations continued:

4. approve and adopt the Oxnard Airport Master Plan (Exhibit 2) with the incorporated mitigation measures;
5. approve and adopt the Mitigation Monitoring and Reporting Program (Exhibit 4); and,
6. specify 800 South Victoria Avenue, Ventura, California, the Clerk of the Board, as the location and custodian of the documents that constitute the record of proceedings upon which this decision is based

OPTION TWO

That your Board:

1. direct staff to re-open the public review period on the Administrative Final Environmental Impact Report for an additional 45 days, and
2. to review and address the comments from the Oxnard Airport Authority.

Fiscal impacts:

There will be undetermined costs associated with implementation of the mitigation measures that are identified in the EA/EIR. The associated costs of any projects have been reviewed in the Oxnard Airport Master Plan and mitigation measures will be included as part of each project. Any projects currently underway have been included in the 1999-2000 or the proposed 2000-2001 budgets. Traffic impact mitigation fees will be determined on a project-by-project basis and will be included when a request for approval of the project comes before your Board. Therefore, no additional/immediate fiscal impacts are anticipated on the annual budget in the next two fiscal years.

Discussion:

On June 11, 1996, the Ventura County Board of Supervisors approved in concept the Oxnard Airport Master Plan (see Exhibit 5). Upon this conceptual approval, a consultant was selected to prepare the required environmental documentation for the master plan.

A joint environmental assessment/environmental impact report (EA/EIR) was prepared to meet the requirements of both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The document was prepared and

circulated pursuant to the requirements of NEPA and CEQA. Public hearings were held before the Ventura County Environmental Report Review Committee (ERRC) on restrictions with an analysis of the financial impact on aviation. Therefore, a voluntary curfew has been recommended and regulatory restrictions were not considered as a feasible mitigation measure in the EIR. ERRC serves as the EIR advisory committee to Ventura County agencies and the Board. The committee took public testimony and approved the document with some changes that have been incorporated into the document before you (see Exhibit 6).

The EA/EIR was brought before the Aviation Advisory Commission on May 6, 1999. Public testimony was taken and the Commission voted 4 to 1 to recommend certification to your Board.

On May 12, 1999 the Oxnard Airport Authority held a public meeting regarding the EA/EIR and master plan. Public testimony was taken and the authority voted 3 to 0 to not recommend certification of the document to your Board, but rather, that the EIR be revisited to further address issues raised by the City of Oxnard. These issues concerned noise, projections of future demand, and restrictions on landing times. The authority recommended that the EIR be sent back to staff at that time and not to go to your Board. In their deliberations, authority members supported the City of Oxnard's recommendation, "that the authority recommend to the Board of Supervisors that the EIR be sent back for additional review." Furthermore, the Joint Powers Agreement, that established the Oxnard Airport Authority, states that the authority is to make recommendations to the Board on matters regarding the Oxnard Airport. Because of the confusion in the motion by the Oxnard Airport Authority, County Counsel was asked to review the tape of the meeting and address the issue. County Counsel concluded that the EIR and master plan could go forward to your Board for action as the recommendation of the authority. Four-fifths (4/5) vote is required to override the authority's recommendation.

It should be noted that these issues had been previously discussed at public hearings in front of ERRC and the Aviation Advisory Commission, as well as within the document itself. The following items are in response to the three issues listed above. 1) Section 15151 of the State CEQA Guidelines states "An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences." The conclusions of the EIR are based on a thorough analysis derived from reasonable assumptions and using County adopted thresholds. The guidelines further state, "An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible." Proposed noise-related mitigation measures in the EIR are designed to lessen existing impacts along Little Farms Road and may or may not be implemented without adoption of the EIR proposed mitigation measure. 2) The demand projections are based on published population projections from the City of Oxnard

General Plan and the Southern California Association of Governments (SCAG). 3) Restrictions on landing times are not acceptable to the FAA for airports without a separate study justifying the restrictions with an analysis of the financial impact on aviation. Therefore, a voluntary curfew was recommended and a regulatory restriction was not considered as a feasible mitigation measure in the EIR.

Statement of matter for board consideration:

Environmental Impact Analysis

Ventura County Department of Airports has prepared a Draft Airport Master Plan (also referred to as *land acquisition and airport development*) for Oxnard Airport, including the acquisition of land and landside development and improvements. A joint environmental assessment/ environmental impact report has been prepared to examine the potential environmental impacts of implementation of the proposed master plan. The Federal Aviation Administration (FAA) is the Lead Agency under the National Environmental Policy Act (NEPA). The Ventura County Department of Airports is the lead agency under the California Environmental Quality Act (CEQA). The Ventura County Board of Supervisors is responsible for approving the master plan and certifying the EIR element of this document. The FAA will issue a Finding of No Significant Impact (FONSI) in compliance with NEPA once the master plan is approved.

A summary chapter is provided at the beginning of the EA/EIR. In general, the analysis concludes that implementation of the proposed Oxnard Airport Master Plan will not have any significant unmitigable environmental impacts. The document provides several mitigation measures to alleviate any potential adverse environmental effects to less than significant levels. These measures are also listed in the summary tables at the beginning of the document (see Tables C and D of the EA/EIR).

The issue areas that require mitigation include both project and cumulative impacts. The project specific issue areas requiring moderation are noise, compatible land use, social, traffic and circulation, historic, architectural, archaeological and cultural resources, and construction impacts. The cumulative issue areas include those listed above plus water supply/quality and solid waste impact/disposal. To further emphasize the conclusions of the EA/EIR, all potential adverse environmental impacts were determined to be *less than significant* with the proposed mitigation measures. In addition, beneficial effects were identified for floodplains and cumulative noise impacts due to proposed implementation of the Oxnard Airport Master Drainage Plan and the EIR noise mitigation measure.

Oxnard Airport Master Plan

The draft Master Plan update proposes projects which would enhance safety and security, rehabilitate and accommodate aviation needs at the airport by: 1) providing airport control over the runway safety area and runway object-free area through the

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fee-simple acquisition of 43.28 acres and the acquisition of aviation easements over an additional 111.15 acres; 2) completion of the MALSR lighting system; 3) storm water drainage improvements; and, 4) installation of perimeter fencing and security lighting, among other projects. The document also proposes airport development projects that are identified to accommodate future aviation demand at Oxnard Airport. These projects include: 1) the acquisition of approximately 7.9 acres for landside development; 2) improvements to the terminal building; 3) redesign and replacement of the hangar apron areas; 4) construction of new parking facilities and access roadways; and, 5) construction of exit taxiways, among other projects. These improvements are in accordance with the FAA-approved airport layout plan. Other alternatives evaluated in the study include: various landside development plans to accommodate the same objectives at Oxnard Airport; transferring service to another airport; construction of a new airport; and, no action (no project).

It should be noted that your Board conceptually approved the Oxnard Master Plan in June 1996, and that the proposed plan was developed to address the needs the public and airport users in the Oxnard area. The plan *does not* allow for increased size of aircraft that can land at the airport, nor does it expand the available services. *It merely identifies improvements to safely to accommodate users and upgrade existing facilities.*

Staff recommendation:

Staff recommends that your Board selects *Option One* or *Option Two* shown at the beginning of this letter. *Option One* and its sub-parts will certify the Oxnard EIR and approve the airport master plan; *Option Two* will direct staff to re-open the public review period for the Administrative Final EIR for an additional 45 days in order to address the Oxnard Airport Authority's concerns.

Based on the Findings above and the recommendations of the ERRC and the Aviation Advisory Commission, staff recommends certification of the Environmental Impact Report and approval of the Oxnard Airport Master Plan.

The Chief Administrative Officer and County Counsel have reviewed this item. If you have any questions, please contact me at 388-4200.

DEPARTMENT OF AIRPORTS

Asott E. Anseth

F&f

RODNEY L. MURPHY, CAE

Director of Airports

EXHIBITS:

- Exhibit 1:** Environmental Assessment/Environmental Impact Report for the Oxnard Airport Master Plan
- Exhibit 2:** Oxnard Airport Master Plan (1996)
- Exhibit 3:** CEQA Findings and Statement of Fact
- Exhibit 4:** Mitigation Monitoring and Reporting Program for Oxnard Airport Master Plan EA/EIR
- Exhibit 5:** Minutes from the June 1996 Board of Supervisors Meetings
- Exhibit 6:** Minutes from the Environmental Report Review Committee Hearings, January 6 and March 10, 1999

CEQA FINDINGS and Statement of Facts

- A. Findings:** Pursuant to Section 21081 of the California Environmental Quality Act (CEQA) and Sections 15091-15093 of the CEQA Guidelines, the Board of Supervisors of the County of Ventura finds that each significant effect identified in the EIR changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment identified in the EIR.
- B. Statement of Facts Supporting Findings Regarding Significant Effects and Mitigation Measures:**

The Final EIR identifies significant and potentially significant impacts and proposes mitigation measures that would reduce existing, projected, and cumulative impacts to less-than-significant levels based on County of Ventura adopted thresholds, as demonstrated in the EIR analysis. These mitigation measures, along with the mitigation monitoring and reporting program (MMRP), constitute the mitigation effects for the Oxnard Airport Master Plan update and will carry out the impact elimination or reduction.

Mitigation Monitoring and Reporting Program

for

Oxnard Airport

Master Plan Update

Prepared for:

Ventura County
Department of Airports
555 Airport Way
Camarillo, California 93010

Prepared by:

Kari E. Gialketsis, Planning Consultant
811 Loma Vista Place
Santa Paula, California 93060

May 1999

Mitigation Monitoring and Reporting Program

This document is the Mitigation Monitoring and Reporting Program (MMRP) for the Oxnard Airport Master Plan EIR. Public Resources Code Section 21081.6(a) requires that a Lead Agency adopt an MMRP prior to approving a project in order to mitigate or avoid significant impacts that have been identified in an environmental impact report. The purpose of the MMRP is to ensure that required mitigation measures, identified in the environmental impact report are implemented as part of the overall project implementation. In addition to ensuring implementation of mitigation measures, the MMRP provides feedback to agency staff and decision-makers during the project implementation, and identifies the need for enforcement action before irreversible environmental damage occurs.

The following table summarizes the mitigation measures for each issue area identified in the Environmental Impact Report for the Oxnard Airport Master Plan Update. The table identifies each mitigation measure; the action required for the measure to be implemented; the time at which the monitoring is to occur; the monitoring frequency; and the agency or party responsible for ensuring that the monitoring is performed. In addition, the table includes columns for compliance verification. These columns would be filled out by the monitoring agency or party and would document monitoring compliance.

The format for the table follows the order the issues appear in the EIR summary table. Where an impact was identified to be less than significant, no mitigation measures were required. Thus, all issue areas in the EIR are not represented in the table since there are no measures required for less than significant impacts.

This MMRP will be used by County Department of Airports staff to ensure compliance with mitigation measures as individual projects are initiated in conjunction with the Master Plan.

Oxnard Airport Master Plan Update
 Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party (County and/or selected consultant)	Compliance Verification		
					Initial	Date	Comments
NOISE AND COMPATIBLE LAND USE							
Ventura County Department of Airports will purchase of sound insulate dwelling units on Little Farms Road through a voluntary program with homeowners. Thirty dwelling units have been identified to participate in this program.	Ventura County Department of Airports will proceed with implementation of the program pursuant to FAA guidelines.	After certification of FEIR and approval of Oxnard Airport Master Plan.	Once	VCDOA/FAA			
SOCIAL							
Acquisition of land requires the relocation of the Masonic Temple, National Guard Armory, School Administration Offices, and school bus maintenance facility.	Ventura County Department of Airports will comply with Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 which provides homeowners, business owners, farmers and tenants	In accordance with Federal Uniform Relocation assistance and Real Property Acquisition Policies Act.	Once	VCDOA/FAA			

Key: VCDOA - Ventura County Department of Airports
 VCB&S - Ventura County Building and Safety Department
 FAA - Federal Aviation Administration

Ventura County Department of Airports

Oxnard Airport Master Plan Update
Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party (County and/or selected consultant)	Compliance Verification		
					Initial	Date	Comments
	with assistance in finding a new home, site, or farm, and in relocation costs.						
TRAFFIC AND CIRCULATION							
Ventura County Department of Airports will comply with the County's and/or City's Traffic Impact Fee Programs, as required, in order to mitigate potential traffic impacts associated with the individual elements of the Proposed Action.	New construction projects will be evaluated on a project by project basis. Prior to issuance of a building permit, a project description will be submitted to the County Transportation Department and/or City Traffic Engineer to determine its potential impact to County and/or City roads.	Prior to issuance of a building permit.	Prior to construction of individual projects at the airport. Individual projects will be constructed on an as needed basis, and/or when funding becomes available.	VCDOA and VCB&S			

Key: VCDOA – Ventura County Department of Airports
 VCB&S – Ventura County Building and Safety Department
 FAA - Federal Aviation Administration

Ventura County Department of Airports

Oxnard Airport Master Plan Update
 Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party (County and/or selected consultant)	Compliance Verification		
					Initial	Date	Comments
	If it is determined that the project will have impacts, the Director of Airports and a County and/or City representative will determine the appropriate fee needed to mitigate the project impact.						
HISTORIC, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES							
An archaeologist will be retained to monitor all ground disturbing activities associated with the airport improvements identified in the Oxnard Airport Master Plan update. Should resources be unearthed during construction, all construction activities in the vicinity of the find will cease until a determination can be made as to its/their significance and, if necessary, a data recovery plan	Retention of an Archaeologist and Historic Resources expert.	Prior to onsite grading and/or new construction.	Once	VCDOA			

Key: VCDOA – Ventura County Department of Airports
 VCR&S – Ventura County Building and Safety Department
 FAA- Federal Aviation Administration

Ventura County Department of Airports

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party (County and/or selected consultant)	Compliance Verification		
					Initial	Date	Comments
be implemented. If further on-site investigation is required, all subsequent recommendations shall conform to Section 106 of the National Historic Preservation Act. Ventura County Department of Airports will prepare a Phase I Cultural Resources and Historic Resources Assessment prior to any new ground-disturbing construction or building demolition at Oxnard Airport and submit the report to the FAA and the SHPO.							

Key: VCDOA – Ventura County Department of Airports
 VCB&S – Ventura County Building and Safety Department
 FAA – Federal Aviation Administration

Ventura County Department of Airports

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party (County and/or selected consultant)	Compliance Verification		
					Initial	Date	Comments
CONSTRUCTION IMPACTS							
Potentially significant short-term air and water quality impacts.	<p>Use of Ventura County Air Pollution Control District's construction-related mitigation measures.</p> <p>Use of best management practices to reduce erosion, minimize sedimentation, and control non-stormwater discharges.</p>	During onsite grading	Periodically during grading	VCDOA			

Key: VCDOA – Ventura County Department of Airports
 VCB&S – Ventura County Building and Safety Department
 FAA - Federal Aviation Administration

Ventura County Department of Airports

EXHIBIT

BOARD MINU

BOARD OF SUPERVISORS, COUNTY OF VENTURA, STATE OF CALIFORNIA

SUPERVISORS SUSAN K. LACEY, FRANK SCHILLO
MAGGIE KILDEE, JUDY MIKELS AND JOHN K. FLYNN
June 11, 1996 at 2:00 p.m.

202.100

Public Hearing to Approve in Concept the Oxnard Airport Master Plan. (Continued from 6/4/96, Item #23)

(X) All board members are present.

() All board members are present except Supervisor _____

(X) The following persons are heard: Rodney Murphy, Jim Harris, Steve Benson, Don Hollingsworth, F. Lou Haake, Pat Thomas, Bernard Dunhom, Roy Lockwood, Jane Tolmach, and David Timms

() The following document(s) are submitted to the Board for consideration: () _____ statement card(s); () _____

(X) The Board holds a public hearing.

(X) Upon motion of Supervisor Flynn, seconded by Supervisor Kildee, and duly carried, the Board hereby approves the attached staff recommendations, minus movement of the threshold 1,000 feet; with Supervisors Lacey and Mikels dissenting.

() Upon motion of Supervisor _____, seconded by Supervisor _____, and duly carried, the Board hereby approves the attached staff recommendation(s) with the following modification(s):

() Supervisor(s) _____ dissenting/abstaining.

() Upon motion of Supervisor _____, seconded by Supervisor _____, and duly carried, the Board hereby continues the above stated matter to _____.

() Supervisor(s) _____ dissenting/abstaining.

() Upon motion of Supervisor _____, seconded by Supervisor _____, and duly carried, the Board hereby _____

() Without motion, the Board hereby: () Continues the above stated matter to _____.

() Makes/hears the attached presentation. () Removes the above stated matter from the Agenda. () Receives and files the attached.

() Upon motion of Supervisor _____, seconded by Supervisor _____, and duly carried, the Board hereby approves the Informational Agenda as attached.

CLERK'S CERTIFICATE

I hereby certify that the annexed instrument is a true and correct copy of the document which is on file in this office.

RICHARD D. DEAN, County Clerk and ex-officio Clerk of the Board of Supervisors, County of Ventura, State of California. Dated: _____

By: _____
Deputy County Clerk

By: Robert Rodriguez
Deputy County Clerk

Item #19
6/11/96

DISTRIBUTION: Originating Agency(2), Auditor, File (2), _____

county of ventura
DEPARTMENT OF AIRPORTS

555 Airport Way ♦ Camarillo, CA 93010 ♦ (805) 388-4274 ♦ Fax: (805) 388-4366

June 4, 1996

Board of Supervisors
800 S. Victoria Avenue
Ventura, CA 93009

Subject: OXNARD MASTER PLAN

Recommended Action:

It is requested that your Board approve the Oxnard Airport Master Plan in concept, as presented, for the purpose of initiating the necessary environmental review. After the environmental impact review, the environmental documentation and master plan will be returned to the Aviation Advisory Commission, both authorities and your Board for final review and recommended action.

Fiscal/Mandates Impact:

None are anticipated on County of Ventura agencies.

Discussion:

On September 27, 1994 your Board authorized the airports administrator to accept, upon receipt, a grant from the Federal Aviation Administration (FAA) to prepare a master plan for Oxnard Airport. On September 30, 1994 the grant was accepted, which initiated the process of selecting a firm to conduct the study and to prepare a master plan and an airport layout plan for Oxnard Airport.

A request for qualifications was sent out to 29 consulting firms providing airport master planning services. Nine replies were received. Two firms declined to participate and seven sent statements of qualification. After reviewing and ranking the submittals, Coffman Associates was selected. This firm had completed several airport master plans for similar airports in areas very comparable to Ventura County.

The consultants began the study by evaluating the conditions of all airports in the county. Public Advisory Committees (PACs) were established for each airport to serve as advisors in the planning. Each PAC was comprised of members representing city management, the city council, the chamber of commerce, the Aviation Advisory Commission, the airport authority, the Department of Airports, city and county planning

departments, the Board of Supervisors, FAA tower and regional office, the state aeronautical program, SCAG, the Aircraft Owners and Pilot Association and the California Pilots Association. The committees were designed to represent both the communities surrounding the airport, as well as citizens with aviation interests and with a concern in the airport's future.

The master plan was developed in four phases. Phase one reviewed an inventory of facilities on the airport and forecasts for the airport's future demands within Ventura County. Phase two examined airfield capacity and future facility requirements. Phase three developed alternatives that could be used to handle current and future demand. In the final phase, the consultants prepared airport plans to accommodate future development needs and outlined financial requirements. During four workshop meetings, each phase was presented to the PAC for input. Following each workshop, the consultant evaluated the comments and incorporated changes where needed.

As part of the process, public information workshops (PIW) were also held after phases two, three and four, as well as specific workshops with each of the city councils, and airport users. At these sessions the draft master plan was presented and comments were accepted.

The master plan was developed for the purpose of reviewing the present condition and predicting the future needs and demands of the airport. As outlined above, the consultants looked at the existing facilities, the forecasts of future activity and what types of facilities would be needed to meet that demand. The most important and unique aspect of the proposed master plan is that it is based on demand, not on a time-line. Therefore, if the forecast is inaccurate, with the need evolving earlier or later than anticipated, improvements would only be initiated when the demand level indicates the necessity.

The Oxnard City Council appreciated the fact that the county was going to make long overdue improvements to Oxnard Airport. The primary concern was a recommendation to relocate the landing threshold to the east for landing traffic. As a result, additional study was conducted to evaluate the impact. The study concluded that the relocation would not significantly increase noise exposure. It was thought that by moving the landing area east, aircraft would be lower over the city by an estimated 50 feet. In an attempt to mitigate this issue, a change was made in the draft Oxnard master plan. It encouraged the FAA to increase the angle of the glide slope to reduce the altitude change over the city. The current glide slope is three degrees and can be increased to three and one half degrees. In addition, a visual approach lighting system would be installed.

It is important to point out that the forecasted traffic increase and total based aircraft

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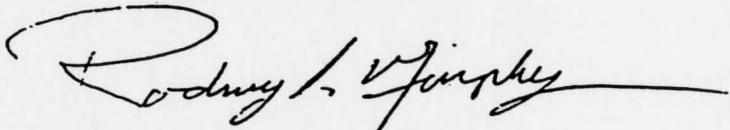
should not reach the 1980-85 levels. And, further, the aircraft using Oxnard Airport will continue to be of the same type, size and weight of that currently operating in the area.] *

This letter has been reviewed by the Chief Administrative Office, the Auditor-Controller's Office and County Counsel. The Oxnard airport master plan has been reviewed and approved by the Aviation Advisory Commission and the Oxnard Airport Authority.

The consultant and staff will make a full, detailed presentation of the proposed master plan at your meeting on June 4, 1996.

If you have any questions relating to this matter, please call Rod Murphy at 388-4200.

DEPARTMENT OF AIRPORTS



RODNEY L. MURPHY CAE
Director of Airports
slcmmw61/master.ltr.

EXHIBIT "6"

BOARD OF SUPERVISORS, COUNTY OF VENTURA, STATE OF CALIFORNIA

SUPERVISORS SUSAN K. LACEY, FRANK SCHILLO
MAGGIE KILDEE, JUDY MIKELS AND JOHN K. FLYNN

June 4, 1996 at 10:00 a.m.

202.100

1:30 P.M. - Approve in Concept the Oxnard Airport Master Plan. PLAN ON FILE
WITH THE CLERK OF THE BOARD

(X) All board members are present.

() All board members are present except Supervisor _____

() The following person(s) are heard: _____

() The following document(s) are submitted to the Board for consideration:
() _____ statement card(s); () _____

() The Board holds a public hearing.

() Upon motion of Supervisor _____, seconded by Supervisor _____, and
duly carried, the Board hereby approves the attached staff
recommendation(s). () Supervisor _____ dissenting/abstaining.

() Upon motion of Supervisor _____, seconded by
Supervisor _____, and duly carried, the Board hereby
approves the attached staff recommendation(s) with the following
modification(s): _____
() _____

Supervisor(s) _____
dissenting/abstaining.

(X) Upon motion of Supervisor Flynn, seconded by Supervisor Mikels, and
duly carried, the Board hereby continues the above stated matter to
June 11, 1996 at 2:00 p.m. () Supervisor(s) _____
dissenting/abstaining.

() Upon motion of Supervisor _____, seconded by
Supervisor _____, and duly carried, the Board hereby

() Without motion, the Board hereby: () Continues the above stated matter
to _____
Makes/hears the attached presentation. () Removes the above stated
matter from the Agenda. () Receives and files the attached.
() _____

CLERK'S CERTIFICATE

I hereby certify that the annexed instrument
is a true and correct copy of the document
which is on file in this office.

RICHARD D. DEAN, County Clerk and ex-officio
Clerk of the Board of Supervisors, County of
Ventura, State of California. Dated: _____

By: _____
Deputy County Clerk

Item # 23
06/04/96 lmo

By: _____
Deputy County Clerk

Airports

DISTRIBUTION: Originating Agency, Auditor, File (), _____

EXHIBIT "6"
COUNTY OF VENTURA
ENVIRONMENTAL REPORT REVIEW COMMITTEE
Minutes of January 6, 1999

Attendance:

Bruce Smith, Chair
Bob Laughlin, Chair (Item 2a only)
Arnold Dowdy, LAFCO
Janna Minsk, APCD
Pete Kaiser, PWA/SWD
Jim Fullmer, Ag. Comm. Office
Melinda Talent, EHD

Absent:

Fire District

Public:

See Attached

1. Public Testimony of Items Not Appearing on the Agenda:

None

2. Approval of Minutes of February 18, 1998. It was moved by Janna Minsk, seconded by Melinda Talent, with Arnold Dowdy abstaining, to approve the February 18, 1998 minutes.

Approval of Minutes of December 9, 1998. It was moved by Pete Kaiser, seconded by Janna Minsk to approve the minutes of December 9, 1998.

3. Draft Environmental Assessment/Impact Report for Land Acquisition an Airport Development at Oxnard Airport, Oxnard, CA, County of Ventura, Department of Airports

Kari Gialketsis (staff) gave an overview of the above report, Rod Murphy (Airport Manager) and Kate May (Kaufman and Associates). Ms. Gialketsis stated for the record that this hearing was being conducted in accordance with the California Environmental Quality Act Public Hearing Requirements, the National Environmental Policy Act, and Part 152 of the Federal Aviation Regulations.

Jim Fullmer questioned the Chair as to how ERRC could discuss the FAA requirements if they did not have a copy of the requirements. Mr. Smith asked that the comment be held until the conclusion of staff's presentation.

Ms. Gailketsis stated that this Master Plan EIR is intended to be a Program EIR that looks at a series of anticipated growth and impacts and can be used as a document to tier and do subsequent environment analysis on individual projects as they occur. The Environmental Assessment portion of this document is intended to cover the first five years of the improvements in the Master Plan, whereas the Program EIR is intended to be used for tiering of individual projects as needed up to as much as 20 years into the future.

In addition, the EIR would be modified to clarify impacts related to the Proposed Project, the No Project, and the Existing Environment.

Staff discussed four issues of concern that were identified in written comments received: 1) Noise; 2) traffic/circulation; 3) Mitigation Fee Program with the City of Oxnard; and 4) Air Quality. Comments were received from SCAG, APCD, Oxnard School District, and the City of Oxnard.

Public Testimony was given by Howard Maroz, Jane Tolmach, Richard Maggio, Ted Christianson, and Steve Elsey. Various issues were raised relative to inadequate noticing of the hearing, traffic and noise impacts, future projects and expansion, mitigation fees for Fifth Street improvements, flight patterns, and the Mugu Airport Plan.

Mr. Smith closed the Public Testimony:

Mr. Smith made reference to the inconsistency of the maps relative to land use; confusion regarding specific improvements, the Airport Master Plan, cumulative impacts, and their relationship to one another; and the lack of specificity and inappropriateness of many of the mitigation measures. Mr. Kaiser had questions regarding the 1996 residences built south of Fifth Street and East of Patterson. Melinda Talent asked that in the Initial Study Checklist that 18b be checked Less-than-Significant (LS).

Motion: It was moved by Arnold Dowdy, seconded by Jim Fullmer, and approved on a 6-0 vote, to direct staff to return with an Administrative Final EIR reflecting responses to comments received and that the EIR be returned for further consideration on March 10, 1999 at 1:30 p.m. At that time public testimony will be taken only on any new information received.

4. Draft Environmental Impact Report for the Moorpark Road Realignment Project, County of Ventura, Public Works Agency, Transportation Division

Butch Britt, Project Manager, reviewed the project. Mr. Britt stated that 11 letters had been received and the responses to these letters could be found in Section 11 of the Document. Mr. Britt further stated that there appeared to be two issues of concern; 1) gnat catcher impacts and 2) possible noise impacts.

Public Testimony was heard from Phil Reese (Chairman, Santa Rosa Valley Community Association), Doug Krause (Camelot HOA), Ed Jones (Rep. Mr. Boskovitch), Randy Roberts, Karen LeFever, Wayne Loftus, and Tony Redick. The issues of concern raised by these speakers were relative to: visual, traffic, noise, earlier assessment for improvements on the Norwegian Grade, possible flood hazards, land use, possible growth inducement, and the possible improvement of Hwy. 23 rather than realigning Moorpark Road.

Motion: It was moved by Arnold Dowdy, seconded by Jim Fullmer, to continue this item until February 10, 1999. In the intervening period of time, PWA and consultant will prepare further written responses to comments both oral and written received to date. The PWA and consultant will also prepare what other additional changes they feel appropriate to provide substantial evidence supporting their conclusions within the EIR and to recharacterize the impacts on visual as being potentially significant and come up with mitigation measures to address those impacts. The PWA is to make available to all people who have commented on the original draft, a copy of the response to comments, as well as any proposed changes to the text. This information shall be provided at least 10 days prior to the meeting on February 10, 1999. Motion passed 6-0.

PWA Staff – Butch Britt, Mal McKinnon

5. Adjournment

EXHIBIT "D"
COUNTY OF VENTURA
ENVIRONMENTAL REPORT REVIEW COMMITTEE
Minutes of March 10, 1999

Attendance:

Bruce Smith, Planning Chair
Melinda Talent, EHD
Pete Kaiser, SWD
Janna Minsk, APCD

Absent:

Jim Fullmer, ACO
Arnold Dowdy, LAFCO

Public:

See Attached

1. Public Testimony of Items Not Appearing on the Agenda:

None

2. Approval of Minutes of February 10, 1999

It was moved and seconded to approve the minutes as submitted.

3. Administrative Final EA/EIR Oxnard Airport Master Plan Update County of Ventura, Department of Airports

Kari Gialketsis reviewed the revised document that contained revisions and responses to all comments received during the public review period and at the January 6, 1999 hearing.

Public Testimony:

Ralph Steele, City of Oxnard, submitted a letter from Richard Maggio, Community Development and Special Project Director. Mr. Maggio stated that the City felt that there was enough new information to warrant recirculating the EA/EIR for public review and comment.

Jane Tolmack stated she too felt that the document should be recirculated.

Mr. Smith closed the Public Testimony:

Bruce Smith, Planning and Janna Minsk, APCD, reviewed changes relative to a technical nature, as well as typographical changes.

Motion: It was moved by Janna Minsk, seconded by Pete Kaiser, to recommend approval of the environmental document subject to all changes made by Mr. Smith and Ms. Minsk at today's hearing. Final document to be reviewed by Mr. Smith prior to signature.

Motion passed 4-0

4. Adjourn