

**REVISED DRAFT
ENVIRONMENTAL IMPACT REPORT
for the
YANKS AIR MUSEUM & VISITOR SERVING**

March 10, 1997

prepared for

**COUNTY OF MONTEREY PLANNING &
BUILDING INSPECTION DEPARTMENT**

prepared by

DENISE DUFFY & ASSOCIATES
546-A Hartnell Street
Monterey, California 93940
(408) 373-4341

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1.0 INTRODUCTION

1.1 Authorization and Purpose

This document is an Environmental Impact Report (EIR) prepared in accordance with the California Environmental Quality Act (CEQA) of 1970, and CEQA Guidelines, as amended. The purpose of this EIR is to inform the public generally of the significant environmental effects of the proposed Yanks Aircraft Museum and Visitor Serving Facility (the project), identify possible ways to minimize the significant effects, and describe reasonable alternatives that support the objectives of the project. This EIR has been prepared by Denise Duffy and Associates (DD&A) for the Monterey County Planning & Building Inspection Department (County Planning Department) as the "Lead Agency", in consultation with the appropriate local, regional and state agencies.

1.2 Focus of the EIR

CEQA Guidelines require preparation of an EIR when a Lead Agency determines that there is evidence that a project may have a significant effect on the environment. The need to prepare an EIR was established by the County Planning Department as a result of a preliminary evaluation, or Initial Study, of the likely significant environmental effects of the planning, construction and operation of the project. The project Initial Study was prepared by LDM Associates for the applicant and is presented in Appendix A.

As defined by the CEQA Guidelines, Section 15382, "significant effect on the environment" means:

... a substantial, or potentially substantial adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.

The EIR also identifies mitigation measures where necessary. CEQA Guidelines (Section 15370) defines varying degrees of mitigation as follows:

- avoiding the impact altogether by not taking certain actions or parts of an action;
- minimizing impacts by limiting the degree of magnitude of the action;
- rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
- reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and
- compensating for the impact by replacing or providing substitute resources or environments.

The Initial Study identified several areas of concern that should be discussed in the EIR including: water quality and hydrology; geology; soils and seismicity; traffic; air quality; noise; natural resources; viewshed; public health and safety; and growth inducement. In addition, a Notice of Preparation (NOP) was distributed to interested agencies and organizations stating that an EIR will be prepared. The NOP ~~and responses to the NOP from responsible agencies are also~~ is contained in Appendix A.

1.3 Uses of the EIR

This Draft EIR will be circulated for agency and public review during a 45-day public review period. Comments received by the County Planning Department on the Draft EIR will be reviewed by the EIR consultant and the County Planning Department and responses to comments will be addressed in the Final EIR. The Monterey County Board of Supervisors must certify that it has reviewed and considered the information in the Final EIR and that the Final EIR has been completed in conformity with the requirements of CEQA.

It is not the purpose of an EIR to recommend either approval or denial of a project. CEQA requires the decision makers to balance the benefits of a proposed project against its unavoidable environmental risks. Although the EIR does not control the lead agency's ultimate decision on the project, the Monterey County Board of Supervisors must consider the information in the EIR and respond to each significant effect identified in the EIR. If significant adverse environmental effects are identified in the EIR, approval of the project must be accompanied by written findings, as follows:

- A. Changes or alterations have been required in, or incorporated into, such project that mitigate or avoid the significant environmental effects thereof as identified in the completed EIR.
- B. Such changes or alterations are within the responsibility and jurisdictions of another public agency and such changes have been adopted by such other agency, or can and should be adopted by such other agency.
- C. Specific economic, social or other considerations make infeasible the mitigation measures or project alternatives identified in the EIR.

1.4 Mitigation Monitoring Program

A mitigation monitoring program will be prepared in compliance with Public Resources Code (PRC) Section 21081.6 (AB 3180 of 1988). It describes the requirements and procedures to be followed by the County and the Applicant to ensure that all mitigation measures adopted by the Monterey County Board of Supervisors as part of this project will be implemented as described in this EIR. The purpose of the monitoring program is to ensure compliance with environmental mitigation during project planning, construction and operation. The mitigation monitoring program will be included in the Final EIR.

2.0 SUMMARY OF ENVIRONMENTAL IMPACTS

2.1 Introduction

This summary provides a brief description of the proposed project, known areas of concern, project alternatives, and all potentially significant impacts identified during the course of this environmental analysis. This summary groups impacts of similar ranking together. There are no anticipated unavoidable significant impacts. All identified potentially significant impacts can be mitigated. Responsibility for implementation of mitigation measures is with the applicant unless otherwise noted.

This summary is intended as an overview and should be used in conjunction with a thorough reading of the EIR. The text of this report, including figures, tables and appendices, serves as the basis for this summary.

2.2 Summary of Project Description

The proposed Yanks Aircraft Museum and Visitor Serving Facility (the Project) consists of a World War II and "Golden Era" aircraft museum, public and private air strip, and associated commercial and visitor-serving facilities. In addition to the aircraft museum and runway with supporting taxiway, the applicant intends to construct a winery with tasting room, two gasoline stations, a 150 room hotel/motel and restaurant, space for Recreational Vehicle (RV) parking, and a two-acre lake on the project site. A detailed description of project characteristics is provided in Chapter 3.0, *Project Description*.

The project site is located in unincorporated Monterey County adjacent to the easterly side of, and parallel with, U.S. Highway 101 and northerly of Thorne Road. The site is located in the Central Salinas Valley approximately one-half mile north of the City of Greenfield. The Assessor's Parcel Numbers for the property are 111-012-07-000 and 011-012-12-000.

The Project is proposed to be constructed on approximately 111 acres of a 430-acre property currently in agricultural production. The remaining 329 acres will remain in agricultural production. The site is generally level and is currently served by two active on-site water wells. Vehicle access is from Highway 101 and Thorne Road.

2.3 Areas of Concern

The Lead Agency has identified the following areas of concern based on the initial study and the responses to the Notice of Preparation (refer to Appendix A). These concerns and potential impacts are: geologic and soil hazards, drainage and control of runoff, an increase in existing noise levels related to aircraft activity, safety risk of aircraft flights, reduction in agricultural acreage, substantial alteration of an existing land use, an increase in traffic volumes, an increase in demand for public services, an increase in demand for potable water, and the provision of sanitary sewer treatment and disposal on the site.

This Draft EIR considers the full range of potential environmental impact issues. Each issue has been analyzed against established standards of significance; mitigation measures have been recommended to reduce the level of significance or an impact has been identified as significant and unavoidable. The responsibility for mitigation is also identified. Therefore, the environmental issues addressed in the EIR have been addressed in accordance with CEQA at a level of detail corresponding with the level of detail of the proposal.

2.4 Alternatives Evaluated in this EIR

CEQA Guidelines specifically state that an EIR must include a discussion of alternatives to the proposed project. The EIR must describe a range of reasonable alternatives which could feasibly attain the basic objectives of the project. The four alternatives to the proposed project that are analyzed in the EIR are summarized below:

- No Project
- Wastewater Disposal/Domestic Water Supply Alternative
- Reduced Parcel Size
- Alternate Location

2.5 Environmentally Superior Alternative

CEQA requires that an environmentally superior alternative to the proposed project be specified, if one is identified. In general, the environmentally superior alternative is supposed to minimize adverse impacts to the project site and surrounding environment while achieving the basic objectives of the project.

The proposed project, as amended by mitigation measures recommended in this EIR generally results in impacts which can be mitigated to a less-than-significant level. These mitigation measures include connection to the City's sewer and water systems by agreement with the Local Agency Formation Commission, rather than through annexation, increased landscaping, reduced signage, and circulation improvements to adjacent roadways and freeway ramps. However, the project will result in the conversion of prime farmlands to predominantly nonagricultural uses, resulting in an unavoidable adverse impact.

Therefore, the environmentally superior alternative which satisfies the objectives of the project The No Project Alternative would avoid the impacts associated with traffic, air quality, land use, noise, and aircraft safety associated with the proposed project and the unavoidable adverse impact identified for the proposed project of loss of prime agricultural land. In this sense, the No Project Alternative is the environmentally superior alternative.

However, where the No Project Alternative is identified as the environmentally superior alternative, CEQA requires that the EIR also identify an environmentally superior alternative among the other alternatives. The only remaining alternative that significantly reduces impacts and avoids the impact of loss of prime farmland is locating the project at another site. Existing airports in Monterey County were reviewed. This would consolidate new airport operations at an existing public airport, and the air museum could be located nearer to population centers and existing visitor serving uses. Three Four alternative locations were considered: Marina Municipal Airport (formerly Fritzsche Army Airfield), Monterey Peninsula Airport, and Salinas Municipal Airport, and King City Airport. As discussed in subsection 7.2.4, there are several potential benefits to Locating the proposed air museum to at an existing airports in Monterey County: it would completely avoid the significant impact of the permanent loss of prime agricultural land, with the exception of King City - Mesa Del Rey Airport. The King City location could also result in the loss of some agricultural land. The amount would be dependent upon the design and location of the facilities and some development on agricultural land has already been planned and approved for this site. The Mesa Del Rey Airport, however, is not located along a major state highway and would not provide the number of pass-by trips to the facility as the proposed project location. Although locating the proposed project at an existing airport in Monterey County would not impact prime agricultural land, it should be noted that this alternative would not meet the applicant's project objective of locating development at the proposed site in South Monterey County.

2.6 Unavoidable Significant Impacts

Land Use and Planning

Impact: The project will result in the conversion of approximately 111 acres of agricultural land to commercial and airport uses. As indicated by the Stories index ratings and soil grades, soils on the site are classified as "prime" and are well suited for general intensive farming. *This is a significant unavoidable impact.*

2.7 Summary of Mitigatable Project Impacts

Airport Safety

Impact: The proposed project has the potential for complaints from occasional and periodic overflights. This is a potentially significant environmental impact that can be reduced to a less-than-significant level by implementation of the following mitigation measures.

Mitigation

- 1A. The airport landing strip shall only be used during daylight hours.
- 1B. Prior to approval of the Runway Use Permit, the project applicant shall work with the County of Monterey to develop specific operating procedures to reduce overflights of certain areas.

Geologic and Geotechnical Hazards

Impact: The project site will likely be subject to severe ground shaking in the event of a major earthquake. The degree of potential property damage would vary with the magnitude and duration of the seismic event. *This is a significant impact that can be mitigated to a less-than-significant level by implementation of existing Uniform Building Codes and the following mitigation.*

Mitigation

1. All engineering analysis and structural design shall incorporate the following design seismic parameters: 0.50g mean peak horizontal ground acceleration; 0.35g repeatable high ground acceleration; duration 31 seconds.
2. Incorporate recommendations concerning foundation design criteria included in the geotechnical feasibility study prepared for the project by Haro, Kasunich & Associates (Report # M4394).

Water Quality and Supply

Impact: The projected concentration of percolating recharge water will be below the drinking water limit of 10.0 mg/l of nitrogen, but slightly above the County's target concentration of 6.0 mg/l of nitrogen. *This is a significant impact which can be reduced to a less-than-significant level with implementation of the following mitigation measure.*

Mitigation

3. The applicant shall submit a landscaping plan subject to the review and approval of the Monterey County Planning Department which describes the methods to be employed to ensure that trees and plants that do not require high nitrogen-based fertilizer use are maximized on the site, and that plants such as turf grass which require high fertilizer use are minimized.

Impact: The water quality of the onsite wells is unacceptable for domestic uses. The mineral content (e.g., TDS and sulfate) are in excess of secondary drinking water standards, which are based on consumer acceptance criteria. More importantly, the nitrate concentration of 92 mg/l in the well water exceeds the primary drinking water standard of 45 mg/l. The well water cannot be used for domestic supply unless the nitrate is removed by treatment and the project includes no provision for water treatment. The applicant's plan to develop a new on-site water well with better quality has not, thus far, been proven feasible. *This is a significant impact that can be mitigated to a less-than-significant level by implementation of the following mitigation.*

Mitigation

4. To ensure a suitable source of potable water for the project, the applicant and the City with the aid of grants shall install necessary pipeline facilities and obtain water service from the City of Greenfield. ~~This will include the requirement for annexation to the City, which requires LAFCO approval. Annexation to the City of Greenfield is not required. LAFCO could consider approval of contracts extending services to the site in accordance with Government Code Section 56133.~~

Alternatively, if the applicant elects not to obtain domestic water service from Greenfield in favor of on-site groundwater, then additional investigations, testing and engineering studies shall be completed to verify the ability to provide an on-site domestic water supply that meets all applicable drinking water requirements. If this option is pursued it shall constitute a "future study" that would be subject to additional environmental review in accordance with CEQA.

Impact: The total average annual water demand for the project (domestic supply, irrigation water, and lake evaporation) is estimated to amount to 185.5 acre-feet. This represents a reduction in ground water pumping of approximately 170 to 226 acre-feet/year as compared with the present estimated agricultural use of water on the 111-acre project site of 277 to 333 acre-feet/year. The preceding estimate of net reduction in local ground water pumping is applicable if the project obtains its entire water supply from on-site wells. *This represents a net positive effect on ground water in the immediate project area and the Salinas Valley as a whole.*

Mitigation

5. Should the County require the use of an on-site wastewater treatment plant, the applicant shall submit a wastewater treatment plant design subject to the review and approval of the Monterey County Health Department and Public Works Department, which provides for the safe and convenient use of reclaimed water on the adjacent farmlands owned by the applicant, and the proposed vineyard.
6. Design of the proposed project facilities shall include provisions to minimize impacts on the ground water basin by implementing water conservation practices. At a minimum, these design considerations include:
 - Use of low-flow fixtures, including shower heads with a maximum flow capacity of 2.5 gallons per minute and toilets using 1.5 gallons per flush.
 - Use of low water use or native plant material and low precipitation sprinkler heads, bubblers, drip irrigation system and timing devices.
7. Design of the proposed detention ponds shall include provisions to increase infiltration rates for runoff such that detention ponds function as percolation ponds.

Impact: Construction related water use could total almost 0.65 acre-feet. *While this is a temporary, less-than-significant impact affecting relatively small volumes of water, the use of non-potable water should be encouraged to ensure that domestic water supply impacts are reduced to the greatest extent possible.*

Mitigation

8. Water supplied for fill compaction and dust minimization shall be reclaimed or subpotable where feasible.

Surface Hydrology and Drainage

Impact: While the drainage plan is adequate as proposed, no provision for maintenance has been provided in the Master Plan. Since maintenance affects the long-term viability of the proposed drainage system, *this is a potentially significant impact which can be reduced to a less-than-significant level with implementation of the following mitigation measure.*

Mitigation

9. The applicant shall submit a comprehensive plan for drainage system maintenance, subject to the review and approval of the Monterey County Public Works Department. At a minimum, the plan should address the design features, personnel, equipment, scheduling, and procedure for cleaning and maintenance of the infiltration basins to prevent the development of nuisance conditions and to maintain the long-term infiltration capacity of the basin soils.

Impact: Storm water discharges associated with construction activities where clearing, grading, and/or excavation of land occurs would have the potential for polluting the waters of the United States. *This is a significant impact which can be reduced to a less-than-significant level through implementation of the following mitigation measure.*

Mitigation

10. The applicant shall submit evidence of a General Construction Activity Storm Water Permit obtained from the RWQCB to the Monterey County Planning and Building Inspection Department.

Wastewater Disposal

Impact: Operation of the proposed wastewater treatment system could result in health and safety impacts due to plant upset, failure or improper operation. *This is a significant impact that can be reduced to a less-than-significant level with implementation of the following mitigation measures.*

Mitigation

11. The applicant shall prepare and submit, for review by the Monterey County Health Department and Public Works Department, a comprehensive plan for operation and maintenance (O&M) of the proposed wastewater treatment and disposal facilities. This plan need not be detailed to the level of an O&M Manual, but it should provide sufficient description of the required/planned maintenance personnel, activities, equipment and procedures to assure that the proposed on-site treatment and disposal system will be adequately operated for the protection of public health. The plan shall identify the preferred operator of the plant, either a certified plant operator under private contract, or a County Sanitation District or County Service Area. Contingency plans must be provided for emergency situations such as power outages, equipment failure, plant upset conditions, etc. Having a pond available for diversion to during upset conditions may be prudent.

The treatment plant capacity should be expanded to approximately 72,000 gpd, in order to accommodate estimated peak winery wastewater flows during the "crush" period. Any operational changes during the "crush" period should be evaluated and identified in the O& M Manual.

As an alternative to completing the identified mitigation for an on-site treatment wastewater system, the applicant shall make necessary arrangements to extend the sanitary sewer service from the City of Greenfield to the project site. This will also entail annexation to the City, which requires LAFCO approval.

Annexation to the City of Greenfield is not required. LAFCO could consider approval of contracts extending services to the site in accordance with Government Code Section 56133.

- 11A. If an on-site sewerage disposal system is approved, the formation of a County Service Area or other governmental entity may be necessary and require LAFCO approval.
12. The applicant shall provide a revised wastewater facilities plan, for review and approval be the Monterey County Health Department and the Public Works Department, identifying and describing the means for complying with the County requirements for 3-day short-term storage and 120-day long-term wastewater storage.
13. The applicant shall supply supporting information, for review and approval by the Health Department and Public Works Department, describing the plans for sludge disposal, indicating the method of dewater and the available capacity at the receiving facility.

Traffic and Circulation

Impact: Traffic generated by the proposed project will cause the intersection of the overpass road of El Camino Real with the northbound ramps to the Highway 101 to drop from LOS A under existing conditions to LOS D in the p.m. peak hour. *This is a significant impact that can be reduced to a less-than-significant level by implementing the following mitigation measures.*

Impact: Traffic generated by the project will substantially increase the turning movements at the intersection of El Camino Real with the southbound on-ramp to U.S. 101 and the El Camino Real overpass road. *This is a significant impact that can be reduced to a less-than-significant level by implementing the following mitigation measures.*

14. The applicant shall submit detailed design plans to the Monterey County Public Works Department that identifies the bridge configuration required to accommodate project traffic. The design plans shall include the following items: widen the northbound off-ramp to accommodate two lanes, one through lane and one through/right lane, and relocate the intersection approximately 100 to 150 feet northerly in order to increase the length of the off-ramp and its storage capability. (Refer to Mitigation 19 below.)
15. The developer shall widen the south leg of the intersection to provide one through lane and an added separate right turn lane into the project site. (Refer to Mitigation 19 below.)

16. The developer shall establish the project entrance opposite the relocated intersection (northbound on/off ramp and Livingston Road) and provide two inbound lanes and two outbound lanes.
17. The developer shall realign and extend the County's access road Livingston Road to the properties south of the project site along the east side of the freeway to connect into the project access road. The developer shall install a traffic signal or provide funds for future traffic signal installation.
18. The applicant shall dedicate to the County of Monterey the Livingston Road County road extension and the project access road between the County Livingston Road and the freeway right of way.
19. The developer shall widen the overpass road on the southerly side, westerly of the overpass structure without widening the structure itself, to provide a separate left turn lane to the southbound on-ramp with a single through lane to El Camino Real to accommodate both left and right turn movements at that intersection.
- 19A. The applicant shall prepare and submit to Caltrans and the Monterey County Public Works Department a Project Study Report (PSR) for all proposed future work within the Caltrans right-of-way for the widening of the overpass roadway at El Camino Real and modification to the southbound on-ramp to U.S. 101, and for the widening of the overpass road and modification of the northbound on and off-ramps for U.S. 101. Mitigations required in the PSR and the PSR itself shall be completed prior to issuance of any occupancy permit on any phase of the project. The following improvements shall be constructed and completed as applicable prior to occupancy of any structure, unless replaced or amended by mitigations required by the PSR.
 - a. The applicant shall submit detailed design plans to Caltrans and Monterey County Public Works Department. The design plans shall include the following items: widen the northbound off-ramp to accommodate two lanes, one through lane and one through/right lane, and relocate the intersection approximately 100 to 150 feet northerly in order to increase the length of the off-ramp and its storage capability.
 - b. The developer shall widen the south leg of the newly relocated intersection to provide one through lane and an added separate right turn lane into the project site.
 - c. The developer shall widen the overpass road on the southerly side westerly of the overpass structure to provide a separate left turn lane to the southbound on-ramp with a single through lane to El Camino Real to accommodate both left and right turn movements at that intersection.

- d. The developer shall modify, as necessary, the entrance of the southbound on-ramp to accommodate the widening of the overpass road. The developer shall signalize this intersection or provide funds for future signalization.

20. The developer shall modify as necessary, the entrance of the southbound on-ramp to accommodate the widening of the overpass road.

Air Quality

Impact: Construction of the air museum, runway and commercial facilities will generate temporary emissions of fugitive dust from soil disturbance and combustion emissions from on-site construction equipment and from off-site trucks moving dirt, delivering construction materials, and from worker travel. *This is a significant impact which can be reduced to a less-than-significant level with implementation of the following mitigation measures.*

Mitigation

21. Limit the area under construction up to 10 acres at any one time where feasible.
22. During construction, grading efforts shall seek to minimize dust generation through the implementation of the following dust suppression techniques and applied as appropriate (the following mitigation measures, when implemented, can reduce fugitive PM₁₀ an average of 50 to 90%):
- Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure;
 - Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days);
 - Plant vegetative ground cover per the specifications of a landscape plan approved by the County of Monterey Planning & Building Inspection Department as soon as possible;
 - Prohibit all grading activities during periods of high wind (over 15 miles per hour);
 - Cover inactive storage piles;
 - Install wheel washers at the entrance to construction sites for all exiting trucks;
23. Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to take corrective actions within 48 24 hours, or sooner as the situation warrants.

~~**Impact:** During construction, NO_x emissions are predicted to potentially exceed the APCD threshold of 150 pounds per day. This is a potentially significant impact that can be reduced to a less-than-significant level by implementing mitigation measure 21 and the following mitigation:~~

Mitigation

- ~~24. Perform low-NO_x tuneups on all construction equipment operating on the site for more than sixty (60) days.~~

Public Services

Fire Protection

Impact: The development of the proposed buildings associated with the project will have an impact on the demand for fire protection. The proposed buildings will be constructed in compliance with the applicable uniform building and safety codes applicable fire codes appropriate fire flow capacity, and access to the site, buildings and facilities acceptable to the Greenfield Fire Protection District. ~~s, no additional mitigation measures are required.~~ *This is a less-than-significant impact.*

Mitigation

25. The applicant shall submit the project site plan and circulation plan to the Greenfield Fire Protection District for review and approval.

Impact: Uses associated with the development of the airport landing strip may require additional fire fighting equipment for the GFPD. General aviation airports that are not certified as a FAR Part 139 air carrier airport, do not maintain and operate Airport Rescue and Firefighting Facilities. The applicants insurance carrier will require applicable firefighting capabilities to be within reach of the airport. *This is a significant impact that can be reduced to a level of insignificance with implementation of the proposed mitigation measure.*

Uses associated with the proposed project include: aircraft landings and takeoffs, helicopter and ultra light aircraft rentals, flight instruction, glider operations, hot air balloon flights, sky diving, radio controlled model aircraft, and occasionally, scheduled events such as air shows, antique and experimental aircraft gatherings and fly byes.

Mitigation

26. The project applicant shall consult with the volunteer chief and his consultant prior to completion of the preliminary design for the Greenfield Fire Protection District to review project plans to determine the need for mitigation and ensure that adequate on site and off site facilities are available to support the proposed airstrip based on proposed levels of activity.

Police Protection

Impact: The development of the proposed project will have an impact on the demand for police protection. *This is a significant impact that can be reduced to a level of insignificance with implementation of the proposed mitigation measure.*

The airport boundary will provide a 6 foot high chain link fencing on all sides of the airport except where fencing is between adjacent buildings. Between buildings, all fencing will be 4 feet in height and consist of a mix of chain link, concrete block and wrought iron.

Security lighting will produce an average illumination of 10 candle power per square foot in the vicinity of the building and parking areas (automobile and aircraft) and will be light sensor activated. Lighting in the vicinity of aircraft movement areas must be shielded to not create a visual distraction for arriving and departing aircraft.

The project applicant will implement private security patrols and install security lighting and alarm systems into the project design.

Mitigation

27. Architectural concessions to decrease vulnerability to crime, such as improved lighting, locks, landscaping, alarm systems, and video surveillance cameras shall be implemented into the project. Architectural plans shall be reviewed by the Crime Prevention Unit, Community Services Division, the Sheriff's Depart. prior to issuance of the bldg permit.
28. Prior to issuance of occupancy permit, the project applicant shall consult with the Monterey County Sheriff's Department and the Greenfield Police Department to determine the need for the provision of onsite private security. A memorandum of understanding shall be developed between the Monterey County Sheriff's Department and Greenfield Police Department regarding a mutual aid agreement.

Solid Waste Disposal

Impact: Development of the proposed project will create solid waste during construction and after completion of new buildings and other facilities. *The proposed project and impacts are considered less-than-significant, although recycling will be required.*

Mitigation

29. The applicant shall submit final plans which indicate specific areas where recycling materials may be handled and stored. Recycling should be promoted at the airport and at all other facilities in the project area.

Human Health & Safety

Impact: A source of potential groundwater contamination is the aviation fueling station facility. The storage of fuel (either above or below ground), transfer of fuel from tank trucks to storage tanks, from storage tanks into fuel trucks, and the transporting of fuel to various points on the airfield represent a potential for fuel spills through leaks, carelessness, or upset. Although the possibility of a major spill is deemed to be rather low, the amounts of fuel which could be spilled is relatively high. *This is a significant impact that can be reduced to a level of insignificance with implementation of the proposed mitigation measures.*

Mitigation

30. As a minimum, the proposed aviation fueling station will incorporate standard engineering and monitoring techniques and measures for fuel storage, spill containment, and cleanup as required by current federal, state, and local regulations.
31. In addition, construction of the fuel storage facility will require the use of state of the art safety and spill diversion and containment systems. Such a system is controlled and monitored by a microprocessor-based control system which would perform a variety of safety and maintenance/record keeping functions. It would also monitor fire alarms, notify appropriate fire suppression agencies in an emergency, monitor spill and leak detection systems, and activate emergency shutoff valves as required. The system would also activate external and built-in foam fire suppression devices, as well as air and water pollution control measures.
32. Regular cleaning of fill stands and hard stands will be carried out to minimize potential discharge of pollutants into surface runoff.
33. A spill prevention control and countermeasure (SPCC) plan will be adopted to provide procedures for mitigating any fuel, lubricant, or hydraulic fluid spill which might occur as a result of operating the aviation fueling station. The SPCC plan will also include provisions for fueling personnel to be trained in the recovery of spilled substances.
34. Any underground fuel storage tanks would be subject to Monterey County permit requirements, and would be of double wall construction with leak detectors between the walls. Any underground tanks would also have external leak detection and monitoring systems installed.
35. Any above ground tanks would be constructed in accordance with American Petroleum Institute (API) standards for Zone 4 earthquake potential (API 650). The tanks will employ set points for overflow protection that will be interlocked with associated filling mechanisms through the microprocessor-based control system.
36. The principal means of controlling spillage or leakage from any above-ground tanks in the fuel storage area will be by means of an earthen berm with an impervious concrete liner with manual drain valves to direct any spillage to an oil/water separator. The drain valves would be maintained in a closed position to prevent any inadvertent or premature diversion of spillage or leakage to the oil/water separator. The containment berm would be designed to contain a complete failure of the largest tank.
37. Spill containment for the truck fill stands and truck unloading areas will be accomplished by impervious diversion pads. These pads will be capable of accommodating a spill from the largest truck, tender or lighter (i.e., small trucks used to transport fuel to aircraft for fueling) using the facility.

Viewshed & Aesthetics

Impact: Development of the project will result in a change in views to and from the project site, particularly from public vantage points on Highway 101 and the Thorne Road overpass. While the development will alter the rural character of the site, neither Highway 101 or Thorne Road is a scenic route; therefore, the site is not considered a sensitive visual resource. However, the intensity of development will differ from what exists in the immediate vicinity. *This is a potentially significant impact.*

Mitigation

38. The applicant shall submit a landscape plan to the Monterey County Planning and Building Inspection Department for review and approval. The plan shall provide for landscape screening, appropriate to the surrounding climate and terrain (drought resistant, native vegetation). Visual screening of the parking lots and buildings shall be provided to integrate the project with the visual setting.
39. The applicant shall submit design guidelines that provide on-site advertising signs, fences, walls, and entry gates consistent with applicable Monterey County Codes, except as otherwise approved. The design guidelines shall include: a sign plan drawn to scale, delineating the proposed site and the general location of all signs; drawings or sketches indicating the exterior surface details of all buildings on the site on which wall signs, directory signs, or projecting signs are proposed; drawings indicating typical sign design, colors, faces and methods of construction. At a minimum, the sign plan shall avoid clutter in the location and size of free standing signs.

Impact: Development of the site would result in an increase in external lighting. Night lighting for advertising, security and street lighting could be perceived as intrusive to surrounding residences because the site has not had intrusive night lighting in the past. *This is a significant impact. Because there is no clear criteria available to ascertain with precision the level of impact night lighting represents, it is difficult to determine if available mitigation measures can reduce the impact to a less-than-significant level.*

Mitigation

40. The applicant shall use non-reflective materials, subdued colors, and lighting that does not create off-site glare in all phases of project development subject to the approval of the Monterey County Planning and Building Inspection Department.
41. The applicant shall provide a public space lighting plan subject to the review and approval of the Monterey County Public Works Department, the Monterey County Planning and Building Inspection Department and Caltrans, as necessary. The type, height, and spacing of security lighting, parking lot lighting, and advertising lighting shall conform to County guidelines. In particular, street lights shall be directed downward and be of minimum intensity necessary for proper safety lighting.

Cultural Resources

Impact: Based on the background research and surface reconnaissance, the project area does not contain surface evidence of potentially significant cultural resources. *This is a less-than-significant environmental impact.*

Mitigation

Because of the possibility of unidentified (e.g., buried) cultural resources being found during construction, the following mitigation measures are recommended:

42. If archaeological resources or human remains are accidentally discovered during construction, work shall be halted within 150 feet of the find until it can be evaluated by a qualified professional archaeologist. If the find is determined to be significant, appropriate mitigation measures shall be developed and implemented according to Appendix K of CEQA.

3.0 PROJECT DESCRIPTION

3.1 Overview

The proposed Yanks Aircraft Museum and Visitor Serving Facility (the Project) consists of a World War II and "Golden Era" aircraft museum, air strip, and associated commercial and visitor-serving facilities. In addition to the aircraft museum and runway with supporting taxiway, the applicant intends to construct a winery with tasting room, two gasoline stations, a 150 room hotel/motel and restaurant, space for Recreational Vehicle (RV) parking, and a two-acre lake on the project site. A detailed description of project characteristics is provided below.

The Project is proposed to be constructed on 111.29 acres of a 440.54-acre property currently in agricultural production. The remaining 329 acres will remain in agricultural production. The site is generally level and is currently served by two active on-site water wells. Vehicle access is from Highway 101 and Thorne Road.

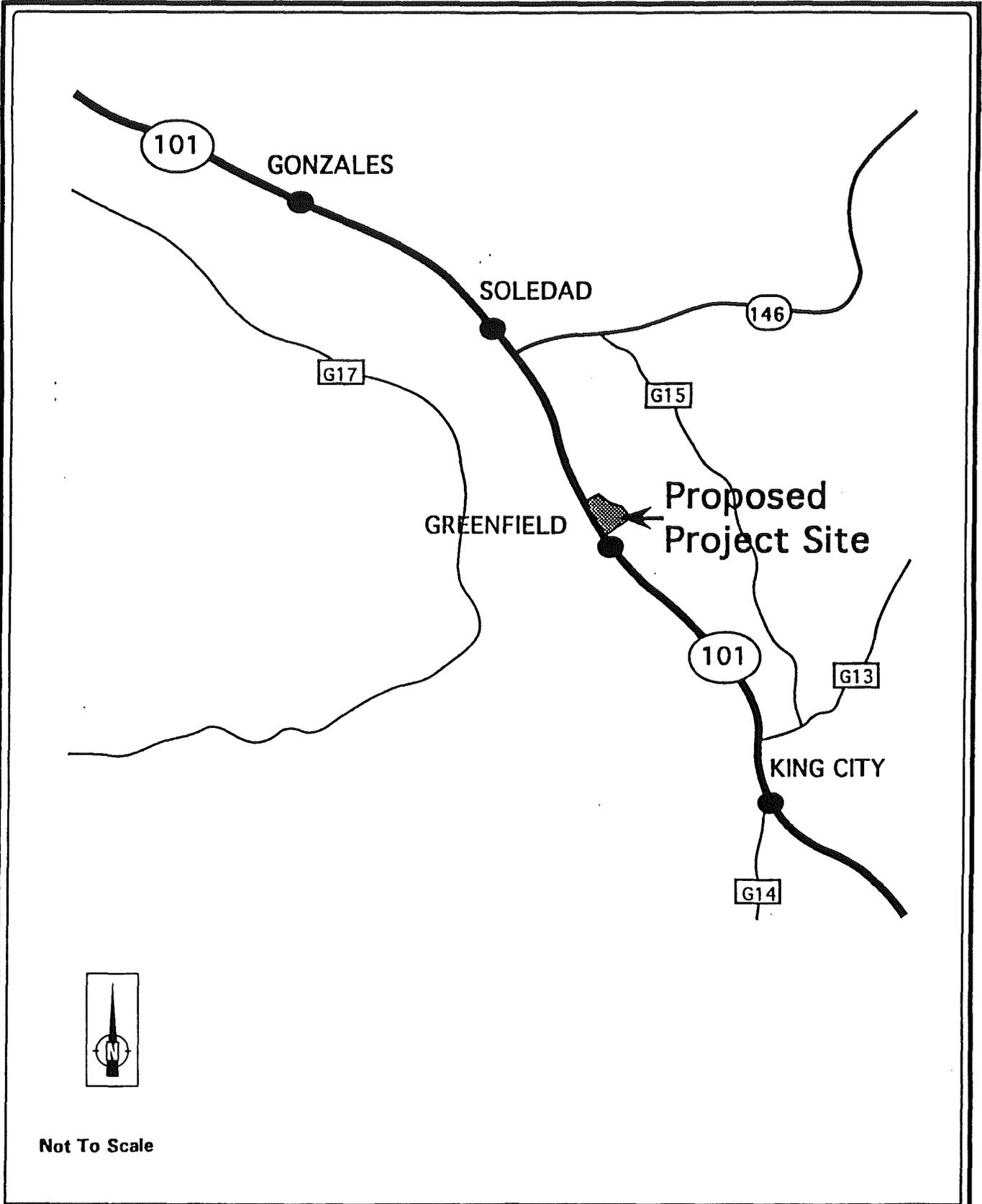
3.2 Project Location

The project site is located in unincorporated Monterey County adjacent to the easterly side of, and parallel with, U.S. Highway 101 and northerly of Thorne Road. The site is located in the Central Salinas Valley approximately one-half mile north of the City of Greenfield. The Assessor's Parcel Numbers for the property are 111-012-07-000 and 011-012-12-000. Refer to Figures 1 and 2 for the regional and vicinity location of the project site, respectively.

3.3 Project Background

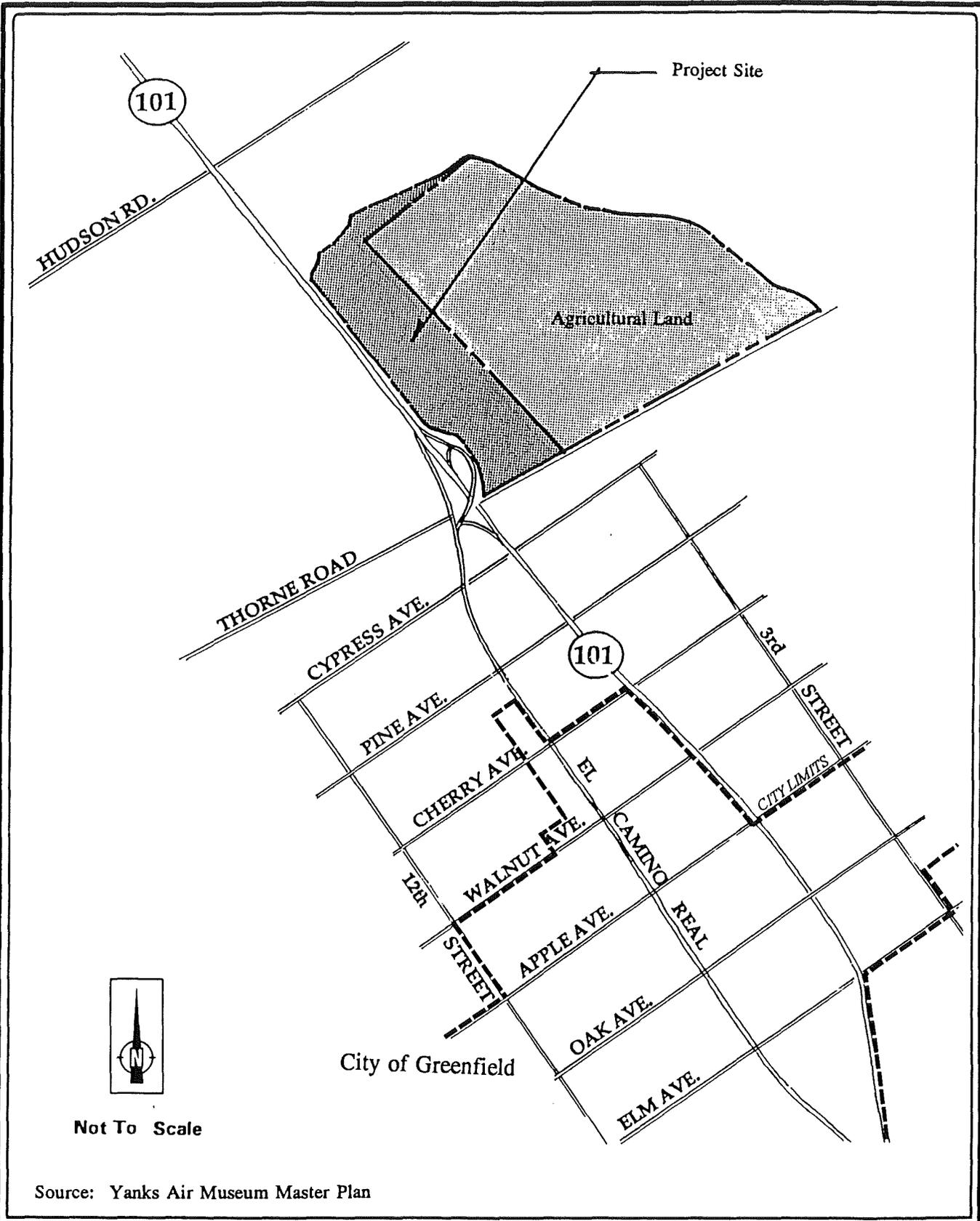
The project site has historically been used for farming. In the early 1940's the ranch was used as an alternate landing site for military aircraft that were used for the training of new pilots¹. Prior to 1988 the ranch was owned by Paul Masson Wine Incorporated. Paul Masson used the site for vineyards until the late 1970's or early 1980's. The vineyards were subsequently removed and the ranch laid fallow until 1988 when the applicant purchased the site. Row crops have been grown on the property since 1988. Broccoli, cauliflower, mixed lettuces, and head lettuce are currently grown on the property. The two agricultural wells, barns and other outbuildings associated with farming operations on the property are located on the ±111-acre project site.

¹ *Yanks Air Museum Master Plan, LDM Associates*



Not To Scale

	<p>Regional Location</p>	<p>Figure 1</p>
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	<p>Vicinity Location</p>	<p>Figure 2</p>
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3.4 Project Objectives

The existing site is designated in the Monterey County General Plan (Central Salinas Valley Planning Area) as Agricultural Farmlands (40 acre minimum).” The applicant is requesting that the General Plan be amended to designate approximately 111 acres of the project site as “Commercial” land use or any other land use designation that will provide for the proposed project. The remaining 329 acres will remain under the existing land use designation and remain in agricultural production.

The applicant is also requesting a lot line adjustment to create the 111-acre parcel for the air museum and commercial facilities. The remaining 329 acres will be established as a separate parcel of land.

In addition, two easements will be created. One easement will provide access from the frontage road to the easterly most parcel and the other easement will restrict land use adjacent to the air strip on the east.

3.5 Project Characteristics

Figure 3 depicts the Master Plan. Appendix B includes tables which summarize the proposed uses and square footages of each use. The Project, when completed, will contain the following elements:

- **Airstrip:** The applicant proposes a privately owned public airstrip consisting of a single runway 75 feet wide and 3,350 feet long 4,504 feet long and 35 feet wide. It will be used primarily for the use of the property owner and his private collection of vintage airplanes. A 3,350 4,500 foot taxiway is also proposed parallel to the runway.

The applicant estimates that the privately owned public airstrip will be used primarily for the restoration and operations of the air museum. The establishment of a Fixed Base Operator (FBO) is expected to coincide with the opening of the airport. Typically, an FBO will provide fixed wing aircraft and may also include helicopter and ultra light aircraft rentals. Additional service routinely includes flight instruction, delivery of aviation fuels (80 octane, 10011 and Jet A fuels) from a combination of underground storage tanks and refueller vehicles. Other activities may include glider operations, hot air balloon flights, sky diving, radio controlled model aircraft, and occasionally, scheduled events such as air shows, antique and experimental aircraft gatherings, and fly byes. ~~The characteristics of such special events are not known at this time. The applicant will be required by the County to gain special operating permits for special events which would result in large crowds, excessive noise or congested traffic conditions.~~ The applicant has proposed that special events such as air shows be held at the site on weekends several times per year. The applicant will be required by the County to gain special operating permits for special events which would result in large crowds, excessive noise or congested traffic conditions. At such time, the applicant will be required to satisfy the

requirements of the County concerning traffic congestion, parking, scheduling, etc. based on the specific characteristics of the event. During special events, the County may require remote parking lots, shuttle services, and other methods to reduce congestion of area roadways, as a condition of special event permits. Special events entailing noisy activities will require a permit from County staff. Acceptability of the time, location and magnitude of noise generating events will be evaluated by County staff as part of the activity permit.

Other services may be offered such as general engine repair and maintenance, airframe repairs, aircraft instrument and electronic repair/installation, and paint removal and application.

- **Aircraft Museum:** The museum building will house the aircraft display, repair and restoration facilities, parts storage, general offices, meeting rooms, a theater, a gift shop and a cafeteria. The building will be approximately 35 feet in height and will contain two stories. The total floor area of the building will be approximately 181,000 square feet. Figures 4 and 5 depict the Museum Floor Plan and Conceptual Elevations, respectively.
- **Winery:** The winery will be a two-story building containing approximately 30,000 square feet of floor area. The winery will contain a tasting room, storage area, production facilities, a gift shop and a delicatessen. Outside picnic areas will be provided for guests and patrons. The winery will be surrounded by vineyards and landscaped passive park areas. Figures 6 and 7 depict the Winery Floor Plan and Winery Concept Elevations, respectively.
- **Hotel:** The hotel/motel will be three-stories in height and will contain approximately 150 guest rooms. The facility will contain meeting rooms suitable for public and private gatherings. A full service restaurant and bar will be included for guests and patrons. Common supportive recreational facilities such as a swimming pool, jacuzzi, sauna, tennis courts and exercise facilities will be part of this development. It is anticipated that the building will contain approximately 135,000 square feet of floor area.
- **Retail:** The retail commercial building(s) will contain approximately 60,000 square feet of floor area. The building(s) will be single-story and will be designed for traditional tourist type retail establishments.
- **Gasoline Service Stations:** The gasoline service stations will be designed to share certain common facilities and they will accommodate both automobile and commercial truck traffic. Supportive retail commercial such as mini-marts will be included. No automobile repair facilities will be included. The building sizes will be between 1,500 and 2,000 square feet.

- **Aircraft Storage Hangers:** The aircraft hangers will be developed as a single building that would be single-story, approximately 20-feet in height, and be designed to provide temporary storage facilities for visiting small and medium sized aircraft, and maintenance areas. The buildings will be prefabricated metal structures designed for the intended use. The hangers will be installed on permanent concrete footings located adjacent to the aircraft taxiway for easy access.

The storage hangars will enclose approximately 75,000 square feet of building area and will include public restrooms available to people renting space in the RV parking area. Each restroom will include at least 4 water closets, four lavatory sinks, and three shower stalls. A total of 800 to 1,000 square feet of floor area will be devoted to the construction of the restroom facilities.

An aircraft fueling station equipped with a fuel spill retention area which would serve to contain fuel spills will be constructed adjacent to the hangers.

- **Free-Standing Restaurant:** The free-standing restaurant will be approximately 10,000 square feet in size and will be constructed to suit the needs of the future tenant. It is anticipated that the building will not exceed a height of 25 feet and will be a wood frame structure. The restaurant will be a full service eating establishment serving lunch and dinner. A full service cocktail facility will be included. Figure 8 depicts the Restaurant Floor Plan.
- **Fast Food Restaurants:** The site plan shows two fast food restaurants. Each of the buildings will contain approximately 3,000 square feet of floor area. The fast food restaurants will include seating and drive-through service.
- **RV Parking:** A 3.4-acre site is designated for RV parking. The site is not proposed as an overnight RV Park. The RV parking area is located at the northerly end of the project site adjacent to the hanger and museum storage area. Assuming that 15% of the parking area would be used for travel isles and driveways, the remainder of the parking area could accommodate 80 RVs. No RV sewage disposal is proposed. Electricity will be provided as a hookup option. The onsite manager will monitor the length of stay. Potable water would be provided onsite.

According to the applicant, projected occupancy of the RV parking facility is as follows:

- 10% occupancy 260 days per year, or an average of 8 vehicles per day.
- 40% occupancy 94 days per year, or 32 vehicles per day.
- 80% occupancy 11 days per year, or 64 vehicles per day.

3.5.1 Aircraft Flight Activity

Flight activity can be estimated at 25,000 to 30,000 annual operations. "Operations" are defined as either a take-off or landing. Highest activity levels will occur on weekends and holidays. Under these circumstances, daily operations could reach 100 to 150 operations daily with significantly increased weekend activity. Types of aircraft conducting operations will closely resemble aircraft densities experienced by similar airports in the local area. Typically, a general utility airport will experience a greater number of touch and go operations as compared to the combined totals of arrivals and departures. Single engine aircraft would account for the greatest percentage of operations. Multi-engine, turboprop and other types of aircraft would account for less than 5% of aircraft operations. The applicant has not established hours of operation of the airport.

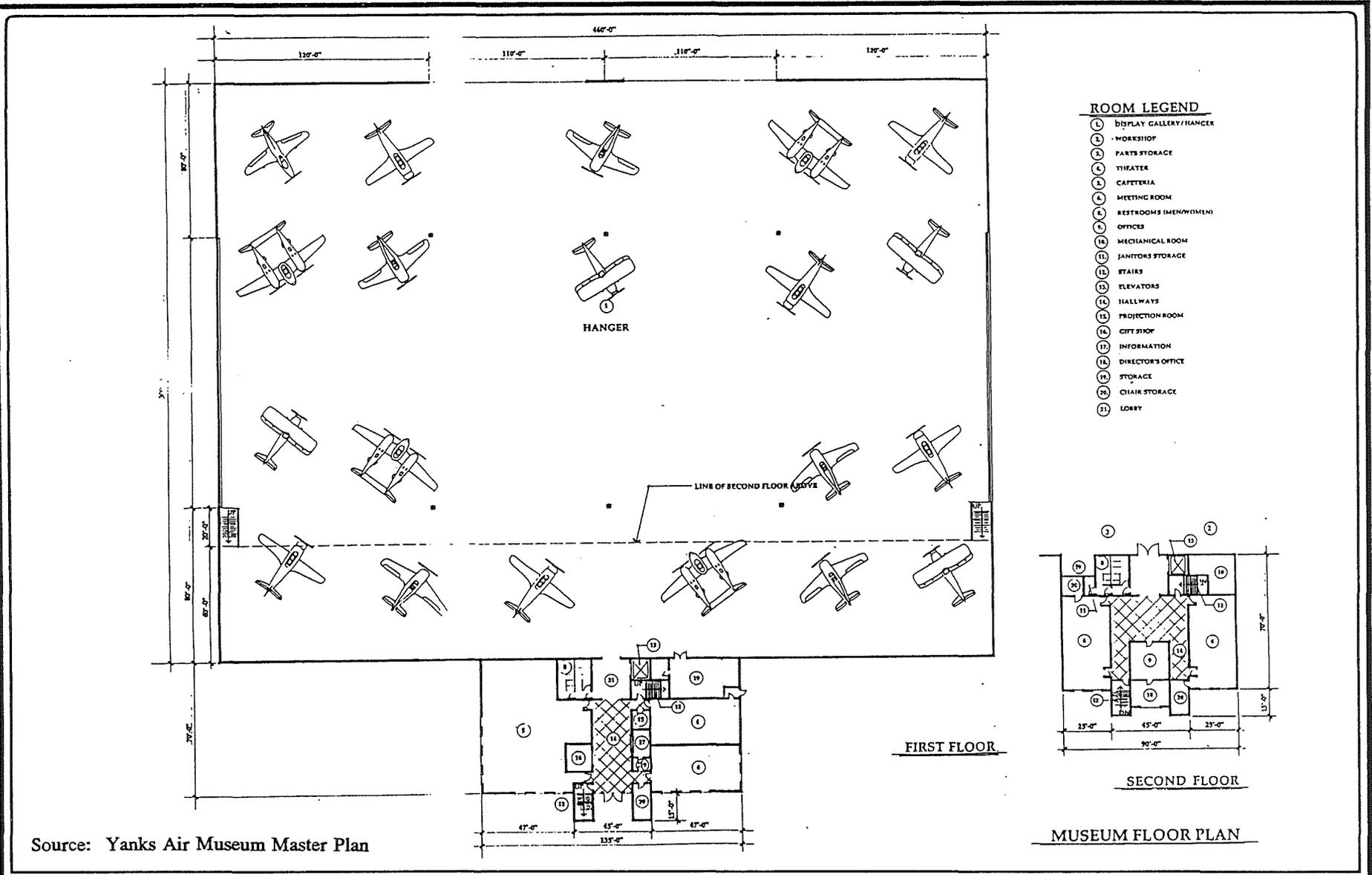
3.5.2 Circulation

The private roads will be designed and constructed according to the standards set forth by the County of Monterey. The circulation system will originate at Thorne Road at the intersection of U.S. Highway 101. Additional improvements are proposed at the interchange to accommodate the increased flow of traffic. The project proposes to install landscape parkways at the entrance and exit to the freeway.

Additional circulation elements will be constructed throughout the project to provide pedestrian/bicycle paths for the use of visitors to the museum, winery and hotel. This landscaped and paved path will be designed to provide a connection to each of the facilities and afford the opportunity to view the agriculture production.

3.5.3 Off-Street Parking Facilities

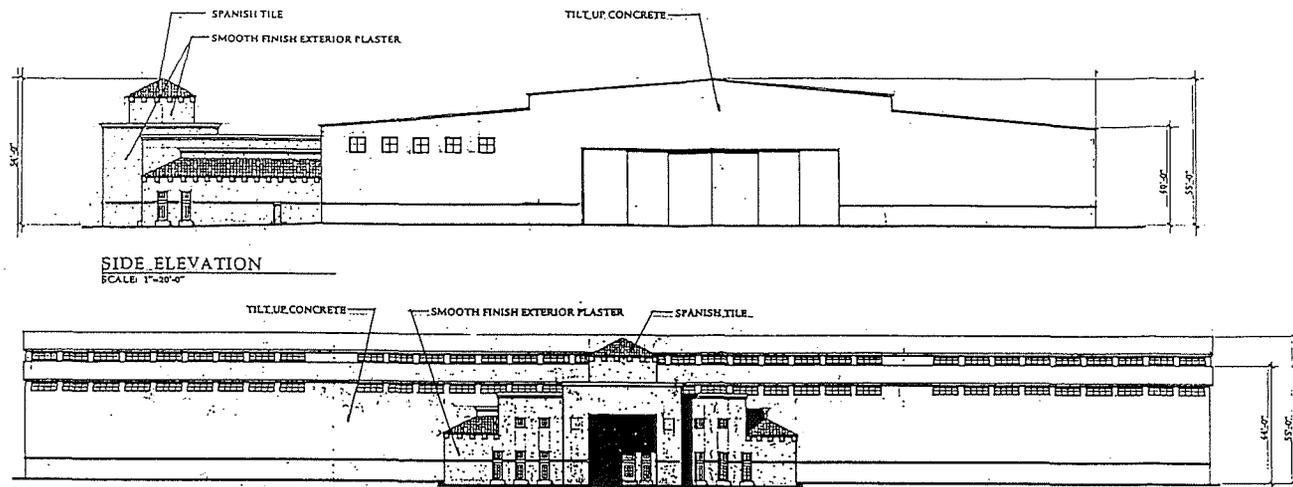
The museum and the winery are proposed to share a common off-street parking area. Initially, approximately 2 acres of parking will be provided. This will be sufficient to accommodate approximately 250 vehicles. The parking area will be broken up with landscape planters which will be planted with shade trees. The parking area will be developed incrementally to serve demand generated by increased use of the facility and the addition of new structures. Special parking spaces will be created to meet the needs of handicapped persons. Spaces large enough to accommodate heavy recreational vehicles for recreational vehicles (RVs) will also be provided.



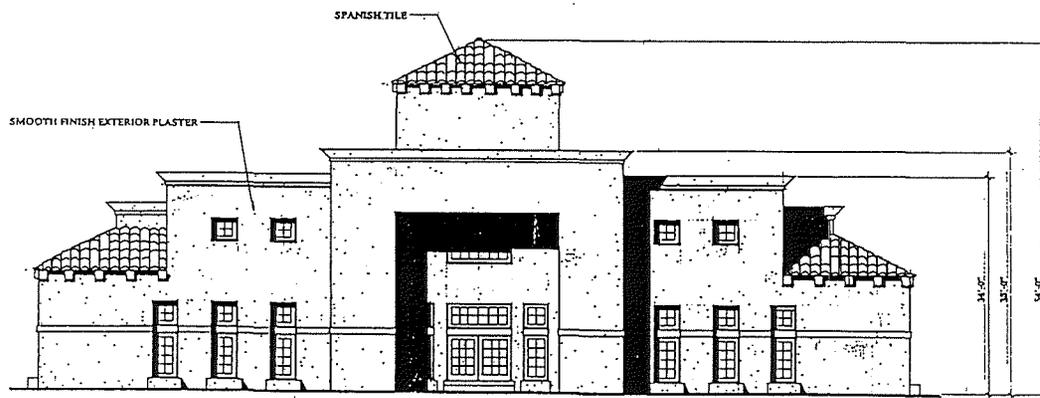
- ROOM LEGEND**
- (1) DISPLAY GALLERY/HANGER
 - (2) WORKSHOP
 - (3) PARTS STORAGE
 - (4) THEATER
 - (5) CAFETERIA
 - (6) MEETING ROOM
 - (7) RESTROOMS (MEN/WOMEN)
 - (8) OFFICES
 - (9) MECHANICAL ROOM
 - (10) JANITORS STORAGE
 - (11) STAIRS
 - (12) ELEVATORS
 - (13) HALLWAYS
 - (14) PROJECTION ROOM
 - (15) GIFT SHOP
 - (16) INFORMATION
 - (17) DIRECTOR'S OFFICE
 - (18) STORAGE
 - (19) CHAIR STORAGE
 - (20) LOBBY

Museum Floor Plan

Figure
4

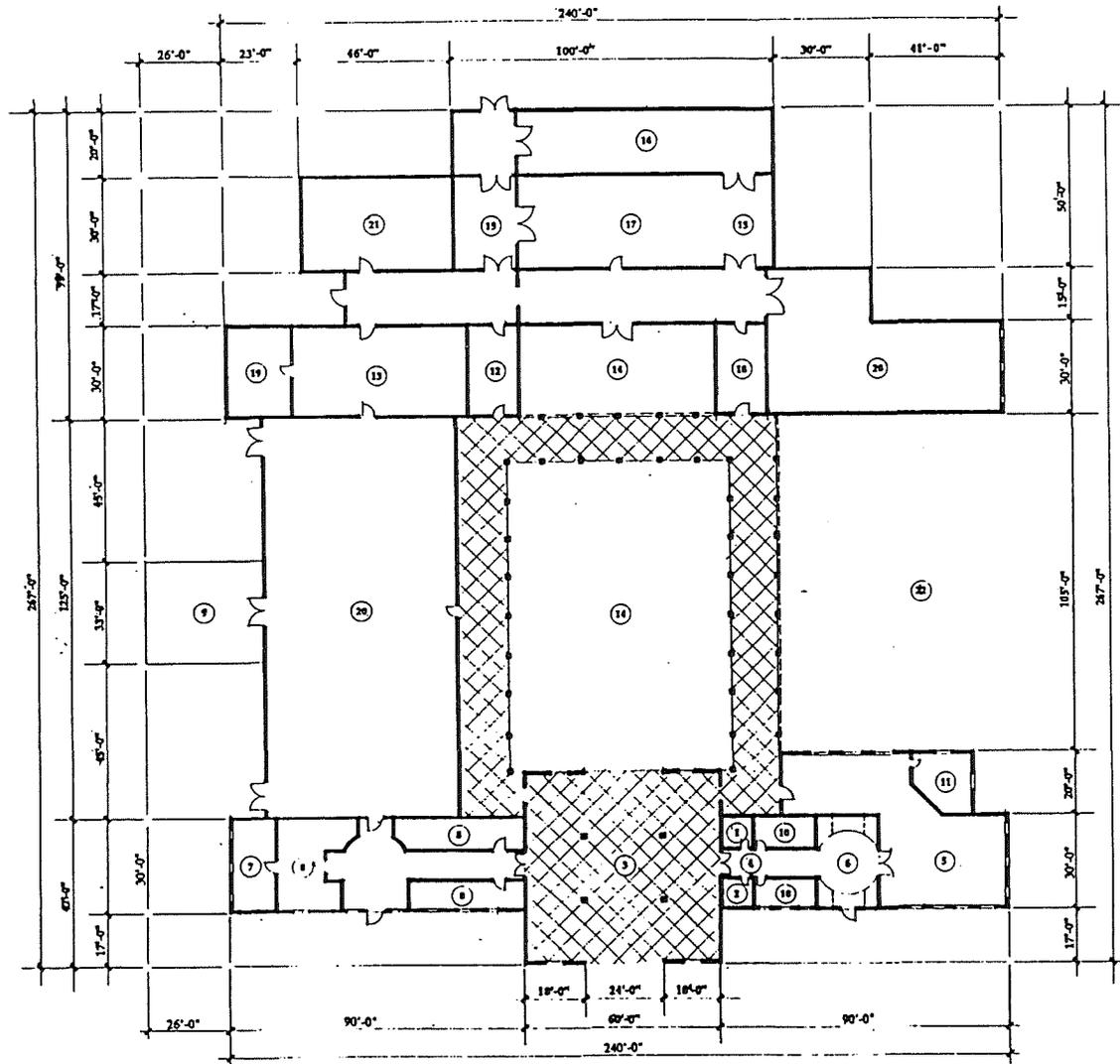


FRONT ELEVATION



Source: Yanks Air Museum Master Plan

Museum Concept Elevations



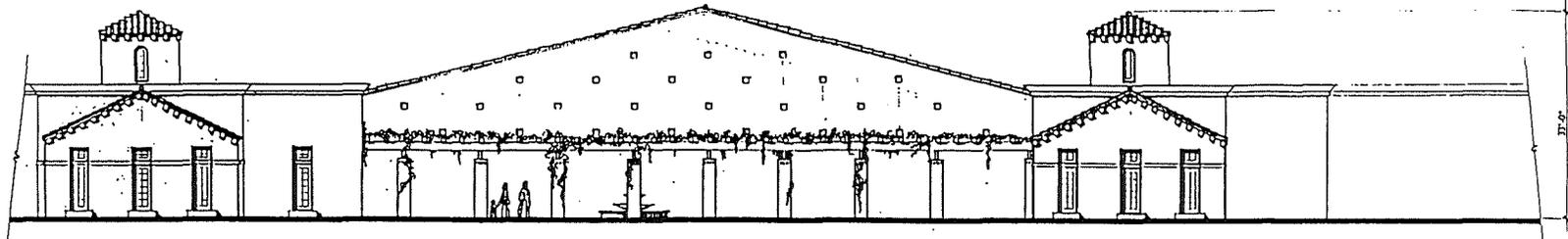
ROOM LEGEND

- ① MENS RESTROOM
- ② WOMENS RESTROOM
- ③ ENTRY PORTICO
- ④ ENTRY
- ⑤ DINING ROOM
- ⑥ WINE TASTING ROOM
- ⑦ OWNERS OFFICE
- ⑧ OFFICES
- ⑨ CRUSH PAD
- ⑩ GIFT SHOP
- ⑪ DELI
- ⑫ LABORATORY
- ⑬ BOTTLING
- ⑭ GARDEN
- ⑮ WINE STORAGE
- ⑯ BARREL WASHING
- ⑰ WOOD TANK ROOM
- ⑱ EMPLOYEE DINING
- ⑲ MECHANICAL ROOM
- ⑳ STORAGE
- ㉑ SERVICE COURT
- ㉒ OUTDOOR EATING AREA

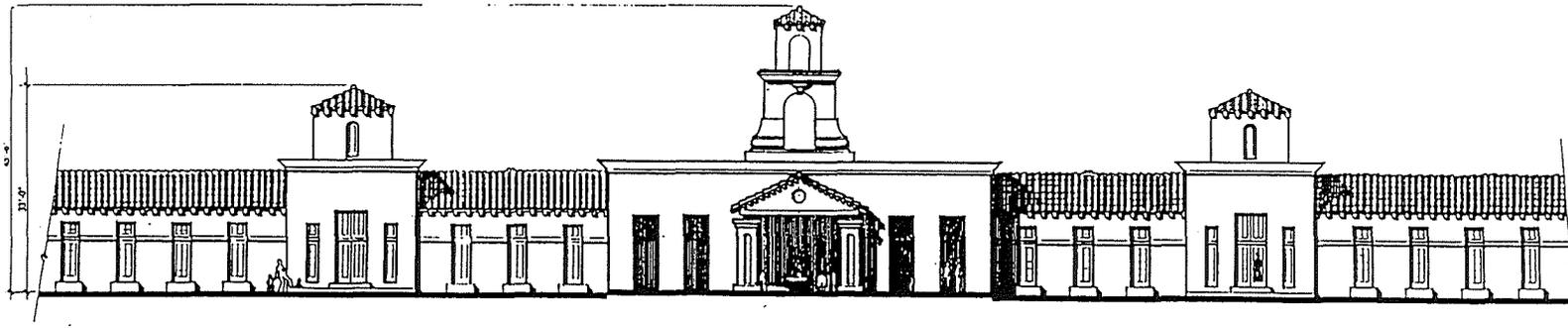
Source: Yanks Air Museum Master Plan

Winery Floor Plan

Figure
6



EAST ELEVATION



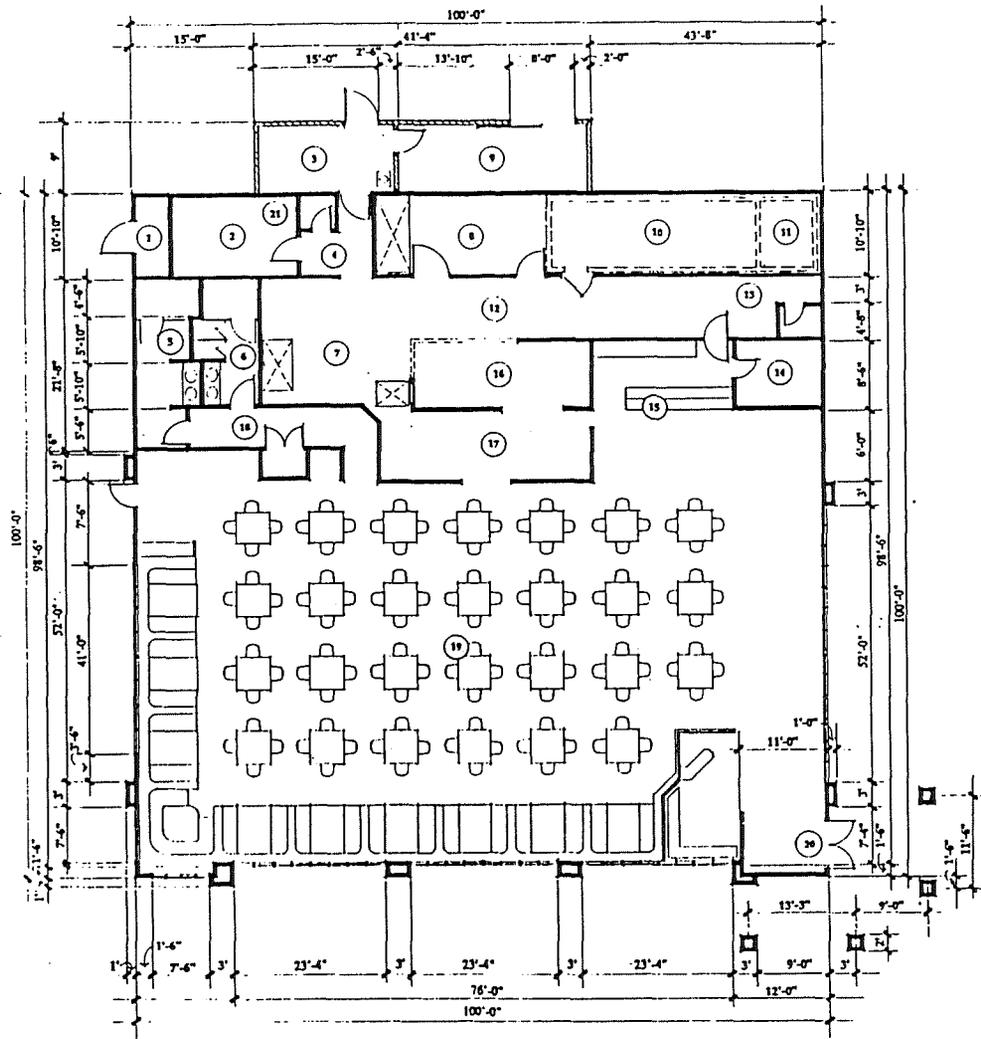
SOUTH ELEVATION

Source: Yanks Air Museum Master Plan

Winery Concept Elevations

Figure

7



ROOM LEGEND

- ① MECHANICAL ROOM
- ② DRY STORAGE
- ③ DELIVERY/ELECTRICAL
- ④ DELIVERY
- ⑤ MEN'S RESTROOM
- ⑥ WOMAN'S RESTROOM
- ⑦ SCULLERY
- ⑧ SALADE BAR PREPARATION
- ⑨ TRASH
- ⑩ COOLER
- ⑪ FREEZER
- ⑫ PREPARATION
- ⑬ DRESSING ROOM #1
- ⑭ OFFICE
- ⑮ BAR
- ⑯ HOT SIOE
- ⑰ SERVICE PICK-UP
- ⑱ CORRIDOR
- ⑲ DINING
- ⑳ VESTIBULE
- ㉑ DRESSING ROOM #2

Source: Yanks Air Museum Master Plan

Restaurant Floor Plan

Figure

Parking requirements for the proposed uses are summarized in Table 1. Table 1 summarizes the difference between what is proposed in the Master plan for Yanks Air Museum and specific requirements as identified in Title 21, the zoning code for the County of Monterey. The number of proposed spaces shown in the Master Plan is not in strict accordance with specific zoning requirements for individual uses, but overall there will be approximately 145 more parking spaces provided for the project than are required. In general, the Master plan is conceptual in character and does not identify the number of seats or employees each particular use will have. For the purposes of the EIR, the site does provide sufficient parking area to serve the proposed uses.

Table 1. Parking Requirements			
Proposed Use	Parking Requirements¹	Spaces Required	Spaces Proposed²
Aircraft Museum (181,000 sf)	1 space / 200 sf	905	969
Gasoline Service Stations (2)	1 space / 500 sf floor area	8	10
Hotel (150 rooms, restaurant, meeting rooms)	1 space / unit plus 2 spaces / 3 employees on largest shift plus other applicable requirements	250 Unknown*	250
Retail Commercial Area (60,000 sf)	1 space / 250 square feet	240	240
Fast Food Restaurant (2) (3,000 sf ea.)	1 space / 3 seats enclosed plus 3 drive through spaces plus 3 employee spaces	46	56
Free Standing Restaurant (150 seats)	1 space / 4 seats. Where seating is not fixed, 1 space / 50 sf of seating, waiting or cocktail lounge area	38	92
Winery/Wine Tasting/Delicatessen (30,000 sf)	1 space / 500 sf (agricultural processing); same as free standing restaurant for wine tasting, deli.	80	93
TOTAL		4,567.00 1,317.00	1,712.00

Notes: * The necessary information for the hotel calculation is not available.
¹ Monterey County Code, Chapter 21.58.040
² Yanks Air Museum Master Plan, November 1994

A Trip Reduction Plan will be prepared for the development subject to the review of the governing jurisdiction. The trip reduction measures that will be considered in the development of the project include items such as participation in a bicycle plan and such other measures that will encourage the use of alternative modes of transportation. Bicycle parking facilities will be provided. Shower and locker facilities will be provided for employees that ride bicycles to work or walk to work. Certain preferential parking spaces will be designated for ride-share vehicles. Bus pads and turnouts will be provide to accommodate mass transit vehicles. An active program designed to identify and implement new trip reduction policies will be used within this facility.

3.5.4 Landscaping and Exterior Design

The landscaping that will be installed surrounding the proposed development and located in the off-street parking facilities will consist of drought tolerant plant material recommended by the State of California landscaping regulations. Local guidelines governing plant material and irrigation systems will be adhered to. Landscape features will consist of entryways, streetscapes and active and passive recreational areas.

Landscaping will be used to create a transitional effect between each use. Consideration for shade, texture and color will be emphasized. Rolling berms will be used for visual relief. The hardscape will reinforce the landscape theme by the use of enhanced paving materials at strategic locations. Street furniture will be located in certain areas to encourage gatherings at passive and active recreational areas, including picnic facilities, trails, walking paths, pools and tennis courts. Lighting will be provided for security and enhancement of the landscaping.

Freeway monumentation (e.g., signs) is proposed to provide project identification. Entry monumentation will provide definition for the site and will serve to direct the motoring public to the museum and support facilities. The entry monument for the site is proposed to be 10 feet high and 15 feet wide. Monuments are proposed to be located at the Highway 101/Thorne Road intersection.

Signs are proposed to be installed in accordance with all applicable regulations of the County of Monterey. The applicant proposes to submit a uniform sign program to the County for review and approval. The applicant has not submitted a sign program at this time.

3.5.5 Water Feature

Two acres of the site will be used to create an artificial lake located in the approximate center of the project site that will: 1) serve as a design focal point for the landscaping effort; 2) provide an island display element for the antique aircraft; 3) be used as a water reservoir for fire fighting equipment; and 4) be used as a integral element of the farmland and landscaping irrigation system. The lake will range from three to five feet in depth.

3.5.6 Farming and Open Space

The ranch has been in continual agricultural production since 1988. To accommodate the proposed air museum and commercial facility, ± 111 acres of the existing property will be taken out of farm production. The remaining 329 acres will continue to be used for farming. On January 25, 1997, the 111-acre site was removed from Williamson contract. In exchange for the use of the 111 acres, 414.5 acres were placed under Williamson Act preserve contract located on Foothill Road in the Soledad area. Within the ± 111 -acre parcel used for the museum and commercial facility, approximately 10 to 20 acres will be used as vineyards. An additional 20 to 25 acres will be used for landscaping and green belts. Additionally, two acres will be used for the lake. The applicant anticipates that less than 40% of the ± 111 acre parcel will be covered with buildings and impervious material.

3.5.7 Grading

The site has a one percent slope and the project engineer has indicated that slope is adequate for drainage and the safe design of the aircraft landing and take-off facilities. The building pads will be elevated to meet the local criteria for flood control. The site drains in an easterly direction toward the Salinas River. Upon the completion of drainage studies, in conjunction with the grading of the site, needed drainage devices will be designed and installed in accordance with the local grading and erosion control ordinances.

The excavation for the private roads, parking facilities and the private lake will provide needed material to fill the site where needed. Approximately 22,000 cubic yards will be moved for grading. The grading of the site will be phased to accommodate the construction activity.

250,000

3.5.8 Infrastructure

Electrical and Telephone: The site is served by electricity and telephone utilities via overhead lines which are located approximately 2,000 feet north of Thorne Road and are perpendicular to U.S. Highway 101. The overhead distribution facilities will be improved to meet the increased demand for service.

Water: The site has two existing private wells that are each capable of producing 2,900 gallons per minute. The wells have been recently metered to determine the exact water usage. Both wells are currently being used to irrigate the row crops grown on the 440-acre site. Because of high nitrate levels in the existing wells, the applicant proposes to develop a new, deeper well to supply the potable and fire flow requirements for the proposed project. An option discussed in the EIR is for the project to connect to the City of Greenfield municipal waster system.

Wastewater: The wastewater generated on-site is proposed to be treated on-site by a private disposal system. The sewage will be treated to a tertiary level and the reclaimed

wastewater will be used to irrigate crops on adjacent farmlands owned by the applicant and the proposed vineyard. An option discussed in the EIR is for the project to connect to the City of Greenfield municipal wastewater treatment system.

3.5.9 Project Phasing and Schedule

The applicant expects to complete the project over a period of 5 years in six phases as follows:

SIZE 25 AC
Phase I: The winery and vineyards will be constructed as quickly as possible. Interest has been expressed in this location by several businesses. Off-street parking facilities, passive recreational facilities and landscaping will be installed. The aircraft runway will be constructed in this phase.

10-AC
Phase II: The museum building will be the central focal element of the development. In conjunction with the construction of the museum, the aircraft runway and taxiway will be improved to accommodate increased demand. Minor grading will be required to level the site and create the building pad for the museum. Upon completion of the museum, the antique aircraft that are currently stored at the Chino Airport located in Chino, California, will be relocated to this facility.

The Thorne Road Off-Ramp at U.S. Highway 101 will be improved to meet Caltrans requirements to provide better access to the project site. A private on-site road system will be improved to provide access to the museum, winery and the runway. Off-street parking will be created for visitors to the museum facility.

Phase III: Gasoline suppliers will be encouraged to locate at the Thorne Road off-ramps. Supportive systems such as access roads, off-street parking and landscaping elements will be constructed.

Phase IV: The hotel/motel will be constructed to meet the demand created by tourist trade and the needs of private industry to use this retreat setting for training sessions. The site will be marketed to established hotel firms. The exact design of the facility and supportive amenities will be directed by the end user. The supportive commercial facilities will be marketed in conjunction with this phase of the development.

Phase V: The free-standing restaurant will be constructed as a "Build To Suit" facility to meet the demands of the future tenant. This portion will be designed to complement the other elements of the project.

Phase VI: The metal hangers and RV parking will be constructed in this final phase.

3.6 Required Permits and Approvals

As indicated in the "Introduction", the EIR is an informational document for decision makers. CEQA requires decision makers to review and consider the EIR in their consideration of this project. This EIR provides the environmental documentation required under CEQA and shall apply to the following discretionary approvals by public agencies.

The proposed project will require a general plan amendment and commercial rezoning to accommodate the Aircraft Museum and airport facilities. The hotel/motel, retail commercial and gasoline service stations will also require commercial zoning. The winery and associated vineyards would require discretionary permits under the new land use and zoning designations. ~~s appear to be a permitted use in the existing agriculture zoning.~~ The aircraft runway and associated facilities will require the issuance of a Conditional Use Permit.

The applicant must file an application with the Federal Aviation Administration regarding the construction and operation of the airport (Construction Form 7460-1).

The airport will be operated as a public use airport and in accordance with the provisions of the California Public Utilities Codes. Prior to the start of construction, Yanks Air Museum must apply for a Caltrans Airport Permit and provide airport operating procedures and regulations.

The following permits will also be required:

- A National Pollutant Discharge Elimination (NPDES) permit from the RWQCB;
- Approval of service agreements by the Monterey County Local Agency Formation Commission (LAFCO).

~~If the on-site sewerage disposal and water system is approved, the following permits would be required:~~

- ~~Waste Discharge Requirements for the treatment facilities, reclamation facility, bio-solids disposal, and storm water discharge must be obtained.~~
- A wastewater discharge permit for the Division of Environmental Health;
- A use permit for a sewage treatment plant from the Monterey County Planning Department
- Possible service agreement from the City of Greenfield; and
- Approval of service agreements by the Monterey County Local Agency Formation Commission (LAFCO).
- ~~The formation of a County Service Area or other governmental entity for the onsite sewerage disposal system may be necessary and require LAFCO approval.~~