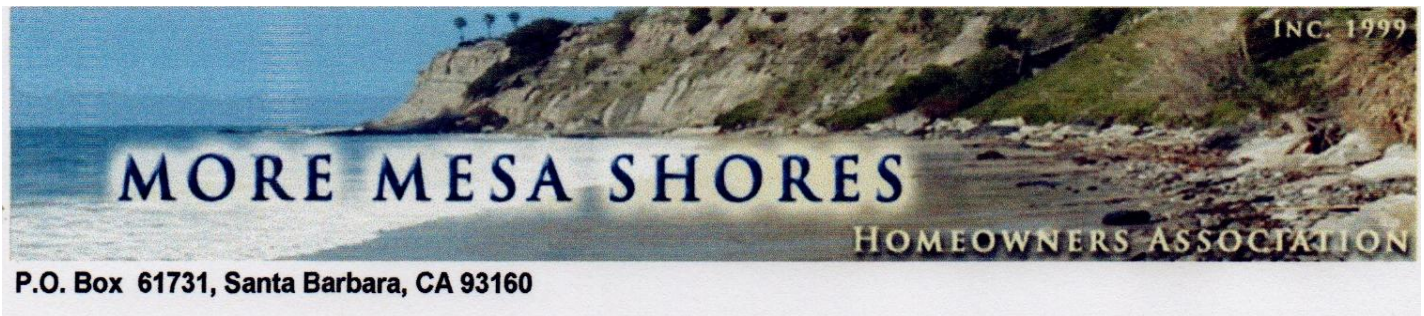




NEWSLETTER FALL 2026

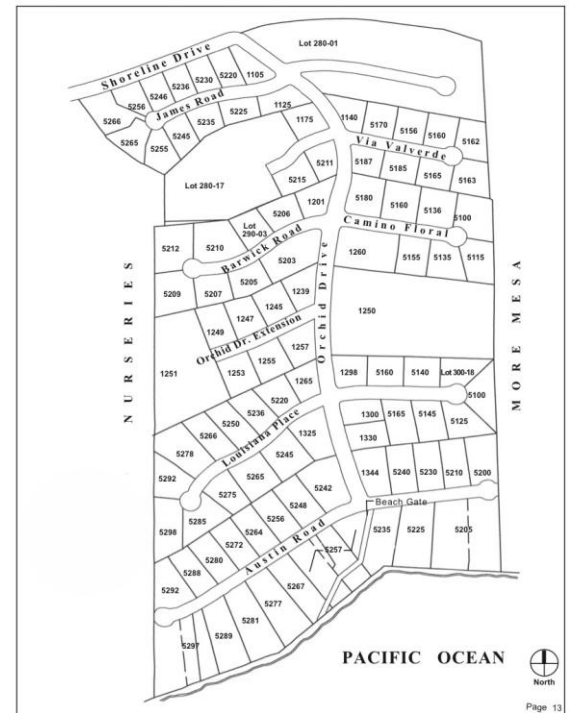
NOTICE TO MMS HOMEOWNERS

MMS homeowners are being advised that Mike Pollard's approximately six-acre parcel (Lot 280-01) is currently in escrow for purchase by Foothills Forever, a land-preservation organization. The group reportedly intends to use the property to provide public access through More Mesa Shores to the More Mesa open space.

The MMS Board is gathering additional information regarding the proposed purchase and potential impact on our private roads, access rights, security, and community. We will share further details once they are available.

Please contact the board with questions, concerns, or for additional information on this matter.

MORE MESA SHORES PARCEL MAP



- Please keep our beach clean and beautiful by removing your trash and depositing it in proper waste containers.
- Prepare for an El Niño winter!
Article posted on Nextdoor: "State Asked to Help Central Coast Prepare for a Possibly Very Wet Winter" by John Palminteri

https://nextdoor.com/p/5Q38Xwr2t6G9?utm_source=share&extras=OTg5NTEzMjY%3D&share_platform=6&utm_campaign=1789751318515&share_action_id=cbf6bef8-290c-44fc-9147-1b62fe7d3e1c

Activities of the Board of Directors and Committees for the last 6 months:

- 1) Farmers Insurance renewed our policy from May 2026 to 2027. The Board is reviewing the need to increase our liability insurance in the future due to increased replacement costs and the future increase in the number of homes in MMS.
- 2) Jim Crosby has worked with Frontier in getting fiber optics available to homeowners in our community. Thank you, Jim!
- 3) Cathy Moseley and the Board have been monitoring the proposed re-zoning of the Cal Orchid property (Ag to Residential)
- 4) Our Road Czars, Jim Crosby and Chris VanBogelen have been inspecting our roads and making recommendations on scheduling future repairs and maintenance.
- 5) The 2026 Annual Social was a huge success with many in attendance. Thank you Liisa Primack (our Events and Hospitality Chair) for coordinating and planning the event!
- 6) The Board is conducting research on the feasibility of a community entrance gate. Installing a security gate has been discussed for years, with differing views from MMS homeowners. A feasibility study will examine whether installing a gate is even possible. It should be noted that the Board will not make a decision to construct a gate without the majority of MMS homeowners being in favor of one.

Treasurer's Report

Dear Neighbors,

As your HOA Treasurer, I am happy to report that our community's finances and reserve funds are in good shape. We are fully on track with our budget, ensuring that we can comfortably manage upcoming maintenance costs and keep our neighborhood at its best.

Sincerely,
Greg Novak

The Santa Barbara Airport Noise Working Group (SBANWG)

By Gail Johnson

In July 2024, the City of Santa Barbara established the Santa Barbara Airport Noise Working Group (SBANWG) in response to a letter from the City of Goleta about significant aircraft noise and air pollution affecting residential neighborhoods west of the airport. Some More Mesa Shores (MMS) residents also met with Supervisor Laura Capps and urged her to address these issues for neighborhoods to the east.

The SBANWG consists of 25 members: Airport Commission - 2; "Friends of the Airport: private pilot, commercial airline pilot, retired airline pilot, aviation business owner, Santa Barbara Airport tenant, Southwest staff member" – 6; City of Santa Barbara - 1; City of Goleta – 6; Santa Barbara County District 2 – 2. The representative from Santa Barbara County District 3 resigned. 3 City of Goleta Staff members, 2 Santa Barbara County staff members, and 3 Santa Barbara Airport staff also attend the meetings. I am a representative for District 2.

Chris Hastert, Santa Barbara Airport (SBA) Director, initially believed that educating nearby residents about complex airport operations and the limitations of the airport's authority would explain why aircraft noise is difficult to address and is largely outside his control. While two years of education have clarified constraints, there are initiatives the airport can pursue to reduce aircraft noise and air pollution.

Progress has been frustratingly slow. SBANWG meetings have been sporadic, and meetings repeatedly scheduled, cancelled, rescheduled, and postponed. Approximately six months ago, due to the lack of progress and growing concerns about worsening aircraft noise, the County District 2 representatives, including me, met with Supervisor Capps to request her support. We provided a list of action items developed by residents living near the airport. Ms. Capps subsequently coordinated the list with Mr. Hastert.

Airline Operations at Santa Barbara Airport

Five major airlines currently operate at SBA: **Alaska, American, Delta, Southwest, and United.**

These carriers use *proprietary* flight paths negotiated directly with and approved by the Federal Aviation Administration (FAA). These paths/procedures are based on the one designed by Alaska Airlines and the SBA has no authority to change them.

On the east side of the airport, the arrival paths cross the More Mesa open space from the ocean, heading northwest before turning left near or above homes in MMS to align aircraft with Runway 25 for landing. This causes aircraft overflights affecting the entire neighborhood.

In addition, numerous corporate and private jets operate at the SBA. Fixed Base Operators (FBOs) hold long-term leases at the airport to provide aircraft services to them. The SBA Master Plan shows an expansion of the airport's FBO area, which is expected to contribute to expansive airflight growth.

Departures also create significant noise impacts for nearby residential neighborhoods, in the early morning and throughout the day. More than a year ago, the FAA implemented a departure path that has increased noise impacts for MMS. The route directs aircraft southeast toward the ocean with a right turn directly overhead.

The SBANWG was informed that this change was related to the FAA's efforts to reduce/simplify the number of flight paths/procedures.

SBANWG Accomplishments to Date

Upon agreement with the SBANWG, the SBA hired Flight Tech, a consulting firm, to develop SBA-owned proprietary flight paths/procedures intended to reduce aircraft noise and air pollution.

They proposed 8 flight paths for arrivals and departures, with several procedures for Runway 7 and Runway 25. Here is an arrival path for RNWY 25 which mirrors the one used by Alaska Airlines. It is questionable (doubtful!?) that this path will reduce noise/air pollution for MMS.



Details and information about the proposed paths are available on the MMS website (www.moremesashores.org).

Next Steps

Chris Hastert has additional steps before submitting the draft flight paths to the FAA for review and approval.

1. SBANWG members are completing a survey to provide feedback on the proposed flight paths. I noted that potential noise-reduction benefits of the proposed Runway 25 arrival path for MMS are minimal and requested that the route be moved farther east and follow Atascadero Creek to RNWY 25. The proposed routes may be modified based on the survey feedback.
2. A public “open house” is expected to be held either before the proposed routes are presented to the Airport Commission, which I requested, or before they are submitted to the Santa Barbara City Council.
3. Submit recommendations to the Airport Commission for approval. If approved,
4. Submit to the City Council for approval. If approved, the proposals will be negotiated with the FAA.

What Can MMS Residents Do?

Public participation will be important as these proposals move forward. MMS residents can attend the public open house, review the proposed flight paths, ask questions, and send comments directly to Mr. Hastert and Supervisor Laura Capps (email: lcapps@countyofsb.org).

Residents can attend the Airport Commission meetings and speak during the public comment period—don’t expect any feedback. Attending the Santa Barbara City Council meeting when this is on their agenda provides another opportunity to express concerns and advocate for meaningful measures that address aircraft noise and air pollution affecting our neighborhood.

By staying informed and participating in these public discussions, MMS residents can help ensure that the impact of airport operations on our community remains an important consideration as proposed flight paths are reviewed and considered for approval.

