

and its major regional shopping center, would have to be reevaluated and a new Study drawn and new land uses applied.

The City's Zoning and Subdivision Ordinances would require a complete restudy and new interpretation. The Consultant proposes that single family residences in the area of the airport site (which under our present Ordinance permits four units to the acre) should be rezoned high-density zoning, allowing not 15 persons per acre but 150 per acre, and that this density be compacted into the areas adjacent to the airport site. If this is not appropriate, the Report suggests it be done on Canyon property (without traffic access to construct manufacturing sites?).

Cost Implications:

It is noted in the report that Brea-Olinda High School will require sound insulation. It is not evident where these figures appear in the project totals. It should be pointed out that because of the antiquated base maps used in the Study, the Fanning and Mariposa Elementary Schools do not appear for consideration. Likewise, no costs appear for treatment of the existing dwellings in the noise-impacted areas.

The Study indicates that an initial first-year loss to the County would be \$697,000, and decrease until 20 years hence to \$330,000 annually, and continue under the \$330,000 annual loss figure, to infinity. It is reasonable to assume that if proper cost factors which have been omitted were properly assessed, such as:

- (1) True appraised land cost,
- (2) Relocation of State Highway,
- (3) Relocation of three major arterials,
- (4) Relocation of oil, gas, water, sewer, and flood control facilities,
- (5) Noise compaction area treatment, and
- (6) Vacancy factors,

that the costs would be in excess of ten times the \$697,000 first-year loss, or \$6,000,000. When these totals are equated to the projected use and storage of 300 private recreational-type aircraft, it would cost the taxpayer of Orange County \$58,000 per year to park each private airplane.

It should be noted that the City Council of the City of Brea is on record with the Board of Supervisors of Orange County as acknowledging the County's need for air transportation as a vital link to this County's general welfare, and the City's desire to assist in the implementation of the County's needs. A cursory review of the obvious errors in the Report led the Brea City Council to reject in its entirety the Report on the Brea Airport Site as not in the best interest of the general welfare of the people of Brea or its neighbors in Orange County, and would urge that the portion of the Report dealing with a Brea Airport be removed from all further consideration, based upon the Report's total incompetencies.