

TO: JAMES L. APP, CITY MANAGER
FROM: ROBERT A. LATA, COMMUNITY DEVELOPMENT DIRECTOR
SUBJECT: REQUEST TO PROCEED WITH DEVELOPMENT PROPOSAL
IN ADVANCE OF THE AIRPORT SPECIFIC PLAN (WOODRUFF)
DATE: MARCH 7, 2000

Needs: For the City Council to consider a request by Woody Woodruff Construction for authorization to file the necessary land use/zoning amendment and development applications to accommodate a 66-lot single family residential subdivision on land that lies within the Airport Specific Plan Area.

- Facts:
1. The City's General Plan established the Airport Specific Plan Area. Within that area, City Council approval is required for land use and/or development applications to proceed in advance of preparation of the Airport Specific Plan.
 2. The applicant, Woody Woodruff Construction, has filed a General Plan Amendment and Rezone application for an approximate 160-acre site that lies within the Airport Specific Plan Area Overlay zone.
 3. The applicant is requesting to modify the Agriculture (AG) land use designation (20-acre minimum lot size) to Residential Single Family (RSF-1) to allow up to 1 dwelling unit per acre. The conceptual residential lot layout submitted with the GPA/Rezone request shows 66 single-family residential lots that range in size from 1 to 3 acres. (Please see attached conceptual plans).
 4. The subject property is located north of Highway 46 East, west of Airport Road and east of Golden Hill Road as shown in the map attachments.
 5. The majority of the site is located in Zone 5 of the Airport Land Use Plan where residential lots of 5-acres or less are Conditional ("C") within the adopted plan. A small portion is located within Zone 3 (Clear Zone), where development is more restricted.
 6. The proximity of the project site within the Airport Land Use Plan area and the nature of the requests (land use modifications) require the County Airport Land Use Commission to review and take formal action. The action of the APLUC will be subsequently presented to the City Council.

7. The applicant's general plan modification and rezone request have been referred to County staff to be placed on the Airport Land Use Commission's agenda. Per County staff, it is anticipated that the APLU Commission will consider this item at their regular meeting of March 15, 2000.
8. Independent of the APLU Commission consideration, the proposed land use and rezone requests were considered by the City's Airport Advisory Committee at a special meeting held on February 8, 2000. At that meeting, the applicant and his representative addressed the Committee with information about their development proposal. The 6-1 vote of the Airport Advisory Committee was to recommend that the City Council not approve the GPA/Rezone requests for this site (see attached memorandum and minutes from that meeting).
9. The purpose behind early review by both the Airport Advisory Committee and the County Airport Land Use Commission was to address airport compatibility issues. The applicant concurred with the approach to schedule these meetings prior to their investment in potentially lengthy and costly environmental studies designed to fully evaluate their proposal.
10. The City Council is not being asked to (and legally cannot) take action on the general plan amendment and rezone requests at this time. The question is whether or not to allow processing of the GPA and rezone applications in advance of the Airport Specific Plan

Analysis
and
Conclusion:

The City's 1991 General Plan Land Use Element identifies the need properly plan for and manage land use around the City's Airport. Preservation of the economic viability of the airport is a key goal.

The Airport Specific Plan overlay was established with the purpose of master planning the land use and infrastructure development of properties in and the around the Municipal Airport to accomplish that stated goal. The City's Economic Strategy was later adopted, further confirming the commitment of seeing the City's Airport be protected and developed as an economic resource.

The City actively pursued annexation of land in the vicinity of the airport (mainly to the southwest and south) to provide better opportunity to manage land uses that could affect airport operations. These properties were pre-zoned with either Agricultural or Commercial designations as part of annexation (some of these

properties were later rezoned to Industrial and/or Parks and Open Space which are zones that provide for a range of uses considered compatible with airport operations).

While there is no established date for completion of the Airport Specific Plan, there have been ongoing efforts over the past three years to establish more focused plans for the development of the Municipal Airport. Most recently, the City has committed to an approximate 2 million dollar investment in a new Airport Terminal and entrance to the Airport. Additionally, a vision committee (ad hoc committee) has been formed to provide input on an Airport Business Plan, and updates to the Airport Master Plan and Airport Land Use Plan are not far behind.

The City Council has allowed non-residential projects to proceed with development prior to completion of the Airport Specific Plan (most recently Hogue Grips, Treana Winery Crushing facility, Paso Robles Mini Storage, and the Huerhuero Golf Course). Development of those parcels with commercial, industrial and recreational land uses were not viewed as being in conflict with discussions regarding appropriate land uses within the Airport Specific Plan Area.

A request to establish residential parcels in close proximity to the Airport's climb-out zone would raise airport land use compatibility issues that would seem precisely what the Airport Specific Plan overlay was designed to appropriately manage on a comprehensive level.

To proceed with the filing of applications that seek approval for land uses that are viewed as being in potential conflict with Airport Land Use goals, raises the question whether it would be reasonable to allow the processing of these applications at this time. A range of options has been identified below for the Council's consideration.

Policy

Reference:

General Plan (1991 land use element). Airport Land Use Plan (1977). Economic Development Strategy (1995).

Fiscal

Impact:

None identified with the processing of the application. However, conflicting land use policy in the vicinity of the Municipal Airport can have long range adverse fiscal impacts relating to the economic viability of the airport and its operations.

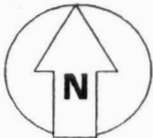
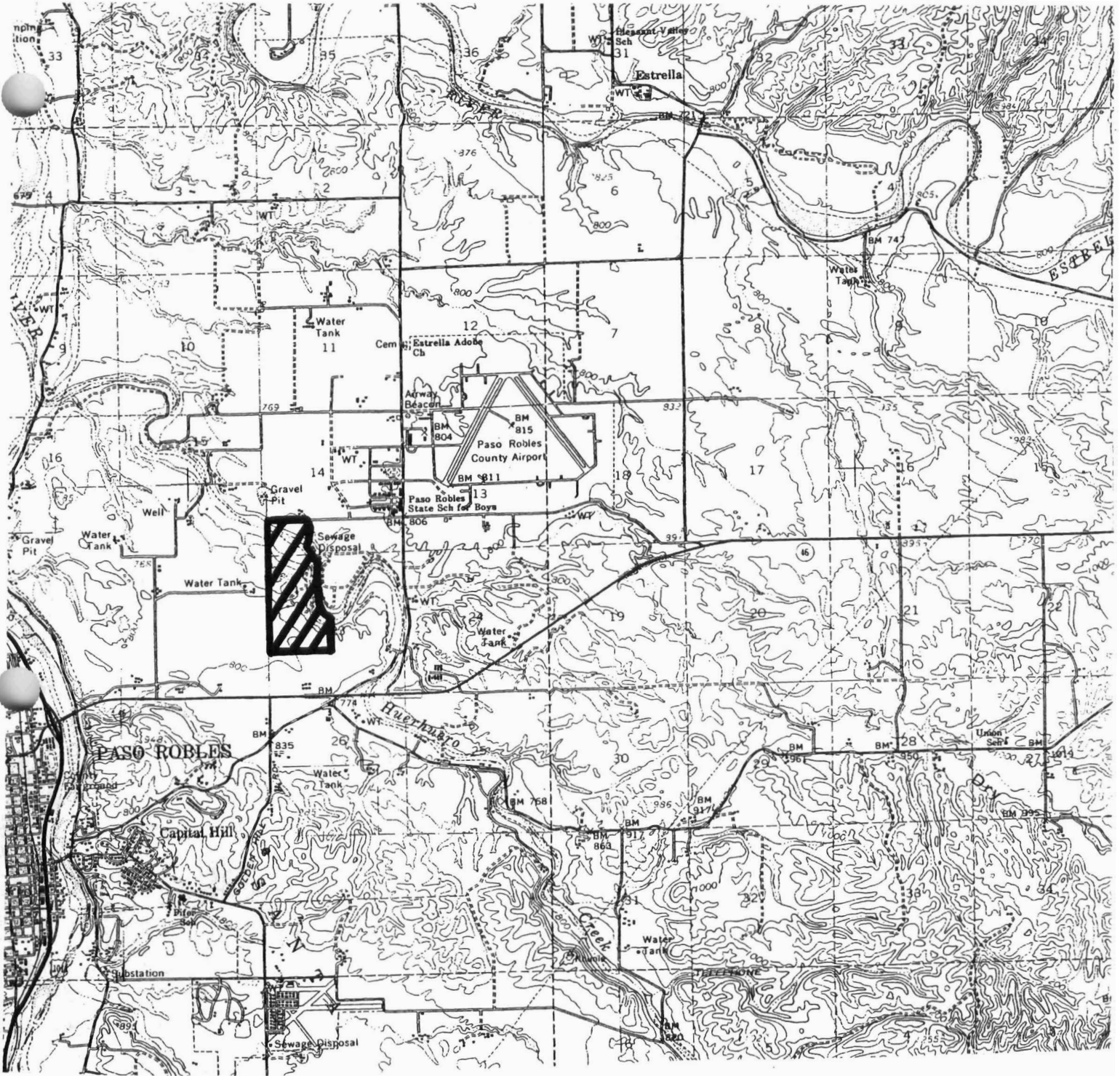
Options: The City Council should consider the following options with regards to the applicant's request to proceed with consideration of his proposal in advance of the Airport Specific Plan:

1. *Postpone action* on this request to process applications until after the County Airport Land Use Commission has considered and taken action on the application;
2. *Determine not to authorize the processing* of these applications in advance of preparation of the Airport Specific Plan, directing staff to return with a resolution that would reflect this action;
3. *Determine it would be appropriate* to process residential land use modification applications in advance of the preparation of the Airport Specific Plan, directing staff to return with a resolution that would reflect such action. (No action on the General Plan Amendment or Rezone would be scheduled until the required environmental studies are completed);
4. Amend, modify or reject the above options.

Attachments:

1. Location Map
2. Applicant's Conceptual project design and project description
3. Memorandum and Minutes from the Airport Advisory Committee

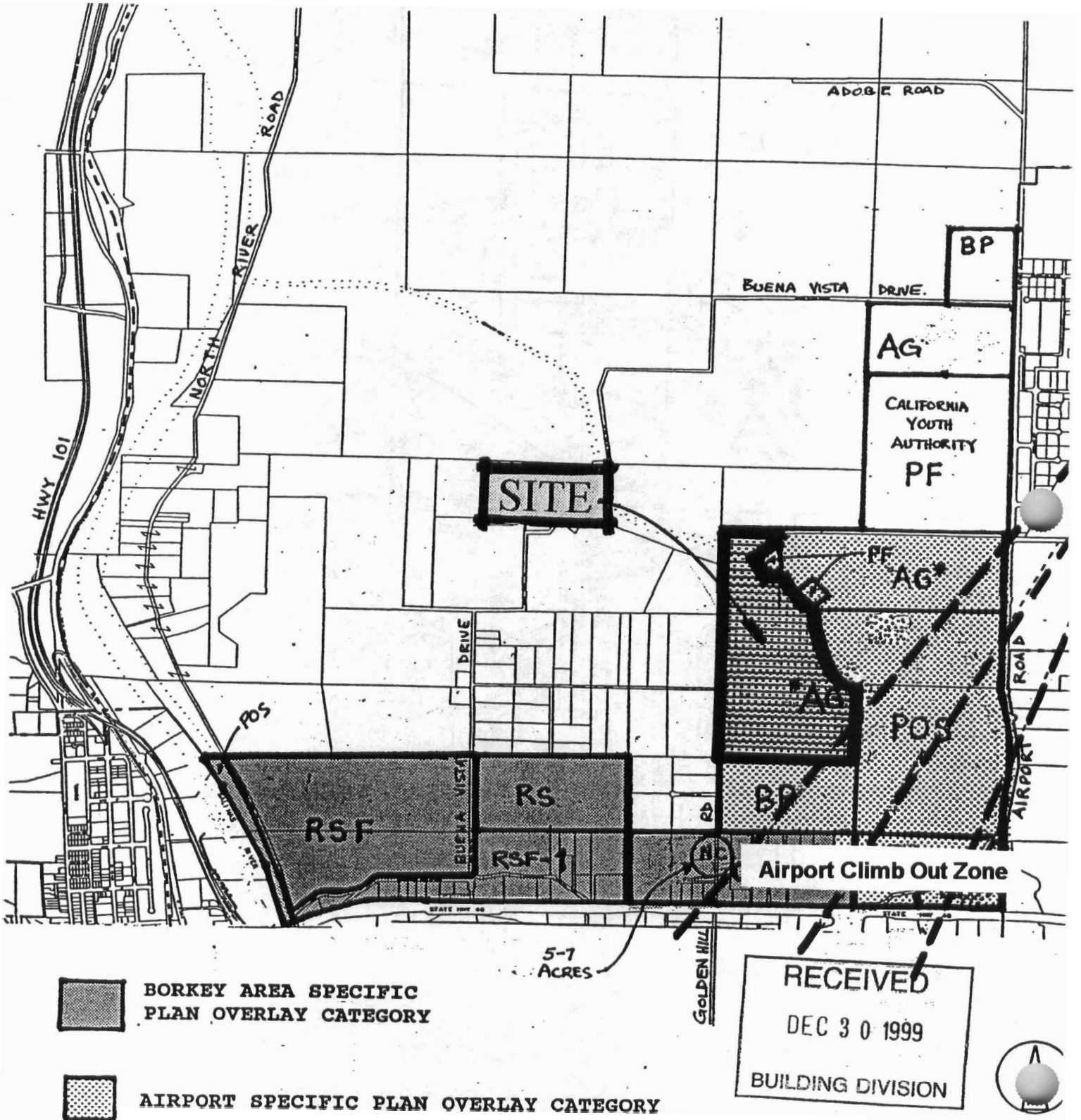
mw\2000\woodruff\request to proceed preAPSP



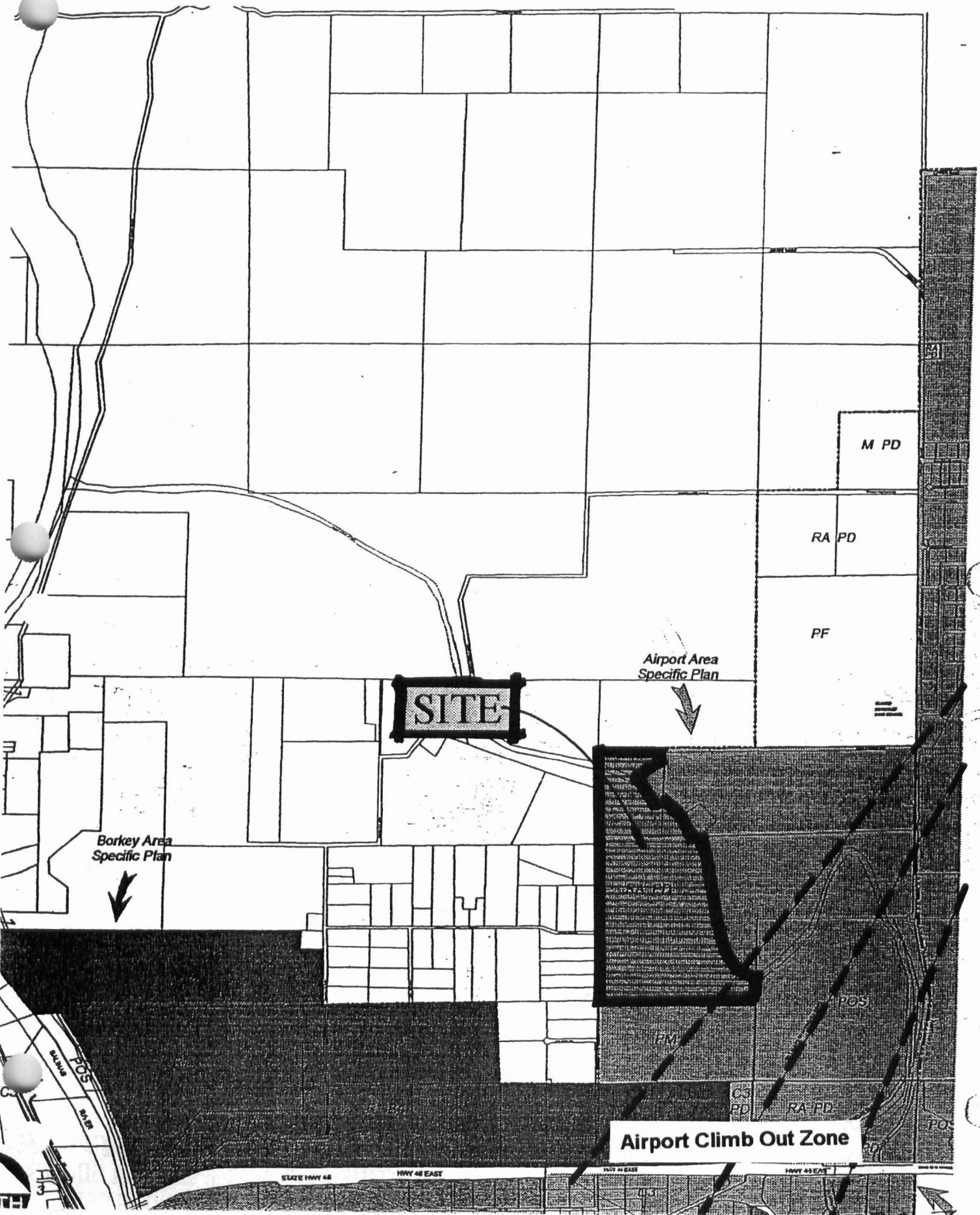
**GPA 1-00 & Rezone 00-001
(WOODRUFF)**

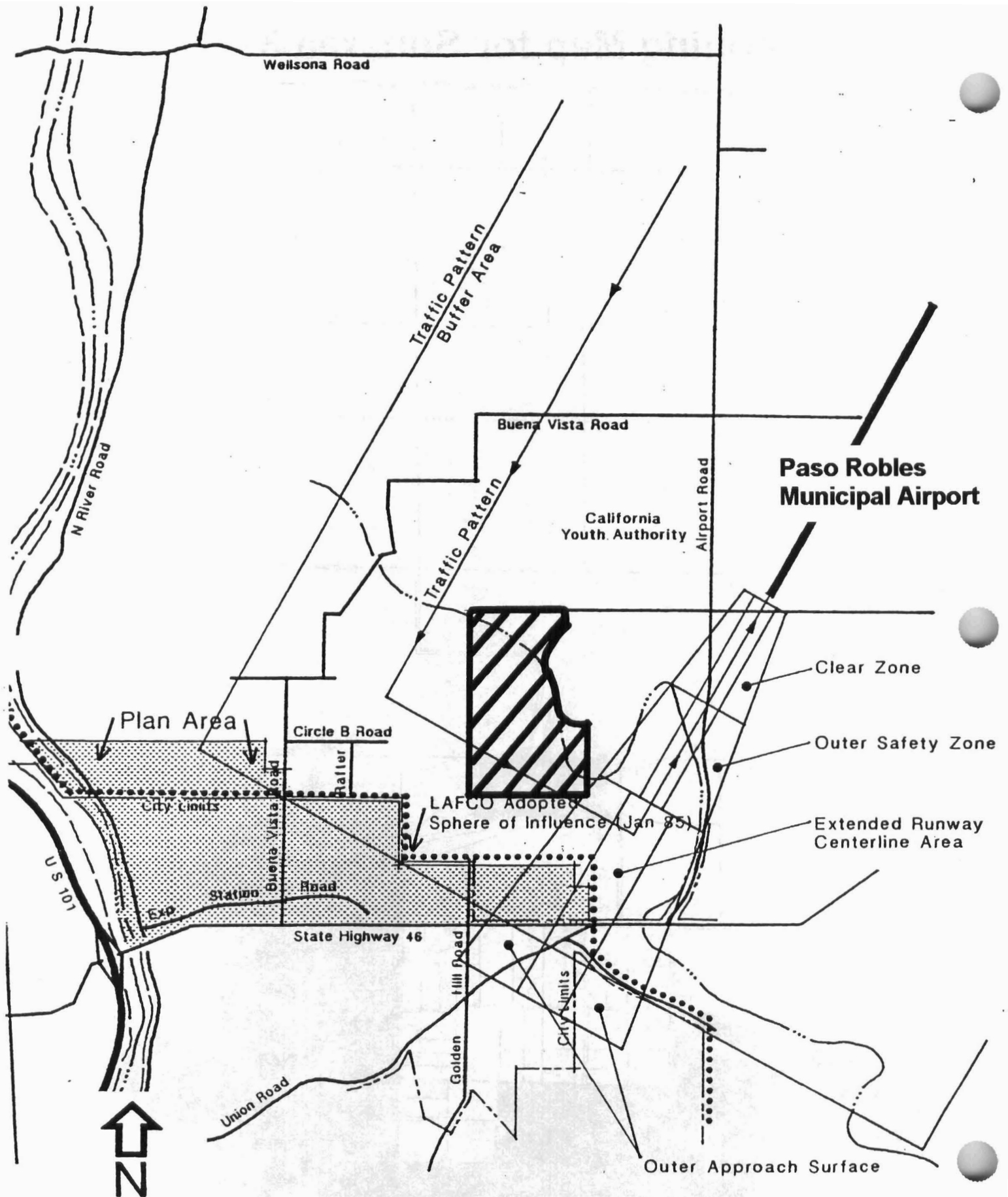
LOCATION MAP

FIGURE LU-1D: LAND USE MAP FOR SUBAREA 3

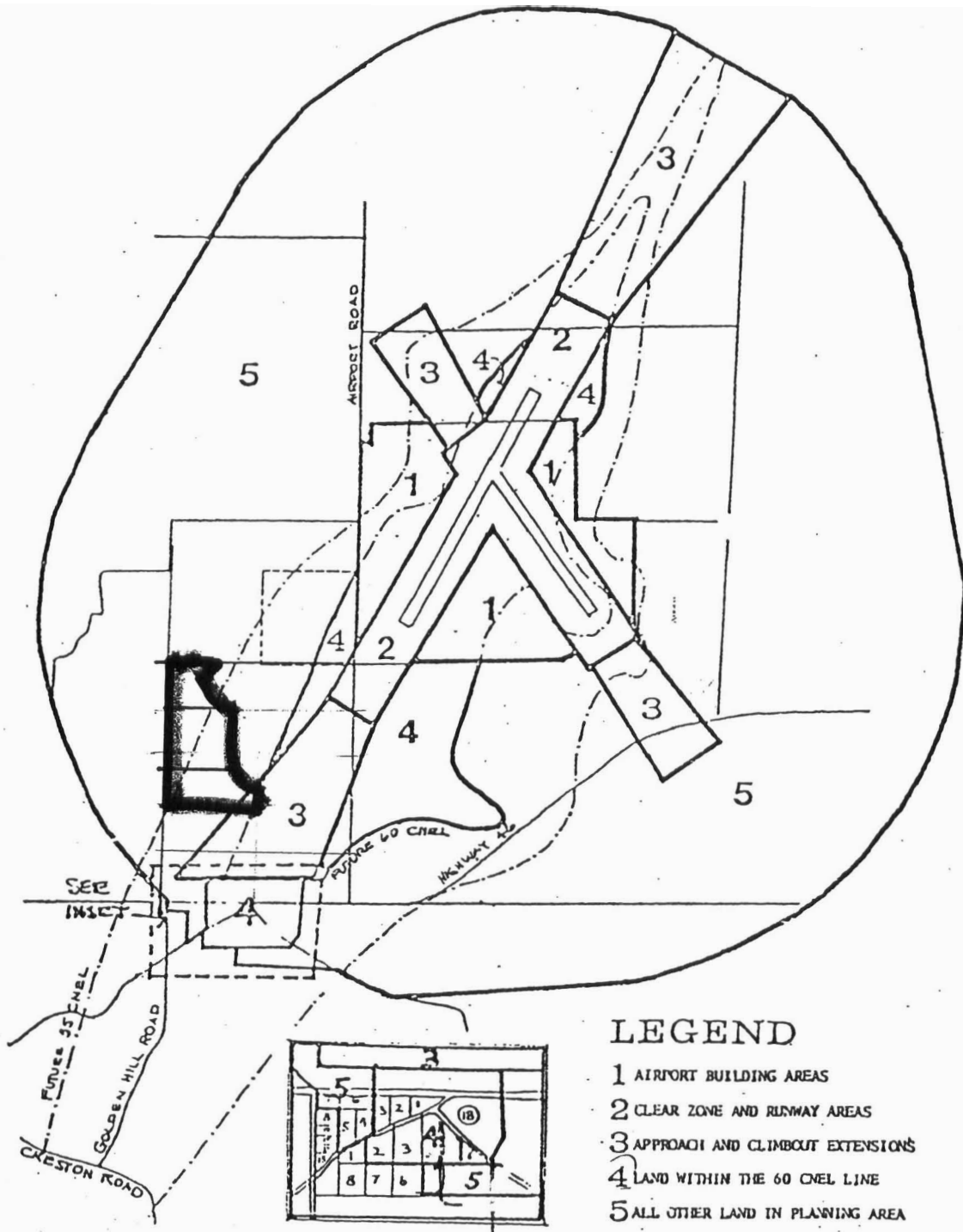


Zoning Map for Subarea 3





AIRPORT REVIEW AREA - SOUTHWEST QUADRANT E-1
 THIS APPENDIX-E EXHIBIT SHOWS
 WOODRUFF SITE SUPERIMPOSED



PASO ROBLES MUNICIPAL AIRPORT
LAND USE PLAN

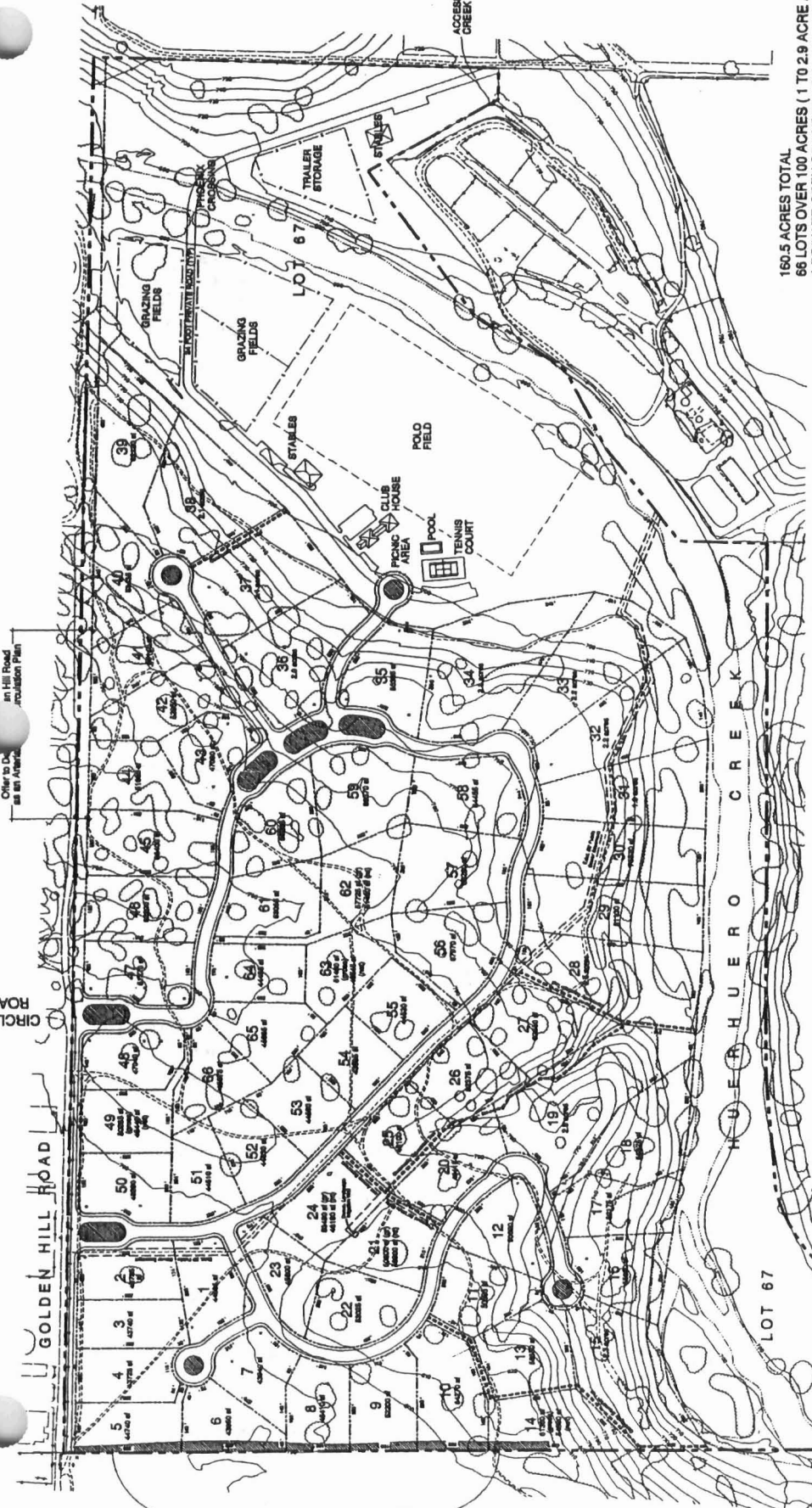


RECEIVED
DEC 30 1999
BUILDING DIVISION

AIRPORT LAND USE COMPATIBILITY LISTING

<u>USES</u>	<u>AREAS</u>				
	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>
<u>AGRICULTURAL USES</u>					
TRUCE & SPECIALTY CROPS	0	0	0	0	0
FIELD CROPS	C	C	0	0	0
PASTURE & RANGELAND	X	C	0	0	0
ORCHARD & VINEYARDS	X	X	0	0	0
DRY FARM & GRAIN	C	0	0	0	0
TREE FARMS, LANDSCAPE NURSERIES & GREENHOUSES	X	X	C	C	0
FISH FARMS	X	X	0	0	0
FEED LOTS & STOCKYARDS	X	X	C	0	0
POULTRY FARMS	X	X	C	C	0
DAIRY FARMS	X	X	C	0	0
HYDROPONIC CROPS	C	X	C	0	0
<u>NATURAL USES</u>					
FOREST RESERVES	X	X	0	0	0
FISH & GAME RESERVES	X	X	0	0	0
LAND RESERVES & OPEN SPACE	0	0	0	0	0
FLOOD & GEOLOGICAL HAZARD AREAS	0	0	0	0	0
WATERWAYS - RIVERS, CREEKS, CANALS, SWAMPS, BAY, LAKES	0	0	0	0	0
<u>RESIDENTIAL & INSTITUTIONAL</u>					
RURAL RESIDENTIAL - 5 ACRES OR MORE	X	X	C	C	0
SUBURBAN RESIDENTIAL - 5 ACRES OR LESS	X	X	X	C	C
SINGLE FAMILY (6,000 SQ. FT.)	X	X	X	C	C
MULTI-FAMILY	X	X	X	C	C
MOBILE HOME PARKS	X	X	X	C	C
SCHOOLS, COLLEGES & UNIVERSITIES	X	X	X	X	C
HOSPITALS	C	X	X	X	C
CHURCHES	X	X	X	X	C
<u>RECREATIONAL</u>					
GOLF COURSES	0	0	0	0	0
PARKS	0	0	0	0	0
PLAYGROUNDS & PICNIC AREAS	0	X	0	0	0
ATHLETIC FIELDS	C	X	X	C	C
RIDING STABLES & TRAILS	X	X	C	0	0
TENNIS COURTS	0	X	0	0	0
OUTDOOR THEATERS	X	X	X	X	C
SWIMMING POOLS	0	X	0	0	0
FAIRGROUNDS & RACETRACKS	X	X	X	C	C
<u>COMMERCIAL USES</u>					
AIRCRAFT SALES & REPAIRS	0	X	X	0	0
FLYING SCHOOLS	C	X	X	C	C

CIRCLE B
GOLDEN HILL ROAD



ASSIGNED THESE PARCEL NUMBERS FROM THE CITY ENGINEER'S OFFICE. THESE PARCEL NUMBERS ARE SUBJECT TO THE CITY ENGINEER'S REVIEW AND APPROVAL.

160.5 ACRES TOTAL
66 LOTS OVER 100 ACRES (1 TO 2.9 ACRE AREAS)
1 PRIVATE OPEN SPACE PARCEL (60.5 AC - LOT 67)

**DEVELOPMENT MASTER PLAN EXHIBIT
GENERAL PLAN AMENDMENT,
ZONING CHANGE REQUEST FOR
TENTATIVE TRACT MAP NO. 2361**

BEING A SUBDIVISION OF PARCELS 1, 2 AND 3 OF
PARCEL MAP PRAL 95-065 IN THE CITY OF PASO ROBLES,
STATE OF CALIFORNIA.

CENTRAL COAST ENGINEERING
306 BUCKLEY ROAD SAN LUIS OBISPO, CA 95401
DECEMBER 1998

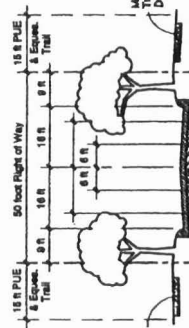
APPLICANT
WOODRUFF CONSTRUCTION COMPANY, INC
P.O. BOX 643 TEMPLETON, CALIFORNIA 94455

LEGEND
----- PRIVATE PATHS & EQUESTRIAN TRAILS
███ PROPOSED LANDSCAPED FEATURES

REQUESTS
• General Plan from AG to RPB-1
• Zoning Code from RA-PD to R1-B4-PD
• Permission to file development plan prior to the completion of the Airport Specifics Plan

ASSESSOR'S PARCEL NUMBERS
• 025-431-027, 025-431-028 & 025-431-029

FLAG LOT NOTES
Lot 5, 14, 18, 36, 44, 48, 62 & 63 comply with Zoning Code Section 21.1.02.130 - Flag
Lot and Section 21.22.00(C) - Driveways. No flag lot driveway lengths exceed 500 feet.



TYPICAL INTERIOR LOCAL RURAL SECTION
No Scale



MEMORANDUM

TO: CITY COUNCIL

FROM: AIRPORT ADVISORY COMMITTEE

SUBJECT: DEVELOPMENT PROPOSAL - WOODRUFF

DATE: FEBRUARY 8, 2000

This committee received a request to review and comment on the proposed General Plan Amendment and Rezone request submitted by Woody Woodruff on the 160-acre parcel located to the southwest of the Airport. This is a very sensitive area with respect to Airport operations. The Committee reviewed the proposal quite thoroughly, and arrived at a negative recommendation, based upon the following discussion.

The Committee is aware of the City Council's desire to further develop the Airport; to increase aviation activity; to provide additional aviation services, including air charter and air commuter services; to enhance the viability of the airport, and to increase support for the local economy as the city and local community grows. Additionally the Committee realizes that the Council views the Airport as a "Gateway to the Community" and that the obligation of considerable funds for the construction of the proposed new terminal is a key element in seeing that vision move forward.

The Airport is an important spoke in the local economic "wheel" and has contributed significantly to the city's growth. There are over 600 local people associated directly with the airport or its business. Additionally, there are 150 general aviation aircraft home-based at the airport. That number would be greater if additional hangar space was available. Currently, all of the existing hangars are full and aircraft owners are being turned away daily. Moreover, many local residents reside here because of access to the airport and its availability for air traffic.

There are also additional associated factors that must be considered. As the nation's air transportation system expands to meet the needs of new and emerging business trends, more and larger aircraft will utilize the Airport. To safely support expanding commercial needs over time, the existing runways will require additional length; and, the installation of additional approach facilities, including a precision instrument landing system, will dictate the need for expanded influence and control of the area around and adjacent to existing runway clear zones and safety areas.

To date, City planners have done an excellent job of defining and maintaining compatible land uses around the Airport. The original annexation of the Airport area, together with subsequent annexations, have placed key areas under the control and scrutiny of the City planning process. The various specific planning documents have addressed the impacts of compatibility, or lack thereof, in these target areas. The most significant example of foresight and compatible planning is exhibited in the area to the south of the Airport. The Parks and Open Space and Agricultural areas, followed by Industrial, and Commercial Service zones, are all strategically placed so as to provide a buffer between the Airport and the residential uses that appear immediately outside this area. Unfortunately our Airport Land Use Plan was completed in 1977 and no longer provides an adequate presentation of noise contours and associated land use planning zones.

With the foregoing in mind, it was with great interest that the Committee reviewed the subject proposal. The applicant outlined upscale homes in a rural setting. There was discussion of horses, riding paths throughout the development, and a polo field. Most of the lot sizes depicted are around 1-acre in size, however, when averaged over the entire site, the applicant would represent that the density equates to 1 residence per 2.5 acres. Although not stated in the developer's presentation, it was apparent that this project has been encouraged by local political entities.

The Committee debated the various elements, at length, and discussed the fact that residential development near airports cause noise complaints and ultimately close or restrict airport operations. This project lies directly under the downwind/base leg of a traffic pattern and close to a very noisy take off corridor. There is a distinct difference between the safety concerns - like those which occur when locating people directly in line with runway; and "nuisance" concerns - like the noise that occurs when departing aircraft would disrupt the otherwise quiet ambiance that is enjoyed in a peaceful neighborhood. Safety was the consideration in discussions last year concerning the RV park.

**City Council
Development Review - Woodruff
Page 2**

The "nuisance" factor becomes quite clear real when residential neighborhoods elect to dictate what may or may not be allowed to operate at the adjacent airport. While it may not be possible to quantify such noise impacts because of their singular nature and currently-accepted measurement criteria in the industry, it becomes very real in the arena of public criticism and complaint.

Such has been the case throughout California and the nation in recent years. The actual statistics are readily available for review. It is with this knowledge and experience that the Committee arrived at the following conclusions relative to this project.

- Future growth of the Airport will cause much additional impact on the subject area that will not be able to mitigate. As the applicant stated, there is no mitigation for outdoor residential activities (BBQ, parties, etc.)
- There is tremendous liability in locating outdoor activities under airport traffic patterns - of specific concern is the equestrian features that are proposed.
- Although the current Airport Land Use Plan is outdated, the more recent Borkey Area Specific Plan outlines noise and safety concerns which are not being given adequate consideration with this proposal.
- As Airport activities increase, so will the variation of existing traffic patterns, dictating that more air traffic will be flying over in this area at lower-than-normal altitudes .
- This project does not belong anywhere near the Airport.

The future of the Airport is being determined now. New and expanded guidelines are becoming available that will provide standards to maintain the long-term viability of aviation at the airport. It is exactly this type of development in exactly this position relative to an adjacent airport that is the single factor which has caused the restrictions and ultimately the closure of a significant number of Airports in this country.

It is with this understanding that the Committee respectfully recommends to the City Council that this proposal not be allowed to proceed on the proposed site.

CITIZENS AIRPORT ADVISORY COMMITTEE

Paso Robles Municipal Airport

MINUTES

Thursday, February 8, 2000 ☺ 7:30 PM

Kyodo Building Conference Room ----- 4990 Wing Way

A. CALL TO ORDER

1. Roll Call

Present: Committeemembers Caskey, Corippo, Gleim, Miller, Morton, Rose;
Alternates Brooks, Meeker,
City Council: Walt Macklin
Absent: John Cromwell;
Staff: Meg Williamson, Roger Oxborrow;

2. Review of Previous Minutes:

Minutes of January 27, 2000 Regular Meeting were reviewed and approved as presented.

B. PUBLIC COMMENT - None

C. DISCUSSION ITEMS

1. General Plan and Zoning Map Amendment - Woodruff

After staff introduction, Dennis Schmidt, representing the applicant presents details of the proposed project. The Committee discusses the merits of the project and the impacts on Airport operations and growth, at length. General consensus of the Committee is complimentary of the project, but definitely in agreement that the location in such close proximity to the Airport would produce serious conflict with current and any expanded air operations. A motion by Mr. Rose, seconded by Mr. Miller to recommend denial of the requested zoning amendments passes 6 to 1. It is requested that a separate memorandum be drafted to the City Council which outlines the position and findings of the Committee. At the request of Councilman Macklin, the document should include the dissenting opinion expressed in the Committee discussion.

2. Development Request - Flight School

Mr. Doug Erway addresses the Committee and makes a presentation outlining the continued and ongoing need to foster and maintain adequate and viable flight training at the Airport. He outlines the impacts on local aviation activity and the needs throughout the industry for a continued supply of pilots to the work force. The ability and need to interact with the local schools is essential. The role of the City/Airport is discussed as a resource to help meet the need for adequate facilities for such training programs. A motion by Mr. Corippo, seconded by Mr. Meeker recommends support of the concept as Mr. Erway presents it to the City Manager for discussion. If interim occupancy of existing facilities is feasible and/or approved, then there must still be provision and willingness to vacate within 30-60 days if a major FBO is secured. The motion passes unanimously.

3. Airport Operations Review

Staff advises the Committee of the receipt of grant funding for the installation of a used oil receptacle on the Airport. The Committee is asked to assist in determining a proper location. The initial arrangements for a proposed fly-in event for ultralight aircraft to be held on the May 6 weekend are presented to the Committee. No action is taken on these items.

D. CALENDAR - Next Meeting: Regular Meeting, February 24, 2000

F. ADJOURN - 10:15 PM; To the County Airport Land Use Commission Meeting, February 16, 2000, and then to then next regular committee meeting of February 24.

APPLICANT'S PROJECT DESCRIPTION
(Submitted by Central Coast Engineering / Dennis Schmidt)

PROJECT DESCRIPTION

Introduction. On 15 May 1990, the *City of Paso Robles City Council* adopted Resolution #594 pre-zoning the land around the *Paso Robles Airport* within the area known as the *Northeast Annexation*. As part of this action, the *City* adopted a negative declaration. This determination was based on no changes in zoning from *County* to *City* land use categories. No land use changes equaled no significant environmental impacts (according to *City* staff reporting). The present general plan land use and zoning code categories, and density over these property are a result of this CEQA determination.

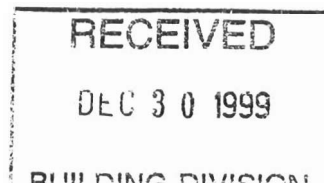
Applicant Request. The owner of the Assessor Parcels 025-431-037 (36.01 acres), 025-431-038 (78.85 acres), and 025-431-039 (44.62 acres) are requests the following general plan and zoning code changes:

- General Plan land use category change for all parcels from AG to RSF-1.
- Zoning Code land use category change for all parcels from RA PD to R1 B4-PD.
- The permission to file development applications in advance of the completion of the *Airport Specific Plan*.

Proposed Subdivision. The project site area consists of 3 legal parcels containing 36.01, 79.85 and 44.62 acres each (total of 160.48 acres) and are currently un-used agricultural lands that were annexed into the *City* with the *Northeast Annexation*. The applicant proposes to cluster 66 residential single family lots ranging from 1 acre (minimum) to 2.9 acre areas over an approximately 100 acre portion of the property to the southwest of *Huerhuero Creek*. The portion of the property not used for single family residences (60.5 acres) is proposed as common private open space that includes *Huerhuero Creek* and amenities for recreational use by the subdivision's residential units. Project amenities include a private stables, polo field, clubhouse, pool, tennis facilities, picnic/park area, and grazing fields for animals (as permitted by the Zoning Code), and a storage area for trailers and recreational vehicles. 4H activities are encouraged. The applicant proposes community equestrian trails from *Huerhuero Creek* into and throughout the project on 10 foot wide trails within 15 foot easements along interior roads.

All subdivision streets are proposed consistent with the *City's* local rural urban street standard and are offered for dedication, including that area required for *Golden Hill Road* as an arterial street. All roadways and needed utilities are to be constructed as subdivision improvements. *Golden Hill Road* is proposed to be constructed to full width improvements along project frontage through *Circle B Road*.

Presently *City* water and sewer services, and wire utilities extend onto the property. None of these facilities are proposed to be relocated.



Because the general topography of the proposed development area is gently rolling slopes with blue oak savanna (area of least constraint), minimal grading is anticipated except for that required for construct streets and drainage control.

The project incorporates *Airport Land Use Plan* conditions for soundproofing, restrictions on electro-magnetic transmissions, recording of avigation easements, and use of non-reflective materials on buildings and signs. It is anticipated that parcel building development will be between 4,000 to 5,000 sq ft of footprint area.

The project design minimizes removal of existing trees, however in consideration of potential biological concerns, the applicant proposes monitoring during construction activities to ensure that there will be no additional inadvertent impacts to mature trees, replacement planting at a ratio of 5:1 for tree removal, and monitoring of replacement trees until they are established (min. 3 years up to 5 years) with annual reports submitted to the *City* (see mitigation list from the *Huerhuero Creek Golf Course* FEIR). An aggressive tree planting program is proposed along the project's southern boundary including oaks and other deciduous and evergreen trees that are commonly used within *City* promoted projects.

The applicant proposes applicable standard and discretionary measures outlined in the *APCD's* CEQA Air Quality Handbook.

Project Objectives. This proposed project is one of kind in that there is nothing that compares to it within the *City of Paso Robles* boundaries. Overall, the proposal will promote a high quality of lifestyle and environmental protection consistent with *City* general plan goal statements. Because of it's uniqueness, it is extremely likely that many of the communities existing and future business owning individuals and family's will desire to live within a project like this, and because the type of project proposed does not exist within *City* limits, providing this unmet need is an obvious benefit to the community's goals to retain and recruit business to improve economic base including provisions for head of household jobs and property tax revenues. The project can also help promote the growth of the airport in that pilots for commercial airlines be it passenger or delivery (ie. *UPS* type service) often desire residences within close proximity of their work with the quality that is being proposed. This project provides this opportunity.

Previous CEQA Determinations. Two previous *City* determinations include the project site, (1) the negative declaration adopted for the *Northeast Annexation*, and (2) the 1990 General Plan Land Use and Circulation Elements update FEIR. Several *City* determinations have been made on lands adjacent to the project site including (3) the *Huerhuero Creek Golf Course* FEIR, (4) the *Borkey Area Specific Plan* FEIR, (5) the *Cuesta College North County Center* Subsequent FEIR, and (6) the negative declaration adopted for the *Danley/Erskine* General Plan and Zoning Code amendments.

Land Use and Planning Issues. The current land use for the property permits a maximum residential density of 16 units (20 acre parcels with 2 primary units) or an 1 unit/10 acre ratio which is lesser density than that commonly allowed by airport land use plans (typically 1 to 5 acre ratios depending on the proximity to the airport). Although the proposed project increases density, it does so in a positive manner by clustering an approximate 2.5 acre ratio density the farthest away from the flight take off pattern from Runway 19 which is to the south and then to the east. The proposed 2.5 acre residential density matches that which already exists compatibly with the airport along *Golden Hill Road* at *Circle B Road*.

Airport Land Use Plan. The proposed project is almost entirely within Zone 5 of the *Airport Land Use Plan* (all other land within in the airport planning area) excepting an undevelopable triangular area within Zone 3 (approach and climb out extensions) at the southeast corner of the project site (see exhibit). This area is undevelopable because of *Huerhuero Creek*, steep terrain, and heavy clusters of oaks. The proposed use (residential units on parcels of 5 acres or less) with the accepted conditions written into the project description is consistent with the adopted land use plan.

Agricultural Land Conversion. *U.S. Dept. of Agriculture* soil maps show that less than 0.5% of the total property site is covered by prime soils. Conversely, the area proposed for residential development is almost entirely non-prime or Class IV soils (excepting the .7 of an acre prime soil or Class I).

Geology. Soil types within the project area are similar to those identified in the *Borkey Area Specific Plan FEIR*, *Huerhuero Creek Golf Course FEIR*, *Danley/Erskine ND*, and the Preliminary Geologic Study for the *Chandler Ranch* property where it has been identified in each of these areas that potential land slides or mud flows, erosion, subsidence, expansive soils are all mitigable scenarios.

Hydrology. Because of the proximity of the proposed project to *Huerhuero Creek*, post development drainage will go directly into the creek channel via surface channels, area drains, streets, culverts and energy dissipaters all designed to control flooding and erosive velocities. No development is proposed within the creek's flood zone as shown on FIMA maps.

Air Quality. The *APCD's CEQA Air Quality Handbook* identifies thresholds for significant air quality impacts (85 homes generate 25 lbs/day emissions or 4.56 tons/year). Proportioning these numbers, the 66 parcels proposed by the applicant have the potential to generate 19.4 lbs/day emissions or 3.54 tons/year. An amount considered mitigable with the standards found within the *APCD's handbook*.

Transportation/Circulation. With the installation of the signal and additional turning lanes as described in the *Borkey Area Specific Plan* FEIR, the levels of service for all movements at the *Highway 46 East* and *Golden Hill Road* intersection are at "A." It is anticipated the project will contribute 660 trips to this intersection (66 units x 10/day). When considering the reduction in residential units within the proposal's vicinity (see Land Use and Planning issues above) and the amount of trips generated by current zoning, total trips created by the proposed project is negligible.

Biological Resources. Blue oak savanna is identified within the primary development area, blue oak woodland along the banks of the *Huerhuero Creek*, and *San Joaquin Kit Fox* habitat are resources of concern within the project site. See Project Objectives for proposed oak mitigation programs, and the *San Joaquin Kit Fox* survey prepared by *Victoria Trautman*.

Noise. The location of a sensitive receptor project near the *Airport* is a primary noise concern. However, because the project has included the mitigations found within the airport land use plan, noise impacts can be considered negligible.

Public Utilities. All public utilities either exist on site or immediately adjacent to the project site. Based on previous determinations that existing facilities (trunk line, pump station, and wastewater treatment plant), and the implementation programs identified in the *City's Sewer System Master Plan*, impacts are mitigable to less than significant impacts (see *Cuesta College North Final Subsequent EIR*).

Aesthetics. The project site is not visible from the intersection of *Highway 46*, and *Golden Hill Road* in the vicinity of the project site is not a scenic corridor (per 1990 General Plan Land Use and Circulation Elements update FEIR). The applicant proposes large parcels that are typically characterized with open corridors between high end homes, a 60 acre common open space lot, preservation of native trees, and minimal grading.

Cultural Resources. A records search through the Archaeological Information Center at the *UCSB* concludes that no prehistoric sites have been recorded on the property, and that a few historic resources (consisting of ranches and associated features) are within the general vicinity of the project site.

Recreation. The project includes amenities such as a private equestrian center, polo field, clubhouse, pool, tennis facilities, picnic/park area, and grazing for animals (as permitted by the Zoning Code). *4H* activities are encouraged. *Quimby* fees will be paid as a condition of subdivision recording.