

ORDINANCE NO. 344 N.S.

AN ORDINANCE APPROVING THE ANNEXATION OF THE PASO ROBLES COUNTY AIRPORT, DESIGNATED AIRPORT ANNEXATION-ANNEXATION NO. 26, TO THE CITY OF EL PASO DE ROBLES.

THE CITY COUNCIL OF THE CITY OF EL PASO DE ROBLES, does ordain as follows:

WHEREAS, the City Council of El Paso de Robles did on its' own motion, initiate proceedings to annex the Paso Robles County Airport Territory herein described, and

WHEREAS, Section 35003 of the Government Code of the State of California provides that territory which is wholly owned by a public agency may, with the consent of that public agency, be annexed to a city, together with any street, highway, or road which connects such territory to the city, and

WHEREAS, the Local Agency Formation Commission of the County of San Luis Obispo did on December 21, 1972 approve the Airport Annexation-Annexation No. 26 to the City of El Paso de Robles and did recommend that said City complete this annexation without further notice hearing or election, and

WHEREAS, the Board of Supervisors on December 26, 1972 did by resolution consent to the request of the City of El Paso de Robles to annex the Paso Robles County Airport as permitted under Government Code Section 35003, and

WHEREAS, the City of El Paso de Robles will better be able to control these properties if they fall under the City's jurisdiction, and

WHEREAS, the City will provide services including planning, police, fire, managerial, for said airport, and

WHEREAS, no further annexations to the Airport property will be allowed except for the purpose of extending the runways; taxiways or associated lighting facilities, and

WHEREAS, no real property shall be annexed to the street, highway, or road connecting airport and City unless and until there is first annexed to the City of El Paso de Robles, the territory between said Airport real property and the remainder of said City of property between said street, highway, or road and the remainder of said City as provided for under Government Code annexation procedures.

NOW, THEREFORE, the City Council of the City of El Paso de Robles does hereby approve the annexation of the territory hereinafter described and known as "Airport Annexation-Annexation No. 26" to the City of El Paso de Robles.

The said territory, the annexation of which to the City of El Paso de Robles, is hereby approved, is all that territory situated in the County of San Luis Obispo, State of California, more particularly described in "Exhibit A" attached hereto and by this reference incorporated herein.

PASSED AND ADOPTED THIS 15th day of January 1973
by the following roll call vote:

AYES: Councilmen Barnhart, Minshull and Stockdale

NOES: None

ABSENT: Councilmen Hanson and Schwartz

Frank S. Barnhart
MAYOR

ATTEST:

Dale P. Stearn
CITY CLERK

Michael T. B. Byg
CITY ATTORNEY

EXHIBIT "A"

ANNEXATION 26
CITY OF EL PASO DE ROBLES, CALIFORNIA
(Airport Annex)

Beginning at a point on the existing Easterly City Limit line at the City of El Paso de Robles, San Luis Obispo County, California, said point being the intersection of the existing Easterly City Limit line and the Southerly Right of Way line of the State of California Highway No. 46 as shown on the State of California Transportation Agency, Department of Public Works, Division of Highways-District 5 "Right of Way Map 05-SLO-046" as of October 15, 1972; thence

Easterly along the Southerly right of way line of said Highway 46 the following courses and distances:

1. N. $66^{\circ} 26' 15''$ E., 170' ±; thence
2. S. $66^{\circ} 16' 19''$ E., 106.15'; thence
3. N. $68^{\circ} 26' 41''$ E., 428.26'; thence
4. N. $55^{\circ} 17' 13''$ E., 170.67'; thence
5. Easterly 393.13' along curve concave to the South Delta of $32^{\circ} 28' 42''$, radius of 693.52 ft., thence
6. N. $87^{\circ} 18' 10''$ E., 1130.66'; thence
7. S. $69^{\circ} 28' 10''$ E., 213.60'; thence
8. S. $88^{\circ} 59'$ E., 1100.18'; thence
9. N. $51^{\circ} 19' 04''$ E., 128.06'; thence
10. N. $89^{\circ} 58' 30''$ E., 1750'; thence
11. N. $85^{\circ} 12' 40''$ E., 301.04'; thence
12. N. $89^{\circ} 58' 30''$ E., 400.00'; thence
13. S. $89^{\circ} 06'$ E., 203.04'; thence
14. N. $84^{\circ} 58' 30''$ E., 401.53'; thence
15. S. $89^{\circ} 42' 25''$ E., 543.97'; thence
16. Southeasterly 157.03' along a curve concave to the Southwest, (through an angle of $89^{\circ} 58' 25''$) and having a radius of 100', to point on the Westerly line of Golden Hill Road (50' wide) County Road No. 5241; thence

17. S. 89° 36' E., 50.00' to a point on the Easterly line of said County Road No. 5241; thence
18. Northeasterly 157.13' along a curve concave to the Southeast (through an angle of 90° 01' 35") having a radius of 100'; thence
19. S. 89° 42' 25" E., 1006.97'; thence
20. S. 88° 45' 07" E., 834.38'; thence
21. S. 88° 45' 07" E., 487.06' to a point on the Subdivision and property line as shown on said Highway Right of Way Map; thence
22. S. 88° 45' 07" E., 168.83' to a point on a circular curve; a radial line at said point bears S. 55° 21' 44" E; thence
23. Northeasterly 96.58 feet along a circular curve (having Delta of 55° 20' 14") concave to the Southeast having a radius of 100'; thence
24. N. 89° 58' 30" E., 327.84'; thence
25. S. 73° 19' 33" E., 156.61'; thence
26. N. 89° 58' 30" E., 900.00'; thence
27. N. 78° 39' 54" E., 152.97'; thence
28. N. 89° 58' 30" E., 870' more or less to its intersection with the east line of section 26-T.26S.R.12E. M.D.B.&M.; thence leaving said southerly right of way line of State Highway No. 46
29. Northerly, 155' more or less along said easterly line of section 26 to the common corner of Sections 23, 24, 25 and 26. - T.26S. R.12E., M.D.B.&M.; thence
30. Northerly, 30' more or less, along the Easterly line of said Section 23, to its intersection with the Northerly right of way line of said State Highway No. 46; thence leaving said Easterly line of Section 23 and running along the Northerly right of way line of said Highway No. 46

31. N. $89^{\circ} 06' 25''$ W., 66.11'; thence
32. S. $89^{\circ} 58' 30''$ W., 580.28' to its intersection with the easterly line of Airport Road (County Road No. 5237) said easterly line being more particularly described in a Resolution of the Board of Supervisors, County of San Luis Obispo, State of California, filed for record in Volume 928, Official Records, pages 181, 182 and 183 on February 18, 1958; thence northerly along said easterly line the following courses and distances;
33. N. $11^{\circ} 46' 24''$ W., 88.02' to a point on a circular curve; thence
34. Northerly 219.93' along a circular curve concave to the east through an angle of $46^{\circ} 40' 14''$, with a radius of 270'; thence
35. N. $53^{\circ} 46' 30''$ E., 124.35'; thence
36. Northeasterly 326.39' (through an angle of $29^{\circ} 41'$) along a circular curve concave to the northwest having a radius of 630'; thence tangent to said curve
37. N. $24^{\circ} 05' 30''$ E., 333.36'; thence
38. Northerly, 351.75' (through an angle of $19^{\circ} 34'$) along a circular curve concave to the west having a radius of 1030' to a point in a non-tangent line; thence
39. S. $85^{\circ} 28' 30''$ E., 28.22' to a point in the east line of said Section 23, thence along said Section line
40. N. $0^{\circ} 08' 30''$ W., 54.82' to a 1" iron pipe tagged "R.E. 6923" set for the northeast corner of the southeast 1/4 of the southeast 1/4 of said Section 23; thence continuing northerly along said section line
41. N. $0^{\circ} 08' 30''$ W., 289.70'; thence leaving said section line on said easterly line as described in said Board of Supervisors Resolution and continuing northerly along the easterly line "Airport Road" in the County of San Luis Obispo, California as said "Airport Road" is shown on those plans entitled "Ranchita Canyon Road-Plan and Profile" prepared by the Design Division-Department of Roads and Surveyor, County of San Luis Obispo, dated July 1966, Project No. 2001-022-555)

42. N. $8^{\circ} 14' 46''$ E., 269.06'; thence
43. N. $13^{\circ} 21' 14''$ E., 287.77'; thence
44. N. $12^{\circ} 21' 30''$ E., 173.26' to point on circular curve; thence
45. Northerly 615.98' (through an angle of $19^{\circ} 14'$) along a circular curve concave to the west; having a radius of 1835'; thence
46. N. $6^{\circ} 52' 30''$ W., 187.51'; thence
47. N. $8^{\circ} 35' 23''$ W., 185.07'; thence
48. N. $6^{\circ} 52' 30''$ W., 150.00'; thence
49. N. $37^{\circ} 29' 43''$ E., 64.35'; thence
50. N. $6^{\circ} 52' 30''$ W., 30.00'; thence
51. N. $62^{\circ} 26' 10''$ W., 42.44'; thence
52. N. $9^{\circ} 44' 15''$ W., 200.24'; thence
53. N. $6^{\circ} 52' 30''$ W., 200.71'; thence
54. N. $56^{\circ} 17' 37''$ E., 22.43'; thence
55. N. $6^{\circ} 17' 47''$ W., 39.33'; thence
56. N. $52^{\circ} 35' 36''$ W., 27.41' to point on a circular curve; thence
57. Northerly 294.26' along circular curve concave to the east through angle of $5^{\circ} 40' 36''$, having a radius of 2970'; thence
58. N. $0^{\circ} 07' 30''$ E., 632.77'; thence
59. N. $3^{\circ} 26' 12''$ E., 346.22'; thence
60. N. $7^{\circ} 15' 27''$ W., 155.65'; thence
61. N. $16^{\circ} 49' 27''$ E., 104.40'; thence
62. N. $2^{\circ} 44' 15''$ W., 600.75'; thence
63. N. $0^{\circ} 07' 30''$ E., 250.00'; thence
64. N. $3^{\circ} 56' 21''$ E., 150.33'; thence

65. N. 71° 22' 45" E., 116.61'; thence
66. N. 0° 42' 30" W., 55' more or less, to northerly line of County Road No. 5235 (formerly County Road 63) known as Dry Creek Road (50' wide) said northerly line also being the southerly line of the Paso Robles Airport, County of San Luis Obispo, California (after excluding road right of way) as southerly line is described in Deed dated August 29, 1947, executed by United States of America, Acting by and through War Assets Administration in favor of the County of San Luis Obispo, recorded September 15, 1947 in Book 458, Page 42 of Official Records and as said Airport Property is shown on that plan entitled "County of San Luis Obispo-FAAP Project No. 9-04-097-06, Paso Robles-County Airport, Paso Robles, California-Extension of Runway 1-19, Exhibit "A" Property Map" prepared by International Engineering Company, Inc. dated October 1969-GF-80-207; thence
67. Easterly along the northerly line of said County Road No. 5235 N. 89° 15' 45" E., 5203' more or less to its intersection with the section line common to Section 13 Township 26S, Range 12 East, M.D.B.&M. and Section 18 Township 26S, Range 13 East, M.D.B.&M.; thence easterly along the northerly line of said County Road No. 5235 the following six (6) courses and distances; as shown on said Exhibit "A", Property Map
68. N. 89° 48' 07" E., 289.37'; thence
69. N. 73° 59' 43" E., 1334.84'; thence
70. S. 84° 00' 57" E., 460.99'; thence
71. S. 21° 49' 28" E., 179.87'; thence
72. S. 55° 20' 53" E., 399.64'; thence
73. S. 75° 17' 31" E., 68.26', to a point on the easterly line of the southwest quarter of said Section 18; thence
74. Northerly along the easterly line of the west 1/2 of said Section 18, N. 0° 03' 00" W., 4092' more or less to its intersection with the southerly line of San Luis Obispo County Road No. 6047 (formerly County Road No. 31); thence

75. Westerly along the southerly line of said Road No. 6047, S. $88^{\circ} 44' 45''$ W., 1791.45' more or less to its intersection with a line and its southerly prolongation, said line being parallel and distant 687.2 feet at right angle to the westerly line of the southwest Quarter of Section 7, T26S., R13E., M.D.B.&M; said line and said prolongation are described in said Deed to County from War Assets Administration (458 OR 42); thence
76. Northerly along said line and its southerly prolongation N. $0^{\circ} 13' 37''$ E., 2665.48' to the intersection with the north line of the southwest 1/4 of said Section 7; thence
77. Westerly along the north line of the southwest quarter of said Section 7, S. $89^{\circ} 03' 13''$ W., 687.2' to the west Quarter corner Section 7 T26S., R13E., and the East Quarter corner section 12, T26S., R12E; thence
78. Westerly along the northerly line of the south one-half of said Section 12, S. $88^{\circ} 56' 15''$ W., 547.60' to the southeasterly corner of that parcel of land described in Deed recorded March 1, 1971 in Volume 1607, Page 97, Official Records in the Recorder's Office of San Luis Obispo County, State of California; thence along the northeasterly, northerly and westerly boundary of said parcel the following three courses and distances
79. N. $60^{\circ} 00''$ West, 520.00'; thence
80. S. $88^{\circ} 56' 15''$ W., 216.66'; thence
- 81.- S. $30^{\circ} 00'$ W., 313.22' to a point on the northerly line of the south one-half of said Section 12; thence
82. Westerly along center line of said Section 12, S. $88^{\circ} 56' 15''$ W., 3697.10' to the northeasterly corner of that two acre parcel of land conveyed by Henry H. Bardin to the Ranchita Methodist Episcopal Church, an Incorporated Body by Deed dated February 19, 1887 and recorded March 3, 1888 in Book Z, Page 498 of Deeds, Records of the County of San Luis Obispo; thence

83. Southerly along the easterly line of said two acre parcel and parallel to westerly line of said Section 12 (295.2') to the southeasterly corner of said two acre parcel as described in said Deed to County from said War Assets Administration (458 OR 42); thence
84. Westerly along the southerly line of said two acre parcel, 295.2 feet to the south-westerly corner of said two acre parcel, said point also being on the westerly line of said Section 12, said westerly line also being the center line of said County Road No. 5237 which has a right of way width of 45' to the East and of 30' to the West, said point having a stationing of 131+81.36 based on said "Ranchita Canyon Road-Plan and Profile"; thence
85. Westerly, 30' (measure at right angle to said center line) to a point on the westerly line of said County Road No. 5237; thence southerly along the westerly line of said County Road the following bearings and distance based on said "Ranchita Canyon Road-Plan and Profile"
86. S. 00° 07' 30" W., 2346.22' more or less to a point on the common section line between sections 11 and 14, T.26S., R.12E., N.D.B.&M.; thence
87. S. 00° 27' 30" W., 3945.14' more or less, to a point westerly of Station 68+90 as shown on said "Ranchita Canyon Road-Plan and Profile"
88. N. 89° 32' 30" W., 5.14' to a point on the westerly line of said Ranchita Canyon Road; thence
89. S. 0° 07' 30" W., 890.23'; thence
90. S. 63° 33' 36" W., 44.72'; thence
91. S. 0° 07' 30" W., 30.9'; thence
92. S. 60° 07' 49" E., 40.31'; thence
93. S. 7° 15' 00" W., 80.62'; thence
94. S. 0° 07' 30" W., 304.36'; thence
95. S. 3° 11' 09" E., 346.31'; thence
96. S. 0° 07' 30" W., 632.77'; thence

97. Southerly 259.30' (through an angle of 4° 54' 46") along a circular curve concave to the East, having a radius of 3030', to a point in a non-tangent line; thence
98. S. 61° 12' 44" W., 143.64'; thence
99. S. 6° 06' 24" E., 30.00'; thence
100. S. 84° 41' 30" E., 129.84'; thence
101. S. 6° 52' 30" E., 1023.22'; thence
102. S. 83° 07' 30" W., 10', to a point on a circular curve; thence
103. Southerly 589.13' (through an angle of 19° 14' 00") along a circular curve concave to the West, having a radius of 1755'; thence
194. S. 10° 29' 41" W., 461.23'; thence
105. Southerly 277.54' along circular curve (through an angle of 7° 50') concave to the East, having a radius of 2030', to a point on a non-tangent line, said non-tangent line being also described in said Board of Supervisor's Resolution accepting Deed for Road Right of Way from John L. Jordan, et ux, for Airport Road; thence southerly along the westerly line of said right of way the following courses and distances
106. S. 45° 08' 40" W., 76.38'; thence
107. S. 0° 08' 30" E., 61.00'; thence
108. S. 85° 28' 30" E., 44.77'; thence
109. S. 4° 31' 30" W., 215.63'; thence
110. Southerly 331.26 (through an angle of 19° 34') along a circular curve concave to the West having a radius of 970'; thence
111. S. 24° 05' 30" W., 333.36'; thence
112. Southwesterly 295.30' (through an angle 29° 41') along a circular curve concave to the northwest having a radius of 570'; thence

113. S. $53^{\circ} 46' 30''$ W., 124.35'; thence
114. Southerly 399.87' (through an angle of $53^{\circ} 48'$) along a circular curve concave to southeast having a radius of 339'; thence
115. S. $0^{\circ} 01' 30''$ E., 45.44', to a point on the northerly line of said State Highway No. 46; thence westerly along said northerly line the following courses and distances
116. N. $83^{\circ} 10' 56''$ W., 191.07'; thence
117. S. $89^{\circ} 58' 30''$ W., 1050.00'; thence
118. N. $56^{\circ} 56' 20''$ W., 226.82'; thence
119. S. $58^{\circ} 46'$ W., 59.00'; thence
120. Southwesterly 141.62' along a circular curve through an angle of $31^{\circ} 12' 30''$ and having a radius of 260'; thence
121. S. $89^{\circ} 58' 30''$ W., 169.33'; thence
122. S. $61^{\circ} 30' 32''$ W., 157.94'; thence
123. S. $88^{\circ} 36' 36''$ W., 1049.60'; thence
124. N. $79^{\circ} 43' 10''$ W., 167.70'; thence
125. S. $80^{\circ} 58' 30''$ W., 20.00'; thence
126. S. $79^{\circ} 40' 10''$ W., 167.70'; thence
127. S. $89^{\circ} 58' 30''$ W., 2325.00'; thence
128. N. $88^{\circ} 35' 35''$ W., 800.25'; thence
129. S. $89^{\circ} 58' 30''$ W., 2001.74'; thence
130. Westerly and Northerly 156.57' along a circular curve concave to the northeast through an angle of $89^{\circ} 42' 30''$, having a radius of 100' to a point; thence
131. N. $87^{\circ} 52' 28''$ W., 60.05' to a point on a circular curve; thence
132. Southerly and Westerly 159.59' along circular curve through an angle of $91^{\circ} 26' 15''$, concave to the northwest and having a radius of 100'; thence
133. N. $88^{\circ} 52' 45''$ W., 436.37'; thence

134. N. $88^{\circ} 52' 45''$ W., 65.00'; thence
135. N. $88^{\circ} 52' 45''$ W., 1052.78' to a point on a circular curve; thence
136. Westerly 739.47' (through an angle of $21^{\circ} 11' 03''$) along circular curve concave to the south having a radius of 2000'; thence
137. S. $67^{\circ} 41' 42''$ W., 540.00'; thence
138. Southwesterly 122' more or less to point on the northerly right of way line of said Highway No. 46 said point being northerly of, 48' from and opposite of Station 35 + 55 as shown on said Highway Right of Way Map; thence
139. S. $66^{\circ} 26' 15''$ W., 158' more or less to a point on the existing Easterly City Limit Line; thence
140. Southwesterly along the existing City Limit Line 175 feet more or less to the point of beginning.