

TO: James L. App, City Manager
FROM: Joseph M. Deakin, Public Works Director
SUBJECT: Airport Master Plan and Land Use Plan
DATE: August 19, 2003

NEEDS: For the City Council to review the draft Airport Master Plan update and the proposed Airport Land Use Plan amendment, consider the concerns and comments from the Airport Advisory Committee, the Planning Commission, and any interested public, and direct staff to forward the documents to outside agencies for review, comment and/or adoption, as appropriate.

FACTS:

1. The last adopted Airport Master Plan is from 1976. A Draft of an updated Airport Master Plan has been prepared and is now ready for formal consideration.
2. The Airport Master Plan provides a blueprint for the long-term development of aviation related facilities at the Paso Robles Municipal Airport (through the year 2020). The Master Plan is not designed to address non-aviation (e.g. commercial and industrial) land uses in the vicinity of the Airport.
3. The Airport Master Plan provides a basis for future aviation related investments at the Airport. Although the Airport Master Plan will be referred to the County Airport Land Use Commission for their review and comment, the adoption of the City's Airport Master Plan is the jurisdiction of the City Council.
4. Along with the update of the Airport Master Plan, the City has contracted for preparation of a Draft Airport Land Use Plan. This document complements the City's Airport Master Plan but is intended to be adopted by the County Airport Land Use Commission.
5. The Draft Airport Land Use Plan is based on the Airport Master Plan and is intended to help insure compatibility between anticipated Airport operations and land uses around the Airport. The Airport Land Use Plan establishes restrictions on land uses within a designated Airport Land Use Review Area. The proposed plan would be an update of the plan last adopted in November 1977.
6. The Airport Advisory Committee reviewed the documents at their July 24th meeting, and unanimously recommended that both be forwarded to the Planning Commission and City Council with comments. A list of their comments/corrections is attached.
7. At the time of this writing, the Planning Commission is anticipated to review the documents at their August 12, 2003, meeting. Their concerns will be included in the verbal staff presentation of this item.

**ANALYSIS
AND**

CONCLUSION: The updated Draft Airport Master Plan is intended to facilitate the long-term planning for aviation functions at the Airport. The Master Plan will provide the policy basis for funding applications that will be submitted to the Federal Aviation Administration (FAA).

The Master Plan anticipates three phases of improvements to Airport operations. At the end of the program the primary runway will be extended from its present 6000 foot length to 8200 feet. The secondary runway will be extended from its present 4700 foot length to 6400 feet. The pace of physical expansion will be driven by market demand and available funding.

The Draft Airport Land Use Plan is designed to complement the Airport Master Plan and, at the same time, coordinate with the City's General Plan Update and the Chandler Ranch Area Specific Plan.

Consistent with long-standing City Council policy, the intent of the Draft Airport Land Use Plan is to preserve the economic viability of the Paso Robles Municipal Airport by avoiding creation of incompatible land uses within the Airport Land Use Review Area.

The boundaries of the proposed Airport Land Use Review Area are based on the latest State adopted Airport Land Use Planning Handbook. The Review Area consists of five (5) different "zones" that reflect decreasing levels of sensitivity in terms of both safety and noise relative to flight approach and take off patterns. As proposed, the Review Area does not extend southward of Union Road and would not impact the Chandler Ranch Area Specific Plan.

The Draft Airport Land Use Plan would maintain the same land use patterns as contained in both the current General Plan and the proposed General Plan update. The Draft Plan would preclude subdivision of properties in a manner that would create additional residential dwelling units. A matrix describes the land uses that are permitted or prohibited in the respective zones. For uses that are permitted, the footnotes establish the operational parameters / standards.

In conclusion, the Draft Airport Master Plan will be forwarded to the County Airport Land Use Commission for its review and comment. After considering those comments, the City Council will take formal action on the related environmental documentation and approve an Airport Master Plan.

Based on input from the Airport Advisory Committee, the Planning Commission, and the public, the City Council will direct that a refined Draft Airport Land Use Plan be submitted to the County Airport Land Use Commission for their consideration. It will then be the responsibility of the County Airport Land Use Commission to conduct its own environmental assessment and consider adoption of an updated Land Use Plan for the Paso Robles Municipal Airport.

POLICY

REFERENCE: General Plan, Chandler Ranch Area Specific Plan, State Airport Land Use Planning Handbook, FAA Requirements Related to Airports

FISCAL

IMPACT: Adoption of an updated Airport Master Plan will facilitate continued FAA assistance in funding aviation related improvements at the Airport. Adoption of an updated Airport Land Use Plan will help avoid incompatible land uses that could have a significant adverse impact on the economic viability of the Paso Robles Municipal Airport.

- OPTIONS:**
- a. Approve the draft Airport Master Plan update and the proposed Airport Land Use Plan amendment as suitable for public review and comment and direct staff to forward the documents to outside agencies, for review, comment and/or adoption, as required.
 - b. Amend, modify or reject the above option.

Attachments: (3)

- 1) Chapter 1 (Summary) – Draft Airport Master Plan Update
- 2) Executive Summary – Draft Airport Land Use Plan
- 3) Citizens Airport Advisory Committee Comments on the Draft Airport Master Plan Update

Chapter 1

SUMMARY

1.1 INTRODUCTION

In 2001, the City of El Paso de Robles (City) initiated an Airport Master Plan for the Paso Robles Municipal Airport. The purpose of the study is to determine the type and extent of aviation facilities needed at the Airport through the year 2020 and to prepare an Airport Master Plan to accomplish the required development.

The study is being performed by Aries Consultants Ltd. of Morgan Hill, California, in association with Tartaglia Engineering of Atascadero, California. The study is being coordinated with the City, Federal Aviation Administration, Airport Advisory Committee, and Federal, State and local organizations.

Paso Robles Municipal Airport (referred to as the "Airport" throughout this report) is geographically located in the north central portion of San Luis Obispo County, California, approximately 4-1/2 miles northeast of the center of the City of El Paso de Robles. Access to the Airport is provided via U.S. Highway 101, State Highway 46 and Airport Road.

The Airport is located on about 1,272 acres of land at an elevation of 836 feet above mean sea level (MSL). The Airport is classified as a General Aviation Airport in the National Plan of Integrated Airport Systems (NPIAS). The location of the Airport with respect to nearby communities and other airports in the area is illustrated on Figure 1.

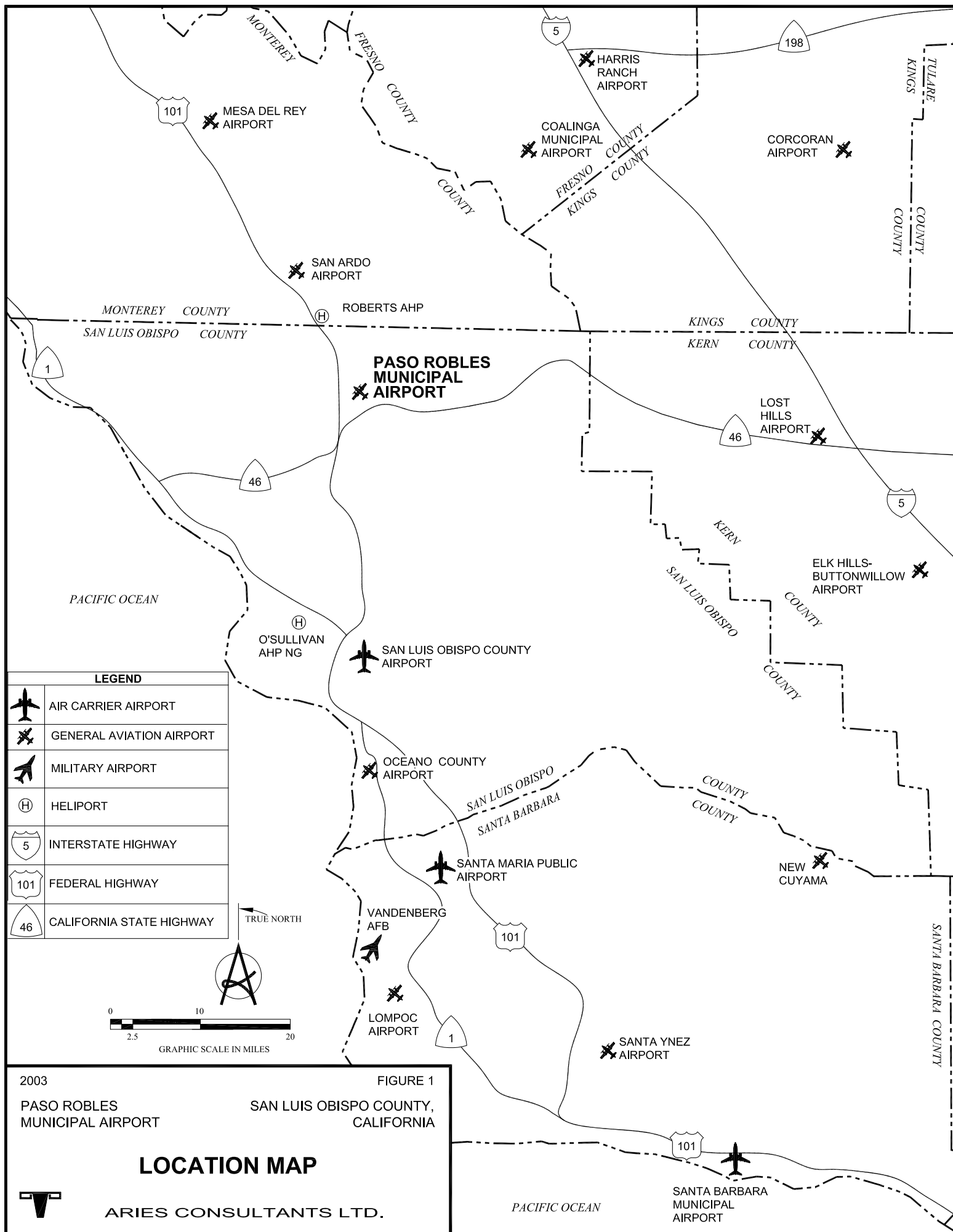
1.2 HISTORY OF THE AIRPORT

Construction of the Airport was completed on April 8, 1943. The Airport was transferred from the Department of the Navy to the U. S. Army Air Corps and renamed Estrella Army Airfield.

On August 29, 1947, the War Assets Administration of the United States, acting under the Surplus Property Act of 1944, as amended, transferred Estrella Army Airfield under a Quitclaim Deed to the County of San Luis Obispo. The conveyance included 966.88 acres together with the buildings, structures and improvements thereon.

The Quitclaim Deed stipulates that all property transferred shall be used for public airport purposes without unjust discrimination and without granting any exclusive right for use of the Airport. The Quitclaim Deed also stipulated that the landing area shall be maintained in good and serviceable condition and all structures, improvements, facilities and equipment shall be maintained for the remainder of their estimated life.

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On August 5, 1948, a second Quitclaim Deed conveyed an additional 90.04 acres of land to the County as part of the Airport property. Under County ownership, Runway 1-19 was extended to 6,009 feet, a terminal building was constructed, a new south apron was built and some T-hangars were constructed.

The City of Paso Robles annexed the Airport property to the City and on May 7, 1973, assumed the operation, management, and control and administration of the Airport subject to all obligations, conditions, reservations and restrictions set forth in the Quitclaim Deeds from the United States of America. Under City ownership the name was changed to the Paso Robles Municipal Airport.

Since 1973 the Airport has been expanded through the acquisition of an additional 155 acres for runway protection zone areas. Runway 1-19 has been reconstructed, new taxiways and new aircraft tiedown aprons have been constructed. The runways and taxiways have been resurfaced, and runway and taxiway lighting systems have been installed or the original systems upgraded. The Aircraft Rescue and Firefighting (ARFF) station was built and a volunteer ARFF team established. Those areas determined excess to forecast aviation requirements were identified and an Airport Industrial Park was initiated.

Paso Robles was served by commercial air carriers (Hughes Air West and their predecessors) to 1974. Since 1974 several commuter airlines (Swift Aire, Eagle Airlines, Golden Carriage Air and Skywest) have provided passenger service until 1988 when service was last terminated. The Airport serves as a support facility for the California Department of Forestry Air Attack Base as part of their statewide fire suppression program, the California Highway Patrol and three local military installations (Camp Roberts, Fort Hunter-Liggett and Camp San Luis).

1.3 SUMMARY OF FINDINGS AND RECOMMENDATIONS

The rest of this chapter will be prepared later after review of the Draft Final Report.

SECTION 1

INTRODUCTION

1.1 OVERVIEW OF THE PLAN

This document sets forth draft land use compatibility policies applicable to future development in the vicinity of the Paso Robles Municipal Airport (also referred to as “the Airport”). These compatibility policies are designed to ensure that future land uses in the area surrounding the Airport will be compatible with the realistically foreseeable, ultimate potential aircraft activity at the Airport. When adopted by the San Luis Obispo County Airport Land Use Commission (ALUC), this draft plan will amend the existing Paso Robles Municipal Airport Land Use Plan adopted in November 1977¹. The amended plan provides the basis by which the ALUC can carry out its land use development review responsibilities in accordance with Section 21670 et seq. of the California Public Utilities Code.

The 1977 Paso Robles Municipal Airport Land Use Plan (ALUP) is being amended for the following reasons:

The City of Paso Robles has made changes to the Paso Robles Municipal Airport Master Plan and Airport Layout Plan²

California Department of Transportation’s (Caltrans) has made substantial changes to guidelines published in the Airport Land Use Handbook (ALUP Handbook).^{3,4}

1.2 THE SAN LUIS OBISPO COUNTY AIRPORT LAND USE COMMISSION

The San Luis Obispo County Airport Land Use Commission (ALUC) has been created in response to the mandates of The State Aeronautics Act, first enacted in 1967.⁵ The ALUC receives technical support from the County of San Luis Obispo although it is an autonomous body and not part of any local governmental structure.⁶ Among the powers and duties of the ALUC under this statute:

“To assist local agencies in ensuring compatible land uses in the vicinity of all new airports and in the vicinity of existing airports to the extent that the land in the vicinity is not already devoted to incompatible uses”⁷

“To coordinate planning at the state, regional, and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety, and welfare”⁸

Two additional duties provide the means of fulfilling these basic obligations:

Prepare Airport Compatibility Plans (Airport Land Use Plans) – The Commission is required to prepare and adopt an Airport Land Use Plan (ALUP) for each of the airports within its jurisdiction.^{9,10} In the case of San Luis Obispo County, this requirement applies to the Paso Robles Municipal Airport, the County Regional Airport (McChesney Field), and the Oceano Airport.

Review Referring Agency Actions and Airport Plans – In addition to formulating ALUPs, the ALUC is required to review certain types of actions taken by the County and local cities which affect land use in the vicinity of airports to ensure that the action proposed by the referring agency is consistent with the ALUP.^{11,12}

Paso Robles Municipal Airport

AIRPORT MASTER PLAN

Corrections/Comments – Airport Advisory Committee, July 24, 2003

1. Page 5-13; Include language to justify the establishment of precision approach surfaces on Runway 31 - future precision approach procedures to Runway 31.
2. Page 6-8; Include the cost of Runway 31 Precision Approach in Phase III Nav-Aids cost projections.
3. Identify the need and ability to relocate the Weather Observation Equipment (ASOS) to an alternative site on the airport if necessary for future development. (see page 5-11).
4. Remove the additional development alternatives contained in the Appendix from the final version.
5. Page 1-1; Assets transferred to the County in 1947 include "... *a portion* of the 966 acres..."
6. Page 1-3; Also include other agencies in the North County that utilize the Airport besides just the aviation divisions of those mentioned (CHP, CDF,...)
7. Page 2-1; Include the communities of the North Coast area as part of the service area for the airport.
8. Page 2-10; Verify the quoted Based Aircraft figure (162) for the year 2015.
9. Page 2-17; include provisions to address to eventualities of earlier air carrier service: "... *should* Air Carrier service be initiated..." The potentials of the SATS program should also be addressed as potentials for future service.
10. Page 3-7; Sequence the text to reflect correct chronological order in pavement condition reports.
11. Page 3-15; Utilize the term 'Fixed-Base Operator' to maintain consistency with the definition contained in the Airport's Minimum Standards for Aeronautical Activities.